



AGENDA ITEM 14.5a

SPECIAL EVENTS

Proposal #1 - “The Air GP” by John Gaillard

Rules and Regulations for the “AIR GP”

1. The Competition

Each competition will consist of four sessions – two qualifying rounds and two competition rounds.

2. The Course

A standard course will be approved at the start of each season and be maintained wherever possible at various venues, it may be necessary to modify the standard course due to the terrain associated with a particular venue. Similarly the aerobatic figures will be defined and selected to match the standard course and may also require variation associated with a specific venue.

For the purposes of the description the references made will be similar to an aerobatic performance zone (which is 1000m cubed), i.e. X & Y axes and the orientation as if the crowd line was centred upon the normal judging position, i.e. in line with the Y axis and at least 200m to the side of the performance zone, see attached diagram.

The standard course will consist of a gate consisting of two pylons placed at the start and finishing line of the course (G1), this gate will be at least 200m from the crowd and the course shall run parallel to the crowd line, the gate will be centred on the X-axis and on the near side of the performance zone. A second gate (G2) consisting of two pylons will be placed at least 400m from the starting gate and to the right of the starting gate (as viewed from the judging position). A further gate (G3) consisting of two pylons will be placed at least 400m to the left of the starting gate (as viewed from the judging position). A single pylon (P1) will be placed approximately 300m along the Y-axis and in line with the G1 gate towards the centre of the performance zone. A further gate (G4) will be placed in line with the G1 gate and the P1 pylon on the far side of the performance zone. A further single pylon will be placed in line with the P1 pylon and in the line with the G3 gate to the left of the performance zone, being pylon P2. Similarly two further pylons will be positioned on the far side left and right of the performance zone and in line with G4 being pylons P3 & P4.

The standard course will be flown as follows: -



- a) Pilots will approach the starting gate G1 by flying between gate G3
- b) Pilots will fly straight and level through G1 to commence timing and remain straight and level before passing G2
- c) On passing completely through G2, pilots will perform a half loop followed by a half roll, thus reversing direction, figure to be judged.
- d) A 45-degree down line will then be completed towards G1, ending in straight and level flight, figure to be judged.
- e) A knife-edge pass will be made between G1, figure to be judged.
- f) On passing G1 straight and level upright flight will be maintained towards G3
- g) On passing completely through G3 a half Cuban figure will be performed (5/8 loop to 3 degrees, followed by a half roll on the 45 degree line), ending straight and level towards G1 again (turn around figure), figure to be judged.
- h) On passing through G1 a left hand steep turn will be made (away from the judging position) and straight and level flight maintained passing P1 on its right hand side and approaching G4.
- i) On passing completely through G4 a vertical pull up will be completed with a half roll, followed by a push over to 45-degrees (turn around figure), figure to be judged, on obtaining straight and level flight P1 will be approached.
- j) On reaching P1 (heading towards the crowd line) a pull up to vertical will be made with a quarter roll, followed by a push over to 45-degrees, figure to be judged, in the direction of P2.
- k) On reaching P2 a steep turn will be made (away from the crowd line) in the direction of P3.
- l) On reaching P3 a steep turn will be made in the direction of P4 and passing to the left of G4.
- m) On reaching P5 a right-handed steep turn will be made in the direction of G2.
- n) On reaching G2 a right-handed steep turn will be made towards G1.
- o) The course will end on reaching G1.

The length of the course will therefore be approximately 6000 metres.

The pilots must complete one circuit of the course to post a score and time.

CIVA via The Air Grand Prix Technical Committee (AGPTC), the Air Grand Prix Safety Officer (AGPSO) and the AGP Pilots Association (AGPPA) will approve the course at each venue.

CIVA will approve the AGPTC and AGPSO at each CIVA Plenary Meeting, the AGPPA will be required to be elected from eligible pilots and will be reviewed on an annual basis.

3. The Pylons

Each inflatable pylon is 20 metres high with a clearly marked line 4 metres from the top, all gates will be set with pylons 18 metres apart. Straight and level passes are required with the



aircraft fuselage to be level or below the line on the pylon, knife edge flight must be with the fuselage above the marked line on the pylon.

4. Timing

The timing is activated when crossing a Gate and is stopped when passing through the arch or gate once again. Timing will commence and stop as the nose of the aircraft enters the Gate.

5. Competition Order

The race order will be determined by the pilot's performance in the practice, qualifying and race rounds. The lowest scoring pilot will fly first and the highest last.

6. Penalties

Pilots must complete one lap of the course in a predetermined sequence including aerobatic figures. Incorrect passing of a gate or incorrectly performing an aerobatic figure will result in a penalty as follows: -

6.1 Incorrect passing of a gate

A 50 penalty is incurred for the following infringements: -

- a) Passing a gate too high
- b) Performing a knife edge crossing too low

6.2 Colliding with a gate or pylon

A penalty of 250 points will be incurred if any part of the aircraft touching the gate or pylon, whether causing deflation or not.

6.3 Missing a gate or pylon

A penalty of 100 points will be incurred for failure to round a pylon or for missing a gate by a maximum distance of 50 metres and not considered by the judges to be a major deviation from the course.

6.5 Pulling up too early at a gate or pylon

A penalty of 50 points will be incurred for pulling up too early at a gate.



7. Disqualification

Pilots will be disqualified for the following: -

- a) Deemed to be flying dangerously by the judges or safety officer
- b) Flying too low
- c) Crossing a crowd line
- d) Deviation from the prescribed course
- e) Flying an unauthorised figure

8. Scoring

The winner of each individual event will be the pilot with the highest scores with penalties taken into account, for the aerobatic figures flown. In the event of a dead heat the lowest time around the course will decide the winner and places.

Series points will be awarded as follows: -

1 st Place	-	10 points
2 nd Place	-	8 points
3 rd Place	-	6 points
4 th Place	-	5 points
5 th Place	-	4 points
6 th Place	-	3 points
7 th Place	-	2 points
8 th Place	-	1 point

The pilot with the most points at the end of the series will be declared the series winner. If the series consists of three events all scores count, if four races then the top three scores count, for a series of five or more races, the worst two scores are dropped (including non-participation). Should this produce a tie within the top three places then the next best dropped scores will be taken into account, if this fails to resolve the top three places, the aggregate of the times flown will be taken into account.

9. Participants

In order to participate, all pilots will be the holder of an Air Grand Prix (AGP) Licence, issued by CIVA.

10. Aerobatic Figures

Only the following aerobatic manoeuvres will be allowed: -



- 10.1 – Family 1 – 1.1.1, 1.1.2, 1.1.3, 1.1.4, 1.2.1, 1.2.3, 1.17.1
- 10.2 – Family 2 – 2.2.3
- 10.3 – Family 3 – No figures allowed
- 10.4 – Family 4 – Not in use
- 10.5 – Family 5 – No figures allowed
- 10.6 – Family 6 – No figures allowed
- 10.7 – Family 7 – 7.2.1
- 10.8 – Family 8 – 8.42.1
- 10.9 – Family 9.1 – 9.1.1.2, 9.1.3.1, 9.1.3.2, 9.1.4.2
 - Family 9.2 – No figures allowed
 - Family 9.4 – No figures allowed
 - Family 9.8 – No figures allowed
 - Family 9.9 – No figures allowed
 - Family 9.10- No figures allowed
 - Family 9.11- No figures allowed
 - Family 9.12- No figures allowed

The aerobatic figures to be flown (if varied from the standard format) will be established prior to the commencement of practise and in consultation with the Organiser, AGPPA, Chief Judge & AGPSO. There must be agreement between these bodies; if there is no consensus then no flights may take place.

11. Approval of events

CIVA will approve all International Events.

12. Appointment of Officials

CIVA will appoint or approve of the following officials: -

- 12.1 Safety Officer (AGPSO) – CIVA appointment**
- 12.2 Air Grand Prix Contest Director (AGPFD) – CIVA appointment**
- 12.3 Air Grand Prix Technical Director (AGPTD) – Organiser/CIVA appointment**
- 12.4 Air Grand Prix Chief Judge (AGPCJ) – CIVA appointment**
- 12.5 Judges – CIVA appointment**
- 12.6 Air Grand Prix Pilot Representative (AGPPR) – AGPPA appointment**
- 12.7 Air Grand Prix Organiser Representative (AGPOR) – Organiser appointment**



13. Briefings

13.1 - General briefing

A general briefing will take place before the racecourse is set out, this must be attended by AGPSO, AGPFD, AGPTD, AGPCJ, AGPPR & AGPOR.

13.2 – Practice Briefing

A briefing will take place before any practice session commences, AGPSO, AGPFD, AGPTD, AGPPR, AGPOR & all participants must attend this briefing, which will be led by the AGPOR.

13.3 - Practice de-briefing

Same attendance as 13.2 this briefing will be led by AGPSO and all comments related to the session noted for action as required.

13.4 - Event Briefing

A briefing will take place for all officials listed in 12.0 and all participants.

14. Officials & Official Bodies

14.1 Safety Officer (AGPSO)

The Safety Officer will act independently from the organisation and other officials, ensuring that safety standards are maintained. The safety Officer may bring the contest to a halt if it is determined that safety has been compromised. It is the duty of the Safety Officer to ensure all the safety measures are in place as required by CIVA AGP competition regulations. Special emphasis must be placed on the integrity of crowd lines and the infringement of such lines.

It is the responsibility of the Safety Officer to ensure that an Emergency Reaction Plan is in place. The exact details will be outlined to all at the compulsory pilot briefing. The Safety Officer is responsible for ensuring that arrangements have been made for emergency medical rescue (EMR) and fire response teams to be on site, at appropriate locations, prior to the commencement of the first practice race.

The safety Officer will implement a “Yellow and Red card system”, a yellow card issued to a competitor will be considered as a warning for a minor infringement of the contest regulations and will be recorded, two such cards in a single event will lead to an automatic “Red Card” and exclusion from the event.



Three yellow cards in several events will lead to automatic exclusion from the following event; such cards may be carried over to the next season. Yellow cards will fall away after the completion of three consecutive events without further warnings.

The issue of a Red Card will lead to automatic exclusion from the event and three subsequent events, these will be carried over to the next season.

14.2 Contest Director (AGPFD)

The Flight Director will control all flying operations during an event, ensuring that flights take place in the correct order etc. Safety will be taken into consideration at all times, and the Flight Director must ensure that the course and weather conditions are suitable for safe flying to be carried out. The Flight Director may discontinue flights at any time that it is considered conditions are outside of safe limits. The Flight Director must discontinue flights at any time when so instructed by the Safety Officer.

14.3 Technical Director (AGPTD)/Technical Commission

The Technical Director will be responsible for overseeing the safety of the course prior to the commencement of flying and ensuring that the pilots are in possession of and are suitably qualified to hold an Air Grand Prix Licence (AGP). The Technical Director shall be independent of the organiser and report directly CIVA.

14.4 Chief Judge (AGPCJ)

The Chief Judge is responsible for the activities of the CIVA appointed judges, who will grade the figures flown in accordance with CIVA/AGP regulations. The Chief Judge will also be responsible for timing and the application of penalties. Safety will be the main concern of the Chief Judge, who may call a halt to any flight on the grounds of safety, he may also advise the Safety Officer when it is considered that a competitor has committed an action worthy of a “Yellow or Red Card”.

14.5 Air Grand Prix Pilots Association (AGGPA)

An Association must be formed of those pilots in possession of an AGP Licence, these pilots must elect a spokesman (AGPPR) to attend appropriate meetings and ensure that their interests are taken into account before and during an event, with a special emphasis on safety. The AGPPR must advise the Safety Officer and Flight Director immediately if the event should be suspended or cancelled through reasons of safety.

14.6 Organiser Representative (AGPOR)

The organiser of the Air Grand Prix must elect a representative who can act on their behalf and interact with the other appointed officials. In the event of any situation



requiring an immediate reaction from the organiser this representative must be empowered to make decisions on behalf of the organiser.

15. Air Grand Prix Licenses (AGPL)

Air Grand Prix Licenses will be issued by CIVA on the recommendation of the AGPTD, once the following conditions have been met: -

- a) The candidate holds at least a current PPL.
- b) The candidate is current in CIVA approved aerobatic contests at either the Unlimited or Advanced Categories. The candidate must have achieved an average of at least 70% in a contest in the calendar year preceding the AGP event or in the current year.

And

- c) The candidate is the holder of a low level waiver issued or approved by the home country of the competing pilot.

Or

- d) The candidate satisfies a CIVA approved person, that the candidate is competent and safe to fly in an AGP.

Note: For the purposes of satisfying the requirements set out in d) above, practise days under the supervision of the Approved Person will take place, set up by the AGP Organisers.

- e) The Candidate has satisfied the Approved Person of their competence in flying the type of aircraft to be used in the AGP, the types of aircraft to be reflected on the AGP Licence.

16. Judging of AGP Events

The judges for each event will be appointed by CIVA and will consist of competent judges used for standard aerobatic events.

Figures will be judged according to CIVA Regulations.

For the standard AGP course judges grading aerobatic figures will be situated as follows: -

- a) Chief Judge



On Centre line 200m from the starting gate G1 and close to the crowd line. This position will grade figures flown on the Y-axis and through gate G1 as well as controlling the timing.

b) Judging Position 1

Adjacent to gate G2 and 200m from the gate and close to the crowd line. In addition to judging the appropriate aerobatic figure, this judging position will also determine that an aircraft has passed correctly through the gate before the commencement of the aerobatic figure and passed correctly around the gate G2 at the end of the flight.

c) Judging Position 2

Adjacent to gate G3, similar duties to Judging Position 1.

d) Judging Position 3

Adjacent to gate G4, to ensure aircraft has correctly passed gate G4 before pulling up for an aerobatic figure and monitoring aircraft has flown around pylons P3 & P4.

17. Pilot Selection for AGP Events

Up to two pilots may be selected from each Aero Club according to the regulations set out in these regulations. Each Aero Club to nominate suitable candidates based on their knowledge of the pilots overall experience and suitability to perform according to the AGP Regulations.

Local Organiser regulations dealing with local requirements and number of pilots to be selected will be approved by CIVA prior to publication. If the number of applicants exceeds the requirements of the local organiser, a selection process will be made between the AGPTC and AGPOR and then submitted to the CIVA Bureau for ratification.