

Proposal Number	Synopsis	Proposed By	Current Rule	Change As Proposed	Proposer Change Rationale	Member Comments Received	Rules Committee Recommendation	Change as Rules Committee Recommends	Rules Committee Change Rationale
2022-1	Multiple category	Mike Galloway	4.4.2 Competitors may only register in a single category. Exception: A competitor may also register in a lower category for the purpose of obtaining an IAC Achievement Award.	Allow trophy for HC competitors	4.4.2 Competitors may only register in a single category. Exception: A competitor may also register in a lower category for the purpose of obtaining an IAC Achievement Award. [commenter:] Some people look for loopholes in 33.1 and 33.2 - when there is only one competitor in a category they recruit someone to fly for a "patch". But since that person is flying hors concours they do not count for standings and for that reason it doesn't make sense to use these patch flights to circumvent 33.2. The whole point of having "minimum" competitors is that if you aren't vying against someone for points you don't deserve a trophy.	For:2 Against:1 Tom Myers: For. Allows rules to agree with reality. The trophy is awarded. Doug Jenkins: I wholeheartedly support these. Just because you're the only one to show up doesn't mean you didn't fly well enough to earn a trophy! Let's recognize those who make the effort. Johnny Wacker (GENERAL COMMENT for all proposals): In general I have no real issues with the proposals not specifically commented on below. However I would like to add that unless I am adamantly supportive of a change, and it is shown that it WILL have a real and positive impact on our sport I am usually not in favor of a change. Change for change's sake is pointless (other than an opportunity for crafty trick questions on the next judges R&C exam. Hint the sarcasm). Keith Doyne: I do not support this proposal. It is not necessary.	Adopt Change	Delete 33.1.2 in its entirety.	33.1.2 is redundant with 4.4.2, which will be retained to assure "patch" entries must be a lower category than what is flown for a trophy. Further, the statement here has no relevance to the Hors Concours topic of this rules book section. The issue brought up by the proposer is addressed by the recommendation for 2022-2 below.
2022-2	Strike the rule requiring two competitors in a category for official ranking	Jim Bourke	33.1 Hors Concours Entrants 33.1.1 A competitor may compete without the intent of earning flight medals or trophies. This is called an "Hors Concours" entry. 33.1.2 A competitor competing in more than one category may only compete for medals and trophies in the highest category entered. 33.2 Minimum Competitors in a Category 33.2.1 The minimum number of competitors to comprise a category for official ranking and trophies is two. 33.2.2 A competitor flying alone in a category competes Hors Concours but may still earn special awards (e.g., Grassroots), IAC Achievement Awards, and point totals for regional, collegiate, or national awards.	Strike 33.2 entirely.	Rule 33.2.1 requires that there be at least two competitors to create an official ranking. The very word "ranking" implies the sense of this. However, rule 33.2.2 allows for all the other awards to be given (Grassroots, IAC Achievement Awards, etc). It appears that rule 33.2.1 is a leftover from before 33.2.2 was accepted.	For:2 Against:1 Tom Myers: For. Allows rules to agree with reality. The trophy is awarded. Doug Jenkins: I wholeheartedly support these. Just because you're the only one to show up doesn't mean you didn't fly well enough to earn a trophy! Let's recognize those who make the effort. Keith Doyne: I do not support this proposal.	Adopt Change	Delete 33.2 in its entirety. MAY REQUIRE UPDATE TO SCORING SOFTWARE	This will allow competitors to earn a trophy even if they are the only one flying in a category. Welcomes all competitors without contest organizers trying to violate or "game" the rules. This is better for safety as well as contest logistics. Aligns rules with reality. Many contests have awards made prior to the event and thus save nothing if they cannot award a first place trophy.
2022-3	Allow trophies to be given out regardless of how many competitors are in a category	Jim Bourke	33.3.1 Individual 1st, 2nd and, if three or more competitors flew, 3rd place trophies will be awarded to category winners at all sanctioned contests.	Strike "if three or more competitors flew" from 33.3.1	Rule 33.3.1 allows for 3rd place trophies to be given out only of three or more competitors flew. Strangely, it has no similar restriction for 2nd place trophies in the case of only one entrant, etc.	For:2 Against:1 Tom Myers: For. Allows rules to agree with reality. The trophy is awarded. Doug Jenkins: I wholeheartedly support these. Just because you're the only one to show up doesn't mean you didn't fly well enough to earn a trophy! Let's recognize those who make the effort. Keith Doyne: I do not support this proposal.	Adopt Change	33.3.1 Individual 1st, 2nd and if three or more competitors flew , 3rd place trophies will be awarded to category winners at all sanctioned contests.	Not awarding trophies to non-existent competitors is obvious. Intent of the rule is to require trophies be awarded to at least the top three competitors in each category. Thus, strike "if three or more competitors flew" from the old text.
2022-4	Late arrivals	Brennon York		Allow Jury to let late arrivals compete	Section 4.6 of the rule book discusses late arrivals. It only allows the jury excuse a late competitor if that tardiness is "outside of the competitor's control". One could argue (e.g. another sportsman competitor via protest) that if Nathan knew weather could be a factor that he had control to leave earlier. The jury is allowed only to interpret the rules in regards toward their intent, not violate them, so it could place the jury in an uncomfortable position. We have had instances at other contests where there was controversy over similar situations. Although I don't think likely that such a protest would occur, either because Nathan can actually make it in time or because other competitors wouldn't bother, you could request a rules waiver from Jim Bourke. Suggest you ask Jim to waive 4.6.2 to allow the jury to accept a late competitor without penalty for any reason and permit the jury to establish any operational steps necessary accommodate that competitor.	For:2 Against:1 Tom Myers: For. Allows rules to agree with reality. Doug Jenkins: As a multi-time CD, jury member and competitor I support these changes. They do indeed align with reality. Keith Doyne: I do not support this proposal. The proposal does not recognize the extra effort of the busy registrar to add another competitor at the last minute. This proposal does not address the responsibility of the competitor to communicate with the CD and let them know of potentially being late.	No Change	None	A potentially-late competitor has no way of knowing how a Jury may decide until after arrival. Better to have established criteria for most cases, but let Jury weigh in when needed (see 2022-5 below).
2022-5	Amend the Late Arrival rule to match actual practice	Jim Bourke	4.6 Late Arrivals 4.6.1 A competitor is declared late when it is no longer possible to complete registration, receive the required briefings, and be ready to fly prior to normal completion of their Known Program. 4.6.2 A competitor who arrives late to the contest will have zeros entered for any completed Programs unless the jury determines that the tardiness was outside of the competitor's control. 4.6.3 The jury may require the tardy competitor to fly the Known Sequence during a qualifying flight even if scores cannot be earned.	4.6 Late Arrivals 4.6.1 A competitor may arrive late with prior permission of the Contest Director. The competitor will be assessed a Failure to Prepare penalty unless an equal opportunity for Late Arrival was given to all competitors. 4.6.1 Absent prior permission, a competitor is declared tardy when it is no longer possible to complete registration, receive the required briefings, and be ready to fly prior to normal completion of their Known Program. 4.6.2 A tardy competitor will have zeros entered for any completed Programs unless the Contest Jury determines the tardiness was outside of the competitor's control. 4.6.3 The Contest Jury may require a Late Arrival to fly the Known Sequence during a qualifying flight even if scores cannot be earned.	This is all taken from a Sport Aerobatics article titled "Rules No One Follows:" According to the rule book: Competitors are required to make the first briefing and be ready to fly the first program, which is the Known. Competitors who arrive late receive a penalty. Missing the briefing is a cash penalty of \$50 and a point penalty if that fee is not paid by the time of the first flight. Missing a flight entirely results in a DQ for that entire flight. That's right, big fat zeros for every figure! The jury is allowed to waive these penalties if the tardiness is outside of the competitor's control. In actual practice: Competitors do not seem to mind the cash penalty. I suppose that \$50 is seen as a drop in the bucket compared to the overall expense of competition. Maybe the competitor even rationalizes it as a donation. The point penalty for missing the briefing should apply if the funds are not handed over in a timely manner, but with so many busy people at the start of a contest, it's probably not a high priority. But what should the Contest Director do when a competitor calls a few days before the contest and asks to be allowed to skip the first day of the contest due to a work commitment? The only safe answer according to the rules is to say "That's up to the jury". But the motivation to get another competitor signed up is strong. The answer is usually "yes". Right now you might be thinking: so what? Why can't someone come in late? But don't the feelings of the other competitors, who settled their work commitments to show up on time and volunteer, matter? How does the jury, who is tasked with enforcing the rules, turn a blind eye to them when a competitor protests? Is a work commitment a circumstance beyond the competitors control, or isn't it? Don't we all work? This is a great example of a troublesome rule because there are so many different perspectives: we have the tardy competitor, who is trying to pay the bills and still find time to support a local contest; we have the other competitors in their category who had to sit out in the sun for a full day of volunteering; we have the Contest Director who wants to get one more person registered; and we have the jury who has to make a fair and impartial ruling. If you've been in this sport long enough you've probably been in each of these positions.	For:3 Against:0 Tom Myers: For. Allows rules to agree with reality. Doug Jenkins: As a multi-time CD, jury member and competitor I support these changes. They do indeed align with reality. Keith Doyne: I agree with this proposal.	Adopt Change	4.6 Late Arrivals 4.6.1 A competitor may arrive late with prior permission of the Contest Director. 4.6.1.1 The Chief Judge will assess a Failure to Prepare penalty for each program completed prior to the competitor's required readiness for competition. 4.6.2 (was 4.6.1) Absent prior permission, a competitor is declared tardy when it is no longer possible to complete registration, receive the required briefings, and be ready to fly prior to the scheduled completion of their Known Program. 4.6.2.1 (was 4.6.2) The Chief Judge will assess a Zero Flight Program penalty for any completed Programs missed by a tardy competitor will have zeros entered for any completed Programs unless the Contest Jury determines the tardiness was outside of the competitor's control. 4.6.3 The Contest Jury may require a Late Arrival to fly the Known Sequence during a qualifying flight even if scores cannot be earned. 25.1.5 (a) (iv) (new) Any Late Arrivals authorized by the Contest Director will be disclosed.	Provides more predictability for competitor regarding the consequences of arriving late, without having to await a Jury decision. Reduces the number issues that Juries must address. Retains expectation that, for fairness, all competitors should be prepared to participate when flying starts for their category.
2022-6	Pilot Certifications	Dave Watson	4.3.2 Competitors must meet legal pilot certification requirements appropriate for their Aircraft. Exception: A pilot with a sport Pilot Certificate may fly a non-light sport Aircraft in the Primary or Sportsman Category, if accompanied by a qualified Safety pilot.	4.3.2 Competitors must meet legal pilot certification requirements appropriate for their Aircraft. Exception: A pilot with any pilot Certificate (including Student Pilot or Sport Pilot) may fly any aircraft in the Primary, Sportsman or Intermediate Power Category and any Glider category, if accompanied by a Safety pilot qualified to fly such aircraft.	1. Fact - Current rules 'open the door' for pilots with lower than as otherwise required for the specific aircraft (and for pilots without current medical certificates) to compete. 2. Fact - The FAA allows for pilots to share the controls of their aircraft. 3. Fact - The IAC rules allow for Safety pilots through Intermediate in Power and through Unlimited in Gliders. 4. Fact - Spin training is not required for pilot certification and many CFI's even fear spins (and pass that fear onto their students). 5. Allowing Student pilots to get aerobatic and spin experience with a qualified safety pilot may provide for enhanced numbers in our sport while increasing their spin and unusual attitude 'safety' training during their pilot training. 6. Allowing power pilots to compete in gliders and glider pilots to compete in power, may increase numbers in our sport.	For:3 Against:1 Tom Myers: For. Student pilots may need sign-off from CFI to be able to compete. Doug Jenkins: Support. A student pilot with a safety pilot on board is not a safety risk. Johnny Wacker: The only legal time a non-rated pilot can be "sole manipulator of the controls" is with a CFI receiving instruction. I favor the intent but believe the Safety Pilot should be CFI if the pilot is not rated. Note this also makes it legal without medical if receiving Dual. The "dual" can be monitoring a student demonstration for critique after... If a non-CFI is flying safety for a non-rated pilot then they are essentially giving dual instruction and violating FARs. Keith Doyne: I do not support this proposal. I don't think student pilots should be allowed to compete. Their focus should be on building those skills and gaining the needed to obtain their pilot certificate. Last time I checked, aerobatics was not something the FAA tests for a pilot certificate.	Adopt Change	4.3.2 Competitors or their Safety Pilot must meet legal pilot certification requirements appropriate for their Aircraft. Exception: A pilot with a sport Pilot Certificate may fly a non-light sport Aircraft in the Primary or Sportsman Category, if accompanied by a qualified Safety pilot.	Encourages contest participation at the student pilot level when the necessary FAR qualifications are met by the Safety Pilot. Should Legal review prior to rule being published?
2022-7	Flying in Intermediate or above should disqualify a competitor from Best First-Time Sportsman	Jim Bourke	None	Add 33.6.2 Competitors are disqualified from Best First-Time Sportsman if they have previously flown any higher category.	This comes up rarely but if a competitor skips Sportsman and flies Intermediate or a higher category at their first contests, then steps down to Sportsman, they should probably not qualify for Best First-Time Sportsman.	For:3 Against:0 Tom Myers: For. Doug Jenkins: No issues supporting, but this may be such a rare case it's not worth cluttering the rule book. Keith Doyne: I agree with this proposal.	No Change	None	Agree with intent but too rare of an occurrence to drive establishing a new rule. Implementing would also place burden of investigating eligibility on contest officials for all contests to assure that they don't violate the rule.

Proposal Number	Synopsis	Proposed By	Current Rule	Change As Proposed	Proposer Change Rationale	Member Comments Received	Rules Committee Recommendation	Change as Rules Committee Recommends	Rules Committee Change Rationale
2022-8	Delete requirement for boundary judges	Mark Cunningham	2.1.2 (K) The Contest Director will be assisted by staff in the following positions: k) Boundary and Deadline Judge: records infringements of the aerobatic boundaries.	Delete requirement for boundary judges Remove boundary judges and increase weight of presentation score	Challenging for many contests to arrange for and/or staff boundaries It is difficult enough to organize a contest so why waste precious volunteer resources on boundary judging. I think it would be better to remove the boundary judges and increase the weight of the presentation score. This would most likely require more training for judges but would eliminate extra volunteers.	For:3.5 Against:0.5 Tom Myers: For. Allows rules to agree with reality. Qualified volunteers routinely in short supply. Ronald Mann: Support. Boundary judges should be optional based on the number of available volunteers and geography of the box. It is not always possible to staff these locations. Doug Jenkins: Ambivalent. I think the current system works fine (granting waivers to those who can't support the requirement); but the arguments presented are cogent and valid. Keith Doyne: I support part of this proposal. I can support waiving the boundary judges if the location for the boundary judge is inaccessible or there are not enough volunteers to man the position. Other than those exceptions, the rest of the proposal should be discarded. Peter Carlson: I would like to voice my support for "2022-8 Delete requirement for boundary judges" I believe the boundary judge requirement is a detriment to competitive aerobatics in the U.S. for the following reasons: 1. There is no pre-requisite experience, education, achievement, or training required for a boundary judge. Scoring which can effect overall score, in terms of percentage and placement, are impacted by persons on a spectrum from zero experience to a lifetime of experience in IAC competition. If there is a judges school for line judges, the same standard should hold for boundary judges, who affect scores. Because this is not the case, nor would be feasible or desirable, their elimination makes sense. 2. CIVA competition do not have boundary judges. The U.S. last produced a World Champion in 1988 with Henry Haigh; the last pilot to make the podium at the Unlimited World level was Matt Chapman, now two decades past. If the United States is to produce another World Champion at the Unlimited level, or even Advanced level at this point, the IAC does that pursuit no favors in requiring its high performance category pilots to train for rules which are radically different than those which European pilots, whom we must admit have been the best in the world for 30 years, are practicing, training, and competing regionally with.	Adopt Change	2.1.3 (new) The Contest Director may opt to not assign Boundary Judges. 7.5 Buffer 7.5.1 When assigned, Boundary Judges are stationed such that there is a 50-meter (164 feet) buffer zone before boundary infringement penalties are noted. .	Reality many contests face is the marginal number of volunteers available to staff the required positions. Sometimes enough can be found but only if competitor volunteers spend long periods in a difficult environment, hence with perhaps a safety and/or competitive issue when they later fly. In other instances the necessary location of the box makes it difficult to locate boundary judge stations. In either case the CD must formally request a waiver, which is always granted, or otherwise simply violate the rules. Placing contest officials in this position and necessitating the Sanction Committee's involvement has no value to the sport.
		Mark Cunningham	7.5 Buffer 7.5.1 Boundary Judges are stationed such that there is a 50-meter (164 feet) buffer zone before boundary infringement penalties are noted.	Eliminate requirement for boundary judges	I would like to propose a change to the rule(s) (Section 2, 8 and 29 in the 2021 rule book) that requires the use of boundary judges in a contest. It is difficult enough to organize a contest and find volunteers so why waste precious volunteer resources on boundary judging. I think it would be better to remove the boundary judges and increase the weight of the presentation score. This would most likely require more training for judges but would eliminate extra volunteers. It would also improve the quality of flying by pilots. Instead of worrying about whether they are staying inside the box they will focus more on staying in the right place in the box.				
		Marian Harris	8 Boundary Judges 8.1 Qualifications 8.1.1 Boundary Judges must understand Aresti notation well enough to correctly determine which figure is being flown by a competitor. 8.2 Equipment 8.2.1 A visual sighting device will be used to determine each infringement. 8.2.2 A boundary infringement is considered to have occurred if the entire aircraft is seen outside of the sighting device. 8.3 Real-time Infringement Reporting 8.3.1 Boundary Judges will report in real time by radio: a) When the aircraft enters the Aerobatic Box buffer zone for the first time with intent to start the Performance. b) Each occurrence of a boundary crossing including which boundary was crossed and whether crossing out of the Box or crossing back in. 8.4 Infringement Records 8.4.1 Boundary Judges shall maintain written record of all infringements for each figure. Records will be provided to the Chief Judge when the Program is complete. 8.5 Traffic Alerts 8.5.1 Boundary Judges shall notify the Chief Judge immediately 29.3 Grading Presentation 29.3.1 The exact method used to determine the Presentation grade is left to the individual judge but shall include the following criteria: a) Balance on the X axis. b) Management of wind conditions. c) Control of distance and altitude for best viewing angle. d) Consistent pacing. 29.3.2 While Presentation is intentionally subjective, judges	Make Corner Judges Optional 2.1.2 (K) The Contest Director will be assisted by staff in the following positions: k) Optional - Boundary and Deadline Judge: records infringements of the aerobatic boundaries. 7.5 Buffer 7.5.1 Optional - Boundary Judges are stationed such that there is a 50-meter (164 feet) buffer zone before boundary infringement penalties are noted. 8 Optional - Boundary Judges	1. Unsafe to expose pilots to extreme heat with zero/limited shade and stress required by the Boundary Judge position, in addition to other common environmental factors such as biting bugs, wobbly chairs on unstable ground while trying to juggle sighting devices, reference sequencing cards and hand-held radios. This is a mentally and physically stressful role that impairs a pilot's readiness for flight, especially since they are typically last to get back to the flight line and cool down or rest. 2. Too few volunteers available at most contests. Additionally, the skill required to make good "Out on figure X, in on figure Y" calls dictate that more experienced pilots staff this role (who you need as judges and judge assistants. Furthermore, the Boundary Judge role is a disaster for new competitors and impairs the IAC's ability to encourage new members to come back. 3. Pilot's Presentation scores should reflect the pilot's ability to keep figures in the box. If the Intermediate, Advanced and Unlimited WACs don't have boundary judges, then I'm not sure why we need them.				
		Jim Bourke	8.3 Real-time Infringement Reporting 8.3.1 Boundary Judges will report in real time by radio: a) When the aircraft enters the Aerobatic Box buffer zone for the first time with intent to start the Performance. b) Each occurrence of a boundary crossing including which boundary was crossed and whether crossing out of the Box or crossing back in. 8.4 Infringement Records 8.4.1 Boundary Judges shall maintain written record of all infringements for each figure. Records will be provided to the Chief Judge when the Program is complete. 8.5 Traffic Alerts 8.5.1 Boundary Judges shall notify the Chief Judge immediately 29.3.1 The exact method used to determine the Presentation grade is left to the individual judge but shall include the following criteria: a) Balance on the X axis. b) Management of wind conditions. c) Control of distance and altitude for best viewing angle. d) Consistent pacing. 29.3.2 While Presentation is intentionally subjective, judges	Make boundary judges optional at contests when circumstances do not allow them. In chapter 8, Boundary Judges, insert a section between 8.1 Qualifications and 8.2 Equipment. The new 8.2 will be: 8.2 Waiver 8.2.1 Boundary judges are required for sanctioned contests unless under any of the following conditions. a) there are fewer than 25 competitors. b) the area under the Aerobatic Box is inaccessible. c) the Volunteer Coordinator cannot source volunteers for these positions.	The rules require boundary judges even when it is logistically impossible to fill these roles. 1. Boundary judges are already effectively optional because Contest Directors and Contest Juries ignore the requirement when they are short staffed. Boundary judges are problems for many contests because to be qualified the volunteer must be able to read Aresti and such volunteers are in short supply. They require access to vehicles and a volunteer to drive them. Swapping out boundary judges adds a lot to the time cost of changing out judge lines between programs. Looking the other way on this rule creates hardship for the jury whose job is to make certain the rules are followed. Juries have no power to waive rules or make up new ones. This is relegated only to the sanctioning committee. 2. Boundary judges are already effectively optional due to the Rules Deviation provision in the rule book. The IAC President (and therefore chair of the Sanctioning Committee) receives many such requests for boundary judges that are always approved. The President has no better way to determine whether boundary judges are optional than the Contest Director does, so the CD request is approved. IAC Executive Director Steve Kurtzahn has kept count of how many contests ask to forego boundary judges. It is estimated that between the rules deviations and the contests that do it without asking that at least 50% of our contests run without boundary judges already. The rules should match the actual intent of the board. If the board wants these contests to run without boundaries then it should allow it in the rule book. If the board wants juries to invoke the "Contest Suspension" rule (31.3.1) and shut down the contest, it should leave the rule the way it is. Lastly I'll point out that CIVA no longer uses boundary judges. We aligned our Presentation K factors to roughly match the CIVA values already. I see two possible solutions: 1. Make boundary judges optional. This simply formalizes what is already happening in IAC-land. 2. Eliminate boundary judges entirely and either: A) use the Presentation score alone to penalize bad placement, or B) add deduction criteria for "placement" to each figure to create an additional penalty for flying a figure where it can't be properly judged. This would allow judges to penalize a competitor for flying an individual figure so far out of the box that they can't fairly judge it at all, which can be considered a distinct problem than Presentation which is about the overall aesthetics of the entire Performance. I will focus on option #1 for this proposal, but ultimately I think we should end up at option 2B eventually. It's a simple solution that I think gives everyone what they want.				
2022-8a	Increase Presentation K if No Boundary Judges Used	Rules Committee					Adopt Change	29.2 Presentation Coefficient 29.2.1 The Presentation "K" Factor increases with the difficulty of the category: Category Presentation K a) Primary 5 K b) Sportsman 10 K c) Intermediate 15 K d) Advanced 25 K e) Unlimited 40 K 29.2.2 (new) If no boundary judges are assigned for a Program, the Presentation K factors above shall be doubled. REQUIRES SCORING SOFTWARE UPDATE	If 2022-8 above is adopted and a contest uses no boundary judges, the consequence of flying outside the box boundaries is reduced. This change helps maintain the competitor motivation to stay in the box. Provides some "leveling" between contests flow with and without boundaries. No extra work required by judges. Confirmed that JasPER can be modified to readily implement this when needed.
2022-9	No actual requirement for boundary judges	DJ Molny / Mark Budd	None	Add such requirement	Question #21 on this year's R&C asks what action the contest organizers should take if it's not possible to deploy boundary judges. The accompanying hint refers to Rule 7.5.1: Boundary Judges are stationed such that there is a 50-meter (164 feet) buffer zone before boundary infringement penalties are noted. One of our judges, Mark Budd, pointed out that the gist of that rule is the geometry of the buffer zone. There's actually no language indicating that boundary judges are required, it's just an inference.	For: Against: Tom Myers: Against. Qualified volunteers routinely in short supply. Doug Jenkins: I believe most people infer the requirement with no issues. Keith Doyne: I do not support this proposal.	No Change	None	See 2022-8 that makes boundary judges optional.
2022-10	Rule Book is Definitive	DJ Molny	None	26.1.9 (new) Grading Judges must base all scores and decisions solely on criteria that are explicitly defined in this rule book. Clarification: Judges must not invent or adopt other criteria, except as specifically permitted for radii and Presentation.	This is a fundamental principle of IAC judging that promotes consistency, yet it's not explicitly stated in the rules.	For:1 Against:1 Tom Myers: Ok. Benign. Doug Jenkins: The Aresti catalog is actually a governing document as well, so perhaps adding "and the Aresti catalog" to the end would be more accurate, but, again I think most folks reason this out for themselves. Keith Doyne: I do not support this proposal.	Adopt Change	26.1.9 (new) Judges must base deductions solely on the criteria specified in this rule book.	This is a fundamental principle of IAC judging that promotes consistency, yet it's not explicitly stated in the rules.
2022-11	Eliminate references to metric units, round all numbers to nearest 50 feet.	Jim Bourke	Numerous	To remove all metric units from the rule book: 1. Change, in all occurrences: a. 3280 feet to 3300 feet b. 164 feet with 150 feet c. 328 feet with 350 feet d. 656 feet with 650 feet e. 3,937 feet with 4,000 (applies to gliders) f.etc... 2. Set the upper limit to the aerobatic box to 3,500 feet for all power categories. This eliminates the weird values of 3,609 foot upper limit for Advanced and the 3,280 foot upper limit for Unlimited.	The rule book specifies lengths in both Imperial and Metric units. The Imperial values are derived from the metric values. The Metric values have no purpose in the rule book except to explain how the rule book arrived at such odd numbers for the Imperial values. The precision of these values is unneeded because it is not realistic to imagine a judge can tell the difference between 3,609 feet and 3,500 feet, or 164 feet and 150 feet. Some of the current values are downright humorous, such as the upper limit of the box for gliders which is, thankfully, exactly 4,000 feet for Sportsman and Intermediate, but changes by exactly 63 feet for Advanced and Unlimited to precisely 3,937 feet! The overly precise values are hard to memorize, take up space in the rule book, and consume time in our judge training that could be better used for eating donuts or learning figure criteria.	For:2 Against:2 Tom Myers: For. Very practical. Doug Jenkins: Makes sense to me. Johnny Wacker: I oppose. 328' and 656' are just as easy to remember. Understand that most Advanced and Unlimited Pilots aspire for international competition; they shouldn't have to restrain. Judges reference the low line flights, not eyeballing rounded altitudes. As far as upper limits, it really doesn't matter. I think I am the only judge that ever used "High" calls and only to make a point at times. Keith Doyne: I do not support this proposal.	Adopt Change	Remove all metric units from the rule book. 1. Change, in all occurrences: a. 328 feet with 350 feet b. 656 feet with 650 feet c. 3,937 feet with 4,000 (applies to gliders) 2. Set the upper limit to the aerobatic box to 3,500 feet for all power categories. This eliminates the weird values of 3,609 foot upper limit for Advanced and the 3,280 foot upper limit for Unlimited.	The included Metric values have no purpose in the rule book except to explain how the rule book arrived at such odd numbers for the Imperial values. The precision of these values is unneeded because it is not realistic to imagine a judge can tell the difference between the precise metric equivalent and a rounded Imperial value. The overly precise values are hard to memorize, take up space in the rule book, and consume time in our judge training that could be better used for other key topics. There is no change to the aerobatic box lateral size.
2022-12	Offer more advice to ensuring there are no conflicts of interest on the judging line	Jim Bourke	11.3.2 Relatives (any person connected to a competitor by family, marriage, or domestic partnership) of competitors may not act as Grading Judges in categories wherein their relatives are competing.	Change 11.3.2 to read: 11.3.2 Judges shall be assigned to categories in a way that minimizes conflict of interest and the appearance of impropriety. Examples: spousal and familial relationships, training partners, chapter affiliation and coaching relationships are all examples of potential conflicts that can create an appearance of impropriety.	Rule 11.3.2 disallows judges to grade their spouses but at many contests there are allegations that the judge panel is stacked in favor of certain competitors. There are currently no rules disallows a coach from judging a student, even though there may be a financial interest in that student's success. There are many challenges to eliminating bias but eliminating the appearance of bias is fairly easy for obvious conflicts. However, we must recognize the challenge faced by contest organizers at small contests, where there are not many qualified judges to choose from. We need a rule that seeks to minimize the appearance of bias so that our contests will be felt to have integrity and so that any challenge of bias can be fairly met with "if you don't like it, become a judge so we have a better option next year." This proposal was written in a hurry based on a number of complaints I received the day before the proposal deadline, so it will pay for the rules committee to debate the wording.	For:1.5 Against:1.5 Tom Myers: For in principle, but the wording does need work. Doug Jenkins: I prefer 2022-13. Keith Doyne: I do not support this proposal.	Adopt Change	11.3.2 (new) Potential conflicts of interest and appearance of impropriety shall be considered when assigning Grading Judges. Examples: Training partners, chapter affiliation student/instructor and paid coaching relationships are all examples of potential or apparent conflicts. Renumber existing 11.3.2 to 11.3.3 and existing 11.3.3 to 11.3.4 without text change.	To provide fair judging, and to make it transparent that judging is fair, we need to provide to contest organizers criteria they can use to support their decisions. It can be challenging at small contests to balance available judges vs. possible conflicts. A specific rule that establishes this general goal helps a CD define rationale for the choices they must make.
2022-13	Prevent coaches from judging pilots they coach	Doug Jenkins	None	11.3.4 (new) Coaches (any person who has provided coaching in a camp or other formal setting) of competitors may not act as Grading Judges in categories wherein their clients/pilots are competing. This prohibition does not apply to anyone who has, for instance, critiqued a pilot on an informal basis at a Chapter Practice Day or other similar event.	In order to prevent the appearance of biased judging impacting our sport I believe it is best to remove coaches from the Judging Line when pilots they have a relationship with are competing. 1. Coaches have an interest in seeing their pupils succeed (i.e. they can tell potential clients..."My pilots routinely win at regional contests/Nationals"). 2. If that interest is coupled with the potential to influence the outcome (i.e. acting as a Judge), that is a conflict of interest. 3. Even the best of us, while attempting to judge impartially and strictly on the figures as flown, can have sub-conscious bias with no ill intent (i.e. rule 11.3.2). Even if there is no bias, there is the appearance of a conflict of interest which can negatively impact the perception of the sport, particularly among newer competitors. 4. Therefore, to remove the potential appearance of an unfair outcome, coaches should be prohibited from judging when pilots they have a relationship with are competing. 5. This assures a clean and level playing field for all competitors free from as much bias as possible. No other sport that I am aware of allows coaches to judge their own athletes when they compete. The verbiage of this paragraph mimics 11.3.2 to maintain consistency.	For:1 Against:2 Tom Myers: Against. Too few judges. Too impractical to know where to draw the line. Doug Jenkins: 100% support this. I can't believe this is not already a rule. Much like Boundary Judges, if a CD is in a bind they can request a waiver. Keith Doyne: While I agree with the intent of the proposal, I can't support it. What if you have an experienced judge, who is also a coach, that is trying to become a CIVA judge for the World contests. If this coach is helping an unlimited pilot prepare for Nationals, now this coach is excluded from judging unlimited at Nationals, which is one of the few contests in the US that runs an unlimited category. I think you need to look at judges scores to find the bias and go that route.	No Change	None	Although coaching is definitely a conflict issue, better to generalize as done in 2022-12. Difficult to identify all conflicts of interest that may exist. Further, difficult for many contests to absolutely eliminate all known issues. Note that familial conflicts are specifically barred by 11.3.2.

Proposal Number	Synopsis	Proposed By	Current Rule	Change As Proposed	Proposer Change Rationale	Member Comments Received	Rules Committee Recommendation	Change as Rules Committee Recommends	Rules Committee Change Rationale
2022-14	Declare primacy of the third flight for Primary and Sportsman	Jim Bourke	24 The Unknown Program 24.1 Applicability 24.1.1 The Unknown Program is reserved for competitors in the following categories a) Intermediate b) Advanced c) Unlimited 24.1.2 At the discretion of the Contest Director, flights may be scheduled during this Program for the Primary and Sportsman categories, in which case these pilots will repeat the sequences they flew during the Free Program.	Change 24.1 to: 24.1 Sequences to be Flown During This Program a) Primary competitors must fly the Primary Known Sequence. b) Sportsman competitors may fly the same sequence they flew in the Free Program. c) Intermediate, Advanced, and Unlimited competitors must fly Unknown Sequences as provided by IAC Headquarters.	Rule 24.1.2 states that the Unknown program is only for Intermediate through Unlimited and lower category pilots only participate at the CD's discretion: At the discretion of the Contest Director, flights may be scheduled during this Program for the Primary and Sportsman categories, in which case these pilots will repeat the sequences they flew during the Free Program. In reality, CDs tend to prefer giving the lower category pilots the opportunity to fly the third flight, even when it can only be offered at the expense of the other categories. This proposal makes it so the language used in the Unknown Program section mirrors the language used to describe the Free Program.	For:1 Against:2 Tom Myers: Against. Unknowns may be flown for the second flight. Disagrees with other rules. Doug Jenkins: 100% support. Keith Doyme: I do not support this proposal. This proposal fails to address the Free Unknowns that are used for Team selection at US Nationals. The IAC HQ does not create Free Unknowns.	Adopt Change	24.1 Sequences to be Flown During This Program a) Primary and Sportsman competitors must fly the same sequence they flew in the Free Program. b) Intermediate, Advanced, and Unlimited competitors must fly the Unknown Sequences provided by the IAC. (Delete existing 24.1.1 and 24.1.2)	Current rule 24.1 states that the Unknown program is only for Intermediate through Unlimited and lower category pilots only participate at the CD's discretion. In reality, CDs and most competitors at all levels tend to prefer giving the lower category pilots the opportunity to fly the third flight, even when it can only be offered at the expense of the other categories. This proposal makes it so the language used in the Unknown Program section mirrors the language used to describe the Free Program.
2022-15	Bring back the Known as a qualifying flight	Jim Bourke	31.6.1(j) Reckless flying - any violation of traffic patterns, unscheduled aerobatic maneuvers, or operation of an aircraft in an unsafe manner or in such a manner that would create an unsafe situation or cast an image of recklessness on the IAC.	Change 31.6.1(j) to Reckless flying - any violation of traffic patterns, unscheduled aerobatic maneuvers, or operation of an aircraft in an unsafe manner or in such a manner that would create an unsafe situation or cast an image of recklessness on the IAC. Any flight in the Known program scoring below 50% is an example of reckless flying.	The IAC used to DQ competitors if their Known flight was very bad. This rule was eliminated partially because there were accusations that judges would tank the scores of a competitor to keep them from being a threat in the competition, or would do the opposite and give scores away to someone to keep them in the competition. Since that decision, the HZ rule has helped to make it much more clear when a competitor flies a flight that is very, very bad. It seems there must surely be a threshold value for a Known flight below which the competitor is unsafe flying the Unknown. It concerns me that I sometimes see people fly Unlimited without respect for the dangers. In many other countries, pilots are not allowed to move up until demonstrating success at the lower category. This may be an alternative solution, or one to consider simultaneously. This suggestion came to me the final day of the proposal period so the wording should be reviewed. I tried stuffing this into 31.6.1(j) but that might not be the best place.	For:1.5 Against:2.5 Tom Myers: Against. Arbitrary and disconnected from reality. Flying wrong direction not reckless. Doug Jenkins: I support the intent, but not the proposal. Possible issues...competitor who has never practiced at a location dives in flying the wrong direction on the X axis and flies some great figures but HZs all of them. Was that reckless or just "oops.?" Or a ¼ roll early in the sequence goes the wrong direction and leads to many HZs, again not reckless just "oops." Johnny Wacker: Agree in general. However for Primary and Sportsman pilots with a safety pilot I would relax this. I also believe there should be some leeway for a case where the pilot turns the wrong way and zeros a bunch of Figures. Reference 2021 US National Goody Thomas 46%. The quality and safety of the figures was satisfactory and safe. But basically someone who cannot score a min in figure quality shouldn't progress. Lastly we should find a way to have that call NOT be a career ending let-down. It should not discourage pilots from moving down, training harder to move back up in category. Keith Doyme: I do not support this proposal.	No Change	None	The existing reckless flying rule is sufficient and usable by juries to address a wide variety of situations. Applying a minimum acceptable score on the Known program has some merit but needs to be better iterated with deeper input from members who compete. Possible recommendation for next year.
2022-16	Get rid of inverted signaling rule	Jim Bourke	14.4.4 If the first figure following Signaling begins in inverted flight, Signaling must be performed in inverted flight and the competitor must change the flight attitude from upright to inverted only by a half roll prior to the first wing dip.	Eliminate 14.4.4	Rule 14.4.4 says: If the first figure following Signaling begins in inverted flight, Signaling must be performed in inverted flight and the competitor must change the flight attitude from upright to inverted only by a half roll prior to the first wing dip. This implies some practices that I have never seen correctly executed at a regional contest, nor have I seen penalties applied. These indicate to me that the rule may not have value. This rule seems overly harsh since the introduction of 14.4.5 which otherwise eliminated the rigor we once demanded regarding signaling. This has been proposed before and rejected but has been often suggested to me.	For:2 Against:1 Tom Myers: For. Add that half roll after signalling is ok. Doug Jenkins: 100% support. Signal upright, the ½ roll to inverted is implicit and NOT an added figure. Keith Doyme: I do not support this proposal. The first aerobatic maneuver after the wing wag is the first aerobatic maneuver in the sequence being flown. Rules 14.4 and 14.5 make this clear.	No Change	None	Inverted flight is part of aerobatics. Inverted signaling is thus one skill that should be handled by the Intermediate-Unlimited competitors that face having to do it. Since it isn't scored, poor inverted signaling has minimum impact on a competitor's score except, perhaps, for Presentation.
2022-17	No numerical scores received	Jim Bourke	30.8.1 Before sending Program Forms to the Scoring Director, Chief Judges shall verify that all paperwork is correct: a) Review the Chief Judge Penalty Forms for accuracy and provide specific reasons for any Zeroed Flight Program, Disqualification, or Illegal Free penalties. b) Ensure that each competitor's Free Program Forms are signed and dated. In the case of unsigned forms, or any other irregularity noted in a Free Program Form, check the "Illegal Free Program" box on the Chief Judge Penalty Form.	Clarify process if no numerical scores are received from the grading judges	Sourcing your answer from the rule book, what should a Chief Judge do if he gets the following scores: A, A, HZ, HZ? See 30.9.1. Note that it says numeric grades, so no conference should have been called. If any scores had been changed during conference it would have been illegal anyway since there is no possibility of changing HZs or As to numeric values. DI: The question was what the Chief Judge should do with a mix of HZ's and A's. Rule 30.9.2 states: "Conferences may not be called when ... there is a mix of zeros and Averages only." Therefore the answer is: nothing. I agree that 32.5.2 tells us how to determine if HZ's are in the majority when A's are also present. I also agree that the CJ is responsible for spotting situations in which there are no numeric scores and moving to fix the problem as soon as practical. But if that's spelled out in the current rules, I can't find it.	For:0 Against:1 Tom Myers: Unclear what specifically is being proposed. Doug Jenkins: Not really sure what the proposal is. Keith Doyme: I do not support this proposal.	Adopt Change	Add item under 30.8.1 Post Program Duties of the Chief Judge: c) The Chief Judge shall ensure that each competitor has received at least one numeric or HZ grade from at least one judge for each figure of the program. If not, the Chief Judge shall instruct the competitor to return and re-fly the figure(s) or coordinate with the Contest Director for the figure(s) to be re-flown during a subsequent program.	We need to define a process to address the instance where only averages have been given for one or more figures. Not doing so can mean not being able to fairly score competitors. Having the CJ identify the problem early will help resolve it with minimum disruption to contest operations - Many CJs already implement this approach.
2022-18	Downwind Entry notation on forms	Mike Lents	21.3.4 The notation, "Note Y Axis Entry", or "Note Downwind Entry" shall appear on Forms B and C if the sequence does not begin upwind.	Mandate notation to be in field of Forms B and C for ready visibility	I remember we used to have "Note Downwind Entry" in a box within the drawing itself, not just at the top of the page. It will have a lot more value if it is within the drawing because competitors typically trim the borders before putting the sequence card in their airplanes. If the note isn't found in that area I'm not sure it is worth enough to us to justify keeping this rule around. That's a thought for the rules committee to take up.	For:0 Against:3 Tom Myers: Benign but unnecessary. Solution looking for a problem. Doug Jenkins: Do not support. Keith Doyme: I do not support this proposal. Many competitors already add there own notes to the sequence card. Adding the extra note is not hard.	No Change	None	This notation is a minor competitor convenience since the entry direction is obvious in the sequence as drawn. Should a competitor trim the borders, they can readily write any notation desired on the remaining form as/where desired. Possible alternate is to delete the entire existing rule 21.3.4.
2022-19	Remove Presentation K from Form A and the Free Program Checklist	DJ Molny	21.2.3, 23.8.1(h), 31.4.2(h)	Remove Presentation K from Form A and the Free Program Checklist	JaSPer is pre-programmed with the Presentation K factor for each category. Therefore, there is no need to print them on Form A and no reason to penalize Free Programs that have a missing or incorrect Presentation K. Anyone who needs to know the Presentation K factors can find them in the Rule Book and see them in the JaSPer output.	For:1 Against:2 Tom Myers: For. Great idea. Doug Jenkins: Do not support. Keith Doyme: I do not support this proposal.	Adopt Change	21.2.3 The Presentation K Factor for the category must be shown on Form A. 23.8.1(h) Presentation Coefficient (20.2) - The Presentation K Factor on Form A must be correct. 31.4.2(h) Presentation Coefficient (20.2) - If the Presentation K Factor is absent or incorrect, the Presentation grade shall be zeroed.	Reduce complexity of checking Free forms as well as simply a feature handled elsewhere. JaSPer is pre-programmed with the Presentation K factor for each category, so there is no need to print them on Form A and no reason to penalize Free Programs that have a missing or incorrect Presentation K. 29.2.1 and JaSPer results list the Presentation K factors for anyone's reference. No change to forms required.
2022-20	Back-to-back form printing	Barrett Hines	4.2.1 An entrant must pay the entry fee and submit completed standard IAC forms as follows: a) Official Contest Entry Form. b) As many certified, legible copies of IAC Free Program Forms A, B and C as are needed. Forms B and C are separate forms and should not be printed back-to-back.	4.2.1 An entrant must pay the entry fee and submit completed standard IAC forms as follows: a) Official Contest Entry Form. b) As many certified, legible copies of IAC Free Program Forms A, B and C as are needed. Forms B and C can be printed as separate forms or printed back-to-back.	Save lots of paper. Reduce difficulty of managing a stack of paper in the wind. It is already common for pilots to submit frees as two sided as well as contests to print out B and C forms back-to-back. This rule change would not mandate either way but let contest organizers determine which approach to use.	For:2 Against:2 Tom Myers: Against. Difficult to follow sequence if two sided thin paper flimsy held up to light. Ronald Mann: In favor. Back to back printing would make for easier clipboard construction. Doug Jenkins: Support. Save the planet! Keith Doyme: I do not support this proposal.	Adopt Change	4.2.1 An entrant must pay the entry fee and submit completed standard IAC forms as follows: a) Official Contest Entry Form. b) As many certified, legible copies of IAC Free Program Forms A, B and C as are needed. Forms B and C are separate forms and should not be printed back-to-back.	We can easily reduce the magnitude of paper we have to handle, then trash, at contests. Windy conditions don't help in the handling. We don't use flimsies any more, but multiple sheets can be used to shield the sun if still desired. Some pilots and contest organizers already print back-to-back. Removing the constraint does not mandate either way and allows the choice.
2022-21	Clean up rules regarding signatures for Free Programs	Jim Bourke	4.2.1(b) As many certified, legible copies... 23.7.1 It is the competitor's responsibility to have their Free Program Forms checked for compliance with these rules signed, and dated by a current judge who must provide their IAC member number on the Form A. 23.7.2 The judge's signature does not have to have been in the current contest year, if there were no rule changes which affected a previously certified Free Sequence legality. 23.7.3 Such certification does not relieve the competitor of the final responsibility for the legality and legibility of the forms. 23.7.4 A competitor who is also a judge may not sign off their own Free Program Forms. 23.7.5 Any changes or alterations void the signatures and render the forms noncompliant. 23.8 Checklist for Free Program Forms 23.8.1 The following items comprise a checklist for judges to use for certifying Free Program Forms. 31.4.2(i) Execution: If the Forms are not signed and dated, the competitor will be assessed a Failure to Prepare Penalty.	In 4.2.1(b), remove the word "certified". In 23.7, the reference here is redundant in any case. Remove everything after "these rules," leaving the sentence: It is the competitor's responsibility to have their Free Program Forms checked for compliance. In 23.8, make no change. In 31.4.2(i), make no change.	The rules require a signature. This is stated in four places: a.Section 4.2.1 (b) which says that only "certified" copies of Free Programs are allowed at Registration. b.Section 23.7, which states it is the competitor's responsibility to have their Free Program checked and then "signed and dated by a current judge who must provide their IAC member number on Form A". c.Section 23.8.1(i), which provides the Checklist for Free Program Forms, which instructs judges, under Execution, to "sign and date each of the three Forms A, B, and C" if all items are correct. d.Section 31.4.2(i), which instructs the jury to apply a Failure to Prepare penalty if a free program is not signed. E-signatures are allowed throughout the world for all sorts of things, including legal documents, but the IAC language is strong enough it may appear to disallow them. I have previously recommended that we drop the signature requirement. My arguments are: 1.This rule requires that we train judges not just to read Aresti, but to construct Aresti. Reading Aresti is a worthwhile skill for any aerobatic enthusiast, but learning how to construct Aresti figures from catalog numbers and K values, including the arcane nuances of positive vs negatively loaded snaps, etc, consumes a full day of our two day judge school. Even when taught well, students often misunderstand the purpose of this training and come away from class thinking that being a grading judge is much harder than it is. Dropping this requirement will dramatically simplify judge training and make the topic feel more approachable. 2.OpenAero is in widespread use. The old Visio solution is no longer supported. OpenAero checks sequences automatically and notates that the check passed on the bottom of the forms. It will be pointed out that OpenAero has had several bugs over the years. This is true, but those bugs can be communicated about when discovered and fixed for everyone. When a human judge has a misunderstanding or is too lazy to do their job properly the mistakes are harder to spot and fix. I believe there are more human errors than there will be software errors. 3.Requiring human signatures is a logistical challenge that annoys competitors and gums up contest registration. 4.It is much harder to find a judge willing to properly examine a free than might be expected. Most judges just ask "has it been through openaero?" and just sign the form if it has. But I am intentionally digressing from the subject of this proposal to grind my favorite axe and enter these arguments once again into the record. The proposal is just to simplify the wording of these rules:	For:2 Against:2 Tom Myers: For. Onus for legit forms is on the pilot. Penalties exist for errors. Doug Jenkins: Do not support. As a reviewing Judge I have caught numerous errors OpenAero did not. Is that the pilot's responsibility, I suppose so, but a second set of eyes is always helpful. Johnny Wacker: Drop certification by judge. Make contestant "attest" to their legality. Make OpenAero files for all frees mandatory submission and available to all contestants to check in string form. (cut and paste in OA for quick check, or do it long-hand). Keith Doyme: I do not support this proposal.	Adopt Change	4.2.1(b) As many certified , legible copies... 23.7.1 It is the competitor's responsibility to have their Free Program Forms checked for compliance with these rules signed, and dated by a current judge who must provide their IAC member number on the Form A. 23.7.2 The judge's signature does not have to have been in the current contest year, if there were no rule changes which affected a previously certified Free Sequence legality. 23.7.3 Such certification does not relieve the competitor of the final responsibility for the legality and legibility of the forms. 23.7.4 A competitor who is also a judge may not sign off their own Free Program Forms. 23.7.5 Any changes or alterations void the signatures and render the forms noncompliant. 23.8.1 The following items comprise a checklist for judges to use for certifying Free Program Forms compliance. 23.8.1(i) Execution: If all the above items are correct, sign and date each of the three Forms A, B, and C. 31.4.2(i) Execution: If the Forms are not signed and dated, the competitor will be assessed a Failure to Prepare Penalty.	The rules place all responsibility on the competitor to assure a free program. Requiring a formal signoff from a Judge adds little value because the judge is not liable for doing it properly, especially since most free programs are produced on software that provides these checks. It would be more productive to have the competitors more thoroughly check their own free programs rather than have the chore of finding/convincing a judge to do that task.
2022-22	Provisional categories	John Ostmeyer	None	Include provisional categories in rule book	With the creation of Provisional Categories, i.e. the new Legacy Category, we now have categories that are not mentioned in the Rule Book, making it difficult to find information on rules for penalties, qualification, altitudes and such. This makes it hard for Contest Directors, Judges, and Pilots to be aware of the Rules for said category. To make sure that all the rules for the contest are in one place, including an appendix or separate chapter to deal with the Provisional Category's until they are either made permanent or discarded will aid in the smooth running of contests.	For:0 Against:3 Tom Myers: Against. Make-work. Doug Jenkins: Do not support. The transient nature of these categories makes this difficult. Keith Doyme: I do support this proposal.	No Change	None	Provisional categories are optional trial events for contests. Incorporating their rules into the Rule Book would hamper the ability to try new concepts and take much longer to implement. Working to establish a Rule Book addendum for provisional categories to provide a guide for contest organizers wishing to try them.

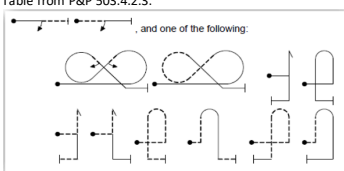
Proposal Number	Synopsis	Proposed By	Current Rule	Change As Proposed	Proposer Change Rationale	Member Comments Received	Rules Committee Recommendation	Change as Rules Committee Recommends	Rules Committee Change Rationale																																								
2022-23	Add Sportsman Pro category	Marc Connolly	None	Include: Add list of Unknown figures for Sportsman	There is consensus that Sportsman needs to attract more pilots and be made more equitable by accounting for a range of pilot skill and aircraft type. One comment states several pilots moved-up to Intermediate because they want the additional challenge of flying an Unknown, although some may be uncomfortable with snap rolls and rolling turns. Another said Intermediate is not practical for certain aircraft types (e.g., RV's) due to design/structural limitations to snap rolls and rolling turns. There is also a common opinion that adding Sportsman-Pro would make contest administration too complicated – I recognize this to be a potential problem. After reviewing the survey, I conclude a workable compromise is to modify existing Sportsman rules by simply adding an Unknown option to the third flight (see below): Three Sportsman Flights: 1. Known – Use current Sportsman Known rules. 2. Known or Free – Use current Sportsman Free rules. 3. Known or Unknown – Same Sportsman design rules as Known, e.g., no snap rolls, no rolling turns, no extreme inverted or outside figures, etc. NOTE: Total K Unknown must equal Total K Known. It would be the Sportsman pilot's choice to fly either: a) three Known flights, or b) Known-Free-Unknown flights. All Sportsman pilots compete together as one group for overall first-second-third place trophies. There would be an additional trophy for highest scoring Sportsman pilot who flew Known-Free-Unknown (e.g., a "Sportsman-Pro Trophy"). This may not be a perfect solution addressing equity in Sportsman pilot skill and aircraft, but it seems the most practical based on survey comments. Also, addition of a Sportsman Unknown will enhance safety and preparation skills for pilots transitioning from Primary to Sportsman to Intermediate. In conclusion, I suggest a "rule change proposal" this year adding an Unknown option to the third Sportsman flight.	For:0 Against:3 Tom Myers: Against. Too few competitors for each of the categories we already have. Doug Jenkins: Do not support. This would be a logistical nightmare for contest paperwork. Keith Doyne: I do not support this proposal. This is not a well thought out proposal.	No Change	None	This is a good example of a provisional category that could be tested. Incorporating rules into the Rule Book now would not allow the details of this idea to be evolved as it is tried. This idea can be included in the Rule Book addendum for provisional categories to guide contest organizers wishing to try it.																																								
2022-24	Introduce snap rolls back into the Intermediate Category	Tom Rhodes	37.2.25 Sub-Family 9.9 Positive Flick (Snap) Rolls [Table of allowable figures. Only full snap on horizontal line allowed for Intermediate Unknown, tagged with footnote 1] Footnote: 1) Only at the apex of a Looping Line.	Introduce the snap roll Figure 9.9.3.4 inside snap on a horizontal line and Figure 9.9.2.2 a half snap on a 45 degree up line back into the Intermediate Category for allowable figures in the Known and Unknown sequences.	The Intermediate Category has become a "Super Sportsman" Category with only a few challenging figures and no real preparation to safely move up to the Advance Category. The argument has been that pilots have been "stuck" in the Sportsman Category for life because they refuse to subject their airplanes to snap rolls. The airplane in questions has been the Super Decathlon. I spoke with a tech fellow at American Champion and he felt very strongly that if the pilot respects the published entry airspeed for a snap roll of 90mph there is not a problem. The same information appears on the American Champion website under Frequently Asked Questions... Are snap rolls an approved maneuver for the Aerobatic Model Decathlon..... "Yes, snap rolls are an approved maneuver. To reduce unnecessary wear and tear: - Respect the aerobatic gross weight (1800 lb for the 8KCAB and 7GCB, 1750 lb for the other Citabria models) - Perform snaps at or below the listed entry speeds (90 mph for the 8KCAB, 85 mph for the Citabria models) - Limit the acrobatic fuel load to half tanks or less. For a typical owner snap rolls will not create a maintenance concern." I hope that you will seriously consider adding the snap rolls described above back into the Intermediate Category for the challenge that it provides us and those pilots thinking of moving up to a higher category.	For:0.5 Against:2.5 Tom Myers: Against. Allows Super-Ds in intermediate with no snaps. Doug Jenkins: Support as long as folks who fly Decathlons in Intermediate are Ok with it. Keith Doyne: I do not support this proposal.	Adopt Change	Introduce the snap roll Figure 9.9.3.4 inside snap on a horizontal line and Figure 9.9.2.2 a half snap on a 45 degree up line back into the Intermediate Category for allowable figures in the Known and Unknown sequences.	Contest data shows that participation in Intermediate by Decathlons increased (to 15-19 flights) prior to the change that limited snaps to the apex of loops. It did not improve after the 2020 change (13-16 flights), but COVID likely impacting the numbers. This demonstrates no benefit of the current snap roll limitations. As-is, the Intermediate Category provides minimal preparation to safely move up to Advanced. In both emails and published documents, American Champion clearly states that if the pilot respects the published airspeeds and weight limits there is not a problem with performing snap rolls. American Champion also advises that performing snaps should not cause undue maintenance issues if fuel is kept below 1/2 tanks. Recommend additional guidance that may help competitors and owners wishing to fly Decathlons in Intermediate be communicated in an IAC publication.																																								
2022-25	Snaps at the top of looping lines in Intermediate	John Morrissey	37.2.25 Sub-Family 9.9 Positive Flick (Snap) Rolls [Table of allowable figures. Only full snap on horizontal line allowed for Intermediate Unknown, tagged with footnote 1] Footnote: 1) Only at the apex of a Looping Line.	Does this include 1/2 loop up, or just full loops?	You asked whether the footnote to rule 37.2.25 means that it's OK to put a full snap at the top of a 7.2.1.1 half-loop, or only a full loop. I tracked down the source of that footnote, a rule change that took effect in 2020: Sadly, the proposal is even less clear than the footnote: "at the apex of a looping figure" vs. "at the apex of the loop". If forced to decide, I'd say that the apex of a looping line could include a half-loop up. But a) that's not really my call unless I'm serving on a contest jury, and b) it's probably something we should clarify in next year's rule book. So I've cc'd Rule Committee Chair Barrett Hines and Sequence Committee Chair Michael Lents. (You're welcome, guys!)	For:0.5 Against:1.5 Tom Myers: For clarification at the apex of a full inside loop only. Doug Jenkins: Not sure what the proposal is, and it depends on -24. Keith Doyne: I do not support this proposal.	No Change	None	This is handled better in 2022-60 below.																																								
2022-26	Advanced rolls max. rotations	John Morrissey	24.6.2 Rolls are restricted as follows: a) Intermediate i. No unlinked rolls. b) Advanced i. A minimum of 2 and a maximum of 3 snap rolls. ii. Rolls are not permitted following spins. iii. Unlinked rolls are permitted, but only on straight horizontal lines with a maximum of 10 stops per line. c) Unlimited i. Maximum of 6 snap rolls, only 4 of which may be from the same sub-Family (9.9, 9.10). ii. A minimum of one snap roll must be a vertical climbing maneuver (9.9.1, 9.9.6, 9.10.1, 9.10.6). iii. Unlinked rolls are permitted, but only according to the following table: <table border="1"><thead><tr><th>Line Direction</th><th>Total Rotation</th><th>Max Stops</th><th>Type</th></tr></thead><tbody><tr><td>Horizontal</td><td>720°</td><td>10</td><td>Any</td></tr><tr><td>Vertical up</td><td>450°</td><td>4</td><td>Aileron Only</td></tr><tr><td>Vertical Down</td><td>360°</td><td>3</td><td>Aileron Only</td></tr><tr><td>45° Up</td><td>540°</td><td>4</td><td>Aileron Only</td></tr></tbody></table> (see exception below)	Line Direction	Total Rotation	Max Stops	Type	Horizontal	720°	10	Any	Vertical up	450°	4	Aileron Only	Vertical Down	360°	3	Aileron Only	45° Up	540°	4	Aileron Only	Limit Advanced Rolls to 720 degrees ma	The current Rule Book limits horizontal rolls to a total of 720° in Unlimited Unknowns, but places no such restriction on Advanced Unknowns. I looked through the 2019 Rule Book (last version from the Brian Howard era) and didn't find anything similar, nor was there any related proposal in the list of approved rule changes for 2020 (attached).	For:2 Against:1 Tom Myers: For. Doug Jenkins: Sure. Keith Doyne: I do support this proposal.	Adopt Change	24.6.2 Rolls are restricted as follows: a) Intermediate i. No unlinked rolls. b) Advanced i. A minimum of 2 and a maximum of 3 snap rolls. ii. Rolls are not permitted following spins. iii. Unlinked rolls are permitted, but only on straight horizontal lines with a maximum of 10 stops per line. c) Unlimited i. Maximum of 6 snap rolls, only 4 of which may be from the same sub-Family (9.9, 9.10). ii. A minimum of one snap roll must be a vertical climbing maneuver (9.9.1, 9.9.6, 9.10.1, 9.10.6). iii. Unlinked rolls are permitted, but only according to the following table: <table border="1"><thead><tr><th>Line Direction</th><th>Total Rotation</th><th>Max Stops</th><th>Type</th></tr></thead><tbody><tr><td>Horizontal</td><td>Any</td><td>10</td><td>Any</td></tr><tr><td>Vertical up</td><td>450°</td><td>4</td><td>Aileron Only</td></tr><tr><td>Vertical Down</td><td>360°</td><td>3</td><td>Aileron Only</td></tr><tr><td>45° Up</td><td>540°</td><td>4</td><td>Aileron Only</td></tr></tbody></table> (see exception below)	Line Direction	Total Rotation	Max Stops	Type	Horizontal	Any	10	Any	Vertical up	450°	4	Aileron Only	Vertical Down	360°	3	Aileron Only	45° Up	540°	4	Aileron Only	Proposer was correct of inconsistency. It was found that this was an error done during the refactoring, where a limit of 720° was inadvertently added to the Unlimited restrictions. Thus, correct the error by not restricting horizontal rolls for Unlimited and making no change to Advanced.
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2022-27	Reduce Advanced Power Free Program to 12 Figures	Matt Dunfee Jerry Riedinger	23.2.1 Free Sequences are limited to the maximum number of figures and Maximum Total Figure K-Factor as shown below. <table border="1"><thead><tr><th>Category</th><th>Maximum # of Figures</th></tr></thead><tbody><tr><td>c) Advanced</td><td>14</td></tr></tbody></table>	Category	Maximum # of Figures	c) Advanced	14	The Advanced Free Program shall have a maximum of 12 figures with a Maximum Total K-Figure Factor of 300.	The 2021 Advanced Power Known has 9 figures with a figure K of 288 for an average of 32K/figure. The 2021 Advanced Power Free is allowed 14 figures with a figure K of 300 for an average of 21.4. The Average K Value for the Free Program is no longer consistent with the Known Program. Reducing the allowable figures to a maximum of 12 will more closely align the Known and Free Programs. The addition of 2 figures for the Advanced Power Free Program did not improve the safety of the sport. Additionally, to be competitive Advanced Pilots are now including numerous Sportsman figures in their Advanced Free Programs in pursuit of the highest possible percentile score. This reduces the value of the Free program as a useful judging metric in separating and ranking the field of Advanced in pilots at a contest. The free program is an important part of the IAC regional competition flight program. It is intended to allow pilots to display creativity and showcase their aircraft in the best possible manner. Unfortunately, the rule change to increase the allowable figures to 14 has created a situation where Advanced Pilots are creating Sportsman figures with 1 or 2 Advanced Figures flown to achieve the highest possible score. It makes for a dull Advanced Free Program both from the cockpit and the judging line. Finally, it diminishes the accomplishment of reaching the Advanced level of Aerobatic Competition. Fourteen figures in Advanced Free sequences produce lower K values for each figure, often at the K values of Intermediate figures. Lower K value figures are less challenging for Advanced pilots and are contrary to the purpose of the category. Fourteen figure sequences cause less differentiation between pilots, are boring for most Advanced pilots, and are unlikely to change the outcome between the top pilots. The higher number of lower K figures could also cause a safety issue by enticing pilots to fly in Advanced when they are not ready for Advanced Unknowns.	For:1 Against:4 Tom Myers: Against. The goal is to allow four cylinder engines to compete in advanced. Ronald Mann: Opposed. We just changed the number on the advanced free program this year up to 14. We should not change it again right away. Doug Jenkins: Do not support. If Advanced does not offer a challenge...try Unlimited. Johnny Wacker: YES!!!! A 14 fig adv free looks like 2 good figures and 12 sportsman figs. I got so disillusioned I moved to Unlimited... Keith Doyne: I do not support this proposal.	Adopt Change	"23.2.1 Free Sequences are limited to the maximum number of figures and Maximum Total Figure K-Factor as shown below. <table border="1"><thead><tr><th>Category</th><th>Maximum # of Figures</th></tr></thead><tbody><tr><td>c) Advanced</td><td>12</td></tr></tbody></table> REQUIRES UPDATE TO SEQUENCE SOFTWARE	Category	Maximum # of Figures	c) Advanced	12	The Average K Value for the Advanced Free Program with 14 figures (21.4) is no longer consistent with the Known Program (typically 30-34). Reducing the allowable figures to a maximum of 12 will more closely align the Known and Free Programs, but the Free average K would still be lower at 25. To be competitive some Advanced pilots are now including numerous Sportsman figures in their Free programs, thereby reducing the value of the Free program as a useful judging metric in separating and ranking the field of Advanced in pilots at a contest.																																
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2022-28	Eliminate Free Program from Advanced and Unlimited, fly two Unknowns instead	Jim Bourke	20.1 Schedule of Programs 20.1.1 The schedule will be determined and published by the Contest Director. 20.1.2 Contest Directors typically schedule three Programs for each category, generally in this order: a) Known: competitors fly a Known Sequence designed by the IAC. These are typically changed each year. b) Free: competitors fly a Free Sequence they may design themselves. c) Unknown: competitors fly an Unknown Sequence they have not seen or practiced before.	TBD	It is felt that free program is not very useful in differentiating scores in the upper categories. It would be possible to provide competitors with two Unknowns instead.	For:3 Against:1 Tom Myers: For. Extend to all categories. Tremendous reduction of workload and paper waste. Ronald Mann: As an alternative I would be in favor of proposal 2022-28 doing 2 unknown programs in the upper levels. Old Unknowns could be reused to ease the burden on the sequence constructors. However this could lead to delays at contests as competitors would need time to review the unknowns in advance. Doug Jenkins: Since I don't fly these categories I don't feel qualified to render an opinion. Johnny Wacker: Agree in principal. How to handle on 2 day contest when trying to get through known and free on day one?? Keith Doyne: I do not support this proposal.	Adopt Change	20.1 Schedule of Programs 20.1.1 The Programs for each category and schedule will be determined and published by the Contest Director. 20.1.2 (moved from 22.3.1) Known Programs will be flown prior to any other Programs. 20.1.3 (moved from 35.3.1) The Four Minute Freestyle is to be the final Program of the contest. 20.1.4 (was 20.1.2) Contest Directors typically schedule three Programs for each category, generally in this order: a) Known: competitors fly a Known Sequence designed by the IAC. These are typically changed each year. b) Free: competitors fly a Free Sequence they may design themselves. c) Unknown: competitors fly an Unknown Sequence they have not seen or practiced before. Examples: - Known, Unknown - Known, Unknown, Free - Known, Unknown1, Unknown2 - Known, Free, Unknown1, Unknown2 Renumber existing 20.1.3 and 20.1.4 REQUIRES UPDATE TO SCORING SOFTWARE? REQUIRES IAC CONTEST CALENDAR UPDATE TO NOTE PROGRAMS?	Allows Contest Directors to schedule Free or Unknown programs at their discretion. Requires the Sequence Committee to generate more Unknowns if a CD schedules two. Archival unknowns may help provide the pool of sequences required to support this approach. Note that distribution of the first Unknown forms would need to occur immediately after pre-contest practice ends to give competitors the 12 hour window for study. If no Free programs are scheduled, this proposal reduces the on-site workload of contest organizers. Requires competitors to bring two Frees if a CD schedules two. Requirement to publish planned schedule allows competitors notice of this need.																																								

Proposal Number	Synopsis	Proposed By	Current Rule	Change As Proposed	Proposer Change Rationale	Member Comments Received	Rules Committee Recommendation	Change as Rules Committee Recommends	Rules Committee Change Rationale
2022-29	Remove Quarter Clover from all Power categories	Jim Bourke	23.5.2 In addition, the Quarter-Clover, while normally a glider figure, may be used in Sportsman and Intermediate Free Sequences. 24.5.1 The figures utilized in the design of the Unknown Sequences must be taken only from Allowable Figures for Unknown Sequences. Exception: The Quarter-Clover, normally a glider figure, is allowable in Intermediate Unknown Programs.	Strike 23.5.2 and the exception in 24.5.1	The Quarter Clover is a glider figure but is allowed in the Sportsman and Intermediate categories. This is super annoying because it creates the need for special treatment in the rule book. People worked very hard to make the rule book cleaner and this figure taunts that effort. It even looks a little bit like a face that is sticking its tongue out at us - I hate you Quarter-Clover. It also really bugs me that we recently added it to the Unknowns for Intermediate.	For:1 Against:2 Tom Myers: For. Never actually used. Doug Jenkins: DO NOT SUPPORT. While we can all appreciate a well-reasoned and stated argument I still disagree with this one. Point one: "the quarter clover is a glider figure." I am not sure what makes a figure a "glider figure" but this one is not. Paragraph 28.3, which defines the figure, does not make this statement. In fact, if you review historical sequences, you can find multiple inclusions of the quarter clover in past power Sportsman sequences. To clear this up I recommend striking the words "normally a glider figure" from 23.5.2 and 24.5.1. This will help with the taunting generated by this rogue figure as it dirties up our rules (point two). Point three: the appearance of the Aresti diagram...I am not really sure how to help with this one. Point four: an irrational hatred of an aerobatic figure. As with any fear, the secret is mastery of the fear. Fly a few. They are certainly challenging (akin to a 90° inside roller, actually with a higher K value) but with understanding the fear vanishes. Point five: quarter clovers in the unknown for Intermediate... see point four. If, in its infinite wisdom, the board decides to remove quarter clovers from the Intermediate Unknown please leave them an option for the Free. Because, and I quote, "The Free Program allows competitors to fly a sequence tailored to their skill and aircraft capabilities." Keith Doyne: I do not support this proposal.	Adopt Change	23.5.2 In addition, the Quarter-Clover, while normally a glider figure, may be used in Sportsman and Intermediate Free Sequences. 24.5.1 The figures utilized in the design of the Unknown Sequences must be taken only from Allowable Figures for Unknown Sequences. Exception: The Quarter-Clover, normally a glider figure, is allowable in Intermediate Unknown Programs.	Quarter Clover figures are not in the current Aresti catalog for either power or gliders. These figures are difficult to judge, but Glider Sportsman/Intermediate and Sportsman Power programs have a limited variety of figures from which to develop sequences. On the other hand, there are many more figure options available to Intermediate Sequences and thus no reason to keep these orphan figures in Intermediate.
2022-30	Remove unneeded families from Family-Specific Grading Criteria	Jim Bourke	28.10 Family 7.3 – Three-Quarter Loops (aka "Goldfish") 28.10.1 These figures are simply ¾ loops with 45 degree entry and exit lines. 28.10.2 The 45 degree lines may be of any length. 28.11 Family 7.4.1-7.4.2 – Full Loops 28.11.1 Loops are judged in accordance with the rules on Looping Lines. There are no special rules for Full Loops. Clarification: A simple full loop, perfectly flown on a windless day, is exactly circular, beginning and ending at the same altitude. 28.18 Family 8.4 and 8.8 – Humpty Bumps and Double Humpty Bumps 28.18.1 There is no requirement for any of the radii to be equal. 28.18.2 There is no requirement for any of the line lengths to be equal.	Remove 28.10 Remove 28.11 Remove 28.18	There is a slew of figures families covered in this section that are unneeded. I included these only to avoid confusion for people transferring their thinking from the old rule book. The point of this section is to include only those families with special consideration.	For:1 Against:2 Tom Myers: For. Rule simplification should result in more consistent grading. Doug Jenkins: Do not support. As a Judge I actually like a single point reference for IAC commonly used figures. Keith Doyne: I do not support this proposal.	Adopt Change	Delete 28.10 Delete 28.11 Delete 28.18	This could be considered just an editorial change because these three rules do not establish judging criteria beyond that already covered in section 27 Basic Criteria for Judging Aerobatic Figures. Removing their redundancy simplifies the book some.
2022-31	Remove requirement to explain grade of 0.0	DJ Molny	26.2.2 The judge must state the reason for the zero, regardless of type, in the Remarks column.	The judge must state the reason for a Hard Zero in the Remarks column.	It's often challenging for Judges and recorders to keep up with every detail of a competition flight, especially when there are a lot of deductions. Requiring the judging to articulate and record a specific reason – or reasons – for a 0.0 mark only increases their workload and can impact the judging of the next figure. The only benefit of the current rule is to help determine whether a judge assessed an 0.0 that should have been HZ, or vice-versa. But the rules already allow the Chief Judge to call a conference if there is a mix of 0.0 and HZ marks, providing a backstop against that sort of mistake.	For:1 Against:2 Tom Myers: For. Very difficult to comment on figures with many many small errors. Doug Jenkins: Do not support. As a Judge I have always had time to say "A multitude of errors." And move on. Keith Doyne: I do not support this proposal. Pilots should know the reasons for receiving a zero on a figure.	No Change	None	Adding a comment for 0.0 is a minor task for a judge and may help avoid protests a Jury must hear. CIVA requires comments for all types of zeros (0.0, HZ, PZ).
2022-32	Change criteria for rolling turns	Jim Bourke	28.6.5 There must be a constant rate of roll. If the rate of roll changes, deduct no more than one (1) point per variation. 28.6.6 If the rate of roll stops (aside from any brief pause when changing roll directions), deduct one (1) point. 28.6.7 For a rolling turn with rolls in alternating directions, the aircraft must change direction of roll at a wingslevel attitude. If the roll direction reverses before or after the wings-level attitude, deduct one (1) point for every five (5) degrees of bank angle error at direction reversal. 28.6.8 The turn and the rolls must finish at the exact same time. If the turn and rolls do not finish at the same time, deduct one (1) point for every 5 degrees of roll remaining at the completion of the turn, or turn remaining at the completion of the roll.	Item #1: Insert new 28.4.3: 28.4.3 (new) If the rate of turn ceases, deduct 2.0 points. Item #2: Replace 28.6.6 and 28.6.7 with: 28.6.5 There must be a constant rate of roll. If the rate of roll changes, deduct no more than one (1) point per variation. 28.6.6 If the rate of roll stops entirely (except during a reversal of roll direction), deduct 2.0 points. 28.6.7 Any reversal of roll direction must be performed with wings-level. If the roll direction reverses before or after the wings-level attitude, deduct one (1) point for every five (5) degrees of bank angle error at direction reversal. 28.6.8 Any pause during a reversal of roll direction should be brief. If the pause is long, deduct no more than one (1) points. Item #3 I do not propose that we adopt this method. Item #4 Change 28.6.8 to: 28.6.8 The turn and the rolls must finish at the exact same time. If the turn and rolls do not finish at the same time, deduct one (1) point for every 15 degrees of roll remaining at the completion of the turn, or one (1) point for every 5 degrees of turn remaining at the completion of the roll.	While I present these changes together for coherency, they could be considered separately. The IAC rule book and the CIVA rule book differ in how rolling turns are judged: 1.In both rule books there is a penalty for a change in the rate of turn, but in CIVA there is also a penalty for complete stoppage in the rate of turn. 2.In both rule books there is a penalty for stopping the roll, but in CIVA: a.The penalty is twice as high. b.The penalty is distinguished from the necessary pause when changing directions. 3.In the CIVA rule book there is a penalty for failing to be aligned with a box axis during the appropriate intermediate point of a roll. In the IAC the judge is to note only the rates at which the turn and roll occur. 4.In the IAC rule book any failure to align the aircraft with a box axis upon the exit from a rolling turn is penalized at the excessive 1 point for every 5 degrees. In CIVA the penalty is a more reasonable 1 point for every 15 degrees. This is significant because the IAC method encourages pilots to finish the roll slightly before the turn is complete to avoid very costly error.	For:1 Against:3 Tom Myers: Against. Just a different version of a way too complicated rule. Doug Jenkins: I am not sure I understand this one. But it seems to complicate the grading criteria. Johnny Wacker: Agree. Criteria is so restrictive an observant judge would give grades from 0.0 to 4.5 consistently. Keith Doyne: I do not support this proposal.	No Change	None	Judging rolling turns can be almost as difficult as flying them. The proposal tends to complicate the judging task, meaning additional judge training will be required and subsequent performance monitored to assure proper application. The proposal also applies an inconsistent downgrade for roll error at completion. Yes, rolling turns should often be graded with low scores but this means that pilots flying the figure well can be awarded appropriately. CIVA grading is less harsh for this - Perhaps some elements of this proposal can be reconsidered in a future revision after further discussion.
2022-33	Lighten up stall turn pivot penalties	Jim Bourke	28.8.3 During the pivot, the aircraft's CG may displace by up to one-half wingspan without penalty. The penalty for any additional displacement, either laterally or vertically, is one point per half wingspan.	Change 28.8.3 to: 28.8.3 During the pivot, the aircraft's CG may displace by up to one wingspan without penalty. The penalty for any additional displacement, either laterally or vertically, is one point per wingspan. The diagrams will also have to be modified.	In the IAC we allow one half wingspan of CG movement during the pivot. Beyond that we deduct 1 point for every half wing span of "flyover" error. CIVA allows for a full wingspan of CG movement and deducts 0.5 points for each half wingspan. Our method is unnecessarily punishing of pilots who make flyover errors. It encourages late kicking of the rudder which puts new pilots closer to the danger of a tailslide or inadvertent spin.	For:2 Against:1 Tom Myers: For. Conceptually easier to implement. Doug Jenkins: Support. Keith Doyne: I do not support this proposal.	No Change	None	Although CIVA is more lenient, the pivot is the crux of a hammerhead and deductions should clearly differentiate from those who fly them well. If changed, the difference is significant and we would have to make sure existing judges are adequately updated.
2022-34	Change penalties for inserting a line between a loop and a roll	Jim Bourke	27.11.2 If the pause between the roll and Looping Line is substantially more than necessary, deduct at least one (1) point.	27.11.2 If there is more than a brief line between the roll and Looping Line, deduct between 0.5 points and 3.0 points depending on the length of the line. 27.11.3 (new) If the line is greater than the radius of the Looping Line, HZ the figure.	In the IAC we have a rule that specifies a deduction of at least 1 point for putting a line between a looping element and a roll. In the CIVA rules, there is more guidance: 1. 1 points for a visible line. 2. 2 points for a line up to half the looping radius. 3. 3 points for a line up to the full looping radius. 4. PZ if the line exceeds the looping radius. While this seems a bit too detailed and wordy, I think using the radius as a guidance is clever.	For:1.5 Against:1.5 Tom Myers: Against. Difficult to implement if loop comes after the inserted line. Doug Jenkins: Support 27.11.2 but NOT 27.11.3 Keith Doyne: I do not support this proposal.	No Change	None	Existing IAC rule is consistent with the CIVA rule, although not with the precision of the incremental penalties that CIVA applies. Adding this detail makes judging more difficult for our volunteers with minimum benefit. Perhaps a little more emphasis in judge training toward the 1-3 point or HZ penalty can be applied.
2022-35	Mandate a penalty for a flat spot in a loop	Jim Bourke	27.10.4 There are no standardized deductions for observed changes in the radius of Looping Lines. A judge must, therefore, develop a consistent and objective method for grading them. Example 1: deduct 1 point for each just-visible variation in the radius and 2 points for each major deviation from a constant radius. Example 2: For Looping Lines of 180° or greater, use the first quarter of the loop as the basis for evaluating the remainder of the loop. For each remaining quarter: a visible variation from the first quarter results in a 1-point deduction; a 1:2 variation results in a 2-point deduction; and more than a 1:2 variation results in a 3-point deduction. These are just two examples. Other methods are equally acceptable, as long as those methods meet the standards of objectivity and consistency of results.	Change 27.10.4	The IAC rule book does not mandate a penalty for a flat spot in a loop. However: 1. CIVA has a mandated 2.0 penalty. 2. The IAC has a 2.0 penalty for a flat spot between connected looping lines (e.g. reversing loops) 3. The IAC has a mandated penalty for performing an integrated roll on a straight line. I wonder if a 2.0 points penalty was mandated at one time and dropped?	For:0 Against:4 Tom Myers: Against. Not necessary. Doug Jenkins: No real proposal. I don't support the concept as laid out. Johnny Wacker: A flat spot in a loop is 2 radius changes -2.0... Keith Doyne: I do not support this proposal.	No Change	None	Existing rule is effectively the same without adding the new penalty and asking judges to implement it. A flat spot is two changes of radius of 1 point each, or 2 points.
2022-36	Reduce penalties for "over and back" on a roll stop	Jim Bourke	None	Insert new 27.8, wording TBD	It is very common for pilots to misjudge the amount of force needed to return the control stick to center at the conclusion of a roll. An error here causes an overshoot. If the pilot corrects the overshoot rapidly, this is commonly called an "over and back" error. In the IAC rules the penalty for an overshoot that is held is the same as the penalty for an overshoot that quickly returns the correct orientation. Either way it is 1 point for 5 degrees. The actual number of degrees of error for a visible overshoot is hard to determine because it happens so quickly. A 15 degree "over and back" is not very visible but should result in a 3 point downgrade. A 30 degree "over and back" should result in a 6 point downgrade. From my testing of judges using the "judges roll trainer" at jimbourke.com, I've noticed that judges grossly underestimate errors in roll. Many times competitors are making large over and back errors, even beyond 45 degrees, with only one or two points of penalty. CIVA recognizes this and treats this issue differently. It specifies a deduction of only 0.5 points for a small error and 1.0 points for a large error.	For:0 Against:3 Tom Myers: Against without the specific wording of the proposal. Doug Jenkins: Do not support. Keith Doyne: I do not support this proposal.	No Change	None	Simply because judges have difficulty applying a rule is not sufficient to justify relaxing the penalty for over and back errors. Based on the judges roll trainer results it appears that some training to help judges better perceive over and back error would be helpful toward differentiating pilots who are better at stopping right on target. With higher penalties for failing to stop well, pilots will be more apt to work on this aspect of their flying.

Proposal Number	Synopsis	Proposed By	Current Rule	Change As Proposed	Proposer Change Rationale	Member Comments Received	Rules Committee Recommendation	Change as Rules Committee Recommends	Rules Committee Change Rationale
2022-37	Judging CG trajectory during rolls	Dave Watson	28.20.3 When executing any aileron roll, either the aircraft's CG trajectory (horizontal and Looping Lines) or attitude of the zero-lift axis (45 and vertical lines), must continue, during the rolling portion of the figure, to appear exactly the same as if there had been no roll.	TBD	I think we have problem with rule 28.20.3 as stated; it is ambiguous and misleading. Horizontal flight and looping elements are certainly based on the Cj trajectory so expecting that to be seen (and measurable to the judges) during a roll on those elements is meaningful and measurable. Flight on 45 and vertical lines is based on the attitude of the ZLA of the wing as observed by the judge and is explicitly not based on the flight path of the CG. These are facts of judging. Rule 28.20.3 describes an impossibility of watching the ZLA of the wing as the plane rolls and so makes for ambiguity. The ZLA of the aircraft CANNOT be observed and judged unless the wings are horizontal. During a roll, the ZLA of the wing is constantly changing (must be zero at the knife edge for example to stay on heading), therefore this rule is flawed and ridiculous. If it is expected that the flight path of the aircraft's CG is expected to maintain the exact angle of flight (as compared to the horizon during the roll), this is absolutely not clear, and that is a dangerous implication since, flight path as compared to the horizon is absolutely not the grading criteria for 45 and vertical lines. Maintaining flight path on vertical and 45's is NOT required for Snaps so I see no need to possibly require it for Aileron rolls too.	For:1 Against:1 Tom Myers: Against without the specific wording of the proposal. Doug Jenkins: Not sure what the actual proposal is. Keith Doyme: I do not support this proposal.	No Change	None	Rules OK as-is - They are clear, sufficient and not ambiguous. ZLA may be adequately observed by using fuselage as proxy during roll and assessing any coning resulting from an incidence angle. Perhaps there is a better method possible but none is readily apparent and no alternate was proposed.
2022-38	No line between clarification	DJ Molny	26.7.1 If there is no discernible horizontal line between figures deduct one (1) point from each figure. 28.12.2 All lines (Interior and any final line) must be of equal length. If they are not of equal length, deduct according to Variations in Line Length. Clarification: The final line of a Square or Octagon Loop must be drawn to the correct length on the level horizontal line at the end of the figure. This final line begins at the end of the first radius and ends when the aircraft departs straight and level flight. If any final line is seen, regardless of length, the No Line Between Figures downgrade does not apply. Example: If no final line is seen, a four (4) point deduction applies to the loop according to Variations in Line Length with a further downgrade of one (1) point on the subsequent figure for No Line Between Figures.	Clarify	The 2019 and 2021 Rule Books both state that the no-line-between penalty does not apply to a square or octagon loop as long as it ends with a horizontal line: 2019: ... If any final line is seen, regardless of length, the "no line between" downgrade of 8.4.1(a) does not apply... 2021: If any final line is seen, regardless of length, the No Line Between Figures downgrade does not apply. Both versions then provide examples that only mention a no-line-between deduction for the subsequent figure, rather than both figures: 2019: For example, should the final line of the square or octagonal loop be completely missing, a four (4) point deduction would apply to the loop with a further downgrade of one (1) point on the subsequent figure for a missing horizontal entry line. 2021: If no final line is seen, a four (4) point deduction applies to the loop according to Variations in Line Length with a further downgrade of one (1) point on the subsequent figure for No Line Between Figures. Yet rule 26.7.1 clearly states: "If there is no discernible horizontal line between figures deduct one (1) point from each figure." I have two questions here: First, are these examples just poorly worded, or are they meant to imply that the no-line-between penalty actually works differently for square and octagon loops? Occam's Razor suggests the former. If it's the latter, then we need language that's more explicit. Second, is it fair to assess a four-point penalty for the missing line and a point for no line between figures? I'm against double jeopardy. But if we stipulate that the examples are poorly worded then I don't see how that principle can overrule the plain language language in the rule book.	For:0 Against:4 Tom Myers: Against without the specific wording of the proposal. Doug Jenkins: I find the rule in question to be clear as is. Johnny Wacker: Unnecessary. SQ and OCT loops are penalized if do not close. Who is to say that the observed line was half the short loop and half a "line between"?? Keith Doyme: I do not support this proposal.	Adopt Change	26.7.1 If there is no discernible horizontal line between figures deduct one (1) point from each figure. 28.12.2 All lines (Interior and any final line) must be of equal length. If they are not of equal length, deduct according to Variations in Line Length. Clarification: The final line of a Square or Octagon Loop must be drawn to the correct length on the level horizontal line at the end of the figure. This final line begins at the end of the first radius and ends when the aircraft departs straight and level flight. If any final line is seen, regardless of length, the No Line Between Figures downgrade does not apply. Example: If no final line is seen, a four (4) point deduction applies to the loop according to Variations in Line Length with a further downgrades of one (1) point each on the loop and subsequent figure for No Line Between Figures.	Correct example text to be consistent with rule 26.7.1 requiring a point deduction to each figure when there is no line between.
2022-39	Define the penalty for prolonged pauses between unlinked rolls	DJ Molny	None	New (fits between 27.8.2 and 27.8.3) If the pause between the unlinked rolls is substantially more than necessary, deduct at least one (1) point.	Rule 27.8.2 states that unlinked rolls must have a brief pause between them, but no penalty is specified for extended pauses. This proposal mirrors the language and the penalty in Rule 27.11.2: "If the pause between the roll and Looping Line is substantially more than necessary, deduct at least one (1) point."	For:2 Against:1 Tom Myers: For. Doug Jenkins: OK. Keith Doyme: I do not support this proposal.	Adopt Change	27.8.2.1 If the pause between the unlinked rolls is substantially more than necessary, deduct at least one (1) point.	Rule 27.8.2 states that unlinked rolls must have a brief pause between them, but no penalty is specified for extended pauses. This proposal mirrors the language and the penalty in Rule 27.11.2: "If the pause between the roll and Looping Line is substantially more than necessary, deduct at least one (1) point."
2022-40	Clarify loop judging criteria	Dave Watson	28.11.1 Loops are judged in accordance with the rules on Looping Lines. There are no special rules for Full Loops. Clarification: A simple full loop, perfectly flown on a windless day, is exactly circular, beginning and ending at the same altitude.	28.11.1 Whole 'round' Loops (7.4.1.x and 7.4.2.x), are judged in accordance with the rules on Looping Lines. There are no family-specific grading criteria for Whole Loops. Clarification: Any whole round loop perfectly flown appears exactly circular, beginning and ending at the same altitude, but may have wind drifted to or away from the judges (27.10.3). Downgrade criteria for less than perfectly flown, is not specified (see 27.10.4).	1. As worded, the rule contains ambiguous and actually confusing language, ie 'Special rules' and 'Simple loops'. 2. The included phrase, 'on a windless day' implies that this rule does NOT apply on windy days! 3. Reference to the prior rules enhances recognition to the (lacking) specified grading criteria.	For:1 Against:2 Tom Myers: Just a different version of the present ambiguity. Doug Jenkins: Support. Keith Doyme: I do not support this proposal.	No Change	None	This issue is resolved as noted in 2022-30 above, which deletes 28.11 in its entirety.
2022-41	Tailsides should only be allowed to swing once past the vertical	Jim Bourke	28.9.4 Following the backwards slide, the aircraft must then pivot in the correct direction to a vertical down position. Clarification: The aircraft is allowed to swing past the vertical before establishing the downline.	28.9.4 Following the backwards slide, the aircraft must then pivot in the correct direction to a vertical down position. Exception: The aircraft is allowed to swing once past the vertical before establishing the downline.	The rule for tailsides says that the aircraft is allowed to swing past the vertical before assuming a vertical downline, but there is no aerodynamic reason for more than one swing past the vertical. I felt that "once" was probably implied in the old rule book but the wording in the new rule book doesn't make that implication. I had the word "once" in the rulebook through the member comment period but eliminated it at the last moment due to an objection. I assure the rules committee that "once" makes the most sense here from the standpoint of Unlimited pilots.	For:0 Against:2 Tom Myers: Against. Unnecessary. Solution looking for a problem. Doug Jenkins: I am not qualified to render an opinion. Keith Doyme: I do not support this proposal.	Adopt Change	28.9.4 Following the backwards slide, the aircraft must then pivot in the correct direction to a vertical down position. Clarification: The aircraft is allowed to swing once past the vertical before establishing the downline.	There is no aerodynamic reason for more than one swing past the vertical and limiting to one swing is not difficult. Swinging more than once makes it difficult for judges to discern other errors in the downline. Clears up any possible ambiguity for the judges.
2022-42	Clarify glider unlinked snap roll rules	DJ Molny Jim Bourke	34.20.4.1 Glider snap rolls do not have to be centered on their Interior Lines. Gliders are only required to show a visible line before and after the snap roll.	Glider snap rolls and unlinked roll combinations that include a snap do not have to be centered on their Interior Lines. Gliders are only required to show a visible line before and after a snap roll or unlinked rolls that include a snap. Clarify	This rule currently states: "Glider snap rolls do not have to be centered on their Interior Lines. Gliders are only required to show a visible line before and after the snap roll." This does not directly address unlinked rolls that include a snap. Due to glider performance limitations, it makes sense to waive the centering requirement for unlinked snap roll combinations. Looking back at the 2019 rule book adds words that provide the reason but not much toward the intent for unlinked rolls: 8.4.1(e) In gliders, the entry airspeeds for positive and negative snap rolls lie in a relatively narrow bracket. The pilot must be free, therefore, to determine the point on the line where the snap roll is initiated. Because of this, no deduction will be made for glider snap rolls not centered on an interior line, but there must be some line before and after the snap roll. This exemption from centering snap rolls for gliders, applies without exception to the judging criteria provided in this chapter for all Aresti figures. I didn't see anything else that would input into this discussion in the rest of the chapter as implied by the last sentence of the old rule. The CIVA rule uses different words but are really no clearer toward whether it is intended for unlinked roll combinations as well. It could be argued in either set of rules that the glider exception for centering snaps does not apply for unlinked rolls. We should thus clarify that aspect one way or the other. One could thus say that the downgrades you experienced last weekend were because you did not center the roll combination on the line, not because the snap portion wasn't centered. I tend think that centering should not be required any interior line for gliders anytime a snap is involved and this is the likely intent of the rules, but that point needs further discussion before we tweak any text.	For:0 Against:1 Tom Myers: Defer to glider folks. Doug Jenkins: I am not qualified to render an opinion. Keith Doyme: I do not support this proposal.	Adopt Change	34.20.4.1 Lines containing a snap roll, or a snap in an unlinked roll combination, do not have to comply with the Variation in Line Length rules.	This rule currently does not directly address the situation for unlinked rolls that include a snap. Due to glider performance limitations, it makes sense to waive the centering requirement for unlinked snap roll combinations as well. This change clarifies the likely intent and typical use of this rule.
2022-43	Specify a deduction for excessive altitude or distance	Jim Bourke	None	Add 27.15 as follows: 27.15 POSITIONING 27.15.1 Competitors must fly Figures at a distance and altitude conducive to grading. Judges may deduct points for figures, or portions of figures, that cannot be properly judged due to their position.	Currently the IAC has no penalty specified for flying a figure such that it cannot be properly judged. While we have penalties in place for altitude and altitude infringements, we have no penalty for competitors who abuse their positioning, intentionally or on accident, to create problems for judges. At first glance this may seem to be double jeopardy, but it's a separate issue. A figure can be out of the box entirely but still judgeable. A figure can be within the box but not judgeable. The penalties for high altitude flying are often neglected. Figures flown very high out of the top of the box can be hard to judge fairly. It is nearly impossible to adequately evaluate whether there is visible pitch in an avalanche begun at 3,500 feet. In some cases parts of a figure can be judged, but not all of it. Even if "high" calls were made more reliably they are not enough of a deterrent. The penalties for flight outside of the boundaries are not strong enough to punish competitors for bad positioning. A competitor who flies 3 box lengths out of the back of the box can hardly be judged at all. A competitor who flies directly overhead, but within the box, can't either. The Presentation does not have a high enough K value (nor should it) to fairly penalize this sort of error. Yet despite these challenges IAC judges are expected to grade each figure on their technical merits with no deductions for absurd positioning. Their only possible recourse is to call an "Average" but unless this Average is confirmed by the entire judge pool that won't help either. An extreme case that is allowed by the rules would be a free program flown entirely on the Y axis. In fact, I have witnessed this exact scenario and have seen the trouble it caused to the judge panel as they tried their best to apply fair figure criteria while also struggling to support the concept of Benefit of the Doubt. The scores this competitor received were unfair to everyone involved. In cases like this judges may decide to penalize the pilot's scores out of anger, but that's inappropriate. It would be much better for everyone to formalize the deduction instead to properly deter the behavior we do not like to see. A simple change will give judges the ability to deduct for flying in such a manner. I worded it to avoid specifying a 2.0 penalty for figure "elements" because the word "element" is not used in the Aresti way in the IAC rule book at this time.	For:1 Against:2 Tom Myers: For. Allows rules to agree with reality. Doug Jenkins: Laudable but complicated and restrictive. Do not support. Keith Doyme: I do not support this proposal.	Adopt Change	Add new 27.15 as follows: 27.15 SCORABILITY For each figure that cannot be properly graded because of viewing angle or distance, deduct 2 points. The effects of sun or weather are not grounds for a deduction.	The current rules have no penalty for competitors who abuse their positioning, intentionally or on accident, in a manner that create problems for judges to fairly assess a figure. Presentation does not have a high enough K value (nor should it) to fairly penalize this sort of error. Defining a specific deduction for this situation allows judges to penalize poor positioning on specific figures so that other competitors are fairly rewarded for better placement.

Proposal Number	Synopsis	Proposed By	Current Rule	Change As Proposed	Proposer Change Rationale	Member Comments Received	Rules Committee Recommendation	Change as Rules Committee Recommends	Rules Committee Change Rationale
2022-44	Better Presentation Grading	Nick Buckingham	29 Presentation 29.1.1 The Presentation grade is based on the Grading Judge's overall impression of the Performance and has a possible range from 10.0 to 0.0 in 0.5 increments. 29.2 Presentation Coefficient 29.2.1 The Presentation "K" Factor increases with the difficulty of the category; Category Presentation K a) Primary 5 K b) Sportsman 10 K c) Intermediate 15 K d) Advanced 25 K e) Unlimited 40 K 29.3 Grading Presentation 29.3.1 The exact method used to determine the Presentation grade is left to the individual judge but shall include the following criteria: a) Balance on the X axis. b) Management of wind conditions. c) Control of distance and altitude for best viewing angle. d) Consistent pacing. 29.3.2 While Presentation is intentionally subjective, Judges must apply their methodology consistently to every pilot.	Establish system to generate a more objective Presentation grade	The intention of the simple Left-Right-Near-Far system that we introduced a few years back is neither subjective nor to review 'Presentation' after the performance; the task was reduce the subjective qualities of the traditional memory-based system with an objective tool to measure 'Position'. Often far too little attention was paid to figure location during the sequence, then a kind of re-imagining thing done to guesstimate the Position grade. This usually equates to a whole figure mark, so it's quite important. Sound familiar? The key is - where should each figure be placed so you can judge it well? For want of a nail this is referred to as the 'Optimum' location, and while it's being flown or perhaps right after saying the ten-minus-downgrade part it's a breeze to appraise whether it is/was positioned well for easy judgement (i.e. at the optimum position) or a bit left of it (L), right of it (R), too near (N) or too far away (F). If the thing is seriously adrift then LL, RR, NN or FF does the job. These simple annotations go into a Position column on the form next to the grade, and when the pilot is eventually coasting away from the box - The judge has a positive record of recorded thoughts as to how the placement of each figure seemed, and can Take each letter as a half-point, add or subtract a bit (max 1.0) if it seems appropriate, deduct the total from the usual ten and there's your Position grade Importantly - a) the Chief Judge can see that the judge has attempted to make the required assessments, and b) the pilot can work through the result and see where his/her figures were deemed ill-placed Before we did this, like most judges my position mark was usually a bit up or down from 7.5 by some hazily determined amount. Now it's a cinch to be much more specific, on occasion close to ten because while determining appropriate figure downgrades I have not uttered many position letters at all, then there are flights where the truth is that many figures were not where you wanted them and the result is not far from zero, where it should really be.	For:0 Against:3 Tom Myers: Against. Just a complex version of the old tic mark system. Doug Jenkins: Laudable but complicated and restrictive. Do not support. Keith Doyne: I do not support this proposal.	No Change	None	The intent is laudable but the specifics and its implications require significant study to properly identify an approach that is both fair to competitors and workable for judges at regional contests.
2022-45	Advanced & Unlimited Free Versatility (ADDED POST-NATIONALS)	DJ Molny	23.3.1.3(i) At least one Interior Line must contain opposite Aileron or Snap Rolls (9.1 thru 9.10) not in combination with a Spin. 23.4.1.4(j) At least one Interior Line must contain opposite Aileron or Snap Rolls (9.1 thru 9.10) not in combination with a Spin. 27.9.1 All lines within a figure (Interior Lines) are preceded and followed by Looping Lines which define their length.	23.3.1.3(i) At least one figure must contain opposite Aileron or Snap Rolls (9.1 thru 9.10) not in combination with a Spin. 23.4.1.4(j) At least one figure must contain opposite Aileron or Snap Rolls (9.1 thru 9.10) not in combination with a Spin. 27.9.1 All lines within a figure (Interior Lines) are preceded and followed by Looping Lines which define their length. Clarification: An interior line is any straight line segment, other than the horizontal entry and exit lines, included in a basic Aresti figure.	The requirement for opposite rolls to be on an "interior" line was added inadvertently during refactoring. The 2019 rule book does not have an "interior line" requirement and there were no rules proposals in either 2019 or 2020 to make that change. Removing the requirement for opposite rolls to be on an interior line is thus a correction for an unintended and unapproved change. Adding a clarification to better define an "interior line" would be helpful to all in interpreting meaning when the term is used.	For: 4 Against: 0 Tom Myers: Editing fix. For. Keith Doyne: I agree with this proposal. Doug Jenkins: Makes sense to me, but I'm just a silly intermediate pilot so take that with a grain of salt. Christian Baxter: Support.	Adopt Change	23.3.1.3(i) At least one figure must contain opposite Aileron or Snap Rolls (9.1 thru 9.10) not in combination with a Spin. 23.4.1.4(j) At least one figure must contain opposite Aileron or Snap Rolls (9.1 thru 9.10) not in combination with a Spin. 27.9.1 All lines within a figure (Interior Lines) are preceded and followed by Looping Lines which define their length. Clarification: (new) An interior line is any straight line segment, other than the horizontal entry and exit lines, included in a basic Aresti figure.	The requirement for opposite rolls to be on an "interior" line was added inadvertently during refactoring. The 2019 rule book does not have an "interior line" requirement and there were no rules proposals in either 2019 or 2020 to make that change. Removing the requirement for opposite rolls to be on an interior line is thus a correction for an unintended and unapproved change. Adding a clarification to better define an "interior line" would be helpful to all in interpreting meaning when the term is used.
2022-46	Competitor Disqualification (ADDED POST-NATIONALS)	Jim Bourke	31.6.1 A competitor shall be disqualified if it is determined by the Contest Jury that the competitor has violated any of the following regulations or prohibited activities. The Contest Jury will rely and act upon the recommendations of the Contest Director, Chief Judge, Grading Judges, Safety Officer and Technical Committee in these matters. 32.7.1 In the event of a disqualification (DQ), the Scoring Director will enter total penalty points equal to 9999 for the disqualified Program(s).	31.6.1 Disqualification is when the competitor is barred from any further Performances. The jury shall warn, award penalty points to, or disqualify any competitor who has engaged in any of the following prohibited activities. The Contest Jury will rely and act upon the recommendations of the Contest Director, Chief Judge, Grading Judges, Safety Officer and Technical Committee in these matters. 32.7.1 In the event of a disqualification (DQ), the Scoring Director will enter total penalty points equal to 9999 for all Program(s).	Establishes a clear definition of what "disqualification" means. Provides the Jury with alternate penalty options should they determine a competitor has violated one of the listed activities. Depending on their assessment of the situation, intent and/or other factors, the Jury may warn, assign penalty points or disqualify the competitor as the Jury deems most appropriate for a particular situation.	For: 3 Against: 1 Tom Myers: 2022-46 thru 2022-49 are essentially in competition. 2022-47 seems the best of the lot. Keith Doyne: I do not support this proposal. IAC Rule Book 31.6.1 m & 31.6.1 s clearly focus on disqualification for a flight and not the contest. The Contest Jury should have the flexibility to apply either flight or the contest disqualification, based on the merits of the incident. Doug Jenkins: Many different ways to say the same thing. Bottom line is that there should be options somewhere between "nothing" and "the death penalty." I am not in favor of monetary penalties. Some people will simply shrug and pay. Points hurt more. I like -48 best because it focuses on intent, understanding of the violation by the competitor and remorse by the competitor. Counsel at the first mistake and punish at the second. Third strike and you're out. Seems like a reasonable approach. Christian Baxter: Support.	Adopt Change	31.6.1 Disqualification is when the competitor is barred from any further Performances. 31.6.2 The Jury shall warn, award penalty points to, or disqualify any competitor who has engaged in any of the following prohibited activities. The Contest Jury will rely and act upon the recommendations of the Contest Director, Chief Judge, Grading Judges, Safety Officer and Technical Committee in these matters. 32.7.1 In the event of a disqualification (DQ), the Scoring Director will enter total penalty points equal to 9999 for all Program(s).	Clearly defines what "disqualification" means so that may be readily applied when necessary. More importantly, it provides the Jury with alternate penalty options should they determine a competitor has violated one of the listed activities. Depending on their assessment of the seriousness of the situation, intent and/or other factors, the Jury may warn, assign penalty points or disqualify the competitor as the Jury deems most appropriate.
2022-47	Competitor Disqualification (ADDED POST-NATIONALS)	Brittney Lincoln	31.6.1 A competitor shall be disqualified if it is determined by the Contest Jury that the competitor has violated any of the following regulations or prohibited activities. The Contest Jury will rely and act upon the recommendations of the Contest Director, Chief Judge, Grading Judges, Safety Officer and Technical Committee in these matters. (j) Reckless flying - any violation of traffic patterns, unscheduled aerobatic maneuvers, or operation of an aircraft in an unsafe manner or in such a manner that would create an unsafe situation or cast an image of recklessness on the IAC.	31.6.1 A competitor may be disqualified if it is determined by the Contest Jury that the competitor has violated any of the following regulations or prohibited activities. The Contest Jury shall make reasonable and fair judgment. Consideration shall be given to the circumstances around the event in question, the intent of the competitor as well as recommendations of the Contest Director, Chief Judge, Grading Judges, Safety Officer and Technical Committee in these matters. If the Contest Jury determines the violation to have not directly endangered the competitor or others, it may consider assessing the competitor a monetary penalty not to exceed \$250 in lieu of disqualification. (j) Reckless flying - egregious violation of traffic patterns, "showboating" type aerobatic maneuvers, or operation of an aircraft in an unsafe manner or in such a manner that would create an unsafe situation or cast an image of recklessness on the IAC.	Rule 31.6 seemed to be the "catch all" rule that the Contest Jury relied on at the U.S. Nationals for multiple disqualifications. The way the rule is currently written does not encourage or force the Contest Jury to give any reasonable consideration to the competitor or specific circumstances in question. It seems reasonable, for example, that if a competitor is witnessed consuming alcohol before flying, that competitor should be disqualified. However, it is not reasonable to classify this type of violation in the same "bucket" as a competitor having a miscommunication with the control tower or a competitor coasting into a dead prop zone. This type of draconian punishment for minor and unintentional infractions does not foster a learning or mentoring environment and arguably discourages continued and new participation in the sport. The Contest Jury should be encouraged to consider the whole of the situation and circumstances and come to reasonable conclusions with "disciplinary action" that is more aligned with the severity of the violation. This should include options other than simply disqualifying a competitor, these could include a warning and an opportunity to mentor or a monetary penalty, if not directly related to a flight. Sub-part (j) should be clarified to prevent this from being used as a "catch-all". A misunderstanding with ATC, which did not result in disruption of traffic flow or a near-miss, seems to be a minor error and a learning point. Is this something for which we want to disqualify competitors? "unscheduled aerobatic maneuver" is a broad and loose term. How is this being defined and who is defining it? Where is the line drawn? Will we begin to disqualify competitors for a 62 degree bank angle to change direction of flight before or after a sequence? It seems the intention of this part of the rule was to discourage and penalize "hot-dogging" or "showboating" from competitors outside of their Aresti flights, and needs to be updated accordingly.	For: 2 Against: 2 Tom Myers: 2022-46 thru 2022-49 are essentially in competition. 2022-47 seems the best of the lot. Keith Doyne: I do not support this proposal. The \$250 penalty does not have the impact has having points deducted or a disqualification. Just because the infraction does not "directly endanger the competitor or others", it may jeopardize the contest. A near mid-air is not a minor error. Doug Jenkins: Many different ways to say the same thing. Bottom line is that there should be options somewhere between "nothing" and "the death penalty." I am not in favor of monetary penalties. Some people will simply shrug and pay. Points hurt more. I like -48 best because it focuses on intent, understanding of the violation by the competitor and remorse by the competitor. Counsel at the first mistake and punish at the second. Third strike and you're out. Seems like a reasonable approach. Christian Baxter: Do not support. I notationally support there being some discretion in how a Contest Jury addresses a violation but whether it directly endangered another competitor or not is irrelevant.	No Change	None	This proposal includes text that is effectively included in other Jury-related rules. Monetary penalties may sting a bit but pale in the competitive environment where pilots expend lots on gas, maintenance, etc. The recommended changes in 2022-46 better addresses the issue for a greater variety of possible situations.
2022-48	Competitor Disqualification 2-Step Process (ADDED POST-NATIONALS)	Bob Freeman	31.6.1 A competitor shall be disqualified if it is determined by the Contest Jury that the competitor has violated any of the following regulations or prohibited activities. The Contest Jury will rely and act upon the recommendations of the Contest Director, Chief Judge, Grading Judges, Safety Officer and Technical Committee in these matters. 32.7.1 In the event of a disqualification (DQ), the Scoring Director will enter total penalty points equal to 9999 for the disqualified Program(s).	31.6.1 A competitor is subject to a warning and point penalty equivalent to 10% of the points available on the flight in question, if it is determined by the Contest Jury that the competitor has unintentionally violated any of the following regulations or prohibited activities. In the event of a 2nd violation, or if the violation is determined by the Jury to be willful or intentional, the competitor shall be disqualified from the contest. The Contest Jury will rely and act upon the recommendations of the Contest Director, Chief Judge, Grading Judges, Safety Officer and Technical Committee in these matters.	The current rule 31.6 is extremely limiting and leaves the Jury little room for dealing with unintentional mistakes and errors on the part of a competitor. Disqualifying a competitor should only happen in the event of repeated issues and for intentional violations by that competitor. Given the time and financial commitment required to participate in our sport, disqualification should not result from unintended or accidental mistakes. Unintended or accidental mistakes should be penalized to send a clear message to competitors regarding consequences of violations but should not be disqualifying.	For: 2 Against: 2 Tom Myers: 2022-46 thru 2022-49 are essentially in competition. 2022-47 seems the best of the lot. Keith Doyne: I do not support this proposal. A "10 percent penalty of the points available on the flight in question" results in a different number of points being deducted based on whether the known or free or unknown program is being flown. Not a good idea. Doug Jenkins: Many different ways to say the same thing. Bottom line is that there should be options somewhere between "nothing" and "the death penalty." I am not in favor of monetary penalties. Some people will simply shrug and pay. Points hurt more. I like -48 best because it focuses on intent, understanding of the violation by the competitor and remorse by the competitor. Counsel at the first mistake and punish at the second. Third strike and you're out. Seems like a reasonable approach. Christian Baxter: Do not support. Some violations are worthy of disqualification.	No Change	None	This proposal applies a specific remedy that may or may not be appropriate for the myriad of possible events a Jury must face. The recommended changes in 2022-46 better addresses the issue for a greater variety of possible situations.
2022-49	Procedural Penalties (ADDED POST-NATIONALS)	Debby Rihm-Harvey	None	13.3.2 (new) First occurrence of Dead Prop Zone penetration, or violation of traffic patterns, or any previously briefed procedure at the competition, below penalties shall be assessed: Category Penalty Sportsman 50 points Intermediate 100 points Advanced 200 points Unlimited 250 points	In the areas of protests and infractions at Nationals 2021, guidance for exact penalties is too broad to be fair and we believe that there are instances where assessing less of a penalty than currently exists is a better way to go. Since there is no specific place in the rule book for U.S Nationals guidance and the Nationals Contest Jury and Chair operate under the rules of competition of the IAC, we were unsure if these changes and additions should go in the Policies Procedures Manual in Section 506, Contest Juries at the IAC Champions hips or in an expanded area of the IAC Contest Rules Section 31 Contest Jury. Perhaps adding to our current rules under which we all operate is the choice. We ask for guidance, please, for the correct placement of the penalties for infractions.	For: 2 Against: 2 Tom Myers: 2022-46 thru 2022-49 are essentially in competition. 2022-47 seems the best of the lot. Keith Doyne: I do not support this proposal. Doug Jenkins: Many different ways to say the same thing. Bottom line is that there should be options somewhere between "nothing" and "the death penalty." I am not in favor of monetary penalties. Some people will simply shrug and pay. Points hurt more. I like -48 best because it focuses on intent, understanding of the violation by the competitor and remorse by the competitor. Counsel at the first mistake and punish at the second. Third strike and you're out. Seems like a reasonable approach. Christian Baxter: Do not support. It is a simple rule and one that there is no excuse to violate	No Change	None	This proposal defines specific penalties for one possible safety concern, but other issues exist - Trying to address them all so uniquely would be difficult and involve lots of rule book text. The recommended changes in 2022-46 better addresses the issue for a greater variety of possible events by allowing the Jury to determine the severity/consequence of the violation and defining a penalty.
2022-50	Chief Judge Disqualification of Competitors (ADDED POST-NATIONALS)	Brittney Lincoln	30.5.2 The Chief Judge may disqualify a competitor for unsafe flying if a majority of the Grading Judges agree.	30.5.2 The Chief Judge may recommend to the Jury, disqualification of a competitor for unsafe flying if a judges conference has occurred and a majority of the Grading Judges agree that the competitor was flying recklessly.	Rule 30.5.1 states "The Chief Judge may call an end to a flight for any competitor at any time for unsafe flying". The intent of this rule makes sense and implies that a Chief Judge "knock off" a flight if a competitor is flying in a manner that appears to pose an immediate danger to the competitor or spectators. Rule 30.5.2 is not in line with this. If a competitor were flying in an unsafe manner, why would a Chief Judge allow the competitor to continue flying through a sequence, without being "knocked off"? It seems that this rule is to promote safety and prevent a dangerous situation, however allowing a competitor to finish an unsafe flight only then to be DQ'd doesn't seem to follow the spirit of this intent. Moreover, rule 31.6.1 (j) gives authority to the Contest Jury for competitor disqualification for reckless flying. It does not seem reasonable to allow 2 separate bodies at a contest the authority to independently disqualify a flight, not directly related to an immediate danger during the flight. Disqualification of flights once a flight has been concluded should only be allowed by a majority vote of the Contest Jury, once the compm all of the facts and circumstances have been thoroughly reviewed and considered.	For: 1 Against: 3 Tom Myers: The change essentially makes DQs automatically protested. Not unreasonable. Keith Doyne: I do not support this proposal. Doug Jenkins: Agree. This might be too much power in the hands of one person. Christian Baxter: Do not support. The Jury is not always watching all of the flights and are therefore cannot be relied upon.	No Change	None	Issue spurring this proposal was driven by a Chief Judge not following the existing rules. Current rule requires Grading judge concurrence before a penalty can be applied. The rules also allow such a penalty to be protested to the Jury for review to assure fairness to competitors.

Proposal Number	Synopsis	Proposed By	Current Rule	Change As Proposed	Proposer Change Rationale	Member Comments Received	Rules Committee Recommendation	Change as Rules Committee Recommends	Rules Committee Change Rationale
2022-51	Jury Member Selection (ADDED POST-NATIONALS)	Jim Bourke	31.2 Composition 31.2.1 The Contest Jury will consist of a chairman and at least four (4) additional members. 31.2.2 The Jury Chairman should not hold additional duties as either the Contest Director or Chief Judge. 31.2.3 Alternates may be appointed to replace a jury member, including the Chairman, if a juror is unable to serve. 31.2.4 (new) Jury members should come from as many chapters and regions as practical.	31.2 Composition 31.2.1 The Contest Jury will consist of a chairman and at least four (4) additional members. To the extent possible, jury members shall be selected from various Chapters and/or IAC Regions to minimize any actual or perceived bias of the jury.	To maintain both actual and perceived fairness, if possible the members of the Jury should represent the geographic and chapter breadth of the competitors in attendance.	For: 2 Against: 2 Tom Myers: Jury should be the best people available, not the most politically attractive. Against. Keith Doyne: I do not support this proposal. Doug Jenkins: Strongly support. I have always done that at our Chapter contest. I make sure that each participating Chapter is represented on the Jury. Avoids the appearance of hometown bias. Christian Baxter: Support.	Adopt Change	31.2 Composition 31.2.1 The Contest Jury will consist of a chairman and at least four (4) additional members. 31.2.2 The Jury Chairman should not hold additional duties as either the Contest Director or Chief Judge. 31.2.3 Alternates may be appointed to replace a jury member, including the Chairman, if a juror is unable to serve. 31.2.4 (new) Jury members should come from as many chapters and regions as practical.	To maintain both actual and perceived fairness, if possible the members of the Jury should represent the geographic and chapter breadth of the competitors in attendance. This is stated as a goal but is not a mandatory requirement.
		Brittney Lincoln	31.2 Composition 31.2.1 The Contest Jury will consist of a chairman and at least four (4) additional members. 31.2.2 The Jury Chairman should not hold additional duties as either the Contest Director or Chief Judge. 31.2.3 Alternates may be appointed to replace a jury member, including the Chairman, if a juror is unable to serve.	31.2.1 The Contest Jury will consist of a chairman and at least four (4) additional members. To the extent possible, jury members shall be selected from various Chapters and/or IAC Regions to minimize any actual or perceived bias of the jury.	Rule 31.2.1 does not explicitly require jury selection to include jurors from represented Chapters/ Regions at a contest. In order to remove any actual or perceived bias from jury decisions, the jury should consist of members from across Chapters and/or Regions.				
2022-52	Jury Member Conflicts of Interest (ADDED POST-NATIONALS)	Brittney Lincoln	31.5.8 The hearing of the protest will be conducted as follows: (e) The Chairman will question each juror about their impartiality prior to the hearing and will replace any juror who has a conflict of interest. Clarification: An example of a conflict of interest would be a juror competing in the same category of the grievant. In such instances this juror shall recuse himself.	31.5.8 The hearing of the protest will be conducted as follows: (e) The Chairman will question each juror about their impartiality prior to the hearing and will replace any juror who has a conflict of interest.	Rule 31.5.8 (e) is quite ambiguous. It simply states that "The Chairman will question each juror about their impartiality...". E.g. at the U.S. Nationals a competitor was disqualified by the jury. One of the jury members was a competitor in the same category and was not removed from the jury for the decision and voting process. As a direct competitor in the same category, this may have influenced the jurors decision and vote. By loose interpretation of this rule, all that needed to happen was the Jurors to say "No, I am impartial. I should stay on the Jury". It seems that a reasonable person would agree this is not the intent of this rule and the wording clearly needs to be more direct to prevent further occurrences.	For: 3.5 Against: 0.5 Tom Myers: Agree with the intent but not the wording. Too specific. Needs to be wordsmithed. Keith Doyne: I agree with this proposal. Doug Jenkins: This would seem to go without saying. But I guess not. Christian Baxter: How is this handled in international competition? I notionally support removing conflict of interest from the jury but defining when someone is conflicted is challenging. It is more pragmatic to attempt to define a balanced jury.	Adopt Change	31.5.8 The hearing of the protest will be conducted as follows: (e) The Chairman will question each juror about their impartiality prior to the hearing and will replace any juror who has a conflict of interest. Examples: Possible conflicts of interest include, but are not limited to, same-category competitors, family members, student/instructor pairings and paid coaching relationships.	The fairness of competition dictates that the Jury be impartial, both in its operation and its appearance. Should an protest or issue arise where a Jury member has a conflict of interest, that member must be replaced (as the current rule already requires). This change provides additional guidance to help determine where conflicts may arise. Suggest that P&P 506 be reviewed to assure the issue of conflicts of interest are adequately covered for IAC championship contest juries.
		Bob Freeman	31.5.8 The hearing of the protest will be conducted as follows: (e) The Chairman will question each juror about their impartiality prior to the hearing and will replace any juror who has a conflict of interest. Any jury member competing in the same category as the pilot involved in the protest shall be dismissed before any hearing.	31.5.8 The hearing of the protest will be conducted as follows: (e) The Chairman will question each juror about their impartiality prior to the hearing and will replace any juror who has a conflict of interest. Any jury member competing in the same category as the pilot involved in the protest shall be dismissed before any hearing.	It is inappropriate for a pilot that is in direct competition with a pilot against which a protest has been filed, to serve on the jury that is rendering a decision on that protest. This is clearly a conflict of interest. This situation happened at the 2021 US Nationals in the Intermediate category. It is apparently insufficient to question the jurors about their impartiality and rely on their statement. The IAC membership and the competitors involved deserve a clearly impartial jury process.				
2022-53	Appeal to Board of Directors For Jury Behaviour (ADDED POST-NATIONALS)	Brittney Lincoln	None	Any participant at a contest, competitor or volunteer, may appeal to the Board of Directors subsequent to the contest if a Jury or Jury members have acted unethically, maliciously or in a manner which disregarded the IAC Rule book or would cast a poor image on the IAC.	The IAC Rule Book provides a framework around contest governance and lays out very specific rules and penalties, primarily related to competition and the competition pilots. We hold our competitors to a high standard and expect them to be the best of the best; they are all there to do their best. While contests cannot be run without volunteers, who are also "doing their best", it seems reasonable that our expectations as an organization is for these volunteers to also act within the guidance of the Rule Book and apply the rules in a fair and reasonable manner. Currently, rule 31.5.9, states "The decision of the Contest Jury is final and may not be protested". This rule gives authority of the Contest Jury to be the final authority, irrespective of proper application of the Rule Book or any other impropriety. There are no checks and balances in place and no pathway for a contest participant to address improper actions taken by the Contest Jury. While I understand that nothing may be done at a contest with such an issue, it seems reasonable that there is a mechanism for these issues to be addressed. The Rule Book allows for grading judges to be removed for reasons of incompetency (rule 30.3.1.), however we have no way to address incompetency of Jurors, who in many ways have more power and authority than a grading judge. If we consider the approach of other organizations, such as ICAS, they have a process in place by way of an Ethics Committee to address similar issues and violations. Part of the IAC Vision Statement is to be "recognized as the premier aerobatic organization" with that in mind, it seems reasonable that we have a pathway to address and act on improper or unprofessional conduct from all participants in a contest.	For: 0 Against: 4 Tom Myers: Against. A solution looking for a problem. Keith Doyne: I do not support this proposal. At every contest I have attended, the Contest Jury members are selected for their experience, knowledge, and capability. The 2021 US Nationals Contest Jury was no different. The content of this proposal reads more like a complaint by a competitor, who did not like the Contest Jury decision, than a proposal. This proposal lacks important details and information. The proposal does not describe a process for the BOD to follow in order address an issue dealing with a Contest Juror or Jury. There is no proposed penalty to be assigned by the BOD to a bad Contest Juror or Jury. This proposal does not provide a time frame for which an appeal has to be applied. This proposal does not address awards or trophies or Team selections made at a contest for which the BOD may have to undo. Doug Jenkins: Nope. At some point the buck has to stop. Hopefully, if -51 and -52 are in place, this will render this proposal moot. Christian Baxter: Do not support. Although there should be a mechanism to submit grievances to IAC (isn't there one already?).	No Change	None	There is no P&P authority to establish this idea within the purpose/use of the contest rules. It is possible to create a P&P process to handle this and similar situations that involve ethical issues, but that is left for the BOD to address. Alternately, similar instances can be brought up directly to any Board Members, including the applicable regional rep.
2022-54	End of Sequence Signaling (ADDED POST-NATIONALS)	Debby Rihm-Harvey	14.5.2 The competitor is expected to signal to indicate the end of the Performance. No penalty shall be incurred if this signal is omitted. 26.3.1 Hard Zeros must be given for: b) Adding a figure. In this case, an HZ will be given to the figure that was supposed to be flown. If the competitor files that figure as well scoring for that figure is ignored, but scoring will resume normally following that figure.	14.5.3 If the Flight ends in an inverted orientation, the competitor shall execute a half roll to upright and may signal sequence end before or after the half roll to upright. 26.3.1. Hard Zeroes must be given for (e) (new) the last figure of a sequence for any maneuver added after the end of a sequence such as adding a half loop to correct flight from inverted to upright as stated in 14.5.3.	Change from inverted flight to upright flight is only permitted by half roll and no other aerobatic maneuvers such as half loop.	For: 0 Against: 4 Tom Myers: Against. Rule book bloat. Not necessary. Keith Doyne: I do not support this proposal. Doug Jenkins: Again, no. I see this as a knee-jerk reaction to a one-time event. There are rare occasions where safety may dictate something other than a simple half roll. I'd hate to see someone hurt themselves complying with this new rule. Christian Baxter: Do not support (unnecessary).	Adopt Change	14.5.2 The competitor is expected to signal to indicate the end of the Performance. No penalty shall be incurred if this signal is omitted. The Performance is over when Signaled, or when the competitor has completed the final figure and either exited or turned away from the box. 26.3.1 Hard Zeros must be given for: 26.3.1(b) Adding a figure. In this case, an HZ will be given to the figure that was supposed to be flown. If the competitor flies that figure as well scoring for that figure is ignored, but scoring will resume normally following that figure. Aerobatic figures added to the end of the sequence will be penalized by changing the grade of the last non-HZ figure to an HZ, regardless of how many figures were added. Upright turns to exit the box are not added figures.	Define alternate determination of a Performance end when a pilot does not signal. There is an existing HZ penalty for adding a figure within a sequence, but none for adding a figure after the Performance should have ended. Thus, specified a HZ for adding a figure at the end too. Performing additional aerobatics after the last figure in a sequence may also be considered "reckless flying" per 31.6.1(j). With the change recommended in 2022-46 above, the Jury would determine if such a violation occurred and the appropriate penalty necessary per the specifics of that unique event.
2022-55	Penalty for Added Figure After Last Figure in a Sequence (ADDED POST-NATIONALS)	Bob Freeman	14.5.2 The competitor is expected to signal to indicate the end of the Performance. No penalty shall be incurred if this signal is omitted. 14.5.3 If the Flight ends in an inverted orientation, the competitor may execute a half roll to upright prior to signaling.	14.5.2 The competitor is expected to signal to indicate the end of the Performance. No penalty shall be incurred if this signal is omitted. Any aerobatic figure flown after the last figure and prior to a distinct signal indicating the end of the sequence will be considered part of the last figure in the sequence which will give a Hard Zero. This does not apply to level altitude upright turns to exit the box.	Related to 31.6.1 j) Reckless Flying. If a competitor makes a mistake (additional pitching/roll elements at the end of a figure) in the middle of a sequence, it will result in a HZ for that figure and an interruption penalty. The same logic should apply to the last figure in the sequence as it does to a figure internal to the sequence. Given the lack of this rule, the Intermediate Chief Judge at the 2021 US Nationals elected to disqualify a competitor for adding a 1/2 loop down after the last figure was completed, prior to any signal that the sequence was completed (end of sequence signaling is the pilot's option). The rule invoked for the disqualification was 31.6.1.j) Reckless flying. There was nothing more dangerous about what happened on the last figure in this sequence than if had it occurred in the middle of the sequence. If we were to interpret all figures in a sequence as the Chief Judge did, we would have to address these same kinds of mistakes for all pilot actions internal to a sequence. This is not feasible nor reasonable. The intent of 31.6.1.j) is to penalize flagrant hot dogging and truly unsafe flying. Neither of these apply in this instance. The competitor filed a protest which was upheld by the jury and the disqualification was overturned but anger, frustration and hard feelings were created. This new rule will avoid putting the Chief Judge in a position where disqualification is inappropriate but other options are limited.	For: 1 Against: 3 Tom Myers: Against. Rule book bloat. Not necessary. Keith Doyne: I do not support this proposal. Doug Jenkins: Sounds good. Christian Baxter: Do not support (unnecessary).	No Change	None	See changes in 2022-54 above.
2022-56	Eliminating Conflict of Interest Protests (ADDED POST-NATIONALS)	Bob Freeman	31.5.1 Competitors and judges are eligible to submit a protest to the Contest Jury for consideration and possible action.	31.5.1 Competitors and judges (grievant) are eligible to submit a protest to the Contest Jury for consideration and possible action. A competitor (grievant) filing protest against another competitor flying in the same category may only file protests related to the Free Program legality (design compliance) per 23.7.1 and 31.4.	It is a direct conflict of interest for a grievant competitor to file a protest against a competitor flying in the same category, when the outcome of that protest will directly harm the competitor and improve the grievant's competitive standing. Protests related to non-compliance of a Free Program design is legitimate as it enforces compliance with competition rules and improves fair competition. Other protests such as for (or against) low calls, boundary penalties, dead line infringements, safety issues, etc... should be excluded from submission by direct competitors but may be brought by others that are not direct competitors. These other protests should be addressed by the judges, chief judges, boundary judges, the CD and / or the Safety Director.	For: 0 Against: 4 Tom Myers: Against. Ill-conceived. Keith Doyne: I do not support this proposal. Doug Jenkins: No. While not a great idea, and not something I would encourage, there may be times where this is a legit move. Christian Baxter: Do not support. No rule should be made that inhibits anyone's ability to submit a legitimate grievance.	No Change	None	The ability to file a protest by any contest participant, direct competitor or not, should be retained. The factors, e.g. the protest fee, help balance urges to file spurious challenges. The Jury is charged with providing unbiased judgement to assess any protests. In practice, those who file inappropriate protests are often informally counselled about their actions.
2022-57	Technical Inspection of Repairs to Aircraft (ADDED POST-NATIONALS)	Jerry Riedinger	None	5.3.5 Inspection of Repairs to Aircraft The Technical Committee will not reject a repaired aircraft for participation in a contest if a repair has been made by a holder of an Airframe and Powerplant Mechanic's license and an appropriate entry has been made in the aircraft's logbook(s). Repairs can be rejected for non-compliance with a manufacturer's guidance if that guidance is contained in pre-existing written material from the manufacturer, such as a maintenance manual, service bulletin, or FAA Advisory Circular or Airworthiness Directive.	Contestants need to know before arriving at a contest if repairs to their aircraft will be rejected. Technical inspectors should not reject the repairs made by qualified A&P's and which have been properly entered into the aircraft logbook. Technical inspectors should be allowed to review whether a repair complies with manufacturer's guidance, but that guidance should be available to a contestant before arriving at the contest. Repairs should not be rejected because of previously unwritten guidance from the aircraft's manufacturer. Without this rule, contestants will have no way of knowing in advance whether their aircraft will be acceptable to the technical committee.	For: 2.5 Against: 2.5 Tom Myers: Agree with the intent but not the wording. Revision can be much simpler. Keith Doyne: I do not support this proposal. Doug Jenkins: Agree. If an airplane is deemed to be in an airworthy condition by the pilot and an A&P/IA and all repairs conform to industry standards we, as a club, need to be very careful about dis-allowing entry to that airplane. Slippery slope here. Christian Baxter: Support. John Smutny: This rule change, as proposed, ignores the fact that an A&P certificate is not required to perform work on an Experimental Amateur Built aircraft and that E-AB's are not bound by AC 43-13b itself or all other AC's and AD's. As written, it would force owners of E-AB's to seek A&P approval for all repairs to their aircraft.	Adopt Change	5.3.5 (new) Inspection of Repairs to Aircraft The Technical Committee will not disqualify an aircraft for any repair made in accordance with FAA regulations. Repairs can be rejected for non-compliance with pre-existing guidance documented in published written material from the manufacturer or FAA.	Contestants need to know before arriving at a contest if repairs to their aircraft will be acceptable. Technical inspectors should not reject the repairs made by qualified A&P's. Technical inspectors should be allowed to review whether a repair complies with FAA or the manufacturer's documented guidance. Without this rule, contestants will have no way of knowing in advance whether their aircraft will be acceptable to the technical committee. Recommend Legal review prior to rule being published

Proposal Number	Synopsis	Proposed By	Current Rule	Change As Proposed	Proposer Change Rationale	Member Comments Received	Rules Committee Recommendation	Change as Rules Committee Recommends	Rules Committee Change Rationale																																																																																																														
2022-58	Define & Expand Safety Checks (ADDED POST-NATIONALS)	Bob Freeman	<p>14.3.1 Competitors have the option of performing two half rolls from upright with a reasonable hesitation at inverted to check safety belts and inverted fuel and oil systems.</p> <p>14.3.2 Safety Checks may be performed only in the area designated during the Program Briefing and only after the competitor has been cleared to approach the Aerobatic Box.</p> <p>14.3.3 If the Safety Check does not conform to these rules, the competitor shall receive an Interruption Penalty.</p> <p>Table from P&P 503.4.2.3: </p>	<p>14.3.1 Competitors in all categories have the option of performing two half rolls from upright with a reasonable hesitation at inverted and to porpoise the aircraft to check safety belts and inverted fuel and oil systems. This Safety Check may be performed only in the area designated during the Program Briefing and only after the competitor has been cleared to approach the Aerobatic Box.</p> <p>14.3.2 Competitors in the Advanced and Unlimited categories have the additional option of performing a safety check from the table below: If flown, these figures may only be flown once, in any order unless a figure starting inverted is used (see below), and continuously on the same axis. They must be flown inside the aerobatic box. When flown, a figure from Family 5 or 8 that starts inverted shall be inserted after the first half roll. In that case, if the figure is one that finishes positive, the second half roll is not flown. (Insert the chart of Aresti figures that is in P&P 503.4.2.3 here.)</p> <p>14.3.3 Should any of the safety maneuvers be flown below the minimum altitude for the category flying, as determined by a simple majority of the judges, the competitor will receive a LOW penalty in accordance with IAC rules. If the Safety Check does not conform to these rules, the competitor shall receive an Interruption Penalty.</p>	<p>We need to make it clear that these figures for Advanced and Unlimited are not "Safety and Practice Maneuvers, as documented in P&P 503 Rev 39 but are indeed "Safety Checks" as we refer to them in the Rule Book. Advanced and Unlimited competitors may face a negative 8g to 10g push on the first figure in an Unknown (reference Unlimited Unknown II at this year's Nationals). A simple 1/2 roll with porpoising is insufficient to test the belts for a push this hard, nor to enable the competitor to "get another click" on the belt under high positive g as these safety figures do. This rule should apply to ALL contests, not just Nationals. We need to update P&P 503 accordingly and change the title of paragraph 503.4.2.1 to "Optional Safety Checks". It's not clear that this needs to be covered in P&P503 as a general rule change to 14.3.2 would cover Nationals as well. The competitors are not required to do these but should have the option.</p>	<p>For: 1 Against: 2 Tom Myers: Against. Backdoor effort to add warm-up figures. Keith Doyne: I do not support this proposal. Doug Jenkins: Not qualified to give a response. Can/Is the intent of this rule be met by warm-up figures? This seems like a lot of stuff going on "on base." Christian Baxter: Support.</p>	Adopt Change	<p>14.3.1 Competitors have the option of performing two half rolls from upright with a reasonable hesitation at inverted and to briefly load the aircraft to check safety belts and inverted fuel and oil systems.</p> <p>14.7 (new) Practice Maneuvers</p> <p>14.7.1 Optional Practice Maneuvers shall be permitted in the Advanced and Unlimited categories unless the Contest Director elects otherwise due to time constraints. The option shall not be altered once a Program is underway.</p> <p>14.7.2 A competitor opting to fly a Practice Maneuver must do so before signaling the Performance start.</p> <p>14.7.3 Only one Practice Maneuver from those shown below may be flown. It must be flown continuously on the same axis and inside the aerobatic box.</p> <p>14.7.4 A Practice Maneuver that starts inverted shall be inserted after the first half roll of the Safety Check. In that case, if the figure finishes positive, the second Safety Check half roll is not flown.</p> <p>14.7.5 The Chief Judge shall assign an Interruption penalty for an improperly flown Practice Maneuver. Flying below the minimum altitude shall also be awarded a "Low" penalty as determined by a simple majority of the grading judges.</p> <p>Clarification: An improperly flown Practice Maneuver must violate the rules in this section, not simply be poorly flown.</p> <p>25.1.5 The briefing will include, in the following order: (j) Optional Safety Check and Practice maneuvers.</p> 	<p>Clarify that brief loading during the safety check is acceptable.</p> <p>Add Practice maneuvers in Advanced and Unlimited categories. In the upper categories competitors face increased g loading and a simple 1/2 roll is insufficient to ensure the aircraft is safe for this. New rule similar to P&P 503 for the US Nationals.</p>																																																																																																														
2022-59	Privacy of Medical Information (ADDED POST-NATIONALS)	Craig Gifford	<p>4.3.3 Competitors must meet legal medical requirements appropriate for their aircraft. Exception: This requirement is waived if the competitor flies with a Safety Pilot who is legally qualified to act as Pilot-in-Command.</p> <p>31.6 Disqualification of Competitors 31.6.1 A competitor shall be disqualified if it is determined by the Contest Jury that the competitor has violated any of the following regulations or prohibited activities. The Contest Jury will rely and act upon the recommendations of the Contest Director, Chief Judge, Grading Judges, Safety Officer and Technical Committee in these matters. m) Medical condition - sudden unpredictable deterioration in physical condition which renders further aerobatic flight unsafe shall require immediate cessation of that flight. Preventable physical incapacitation shall be grounds for disqualification for that flight.</p>	<p>Clarify in the rulebook that contest directors and medical directors shall not ask for private medical information nor withhold contest entry if such is not provided. The rules presently only require a valid medical. There is nothing in the rules related to the IAC determining physical ability to fly. However, contest officials are taking it upon themselves to make medical determinations and ground capable pilots. If a contestant shows obvious physical impairment the contestant should be counseled. But determining physical ability to fly for some competitors, but not all, puts the IAC at risk. Imagine the lawsuit if someone with a slight impairment (or even no visible impairment) crashes and injures are pointed at the IAC for allowing them to fly. We now have documented evidence that the IAC is willing to accept the responsibility for determining physical capacity to fly. It also allows for capricious and arbitrary exclusion of individuals from competition.</p>	<p>At the 2021 US national aerobatic championships a competitor was required to provide information about confidential conversations with their AME and physician, and/or to provide a written clearance letter from a physician (the story and demands changed throughout the discussions) for a physical condition based solely on rumor and innuendo largely from competitors in the same category. The competitor showed absolutely no physical impairment or evidence of inability to fly. The competitor performed a practice flight in front of the assistant medical director for the contest who informed the contest director they were able to fly. And yet, the contest Director grounded the competitor solely based upon a directive from the medical Director who wasn't even present at the contest but was being consulted by telephone. This in spite of several other competitors with obvious physical maladies – one wearing an ankle boot, one with stitches in his head from an obvious head injury, and one who had been posting about a broken ankle on social media for a month – none of them were subjected to these requirements. Ultimately the competitor did provide confidential medical information, was allowed to fly, and they believe their contest performance shows they were fully capable of flying. But there was no reason for the contest director's behavior, nor the medical director's behavior in the grounding. It was embarrassing as a contestant and should be embarrassing to the IAC as an organization. Contestants shouldn't have to make those decisions or have that stress shortly before challenging competition flights (would add that the contest Director waited until less than 12 hours before the Known flight to inform the competitor they were grounded.)</p>	<p>For: 1.5 Against: 2.5 Tom Myers: Situation handled poorly by contest officials. Known flight is qualification. Keith Doyne: I do not support this proposal. Doug Jenkins: 100% agree. If we start going beyond "present a medical or basic med certificate" that's a very slippery and steep slope. We all self-certify our fitness to fly every time we strap in. Christian Baxter: Do not support.</p>	No Change	None	<p>The general rule as it exists is sufficient to place the competitor as certifying their legal medical status. The IAC does not have the expertise or authority to certify the medical condition of competitors. Instances where current medical condition is in doubt may be adjudicated by the Jury via rule 31.6.1(m).</p> <p>Recommend Legal review prior to rule being published</p>																																																																																																														
2022-60	Snap Rolls in Intermediate (ADDED POST-NATIONALS)	Dave Watson	<p>37.2.25 Sub-Family 9.9 Positive Flick (Snap) Rolls</p> <table border="1"> <thead> <tr> <th></th> <th>%</th> <th>1</th> <th>1%</th> <th>1%</th> </tr> </thead> <tbody> <tr> <td>9.9.1</td> <td>15K U</td> <td>15K U</td> <td>15K U</td> <td></td> </tr> <tr> <td>9.9.2</td> <td>13K AU</td> <td>13K AU</td> <td></td> <td></td> </tr> <tr> <td>9.9.3</td> <td>11K AU</td> <td>11K AU</td> <td>14K AU</td> <td></td> </tr> <tr> <td>9.9.4</td> <td>11K AU</td> <td>11K AU</td> <td>14K U</td> <td></td> </tr> <tr> <td>9.9.5</td> <td>11K AU</td> <td>11K U</td> <td></td> <td></td> </tr> <tr> <td>9.9.6</td> <td>17K U</td> <td>17K U</td> <td></td> <td></td> </tr> <tr> <td>9.9.7</td> <td>15K U</td> <td>15K U</td> <td></td> <td></td> </tr> <tr> <td>9.9.8</td> <td>13K U</td> <td>13K U</td> <td></td> <td></td> </tr> <tr> <td>9.9.9</td> <td>13K U</td> <td>13K U</td> <td></td> <td></td> </tr> <tr> <td>9.9.10</td> <td>13K AU</td> <td>13K U</td> <td></td> <td></td> </tr> </tbody> </table> <p>1) Only at the apex of a Looping Line.</p>		%	1	1%	1%	9.9.1	15K U	15K U	15K U		9.9.2	13K AU	13K AU			9.9.3	11K AU	11K AU	14K AU		9.9.4	11K AU	11K AU	14K U		9.9.5	11K AU	11K U			9.9.6	17K U	17K U			9.9.7	15K U	15K U			9.9.8	13K U	13K U			9.9.9	13K U	13K U			9.9.10	13K AU	13K U			<p>Please revise the Rulebook according to the original intent: Amend the note 1) on page 72 at the bottom of the allowable Snap roll figures to read: 1) Only at the apex of a Looping line (add) as described in 27.12. 2) Remove the erroneous footnote '1' on the 'Y' (designating Intermediate) in the Allowable figures section of 37.2.10 – Half Loops for all figures (7.2.1.1, 7.2.1.4, 7.2.2.1, 7.2.2.4, 7.2.3.2, 7.2.3.3, 7.2.4.2 and 7.2.4.3) in this block of figures. That sub-note specifies that snaps are not allowed on the lower lines, this might infer that that they are allowable on the upper lines. 3) Please review and amend any and all other notes in the Intermediate allowable figures section accordingly.</p>	<p>As proposed last year: "RP2020-03 Eliminate most snap rolls from Intermediate Knowns and Unknowns Proposed Change: Please consider allowing only Figure 9.9.3.4, an inside snap roll at the apex of a looping figure from Family 7 or Family 8, in intermediate Knowns and Unknowns. This can be done by removing Fig.9.9.2.2 from the Allowable Figures For Power Unknowns (Intermediate) and adding the following: "Note: 9.9.3.4 can only be used on designated family 7 and 8 figures at the apex of the loop." Please note this says at the apex of the loop! The intent of the proposal, was (that should have been clear from the terminology), that Snaps are only acceptable at the apex OF a loop not at the termination of a looping line. The intent was for Snaps to be only on a full loop and a select number of 'P' loops like in figure one of the 2021 Intermediate Known where the energy of the plane was 'falling', and not attempting to maintain horizontal or 45 flight after the Snap. At the 2021 US Nationals, the Intermediate Unknown had a full snap (9.9.3.4) at the termination of a half loop up (7.2.1.1). This figure was clearly not within the intent of the 2020 approved rule. I argued (without success and without formal protest) that this figure was illegal based on my 2020 intent. That discussion was not promising, so I left it to more structured process to proceed with my protest of this unfortunate misinterpretation of the 2020 intent. At the time of implementation of this rule change, full Snaps (9.9.3.4) in Intermediate were allowable on straight horizontal line (1.1.1.1) from upright to upright. Why in world would a rule intended remove that allowable figure now allow such a Snap from inverted to inverted on (1.1.1.2)? The intent of the 2020 was for AVALANCHE type maneuvers (i.e. the APEX OF a looping line) not for figures that ended AT the TERMINATION of a looping line. The rules committee clearly mis-incorporated the intent of the approved rule proposal.</p>	<p>For: 1 Against: 2 Tom Myers: For. Aligns implementation with intent. Keith Doyne: I do not support this proposal. Doug Jenkins: Well, this is interesting. The 2022 proposed Intermediate Known has this very problem. Seems like the board really needs to clarify. As an Intermediate competitor I am OK with the snap at the top of the half loop, but this may go against the intent of the change (increase the ability of pilots to participate in the category). Please just clarify so we can put this one behind us. As a side-note...the 2022 proposed Intermediate known will certainly not increase participation. Two fewer figure to get the same K as last year. Having flown the 2022 proposed sequence a few times it is challenging but certainly flyable. If some folks find Intermediate too easy...there's this category called Advanced just waiting for them. Christian Baxter: Do not support but I do think some clarification is necessary. I support more snaps in Intermediate.</p>	Adopt Change	<p>37.2.25 Sub-Family 9.9 Positive Flick (Snap) Rolls</p> <table border="1"> <thead> <tr> <th></th> <th>%</th> <th>1</th> <th>1%</th> <th>1%</th> </tr> </thead> <tbody> <tr> <td>9.9.1</td> <td>15K U</td> <td>15K U</td> <td>15K U</td> <td></td> </tr> <tr> <td>9.9.2</td> <td>13K AU</td> <td>13K AU</td> <td></td> <td></td> </tr> <tr> <td>9.9.3</td> <td>11K AU</td> <td>11K AU</td> <td>14K AU</td> <td></td> </tr> <tr> <td>9.9.4</td> <td>11K AU</td> <td>11K AU</td> <td>14K U</td> <td></td> </tr> <tr> <td>9.9.5</td> <td>11K AU</td> <td>11K U</td> <td></td> <td></td> </tr> <tr> <td>9.9.6</td> <td>17K U</td> <td>17K U</td> <td></td> <td></td> </tr> <tr> <td>9.9.7</td> <td>15K U</td> <td>15K U</td> <td></td> <td></td> </tr> <tr> <td>9.9.8</td> <td>13K U</td> <td>13K U</td> <td></td> <td></td> </tr> <tr> <td>9.9.9</td> <td>13K U</td> <td>13K U</td> <td></td> <td></td> </tr> <tr> <td>9.9.10</td> <td>13K AU</td> <td>13K U</td> <td></td> <td></td> </tr> </tbody> </table> <p>1) Only at the apex of a 7.4.1.1, 8.6.5.1, 8.6.7.2, 8.7.5.1</p> <p>Correct 37.2.10 (hsif loops) by replacing footnote 1 tags from all the Intermediate figures with a new footnote 2: Snap rolls are not permitted on the horizontal entry/exit line.</p>		%	1	1%	1%	9.9.1	15K U	15K U	15K U		9.9.2	13K AU	13K AU			9.9.3	11K AU	11K AU	14K AU		9.9.4	11K AU	11K AU	14K U		9.9.5	11K AU	11K U			9.9.6	17K U	17K U			9.9.7	15K U	15K U			9.9.8	13K U	13K U			9.9.9	13K U	13K U			9.9.10	13K AU	13K U			<p>The footnote text for the table in 37.2.25 ("Only at the apex of a Looping Line.") is not clear and thus may be interpreted to mean only a simple full loop. This change clarifies the apparent intent of the prior rule change.</p> <p>Back in 2019 the original proposal for the change that limited snaps in Intermediate Knowns/Unknowns states that the limitation applies to "a looping figure from Family 7 or Family 8". There are other figures other than full loops, including most commonly 1/2 loops, where a roll may be performed at the top. However, it is believed that the approval of this rule change intended just figures where the looping line continues downward and thus are more flyable by an aircraft similar to a Decathlon.</p>
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2022-61	Selection of Judges (ADDED POST-NATIONALS)	Brittney Lincoln	<p>11.3.1 The Contest Director shall appoint judges who appear on the IAC Current Judges List</p>	<p>11.3.1 The Contest Director shall appoint judges who appear on the IAC Current Judges list. To the extent possible, judges shall be selected from various Chapters and/or IAC Regions to minimize any actual or perceived bias on the judges line.</p>	<p>Rule 11.3.1 does not explicitly require judge selection to include judges from represented Chapters/ Regions at a contest. We all understand the need for more judges and many contests are simply "staffing" with the volunteers they have available. However, in contest scenarios where a potential judging pool has members from across Chapters and/or Regions (and fortunately there are still some), efforts should be made to not select judges only from one geographical area. This will help to minimize any actual or perceived bias on the judges line.</p>	<p>For: Against: Tom Myers: Judges should be the best people available, not the most politically attractive. Against. Keith Doyne: I do not support this proposal. Doug Jenkins: Support. This is another one that I always do as a CD anyway to prevent the perception of bias. Christian Baxter: Support.</p>	No Change	None	<p>Most contests struggle to fill the minimum number of judging positions and thus have no opportunity to even consider this new criterion. If a concern for Nationals, this can be addressed within the P&Ps.</p>																																																																																																														
2022-62	Wind Limits (ADDED POST-NATIONALS)	Tony Wood	<p>12.4 Wind Limits 12.4.1 Flight will not be conducted if the steady wind velocity at the surface exceeds 25 knots from any direction. 12.4.2 Flight will not be conducted if the crosswind component for the active runway exceeds: a) 15 knots for Primary or Sportsman flights; or b) 20 knots for Intermediate, Advanced or Unlimited flights.</p>	<p>12.4 Wind Limits Note: Gusts of 15 knots or greater shall be added to the steady state wind. For example, 10 gusting to 20, would be a 10 knot gust and therefore not included in the steady state wind. 10 gusting to 25 is a 15 knot gust and therefore is included in the steady state wind. 12.4.1 Flight will not be conducted if the steady wind velocity at the surface exceeds 25 knots from any direction. 12.4.2 Flight will not be conducted if the steady crosswind component for the active runway exceeds: a) 15 knots for Primary or Sportsman flights; or b) 20 knots for Intermediate, Advanced or Unlimited flights.</p>	<p>For 12.4, gusts are currently not incorporated and excessive gusts should be considered for safety. For 12.4.2, added word "steady" to provide commonality to 12.4.1 and for clarification.</p>	<p>For: 2.5 Against: 1.5 Tom Myers: Agree with the intent but not the wording. Not clear how gusts factor in. Keith Doyne: I agree with this proposal. Doug Jenkins: Absolutely. Christian Baxter: Do not support but I do think there is merit in looking at wind gusts. As an alternative I suggest defining a steady state wind (20 kts?) as a limit if the gust factor exceeds a specific value (10 kts?).</p>	No Change	None	<p>Agree with intent to take gust factor into account when considering safety of winds, but this proposal doesn't adequately cover the issue. For instance, it would allow Primary flights with direct crosswinds of 15 knots gusting 29. A better proposal remains tbd.</p>																																																																																																														