

DUTCH AEROBATIC ASSOCIATION

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RULES FOR THE CONDUCT OF DUTCH NATIONAL AEROBATIC CHAMPIONSHIPS



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Preface

The aim of these rules is to make clear to everyone, competitors, contest officials and the general public, every aspect of aerobatic contests. VINK points out that the goal of aerobatic contests is to promote friendly rivalry and good sportsmanship.

Board of VINK



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1. GENERAL RULES

1.1. Definitions

- 1.1.1.1. *VINK*; The Dutch Aerobatic Association (Vliegen Is Een Kunst).
- 1.1.1.2. *Foreign Competitor*; a competitor not holding a valid Dutch passport.
- 1.1.1.3. *Dutch National Competitor*; a competitor holding a valid Dutch passport.
- 1.1.1.4. *Aerobatic Season*; is equal to the Gregorian calendar year.
- 1.1.1.5. *Performance Zone*; the performance zone is the area designated by the Chief Judge where the contest will be flown (5.8.1.9).
- 1.1.1.6. *Late Arrival*; a contestant who is not present at the, possibly delayed, briefing.

1.2. Aims of Aerobatic Contests

- 1.2.1.1. To establish the champion in the various classes.
- 1.2.1.2. Where practicable, to give the general public the opportunity to watch and learn about contest aerobatics.
- 1.2.1.3. To promote the sporting skill of aerobatic pilots in the Netherlands and to allow aerobatic pilots the maximum opportunity to demonstrate, within the rules of this document, their ability in competition with others.
- 1.2.1.4. To promote and popularize aerobatics in the Netherlands and to develop and foster friendly relations between aerobatic pilots of the Netherlands and other countries.
- 1.2.1.5. In pursuance of these aims and in case of dispute over the interpretation and application of these rules, and any other regulations for the conduct of aerobatic championships and competitions, a competitor shall be entitled to the benefit of reasonable doubt.

1.3. Safety of Aerobatic Contests

- 1.3.1.1. The primary consideration in all aerobatic contests is safety.
- 1.3.1.2. All personnel, whether contestants or not, are required to act in the safest possible manner during the running of aerobatic contests.
- 1.3.1.3. All competitors must observe and adhere to the regulations currently in force in the Netherlands for air safety as well as the special regulations in force at the contest aerodrome.
- 1.3.1.4. Any action by a contestant or official, whether in the air or on the ground, that is detrimental to the principle of safety may endanger the continuation of the contest and bring the Dutch Aerobatic Association (VINK) into disrepute.
- 1.3.1.5. The responsibility for seeing and avoiding other air traffic rests entirely with the competing pilot at all times.

1.4. Contest Categories

1.4.1. Dutch Open National Aerobatic Championship

- 1.4.1.1. The Dutch Open National Aerobatic Championship will be held not more than once every year.
- 1.4.1.2. Organizational conditions such as time, place, entry forms, entry deadline, etc. shall be made public not later than 6 months before the start of the contest.
- 1.4.1.3. English shall be the working language both orally and in writing for all purposes for the duration of the championship.

1.4.2. Dutch National Aerobatic Championships

- 1.4.2.1. The number of Dutch National Aerobatic Championships each year is not limited.
- 1.4.2.2. Organizational conditions such as time, place, entry forms, entry deadline, etc. shall be made public not later than 2 months before the start of the contest.
- 1.4.2.3. Dutch or English, at the discretion of the organizers, shall be the working language both orally and in writing for all purposes for the duration of the championship.



1.5. Champions

1.5.1. Dutch Open National Aerobatic Championship

- 1.5.1.1. The Dutch national competitor who gains the highest number of points in the most difficult class flown, will be awarded the title *"Dutch Aerobatic Champion 2014"*.
- 1.5.1.2. The Dutch national competitor who gains the highest number of points in class "U" will be awarded the title *"Dutch Winner in the Unlimited Class 2014"* and receives the corresponding Trophy.
- 1.5.1.3. The Dutch national competitor who gains the highest number of points in class "A" will be awarded the title *"Dutch Winner in the Advanced Class 2014"* and receives the corresponding Trophy.
- 1.5.1.4. The Dutch national competitor who gains the highest number of points in class "I" will be awarded the title *"Dutch Winner in the Intermediate Class 2014"* and receives the corresponding Trophy.
- 1.5.1.5. The Dutch national competitor who gains the highest number of points in class "S" will be awarded the title *"Dutch Winner in the Standard Class 2014"* and receives the corresponding Trophy.
- 1.5.1.6. The Dutch national competitor who gains the highest number of points in class "B" will be awarded the title *"Dutch Winner in the Beginners Class 2014"* and receives the corresponding Trophy.
- 1.5.1.7. Should the top scoring pilot in any class be a foreign pilot, his/her position in rank order would be recognized but he/she would receive a special trophy.

1.5.2. Dutch National Aerobatic Championships

- 1.5.2.1. The organizers will establish which Titles and Trophies are to be awarded in the contest.

1.6. Code of Conduct

- 1.6.1.1. Whenever possible, and in order to promote a better understanding of the sport, contest officials and competing pilots should make themselves available for informal consultation by people of the public.
- 1.6.1.2. Competing pilots shall at all times display exemplary airman-ship.
- 1.6.1.3. Attendance at, or participation in, a VINK contest at any level does not imply that it grants to the pilot, under any circumstances, exemption from any aspect or clause of the applicable European Aviation Safety Agency (EASA) regulations, the "Luchtvaartwet", the Rules of the Air nor any other statutory instrument, nor from any local regulations.
- 1.6.1.4. Pilots should remember that the aim of contests is to promote friendly rivalry and good sportsmanship.
- 1.6.1.5. Arrival at and departure from the host airfield shall be in the normal manner prescribed for visiting aircraft.
- 1.6.1.6. Competing pilots shall at all times understand that they are guests of the host airfield and act accordingly.

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2. QUALIFICATIONS

2.1. Competitors

2.1.1. General

- 2.1.1.1. All competitors must hold a valid European Aviation Safety Agency (EASA) or equivalent pilot's license and must comply with any restrictions placed on the accompanying medical certificate.
- 2.1.1.2. All Dutch national competitors must be current full members of VINK.
- 2.1.1.3. Any pilot scoring less than 60% of the total possible score in program 1, will not continue in the competition unless the pilot is, in the judgement of the Board of Judges and the Contest Director, capable of safely flying the remaining programs.
- 2.1.1.4. The scores of a competitor will be disregarded when determining the final rank order of pilots in the results of a contest if, during the previous season, the competitor has:
 - a) won a contest in a higher class; or
 - b) placed second in a contest in a higher class, in which there were six or more competitors; or
 - c) placed third in a contest in a higher class, in which there were nine or more competitors.
- 2.1.1.5. The personal documents relevant to paragraph 2.1.1.1 must be made available for inspection by the Contest Director or a delegated Registrar at the contest venue prior to the commencement of the first contest briefing.

2.1.2. Classes "B" and "S"

- 2.1.2.1. Entry into classes "B" and "S" is not restricted. It is the responsibility of each individual pilot to ensure that he/she is capable of safely flying the programs.
- 2.1.2.2. Once a pilot has entered a Standard class contest, he/she shall not again be eligible to enter a Beginners event.

2.1.3. Classes "I", "A" and "U"

- 2.1.3.1. Entry is restricted to pilots who have competed in the respective class during the previous aerobatic season; or
- 2.1.3.2. to pilots who have won in the class directly below the respective class during the previous aerobatic season; or
- 2.1.3.3. to pilots who have scored at least 70% of the maximum possible score in the class directly below the respective class during the previous aerobatic season; or
- 2.1.3.4. to pilots who have demonstrated to a check pilot their ability to safely fly program 1 of the respective class and any additional figures required by the check pilot.
- 2.1.3.5. A list of current check pilots is available in the VINK document "General Rules" .

2.2. Aircraft Categories

2.2.1. General

- 2.2.1.1. All competing aircraft must meet the performance characteristics required for the kind of flight they will be undertaking.
- 2.2.1.2. All competing aircraft must carry a valid aerobatic Certificate of Air-worthiness or an equivalent document issued by a competent authority.
- 2.2.1.3. Aircraft flying in classes Intermediate and higher must be equipped with fuel and oil systems for inverted flying.
- 2.2.1.4. The aircraft documentation must be available for inspection by the Contest Director or a delegated Registrar at the contest venue immediately prior to the commencement of the first contest briefing.

2.2.2. Dutch Open National Aerobatic Championship

- 2.2.2.1. Aircraft qualified to enter the Unlimited Class ("U"), Advanced Class ("A"), Intermediate Class ("I"), Standard Class ("S") and Beginners Class ("B") are all piston-engined aircraft.

2.2.3. Dutch National Aerobatic Championships

- 2.2.3.1. In principle the rules 2.2.2 apply.



2.2.3.2. The organizers of a Dutch National Aerobatic Championship may stipulate that entry shall be restricted to a single aircraft type, for example Pitts S-2B or Yak 52.

2.2.4. Technical Inspection

2.2.4.1. All competing aircraft may undergo a technical inspection both in Dutch National Aerobatic Championships and in the Dutch Open National Aerobatic Championship.

2.3. Members of the Board of Judges

2.3.1.1. In the year in which the championship is held or during the previous calendar year, the judge must have either judged at a national or international aerobatic championship at appropriate class.

2.3.1.2. The Chief Judge will insure that the judge is in possession of current regulations with appropriate translation if necessary. The Jury, in conjunction with the Chief Judge, shall have the authority to disqualify any Judge from the championship if it determines that the judge is continuously biased or not competent. This decision will be final and cannot be protested or appealed.

2.4. Line Judges

2.4.1.1. A line Judge may not be a competitor in the same class as in which he/she is judging performance zone infringements.

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3. CONTEST ADMINISTRATION

3.1. Contest Information

3.1.1. Publication

3.1.1.1. In principle all information relating to an aerobatic contest shall be published on a web-site specifically constructed for the event.

3.1.2. Contents

3.1.2.1. The name of the contest and of the Contest Organizer.

3.1.2.2. The location, date and planned duration of the contest, with briefing times.

3.1.2.3. The class(es) to be flown at the contest, and details of trophies and awards to be given.

3.1.2.4. The program(s) to be flown in each class.

3.1.2.5. Entry form and fees.

3.1.2.6. Closing date for sending in the entry form and payment of entry fees.

3.1.2.7. Closing date for sending in figure proposals and free programs if applicable.

3.1.2.8. These rules and FAI Sporting Code, Section 6 Powered Aircraft (All Categories).

3.1.2.9. Names of contest officials.

3.1.2.10. Other operational and administrative information.

3.1.3. Clarification of Contest Information

3.1.3.1. Contestants requiring clarification of any matters connected with the organization of a particular contest should refer them to the Contest Organizer or, on the day, to the Contest Director.

3.2. Number of Competitors

3.2.1. Dutch Open National Aerobatic Championship

3.2.1.1. A valid contest in each class requires a minimum of three Dutch national competitors.

3.2.1.2. In circumstances where only 2 Dutch national competitors have registered for a particular class, the VINK Board will decide if this constitutes a valid contest not later than 1 day after the closing date for entries.

3.2.1.3. The VINK Board reserves the right to reduce the number of pilots in any class. This decision will be made public not later than 1 day after the closing date for entries. The VINK Board will give preference to Dutch national competitors and secondly will give preference on first come, first serve basis.

3.2.2. Dutch National Aerobatic Championships

3.2.2.1. A valid contest in each class requires a minimum of two entrants.

3.2.2.2. The organizers will determine if the contest is open to foreign pilots.

3.2.2.3. The organizer reserves the right, without reference to VINK, to reduce the number of pilots in any class. This decision will be made public not later than 1 day after the closing date for entries. The organizer will establish rules for giving preference to entrants.

3.3. Entry

3.3.1. Competitors Pledge

3.3.1.1. By sending in the entry form the contestant agrees to be bound by all the rules of the Dutch Aerobatic Association (VINK) that relate to aerobatic contests. It is the responsibility of the pilot to ensure that he/she is aware of such rules and regulations.

3.3.2. Entry Forms

3.3.2.1. The entry form is available on the contest web-site.

3.3.2.2. Entry forms should be completed and sent in, together with the appropriate entry fee, to arrive not later than the first briefing of a contest.

3.3.3. Program 2 Forms

3.3.3.1. Forms for program 2 are provided in section 7 and must be sent in before the requested closing date.



- 3.3.3.2. These forms must be completed legibly in inks which do not compromise subsequent photocopying. The program may also be sent in using PDF format or OLAN format (seq).
- 3.3.3.3. Form 'A' will show all symbols, catalogue reference numbers and coefficients.
- 3.3.3.4. Form 'B' will show the continuous sequence of the program as it would be flown with the wind blowing from right to left.
- 3.3.3.5. Form 'C' will show the continuous sequence of the program as it would be flown with the wind blowing from left to right.
- 3.3.3.6. Forms 'B' and 'C' must carry the correct symbol for the wind direction.
- 3.3.3.7. The forms will include the conventional symbols, catalogue numbers and coefficients only. No account will be taken of any other writing or notation.
- 3.3.4. Figure Proposals for Program 3 and 4 ("A" and "U")**
- 3.3.4.1. Each competitor is allowed to propose a figure for program 3 and 4. Proposals can be made during the contest. The organizer will determine a closing time for these proposals.
- 3.3.4.2. After this closing time all figures will be presented to the competitors and they may construct a sequence from them for program 3 and 4. Competitors will then vote which sequence will be flown.
- 3.3.4.3. If form A from 7 is used, rules 3.3.3.2, 3.3.3.3 and 3.3.3.7 apply.
- 3.3.5. Entry Fees**
- 3.3.5.1. Entry fees are only to be paid by competitors.
- 3.3.5.2. For their first Beginners event, pilot's entry fees will be waived.
- 3.3.5.3. Entry fees will be fixed by the organizer in agreement with the Board of VINK.
- 3.3.6. Late Entries**
- 3.3.6.1. No entries will be permitted after the first briefing of a contest.
- 3.3.7. Refusal of Entry**
- 3.3.7.1. A contestant may be refused entry if he/she or his/her aircraft or its documentation do not satisfy the conditions of entry for the contest or on grounds of safety.
- 3.3.7.2. The Contest Organizer and the Contest Director also reserve the right to refuse entry on any other grounds.
- 3.3.8. Refund of Entry Fees**
- 3.3.8.1. A contestant whose entry is refused shall have his/her entry fee refunded.
- 3.3.8.2. A contestant who withdraws from a contest at any time prior to the start of the first briefing of a contest shall have his/her entry fee refunded.
- 3.3.8.3. A contestant who has paid in advance but who withdraws after the start of the first briefing or is otherwise unable to enter the contest will forfeit his/her entry fee.
- 3.4. Expenses**
- 3.4.1.1. All contestants are responsible for paying invoices relating to their aircraft from the operators of contest airfields.
- 3.5. Checking Program 2 Forms**
- 3.5.1.1. It shall be the duty of the organizers to check the catalogue reference numbers on Form 'A' of each competitor with the symbols on Forms 'B' and 'C', taking the reference numbers in the Aresti™ System (Condensed) as the basic criteria.
- 3.5.1.2. Any inaccuracies in the drawing of symbols or in the quoting of coefficients, or the discovery of any cases of repetition of figures, will be referred to the competitor so that the forms may be corrected and resubmitted.
- 3.5.1.3. The final responsibility for the correctness and compatibility of Forms 'A', 'B', and 'C' lies with the competitor.
- 3.5.1.4. Should a competitor disagree with a decision of the Contest Organizer concerning his/her Program 2, a complaint may be put to the Jury before flying commences in Program 2.



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- 3.5.1.5. The approved programs of all competitors will be published before the end of Program 1, in sufficient time for complaints and protests to be made.
- 3.5.1.6. Once the flying of Program 2 has started, no complaints of any kind will be accepted by the Jury on any aspect of the composition of a competitor's program.
- 3.5.1.7. The organizers will be responsible for reproducing a sufficient number of copies of competitors programs to meet the requirements of the contest.
- 3.5.1.8. The organizers will be responsible for ensuring that the names of the competitors will not appear on Forms A, B, and C.

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4. CONTEST OPERATION

4.1. Contest Bodies

4.1.1. Contest Organiser

- 4.1.1.1. The Contest Organizer (CO) is responsible for all matters preceding the contest, including the selection of Judges and Association officials.
- 4.1.1.2. Prior to the issue of contest briefing information, the Contest Organizer shall establish close liaison with appropriate persons at the host airfield to ensure local requirements are included in published material.
- 4.1.1.3. The Contest Organizer shall send copies of contest briefing papers to the host airfield at the time of general circulation.
- 4.1.1.4. To ensure clear, unambiguous communication, a single point of contact shall be established between the Contest Organizer and the host airfield.
- 4.1.1.5. When considered appropriate, the contest organizer will agree in advance of the contest, any fees or other costs to be paid by VINK or its members to the host airfield authorities.
- 4.1.1.6. After the contest is complete, the Contest Organizer will review the conduct of the event with host airfield officials.
- 4.1.1.7. The Contest Organizer reports to the Board of VINK on the financial results (accounts) for the contest together with a précis of the event.

4.1.2. The Jury

- 4.1.2.1. The Contest Director, the Chief Judge and any other persons that the Contest Director may appoint (e.g. a qualified mechanic) shall form the Jury.
- 4.1.2.2. The Jury has direct supervision of the Board of Judges, which is primarily conducted by the Chief Judge.
- 4.1.2.3. The Jury is responsible for the drawing of lots to determine the order of flights.
- 4.1.2.4. The Jury is responsible for deciding all protests, disciplinary matters, exclusions, disqualification's and any other matters related to the running of the contest.
- 4.1.2.5. The Jury is responsible for interpretation of these rules and all other applicable regulations.
- 4.1.2.6. The decision of the Jury in all matters shall be final.

4.1.3. Board of Judges

- 4.1.3.1. There will be a minimum of three judges including the Chief Judge and excluding the line judges.
- 4.1.3.2. At a Beginners event one or two judges shall suffice.

4.2. Contest Officials

4.2.1. Contest Director

- 4.2.1.1. The Contest Director (CD) is responsible for the event from the start of the first briefing on the first day of the contest.
- 4.2.1.2. The CD exercises overall control in all matters connected with the administration, organization, conduct and financial arrangements for the duration of the actual contest.
- 4.2.1.3. The CD has authority over all other contest officials.
- 4.2.1.4. The Contest Director shall chair and speak for the Jury.
- 4.2.1.5. The Contest Director is authorized to exclude from the contest anyone who violates any safety regulation in force.
- 4.2.1.6. The interpretation of all rules and regulations at a contest is ultimately the responsibility of the CD, after consultation with the Chief Judge.

4.2.2. Chief Judge

- 4.2.2.1. For the Dutch Open National Aerobatic Championship the Chief Judge will be selected and appointed by the Board of VINK.
- 4.2.2.2. For National Aerobatic Championships the Chief Judge will be selected and appointed by the organizers.
- 4.2.2.3. The Chief Judge (CJ) is responsible to the CD for the judging of the programs, and for air safety during any flight directly related to the contest.



4.2.2.4. The Chief Judge may, with the agreement of two-thirds of the Board of Judges, exclude a pilot who is not flying safely or could cause an unsafe situation.

4.2.2.5. The Chief Judge shall normally have two assistants. One shall mark the Chief Judge's score sheet, the other will gather the previous flight's score sheets and ensure that no anomalies exist before their dispatch to the scorer.

4.2.3. Judges

4.2.3.1. The function of the contest judges will be the marking of the contest programs.

4.2.3.2. The Judges appointed for marking the quality of the manoeuvres will mark the manoeuvres and infringements of the lower and upper height limits, interruptions and insertions in compliance with the judging rules (5).

4.2.3.3. The judges will be helped by assistants, timekeepers and other officials as deemed necessary by the Chief Judge.

4.2.3.4. All Judges should study copies of all contestants Free Programs, provided by the organizers, before flying of the program is started.

4.2.3.5. A Judge may only reconsider his marks so long as his score sheet is still in his possession or if asked to do so at the request of the Chief Judge. Once entered into the scoring system, the scoring sheet comes under the jurisdiction of the Jury. The judge himself must sign off any changes on the score sheet.

4.2.3.6. It is strongly recommended that the Judges record remarks on the score sheets.

4.2.3.7. Judges shall not keep or make reference to a flight order sheet, or communicate to third parties by means of cell phone, radio, etc. whilst on the judging line or during breaks/lunches. Failure to adhere to this instruction may lead to expulsion from the judging line.

4.2.3.8. The judges will be posted by the Chief Judge at positions appropriate for observing the competitors, the positions of the judges being at least 15 m apart. The distance of the positions of the judges from the end points of the x/y axes will be a minimum of 150 m and a maximum of 250 m.

4.2.4. Line Judges

4.2.4.1. Line judges, if appointed, are responsible for the conventional recording of infringements of the performance zone.

4.2.5. Timekeeper

4.2.5.1. The Chief Judge and his assistant will record the timing of flights as necessarily.

4.2.6. Assistants

4.2.6.1. Assistants tasks are to tell the Judge prior to the performance the sequence of the figures, details of the various figures, and any other special features.

4.2.6.2. Recording the mark given by the Judge for each figure and writing down into the marking sheet any remarks concerning the rating. Any amendment of record must be signed by the Judge.

4.2.6.3. Giving general assistance.

4.3. Contest Briefing

4.3.1. General

4.3.1.1. The Contest Director and Chief Judge will conduct a briefing for all pilots and officials not less than one hour before the start of contest flying on each day of the contest.

4.3.1.2. This briefing will not last longer than 30 minutes.

4.3.2. Briefing Contents

4.3.2.1. Introduction of the contest and host airfield officials. The appropriate local official shall be invited to address competing pilots on local procedures and sensitivities.

4.3.2.2. The need for all strictly to observe the VINK Rules, the applicable European Aviation Safety Agency (EASA) regulations, the 'luchtvaartwet' and applicable local regulations.

4.3.2.3. Weather forecast and method for determining weather limits.

4.3.2.4. Description of the airfield facilities and operating regulations, including local airspace restrictions, and any facility fee payable per aircraft to the host airfield operator.

4.3.2.5. Description and location of the aerobatic performance zone and the direction of the contest axis.



- 4.3.2.6. The 'Safety Frequency' to be used.
- 4.3.2.7. Start-up, taxi, take-off and airborne holding procedures.
- 4.3.2.8. Safety rules and minimum heights.
- 4.3.2.9. Whether precision height monitoring equipment will be used or not.
- 4.3.2.10. Any special procedures for flying the aerobatic programs, e.g. clarification of judging criteria if required.
- 4.3.2.11. The method to be used to determine the order of flying for each program and class. Any hors concours competitors must be identified and the CD will describe how hors concours flights will be incorporated into the flying order.
- 4.3.2.12. Sufficient review of any matters connected with the contest to ensure a complete understanding by all.
- 4.3.2.13. Time check.

4.3.3. Punctuality

- 4.3.3.1. The CD will gather available contestants and officials at the original briefing time published by the organizer and carry out a roll call.
- 4.3.3.2. If the weather is expected to meet contest minima in one hour or less, or if all the contestants are present, the briefing will be given in full. If neither of these criteria are met, the CD will declare an appropriately delayed briefing time, based on the forecast weather conditions.
- 4.3.3.3. At the rearranged time, the CD will again review the weather forecast and carry out a further roll call. He will give the full briefing at this new time should either of the above criteria be met.
- 4.3.3.4. Continued bad weather should lead to further delays in the briefing time until and unless an alternate solution becomes necessary.

4.3.4. Late Arrivals

- 4.3.4.1. Late arrivals will only be allowed to fly if:
 - the contestant contacted the CD personally before the original published briefing time to explain his absence,
 - and the reason for the late arrival was the result of bad weather en-route or a genuine mechanical aircraft/car defect beyond the control of the contestant,
 - and, the organizer received a valid competition entry from the contestant prior to the closing date for entries,
 - and the contestant made all reasonable efforts to arrive at the contest site in time for the original, published briefing time,
 - and the contestant arrives at the contest site before the first competition flight of the day has taken off,
 - and the contestant receives a full personal briefing from the CD prior to his competition flight.
- 4.3.4.7. In all matters of judgement regarding late arrivals, the CD's decision shall be final.

4.4. The Order of Flying

- 4.4.1.1. The order of flying will normally be determined by the drawing of lots.
- 4.4.1.2. Other methods may be used at the discretion of the Contest Director.
- 4.4.1.3. The resultant order of flying may be altered by the Contest Director if the multiple usage of aircraft will cause delays in the completion of the program. Contestants whose flights have been interrupted (5.6), if allowed to re-fly the program, will fly at a time decided by the Contest Director.
- 4.4.1.4. No competitor may commence a competition program before completing the previous one.

4.5. Direction of Flight

- 4.5.1.1. The direction of flight for the start of the compulsory programs shall be determined by the Jury.
- 4.5.1.2. The Jury shall also determine the alignment of the main axis for the free program (program 2), but the competitor may choose to start his or her first figure along either axis in either direction, provided he/she shows clearly on the drawings of his or her program the direction to be chosen.
- 4.5.1.3. No flight shall be required to take place less than 30 minutes after the direction of flight is determined or subsequently changed.



- 4.5.1.4. The decision with regard to the into-wind direction of flight shall take into account the predominant direction of the actual winds.
- 4.5.1.5. Flying at the start of each day, and each flight program, shall commence into the most direct prevailing wind.

4.6. Airborne Procedures

4.6.1. Communication

- 4.6.1.1. A dedicated 'Safety Frequency' shall be used for communication between the Chief Judge and a competing pilot for box control purposes and to serve urgent flight safety matters.
- 4.6.1.2. Once airborne, and before entering the Performance Zone, a pilot must call the Chief Judge on the safety frequency, saying: "Number x, radio check". The Chief Judge must respond to this call if he hears it. If he/she hears no response, the pilot may elect to land as in the case of any other technical defect, in accordance with (5.6.2).
- 4.6.1.3. The standard phraseology in the event that the time limit is exceeded will be the Chief Judge saying "Time, time, time" and no other.
- 4.6.1.4. The standard phraseology in the event that a break is required for safety reasons will be the Chief Judge saying "Break, break, break" and no other.

4.6.2. Holding

- 4.6.2.1. To maximize the flying rate during large programs, the CD may require contestants to maintain an airborne holding system. In this event, a holding area will be designated at a safe distance from the performance zone.
- 4.6.2.2. Pilots must arrange their take-off time so that they are in the airborne hold at their starting height before the preceding contestant has completed his sequence.
- 4.6.2.3. Pilots will be called into the performance zone by radio once the preceding competitor has left the box.
- 4.6.2.4. At all times, the pilot must ensure his/her aircraft stays within sight of the judging position.

4.6.3. Safety manoeuvres

- 4.6.3.1. After leaving the hold for the performance zone, or during the initial climb to height if there is no hold, in the Standard and lower classes, the pilot may perform two aileron half-rolls in level flight, for the purposes of confirming the serviceability of systems for inverted flight.
- 4.6.3.2. In the Intermediate, Advanced and Unlimited classes, the safety manoeuvres specified in FAI Sporting Code, Section 6 Powered Aircraft (All Categories) 4.3.1.2 may be flown.

4.6.4. Non Radio Equipped Aircraft

- 4.6.4.1. If a competing aircraft is not radio-equipped, it will be cleared for take-off according non radio procedures in force at the contest aerodrome.
- 4.6.4.2. Above mentioned permission for take-off will only be given once the CD is sure that the box is clear for the aircraft to enter immediately.

4.7. Exclusion

- 4.7.1.1. A contestant will be excluded if in the opinion of the Contest Director and the Chief Judge his/her actions are considered to be detrimental to the safe conduct of the contest.
- 4.7.1.2. Competitors must respect the authority of the Contest Director. Any protests about the operation of the competition must be made in accordance with the procedure given in this document. Persistent dissent shown towards the Contest Director or other contest officials will result in a competitor being disqualified from a competition.
- 4.7.1.3. A competitor who receives instructions or feedback by any means on his performance during the execution of his/hers competition flight is liable to disqualification from the contest.
- 4.7.1.4. Competitors violating rule 4.9.1.1 will be disqualified.
- 4.7.1.5. The use of smoke systems during Programs 1, 2, 3 or 4 will result in exclusion from the Program.

4.8. Meteorological Conditions

4.8.1. Competition Hours

- 4.8.1.1. Flights will be carried out between the hours of sunrise and sunset at the place of competition.



4.8.1.2. Local Aerodrome operating hours will apply if they are more restricting than stated above.

4.8.2. Weather

4.8.2.1. The suspension or commencement of contest flying due to changes in weather shall be at the discretion of the Contest Director in consultation with the Chief Judge, as shall be any change in the contest axis and/or direction of flight.

4.8.2.2. If the cloud base is such that insufficient height is available for the complete program to be flown without interruption, then the Chief Judge will allow the contestant to interrupt his program, in order to regain height, without penalty.

4.8.2.3. In Beginners and Standard classes, additional un-penalized breaks may also be taken at the pilot's discretion.

4.8.2.4. If during the climb or execution of his program a contestant considers that the weather has deteriorated to a point where he will be unable to complete the program in safety or within the rules he may land. Upon landing he should report his reasons to the CD.

4.8.2.5. If the CD, assisted by the Chief Judge, considers the contestant's reasons are valid then the program will be re-flown. Otherwise a weather check flight will be made within 15 minutes, after which, if the reasons are not considered valid, the program will not be re-flown and the contestant will only be marked on the part that was completed.

4.8.2.6. In the case of a re-flown sequence, the whole sequence must be re-flown, but marks awarded for figures flown prior to interruption of the first attempt will stand unaltered.

4.9. Height Limitations

4.9.1.1. Height limitations table:

Category	Upper	Lower	Disqualification
Unlimited	1000 m	100 m	50 m
Advanced	1100 m	200 m	100 m
Intermediate	1200 m	300 m	200 m
Standard	None	450 m	300 m
Beginners	None	450 m	300 m

4.9.1.2. Other height restrictions may be imposed if local airspace rules do not permit the use of the above mentioned height limits.

4.10. Special Flights

4.10.1. Familiarization and Practice Flights

4.10.1.1. No familiarization and practice flights of any description (e.g. training unknown programs) will be allowed once the first briefing has started.

4.10.1.2. In the event that any Freestyle Program is flown after announcement of an Unknown, the Contest Director and Chief Judge may disqualify any pilot who in their unanimous opinion makes use of that program to practice figures from the forthcoming Unknown.



4.10.2. Flights with a Safety Pilot

- 4.10.2.1. At the discretion of the Contest Director, a pilot qualified according 2.1 may fly a contest program accompanied by a safety pilot. In this situation, the following conditions shall apply.
- 4.10.2.2. Except in Beginners, the participating pilot shall be considered Hors Concourse. Such pilots must declare their status at the briefing prior to flying,
- 4.10.2.3. The safety pilot must be qualified according 2.1,
- 4.10.2.4. The safety pilot shall not be a competitor in the same class at the same contest,
- 4.10.2.5. Pilots accompanied by a safety pilot shall normally fly last in each relevant program, unless the multiple use of an aircraft renders an alternative order of flight more efficacious,
- 4.10.2.6. The participating pilot's scores will be included in the statistical analysis process and in the final standings. In published listings, "H/C" shall be annotated next to their names and they will not be included in the ranking positions.

4.11. Replacement of Contest Aircraft

- 4.11.1.1. A contest aircraft may be replaced at any time by another contest aircraft with the permission of the Jury.
- 4.11.1.2. A competitor flying a replacement aircraft is allowed to make the figures from FAI Sporting Code, Section 6 Powered Aircraft (All Categories): 4.2.8.1 in addition to the normal safety figures.

4.12. Publication of Scores

- 4.12.1.1. Score sheets and raw-score assessment sheets should be made available to pilots for their inspection and retention as soon as the sheets have been processed.
- 4.12.1.2. Interim results should be posted at convenient intervals, say every 10 pilots, whilst the competition is in progress.
- 4.12.1.3. Results should not be held back from publication in order to create a surprise or other form of tension.

4.13. Announcement of unknown compulsory programs

- 4.13.1.1. The Unknown Compulsory Programs will be announced to competitors by the Jury not less than 1 hour before the time at which each program is to be flown.

4.14. Procedure in the event of a serious accident or casualty

4.14.1. Overview Of Procedures

- 4.14.1.1. In the event of a serious accident or casualty at a VINK contest or event, the host airfield's emergency response plan will be activated.
- 4.14.1.2. VINK officials will support the host airfield staff to provide an appropriate response to the incident.
- 4.14.1.3. The procedures invoked to deal with such aviation related incidents are based on the principles described in the FAI Guidelines document "In the event of a casualty or a serious accident at FAI Air Sports".

4.14.2. Planning Meeting With Host Airfield

- 4.14.2.1. The CD must liaise with the host airfield management team (Airfield Manager, CFI or other appropriate person) before the event to discuss arrangements for the competition, to include:

Flight Operating Procedures,

Emergency Response Procedures (including Major Incident Plans),

Location and procedures for use of the aerobatic box. The CD and airfield management team should work together to agree an appropriate location for the aerobatic box, giving consideration to keeping aerobatic contest flights clear of occupied buildings, significant public areas or facilities, local villages and noise sensitive areas. The VINK's Risk Analysis and Safety Assessment document provides guidance on these issues,

Designation of an Incident Control Centre. A room or office should be designated for use as the Incident Control Centre. The CD and the airfield management would use this room as the central point from which to co-ordinate the response to the incident. Ideally, this should be close to ATC so that use can be made of air band radio facilities.



4.14.3. VINK Incident Response Team

- 4.14.3.1. A response to a serious accident or casualty will be co-ordinated by the CD and the Airfield Manager or other appropriate person.
- 4.14.3.2. The CD may appoint other VINK volunteers to help with the management of the incident response as he feels appropriate. These roles may include:
 - Deputy CD assigned to be the CD's representative at the incident site and elsewhere on the airfield as and when required,
 - Public Relations Officer assigned to deal with Press and Media enquiries.

4.14.4. Immediate Response To An Incident

- 4.14.4.1. Participants should report the occurrence of an incident to a contest official, to the member of any local staff responsible for managing air traffic, or to another member of the airfield staff, whichever is quicker, who must immediately contact the local air traffic management personnel to inform them of the incident.
- 4.14.4.2. The local air traffic management personnel will call 112 to alert the emergency services (fire, ambulance, and police) and activate the airfield's emergency response and major incident plan as appropriate.
- 4.14.4.3. Further management of the situation will be co-ordinated by the airfield staff, supported by the VINK's CD.

4.14.5. Role Of Participants

- 4.14.5.1. Once the alarm has been raised, if a victim involved in the incident needs help and the rescue team has not arrived on scene, participants must consider the danger they and other participants may be exposed to if a rescue is attempted. The professional incident response teams will have the training and equipment needed to respond to the incident appropriately and in most cases it is best to let the professional team handle the situation.
- 4.14.5.2. A participant must not attempt to move a victim unless asked to do so by the rescue team, under their supervision, except if the victim is in imminent mortal danger and the rescue team has not arrived on scene. However, participants must be aware that any intervention in these circumstances could place both the victim and the participant in grave danger.
- 4.14.5.3. In circumstances where it has been established that no further assistance can be given to the pilot (or any other people involved in the incident) and that a fatal incident has occurred, the accident site must be secured and measures implemented to ensure that the area remains undisturbed until the Police and Air Accident Investigators arrive on scene. An effort should be made to shield the accident site from view if possible.
- 4.14.5.4. Witnesses to the accident should be requested by the CD or his deputy to remain on-site until the police have said they can leave.
- 4.14.5.5. Participants should not watch video footage of the incident until given permission to do so by the police or OvV („Onderzoeksraad voor Veiligheid”), but should hand any photographs or video footage of the incident to the CD.
- 4.14.5.6. When the contest participants next meet (morning briefing, or a special briefing), the CD should inform them of the incident's basic facts, of the action taken and decisions made regarding the future continuation of the contest.
- 4.14.5.7. There will almost certainly be media and public enquiries or presence at the event site and/or the site of any major accident (which may be off the event site). Opinions, assumptions, and the names of individuals involved should not be passed to the media. A properly constructed announcement will be released to the public and media by the CD on behalf of the VINK.

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5. JUDGING RULES

5.1. Code of Practice for the Chief Judge and Board of Judges

5.1.1.1. According FAI Sporting Code, Section 6 Powered Aircraft (All Categories): 7.1 and 7.2

5.2. Regulations for the Evaluation of Competition Flights

5.2.1. Marks for Figures

5.2.1.1. According FAI Sporting Code, Section 6 Powered Aircraft (All Categories): 5.1.2 Marks for Figures.

5.2.2. Marking of Positioning

5.2.2.1. Class "U", "A" and "I" : According FAI Sporting Code, Section 6 Powered Aircraft (All Categories): 5.1.4 Marking of Positioning.

5.2.2.2. Class "S"; The K factor for positioning is 15.

5.2.2.3. Class "B"; The K factor for positioning is 10.

5.2.3. Marking of Program 5

5.2.3.1. According FAI Sporting Code, Section 6 Powered Aircraft (All Categories): 5.1.5 Marking of Program 5 (Criteria).

5.2.4. Mark of Zero

5.2.4.1. According FAI Sporting Code, Section 6 Powered Aircraft (All Categories): 2.3.5.1.

5.3. Criteria for Judging Aerobatic Figures

5.3.1.1. According FAI Sporting Code, Section 6 Powered Aircraft (All Categories): 6. Criteria for Judging Aerobatic Figures.

5.4. Official Video Recording

5.4.1.1. An official video recording from the Judges position may be made of every individual competition flight.

5.4.1.2. The official recording must be available to the Jury to assist their decision on any protests regarding the evaluation of a competition flight.

5.4.1.3. The recording shall not be available to competitors, except in conjunction with the Jury's decisions on protests and with their agreement.

5.4.1.4. After the completion of the championships, the recording may be released by the organizers for use in training.

5.4.1.5. The official recording shall also be available to the Chief Judge and the Board of Judges to assist their discussions on matters of fact.

5.5. Boundary Judging

5.5.1. Electronic Tracking Instrument

5.5.1.1. The use of an electronic tracking instrument is permitted.

5.5.2. Line Judges

5.5.2.1. The use of line judges is recommended in case no electronic tracking instrument is available.

5.5.2.2. Line judges shall preferably be placed at each of the four corners of the performance zone.

5.5.2.3. If circumstances so dictate, only two line judges may be used and positioned at diagonal opposite corners of the performance zone.

5.5.2.4. Line judges will be supplied with radio transmitters to enable contact with the Chief Judge's workstation. Two frequencies will be used with one diagonal pair of line judges on each frequency. Performance zone infringements will be reported in real time and noted both by the line judges concerned and at the Chief Judge's station.

5.5.2.5. Only box outs reported on both frequencies (in case of 4 line judges) and observed at the Chief Judge's workstation to be realistic will be taken into account on the Chief Judge's score sheet submitted to the scoring system.



5.6. Interruption of a competition flight

5.6.1. Collision Hazard

5.6.1.1. According FAI Sporting Code, Section 6 Powered Aircraft (All Categories): 1.2.7.5.

5.6.2. Mechanical Failure

5.6.2.1. According FAI Sporting Code, Section 6 Powered Aircraft (All Categories): 4.2.7 Measures in case of Mechanical Defects. Replace International Jury with Jury and Technical Commission with Qualified Mechanic where necessary.

5.6.3. Radio Failure

5.6.3.1. If an airborne aircraft has a radio failure before being called into the box, the pilot should land in accordance with applicable radio failure procedures and immediately report to the CD.

5.6.3.2. In the event of a radio failure during or after the sequence, the pilot should complete his flight, land in accordance with applicable radio failure procedures and immediately report to the CD.

5.7. Processing of Scores

5.7.1.1. According FAI Sporting Code, Section 6 Powered Aircraft (All Categories): 8 Statistical Method for the Processing of Scores.

5.8. Performance Zone

5.8.1.1. There will be no specific use of the performance zone for Beginners and Standard but the marks for framing will reflect the symmetry and proximity of the contestant's positioning of the figures about the intersection of the two axes, from the Judges point of view.

5.8.1.2. Intermediate, Advanced and Unlimited programs will be flown with reference to the longitudinal and lateral axes marked on the ground.

5.8.1.3. The performance zone (5.8.1.9) will be a clearly and distinctly marked area of 1000 x 1000 meters whose central point will be the intersection of the axes.

5.8.1.4. The performance zone must be located adjacent to a suitable emergency landing area.

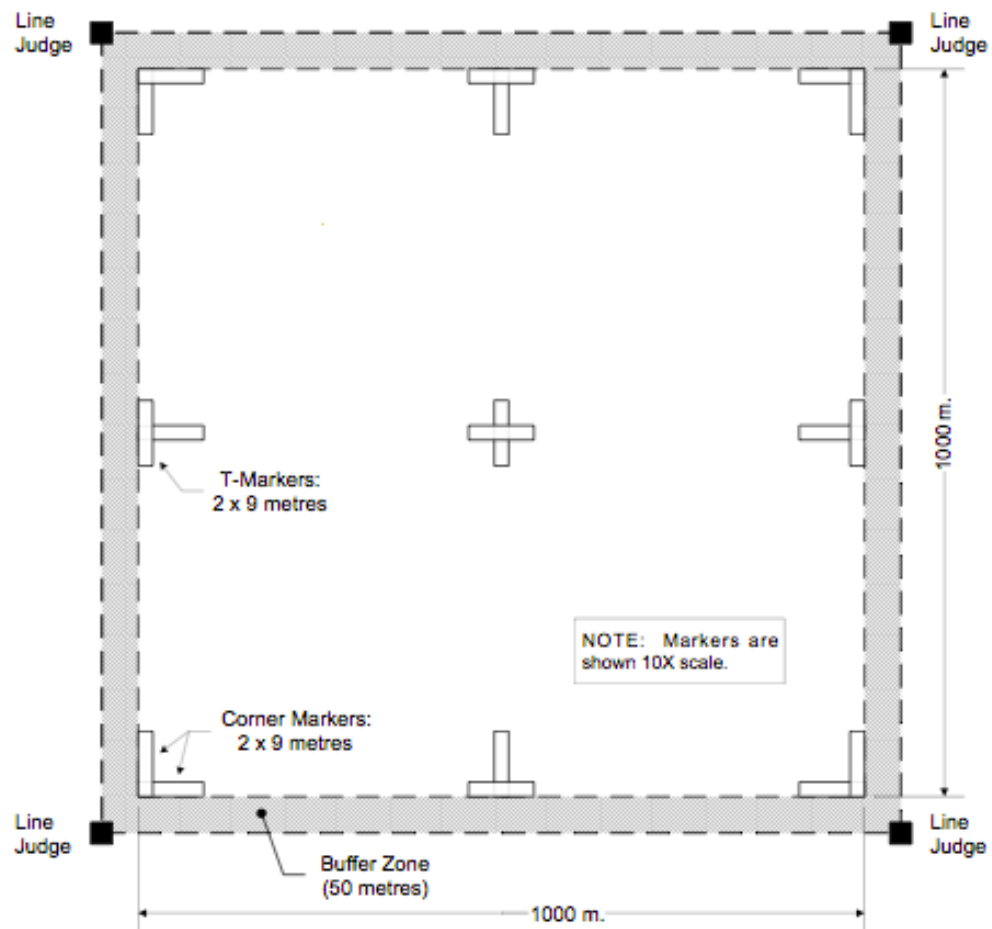
5.8.1.5. The color of the marking strips must be in distinct contrast to the ground.

5.8.1.6. The boundary and height limits of the performance zone will be demonstrated each competition day, prior to commencement of judging, normally by a non-competing pilot.

5.8.1.7. Marking of positioning will be carried out by the Board of Judges.

5.8.1.8. Additionally, the recording of infringements of the performance zone may be carried out either with an electronic positioning instrument or by Line Judges in accordance with the judging rules.

5.8.1.9. Performance Zone:



5.9. Penalties

5.9.1. All Categories

- 5.9.1.1. According FAI Sporting Code, Section 6 Powered Aircraft (All Categories): 7.3 Height, Interruption and Insertion Penalties.
- 5.9.1.2. According FAI Sporting Code, Section 6 Powered Aircraft (All Categories): 5.3 Penalties and Devaluation's Applicable to Figures in Program 1, 2, 3 and 4.
- 5.9.1.3. If any aerobatic manoeuvre other than specified in 4.6.3 is flown before the opening wing rocks, the competitor will be liable to a penalty of 30 points.

5.9.2. Class 'U', "A" and "I"

- 5.9.2.1. According FAI Sporting Code, Section 6 Powered Aircraft (All Categories): 5.2.1, 5.2.2, 5.2.3 and 5.2.5.

5.9.3. Class 'S'

- 5.9.3.1. There is no penalty for failure to observe rule 5.11.
- 5.9.3.2. For every obvious and visually recognized infringement of the lower height limit during the performance of any programs, the competitor will be given 150 penalty points; an additional 150 penalty points will be given for each figure flown completely below the lower height limit. A competitor flying lower than 300 meters will be disqualified (from the current program) for causing a dangerous situation.
- 5.9.3.3. Adding a figure to a program will be penalized with 20 points.

5.9.4. Class 'B'

- 5.9.4.1. There is no penalty for failure to observe rule 5.11.
- 5.9.4.2. For every obvious and visually recognized infringement of the lower height limit during the performance of any programs, the competitor will be given 100 penalty points; an additional 100 penalty points will be given



en for each figure flown completely below the lower height limit. A competitor flying lower than 300 meters will be disqualified (from the current program) for causing a dangerous situation.

5.10. Protests

- 5.10.1.1. All protests must be made in writing to the Contest Director within one hour of the occurrence, and must be accompanied by a protest fee equivalent to half the entry fee.
- 5.10.1.2. The Jury will consider the protest and the decision of the Jury is final.
- 5.10.1.3. The deposited fee is returnable only if the protest is upheld, or is withdrawn prior to the hearing by the Jury.
- 5.10.1.4. All non-refunded deposit fees from protests will be sent by the Jury to VINK, within 28 days of the conclusion of the event.

5.11. Signaling

- 5.11.1.1. According FAI Sporting Code, Section 6 Powered Aircraft (All Categories): 4.2.6.2 Signaling.

5.12. Timing of a Program

5.12.1. All classes

- 5.12.1.1. Programs will not be timed.

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6. PROGRAMS

6.1. General

6.1.1. Class "U"

6.1.1.1. Each competitor will present 5 programs:

Program 1: The Known Compulsory Program.

Program 2: The Free Program.

Program 3 & 4: The Free Unknown Programs.

Program 5: The Final Freestyle Program.

6.1.1.2. The final results from these five programs will count to establish the champion in this class unless due to bad weather etc. not all programs have been completed. In these exceptional circumstances, the results of a minimum of two completed programs will be used rather than declare a non-contest.

6.1.2. Class "A"

6.1.2.1. Each competitor will present 4 programs:

Program 1: The Known Compulsory Program.

Program 2: The Free Program.

Program 3 & 4: The Free Unknown Programs.

6.1.2.2. The final results from these four programs will count to establish the champion in this class unless due to bad weather etc. not all programs have been completed. In these exceptional circumstances, the results of a minimum of two completed programs will be used rather than declare a non-contest.

6.1.3. Class "I"

6.1.3.1. Each competitor will present 3 programs:

Program 1: The Known Compulsory Program.

Program 2: The Free Program.

Program 3: The Free Unknown Program.

6.1.3.2. The final results from these three programs will count to establish the champion in this class unless due to bad weather etc. not all programs have been completed. In these exceptional circumstances, the results of a minimum of two completed programs will be used rather than declare a non-contest.

6.1.4. Class "S";

6.1.4.1. Each competitor will present 2 programs:

Program 1: The Known Compulsory Program.

Program 2: The Known Compulsory Program or, if all competing pilots in this class are, in the judgement of the Board of Judges, capable of safely flying an unknown program:

Program 2: The Free Unknown Program.

6.1.4.2. The final results from these two programs will count to establish the champion in this class unless due to bad weather etc. not all programs have been completed. In these exceptional circumstances, the results of a minimum of one completed program will be used rather than declare a non-contest.

6.1.5. Class "B";

6.1.5.1. Each competitor will present 2 programs:

Program 1: The Known Compulsory Program.

Program 1: The Known Compulsory Program.

6.1.5.2. The final results from these two programs will count to establish the champion in this class unless due to bad weather etc. not all programs have been completed. In these exceptional circumstances, the results of a minimum of one completed program will be used rather than declare a non-contest.

6.2. Program 1: The Known Compulsory Program

6.2.1. Class "U", "A" and "I".

6.2.1.1. According FAI Sporting Code, Section 6 Powered Aircraft (All Categories): 4.3.2 Program – 1 The Known Compulsory Program.

6.2.2. Class "S"

6.2.2.1. Program 1 will contain a minimum of 9 and a maximum of 11 figures chosen from the Aresti™ catalogue (condensed), with aggregate K between 100 and 125.



6.2.3. Class "B"

6.2.3.1. Program 1 will not contain more than 6 figures. These figures will be chosen from the Aresti™ catalogue (condensed).

6.3. Program 2: The Free Program

6.3.1. Class "U", "A" and "I"

6.3.1.1. According FAI Sporting Code, Section 6 Powered Aircraft (All Categories): 4.3.3.1 up to and including 4.3.3.6.

6.4. Program 3 and 4: The 1st and 2nd Free Unknown Program

6.4.1. Class "U"

6.4.1.1. Program 3 and 4 will each contain a minimum of 10 and a maximum of 14 figures chosen from FAI Sporting Code, Section 6 Powered Aircraft (All Categories): 9 List of Figures for Programs 3 and 4.

6.4.1.2. Each competing pilot may propose 1 figure for program 2 with a minimum K of 15, and 1 for program 3, also with a minimum K of 15.

6.4.1.3. The limit on the number of figures from each Aresti family is according FAI Sporting Code, Section 6 Powered Aircraft (All Categories): 4.3.4.4 a) and b).

6.4.1.4. Repetition of any manoeuvre with the same catalogue number is not allowed within any one program.

6.4.1.5. Repetition of a complete figure from Program 3 is not allowed in Program 4.

6.4.2. Class "A"

6.4.2.1. Program 3 and 4 will contain a minimum of 10 and a maximum of 14 figures chosen from FAI Sporting Code, Section 6 Powered Aircraft (All Categories): 9 List of Figures for Programs 3 and 4.

6.4.2.2. Each figure shall have a minimum K of 15 and maximum K of 35 for program 3 and maximum K of 40 for program 4.

6.4.2.3. Each competing pilot may propose 1 figure for program 3 and 1 figure for program 4.

6.4.2.4. The limit on the number of figures from each Aresti family is according FAI Sporting Code, Section 6 Powered Aircraft (All Categories): 4.3.4.4 a) and b).

6.4.2.5. Repetition of any manoeuvre with the same catalogue number is not allowed within any one program.

6.4.2.6. Repetition of a complete figure from Program 3 is not allowed in Program 4.

6.4.3. Class "I"

6.4.3.1. Program 3 will contain a minimum of 10 and a maximum of 14 figures chosen from FAI Sporting Code, Section 6 Powered Aircraft (All Categories): 9 List of Figures for Programs 3 and 4.

6.4.3.2. Each figure shall have a minimum K of 12 and maximum K of 25.

6.4.3.3. The limit on the number of figures from each Aresti family is according FAI Sporting Code, Section 6 Powered Aircraft (All Categories): 4.3.4.4 a) and b).

6.4.4. Class "S"

6.4.4.1. Figures for program 2 will be taken from [6.6](#)

6.5. Program 4: The Final Freestyle Program

6.5.1.1. According FAI Sporting Code, Section 6 Powered Aircraft (All Categories) 4.3.5 Program 4 – The Final Free Style Program.



6.6. List of Figures for Programs 2

6.6.1. Class "S"

- 6.6.1.1. Figure 1.1.1.1 obligatorily complemented with;
figure 9.1.3.4 or
figure 9.2.3.4 or
figure 9.4.3.4.
- 6.6.1.2. Figure 1.1.2.1.
- 6.6.1.3. Figure 1.1.2.3.
- 6.6.1.4. Figure 1.1.6.3 obligatorily complemented with;
figure 9.11.1.4 or
figure 9.11.1.5 or
figure 9.11.1.6.
- 6.6.1.5. Figure 1.2.3.1 obligatorily complemented with;
figure 9.1.2.2.
- 6.6.1.6. Figure 1.2.6.3 obligatorily complemented with;
figure 9.11.1.4 or
figure 9.11.1.6.
- 6.6.1.7. Figure 2.1.1.1.
- 6.6.1.8. Figure 2.2.1.1.
- 6.6.1.9. Figure 2.3.1.1
- 6.6.1.10. Figure 5.2.1.1 optionally complemented with;
figure 9.1.5.1.
- 6.6.1.11. Figure 7.2.2.1 obligatorily complemented with;
figure 9.1.3.2.
- 6.6.1.12. Figure 7.2.3.3 obligatorily complemented with;
figure 9.1.3.2.
- 6.6.1.13. Figure 7.3.2.1 obligatorily complemented with;
figure 9.1.2.2.
- 6.6.1.14. Figure 7.3.3.3 obligatorily complemented with;
figure 9.1.4.2.
- 6.6.1.15. Figure 7.4.1.1.
- 6.6.1.16. Figure 7.5.5.3 obligatorily complemented with;
figure 9.1.3.2 and figure 9.1.2.2.
- 6.6.1.17. Figure 7.5.7.1 obligatorily complemented with;
figure 9.1.3.2 and 9.1.4.2.
- 6.6.1.18. Figure 8.4.1.1.
- 6.6.1.19. Figure 8.5.2.1 obligatorily complemented with;
figure 9.1.2.2 and optionally complemented with;
figure 9.1.3.4 or
figure 9.2.3.4.
- 6.6.1.20. Figure 8.5.3.3 obligatorily complemented with;
figure 9.1.3.2.
- 6.6.1.21. Figure 8.5.6.1 obligatorily complemented with;
figure 9.1.4.2.
- 6.6.1.22. Figure 8.5.7.3 obligatorily complemented with;
figure 9.1.3.2.
- 6.6.1.23. Figure 8.6.4.3 obligatorily complemented with;
figure 9.11.1.4 or 9.11.1.6 and
figure 9.1.3.2.
- 6.6.1.24. Figure 8.6.5.1 optionally complemented with;
figure 9.1.3.4.




6.6.1.25. Figure 8.7.5.1 optionally complemented with;
figure 9.1.3.4.

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7. SAMPLE FORMS

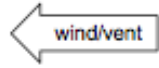
	Form A
Pilot ID #	Flight #

No	Symbol	Catalogue No.	K	Total K	Score	Remarks	Item	K	Score
1							Positioning		
2							PENALTIES	Interruptions	
								Insertions	
3								Too high	
								Too low	
4								Outs	
								Other	
							Disqual Fig #		
							T/O time		
5							End time		
							Fig K	Total K	
6									
							Judges Details		
7							Signature		
8							Name		
9							Number		
10									
11									
12									

_____ Pilot
 _____ A/C



		FORM B
Pilot ID #		Flight #





		FORM C
Pilot ID #		Flight #

