

Dynamic Committee Rule Amendments

Rule changes

Section 5

5.2.2

(3) Each competitor is allowed a minimum time from arriving at or returning to (as appropriate) the competition site to the first call for the next jump/appropriate notification for the next performance. The minimum time is:

- 45 minutes for CF and WS Acrobatic competitors.
- 45 minutes for AE and FS competitors who have entered one (1) event.
- 45 minutes in the same event for competitors in FS who have entered two (2) events.
- 30 minutes for ISF, DY, IFS, AL, ST, CP, PS, SP, and WS Performance.
- 15 minutes in different events for competitors in ISF, Dynamic 2-way, Dynamic 4-way, and DS who have entered two (2) events or more.
- 30 minutes in different events for competitors in AE and FS who have entered two (2) events.
- 30 minutes in the same event for competitors in AE who have entered two (2) events.
- 10 minutes for DY between battles
- 5 minutes for DS between battles.

Now that FS and AE are being held at separate tunnels, we are concerned that the competition is going to struggle with the 30 minutes between performances.

Both Dynamic 2-Way and Dynamic 4-way (DY), and Solo Speed (DS)

5.1.3 The maximum number of Competitors allowed is thirty-two (32) Competitors.

Each NAC (National Airsport Control) is guaranteed the opportunity to participate with at least one national Performer in the competition. If the total number of represented NACs exceeds 32, then the system described below will be applied.

If the total number of represented NACs does not exceed 32, but the total number of Performers presented by all NACs exceeds 32, then, after ensuring universal representation, the remaining places will be allocated as described below.

Within the respective deadlines set out in article 4.4.1. of Section 5 for provisional entry and official entry, the NACs must submit the list of the performers they would like to be selected for the competition. The NACs are required to submit certified results for every performer presented, in order to participate in the selection process. Under the supervision of the Organizer, the FAI Controller and the Dynamic Committee, in order to allocate the remaining places, consideration will be given to (in order of preference):

1. The official international ranking from the last World Championship (or World Cup), and/or
2. Results from national or regional competitions, based on times (final time, penalties included) certified by the NAC.

The selection must be made without delay and will be notified to the NACs.

This change is needed when we have more than 32 teams interested in competing. We are trying to make a fair selection based on representation of the NAC's and previous merits of the teams. Opening up for more participants than 32 will require more judges.

6.5.1.2 ~~No Performer~~ Nobody will approach or talk to the Judges during any Team's flight. Non-compliance may result in the application of FAI Sporting Code, Section 5, Chapter 5.4 PENALTIES.

This is to include any person related to the performer.

Housekeeping

~~a half inface Reverse Eagle~~ a transition feet-first through back-down
~~one half outface Eagle~~ a transition head-first through belly-down
~~one half inface Eagle~~ a transition head-first through back-down
~~one half inface Reverse Eagle~~ a transition feet-first through back-down

Change the wording to be more intuitive.

Annex A1, Annex A2, and Annex A3

DY: Also see para. 6.3.1 to para. 6.3.6 for general busts (**infringements**) and skips (**omissions**).

DS: Also see para. 6.2.1 to para. 6.2.6 for general busts (**infringements**) and skips (**omissions**).

We wish to keep the old wording (busts and skips), as this is easy to understand for the performers

Dynamic 2-Way and Dynamic 4-Way (DY)

4.5 ORDER OF FLIGHTS

During the Qualification Rounds, all Teams will fly each round in Team number order. Team numbers will be randomly drawn, **except when it is necessary to comply with the FAI Sporting Code, Section 5, Chapter 5.2.5.** During the Tournament, all Battles will be flown in numerical order. (The Tournament Brackets identify each Battle with a unique numeric ID.)

This was a response to the changes made in front of the world cup in Macau, where changes to team numbers were necessary due to teams competing in multiple events needing the mandatory time between rounds.

5.6.3 If one or more Team(s) is(are) withdrawn or disqualified **during after the start** of the Qualification Rounds, the Tournament Bracket ~~for the number of remaining Teams~~ will not be changed. **be used.** The teams in question will be ranked according to their number of points or to their time, as the case may be, and will then be deemed to have lost any battle in the tournament. In the event of a tie between two or more of the teams in question, their ranking will be determined by the Event Judge.

It is too late for the Event Judge to do the necessary changes at this stage of the competition.

6.3.9 Challenge: A Team may **not** challenge an infringement or omission given by the Judges. No Team can challenge any infringement or omission given by the Judges to another Team.

We want to get rid of the Challenge Procedure. If the judges are unsure about their judging, they review the part of the flight they are unsure about. The opportunity for the flyers to challenge the judges decision has proven to be unnecessary. It is also an extra burden on the organizer to set up an extra monitor.

~~6.5.2.4.1 At the request of any member of the judging panel, made within fifteen (15) seconds after the end of the flight, the Chief Judge or the Event Judge will allow a video review, from a particular camera view, of the part of the flight in question. A video from a particular camera view may be subject to several different requests as long as the same part of the flight is not reviewed.~~ For the Speed Routines in the Qualification Rounds and during the Tournament, and under the Event Judge's decision and supervision, the Judges may review at any speed any part of any video from any camera view.

If we get rid of the Challenge Procedure, we cannot be limited in the way we review the flights.

ANNEX A2 - SPEED ROUTINE COMPULSORY PATTERNS VERTICALS PERFORMANCE REQUIREMENTS & JUDGEMENT CRITERIA

TRANSITION AND VERTICALS

V-7 Bottom Loop (D4W)

While head-down, the Performers separate into two (2) pairs. P#1 and P#2 will be the leading pair and P#3 and P#4 will be the following pair. Each pair, one after the other, flies forward over the Ring and then performs a transition head-first through belly-down and one bottom loop while passing under the Ring to head-down. This sequence is performed twice.

V-8 Crossing Layout (D4W)

While head-down, the Performers separate into two (2) pairs. P#1 and P#2 will be the leading pair and P#3 and P#4 will be the following pair. Each pair, one after the other, flies forward while crossing each other over the Ring and then performs a transition head-first through belly-down while passing under the Ring to head-up. Next, each pair, one after the other, flies backward while crossing each other over the Ring and performs a transition feet-first through back-down under the Ring to head-down.

V-7 Bottom Loop (D2W)

While head-down, the two (2) Performers fly this pattern as a pair. The pair flies forwards over the Ring and then performs a transition head-first through belly-down and one bottom loop while passing under the Ring to head-down. This sequence is performed twice.

V-8 Crossing Layout (D2W)

While head-down, the two (2) Performers fly this Pattern as a pair. The pair flies forwards while crossing each other over the Ring and then performs a transition head-first through belly-down while passing under the Ring to

head-up. Next, the pair flies backwards while crossing each other over the Ring and performs a transition feet-first through back-down under the Ring to head-down.

M-9 Head-up inface Shuffler (D4W)

While head-down, each pair flies forwards, crossing through the Sidelines, performing one-half back loop to head-up. While head-up, each pair of Performers separates into inface carving in opposite directions, with P#1 followed by P#3, crossing a Sideline and P#2 followed by P#4, crossing the other Sideline. Next, P#1, then P#2, then P#3, then P#4, passes through the centre into 180° of inface carving, with P#1, then P#3, crossing a Sideline and P#2, then P#4, crossing the other Sideline. Continuing the Shuffler, P#1, then P#2, then P#3, then P#4, passes through the centre into 180° of inface carving, with P#1, then P#3, crossing a Sideline and P#2, then P#4, crossing the other Sideline. P#1 and P#2 then become the leading pair and perform a transition through the back, crossing through the Sidelines, to head-down, followed by P#3 and P#4. Each pair then flies forwards crossing through the Sidelines. Thence...

M-9 Head-up inface Shuffler (D2W)

While head-down, the two (2) Performers, as a pair, fly forwards, crossing through the Sidelines, performing one-half back loop to head-up. While head-up, the two (2) Performers separate into inface carving in opposite directions, with P#1 crossing a Sideline and P#2 crossing the other Sideline. Next, P#1, then P#2, passes through the centre into 180° of inface carving, with P#1 crossing a Sideline and P#2 crossing the other Sideline. Continuing the Shuffler, P#1, then P#2, passes through the centre into 180° of inface carving, with P#1 crossing a Sideline and P#2 crossing the other Sideline. Joining as a pair, the Performers perform a transition through the back, crossing through the Sidelines, to head-down. The Performers then fly forwards, crossing through the Sidelines. Thence...

We suggest to add two new Verticals to the divepool, Bottom Loop and Crossing Layout. These patterns are tried and tested. Adding divepool elements makes it interesting for the competitors.

Performance Requirements and Infringements Applicable to V-2, V-6 and V-8

- The Centreline applies.
- While performing V-2 Butterfly, V-6 Crossing Classic and V-8 Crossing Layout, each Performer must cross the Centreline twice and maintain their sequential order: in D2W, P#1 must cross in front of P#2 and in D4W, P#1 must cross in front of P#2, P#2 in front of P#3 and P#3 in front of P#4. Any infringement will lead to a five (5) second penalty.

The new Vertical Crossing Layout have the same requirements as Butterfly and Crossing Classic when it comes to crossing the Centerline.

Dynamic Solo Speed (DS)

3.2 OBJECTIVE OF THE EVENT

The objective for the event is for the Performer to perform Speed Routines in the fastest possible time. The total accumulated time of all rounds is used to determine the placing of each Performer during the Qualification Rounds. The total time or accumulated time in each Battle will determine the winner of each Battle. The performers achieving the best places in the tournament will be declared champions. Only one completed round is required to declare champions.

As we suggest to have only one flight in each battle (except the finals), this wording is more appropriate.

4.5.1 During the Qualification Rounds, all Performers will fly each round according to their registration number. Competitors' numbers will be randomly drawn, [except when it is necessary to comply with article 5.2.5 of Section 5.](#)

[To comply with minimum time between performances, competitors' numbers might have to be adjusted.](#)

5.3.5 If one or more Competitor(s) is(are) withdrawn or disqualified ~~during~~ [after the start of the Qualification Rounds, the Tournament Bracket ~~for the number of remaining Teams will be used~~ will not be changed. The performers in question will be ranked according to their time and will then be deemed to have lost any battle in the tournament. In the event of a tie between two or more of the performers in question, their ranking will be determined by the Event Judge.](#)

[It is too late for the Event Judge to do the necessary changes at this stage of the competition.](#)

5.5.2 Each battle will consist of ~~two flights, each flight having its own draw.~~ [one flight except for Finals \(placings 1,2,3 and 4\).](#)

For Finals, each battle will consist of two flights, each flight having its own draw. The final time is the sum of the times of the two flights, after all penalties have been applied. The Competitor with the fastest final time will win the Battle. In case of equal final times, the placings will be determined according to the number of penalties accrued during the two flights. The Competitor with the fewest penalties will earn the higher placing. In case of equal number of penalties, the Competitor(s) with the fastest time in the first round of the Qualification will earn the higher placing.

[This change has been approved already in IBD 2024-15](#)

6.3 CHALLENGE

A Performer may [not](#) challenge an infringement or omission given by the Judges. No Performer can challenge any infringement or omission given by the Judges to another Performer.

[We want to get rid of the Challenge Procedure. If the judges are unsure about their judging, they review the part of the flight they are unsure about. The opportunity for the flyers to challenge the judges decision has proven to be unnecessary. It is also an extra burden on the organizer to set up an extra monitor.](#)

~~6.5.4.1 At the request of any member of the judging panel, made within fifteen (15) seconds after the end of the flight, the Chief Judge or the Event Judge will allow a video review, from a particular camera view, of the part of the flight in question. A video from a particular camera view may be subject to several different requests as long as the same part of the flight is not reviewed.~~

[For the Speed Routines in the Qualification Rounds and during the Tournament, and under the Event Judge's decision and supervision, the Judges may review at any speed any part of any video from any camera view.](#)

[If we get rid of the Challenge Procedure, we cannot be limited in the way we review the flights.](#)

NEW DIVEPOOL VERTICAL:

V-8 Crossing Layout

While head-down, P#1 flies forward crossing the Centreline over the Ring and then performs a transition head-first through belly-down while passing under the Ring to head-up. Next, P#1 flies backwards crossing the Centerline over the Ring and performs a transition feet-first through back-down under the Ring to head-down.

We suggest to add a new Vertical to the divepool, Crossing Layout. This pattern is tried and tested. Adding divepool elements makes it interesting for the competitors.

Performance Requirements and Infringements Applicable to V-2, V-6 and V-8

The Centreline applies.

While performing V-2 Butterfly, V-6 Crossing Classic and V-8 Crossing Layout, P#1 must cross the centreline twice. Any infringement will lead to a three (3) second penalty.

During Crossing Layout the Centreline applies. That's why we have to change the performance requirements.

COMPULSORY EXIT SEQUENCE (Annex A-3)

While head-down, P#1 flies ~~over the~~ around the Ring ~~crossing the Sidelines and then performs one half outface Eagle passing under the Ring and~~ crossing the Sidelines ~~again~~ twice before exiting the flight chamber from the far side.

As requested by the competitors, we do not want to limit the way in which they finish the speed round by specifying how they exit the windtunnel (back or belly).