

**CIVL Aerobatics Subcommittee Meeting Agenda  
February 2009, Hall in Tirol, Austria**

**Section I: Issues referred by CIVL Bureau**

1. Continental competitions: Should there be some flexibility in the year they can be held? Currently in years alternate to World Championships. Should this be strictly adhered to? (CIVL IRs must be followed – no change to rule that bids should be received 60 days before the CIVL meeting two years ahead of the competition).

2. Safety & Training: A revised incident reporting form, circulated by the S&T Subcommittee should be reviewed and suggested modifications or amendments relevant to PG/HG Aerobatics should be noted and returned to the S&T SSC. It is proposed to make the form mandatory for Cat 1s and recommended (later mandatory) for Cat 2 events. Also, see S&T SSC recommendations forwarded from ESTC for acro/aerobatics (*See S&T chair for this*).

3. S7A, B & C to specify the issues that will attract financial penalties for non-performance in 1<sup>st</sup> Category events. These must be measurable and provable.  
*Reason: FAI recommendations.*

4. S7A, B & C and OA to include provision for an extra visit by the steward at a specified time before the event, at the organiser's expense, when it is necessary to confirm that recommendations have been followed.

*Reason: arising from Serbian PG Euros experience.*

*Discuss other checks and measures that could be implemented.*

**Section II: Rule change proposals from Sporting Code Subcommittee**

5. S7A, B & C to include rule giving the MD and SD power to ban flying from the site if a task or day is cancelled due to dangerous conditions.

6. S7A, B & C to give MD and SD the power to exclude from a comp pilots who do not demonstrate the necessary skills e.g. launch or landing skills.

**7. S7A, B & C 7.1.3 Method and Timing of Payment [sanction fees]**

Re-write to cover payment of officials' expenses rather than sanction fees – if sanction fees are to be payable 30 days after test event.

*Reason: necessary follow-on to introduction of performance penalties.*

**8. S7A, B & C 4.4 – Results of Cat 2 meets**

Add the formats acceptable for results, and that results should include the CIVL pilot ID number. Acceptable formats are:

An Excel format (.xls or .csv) with the results in the following order: **Name** (First name followed by family name) **Nation** (IOC abbreviated codes) **Total** (score) **valid\_FAI\_licence** (number) **FAI\_Pilot\_ID** (available from the CIVL WPRS website). PDF files are not acceptable.

*Request from CIVL Competitions Coordinator*

**Section III: Items from Jury/Steward Reports**

**From Steward's Report from Pre-WAG 2008, Avigliana, Italy**

9. CIVL needs to begin keeping a WPRS for speed gliding

10. CIVL needs to review the ballast rules to put into Sec. 7 that when landings on water are expected, ballast can only be water.

11. CIVL-appointed Judging Team – Once the proposed CIVL Judging database is on line, the Chief Judge should be agreed jointly between the Organisers and Steward or PG/HG Aerobatics Chairman, and the Chief Judge can then work with all parties and the database to ensure a well qualified team is appointed, and reserve personnel are available, by a deadline, prior to the (Cat 1) event.

**Section IV: Key proposals for SC Discussion/recommendation**

12. Proposed changes to Section 7b Aerobatics – *See Separate Annex 27 for mark up*

13. Manoeuvre connections

14. Judgement & Coefficient for Asymmetric SAT

15. New Manoeuvres

16. Warnings for being late at briefing

17. Ballast

18. Scoring System

19. Ambulance at take off & Scuba

20. Remove spins from the safety section

21. Penalties

22. Qualification for APWC

23. Actual FAI Aerobic Judge List

24. Judging Training 2009

*See Annex A for detail of proposed changes for points 13 to 22*

*See Annex 27 for Judges List*

*See Annex B for Judging Training proposal for 2009*

**Section IV: Cross discipline issues that might be relevant:**

25. Discussion point: Is it a good idea to encourage future bids for joint Aerobatics and Accuracy competitions?

**Section V: Plenary Proposals**

26. Review relevant proposals to the Plenary from delegates – See Plenary Agenda

**Reminder:**

SSC Written Report to Plenary should include (brief) review of activity during the year, as well as Minutes from this SSC Meeting.

SSC Verbal Report should focus on proposals & decisions not covered in other reports (ie Sporting Code, Safety & Training), highlighting issues that require a vote of approval, plus comments/recommendations on Plenary proposals and Championship bids. NO NEED to read out whole report at Plenary.

## **Annex A: CIVL Aerobatics Subcommittee Rule change proposals for 2009 - detail**

### **Discussed topics :**

**13. Manoeuvre connections** → Conclusion out of Summary: All participants agreed on that point → **CHANGE 1**

**14. Judgement & Coefficient for Asymmetric SAT** → Conclusion: **No clear decision until now!!!**

**15. New Manoeuvres** → Conclusion: **No clear decision until now!!!**

**16. Warnings for being late at briefing** → Conclusion out of Meeting in Omega: All participants agreed on that point → **CHANGE 2**

**17. Ballast** → Conclusion out of Summary: All participants agreed on that point → **CHANGE 3**

**18. Scoring System** → Conclusion: **No clear decision until now !!!**

**19. Ambulance at take off & Scuba divers on the water** → Conclusion out of meeting in Omega: All participants agreed on that point → **CHANGE 4**

**20. Remove Spin from Safety Selection** → Conclusion out of meeting in Omega: All participants agreed on that point → **CHANGE 5**

**21. Penalties** → Conclusion out of meeting in Omega: All participants agreed on that point → **CHANGE 6**

**22. Qualification for APWC** → Conclusion: **Most discussed BUT no decision until now !!!**

**23. Actual FAI Aerobatic Judge List** → Conclusion: All participants agreed on that point → **CHANGE 7**

**Point 13: Maneuver Connections which are NOT possible** (exit in between is needed)

Mac Twist to Heli	Heli	
Heli	Heli to SAT	
Heli to SAT	SAT	
Heli to Heli	Heli	
Heli	Heli to Heli	
SAT	SAT to Heli	
SAT to Heli	Heli	
SAT to Heli	Heli to SAT	
Heli to SAT	SAT to Heli	
Tumbling	Infinity Tumbling	
Rhythmic SAT	Infinity Tumbling	
Rhythmic SAT	Tumbling	
Rhythmic SAT	Tumbling	Infinity Tumbling

Conclusion out of Summary: All participants agreed on that point → **CHANGE 1**

#### **Point 14: Judgement & Coefficient for Asymmetric SAT**

	1 <sup>st</sup> proposal	2 <sup>nd</sup> proposal
	Coefficient 1,50 135 degrees for max. score (old school AsySAT)	Coefficient 1,50 AsySAT is a SAT rotation obtained from AsySpiral or Wing Over. Entry can be to the same direction of the rotation or to the other direction ( means old school AsySAT & Tumbling are the same maneuver)

Conclusion: **Decision for 1<sup>st</sup> proposal (Chris).**

#### **Point 15: New Maneuvers**

1. Misty to Misty / Misty Chain with different directions
2. Twisty Flip = ½ twisted before the misty flip, pilot untwists during maneuver
3. (Misty) Dynamic Heli = Heli entry with pendulum
4. Misty to SAT
5. Samba (Twisty flip to Twisty Flip with different directions) – general opinion was negative towards that maneuver

Conclusion: **No clear decision until now !!!**

**Point 16: Warnings for being late at briefing**

- Pilot has to inform the meet director before the briefing that he will be late.
- Decision has to be made by the meet director and the senior judge

Conclusion out of Meeting in Omega: All participants agreed on that point → **CHANGE 2**

**Point 17: Ballast**

All participants agreed on the meeting in Omega that ballast should not be allowed for safety reasons.

Conclusion out of Meeting in Omega: All participants agreed on that point → **CHANGE 3**

**Point 18: Scoring System → Conclusion: No clear decision until now !!!**

All persons on the meeting agreed that the scoring system we are using in the moment should not be changed.

**Point 19: Ambulance at take off and Scuba divers**

All persons on the meeting agreed that an ambulance on takeoff is not really necessary and the rule should be changed. There should be an emergency response team/ health care team on takeoff. The divers on the water are needed for hanggliding, for paragliding they are obsolete.

Conclusion: Conclusion out of Meeting in Omega: All participants agreed on that point → **CHANGE 4**

**Point 20: Remove spin from the safety selection**

As there is no spin on the maneuvers board, it shouldn't be in the safety selection.

Safety Selection Maneuvers and Order of manoeuvres should be the same in all competitions.

Proposal:

Full Stall + exit  
Tailslide + exit  
WingOver  
SAT  
Helico

Conclusion: Conclusion out of Meeting in Omega: All participants agreed on that point → **CHANGE 5**

**Point 21: Penalties**

Opening of the reserve: 0 (zero) points for the run  
Not opening the reserve in case of needing it: 0 (zero) for the run + Warnings

The general opinion at the meeting in Omega was positive to that.

Conclusion: **According to the ongoing discussion – this point is CHANGE 6 !!!**

#### **Point 22: Qualification for APWC**

As the number of young pilots was exploding the last year, there is the need for a new system of how to qualify for the APWC. After a lengthy discussion there were different ideas, but no very good final solution.

Points to consider where:

- Pilots should compete in all the events (otherwise it is no world cup)
- Young pilots should have the chance to enter the event, preferably at start of the season
- it is not very nice for the pilots to travel to different competitions, not being able to enter

One idea was: 25 best ranked pilots are straight into competition, 15 more are doing a qualification with all other pilots wanting to enter, best 15 enter the comp- one day lost to qualification...

Conclusion: **Most discussed BUT no decision until now !!!**

#### **Point 23: Actual FAI Aerobatic Judge List**

The discussion about the update of the list is still running. So there is no conclusion right now. The latest list is included in Section 7b Aerobatics Annex (*Annex 27 of 2009 Agenda Pack*).

CIVL Aerobatics Subcommittee, December 2008

**CIVL Aerobatics Subcommittee – February 2009**  
**Annex B: Judging Training Proposal**

**Proposal:**

Request for CIVL partial funding for Aerobatics Judging Training. The proposed initiative will operate in the same way as the Paragliding Accuracy Judging Training scheme. We expect the ARISF grant held by FAI will fund 50% of the programme and we are requesting that CIVL agrees to fund the other 50%.

**Background:**

PG Aerobatics is a growing discipline within CIVL. The number of competitions each year is increasing, especially with the recent development of the successful PG Aerobatics World Cup series. We need to increase the pool of qualified Judges available to serve at competitions, while maintaining quality and consistency of Judging standards. Aerobatics is an especially media and spectator-friendly sport and with the resurgence of the World Air Games, we expect more countries will want to hold competitions. HG Aerobatics, featuring in the 2009 World Air Games, is making a come-back and needs encouraging. Qualified Judges in this area are in short supply!

**Objectives:**

- To ensure PG and HG Aerobatics Judging Teams operate consistently and to high standards across different nations.
- To enhance and evolve the Judging training programme, especially making it accessible for countries new to the sport
- To encourage more Judges to train to international standards
- To promote the sports of HG and PG Aerobatics to other countries

**Operation:**

The most effective approach is to fund the travel and subsistence of trainees to the competitions where the qualified Judges are operating. (Qualified Judges are funded by competition organisers in Aerobatics). This is in contrast to Paragliding Accuracy, where it is more effective to fund the travel and subsistence of Judging Trainers to competitions to train local people.

**Draft Budget for 2009:**  
**CIVL/ARISF HG/PG Judging Training Seminars**

- |   |                     |
|---|---------------------|
| 1. Travel & Subsistence for HG/PG judging trainees to attend the World Air Games, Italy, June 2009: | 1200€               |
| 2. Travel & Subsistence for HG/PG trainees to attend AcroAria, Italy, Aug 2009:                     | 1200€               |
| <b>Total:</b>   | <b><u>2400€</u></b> |

It is proposed that CIVL contribution is 50% of this sum, the other 50% funded by ARISF from unspent funds allocated over the past 4 years.

