

## AGENDA ITEM 9.5

### URGENT PROPOSALS FROM CHAMPIONSHIPS

Yellow highlighted proposals are referred to plenary



### European Aerobatic Championships

#### From the International Jury

No.	Rule	Subject	Changes
UP-1	1.2.7.4.	Recall of Pilots	Additional text should be added to this section to make it clear that the Chief Judge has the authority to immediately recall a pilot for safety reasons. The radio phraseology "Land, Land, Land" should be added to 4.2.1.8.
UP-2	4.2.1.2. & 4.2.1.6.	Radios	Eliminate requirement to seal radios on Safety Frequency as this is obsolete and does not permit use of radio on two frequencies for ATC and Safety.

#### From Russia

No.	Proposal	Rationale
UP-3	Make both unknowns Free Unknown	- teams/pilots create/choose sequences in accordance with their understanding of safety and characteristics of their airplane; - saves time for the Jury.
UP-4	Allow multiple versions of unknowns from one team	a team may have different airplanes with different characteristics and thus different approach to creation of a sequence.

		<p>Note:</p> <ul style="list-style-type: none"> <li>- experience of several competitions (Yak-52 2009, WAAC 2010, EAC 2010) shows that only two of proposed sequences were chosen by pilots and the load to the organizers and judges was not increased dramatically</li> <li>- nevertheless the number of sequences submitted by one team can be limited to 3 or 2 as a test of the proposal</li> </ul>
UP-5	If the proposal #1 is not accepted ( <i>UP-3 above</i> ), the Unknown compulsory sequence is to be chosen by the jury after a discussion at the team managers briefing.	<ul style="list-style-type: none"> <li>- lets those who fly select the sequence to fly;</li> <li>- open discussion will save from protests on the selected sequence</li> </ul>
UP-6	<p>In case there is less than 10 NACs to submit figures for the unknowns additional figures are to be submitted in accordance with separate drawing of lots among:</p> <ul style="list-style-type: none"> <li>a) Independent pilots (one figure),</li> <li>b) the NACs which have at both gender teams,</li> <li>c) full team (at least 3 pilots).</li> </ul>	Note: clauses a, b, c can be regarded as separate proposals.
UP-7	<p>Enlarge the list of allowed safety figures with:</p> <ul style="list-style-type: none"> <li>- a stall turn from inverted to inverted (5.1.2)</li> <li>- a humpty-bump from inverted to inverted (8.1.2 or 8.3.2)</li> </ul>	It can be a better preparation for a sequence with a start from the inverted flight

UP-8	A proposed Q program can be amended by a delegate of the corresponding country in accordance with Q sequence analyses group recommendation before the voting at the CIVA meeting.	A good sequence may have a small safety flaw which can be easily corrected (eg. unavoidable high speed negative snap or loop, poor altitude management etc.)
UP-9	Additional Q program proposals	<ul style="list-style-type: none"> <li>- Little time to create and submit Q programs unlimited after the EAC;</li> <li>- Only one of the already submitted sequences can be regarded as unlimited. Unlimited Q sequence must be technically difficult to avoid a false impression of a pilot that he/she is ready for the unlimited level competitions if can fly Q (safety!);</li> <li>- The more sequences to choose from the better.</li> </ul> <p><b>CIVA President's Note: Additional Q proposals were attached to the Russian Urgent Proposals from EAC. Since these were submitted after the 15 September deadline, they were not accepted for consideration by CIVA this year.</b></p>

### From the Chief Judge

No.	Subject	Proposal
UP-10	Radio Frequencies	1.4.4.3 and 4.2.1.6 must surely be revised, and a broader review of the Section 6 wording to expressly forbid any communications to/from the pilot other than with the CJ or ATC is required, on pain of disqualification.



**World Advanced Glider Aerobatic Championships & European Glider Aerobatic Championships**

**From the Chief Judge**

No.	Subject	Proposal
UP-11	Safety Frequency instructions and wording	<p>Add paragraph 4.2.1.4:</p> <p>“Once airborne, and before entering the Performance Zone, a pilot may call the Chief Judge on the safety frequency, saying: “Number x, radio check”. The Chief Judge must respond to this call if he hears it.”</p> <p>Add paragraph 4.2.1.5:</p> <p>“The standard phraseology in the event that a break is required for safety reasons will be the Chief Judge saying “Break, break, break”. The pilot has to stop his sequence immediately and listen for further instructions on the safety frequency. If the pilot disregards the announcement or the further instructions by the chief judge, he gets disqualified for this program.”</p> <p>Rationale:</p> <p>The wordings are defined in power, but the glider book is missing such a definition. The CJ must have a well known procedure in glider as well to interrupt a sequence and to be able to give further instructions if needed. A sanction has to be included to make sure the paragraph is respected and it surely improves safety.</p>



**CIVA 2010**  
**Oberhausen, Germany**

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## **World Advanced Aerobatic Championships**

### **From the Chief Judge**

<b>No.</b>	<b>Proposal</b>
<b>UP-12</b>	<b>The Flight Director for all Championships to be approved by CIVA.</b>
<b>UP-13</b>	<b>Procedures for the entry into the Performance Zone to be approved by CIVA.</b>