

Sporting Code

Regulations for the Conduct of International Aerobatic Events

**AIR MASTERS CUP SERIES
(AMCS)**



Version 2024-1

Review 2

Effective 04/2024



Regulations applicable to Air Law, Air Traffic and Control in the respective Countries are reserved in any Event. They must be observed by the Contest Bodies and, where applicable, take precedence over any sports Regulations."



TABLE OF CONTENTS

1. GENERAL RULES.....	4
1.1. Aims of the Air Masters Cup Series.....	4
1.2. General Regulations.....	4
1.3. Contest Scope and Supplementary Rules.....	4
1.4. Aircraft Categories.....	4
1.5. Number of Competitors.....	4
1.6. Pilots Competences.....	4
1.7. Aircraft Documentation.....	4
1.8. Safety.....	5
1.9. Insurance.....	5
1.10. Contest Management.....	5
2. JUDGING RULES FOR THE AIR MASTERS CUP SERIES CONTESTS.....	5
2.1. Board of Judges.....	5
2.2. Judging.....	6
2.3. Penalties.....	6
2.4. Public Announcements.....	6
3. ORGANISATION OF THE AIR MASTERS CUP SERIES CONTESTS.....	6
3.1. Administrative Arrangements.....	6
3.2. Briefings.....	6
3.3. Sequence of Flights.....	7
3.4. Operating Regulations.....	7
3.5. Meteorological Conditions.....	7
3.6. Conduct of Competition Flights.....	7
3.7. Height Limitations.....	7
3.8. Performance Zone.....	8
3.9. Duration of Flight and Signalling Start and Finish.....	8
3.10. Measures in Case of Mechanical Defects.....	8
3.10.1. Defects on the Ground.....	8
3.10.2. Defects in Flight.....	8
3.11. Programme of the Air Masters Cup Series.....	8
4. WINNERS AND PLACING.....	9

1. GENERAL RULES

1.1. Aims of the Air Masters Cup Series

- 1.1.1. To establish the Winner of the Air Masters Cup Series (also referred as "AMCS");
- 1.1.2. To promote the sporting skill of Aerobatic Pilots and popularise Aerobatics by conducting Contests in public and in a spirit of sportsmanship.

1.2. General Regulations

- 1.2.1. The Events Organiser is MB Baltic Aerobatics (also referred as "The Organiser").
- 1.2.2. The location of the Events sites may be variable.
- 1.2.3. Competitors will be selected and invited by the Organiser.
- 1.2.4. The organisation of the Events will be shared between the Organiser, the Officials of the Event's location and CIVA Officials (if applicable). Delegation of responsibilities will be managed by the Organiser and other Authorities involved in the Contents.
- 1.2.5. The Official Language for the AMCS is English.

1.3. Contest Scope and Supplementary Rules

- 1.3.1. The Flight Programme of the AMCS will consist of a Freestyle Flight as described in the FAI Sporting Code, Section 6, Part 1 - Rule 2.4, with specific differences presented in this Document. The Organiser will use FAI Sporting Code, Section 6, Part 1 for the purpose of safe and fair conduct of the Contest by utilising commonly used industry practices, however all differences and variations of conduct and judging of AMCS will supersede the FAI Sporting Code, Section 6, Part 1.

1.4. Aircraft Categories

- 1.4.1. Piston-engine Aircraft suitable for Unlimited Category "U" Aerobatics will be used.
- 1.4.2. A Contest Aircraft may, on the recommendation of the Technical Commission and the permission of the Contest Director, be replaced at any time by another suitable Aircraft.
- 1.4.3. Aircraft must be able to monitor a separate, second frequency to receive the music. The main display frequency must remain free for 2-way communication with the Flight Director or the Chief-Judge.

1.5. Number of Competitors

- 1.5.1. A maximum of 2 Competitors from each Country are allowed in every Event of the Series.

1.6. Pilots Competences

- 1.6.1. Pilots must have a Minimum Height Limitation for Aerobatics of 100 metres or lower height and have extensive experience in Unlimited Category Aerobatic Contests and/or Airshow flying.

1.7. Aircraft Documentation

- 1.7.1. All Aircraft must have technical characteristics compatible with the Flights to be carried out. A valid Aerobatic Certificate of Airworthiness or an equivalent Document issued by the competent Aviation Authority of the Participant's Country must be submitted to the Organiser for every Contest Aircraft.

1.8. Safety

- 1.8.1. Competitors must comply with the current regulations in force in the country of the event and with all local regulations.
- 1.8.2. Any violation of safety may result in an exclusion from the Competition, after deliberation by the Jury. No responsibility will be undertaken by the Organiser for any such violation by the Competitors or others.
- 1.8.3. The Chief Judge, the Contest Director or the Jury may exclude immediately a Pilot who is not flying safely or could cause an unsafe situation. This would apply from the take-off to the touch-down.
- 1.8.4. Any Competitor forced to interrupt a Competition Flight due to an urgent safety issue, should be treated in the same manner as if a mechanical defect had taken place. If the Pilot is required to orbit, the Chief Judge will allow additional time if necessary.

1.9. Insurance

- 1.9.1. The Organiser will provide a promoter's liability insurance of an adequate sum against third party risks for the duration of the Contest covering functional Test Flights, Training and Competition Flights, in accordance with the legal requirements of the Country in which the Competition is held.
- 1.9.2. All Competitors must produce evidence of adequate third party insurance valid for the duration of the Competition and valid in the Contest's Country, with Premiums amount specified in an Event Bulletin.

1.10. Contest Management

- 1.10.1. The Contest Director will be responsible for the regular and orderly performance of the Contest. The Contest Director is responsible to the International Jury for the efficient administration of the Contest.
- 1.10.2. The Contest Management will be composed of:
 - The Contest Director;
 - The Flight Director;
 - The Chief Judge;
 - The Aviation Engineer / Technical Commission;
 - The International Jury President, delegated by CIVA.
- 1.10.3. The Organiser will nominate a qualified Aviation Engineer. The Aviation Engineer is responsible towards the Contest Director for:
 - The Aircraft documentation's check;
 - A pro and objective inspection in case of defects of the technical equipment;
 - The Aviation Engineer will advise and inform the Contest Director and the Jury on any points of technical importance.

2. JUDGING RULES FOR THE AIR MASTERS CUP SERIES CONTESTS

2.1. Board of Judges

- 2.1.1. Judging during the Air Masters Cup Series Contests will be conducted by an International Board of Judges in compliance with Rules from 2.1.2 to 2.1.6 of this Code.
- 2.1.2. International Judges will be invited by the Organiser.
- 2.1.3. The Chief Judge will be nominated by the Organiser.

- 2.1.4. A Board of Judges will be composed of:
- The Chief Judge;
 - Between 3 and 6 International Judges each supported by one Assistant;
 - One Scoring Officer.
- 2.1.5. Judges will be placed by the Chief Judge at a position appropriate for observing the Competitors and close to Spectators.

2.2. Judging

- 2.2.1. The Air Masters Cup Series Programme will be judged according to the criteria provided in FAI Sporting Code, Section 6, Part 1, Appendix B.11.

2.3. Penalties

- 2.3.1. A penalty of 250 points will be awarded to a Pilot who, without reasonable cause, is not ready when their slot time arrives.
- 2.3.2. Any deviation, shorter or longer, from the time allowed for a Programme will be penalised by a penalty of 10 points/sec, if the duration of the performance is lower than 3 minutes 30 seconds or upper than 4 minutes 00 seconds.
- 2.3.3. For every obvious and visually recognised infringement of the Lower Height Limit during the performance of a Programme, a Competitor will be given 250 penalty points.
- 2.3.4. A Competitor flying lower than 50 m will be disqualified immediately for causing a dangerous situation.
- 2.3.5. Flying without smoke for more than 10 consecutive seconds will result in a penalty of 150 points.

2.4. Public Announcements

- 2.4.1. For the purpose of public attraction during the whole Event, including during the performance of each particular Programme, details concerning Competitors, including commenting on Pilots' performance, scoring, position and general portfolio may be published by any means (public announcements, social media, television and local broadcast, radio commentary, etc.).

3. ORGANISATION OF THE AIR MASTERS CUP SERIES CONTESTS

3.1. Administrative Arrangements

- 3.1.1. All administrative arrangements, including all applicable fees, fuel and oil, accommodation, transportation and other necessary provisions will be presented in a separate Bulletin for each Event.

3.2. Briefings

- 3.2.1. Prior to the start of a Contest, a Briefing for Pilots and Officials will be held by the Contest Director. Flight conditions, the Contest Programme and any potential problems which might arise over the interpretation of the rules will be mentioned.
- 3.2.2. The Chief Judge will hold a seminar with the Judges.
- 3.2.3. Before the beginning of Competition Flights, a Briefing for Competitors, Officials and Judges on organisational matters concerning a Competition Day will be held by the Contest Director.

3.3. Sequence of Flights

- 3.3.1. The Flights Order will be defined by a manual Drawing of Lots.

3.4. Operating Regulations

- 3.4.1. Video recording will take place only for media purposes and will not be used for evaluation and review of Flights.
- 3.4.2. Video cameras will be mounted inside/outside Competition Aircraft at the discretion of the Organiser. Pilots should give consent for such installation, recording and streaming, provided that mounting of a device will not jeopardise safety. It is Pilots' responsibility to ensure that all devices are safely mounted and not to take off unless satisfied with their operation.
- 3.4.3. The display frequency will be used only for 2-way communication between Pilots and the Flight Director or with the Chief Judge.

3.5. Meteorological Conditions

- 3.5.1. Flights will be performed between the hours of sunrise and sunset at the place of Competition.
- 3.5.2. Minimum Height of the cloud base is 800 m. Minimum Flight visibility from the midpoint of the Contest area at the maximum height for the Competition Flight must be 5 km.
- 3.5.3. Strong winds, significant precipitation and other meteorological phenomena which are clearly unfavourable for the conduct of Flight will be avoided. However, due to the dynamic and public nature of the AMCS, not all criteria of FAI Sporting Code, Section 6, Part 1 may be completely followed. In case of any weather related concerns, the Chief Judge with the Contest Director would assess the weather conditions and make the corresponding decisions, with safety as the first objective.

3.6. Conduct of Competition Flights

- 3.6.1. The direction of Flights for the start of Competition Flights shall be determined by the Contest Director and announced on the Info Board.

3.7. Height Limitations

- 3.7.1. The following Height Limitations have been determined for all Training Flights and Competition Flights:

Upper	Lower	Disqualification
1000 m	100 m	50 m

- 3.7.2. The Organiser will appoint a non-competing Pilot who will demonstrate the lines at 100 m and 50 m heights along two axes of the Performance Zone.
- 3.7.3. Penalties:
- a) Penalties for infringement of the Lower Height Limit (100m, but above 50m) will be applied in accordance with FAI Sporting Code, Section 6, Part 1 - Rule 3.7.1 provided this infringement is observed by a simple majority of the Judges.
- b) Disqualification for infringements of the Disqualification Height Limit (50m), when Air Safety is endangered, will be applied if observed by a two-thirds majority of the Judges.

3.8. Performance Zone

- 3.8.1. The Performance Zone will be marked as a minima with a "Deadline", usually set at 150 m from the Judges' Line. Depending on the local regulations, this "deadline" will be precisely defined in the Bulletin of the Contest, and during the General Briefing.
- 3.8.2. The Performance Area must be located near a suitable Emergency Landing Area.

3.9. Duration of Flight and Signalling Start and Finish

- 3.9.1. Freestyle Program must be flown in a time window of 3 minutes 30 seconds and 4 minutes 00 seconds to complete the Programme, without penalty, after signalling the start of a Sequence.
- 3.9.2. Competitors must signal the start and finish of their Programme in accordance with FAI Sporting Code, Section 6, Part 1 - Rule 3.10.2.

3.10. Measures in Case of Mechanical Defects

3.10.1. Defects on the Ground

- 3.10.1.1. In the event of a competing Aircraft becoming unserviceable before the start of a Flight of a Competitor, the Contest Director may, on recommendation of the Jury, permit the Pilot to use another Aircraft or the same Aircraft following the removal of the defect.

3.10.2. Defects in Flight

- 3.10.2.1. If a Competitor has a mechanical defect in Flight and decides to land, the Pilot will be required to taxi to a designated Secure Area, protected from Spectators and other Team Members. This Area will be off limits to everyone except the Competitor, the Contest Engineer, the Jury and the Contest Director. The Mechanic from the Pilot's Team will be allowed access to the Area with the concurrence of the Contest Director. The Competitor will be required to remain in his Aircraft until the arrival of the Contest Director who will release the Pilot and subsequently permit the Aircraft to be worked on and inspected.
- 3.10.2.2. In the event of a Competitor breaking off his Competition Flight in case of technical damage which is beyond the Pilot's control after take-off, the Competitor may be allowed to repeat the Flight, when the cause of damage has been found, the damage will be repaired by the Mechanic of the Aircraft and/or other Experts, as recommended by Contest Engineer.

3.11. Programme of the Air Masters Cup Series

- 3.11.1. Each Competitor will perform two Flights:
 - one Training Flight;
 - one Competition Flight.
- 3.11.2. A mandatory Training Flight will be performed by each Competitor prior to the Contest Flight.
- 3.11.3. Before the wing-rock at the start of a Competition Flight, all Pilots are required to perform Safety Manoeuvres as described in FAI Sporting Code, Section 6, Part 1.
- 3.11.4. The starting and finishing of the Programme may be performed in a normal or inverted Flight on a horizontal, ascending or descending path. Competitors may begin or finish their Programme at any height between 100 and 1000 metres above the Aerodrome level.
- 3.11.5. Smoke must be used.

- 3.11.6. Music is recommended to be used during each Competition Flight. In case of opting for a personal accompanying audio track, Competitors are required to submit their own selected music background to the Organiser at least 3 working days before the Contest Flight.

4. WINNERS AND PLACING

- 4.1.1. After each Event of the Series, Top 6 Pilots are awarded with the points as follows:

Rank	Points
1st	8 points
2nd	7 points
3rd	6 points
4th	4 points
5th	2 Points
6th	1 points

- 4.1.2. The First Place Winner, the Second Place Winner and the Third Place Winner of each Event will be awarded Medals by the Organiser.
- 4.1.3. If there are two or more Events held per calendar year, the Pilot who has collected the highest sum of points within this period of time, will be awarded the Title of the “Champion of the Air Masters Cup Series”. The Second and the Third Place Pilots will be awarded Silver and Bronze Medals accordingly.