



*Fédération
Aéronautique
Internationale*



CIVA Rules Committee - NAC proposals

Agenda item 8.1

Please note: The final document, including the Rules Committee's proposals and comments, can be found in the Rules Committee Report.

RULE PROPOSALS CHECKLIST

Highlighted in **Yellow**: Proposals for which the GAC and the RC/JC should aim for a common position.

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NP2027-8		7	Increase Horizontal S figures for P2-P4	RC	
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NP2027-15		2	Allow Three-Line Stall Turns for Intermediate P2-P4	RC	
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NP2027-21	ROU	1	Add Cuban-Vertical/Vertical-Cuban figures to the Catalogue	RC/CC/GAC	
NP2027-22	SUI	1	Limitation of flicks in Diagonal Humpty Bumps	RC	
NP2027-23		2	Limitation of flicks in P-Loops	RC	
NP2027-24		3	Limitation of ‘same pedal’ roll combinations in 45° downlines	RC	
NP2027-25		4	Limitations on figures with very high negative g loading	RC	
NP2027-26		5	Limitations on figures with very high g loads in Square Loops	RC	
NP2027-27	USA	1	Addition of Roll element after Spin entry to Double Humpty Bumps for Unlimited P2-P4	RC	
CP2027-1	RC	1	Correct reference in SC6-1 4.4.2.1 j)	RC	
CP2027-2	RC	2	Correct wording for SC6-1 4.4.1.9	RC	

NP2027-1

RC



ITA PROPOSAL#1

Document: Section 6 Part 1

Subject: **Introduction of dedicated YAK category in World and European Championships**

Proposal

Inclusion of the YAK category in future European and World Aerobatic Championships. A dedicated catalogue of figures and an established set of regulations for the YAK category already exist, providing a solid basis for its formal recognition within international competitions.

Rationale

The primary objective of this proposal is to increase participation in aerobatic championships. YAK aircraft are widely operated throughout Europe and represent a significant and well-established part of the aerobatic community. Their inclusion could therefore attract additional pilots and contribute positively to the growth and development of competitive aerobatics.

NP2027-2

RC



ESP PROPOSAL#1

Document: Section 6 Part 1

Subject: **¾ Negative Flick – Removal of Limitations**

Proposal

Remove paragraph A.24.1.1.

“¾ negative flick rolls on non-vertical lines not permitted at any attitude when initiation or stop of the flick rolls to be performed with use of downward movement of rudder (lower pedal)”

Rationale

- 1- To increase the diversity of rotations on all lines, increase catalogue of figures.
- 2- To increase the flexibility, diversity and interest of programmes and flights for pilots.
- 3- This rule was applied under the misleading concept of safety; there is nothing unsafe about these potential figures.
- 4- Remove a rule that has nothing to do with safety. Successful stopping and initiation of flick rolls with the lower pedal is a question of pure technique and doesn't affect safety in any way for a standard Unlimited Pilot.

NP2027-3

RC



ESP PROPOSAL#2

Document: Section 6 Part 1

Subject: $\frac{3}{4}$ Positive Flick – Removal of Limitations

Proposal

Remove the paragraph A.23.1.1

“ $\frac{3}{4}$ positive flick rolls on non-vertical lines not permitted at any attitude when initiation or stop of the flick roll is to be performed with use of downward movement of rudder (lower pedal).”

Rationale

- 1- To increase the diversity of rotations on all lines, increase catalogue of figures.
- 2- To increase the flexibility, diversity and interest of programmes and flights for pilots.
- 3- This rule was applied under the misleading concept of safety; there is nothing unsafe about these potential figures.
- 4- Remove a rule that has nothing to do with safety. Successful stopping and initiation of flick rolls with the lower pedal is a question of pure technique and doesn't affect safety in any way for a standard Unlimited Pilot.

NP2027-4

RC



ESP PROPOSAL#3

Document: Section 6 Part 1

Subject: Introduce age limit of 75 for Category 1 events

Proposal

Limit the age of Unlimited Category pilots in Category 1 events to 75 years of age at the start date of the event.

Rationale

1. For safety reasons and due to the high intensity physical activity of the sport.
2. Reduce distraction and debate at contest and undo pressure on a CD by removing subjectivity of quality of flight and danger. (2016).
3. Insurance, impacting the totality of the sport.

NP2027-5

RC



ESP PROPOSAL#4

Document: Section 6 Part 1

Subject: Minimum score eligibility for Unlimited Category 1 events

Proposal

- 1-A pilot, in order to participate in an Unlimited Category 1 competition must have an overall (final) score at or above 50% in, at least, one of the last two Unlimited Category 1 events he has taken part in.
- 2-If conditions above are not met, the pilot must take part in an Advanced Category 1 event* and obtain an overall scoring of more than 70% to compete again in the Unlimited Category 1 events.
- 3-Pilots competing for first time in Unlimited Category 1 competitions, must obtain more than 50% overall score in the competition to maintain the possibility to compete again at this level. If these results are not obtained, the 70% overall score must be obtained in an Advanced Category 1 event to compete again in Unlimited Category 1 events*.
- 4 – If a pilot must compete in an Advanced Category 1 event in order to recover his right to compete in an Unlimited Category 1 event, the restriction included in Sporting Code Section 6, paragraph 1.2.4.2, is not applicable.

Rationale

- 1- Ensure the standard of an Unlimited Category event.
- 2- Ensure efficient operations of an Unlimited Category event.
- 3- Give access to Unlimited Category to pilots who have interest in competing in a given season the possibility to move down to lower categories in the same season before returning to Category 1 competitions.

Note: * this can be *in the current or following season*

**ESP PROPOSAL#5**

Document: Section 6 Part 1
Subject: Increase Double Humpty Bumps P2-P4

Proposal

Add the following figures (**A.18. Family 8.8, Double Humpty Bumps**) in the figures accepted for Programmes 2,3 and 4

-8.8.3.1, 8.8.3.2
-8.8.4.1, 8.8.4.2
-8.8.5.2, 8.8.6.2
-8.8.7.1,
-8.8.8.1

Rationale

- 1- To increase the number of possible figures for the Free-Unknown programmes.
- 2- To increase the flexibility, diversity and interest of programmes and flights for sportsmen.

Note: No safety factor, all these manoeuvres are composed by figures approved in family 8.4.

NP2027-7

RC



ESP PROPOSAL#6

Document: Section 6 Part 1
Subject: **Increase Three-Line figures for P2-P4**

Proposal

Add the figures of Family 1.3 (Three lines) in the figures accepted for programmes 2,3 and 4
Rationale: To increase the number of possible figures for the Free-Unknown programmes.

Rationale

To increase the flexibility, diversity and interest of programmes and flights for sportsmen.

NP2027-8

RC



ESP PROPOSAL#7

Document: Section 6 Part 1
Subject: **Increase Horizontal S figures for P2-P4**

Proposal

Add the figures of Family 7.5 (Horizontal “S”s) in the figures accepted for programmes 2, 3 and 4

Rationale

To increase the number of possible figures for the Free-Unknown programmes.
To increase the flexibility, diversity and interest of programmes and flights for sportsmen.

NP2027-9

RC

CC

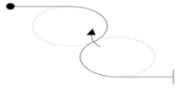
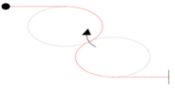
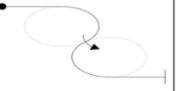
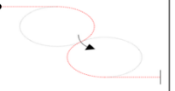
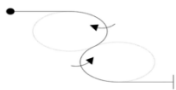
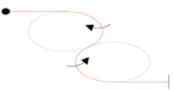
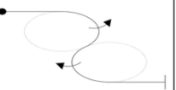
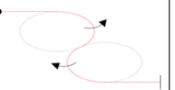
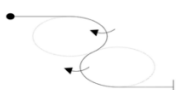
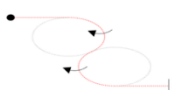
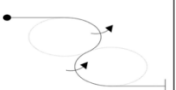
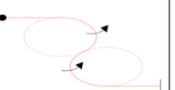
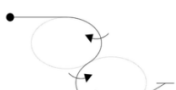
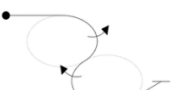
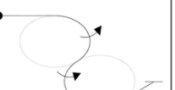
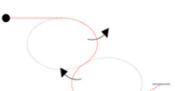
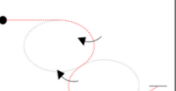
GAC

ESP PROPOSAL#8



Document: Section 6 Part 1
Subject: Add reversing Rolling Turns to the Catalogue

Proposal:

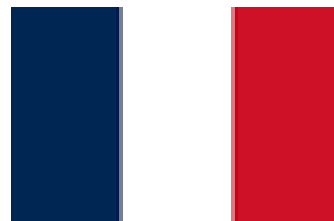
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 2.5.6.1(25) K: 25	 2.5.6.2(26) K: 26	 2.5.6.3(25) K: 25	 2.5.6.4(26) K: 26
 2.6.5.1(34) K: 34	 2.6.5.2(37) K: 37	 2.6.5.3(35) K: 35	 2.6.5.4(36) K: 36
 2.6.6.1(35) K: 35	 2.6.6.2(38) K: 38	 2.6.6.3(36) K: 36	 2.6.6.4(37) K: 37

Rationale

To increase the number of possible figures for the Free-Unknown programmes.
To increase the flexibility, diversity and interest of programmes and flights for sportsmen.

NP2027-10

RC



FRA PROPOSAL#1

Document: Section 6 Part 1

Subject: Clarification of wing rock distribution (inverted start)

Proposal

Clarification of wing rock distribution and programme start when the first figure begins in inverted flight (3.10.2.3)

Existing Rule

3.10.2.3. If the first figure in a programme or the first figure after an interruption begins in inverted flight, the authorized starting procedure is either:

- a) a half roll prior to the first wing rock, and all wing rocks performed in inverted flight;
- b) a vertical line established from flight in a direction parallel to the starting axis, with the exit in inverted flight; in this case the wing rocks may be performed partly or totally on the vertical line, or after levelling-off in inverted flight.

New Rule

3.10.2.3. If the first figure in a programme or the first figure after an interruption begins in inverted flight, the authorized starting procedure is either:

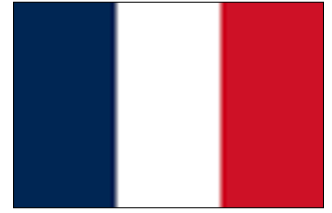
- a) a half roll prior to the first wing rock, and all wing rocks performed in inverted flight;
- b) a vertical line established from flight in a direction parallel to the starting axis, with the exit in inverted flight; in this case....

....at least one wing rock must be performed on the vertical line. The remaining wing rocks may be performed before and/or after the vertical line, provided that the total number of wing rocks is three. The programme is deemed to start on the return of the wings to level after the third wing rock.

Rationale

Rule 3.10.2.3.b) permits wing rocks to be performed partly or totally on the vertical line, or after levelling-off in inverted flight, but does not specify how the three mandatory wing rocks may be distributed across these three phases. Furthermore, the general definition in 3.10.2.1 states that the programme starts "on the return of the wings to level after the third wing rock", but does not explicitly confirm that this level attitude may be inverted when procedure b) is used. This creates ambiguity for both pilots and judges.

The proposed amendment resolves both issues by requiring at least one wing rock on the vertical line, and by explicitly confirming that the programme start definition of 3.10.2.1 applies in full to procedure b), including when the final level attitude is inverted.

**FRA PROPOSAL#2****Document:** Section 6 Part 1**Subject:** Add a Scribe to Judging Teams**Proposal**

Addition of a dedicated scribe to the judge/ judge assistant team (1.3.2.1 and 1.3.2.8)

Existing Rule

1.3.2.1. At World and Continental Championships, the Board of Judges will be composed of:

- a) The Chief Judge,
- b) Two (2) or more Assistants to the Chief Judge to be chosen by the Chief Judge to provide the administrative services described in 4.1.1.2.,
- c) International Judges (each with an assistant) for marking the quality of aerobic manoeuvres and positioning:
 - i. For Unlimited and Advanced categories: a minimum of seven (7) and a maximum of ten (10) International Judges.
 - ii. For Intermediate categories: a minimum of five (5) and a maximum of seven (7) International Judges.
- d) If applicable, Officials for operating the electronic tracking system and for recording the infringements of the prescribed performance zone (see 4.2).

1.3.2.8. Judges' Assistants

- a) The assistant(s) has (have) the following tasks:
 - i. Telling the judge prior to the performance the sequence of the figures, details of the various figures, and any other special features.
 - ii. Recording the mark given by the judge for each figure and writing down into the marking sheet any remarks concerning the rating. Any amendment of record must be signed by the judge.
 - iii. Giving general assistance.

New Rule

1.3.2.1. At World and Continental Championships, the Board of Judges will be composed of:

- a) The Chief Judge,
- b) Two (2) or more Assistants to the Chief Judge to be chosen by the Chief Judge to provide the administrative services described in 4.1.1.2.,
- c) International Judges (**each with an assistant and a scribe**)
for marking the quality of aerobic manoeuvres and positioning:
 - i) For Unlimited and Advanced categories: a minimum of seven (7) and a maximum of ten (10) International Judges.
 - ii) For Intermediate categories: a minimum of five (5) and a maximum of seven (7) International Judges.

d) If applicable, Officials for operating the electronic tracking system and for recording the infringements of the prescribed performance zone (see 4.2).

1.3.2.8. Judges' Assistants and Scribes

a) The assistant(s) has (have) the following tasks:

- i) Telling the judge prior to and during the performance the sequence of the figures, details of the various figures, and any other special features.
- ii) Giving general assistance as requested by the judge.

b) **The scribe has the following tasks:**

- i) **Recording the mark given by the judge for each figure and writing down into the marking sheet any remarks concerning the rating. Any amendment of record must be signed by the judge.**

Rationale

During Unlimited and Advanced programmes, the high level of figure complexity combined with execution speed makes it extremely challenging for a single judge to accurately assess each figure. Under these conditions, the judge assistant can no longer effectively fulfil a dual role of figure caller and evaluator support simultaneously, as recording marks requires prolonged head-down time that significantly limits the assistant's ability to provide meaningful judging assistance.

The absence of an effective two-person evaluation process has a detrimental impact on scoring quality, including reduced accuracy in hard zero detection and in the assessment of aircraft positioning.

Adding a dedicated scribe - whose sole responsibility is to accurately record the marks and remarks provided by the judge - allows the assistant to focus entirely on supporting the judge's evaluation. This change improves scoring reliability without modifying the judging structure or the number of International Judges required.



FRA PROPOSAL#3

Document: Section 6 Part 1
Subject: Add Horizontal S figures to P2-P4

Proposal

Increase in the number of permitted figures in Programmes 2, 3 and 4 in Unlimited Cat. Addition of Family 7.5 figures to the list of permitted Free Unknown figures (Appendix A and 2.3.1.4)

Existing Rule

2.3.1.4.a) In the nomination of figures there will be a limit on the number of figures selected from the following:

Family	Unlimited
7.8.1 to 7.8.8	Max. of one only from columns 3 and 4

(Family 7.5 does not appear in Appendix A and is therefore not available for Free Unknown programmes.)

New Rule

2.3.1.4.a) In the nomination of figures there will be a limit on the number of figures selected from the following:

Family	Unlimited
7.5.1.1 to 7.5.8.4 [NEW]	Max. of one
7.8.1 to 7.8.8	Max. of one only from columns 3 and 4

Appendix A: add a new section covering Family 7.5.1 to 7.5.8 (Horizontal S's) with the same structure and restrictions as the existing Family 7.8.1 to 7.8.8 section (A.12).

Rationale

Family 7.8.1 to 7.8.8 (Horizontal 8's) is currently permitted in Free Unknown programmes for all categories, including Unlimited. These figures combine two half-loops in opposite directions with optional roll elements and represent a high level of structural complexity.

Family 7.5.1 to 7.5.8 (Horizontal S's) combines two half-loops in opposite directions in a similar construction but with lower overall complexity, as it does not include the return to the entry altitude that characterises Family 7.8. The exclusion of Family 7.5 from Free Unknown programmes while Family 7.8 remains permitted creates an inconsistency that is difficult to justify on technical or safety grounds.

Permitting Family 7.5.1.1 to 7.5.8.4 in Free Unknown programmes for Unlimited, subject to a maximum of one figure, would increase the variety of available figures, improve compositional flexibility for NAC representatives, and resolve the current inconsistency between these two related families.

NP2027-13

GAC

FRA PROPOSAL#4

RC



Document: Section 6 Part 2
Subject: Introduce heat related risk management

Proposal

Add a rule about individual heat related risks

Rationale

Just like their aircraft, pilots and their passengers are susceptible to thermal stress, which is primarily influenced not only by air temperature but also by humidity levels. Aerobatics, age and any individual medical conditions also represent additional risk factors.

The risk assessment chart proposed by the FFA and FFVP Prevention and Safety Commission is identical to that used by pilots and crews of the AAE (French Air and Space Force). The points requiring particular attention associated with this chart are specifically tailored to those involved in light and recreational aviation.

As part of an appropriate TEM approach, taking into account the heatwave alert level issued by local meteorological service is also a relevant factor in decision-making.

Key attention points



High-risk zone:

- Very high risk of heatstroke
- Aircraft must be kept under cover (where facilities permit)
- Waiting time before departure limited to what is strictly necessary
- If a flight ends in a red zone, no further flights within 24 hours
- No physical activity whatsoever before a flight
- Very high hydration required before, during and after the flight



Significant danger zone:

- Potential risk of heatstroke
- Prolonged parking of the aircraft under cover
- Minimise waiting time before departure as much as possible
- A maximum of two flights per 24 hours, with a mandatory rest period between them
- Moderate physical activity is possible provided there is a 4-hour rest period before the flight
- Adequate hydration is essential before, during and after the flight



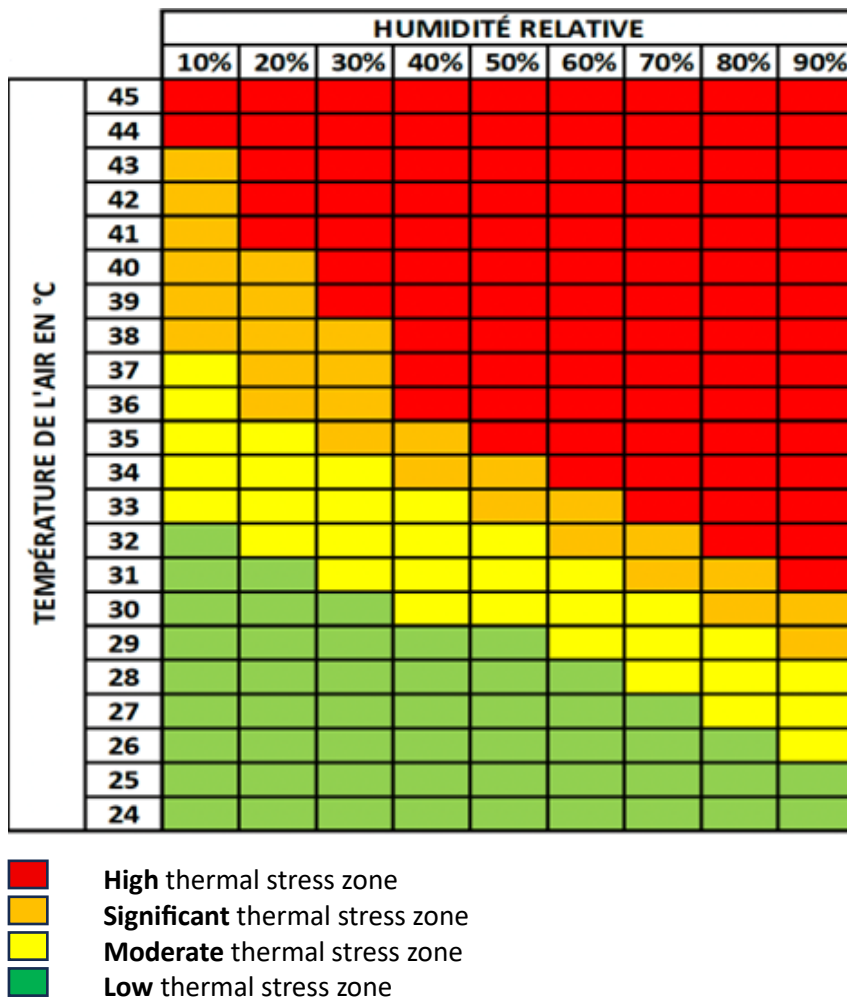
Potential risk zone:

- Heatstroke is possible but rare (depending on age, body type, physical condition and any underlying medical conditions)
- Prevent the aircraft from overheating when parked outdoors
- Cabin ventilation is recommended whilst waiting
- Several flights per 24-hour period are possible provided there is sufficient rest between each flight
- Physical activity prior to the flight is possible if you feel well-rested before the flight
- Ensure you have sufficient hydration during the flight



Low-risk zone:

- No special precautions required



How to use: the colour of the cell at the intersection of air temperature (°C) and relative humidity (%) indicates the individual's risk of heat stress.

Note: In order to take into account the reduced resistance to thermal stress caused by aerobatic flying (reduced resistance to acceleration), advancing age or certain medical conditions, aerobatic pilots and other pilots concerned are advised to adjust the result obtained for a particular airframe upwards in increments of 5 years beyond the age of 65, or according to the type of medical condition, in order to determine the appropriate stress range. Do not hesitate to seek advice from your aviation medical examiner if in doubt.



Document: Section 6 Part 1 & 2 (???)

Subject: Expand eligibility of judges for championships

Proposal

It is proposed to expand the eligibility criteria for appointment as an international judge by allowing the following additional categories of experienced persons to be considered independently of the ranking index:

NAC Coaches

A coach appointed by a National Airport Control (NAC) may be selected as an international judge provided that:

- a) the NAC confirms that the individual has been actively working as a coach in this position for at least three years;
- b) the NAC formally recommends the individual for appointment as a judge.

Such a candidate may be considered for judge selection independently of the ranking index.

Experienced WGAC Pilots

A pilot who has participated in at least five World Gliding Aerobatic Championships (WGAC) as an UNL pilot may also be considered for selection as an international judge independently of the ranking index.

Rationale

The number of experienced and available judges for international championships is continuously decreasing, which may create difficulties in ensuring a sufficient number of qualified judges to conduct valid championships. Under the current system, eligibility is largely based on the ranking index, which can significantly limit the pool of potential candidates and make the process of becoming an international judge unnecessarily long.

NAT coaches with several years of experience regularly observe and evaluate a large number of flights during training and assess pilots' performance during briefings and debriefings. Similarly, UNL pilots with extensive WGAC experience have a thorough understanding of international competition procedures, judging criteria and the performance standards expected at the highest level.

Allowing these experienced individuals to be considered for judge selection independently of the ranking index would significantly increase the pool of potential judges while maintaining an appropriate level of experience and competence. This would help ensure the availability of sufficient qualified judges for future championships.

NP2027-15

RC



HUN PROPOSAL#2

Document: Section 6 Part 1

Subject: Allow Three-Line Stall Turns for Intermediate P2-P4

Proposal

Allow the use of figure 5.3.1 Intermediate Free Unknowns in the Intermediate category.

Rationale

Adding this figure does not create any safety or technical issue. It could help reduce the gap between the Intermediate and Advanced category by providing a more gradual progression of difficulty.

NP2027-16

RC



HUN PROPOSAL#3

Document: Section 6 Part 1

Subject: Allow 180° 2 roll Rolling Turns for Intermediate P2-P4

Proposal

Allow the use of figure 2.2.5 Intermediate Free Unknowns in the Intermediate category.

Rationale:

Adding this figure does not create any safety or technical issue. It could help reduce the gap between the Intermediate and Advanced category by providing a more gradual progression of difficulty.

NP2027-17

RC

HUN PROPOSAL#4

GAC



Document: Section 6 Part 1

Subject: World Championship winner at INT or ADV must move to next higher category

Proposal

Restriction of Category 1 Participation after Winning a World Title (Intermediate and Advanced).

Any pilot who secures an overall World Championship title in the Intermediate or Advanced categories shall be ineligible for future participation in Category 1 competitions within that same category. Winning a World Championship title shall require permanent advancement to the next higher level of competition.

Rationale:

To foster a healthy competitive ecosystem, Category 1 events should remain a platform for development, progression, and fair competition.

Encourages participation: Less experienced pilots are more likely to enter competitions when the podium is not consistently occupied by repeat world-class champions.

Promotes progression: This rule formalizes the natural advancement of talent, ensuring that elite pilots move to higher levels of competition.

Prevents stagnation: It preserves the prestige of a World Championship title by treating it as a definitive achievement and transition point rather than a repeatable result at the same level.

NP2027-18

RC



HUN PROPOSAL#4

GAC

Document: Section 6 Part 1 & 2
Subject: Changes to Rules fixed for two years

Proposal

To avoid repeated amendments to the same competition rules, including changes to figures, it is proposed that once competition rules have been approved, their validity should be fixed for a minimum period of two years. Any amendments required for safety reasons or due to exceptional circumstances may be considered as an exception to this minimum validity period.

Rationale:

The implementation of new regulations places an additional burden on all parties concerned. Once rules have been approved and introduced, sufficient time should be allowed for competitors, coaches, judges and organizers to become familiar with them, apply them consistently, and assess their effectiveness in practice. Frequent changes to the same rules, particularly changes to figures, require additional time, financial resources and preparation, and may also create uncertainty among competitors and judges. In some cases, frequent changes may have an adverse effect on safety. A minimum two-year validity period would provide greater stability, consistency and predictability while allowing sufficient time to properly evaluate the effectiveness of the rules.



Document: Section 6 Part 1
Subject: Limit National Teams to six pilots (Unlimited)

Proposal

Establish the maximum number of pilots per National team at six

Proposed rule edit

In section 1.2.6.1(a)(i) — Unlimited Category 1 Championships

Replace: *"up to a maximum of twelve (12)"*

with: *"up to a maximum of six (6)"*

and

Delete the sentence in Section 6, Part 1, rule 1.2.6.1 (a)(i), "U" allowing the organiser to reduce the maximum from 12 to no fewer than eight when total participation exceeds 80 pilots, as it is no longer relevant.

The exact sentence to be deleted is:

"If the resulting total number exceeds eighty (80) competitors, the Organiser shall have the right, without reference to CIVA, to reduce the maximum number of pilots per-country down to no less than eight (8), and in this event shall at once notify NACs accordingly."

Rational and benefits

This proposal aims to:

- Attract more pilots and help the sport grow.
 - Incentivise smaller nations to send more pilots and compete for team awards.
 - Encourage more countries and their pilots, currently not active, to participate.
- Create fairer competition between national teams.

Note

Going forward, the six-pilot limit should not reduce the total number of pilots who can enter a championship. We would expect CIVA will now, following the Strategic Review, develop rules allowing pilots who are not selected for their National team to form additional teams.

These could be:

- Additional teams representing the same country; or
- International teams made up of pilots from different countries.

This would permit more participation, create new competitive opportunities and make international championships more attractive and inclusive.

NP2027-20

JC



GER PROPOSAL#1

GAC

Document: Section 6 Part 1 & 2

Subject: Change AVE mark to 10.0 if all judges mark AVE

Proposal

Add a paragraph 4.1.4.5. b):

If all judges mutually give a mark of “Average” for a figure, following to 4.1.4.5, the mark given for this figure is amended to 10,0.

Rationale:

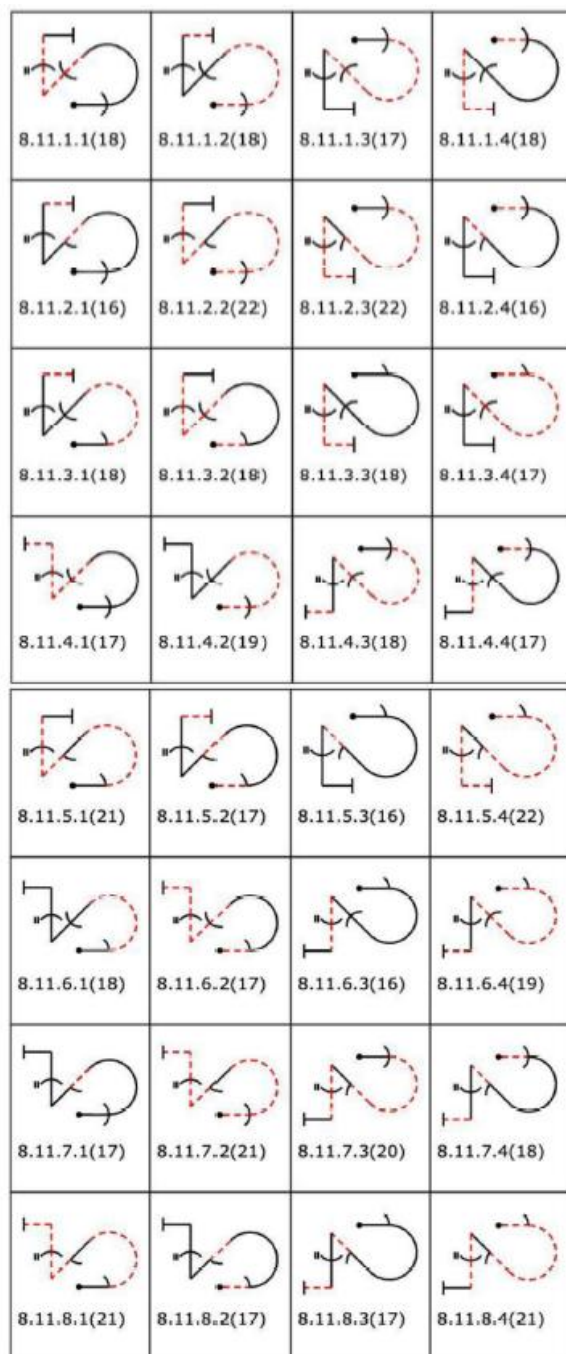
This rare case is actually not specifically described in the rules, so if it happens, will be at least a reason for extensive discussions. The calculation of the score for the respective figure according 4.1.4.5. a) will result in an average of nothing, which is nothing (= 0,0). To give a mark of 10.0 in this case is however a logical consequence of the following rules:

- B.4.1.1 It should be assumed that a competitor is going to fly a perfect figure, so a Judge starts with a mark of 10. As the figure is performed, the Judge then begins to find faults (if any) with what he or she sees and starts downgrading as the figure progresses.
- B.5.1.3 Finally, and most importantly, only mark what you see. If you can't see anything wrong with a figure, don't deduct any points, even if you think there must be something wrong. Always give the competitor the benefit of the doubt.

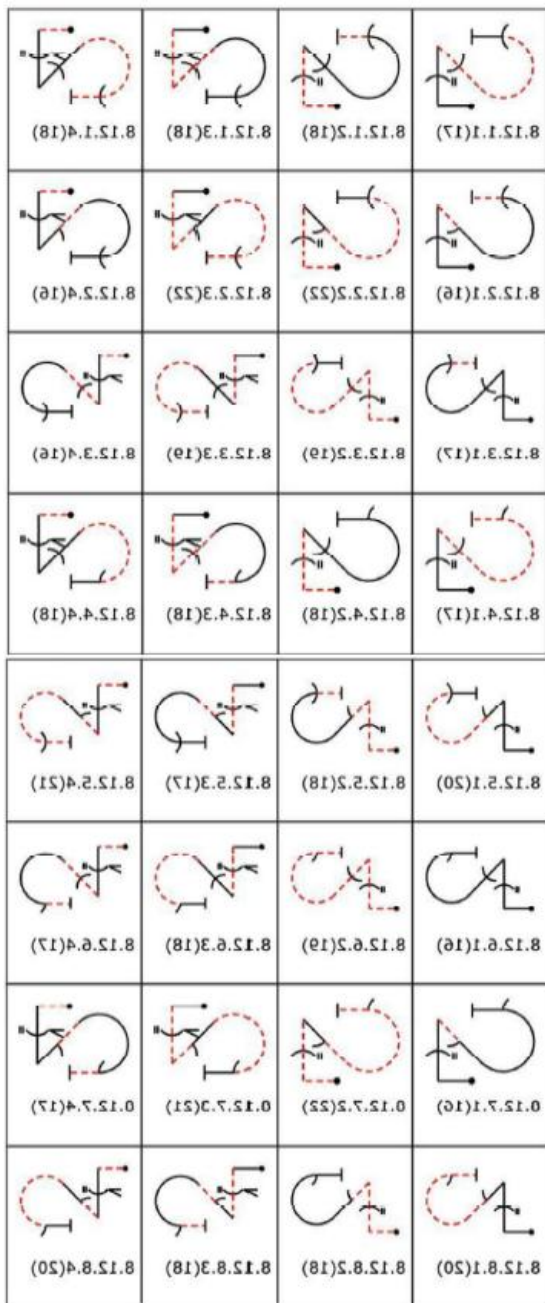
If a judge cannot see a figure, there is nothing he can deduct, so the 10,0 mark stands.

ROU PROPOSAL#1**Document:** Aresti Catalogue - Power**Subject:** Add Cuban-Vertical/Vertical-Cuban figures to the Catalogue**Proposal**

Add a figure family 8.11 Cuban-Vertical

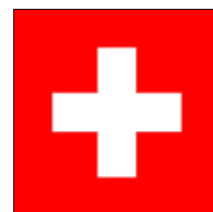


Add a figure family 8.12 Vertical-Cuban



Rationale:

We find these figures offer additional options to compose sequences where you can reposition yourself in many situations during a programme. They can be very useful as link figures in Free Unknown Programmes in all categories and part* of them offer interesting base figures for Free Known and Free Unknown Programmes in Advanced and Unlimited category.



SUI PROPOSAL#1

Document: Section 6 Part 1 & 2

Subject: Limitation of flicks in Diagonal Humpty Bumps

Proposal

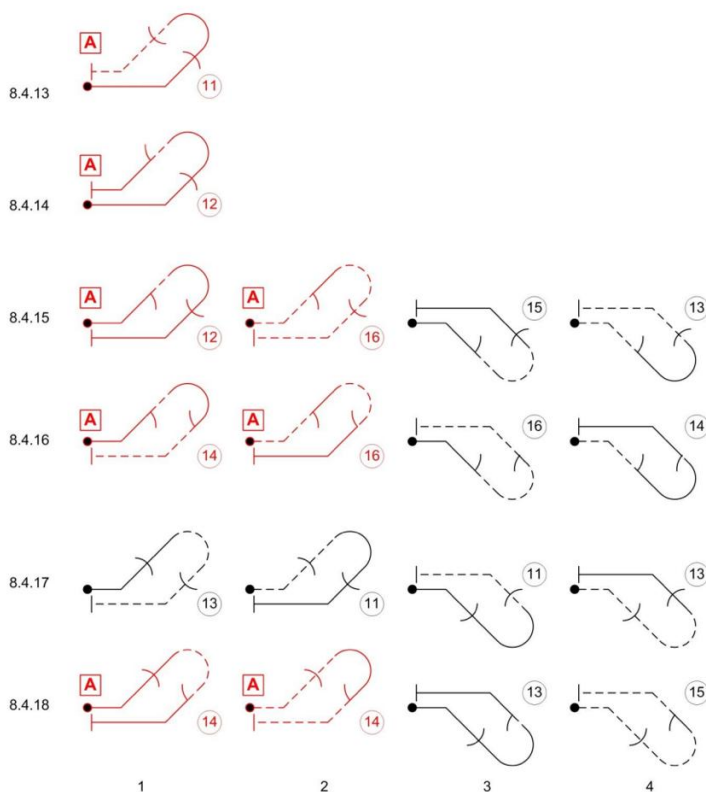
Risk reduction to potential structural damage to aircraft in following figures (part 1)

Diagonal humpty bumps with flick rolls on the 45° up and/or down lines increase the risk of damage to the aircraft due to potential overspeed in the second flick roll (down line) and low altitude exit.

The proposal is to limit flick rolls to one, on the 45° up-line only, in diagonal humpty bumps 8.4.15.1., 8.4.15.2., 8.4.16.1., 8.4.16.2., 8.4.17.1., 8.4.17.2., 8.4.18.1., 8.4.18.2.

Existing Rule

A.15. Family 8.4.13 To 8.4.18



A.15.1.1. Advanced: No flick roll permitted on 8.4.13.1 or 8.4.14.1.

A.15.1.2. Advanced: No flick roll permitted on the 45° down line of 8.4.15 to 8.4.18.

A.15.1.3. Unlimited: No unlinked and opposite rolls (ref A.2.2.2), nor combinations of flick roll and aileron roll (ref A.2.2.4), permitted on the 45° down line of 8.4.15 to 8.4.18.

New Rule:

Add following sentence:

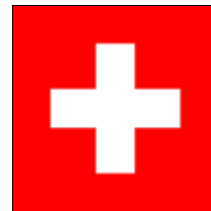
A.15.1.4. Unlimited: Only one flick roll allowed, on the 45° up-line only, in diagonal humpty bumps 8.4.15.1., 8.4.15.2., 8.4.16.1., 8.4.16.2., 8.4.17.1., 8.4.17.2., 8.4.18.1., 8.4.18.2.

Rationale:

To reduce potential risk of serious structural damage to the aircraft due to exceeding aircraft limitations when executing the flick roll in the 45° down-line. The Safety Working Group issued this safety warning earlier this year.

NP2027-23

RC



SUI PROPOSAL#2

Document: Section 6 Part 1 & 2

Subject: Limitation of flicks in P-Loops

Proposal

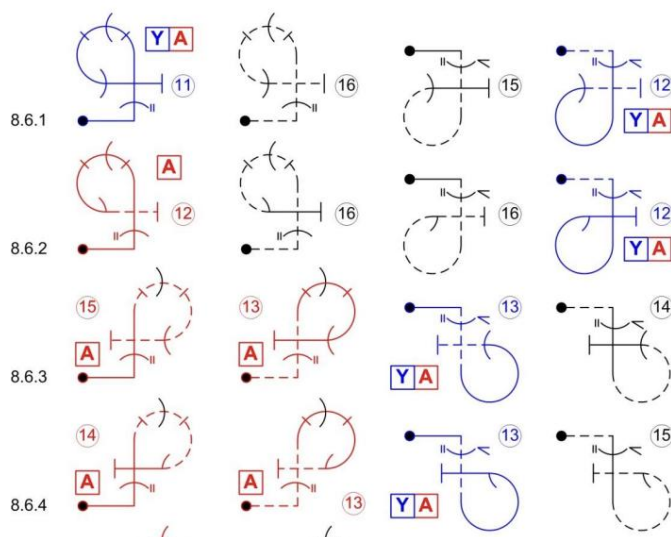
Risk reduction to potential structural damage to aircraft in following figures (Part 2)

Presently it is allowed to put two flick rolls in P-loops starting with a vertical up-line. This demands a high enough speed after the first flick roll to be able to execute the second flick roll at the apex of the P-loop. This could lead to a potential overspeed for the first flick roll on the vertical up-line.

The proposal is to limit flick rolls to one in P-loops starting with a vertical up-line 8.6.1.1., 8.6.1.2., 8.6.2.1., 8.6.2.2., 8.6.3.1., 8.6.3.2., 8.6.4.1. and 8.6.4.2.

Current Rule

A.17. Family 8.6.1 To 8.6.8



Families 8.6.5. to 8.6.8. not shown here

A.17.1.1. Intermediate: No vertical rolls; spin only on 8.6.3.3 and 8.6.4.3.

A.17.1.2. Advanced and Intermediate: From 8.6.1 to 8.6.4: No rolls in tops of $\frac{3}{4}$ looping segments in columns 1 and 2.

A.17.1.3. Advanced: From 8.6.1 to 8.6.4: Not more than $\frac{1}{2}$ vertical roll up in column 1; no vertical roll up in column 2.

A.17.1.4. Unlimited: From 8.6.1 to 8.6.4: Flick rolls not permitted on the top of figures in columns 1 and 2 when preceded by a vertical roll exceeding 3 stops or more than 360 degrees of rotation.

A.17.1.5. Advanced: From 8.6.5 to 8.6.8: No flick rolls on vertical down lines after a roll in the loop.

A.17.1.6. All Categories: No flick rolls on horizontal entry / exit lines of any figure from columns 1 or 2.

A.17.1.7. Unlimited: From 8.6.5 to 8.6.8: No flick rolls on vertical down lines after a hesitation roll in the loop.

A.17.1.8. Advanced: From 8.6.5 to 8.6.8: Maximum 360° rotation at top of $\frac{3}{4}$ loop in columns 1 and 2.

New Rule:**Add following sentence:**

A.17.1.9. Unlimited: Only one flick roll allowed in P-loops 8.6.1.1., 8.6.1.2., 8.6.2.1., 8.6.2.2., 8.6.3.1., 8.6.3.2., 8.6.4.1. and 8.6.4.2

Rationale

To reduce potential risk of serious structural damage to the aircraft due to exceeding aircraft limitations when executing the flick roll on the up-line. The Safety Working Group has issued this safety warning earlier this year.

NP2027-24

RC

**SUI PROPOSAL#3**

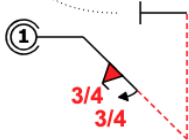
Document: Section 6 Part 1 & 2

Subject: Limitation of 'same pedal' roll combinations in 45°downlines

Proposal**Risk reduction to potential structural damage to aircraft in following figures (Part 3)**

When executing a $\frac{3}{4}$ flick roll followed by a $\frac{3}{4}$ aileron roll on a 45° down-line in figures with such 45° down-lines, for example 1.2.3.3. and 1.2.3.4. two-line figures, a secondary flick roll could be induced if the rotation of the aileron roll after the flick roll is in the same direction as the pedal used to stop the flick roll. This could lead to overspeed in the secondary flick and to low recovery altitude.

The proposal is to disallow the combination of $\frac{3}{4}$ flick roll followed by a $\frac{3}{4}$ aileron roll on a 45° down-line if the direction of aileron roll after the flick roll is in the same as the pedal used to stop the flick roll in all figures with 45° down-lines.

Current Rule:**Example:**

This combination is currently allowed (3/4 aileron roll same direction as pedal to stop flick roll).

New Rule:

Add following sentence in A.23. Families 9.9. positive flick rolls:

A.23.1.2. Unlimited: Disallow the combination of $\frac{3}{4}$ flick roll followed by a $\frac{3}{4}$ aileron roll, if the aileron roll after the flick roll

is in the same direction as the pedal used to stop the flick roll for 9.9.4.3. and for 9.9.9.3.

And add following sentence in A.24. Families 9.10. negative flick rolls:

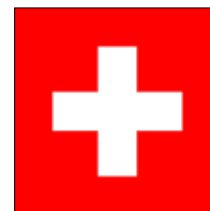
A.24.1.2. Unlimited: Disallow the combination of $\frac{3}{4}$ flick roll followed by a $\frac{3}{4}$ aileron roll, if the aileron roll after the flick roll

is in the same direction as the pedal used to stop the flick roll for 9.10.4.3. and for 9.10.9.3.

Rationale

To reduce the potential risk of a secondary, involuntary flick roll in the combination of $\frac{3}{4}$ flick roll followed by a $\frac{3}{4}$ aileron roll on a 45° down-line. There is a risk of overspeed for the secondary flick roll and thus it could cause serious structural damage to the aircraft due to exceeding aircraft limitations. Additionally, there is the

danger of low recovery altitude after the secondary flick roll. The Safety Working Group has issued this safety warning earlier this year.



NP2027-25

RC

SUI PROPOSAL#4

CC

Document: Section 6 Part 1 & 2

Subject: Limitations on figures with very high negative g loading

Proposal

Avoid potential risk to pilot health, mainly damage to inner ear

This proposal addresses risk to pilot health, mainly damage to the inner ear due to prologued or very hard negative g-load maneuvers. This happens particularly in downward negative humpty bumps, in two-line figures with a 135° push-up, downwards negative diagonal humpty bumps, Cuban eights with negative loop section and horizontal eights with one negative loop section and if there is a flick roll to be executed after the negative loop or push-up section.

In this figure composition pilots will most likely push very high negative g-loads in order to have enough speed for the flick roll after the negative loop or push-up section, which can cause damage to the pilot's inner ear. The same can happen if appropriate speed is needed to execute aileron rolls with multiple stops instead of a flick roll.

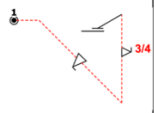
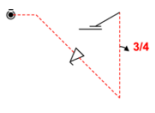
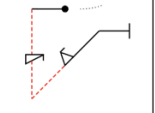
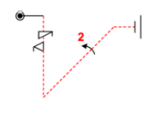
The proposal is to disallow flick rolls, and to limit aileron roll rotation angle and number of stops, after long negative loop sections and after hard and long push-ups in families 8.4., 1.2., 8.5. and 7.8. accordingly to the table below. The table and proposal have been approved by the Safety Working Group.

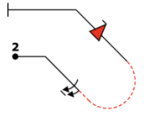
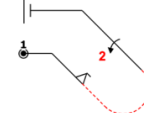
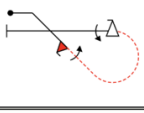
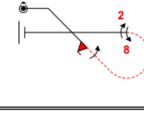
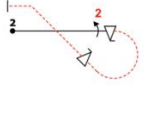
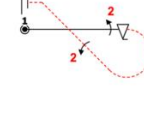
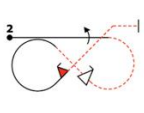
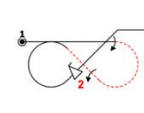
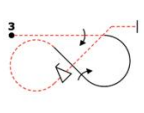
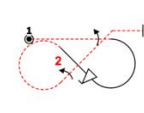
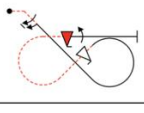
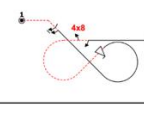
New Rule:

Proposal Table:

The table contains current possible figure construction, the concerned Aresti catalogue numbers, the Proposal and an example of figure configurations allowed as per proposal.

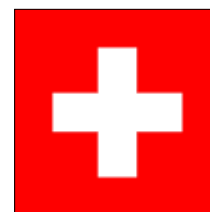
SUI Proposal #4 - Figures that can be detrimental to the pilot's health, mainly damage to the inner ear						
	Description	Aresti Catalogue Reference	Examples of figure configuration that are possible now.	SWG comments / issues	Proposal	Examples of figure configurations allowed in Unlimited if proposal accepted.
SUI 4.1	Negative P-Loops starting with vertical down line	8.6.1.3. 8.6.2.3. 8.6.3.4. 8.6.4.4.		These figures can cause serious damage to the pilot's inner ear	No flick roll, only aileron roll in roll elements after negative loop	
SUI 4.2	Negative P-Loops starting with downward negative loop	8.6.5.3. 8.6.6.3. 8.6.7.4. 8.6.8.4.		These figures can cause serious damage to the pilot's inner ear	No flick roll on the up-line after the negative loop. Limitation on the upward line: Up to 270° continuous aileron roll	
SUI 4.3	Downward negative Humpty-bumps	8.4.1.3. 8.4.2.3. 8.4.3.4. 8.4.4.4.		These figures can cause serious damage to the pilot's inner ear	No flick roll on the up-line after the negative loop section. Limitation on the upward line: Up to 270° continuous aileron roll	

SUI 4.4	Two lines with push at the bottom to vertical up or 45° up	1.2.1.4. 1.2.2.4. 1.2.3.3. 1.2.4.3.		These figures can cause serious damage to the pilot's inner ear	No flick roll on the up-line after the negative push-up. Limitation on the upward line: Up to 270° continuous aileron roll	
SUI 4.5	Two lines with push at the bottom to 45° up	1.2.5.3. 1.2.6.4. 1.2.7.3. 1.2.8.4.		These figures can cause serious damage to the pilot's inner ear	No flick roll on the 45° up-line after the negative push-up. Limitation on the upward line: Up to 360° aileron roll, with 2 stops max	

SUI Proposal #4 - Figures that can be detrimental to the pilot's health, mainly damage to the inner ear						
	Description	Aresti Catalogue Reference	Examples of figure configuration that are possible now.	SWG comments / issues	Proposal	Examples of figure configurations allowed in Unlimited if proposal accepted.
SUI 4.6	Diagonal humpty-bump starting downward followed by negative loop portion	8.4.15.3. 8.4.16.3. 8.4.17.4. 8.4.18.4.		These figures can cause serious damage to the pilot's inner ear	No flick roll on the 45° up-line after the negative loop section. Limitation on the upward line: Up to 360° aileron roll, with 2 stops max	
SUI 4.7	Half Cubans starting downwards followed by negative loop portion	8.5.1.4. 8.5.2.3. 8.5.3.4. 8.5.4.3.		These figures can cause serious damage to the pilot's inner ear	No flick roll, only aileron roll in roll elements after the negative loop section	
SUI 4.8	Half Cubans starting downwards with a negative loop section	8.5.5.3. 8.5.6.3. 8.5.7.4. 8.5.8.4.		These figures can cause serious damage to the pilot's inner ear	No flick roll on the 45° up-line after the negative loop section. Limitation on the upward line: Up to 360° aileron roll, with 2 stops max	
SUI 4.9	Horizontal "8"s starting with downward negative loop section	7.8.1.3. 7.8.2.3. 7.8.5.1 7.8.7.2.		These figures can cause serious damage to the pilot's inner ear	No flick roll on the 45° up-line after the first negative loop section. Limitation on the upward line after the first loop section: Up to 360° aileron roll, with 2 stops max	
SUI 4.10	Horizontal "8"s with second loop negative	7.8.1.4. 7.8.2.4. 7.8.5.3.		These figures can cause serious damage to the pilot's inner ear	No flick roll on the 45° up-line after the second loop section (negative). Limitation on the upward line after the second loop section: Up to 360° aileron roll, with 2 stops max	
SUI 4.11	Horizontal "8"s with second loop negative	7.8.7.4.		These figures can cause serious damage to the pilot's inner ear	No flick roll, only aileron roll in roll elements after the second loop (negative).	

Rationale

To reduce potential risk of negative impact on pilot health, in particular the risk of damage to the pilot's inner ear. Long and hard negative g-load is detrimental to pilot health and needs to be limited. The Safety Working Group issued this safety warning earlier this year.



NP2027-26

RC

SUI PROPOSAL #5

CC

Document: Section 6 Part 1 & 2
Subject: Limitations on figures with very high g loads in Square Loops

Proposal

Avoid potential risk to pilot health, mainly damage to inner ear and grey out/black out

This proposal addresses risk to pilot health, mainly damage to the inner ear as well as potential grey out/black out due to very hard negative push-ups and push-outs, long top lines followed by very high g-load pulls to the bottom line in certain square loop (family 7.4.) configurations. There is also a danger of secondary flick roll in 7.4.3.2. and 7.4.4.2.

The proposal is to limit rotation angle and number of stops for aileron rolls in square loops 7.4.3.3., 7.4.3.4., 7.4.4.3., and 7.4.4.4. as well as to disallow flick rolls and to limit rotation angle and number of stops for aileron rolls in square loop 7.4.3.2. and 7.4.4.2., accordingly to the table below.

New Rule:

The table contains the current possible figure construction of square loops, the concerned Aresti catalogue numbers, the Proposal and an example of figure configurations allowed as per proposal.

The table and proposal have been approved by the Safety Working Group.

SUI Proposal #5 - FIGURES THAT CAN CAUSE DAMAGE THE PILOT'S INNER EAR						
	Description	Aresti Catalogue Reference	Examples of figure configuration that are possible now.	SWG comments / issues	Proposal	Examples of figure configurations allowed in Unlimited if proposal accepted.
2.12a	Down square loop with lower horizontal line inverted	7.4.3.3		These figures can cause serious damage to the pilot's inner ear	Single rotation (aileron roll only): 720° max / 8 stops max. Opposite rotations (aileron roll only): 360° / 5 stops max. 1+¼ and 1+½ aileron roll not authorized	
2.12b	Down square loop starting inverted	7.4.3.4.		Danger of grey out/black out after long inverted entry then hi-g pull to horizontal because 720° / 10 stops making line very long	Single rotation (aileron roll only): 720° max / 8 stops max. Opposite rotations (aileron roll only): 360° / 6 stops max. 1+¼ and 1+½ aileron roll not authorized	
2.13c	Down square loop with lower horizontal line partially inverted	7.4.4.3. 7.4.4.4.		These figures can cause serious damage to the pilot's inner ear	540° / 5 stops max (aileron roll only) 1+¼ and 1+½ aileron roll not authorized	
2.13d	Up square loop with ¾ flick followed by aileron roll element in upper horizontal	7.4.3.2. 7.4.4.2.		Hard push to the first vertical line can cause serious damage to the pilot's inner ear, danger of secondary flick after ¾ flick, danger of grey out/black out in hi-g pull to horizontal for the last line	Single and opposite rotations (aileron roll only, no flicks): 720° max / 8 stops max.	

Rationale

To reduce potential risk of negative impact on pilot health, in particular the risk of damage to the pilot's inner ear as well as potential grey out/black out and risk of involuntary secondary flick roll in certain square loop configurations. The Safety Working Group has issued this safety warning earlier this year.



USA PROPOSAL#1

Document: Section 6 Part 1

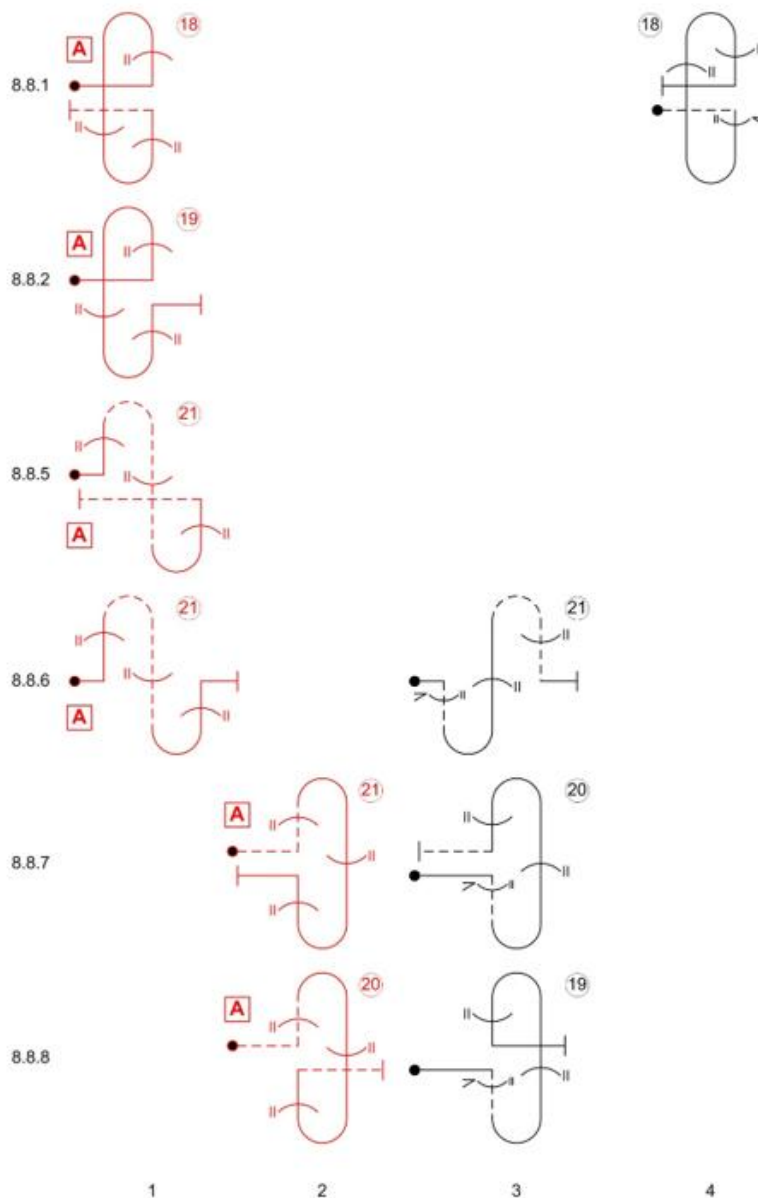
Subject: Addition of Roll element after Spin entry to Double Humpty Bumps for Unlimited P2-P4

Proposal

To allow an additional roll element in the vertical downline of a double humpty bump following a spin entry for Programmes 2, 3 and 4.

Existing Rule:

A.18. Family 8.8



A.18.1.1. All categories: In Family 8.8, a maximum of one Family 9 element allowed on any vertical line.

New Rule:

(Footnote)

A.18.1.2 In Unlimited category an aileron or flick roll element may be added after a spin.

Rationale

This combination is already permitted under A.2.2.5

RC Chairman: *Proposal was submitted in principle by US Team captain by email after the deadline but immediately following WAC. RC Chairman drafted the proposal. Decision – can this be accepted for discussion and voting at plenary?*