

Competition Operations and Procedures

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Competition Operations and Procedures

2.1 Competition Personnel

- 2.1.1 The key positions needed to run a successful competition are described in the following. These may be varied / shared depending on the size of the competition.
- 2.1.2 Most council airfields will require an Event Management Plan (EMP) as part of their approval process for an aerobatic competition. A sample EMP is provided in Appendix 2-9.

2.2 Contest Director (CD)

- 2.2.1 SAFETY will at all times be the primary consideration of the CD.
- 2.2.2 The committee shall appoint the CD and liaise with them to appoint the other contest officials and prepare the EMP.
- 2.2.3 The CD must:
 - a) be a current member of the AAC or Chapter,
 - b)
 - c) be a member of and assist in appointment of the Contest Jury, and
 - d) be a member of the Technical Committee.
- 2.2.4 The CD may:
 - a) withdraw any contestant for reasons of safety.
 - b) exclude any contestant for unsportsmanlike conduct.
- 2.2.5 The primary CD duties are to:
 - a) conduct the contest in accordance with AAC, FAI and CIVA Regulations.
 - b) appoint other contest officials in liaison with the committee.
 - c) liaise with the Club Captain to obtain CASA approvals, as required, and having a NOTAM issued to cover the event and practice days as per AAC 2.20.

- d) obtain weather forecasts.
- e) co-ordinating with airport and CASA officials.
- f) ensuring correct use of the AAC dedicated frequency, 125.05, by competing pilots during competition in accordance with CASA approvals as per AAC 2.69.
- g) supervision of the Radio Operator(s) in conjunction with the Chief Judge in accordance with CASA approvals as per AAC 2.69.
- h) designation and marking of the Aerobatic Zone.
- i) conducting the pilots' briefing.
- j) liaise with Chief Judge to ensure Unknown Figures & Sequence are prepared and checked as required.
- k) receive protests.
- l) post scores.
- m) present awards and / or prize money.

2.3 Chief Judge (CJ)

2.3.1 After SAFETY, the Chief Judge's primary concern should be the accurate and fair judging of the competition flights

2.3.2 The Chief Judge will be:

- a) An AAC approved Judge; however, in the absence of an approved judge the Contest Director shall appoint the most experienced AAC Judge as the Contest Chief Judge.
- b) A current member of the AAC or Chapter.
- c) A member of, and assist in the appointment of, the Contest Jury.
- d) A member of the Technical Committee.

2.3.3 The Chief Judge may:

- a) Withdraw any judge for reasons of incompetency.

- b) Withdraw any contestant for reasons of safety.
- c) Recommend exclusion of any person from the contest to the CD for unsportsmanlike conduct.

2.3.4 CJ duties include:

- a) The preparation of unknown figures or sequences in liaison with the CD, as required.
- b) Supervising judges, callers, pencillers, line judges, starter, Contest Secretary and deadline judges.
- c) Supervision of the Radio Operator(s) in conjunction with the Contest Director.
- d) Advising the competition pilot of possible traffic conflict/safety issue/recall by transmitting the words "Break, Break, Break" on the box frequency.
- e) Appointing substitutes, with the concurrence of the Contest Director, for any officials who are unable to perform their duties.
- f) Approving substitution of aircraft.
- g) Authorising changes in the order of competition flights.
- h) Conducting a briefing for all judges, assistants, line and deadline judges.
- i) Debriefing all judges and assistants if required.
- j) Confirming any zero scores and penalties for each flight.
- k) Acting as the judge, in deciding any zero scores, for manoeuvres started behind the Panel of Judges.
- l) Perform the duties of a regular judge, if it is deemed by the contest jury that the inclusion of the Chief Judge's scores would enhance the performance of the Judging Panel.
- m) Clearing competitors into the box by transmitting; 'competitor X the box is clear'.

- n) Timing of flights, and notifying a competitor when their time is up by transmitting; 'time, time, time'.
- o) At the completion of the competition, forward the ACRO file including the judges' Analysis Summaries to the Captain of Flying.
- p) Ensure that administrative staff in the scoring office are suitably briefed and trained in the use of scoring software and competition proceedings.

2.3.5 Refer to Appendix 2-2, 'Evaluation of Flights and Code of Practice for the Chief Judge and Board of Judges'.

2.4 Contest Secretary

2.4.1 The Contest Secretary (CS) will report directly to the CD. In advance of the competition the Contest Secretary is responsible for:

- a) Issuing of competition entry forms and competition information.
- b) Receiving entries and entry fees.
- c) Forwarding pilot details and free sequences to the CJ for entry into the scoring system.
- d) Preparing a list of all contestants by category.

2.5 Chief Scorer

2.5.1 At the competition the Chief Scorer is responsible for:

- a) Registering all pilot and aircraft details as listed in Annexe 2B and issuing unique pilot IDs to each competitor to match the order in which competitors will be registered in the ACRO scoring software.
- b) Preparing Order of Flight sheets.
- c) Ensuring clipboards and all related stationery are available at the contest site.

- d) Issuing sufficient numbers of judges forms A, B and C (or forms L & R) for each flying programme (sufficient for the CJ, judges, line judges, deadline judges, Radio Operator, Starter etc.), correctly marked with the applicable unique pilot ID, Order of Flight and judge number.
- e) Liaising with the Chief Judge regarding unknown sequences to ensure adequate copies of Judges Forms A, B & C (or Forms L & R).
- f) Entering scores promptly and accurately for all competition flights.
- g) Conducting the order of flight draw.

2.6 Safety Director (SD)

- 2.6.1 If not fulfilling other duties, the relevant Club Captain/Captain of Flying shall act as SD. If he/she is not available for the role, then the Jury should appoint another appropriate person.
- 2.6.2 The SD will report directly to the Contest Director and is responsible for:
 - a) Flight safety - assisted by the Chief Judge and Technical Committee.
 - b) Ensure all aircraft flown by competitors during contest are fitted with a serviceable radio.
 - c) Ground safety - assisted by the Starter.
 - d) Flight line control.
 - e) Crowd control.
 - f) Parking of competition and transient aircraft.
 - g) Incident response and coordination in accordance with the Event Management Plan.
 - h) Ensuring a first-response vehicle & accident kit is airside prior to competition flights.

- i) Securing of medical attention, i.e. doctor, ambulance, etc., if required.
- j) Facilitating access and exit of emergency vehicles.

2.7 Starter

2.7.1 SAFETY will at all times be the primary consideration of the Starter, who is responsible to the Chief Judge for the orderly release of all flights, reports of mechanical difficulties and for compliance with the safety regulations by each contestant.

2.7.2 The Starter will check the following items with each competitor prior to every flight:

- a) Fuel & oil sufficient.
- b) No loose articles.
- c) Vacant seatbelt secure.
- d) Locker doors fastened.
- e) Holding area or direct to Box.
- f) Altimeter setting.
- g) Harness secure.
- h) Official Wind.
- i) Radio frequencies.
- j) Pilot ID Number.

2.7.3 This checklist for the Starter is also provided at Annex 2A.

2.8 Radio Operator

2.8.1 Appropriately experienced personnel who hold a Flight Radiotelephone Operator Licence (Ref. CAR 83), will be rostered by the Contest Director to man the base radio and keep a listening watch on both CTAF and safety ('box' 125.05MHz) frequencies. The radio operator is to provide a

traffic advisory service for all aircraft and to advise the Chief Judge of any possible traffic conflicts as soon as they become apparent.

2.8.2 The Radio Operator is to maintain a radio log of significant events, with the time of their occurrence, for later reference if required.

2.8.3 The Radio Operator is advisory only and has NO operational authority. A suggested traffic flow procedure that has been proven to work well is provided in Appendix 2-9.

2.9 Contest Jury

2.9.1 The Contest Jury will consist of the Contest Director, Chief Judge and up to three additional members who are appointed by the Contest Director and Chief Judge.

2.9.2 The Contest Jury is the arbitration body of aerobatic events and decisions made by the Contest Jury are final and not subject to change or further protest.

2.9.3 The Contest Jury is responsible for:

- a) Interpreting the general rules, the judging rules and the general regulations of the contest.
- b) Adjudicating protests.
- c) Approving unknown sequences and their modification if deemed required for safety.
- d) Determining the Official Wind direction for all aerobatic programmes.

2.9.4 The Contest Director and Chief Judge will appoint alternate jurors when necessary to replace a juror involved in a protest or when a juror is unable to serve for whatever reason (including a conflict of interest).

2.10 Technical Committee

2.10.1 Each contest will have a Technical Committee which will consist of the Contest Director, the Chief Judge and other members appointed by the Contest Director. Whenever possible a LAME should be included in the Technical Committee.

2.10.2 In the event of an interruption of a flight due to an alleged mechanical problem, the Technical Committee will investigate the malfunction and determine whether or not it was a failure beyond the control of the competitor. The Technical Committee will report the findings to the Contest Jury.

2.11 Judges

2.11.1 Judges are responsible for grading contest flights and supervising the Assistant Judges and Recorders assigned to them.

2.11.2 All Judges are required to attend Judges' Briefings as scheduled by the Chief Judge. A contestant may be a Judge or other official only if the contestant can attend each and every briefing and debriefing session.

2.11.3 A list of Qualified Aerobatic Judges, as well as Judges undergoing training will be kept by the Captain of Flying. Judges should meet all the standards outlined below and be current members of the AAC. Appointments to this list will be made by the AAC Committee on the recommendation of the Captain of Flying.

2.11.4 In order to be included on the AAC list of Qualified Judges, the following qualifications and experience is required:

2.11.5 Judges must;

a) have achieved no less than 80% in a current Judges' Exam set by the Committee,

b) have judged at least two contests within the previous 24 months or re-qualified by judging a practice flight under the supervision of the CJ prior to the competition,

c) be recommended by the Contest Chief Judge based on their performance as a judge at a recent state competition,

d) have a satisfactory Fairplay JPI of less than 15 after having judged a minimum of 50 flights at a competition or championships, and

c) be approved by the AAC Committee.

2.11.6 If insufficient Qualified Judges are available then Judges for a contest will be selected by the Contest Director and Chief Judge from the best qualified people available.

2.11.7 Judges who are guilty of considerable misjudgement, prejudice etc., will be reported to the AAC Committee by the Contest Chief Judge. Action IAW the AAC Code of Conduct will be taken by the Committee.

Refer to Appendix 2-2, Evaluation of Flights and 'Code of Practice for the Chief Judge and Board of Judges'.

2.11.8 The AAC Captain Of Flying shall maintain a Judge's record including JPI's for each competition.

2.12 Callers

2.12.1 Callers are not required to be chosen from the list of Qualified Aerobatic Judges. However, they should have had previous competition aerobatic experience.

Note: A Caller must be able to read and call Advanced or Unlimited sequences, as required – this usually means an experienced competitor of Intermediate standard or higher, or an experienced judge of these categories.

2.12.2 One Caller may be assigned to each Judge for Advanced and Unlimited flights. The Caller's task is to assist the Judge by advising the sequence of the figures, roll and spin directions, into-wind direction and any other duties as directed by the judge.

2.13 Pencillers

2.13.1 Pencillers will be allocated by the Chief Judge from the people available, in order of preference, and subject to availability, as follows:

- a) A qualified judge.
- b) Those who have previous competition aerobatic experience.
- c) Those who have previous aerobatic experience.
- d) Any other suitable person.

Note: Pencilling is an ideal introduction to aerobatics and judging and should be used to introduce people to the sport during the lower category flights at competitions.

- 2.13.2 One Penciller will be assigned to each Judge to record all grades, positioning marks, penalties and such comments as time permits on the competitor's Form A (or Form L or R). The Penciller maintains possession of the clipboard with Forms A, B and C (or Form L & R) in the proper order of flight.

2.14 Expenses

- 2.14.1 All contestants are responsible for paying invoices relating to their aircraft from the operators of contest airfields. The AAC or Chapter has no power to act as an intermediary in such matters. The AAC or Chapter cannot be held liable for any costs incurred by pilots flying at contests, even if a pilot has had to abort a flight on instruction by the CJ or CD. If a contestant has unpaid debts to either the AAC or Chapter or operators of contest airfields, the AAC or Chapter may suspend the pilot's membership until the debt has been paid.
- 2.14.2 The following contest officials, may be entitled to claim per diem expenses from the AAC or Chapter, to defray accommodation costs, at the rate of no more than \$100 per full flying day. Officials living within commuting distance of an event may claim reimbursement of motoring costs at \$0.20 per kilometre up to the \$100 per day limit.
- a) The CD,
 - b) The CJ,
 - c) The Contest Secretary,

- d) Other expenses, supported by receipts, related to AAC or Chapter activity may be refunded subject to approval by the Committee.

2.14.3 In the interest of attracting judges to the sport, it is recommended that chapters and the AAC assist with the expenses (transport, accommodation, meals, etc.) of the judges where possible. The expenses covered should be agreed upon prior to the commencement of the competition, and this should be confirmed in writing by the Contest Director.

2.15 Pilot Eligibility

2.15.1 Compliance with Commonwealth of Australia CAOs, CASRs and CARs is required for participation in AAC or Chapter events. Current aircraft and pilot documentation is required to be validated at registration prior to flying at an event.

2.15.2 Originals, photocopies, soft-copies or records held on-file by the AAC or Chapter of the required documents will be accepted. Failure to satisfy the CS of possession of these documents will prevent participation in an event. A list of the required documentation is at Annexe 2B.

2.15.3 Contestants will not be allowed to enter more than one category in any one contest. This does not mean that contestants cannot enter a different category at another contest.

2.15.4 Competitors must hold a minimum of a Recreational Pilots License with applicable Aerobatic and Spinning Flight Activity Endorsements. Competitors not holding the required design feature endorsements for the aircraft type may carry a Safety Pilot. Recreational Pilot Certificates will not be accepted by the AAC.

2.16 Safety Pilots – Aerobatic Flight Activity Endorsements

2.16.1 A Safety Pilot may be used by those pilots lacking a 1500ft Aerobatic Endorsement in Graduate and Sportsman categories only, otherwise they must fly the sequence not below 3000ft AGL.

2.16.2 In the case of Para 2.16.1, the competitor shall apply in writing to the Contest Jury before the use of a safety pilot shall be approved.

2.16.3 The Safety Pilot must hold a current and valid authorisation to act as pilot in command for such flights and must therefore be a current Flying

Instructor or CASA Approved Person with the appropriate aerobatic and low level approvals and endorsed on the aircraft type.

- 2.16.4 Pilots competing with a safety pilot for the first time in Entry or Graduate category, at an Australian Aerobatic Championship, will not be classified as "Hors Concourse" (H/C).
- 2.16.5 Pilots flying with a safety pilot for the second or subsequent time in Entry or Graduate category, at an Australian Aerobatic Championship, will be classified as "Hors Concourse" (H/C).
- 2.16.6 Sportsman Pilots flying with a safety pilot in accordance with this section at an Australian Aerobatic Championship will be classified as "Hors Concourse" (H/C).
- 2.16.7 "Hors Concourse" (H/C) pilots will pay normal entry fees, subject to the normal entry deadlines for the contest, and be treated as other competitors. In the event of time constraints, however, they may be shifted in the order of flight or deleted from the flight programmes altogether at the discretion of the contest jury. H/C pilots will appear in the final results but will not be ranked or eligible for any awards or medals.

2.17 Safety Pilots – Extenuating Circumstances

- 2.17.1 Safety Pilots may be used when extenuating circumstances exist that requires a safety pilot to allow a competitor to compete. Such circumstances may be, but are not limited to:
 - a) A change in aircraft means the competitor is not endorsed in the aircraft type.
 - b) The pilot suffers from a medical condition that requires the carriage of a safety pilot.
 - c) Weather conditions, and runway availability dictate that a safety pilot be carried because of pilot experience.
- 2.17.2 In the case of Para 2.17.1, the competitor shall apply in writing to the Contest Jury before the use of a safety pilot shall be approved.

2.18 Aerobatic Flight Activity Endorsements

- 2.18.1 Pilots must show, no later than registration, the Aerobatic Flight Activity Endorsement that they hold.
- 2.18.2 Each competitor shall hold the required Aerobatic Flight Activity Endorsement appropriate for the category being flown in accordance with table 2.18, unless an exception is made by the Contest Jury in accordance with Para 2.18.4.

Table 2.18

Category	Aerobatic Box Lower Limit	Aerobatic Flight Activity Endorsement Required
Entry	3000ft	N/A
Graduate	1500ft	A150 (1500ft)
Sportsman	1500ft	A150 (1500ft)
Intermediate	1000ft	A100 (1000ft)
Advanced	660ft	A050 (500ft)
Unlimited	330ft	AULT (Unlimited)

- 2.18.3 Competitors in Graduate category will receive automatic approval to compete with a 3000' aerobatic endorsement, rather than the required 1500' aerobatic endorsement.
- 2.18.4 Competitors who do not hold the correct Aerobatic Flight Activity Endorsement, can apply to the Contest Jury for an exception to be granted for a specific aerobatic contest. Competitors must make a written application to the Contest Secretary no later than the published closing date for entries for the specific contest. Competitors shall expect that exceptions to Para 2.18.2 will only be issued in extenuating circumstances.

2.19 CASA Approvals

- 2.19.1 It is not required to get a CASA display approval for a competition or training activity, as they are a club sporting event organized for members and not involving, or advertised to, the general public.
- 2.19.2 The Contest Director shall be responsible for ensuring that all CASA instruments or exemptions contained within Appendix 2-10 are complied with.
- 2.19.2 A NOTAM shall be requested highlighting the aerobatic activity and any other changed procedures for the period of practice and the competition

(sample NOTAM at Annex 2C). The need, or otherwise, for CASA involvement should be ascertained well in advance of the contest date by the Contest Director or relevant committee, and the appropriate action taken.

2.20 Number of Judges

2.20.1 The use of five (5) judging teams is standard for all contests. However, a minimum of three (3) judges may be used when five (5) suitable judges are not available.

2.21 Supplementary Rules

2.21.1 The Contest Jury may issue supplementary rules to address any deficiencies of these regulations or any peculiarities of contest venue or circumstances.

2.21.2 The supplementary rules should be published with the contest entry paperwork in advance of the event. If this is not possible then the Jury must inform all participants of the supplementary rules at the formal competition briefings and post the supplementary rules for reference by the participants.

2.21.3 All supplementary rules for an event must be approved by the Committee prior to being posted. Once posted the supplementary rules are to be considered a part of the AAC Regulations for the period of the event.

2.22 Number of Pilots per Aircraft

2.22.1 The maximum number of pilots that may be entered in a contest per competition aircraft may be limited by the supplementary rules issued by the Contest Jury.

2.23 Entry and Other Forms

2.23.1 An entrant in an aerobatic contest will be required to complete the following forms and submit them to the Contest Secretary no later than during registration:

- a) Application for entry and the entry fee.
- b) "Hold Harmless" waiver and agreement.

- c) Free or free known sequences as a “.seq” file from Open Aero on a USB Stick, or via email to the Chief Judge and Chief Scorer if not uploaded to the AAC website prior.

2.23.2 All entrants undertake, by signing the application for entry, to comply with the regulations and procedures in this manual.

2.24 Free/Free-Known Sequences

2.24.1 Competitor Free/Free-Known programme sequences must be submitted in “.seq” format and preferably uploaded to the Aerobatic Club website.

2.24.2 Should a competitor disagree with a decision of the contest officials concerning the correctness of their free programme, the matter may be referred to the Contest Jury under the procedures in this manual for protests.

2.24.3 The final responsibility for the correctness and compatibility of forms A, B, C, L and R lies with the competitor.

2.24.4 A copy of all competitors’ Free/Free-Known programmes (form B or R only) will be posted prior to the start of this programme if a competitor in that category requests it.

2.24.5 Once the flying of the programme has started, no protest of any kind will be accepted by the Contest Jury on any aspect of the composition of a contestant’s programme.

2.25 Entry Fees

2.25.1 The amount of the entry fee will be determined by the National or State Committee (as applicable).

2.26 Refusal of Entry

2.26.1 Any contestant may be refused participation in a contest in which the contestant or their aircraft does not meet the standards required. The decision to refuse entry will be made by the Contest Jury.

2.26.2 Contestants arriving late regardless of reason will be refused entry unless they arrive in time to complete registration, be briefed and on the line ready to fly before the commencement of the first flight of their category.

2.26.3 Contestants may apply to the Contest Jury in writing for an exception to 2.26.2 prior to the start of the contest if circumstances prohibit them from being present at the start of the competition.

2.27 Withdrawal of Entry

2.27.1 Contestants may withdraw from a contest any time prior to the entry deadline date and time. In case of withdrawal, the entry fee will be returned to the contestant.

2.28 Trophies and Awards

2.28.1 There must be a minimum of two contestants in a category to declare a category champion and for the contest to rank as a State or Australian Championship in that category. This also applies to Programme 5, the Unlimited Freestyle Programme, which is a separate competition.

2.28.2 FAI members of other countries who are not financial AAC or chapter members nor Australian passport holders, may be invited to compete or judge, and be issued with a Honorary Membership in accordance with Para 1.14.4 of this manual, and Para 13 of the Articles of Association. They will pay normal entry fees, be subject to the normal entry deadlines for the contest, and be treated as other competitors.

2.28.3 In the event of an incomplete contest because of weather or for some other unforeseen reason, each category will be considered complete based on any flight programmes finished in their entirety.

2.28.4 At AAC National Contests the following trophies will be awarded:

a) *Australian Champion Trophy.* The highest placing Australian Unlimited Competitor will be awarded the Philips Cup Australian Champion Trophy. The winner will retain the perpetual trophy for one year.

b) *Australian Aerobatic Club Highest Percentage Overall Trophy.* The competitor who achieves the highest percentage overall will be awarded the Australian Aerobatic Club Highest Percentage Overall Trophy. The winner will retain the perpetual trophy for one year.

- c) *Highest Placing First Time National Sportsman Competitor.* A trophy will be awarded to the highest placing Sportsman Competitor who is competing in Sportsman category for the first time at an Australian Aerobatics Championship. The winner will retain the perpetual trophy for one year.
- d) *Team Trophy.* Team points will be awarded for each category, apportioned as follows:
 - i) 1st place 4 pts
 - ii) 2nd place 2 pts
 - iii) 3rd place 1 pts

The State Chapter with the highest aggregate points will be awarded the team trophy. In the event of a tie, each Chapter's next highest placing contestant scores will be used to determine the order.

- e) *Tom Moon Four Minute Free Trophy.* The competitor who wins the Unlimited Four Minute Free will be awarded the Tom Moon Trophy. The winner will retain the perpetual trophy for one (1) year.
- f) *Australian Aerobatic Club (Year) Aerobatic Champion Trophy.* This perpetual trophy will be awarded in the years when no Unlimited competition is held. This trophy will be awarded to the highest placed Advanced Pilot.
- g) *Australian Aerobatic Club Highest Percentage Overall RV Trophy.* The competitor who achieves the highest percentage overall whilst competing in an RV aircraft will be awarded the Australian Aerobatic Club Highest Percentage Overall RV Trophy. The Contest Jury will confirm at each contest the aircraft which qualify for this trophy.
- h) *Australian Aerobatic Club Highest Percentage Overall Warbird Trophy.* The competitor who achieves the highest percentage overall whilst competing in a Warbird aircraft will be awarded the Australian Aerobatic Club Highest Percentage Overall Warbird Trophy. The Contest Jury will confirm at each contest the aircraft which qualify for this trophy.

2.29 Prize Money

2.29.1 Prize money may be awarded at the discretion of Contest Officials.

2.30 Cancellation or Postponement of the Contest

2.30.1 No contest will be cancelled or postponed unless:

- a) There is time to notify all contestants at least three (3) days in advance of the contest date.
- b) Weather conditions do not permit the safe conduct of the contest.
- c) Circumstances exist beyond the control of the Contest Director.

2.31 Pilot Identification Numbers

2.31.1 At Registration, the Chief Scorer shall issue each competitor a unique Pilot ID that is the number assigned in the ACRO scoring software for that competitor for the contest.

2.31.2 The Chief Scorer will record the competitor's unique Pilot ID on Forms A, B and C (or Forms L & R) for each of the competitor's programme flights.

2.31.3 The unique Pilot ID will be printed on results sheets.

2.31.4 The competitor must provide their unique Pilot ID to the Starter and Chief Judge when commencing each programme flight.

2.31.5 The order of pilot registration is unique to one contest and thus a pilot's unique Pilot ID can be expected to vary from contest to contest.

2.32 Score Sheet Processing

2.32.1 Immediately upon completion of a competition flight programme and when the judges have finished their marking, the score sheets will be collected for review by the Chief Judge. Once any required actions are taken (conference, penalties added, indexes checked, etc.) the score sheets will be forwarded by the CJ to the Chief Scorer for entry into the scoring system. The individual judges themselves must sign off any changes to their score sheets.

- 2.32.2 Should the completion of all flights in any programme be interrupted, all Judges' score sheets shall be collected and secured by the CJ until flying resumes.
- 2.32.3 Once the score sheets for a programme have been passed by the CJ to the Chief Scorer, the score sheets come under the supervision and jurisdiction of the Contest Jury.
- 2.32.4 The Chief Scorer is responsible for entering the scores promptly and within one hour of programme completion make available to competitors their raw-score assessment sheets attached to the judge score sheets for each pilot.
- 2.32.5 Where there is a minor question of the correct information for a competitor the Chief Scorer should use the CJ's score sheet as the authoritative indicator of the Competitor's unique Pilot ID and/or name, and any Penalties awarded.
- 2.32.6 In the event that the Chief Scorer has a query about some aspect of a score sheet, which they are unable to resolve by reference to the CJ's score sheet, all of the score sheets in that set immediately return to the supervision and jurisdiction of the CJ for that programme for prompt resolution of the problem.

2.33 Protests

- 2.33.1 Individual pilots and judges are eligible to file protests. The following procedure will be used when lodging protests:
 - a) Protests must be lodged not later than three (3) hours after the Chief Scorer issues the last of the pertinent raw-score results. Non-working hours will not be counted.
 - b) Protests must be submitted to the Contest Jury in writing and must refer to the rule or rules to which it relates.
 - c) Protests must be accompanied by a fee of \$100.00 per protest, which will be refunded if the protest is upheld.
- 2.33.2 The hearing will be conducted as soon as possible after the receipt of the protest. All protests will be dealt with by the Contest Jury, in cooperation with the Chief Judge if his assistance is required and his duties permit.

- 2.33.3 The protester can be present while the hearing is being conducted and may call witnesses but will be excluded when the Contest Jury is considering its verdict. The judges are advised to keep activities of the Contest Jury strictly confidential.
- 2.33.4 Decisions taken by the Contest Jury are final and must not be changed later.

2.34 Certification of Final Scores

- 2.34.1 The CIVA Fair Play System is to be used for both Australian and CIVA categories.
- 2.34.2 The Chief Judge (or CJ for the programme in question) will check that all competitors have received their raw-score marking sheets and that the protest period has lapsed. Following this review, Chief Judge will certify the FPS-processed scores as final by affixing their signatures to the FPS-processed score sheets.

2.35 Publishing of Results

- 2.35.1 The Chief Scorer will make the FPS-processed official & final scores for a programme available for public viewing on the contest noticeboard and on the AAC website as soon as practicable after the protest period has lapsed.
- 2.35.2 Results must not be held back from publication in order to create a surprise or other form of tension, including on completion of a contest and prior to any awards ceremony.

2.36 Practice/ Training Flights

- 2.36.1 Individual registration must be completed prior to undertaking any flying after the first Official Briefing.
- 2.36.2 No Official Practice flights will normally be allowed once the contest has commenced, unless permitted by the Contest Jury under special circumstances at their discretion.
- 2.36.3 All flying at the contest venue outside the auspices of competition programmes is deemed to be private and not the responsibility of the AAC, Chapter or Contest Officials.

Note: Members are to be cognisant, however, that their behaviour and airmanship will be associated with the Club and any shortcomings in these areas may be detrimental to the reputation of the Club.

2.37 Public Address System

2.37.1 A Public Address system (PA) may be permitted by the Contest Jury with the following restrictions:

- a) The PA system should not be audible at the judging position.
- b) No derogatory remarks about contestants, crews or officials are permitted.

2.38 Flight Line Crews

2.38.1 Each contestant will be responsible for the conduct of his or her flight line crew. Only those persons authorised by the Contest Director will be eligible to serve on the flight line crew. Any misconduct may result in their expulsion from the flight line.

2.39 Disqualification

2.39.1 All contestants must comply with the Civil Aviation Act, CAR, CASRs, CAOs, AIP and any personal CASA approvals or permissions at all times. Any violation of these statutory orders will render the offender liable to disqualification from the contest.

2.39.2 Serious infringements of the AAC Rules may also result in disqualification from the sporting event. A contestant *may* be disqualified if it is determined by the Contest Jury that the contestant has violated any of the following:

- a) No Briefing. Flying at the contest without a complete pilot briefing.
- b) Technical Device. Using technical devices for the purpose of coaching during a competition flight.
- c) Smoke System. Using a smoke system during a competition flight, except for the 4 Minute Free Style programme.
- d) Mechanical Defect. Operating an aircraft with a known mechanical defect that renders the aircraft un-airworthy.

- e) Aircraft Limitations. Performing a manoeuvre which is prohibited for that aircraft type or exceeding flight manual limits.
- f) Reckless Flying. Violation of traffic patterns, unscheduled aerobatic manoeuvres, or operation of an aircraft in an unsafe manner or in such a manner that could create an unsafe situation or cast an image of recklessness on the AAC. The will not be allowed any subsequent flying except for the removal of their aircraft from the contest location.
- g) Intoxication. All participants must abide by the Civil Aviation Safety Regulations 1998, subsection 99.010. No recreational drugs or alcohol may be consumed by any person associated with the contest in any capacity during the period of practice and competition flying.
- h) Scuba Diving. Contestants must not participate in scuba diving within a 24-hour period prior to participation in a contest.
- i) Medicinal Drugs. Contestants will not be permitted to compete if they are under treatment with any drugs which are not permitted to be taken in accordance with CARs.
- j) Judging Line Access. Contestants on the judging line without permission may be disqualified.
- k) Abusive Behaviour. Abuse, harassment or intimidation of any contest official or other contestant.
- l) Bribery. Bribery or attempted bribery of any contest official or other contestant or acceptance of a bribe.
- m) Sportsmanship. Cheating or unsporting behaviour, including deliberate attempts to deceive or mislead officials, wilful interference with other competitors or their aircraft, or the falsification of documents.
- n) Illegal Practice. Practicing of an unknown figure by a contestant during flight; however, this does not preclude the flying of the current programme competition sequence. Performing an aerobatic manoeuvre while holding or preparing to enter the box.

- o) Flying non-approved figures during a test flight.
- p) Entering the box without clearance.
- q) Failure of the contestant to observe proper starting procedures or to comply with the Starter's orders.
- r) Alteration of Free Programme. After the Judge's Certification of the Sequence a free sequence cannot be changed without obtaining re-certification.
- s) Medical. Sudden unpredictable deterioration in physical condition, which renders further aerobatic flight unsafe, will require immediate cessation of that flight. Preventable physical incapacitation will be grounds for disqualification for that flight.

2.39.3 In the event of temporary incapacitation before the start of a flight, the pilot will notify the Starter. A medical evaluation must be performed by an appropriate physician, which may be supplemented by consultation with a second physician of the Jury's choice. The Contest Jury will have final authority to decide upon a subsequent or make up flight.

2.40 Order of Flights

2.40.1 The order of competition flights for programme 1 and programme 5 (Unlimited Freestyle) will be determined by lot. Each competitor will draw his or her own lot. Subsequent programmes will use the official combined standings, in reverse order, to determine the order of flight.

2.40.2 The sequence of flights may be altered by the Contest Director, or Chief Judge if special circumstances require separation of pilots flying the same aircraft.

2.41 Pilot Briefing

2.41.1 This briefing is mandatory for all contest officials and contestants. Notification of time and place will be given in advance. The briefing will be conducted by the Contest Director and will include:

- a) Roll call and order of flight. (Pilots must answer roll call in person). Missing roll call will incur a penalty.
- b) Introduction of Contest Officials.

- c) Introduction of CASA Officials (if present).
- d) Weather forecast and winds aloft.
- e) Official wind direction.
- f) Description of Aerobatic Zone, safety manoeuvres and deadlines.
- g) Safety rules and minimum altitudes.
- h) Starting procedure.
- i) Holding area, technical area, and dead-prop zone.
- j) Departure, holding and arrival tracks and procedures for the safe flow of traffic to and from the airfield, holding area and box.
- k) Sufficient review of any manoeuvres deemed necessary to assure complete understanding by all contestants and judges.
- l) Personnel permitted on the judging line.

2.41.2 Radio, circuit, holding and airfield procedures for all aspects of operations at the competition will be clearly outlined at each daily briefing by the contest director. These procedures may change from competition to competition, venue to venue, even day to day as circumstances require so it is extremely important that all those involved, contestants and officials, be vigilant in listening to and thoroughly understanding the procedures in effect.

2.41.3 It is the individual pilots responsibility to bring to the attention of the meeting any procedure or rule, in which they are unsure of the interpretation or instruction. Lack of understanding is not to be used as subsequent excuse.

2.41.4 It is recommended that, when possible, a "warm-up" flight for the judges be flown in all programmes by a non-competing pilot. The warm-up pilot should also fly the low altitude axes of the box. If no warm-up pilots are available, then the first competitor is to fly the low altitude lines.

2.42 Judges Briefing

2.42.1 This briefing is mandatory for the following personnel - Judges, Callers, Pencillers, Line and Deadline Judges. It will be conducted by the Chief Judge and shall refresh the following:

- a) Key position duties.
- b) Criteria for scoring positioning.
- c) Operation of the deadline, if in use.
- d) Line judging method.
- e) 'Low', 'low-low', and disqualification criteria.
- f) Clarification of the HZ, PZ and numerical zero process.
- g) Any other key items deemed necessary.
- h) Location and time of debriefing following each competition programme or flight, if required.

Note: CJs are to limit discussion on the judging line between flights so as to minimise any subconscious drift in judge scoring methods over the course of a programme. A balance must be struck between the desire to train judges, and obtaining the most consistent scoring possible. Championship competitions, ideally, should be purely flying and judging, not training.

2.43 Starting

2.43.1 A competition pilot must be at their aircraft, at the nominated starting position ready for flight a minimum of two (2) competitors prior to their order of flight number. The Starter will check the items of Annexe C with the competitor. After receiving starting orders, the contestant will start, taxi, and depart to the aerobatic box or holding area as briefed.

2.43.2 Competitors who are not present at their aircraft at the correct time will not be chased by the Starter, and may be removed from the program.

2.44 Mechanical Defects

2.44.1 In the event of a competing aircraft becoming unserviceable before the start of a flight, the Contest Jury may, on the recommendation of the

Technical Committee, permit the competitor to use another aircraft or the same aircraft following the rectification of the defect.

- 2.44.2 In the event that a test flight is required and the competitor does not allow a non-competing pilot to fly his/her aircraft for test purposes, a special authorisation will be given to the competitor to fly this test flight under the following conditions:
- a) The flight will consist of a maximum of three aerobatic figures, as recommended by the Technical Committee and approved by the Contest Jury.
 - b) The flight will be conducted in the Aerobatic Zone and observed by a member of the Contest Jury.
- 2.44.3 If the competitor stops his/her competition flight due to technical damage or malfunction beyond the pilot's control, he/she may be allowed to repeat the flight provided that evidence of the damage can be furnished to the Technical Committee within two hours of landing.
- 2.44.4 When a competitor has a mechanical defect in flight and decides to land, he/she will be required to taxi (if able) to a designated technical area. This area will be off limits to everyone except the competitor, the Technical Committee and the Contest Jury. An engineer will be permitted to enter the area with the concurrence of the Contest Jury. The competitor will be required to remain in his/her aircraft until the arrival of a member of the Contest Jury who will release him/her and subsequently permit the aircraft to be worked on and inspected.
- 2.44.5 To verify the damage or malfunction, only the following persons will be permitted to work on the aircraft:
- a) The competitor,
 - b) a mechanic nominated by the competitor,
 - c) members of the Technical Committee, and
 - d) members of the Contest Jury.
- 2.44.6 When the damage or cause of the malfunction has been found, repairs may be made by the mechanic of the aircraft and other qualified personnel, as recommended by the Technical Committee.

- 2.44.7 Any damage will be counted as such provided it is a break or deformation found on the aircraft or engine or their component parts without use of any special device except a magnifying glass.
- 2.44.8 The competitor will not be permitted to repeat his/her flight if the cause of the malfunction or damage is due to the following;
- a) Incorrect adjustment or securing of a latch, panel, or buckle,
 - b) caused by dirt attributed to negligence of the competitor, or
 - c) insufficient or missing safety devices causing a change of settings during the flight.
- 2.44.9 If it can be ascertained by the Technical Committee that contaminated fuel or oil was supplied by the organisers, a repetition flight will be permitted.
- 2.44.10 The Contest Jury must, not later than five hours from the landing of the competitor concerned, decide whether or not a repetition flight will be approved. In case of doubt on the basis of the statement by the Technical Committee, the Contest Jury shall decide in favour of the competitor.
- 2.44.11 In order to avoid any delay in the progress of the contest, the repetition flight will be made at the first available opportunity closest to the original flight order, even if this is prior to the decision of the Jury.
- 2.44.12 The sequence of repetition flights will be determined by the sequence of interruptions of competition flights.
- 2.44.13 A competitor making a repetition flight must re-fly the entire sequence. Judging and scoring will be continued from the figure during which the technical problem occurred in the interrupted sequence.

2.45 Recall Signals

- 2.45.1 The discrete safety/box frequency will be used by the Chief Judge to recall a competitor if necessary during a flight. In the event that a break is required the Chief Judge will transmit "Break, break, break".

2.46 Daylight Hours

- 2.46.1 Flights shall only be carried out during Daylight Hours.

- 2.46.2 The AAC and CD must also abide by local regulations and curfews imposed by CASA, airfield operators, or local councils.

2.47 Meteorological Conditions

- 2.47.1 Aerobatic flights are to be flown only in Visual Meteorological Conditions (VMC). However, ideal weather will not necessarily prevail during the contest period.

Note: VMC Criteria for Class G airspace is 5km visibility, 1500m horizontal and 1000ft vertically clear of cloud. Below 3000ft AMSL or 1000ft AGL, whichever is the higher the VMC criteria are, 5km visibility, clear of cloud and in sight of ground or water. Ref. AIP ENR 1.2.

- 2.47.2 Competition flight will not take place in precipitation.
- 2.47.3 The minimum prevailing flight visibility, determined with reference to ground features from the midpoint of the box at the maximum height for the competition flight, must be 5 kilometres.
- 2.47.4 The maximum permissible average wind speed at the surface is 12 m/sec (~23kts). At 500m the maximum permissible average headwind component is 12 m/sec (~23kts). Maximum crosswind component, in relation to the main axis, is 6 m/sec (~12kts) at the surface and 8 m/sec (~16kts) at 500m. Maximum tail wind component at the surface and 500m is 3 m/sec (~6kts).
- 2.47.5 The Contest Jury may relax the wind limitations stated above by 25% without referral to the competitors in the interests of completing the competition in the time available. A further increase above 25% in wind limits must be agreed to by two-thirds of the competing pilots in each category. A pilot cannot be compelled to fly in conditions in which they are not confident they can operate safely. However, if a pilot chooses not to fly they forfeit that flight programme.
- 2.47.6 The minimum height of the cloud base must be 1000 ft. above the maximum height permitted for each category (Ref. Table 4.48). For Advanced and Unlimited CIVA Section 6 criteria should be used, however, VMC criteria must still be observed.

Note: The minimum height of the cloud base shall be sufficient to permit operations in VMC at the upper limit of the box for each category. If this is not the case then an optional weather break will be made

available to competitors. It is the PIC's responsibility to ensure VMC is maintained during the flight.

- 2.47.7 In circumstances where intermittent low cloud is passing through the Performance Zone, followed by clear patches of weather, the Contest Director in conjunction with both the Jury and the Chief Judge, may waive the time limit for the completion of the programme, thus allowing a competitor to orbit if so desired, until the Zone is clear.
- 2.47.8 If the meteorological conditions do not meet the requirements or if the visibility decreases below 5km, the Chief Judge after consultation with the Contest Jury will discontinue competition flights. Such decision may be taken if;
- a) the information from the aerodrome weather service was obtained by balloon ascent,
 - b) there is information available from competitors who have just finished or discontinued a flight owing to weather conditions which, in the opinion of the pilot, were outside the prescribed limits, or
 - c) the visibility is judged independently by members of the Contest Jury, the Chief Judge or the competitors to be below the minima.
- 2.47.9 In such cases the members of the Contest Jury should immediately use an aircraft, to be made available for this specific purpose, and arrange for a weather reconnaissance flight in order to ascertain the horizontal visibility and cloud height.
- 2.47.10 A competitor may discontinue his or her sequence in level flight at the end of a figure if, in his or her opinion, the weather conditions do not comply with the competition rules, i.e.:
- a) If the horizontal visibility deteriorates to less than 5km, or if the cloud height in the performance zone is lower than the prescribed height or if precipitation becomes apparent, the competitor may discontinue his or her flight before the beginning of the sequence or during the sequence. In this case, members of the Contest Jury should immediately use their test aircraft in order to check the weather conditions in the performance zone and to reach a decision on the possible repetition of the competition flight.

- b) If the wind exceeds the specified limits during a flight and the competitor is not able to observe such changes and he/she completes the flight (i.e. if the competitor made his or her flight under conditions which were disadvantageous as compared with other competitors), this competitor is entitled to repeat the flight. A repeat flight will not be granted during any unknown programme .
- c) The marking of the repetition flight for a competitor will be continued from that figure immediately following the break.

2.47.11 If a competitor discontinues his or her flight without sufficient reason, no repetition flight will be allowed.

2.48 Weather Break

2.48.1 If the height of the cloud base is less than the minimum height specified for the particular category (table 4.52) plus 1000ft, the Contest Jury will allow one weather break to be made. The competitor is thus allowed to readjust height without penalty before re-commencing the sequence.

Note; The minimum height of the cloud base shall be sufficient to permit operations in VMC at the upper limit of the box for each category. It is the PIC's responsibility to ensure VMC is maintained during the flight.

2.48.2 Even though a weather break may be allowed without penalty by the Contest Jury, there is no obligation for a pilot to interrupt their flight.

2.48.3 If the cloud base subsequently rises to the minimum specified, the justification for a weather break is removed. Following advice from the Contest Jury, the CD or CJ will give pilots at least 10 minutes' notice that the optional weather break has been rescinded.

2.49 Official Wind Direction

2.49.1 The Official Wind direction will be decided by the Contest Director. The Official Wind shall be determined by the predominant direction of the actual wind, not those forecast.

2.49.2 The Official Wind will be declared at the start of each day and each flight programme.

- 2.49.3 For the free programmes the competitor may choose to design his/her sequence along either axis, in either direction, provided he/she shows this clearly with reference to the Official Wind on their Free sequence drawings.
- 2.49.4 Pilots will be given at least 30 minutes' notice before their flight if the Official Wind direction is changed.

2.50 Signalling the Start and End of Sequence

- 2.50.1 A competitor must signal the start and finish of each sequence, and any interruption, by distinctly dipping the wing three (3) times immediately one after the other by more than 45°. For the sake of clarity, "immediately" is defined as within 3 seconds of the previous wing dip.
- 2.50.2 The aircraft may start and/or finish dipping the wing either inside or outside the aerobatic zone. They may be in normal or inverted flight, or a horizontal, climbing or descending path.
- 2.50.3 If the first figure in a sequence begins in inverted flight, all wing dips must be performed in inverted flight. The competitor may change his flight attitude from upright to inverted only by a half roll prior to the first wing dip. Failure to comply will result in a penalty.
- 2.50.4 A horizontal flight path is required at the start of the first figure. This horizontal may be started inside the aerobatic zone or, provided that it is clearly seen to continue inside, it may be started outside the zone.

2.51 Time Limitations

- 2.51.1 A time limit of 15 minutes will apply for all Programmes, except for Known or Free Known flights which have a 10 minute time limit.
- 2.51.2 This time will deem to start when the competitor acknowledges that they have been cleared into the performance zone via the radio by the Chief Judge.
- 2.51.3 If the CJ clears a competitor into the box while they are still climbing on departure, then the CJ will make an extra time allowance for this.
- 2.51.4 If exceeded, the end of the time limit will be clearly announced to the pilot by "time, time, time" being called over the radio by the Chief Judge. There will be no penalty for exceeding the time limit, but figures flown after that time will not be scored.

- 2.51.5 For Unlimited, Advanced, and Intermediate refer to FAI Sporting Code, Section 6 4.2.6.1 Time Limits.
- 2.51.6 For those competitors who fly the lower axes of the box for the judges, their time commences at the last wing dip of marking the box. In the case of a low-performance aircraft an extra time allowance per AAC 2.47.3 will be made.
- 2.51.7 If a competitor is holding due to passing weather his/her time will be extended for an equivalent period.
- 2.51.8 The Chief Judge shall indicate by call or signal the time during which the judges must watch and mark a sequence.

2.52 Height Limitations

Table 2.53

Category	Upper Limit	Lower Limit
Entry	5000 feet	3000 feet
Graduate	3500 feet	1500 feet
Sportsman	3500 feet	1500 feet
Intermediate	3500 feet	1000 feet
Advanced	FAI Sporting Code Section 6	FAI Sporting Code Section 6
Unlimited	FAI Sporting Code Section 6	FAI Sporting Code Section 6

- 2.52.1 In uneven terrain the lower limit will be applied from the elevation of the highest point found under the performance zone. The elevation will be communicated at the first official briefing.
- 2.52.2 At all times, all club members and competing pilots shall remain above any height limitations imposed by CASA Instruments or Exemptions contained within Appendix 2-10 or issued specifically for the competition.

2.53 Infringements of Altitude Limits, Deadlines, Interruptions and Penalties

Table 2.53

Infringement, with <i>"Suggested text for ACRO"</i>	GRD & ENT	SPT	INT FAI Sporting Code 6	ADV FAI Sporting Code 6	UNL FAI Sporting Code 6
High Altitude Infringement <i>"Too High"</i>	5	10			
Low Altitude Infringement 1-200 feet <i>"Too Low"</i>	100	100			
Low Altitude Infringement More than 200 feet	0 entire program me	0 entire program me			
Line Infringement <i>"Out"</i>	Nil	5			
Deadline Infringement	Any manoeuvre or part thereof flown behind the contest deadline will be given a HZ.				
Behind CJ	A HZ will be given for any figure started behind the CJ.				
Programme Interruption or Insertion <i>"Interruption"</i> <i>"Insertion"</i>	10	20			
Incorrect wing dips or safety figures <i>"Faulty Wing Rocks"</i>	10	20			
Missed Roll Call <i>"Missed Roll Call"</i>	10	25	50	75	100
Missed Slot <i>"Miss Slot"</i>	0	0			

2.53.1 For every recognised infringement of the lower/upper height limit during the performance the competitor will be penalised. An additional low/high penalty will be given for each additional figure flown partly or completely below/above the lower/upper height limit. Any figure that

involves more than one infringement of the lower/upper limit will incur a penalty for each infringement.

- 2.53.2 Penalties for infringement of altitude limits, to be sustained, require that a simple majority of the judges indicate on the score sheet the individual figure on which the infringement occurred and the extent of any low infringements, i.e. 1-200ft or greater than 200ft ('low' or 'low, low', respectively). In case the required simple majority could not rise from a vote within the panel of judges, the Chief Judge shall have a second or casting vote.
- 2.53.3 An infringement of the lower disqualification level ('low,low') must be agreed by a two-thirds majority for the penalty of disqualification.

2.54 Line Infringements:

- 2.54.1 Boundary Judges will note each infringement of the performance zone by more than 50 metres.
- 2.54.2 A single infringement is considered to have occurred if the fuselage of the aircraft is seen by the Boundary Judges to have crossed the line being observed, even if this occurs more than once in a single figure.
- 2.54.3 When four boundary judging positions are being utilized, then both judges on the boundary must confirm that the aircraft has infringed the common boundary concerned for the penalty to be applied.
- 2.54.4 For each infringement of the performance zone by more than 50 metres the pilot will be given a line infringement. If any portion of the first manoeuvre is performed outside the aerobatic zone, the competitor will incur a line infringement.
- 2.54.5 The Graduate and Entry Categories are not subject to boundary infringements.
- 2.54.6 A mark of HZ will be given for any figure started behind the Chief Judge.

2.55 Programme Interruption

- 2.55.1 A competitor will be given penalty points if he or she interrupts his or her program. Interruptions will be signalled by the competitor by dipping the wing three (3) times immediately one after the other. Penalty points will be awarded unless:

- a) The competitor was requested to break by the Chief Judge, or
 - b) The competitor was requested to break by the Radio Operator,
- or
- c) The competitor was permitted a weather break in accordance with section 2.48.

2.55.2 Following a programme interruption, the competitor must restart his or her programme with the figure;

- a) in which the interruption occurred,
- b) immediately preceding the point of interruption, or
- c) immediately following the point of interruption.

2.55.3 In no case shall a figure that has already received a score (even if zero) prior to a programme interruption be re-scored.

2.55.4 Should the competitor restart his or her programme at any point other than provided for, the competitor will incur an insertion penalty.

2.55.5 The addition of a figure to a sequence will also result in an insertion penalty, but all subsequent figures correctly flown will be marked. For example, if the additional figure flown is a repeat of the previous figure, the score for the original figure must be retained, even if zero.

2.55.6 Under no circumstances should a competitor be allowed to gain an advantage due to any additional figures.

2.55.7 A pilot who has taken a penalized interruption following an HZ figure ending in the wrong direction MUST recommence the sequence in the correct direction in order to regain sequence continuity.

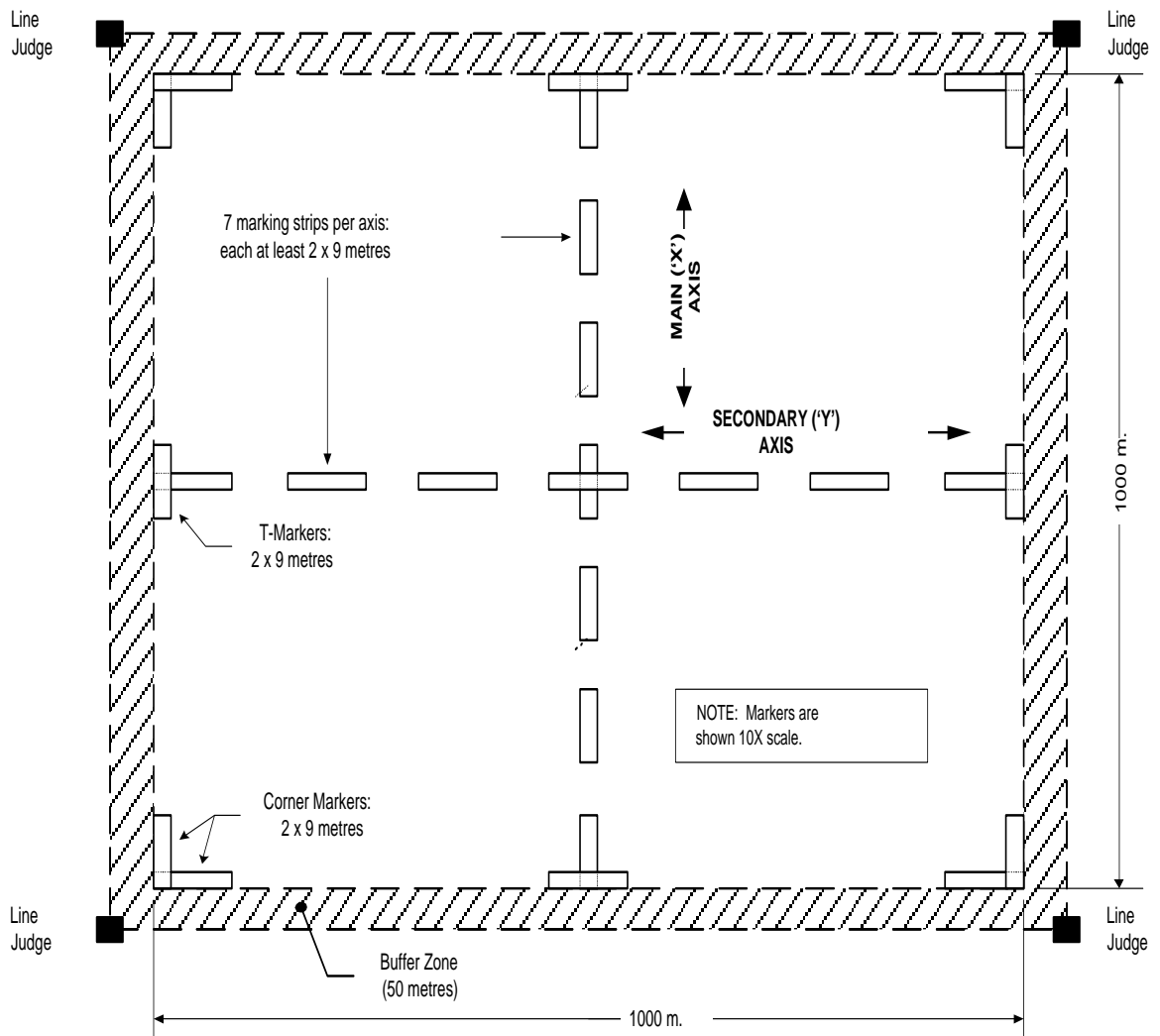
2.56 The Aerobatic Performance Zone (Box)

2.56.1 The programme will be flown with reference to the longitudinal (X) and lateral (Y) directional axes. The Performance Zone will be a clearly and distinctly marked area of 1000 x 1000 metres whose central point will be the intersection of the axes.

2.56.2 The longitudinal (X=main) and the lateral (Y=secondary or 'cross-box') axes shall both be marked by 7 contrasting marking strips. The size of

these markers must be at least 2 x 9 metres, with the longer side aligned with the direction of the axis. The ends of the axes and the four corners of the box must be clearly marked.

- 2.56.3 The colour of the marking strips must be in distinct contrast to the ground and other airfield markings; the latter should be removed if possible.
- 2.56.4 The judges will be located approximately 750 metres from the X-Y intersection on the extended line of the Y axis. The Chief Judge and his/her assistant shall be located directly behind the panel of judges.
- 2.56.5 Boundary judges are so stationed that there is a 50 metre buffer zone before line infringement penalties are noted.
- 2.56.6 When a contest is held without an aerobatic box having been laid out no line judges will be used. In this case the X axis will correspond to a suitable ground feature, such as a runway or road of approximately 1000 metres length. The judges will sit on a line parallel to this feature as close to the midline as possible but at least 600 metres away.



2.57 Infringement of Contest Deadlines

- 2.57.1 A contest deadline may be designated by the Contest Director in coordination with the Chief Judge. This deadline will normally be 250 metres from the edge of the buffer zone of the Aerobatic Zone.
- 2.57.2 CASA may require a deadline between the aerobatic zone and possible public areas. This CASA deadline may not necessarily be the same as the contest deadline.
- 2.57.3 Any part of a manoeuvre flown behind the contest deadline will be given a HZ. Applicable boundary infringements will also be applied.

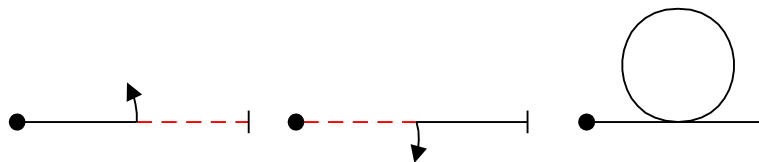
2.58 Personnel on the Judging Line

2.58.1 Only the following personnel are permitted on the judging line unless specifically permitted by the CJ: Judges, Callers, Pencillers, Line Judge Co-ordinator, Contest Director, Starter or their representative, score runners and no more than two runners to bring food and drink.

2.59 Safety Figures

2.59.1 Before signalling (wing rocks) the start of a competition flight in all programmes, it is recommended that pilots perform the following safety figures. These figures are optional but, if flown, may only be flown once, in any order, and continuously on the same axis. They must be flown inside the performance zone.

2.59.2 Entry, Graduate, Sportsman Categories:



2.59.3 Intermediate, Advanced and Unlimited Categories. Refer. FAI Sporting Code, Section 6.

2.60 Competition Flights

2.60.1 Each contestant will be required to perform the following competition flights, flown in the order shown.

Table 2.60.1		
Category	Programme	Flights
Entry	1 2 3	Known 1 Known 2 Known 3
Graduate	1 2 3	Known 1 Known 2 Known 3
Sportsman	1 2 3	Known 1 Free (or repetition of Known) Unknown

Intermediate	1 2 3	Free Known Unknown Free Unknown
Advanced	1 2 3 4	Free Known Free Unknown 1 Free Unknown 2 Free Unknown 3
Unlimited	1 2 3 4	Free Known Free Unknown 1 Free Unknown 2 Free Unknown 3

- 2.60.2 Programme 5 - Final Freestyle Programme. This programme is a separate competition and the score will not count toward the overall champion in any category. This program is open to all competing unlimited pilots. At the discretion and invitation of the Contest Jury select advanced pilots and other non-competing members of the AAC may be invited to compete. Refer FAI Sporting Code, Section 6.
- 2.60.3 For intermediate, advanced and unlimited, where an unintentional conflict exists between the AAC regulations, and CIVA Section 6, the latter shall take precedence.
- 2.60.4 At the Australian National Aerobatic Championships, entry category will not be flown.

2.61 Qualification Flights

- 2.61.1 The Known/Free-Known will also be a qualification flight. Contestants must be able to fly 75% or more of the figures. Contestants who cannot or do not complete 75% or more of the required figures may be disqualified from that category. This is not to be interpreted to mean that a contestant receiving HZ's for wrong direction of flight will be disqualified.

- 2.61.2 Additionally, if in the opinion of the Contest Jury and Board of Judges, a pilot demonstrates an inability to satisfactorily control their aircraft, he/she will be disqualified from that category.
- 2.61.3 Known sequences for Entry, Graduate and Sportsman categories are in Appendix 2-5.
- 2.61.4 Unlimited, Advanced and Intermediate. Refer to FAI Sporting Code Section 6.

2.62 Programme 1 – All Categories

Entry – Known 1
Graduate – Known 1
Sportsman – Known 1
Intermediate – Free Known
Advanced – Free Known
Unlimited – Free Known

- 2.62.1 The known compulsory programmes will be composed of figures in normal and inverted flight performed consecutively and continuously observing the prescribed sequence of figures.
- 2.62.2 The programme must be such as to enable competitors to fly all figures safely in the aircraft available to them, provided that the aircraft meet the requirements of normal technical standards. The figures will be selected from the Aresti System (Condensed), as amended.
- 2.62.3 Unlimited, Advanced, and Intermediate Programme 1 - Refer to FAI Sporting Code, Section 6, Programme 1.

2.63 Programme 2 – Australian Categories

Entry – Known 2
Graduate – Known 2
Sportsman – Known 1 repeat or Free
Intermediate – Unknown

- 2.63.1 Entry and Graduate competitors must fly the current known sequence for their category for Programme 2.

- 2.63.2 Sportsman competitors have the option of re-flying the known sequence in lieu of a free designed in accordance with table 2.63.1 and table 2.63.2 below for Programme 2.
- 2.63.3 Intermediate will fly an unknown sequence created by the Chief Judge in accordance with the design rules for FAI Sporting Code, Section 6, intermediate Free Unknown 1.

Table 2.63.1

Category	Maximum No. of Figures or Combination Figures	Maximum "K" Factor
Sportsman	12	Same as current compulsory
Intermediate	Refer FAI Sporting Code, Section 6, Intermediate Unknown 1	Refer FAI Sporting Code, Section 6, Intermediate Unknown 1

- 2.63.4 Programme 2 may be composed using a maximum number of figures or combination of catalogue number and/or a maximum "K", depending on category. A combination will be taken as one figure. All figures must be taken from the Aresti System (Condensed).
- 2.63.5 Any figure or combination of figures, which is identified in the Aresti System (Condensed), may be selected to compose the Free Programme.
- 2.63.6 Any figure or combination catalogue numbers, which is selected, must bear the catalogue reference number(s) and the difficulty coefficient(s) (K) stated in the catalogue. The numbers and coefficients in the Aresti System (Condensed) will be taken as definitive.
- 2.63.7 The character and composition of basic figures must not be changed when combining other figures with them.
- 2.63.8 The direction of rotation of rolls is not prescribed, however:
- a) When rolls are in continuous rotation, the tips of the symbols are to be linked by a small line.
 - b) In un-linked rolls performed in the same direction, no line links the symbols but the tips must be drawn pointing in the same direction.

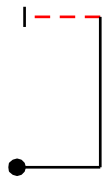
c) In opposite rolls the tips of the symbols must be drawn pointing in opposite directions.

2.63.9 Un-linked rolls in the same direction must be of different types. The two types of rolls are defined as follows:

a) Aileron rolls (slow rolls and hesitation rolls).

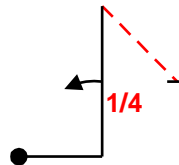
b) Flick rolls (positive and negative).

2.63.10 Repetition of catalogue reference numbers is allowed from Families 1 and 9 for Entry, Graduate and Sportsman only, providing that there is no repetition of the combination figure used. For example this will allow the competitor to use both:

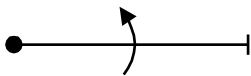


1.7.1.

and

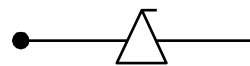


1.7.1. + 9.1.1.1



1.1.1. + 9.1.3.4.

and



1.1.1. + 9.9.3.4.

2.63.11 In order to achieve versatility in the free programme, it is mandatory that a Sportsman competitor includes the following:

Table 2.63.2

Sportsman Category Program 2 requirements	
Family 1	At least one figure
Family 2.1 - 2.2	At least one figure
Family 7	At least one figure

Family 8	At least one figure
Family 9.1 - 9.4	At least one figure
Family 9.11 or 9.12	Only one figure

2.64 Programme 3 – Australian Categories

Entry – Known
 Graduate – Known
 Sportsman – Unknown
 Intermediate – Free Unknown

- 2.64.1 Entry and Graduate competitors must fly the current Known sequence for their category for Programme 3.
- 2.64.2 The sequence for Sportsman programme 3 will be created by the Contest Chief Judge.
- 2.64.3 All figures for the Sportsman Unknown sequence will be selected from Appendix 2-3 of this manual. The sequence will contain a minimum of 6 and a maximum of 12 figures, with an aggregate K factor of up to 120.
- 2.64.4 The Intermediate free unknown figure selection and sequence creation will be conducted in accordance with FAI Sporting Code, Section 6 Intermediate Free Unknown 2. Refer 2.65 for exceptions to these rules.

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- 2.64.5 Repetition of any manoeuvre with the same catalogue number is not allowed within any one programme for Sportsman unknown.
- 2.64.6 The approved Sportsman unknown sequences will be available to the contestants not less than 6 working hours before the time at which the programme is to commence.

2.65 Programme 2, 3 & 4 – CIVA Categories

Advanced – Free Unknown 1, 2 & 3
 Unlimited – Free Unknown 1, 2 & 3

- 2.65.1 Advanced, and Unlimited Free Unknown Programs shall be conducted in accordance with FAI Sporting Code, Section 6, with the exception of the following changes.
- 2.65.2 Each competitor shall submit only one figure in accordance with FAI Sporting Code, Section 6 Para 4.3.4.3. The order of selection of figures shall be by a random draw.
- 2.65.3 In the event that there are less than 10 competitors in a category, the remaining figures shall be selected by the competitors from a bank of no less than 20 figures presented by the Chief Judge. The selection of figures shall be in the same order as the initial draw, with each competitor selecting a figure until a total of 10 figures (including competitor figures) are selected.
- 2.65.4 The selection of figures shall be in accordance with FAI Sporting Code, Section 6. In the even that a Chief Judges figure contains a repetition of a catalogue number from family 9 only, the competitor shall be permitted to change the element to meet the requirements of FAI Sporting Code, Section 6. The competitor is only allowed to substitute elements of the same rotational value as the original figure. For example, a 360° roll cannot be replaced with a 720° roll, but could be replaced with a 2 of 2.
- 2.65.5 Any other catalogue numbers shall not be repeated.

- 2.65.6 With the exception of linking figures, no repetition of figures between programs 2, 3 and 4 is permitted. (i.e. individual catalogue numbers may be repeated but not in the same combination).
- 2.65.7 Due to time constraints when holding a competition, the Contest Jury may elect to fly a Chief Judged designed Unknown sequence for one or more of the programs.

2.66 Programme 5 - Final Freestyle Programme

- 2.66.1 Refer FAI Sporting Code, Section 6.

2.67 Positioning Coefficients

- 2.67.1 The following coefficients (K factors) will apply to Positioning for all flights in each category:

Table 2.67.1

Graduate & Entry	2K
Sportsman	4K
Intermediate	Refer. FAI Sporting Code, Section 6.
Advanced	Refer. FAI Sporting Code, Section 6.
Unlimited	Refer. FAI Sporting Code, Section 6.

2.68 Use of CASA Exemptions

- 2.68.1 The Club has been issued exemptions related to the use of the 'box frequency', and also approval to operate below 500ft (for unlimited competitors). These exemptions are issued to the club by CASA and contain important requirements which must be complied with.
- 2.68.2 As such, these exemptions are only permitted to be utilised by Club Members at an official club sanctioned event. However, these exemptions are available for use by members for the purposes of training days, in accordance with the requirements of section 2.68 and these regulations.
- 2.68.3 Notification shall be made to the President or Club Captain of the intent to hold the training day and shall include:
 - a) The location of the training day(s);
 - b) The date(s) of the training day(s);

- c) The person responsible for the conduct of the training day (Training Day Director); and
 - d) The club members involved in the training.
- 2.68.4 Should there be no person nominated as the Training Day Director, a person shall be nominated by the Club Captain to act as the Training Day Director and shall be responsible for the items listed in 2.2.5, and 2.6.2.
- 2.68.5 The Training Day Director shall take on all responsibilities of a "Contest Director" when referred to in this manual applicable to the Training Day, or any CASA Instruments or Exemptions applicable to the Training Day.
- 2.68.6 The person nominated by the club in 2.68.2 shall appoint a Starter in accordance with regulation 2.7, and a Radio Operator in accordance with regulation 2.8.
- 2.68.7 Official Training Days shall be conducted in accordance with any Instruments or Exemptions issued by CASA and contained in Appendix 2-10.
- 2.68.8 Notwithstanding the above, club members may hold unofficial training days without notifying the club. During these training activities all operations shall be conducted in accordance with applicable CASA regulations, airfield and council requirements. The Instruments or Exemptions issued by CASA to the AAC, and contained in Appendix 2-10, are not applicable to these training days.

Note: To avoid doubt, the use of the 'box frequency' at any time other than in accordance with the above regulations (i.e. at a Club Sanctioned Event, or Club approved Training Day) would constitute a breach of the terms of the CASA exemption. Similarly, aerobatics below 500ft under the permission of the exemption issued by CASA, at any time other than a Club Sanctioned Event or Club approved Training Day would constitute a breach of the terms of the CASA exemption.

Annexe 2A – Starter’s Checklist

The Starter will check the following with each competitor immediately before engine start:

Starter’s Checklist	
1	FUEL & OIL SUFFICIENT
2	NO LOOSE ARTICLES
3	VACANT SEATBELT SECURE
4	LOCKER DOORS FASTENED
5	CLEARED TO THE HOLDING AREA or TO CONTACT CJ DIRECTLY AFTER TAKE-OFF
6	ALTIMETER
7	HARNESS SECURE
8	OFFICIAL WIND DIRECTION
9	RADIO FREQUENCIES
10	PILOT ID

Annexe 2B – Pilot and Aircraft Registration Checklist

Pilot Documentation Checklist	
1	Entry forms and waiver signed and entry fee paid.
2	Free sequence in “.seq” format
3	Current member of an AAC Chapter for State contests and also the AAC for National contests, in accordance with local chapter rules.
4	Current pilot licence.
5	Current aviation medical. A Class 1 Medical or Class 2 Medical is required.
6	Current aeroplane flight review.
7	Low level endorsement appropriate to the competition level being flown. Refer to paragraph 2.52 for the applicable height limitation for each category. Refer to paragraph 2.16 if a pilot does not hold the endorsement appropriate to the competition level being flown.
8	Aerobatic Flight Activity endorsement suitable for the intended category of competition.
9	Spinning flight activity endorsement.
10	Competitor’s next of kin recorded.
Aircraft Documentation Checklist	
1	Certificate of registration.
2	Certificate of airworthiness.
3	Current maintenance release.
4	Certificate of insurance showing public liability and property damage in the amount of \$5,000,000 single limit minimum and annotated for aerobatic competition.

Annexe 2C – Sample NOTAM

NOTAM NO.1

C0025/11 NOTAMN

Q) YMMM/QXXXX/IV/BO/A/000/999/3425S14731E

A) YTEM

B) 1110272000 C) 1110310800

D) HJ

E) RIGHT HAND CIRCUITS RQ FOR OPS RUNWAYS 23, 27 AND 36 DUE NEW SOUTH WALES AEROBATIC CHAMPIONSHIPS

NOTAM NO.2

C0024/11 NOTAMN

Q) YMMM/QWBLW/IV/BO/E/000/050/3425S14731E

A) YTEM

B) 1110272000 C) 1110310800

D) HJ

E) INCREASED AVIATION ACT ASSOCIATED WITH AEROBATICS WILL TAKE PLACE IN DISPLAY BOX DEFINED AS S RWY 09/27, W RWY 18/36, AND SE RWY 05/23 CLR OF ALL RWS. CAGRO AVBL ON CTAF FREQ

F) SFC G) 5000FT AMSL

Appendices

Appendix 2-1.....	Criteria for Judging Aerobatic Figures
Appendix 2-2.....	Evaluation of Flights and Code of Practice for Judges
Appendix 2-3.....	Sportsman Unknown Figures
Appendix 2-4.....	Reserved
Appendix 2-5.....	Known Sequences
Appendix 2-6.....	List of Qualified Judges
Appendix 2-7.....	Australian Team Selection Procedure
Appendix 2-8.....	Sample Event Management Plan
Appendix 2-9.....	Departure and Re-join Procedures
Appendix 2-10.....	CASA Permanent Exemptions