

# 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.

The rules in this document supplement those of Sporting Code Section 6 as published by the FAI. The "International Jury" in the Sporting Code should be substituted by "Jury".

VINK points out that the goal of aerobatic contests is to promote friendly rivalry and good sportsmanship.

**Board of VINK**



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## CHANGES

Following changes have been made from version 2020-1.

5.1.1 Updated for 2022.



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## 1. GENERAL RULES FOR DUTCH AEROBATIC EVENTS

### 1.1. Aims of Aerobatic Championships

- 1.1.1.1. To establish the champion in the various classes.
- 1.1.1.2. Where practicable, to give the general public the opportunity to watch and learn about contest aerobatics.
- 1.1.1.3. 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.
- 1.1.1.4. To promote and popularize aerobatics in the Netherlands and to develop and foster friendly relations between aerobatic pilots of the Netherlands and other countries.
- 1.1.1.5. In pursuance of these aims:
  - a) Fairness and equal treatment shall be ensured by all stakeholders in all VINK activities and contests, from registration to final results.
  - b) 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.

### 1.2. General Regulations

#### 1.2.1. Contest Scopes

- 1.2.1.1. Dutch Open National Aerobatic Championship (DONAC)
  - a) The Dutch Open National Aerobatic Championship will be held not more than once every year.
  - b) 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.
  - c) English shall be the working language both orally and in writing for all purposes for the duration of the championship.
- 1.2.1.2. Dutch National Aerobatic Championships
  - a) The number of Dutch National Aerobatic Championships each year is not limited.
  - b) 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.
  - c) 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.

#### 1.2.2. Contest Categories

- 1.2.2.1. In principle, all flights carried out by competitors must be made solo; this applies to competition flights and training flights. Flights with a safety pilot are allowed in accordance with [1.2.6.2](#).
- 1.2.2.2. Contest categories are:
  - a) Unlimited ("U").
  - b) Advanced ("A").
  - c) Intermediate ("I").
  - d) Sports ("S").
  - e) Club ("C").

#### 1.2.3. Aircraft Restrictions

- 1.2.3.1. Aircraft qualified to enter the the classes mentioned in [1.2.2.2](#) are piston-engined and electric powered aircraft only.
- 1.2.3.2. All competing aircraft must meet the performance characteristics required for the kind of flight they will be undertaking.
- 1.2.3.3. 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.



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## 1.2.4. Competitors Eligibility Restrictions

### 1.2.4.1. General

- a) 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. These documents 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.
- b) 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:
  - i) won a contest in a higher class; or
  - ii) placed second in a contest in a higher class, in which there were six or more competitors; or
  - iii) placed third in a contest in a higher class, in which there were nine or more competitors.

### 1.2.4.2. Classes "C" and "S"

- a) Entry into classes "C" 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.
- b) Once a pilot has entered a Sports class contest, he/she shall not again be eligible to enter a Club event.

### 1.2.4.3. Classes "I", "A" and "U"

- a) Entry is restricted to pilots who have competed in the respective class during the previous aerobatic season; or
- b) to pilots who have won in the class directly below the respective class during the previous aerobatic season; or
- c) 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
- d) 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.

## 1.2.5. Minimum Number of Competitors

### 1.2.5.1. Dutch Open National Aerobatic Championship (DONAC)

- a) A valid contest in each class requires a minimum of three Dutch national competitors.
- b) 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.
- c) In circumstances where only 1 Dutch national competitor has 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. Additionally, the competitor in this class must achieve an overall score of 65% or more, over two or more programs, to validate the contest for this class.
- d) 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.

### 1.2.5.2. Dutch National Aerobatic Championships

- a) A valid contest in each class requires a minimum of two entrants.
- b) The organizers will determine if the contest is open to foreign pilots.
- c) 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.

## 1.2.6. Competitors

### 1.2.6.1. At the discretion of the contest director, a pilot qualified according [1.2.4](#) may fly a program accompanied by a safety pilot. In this situation, the following conditions shall apply:

- a) The participating pilot shall be considered Hors-Concourse. Such pilots must declare their status at the briefing prior to flying.
- b) The safety pilot must be qualified according [1.2.4](#).

- c) The safety pilot shall not be a competitor in the same class at the same contest.
- d) 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.
- e) 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.

## 1.2.7. Aircraft Documentation

- 1.2.7.1. A valid aerobatic certificate of airworthiness or equivalent document issued by the competent aviation authority of the aircraft's state of registration must be produced to the organizer for every contest aircraft.
- 1.2.7.2. Aircraft will not be admitted to the contest unless the appropriate documentation has been submitted to the organizer.

## 1.2.8. Air Safety

- 1.2.8.1. The primary consideration in all aerobatic contests is safety.
- 1.2.8.2. All personnel, whether contestants or not, are required to act in the safest possible manner during the running of aerobatic contests.
- 1.2.8.3. 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.
- 1.2.8.4. 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.
- 1.2.8.5. The responsibility for seeing and avoiding other air traffic rests entirely with the pilot at all times.
- 1.2.8.6. Any violation of the safety regulations in force may at any time render the offender liable to exclusion from the contest. No responsibility will be undertaken by the organizer for any such violation by competitors or others.
- 1.2.8.7. To enable the pilot to watch over his or her own safety, an accelerometer must be installed in each competing aircraft.
- 1.2.8.8. The chief judge may exclude a pilot who is not flying safely or whose flying might reasonably be judged to be the imminent cause of an unsafe situation.
- 1.2.8.9. Any competitor required to interrupt a competition flight due to danger of collision with conflicting air traffic or a bird, should be treated in the same manner as if a mechanical defect (paragraph [3.12.2](#)) had taken place.

## 1.2.9. Insurance

- 1.2.9.1. All competitors must produce evidence of adequate third party insurance valid for the duration of the contest and valid in the Netherlands.

## 1.3. Contest Bodies

### 1.3.1. Jury

- 1.3.1.1. The jury is the supreme arbitration body of aerobatic events. The duties of the jury include:
  - a) Interpreting the general rules, the judging rules and the general regulations of the contests.
  - b) Meetings:
    - iv) Attending the meetings of the board of judges (dealing with familiarization, evaluation, checking the marking sheets).
    - v) If required, holding daily evaluation meetings (after the daily contest program has been completed).
    - vi) Final meeting of the jury. Evaluation of the activities of the jury and of the development of the contest and a preliminary assessment of the experience gained during the contest.
  - c) Supervision:
    - vii) Overseeing the administration of the contest.
    - viii) Supervising the briefings and the drawing of lots to determine the order of flying.
    - ix) Supervising the board of judges. This is primarily conducted by the chief judge.
    - x) Supervising the activities of the scorer.



- x) Checking the publication of contest results.
- xii) Checking the availability and accuracy of medals and trophies at the beginning of the competition.
- xiii) Controlling the unknown programs; including supervision, composition, and explanation, as appropriate.

#### 1.3.1.2. Mediation:

- a) Dealing with protests from competitors. Taking down on record the proceedings in meetings or activities where decisions are sought (e.g. a note of comments, resolutions, etc). The jury will publish the results of all protests and decisions. The meetings of the jury must not impede the progress of the contest.
- b) Explanatory discussions with competitors to explain measures taken by the jury; interpretation of these rules and all regulations. This should be done after completion of the daily competition program or before the beginning of competition flying (i.e. in any case without impeding the progress of the contest).

#### 1.3.1.3. Organizer's responsibility:

- a) The organizer of aerobic events must provide the necessary material and technical conditions, and the required number of staff, in order to enable the jury to carry out its functions.

#### 1.3.1.4. Composition of the jury:

- a) The contest director and the chief judge.
- b) A third person, who is not biased, appointed by the contest director (e.g. a qualified mechanic).

#### 1.3.1.5. All members of the jury must be available to hear appeals or protests submitted by competitors.

#### 1.3.1.6. Any decision taken by the jury by majority vote shall be final.

#### 1.3.1.7. The jury may temporarily vary any rules approved by the Dutch Aerobic Association (VINK) during a contest under the following circumstances:

- a) There is an absolute majority within the jury, when conducting a vote to introduce a temporary variation to the regulations, and;
- b) There is a two-thirds majority amongst the participating competitors, when conducting a vote to introduce a temporary variation to the regulations.

### 1.3.2. Board of Judges

Judging during Aerobic Championships will be carried out by a board of judges in compliance with the following rules.

#### 1.3.2.1. Composition of the board of judges:

- a) The chief judge.
- b) Two chief judge assistants.
- c) Two additional judges. At a beginners event no or one additional judge shall suffice.
- d) Judge assistants to assist each additional judge.
- e) Boundary judges if used.

#### 1.3.2.2. Appointment:

- a) The chief judge and additional judges for the Dutch Open National Aerobic Championship are appointed by the board of VINK.
- b) The chief judge and additional judges for a Dutch National Aerobic Championship are appointed by the organizer of the contest.
- c) Judge assistants including the chief judge assistants and boundary judges (if used) are appointed by the contest director.

#### 1.3.2.3. Qualification of judges:

- a) In the year in which the championship is held or during the previous calendar year, the judge must have either judged or competed at a national or international aerobic championship at the appropriate class or a higher class.
- b) For judges, other than the chief judge rule a) can also be satisfied if the judge has followed a judging course approved by VINK. For Advanced and Unlimited it is additionally required that the judge has



judged or competed in the class immediately below and has been made thoroughly aware of the additional figures to be expected. This is preferably done by judge training on actual flights and/or video footage.

- c) The chief judge will ensure that the judge is in possession of current regulations with appropriate translation if necessary.
- d) The jury 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.

#### 1.3.2.4. Time keeping:

- a) Programs will not be timed.

#### 1.3.2.5. Position of judges:

- a) The judges (under [1.3.2](#) except boundary 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 point of the secondary axis will be a minimum of 150 m and a maximum of 250 m.

#### 1.3.2.6. Role of judges:

- a) The judges appointed for marking the quality of the maneuvers will mark the maneuvers and infringements of the lower and upper height limits, interruptions and insertions in compliance with the judging rules ([4](#)).
- b) Role of the judges assistants:  
The assistant(s) has (have) the following tasks:
  - a) Telling the judge prior to the performance the sequence of the figures, details of the various figures, and any other special features.
  - b) 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.
  - c) Giving general assistance.

### 1.3.3. Contest Management

1.3.3.1. The Contest Director will be responsible for the regular and orderly performance of the contest. The Contest Director is responsible to the jury for the efficient administration of the contest.

1.3.3.2. The contest management will be composed of:

- a) The Contest Director,
- b) The Chief Judge,
- c) The Chairman of the Technical Commission.

### 1.3.4. Technical Commission

1.3.4.1. The Organiser shall appoint a suitably-experienced Licensed Aircraft Engineer to be the Chairman of the Technical Commission.

1.3.4.2. The Technical Commission is responsible to the jury for the inspection of competing aircraft and of aircraft documentation; for certifying compliance with the airworthiness regulations of aircraft after inspection; for a qualified and objective inspection in case of defects of the technical equipment; and for finding the causes of defects which have occurred during the competition flights. The Technical Commission will advise and inform the International Jury on any points of technical importance.

## 1.4. Administrative Arrangements

### 1.4.1. Entries

1.4.1.1. The Dutch Open National Aerobatic Championship (DONAC) is open to national (pilots holding a valid Dutch passport or identity card) and foreign pilots.

1.4.1.2. Dutch National Aerobatic Championships are open to pilots holding a valid Dutch passport or identity card. According to rule [1.2.5.2.b](#) the organizer may stipulate that the contest is open to foreign pilots.

### 1.4.2. Entry Fees

1.4.2.1. Entry fees are only to be paid by competitors.

1.4.2.2. Entry fees will be fixed by the organizer in agreement with the board of VINK.



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## 1.4.3. General Briefing and Judging Meetings

- 1.4.3.1. Prior to the start of a contest there will be a briefing by the organizer for competitors and judges, on flight conditions, the contest programs, and any other problems which might arise over the interpretation of the rules.
- 1.4.3.2. For familiarization with and a standardized interpretation of the judging rules the chief judge will hold seminars with the judges. The chief judge will give guidance to the judges as to the current judging criteria and rules for judging, on which he should conduct 'question and answer' sessions. Throughout the duration of the contest the chief judge will hold routine evaluation meetings with the judges.

## 1.5. Final Regulations

### 1.5.1. Competitor's Pledge

- 1.5.1.1. 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.

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## 2. PROGRAMS OF NATIONAL AEROBATIC CHAMPIONSHIPS

### 2.1. Flight Program Schedule

#### 2.1.1. Flight Programs List

##### 2.1.1.1. Class "C"

Program 1: The Known Program.

Program 2: The Known Program.

##### 2.1.1.2. Class "S"

Program 1: The Known Program.

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

##### 2.1.1.3. Class "I"

Program 1: The Free Known Program.

Program 2: The First Free Unknown Program.

Program 3: The Second Free Unknown Program.

##### 2.1.1.4. Class "A"

Program 1: The Free Known Program.

Program 2: The First Free Unknown Program.

Program 3: The Second Free Unknown Program.

Program 4: The Third Free Unknown Program.

##### 2.1.1.5. Class "U"

Program 1: The Free Known Program.

Program 2: The First Free Unknown Program.

Program 3: The Second Free Unknown Program.

Program 4: The Third Free Unknown Program.

Program 5: The Final Freestyle Program.

#### 2.1.2. General Regulations on Flight Programs Schedule

2.1.2.1. After the (Free) Known Program (program 1), no pilot shall continue in the competition unless the pilot is, in the judgement of the jury and board of judges, capable of safely flying the remaining programs. Any pilot disqualified under this rule will be so informed by the jury before the start of program 2.

2.1.2.2. In Unlimited, program 5 shall have priority over program 4. Thus, if weather forecasts indicate that all programs may not be completed before the end of the contest period, the organizer, in consultation with the jury, shall direct that program 5 be flown before program 4.

## 2.2. The Known Program

### 2.2.1. General

2.2.1.1. Sequences will be composed of figures or combinations of figures (a combination being taken as one figure) selected from the Aresti System (Condensed).

#### 2.2.2. Class "C"

2.2.2.1. A minimum of 4 and a maximum of 6 figures.

2.2.2.2. The total difficulty coefficient of all figures of the known program shall not exceed 70 K.

2.2.2.3. The start and finish of a program must be carried out in normal level flight. Competitors may begin and finish their program at any height between the upper and lower limits given in [3.8](#).

2.2.2.4. In a given sequence, a catalogue reference number may be used only once.

2.2.2.5. The figures and the composition of the sequence 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.

#### 2.2.3. Class "S"

2.2.3.1. A minimum of 9 and a maximum of 11 figures.

2.2.3.2. The total difficulty coefficient of all figures of the known program shall be a minimum of 100 K and not exceed 125 K.

2.2.3.3. The start and finish of a program must be carried out in normal level flight. Competitors may begin and finish their program at any height between the upper and lower limits given in [3.8](#).

2.2.3.4. In a given sequence, a catalogue reference number may be used only once.



- 2.2.3.5. The figures and the composition of the sequence 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.

## 2.3. The Unknown Program

### 2.3.1. Class "S"

- 2.3.1.1. Sequences will be composed of figures or combinations of figures (a combination being taken as one figure) selected from the following list:

- a) 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.
- b) Figure 1.1.2.1.
- c) Figure 1.1.2.3.
- d) 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.
- e) Figure 1.2.3.1 obligatorily complemented with;  
figure 9.1.2.2.
- f) Figure 1.2.6.3 obligatorily complemented with;  
figure 9.11.1.4 or  
figure 9.11.1.6.
- g) Figure 2.1.1.1.
- h) Figure 2.2.1.1.
- i) Figure 2.3.1.1
- j) Figure 5.2.1.1 optionally complemented with;  
figure 9.1.5.1.
- k) Figure 7.2.2.1 obligatorily complemented with;  
figure 9.1.3.2.
- l) Figure 7.2.3.3 obligatorily complemented with;  
figure 9.1.3.2.
- m) Figure 7.3.2.1 obligatorily complemented with;  
figure 9.1.2.2.
- n) Figure 7.3.3.3 obligatorily complemented with;  
figure 9.1.4.2.
- o) Figure 7.4.1.1.
- p) Figure 7.5.5.3 obligatorily complemented with;  
figure 9.1.3.2 and figure 9.1.2.2.
- q) Figure 7.5.7.1 obligatorily complemented with;  
figure 9.1.3.2 and 9.1.4.2.
- r) Figure 8.4.1.1.
- s) 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.
- t) Figure 8.5.3.3 obligatorily complemented with;  
figure 9.1.3.2.
- u) Figure 8.5.6.1 obligatorily complemented with;  
figure 9.1.4.2.
- v) Figure 8.5.7.3 obligatorily complemented with;  
figure 9.1.3.2.





- w) Figure 8.6.4.3 obligatorily complemented with;  
figure 9.11.1.4 or 9.11.1.6 and  
figure 9.1.3.2.
- x) Figure 8.6.5.1 optionally complemented with;  
figure 9.1.3.4.
- y) Figure 8.7.5.1 optionally complemented with;  
figure 9.1.3.4.

2.3.1.2. A minimum of 9 and a maximum of 11 figures.

2.3.1.3. The total difficulty coefficient of all figures of the known program shall be a minimum of 100 K and not exceed 125 K.

2.3.1.4. The start and finish of the a program must be carried out in normal level flight. Competitors may begin and finish their program at any height between the upper and lower limits given in [3.8](#).

2.3.1.5. In a given sequence, a catalogue reference number may be used only once.

2.3.1.6. The figures and the composition of the sequence 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.

## 2.4. Time between programs

2.4.1.1. The organizer must allow sufficient time between programs such that no competitor shall be required to fly any program less than four hours after landing from his/her previous flight.

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## 3. OPERATION OF NATIONAL AEROBATIC CHAMPIONSHIPS

### 3.1. Daily Briefing

- 3.1.1.1. Before the beginning of competition flying, on each competition day, a briefing will be held for competitors, officials, judges and the jury on organizational matters concerning the competition day, on meteorological conditions, etc. The briefing should last no longer than 30 minutes.

### 3.2. Sequence of Flights (Drawing of Lots)

- 3.2.1.1. The sequence of flights for all programs will be determined by drawing of lots to be arranged by the contest director or his assistant, in the presence of a representative of the jury. For all programs, each competitor will draw his or her own lot in front of attendees during the respective briefings, under supervision of the jury. In the event a competitor is not present to draw his or her own lot, the jury will do so.
- 3.2.1.2. H/C pilots will be considered separately in the drawing of lots. They will be grouped and flown first in each flight program (pending provision of rule [3.2.1.3](#)).
- 3.2.1.3. The sequence of flights may be altered by the jury if special circumstances require, e.g. when two closely-drawn pilots are to fly the same aircraft. In such a case, there must be a minimum of two flights or 15 minutes between engine shut-off and the next start-up on the same airplane. If this time period causes a gap in the continuity of flying, the starter shall inform the chief judge accordingly.

### 3.3. Performance Zone

- 3.3.1.1. The programs will be flown in a performance zone according to the rules as stated in Sporting Code Section 6.
- 3.3.1.2. If for practical reasons it is not possible to comply with the markings according Sporting Code rules, preferably the performance zone will be partially marked or will not be marked at all. The position of the partially marked or unmarked performance zone must be briefed in the daily briefing.

### 3.4. Warm-Up Flights

- 3.4.1.1. The first flight of each competition day and each program may be asked to fly through the performance zone for box demarcation purposes before starting the competition sequence.
- 3.4.1.2. Prior to the first flight of each competition day and each program the pilot of this flight should seek instruction from the chief judge regarding the demands of the demarcation itself. This will normally commence with either a full or partial demarcation of the box axes and boundaries at either or both of the minimum and/or the disqualification heights.

### 3.5. Video/Audio Devices

- 3.5.1.1. According to Sporting Code Section 6

### 3.6. Meteorological Conditions

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

#### 3.6.2. Minima

- 3.6.2.1. According to Sporting Code Section 6.

#### 3.6.3. Weather Information

- 3.6.3.1. The contest director must provide the official wind direction, as determined by the jury, to the competitors at the beginning of each contest day and anytime that official wind direction is changed.
- 3.6.3.2. Other Sporting Code Section 6 provisions are not applicable.

#### 3.6.4. Adverse Weather

- 3.6.4.1. If the meteorological conditions do not meet the requirements of [3.6.2](#), the chief judge after consultation with the jury will discontinue competition flights. Such decision may be taken:
- If weather conditions are determined outside of the limits by a qualified weather station.
  - If 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.
  - If the conditions are judged independently by members of the jury, the chief judge or the competitors to be outside the prescribed limits.

- 3.6.4.2. If the cloud is at least 800 m above aerodrome level, and if a majority of competitors agree, the jury may relax the visibility and wind limitations stated above in the interests of completing the first three competition programs before the end of the contest period.
- 3.6.4.3. If the weather conditions do not comply with the competition rules, a competitor may discontinue his or her flight before starting the sequence or, during the program, in level flight at the end of a figure i.e.:
- If during any program the horizontal visibility deteriorates to less than 5 km.
  - If the cloud height in the performance zone is lower than the height in the following table.

Category	Break if lower than:	No flying if lower than:
Unlimited	1050 m	800 m
Advanced	1150 m	800 m
Intermediate	1250 m	950 m
Sports	Not applicable	950 m
Club	Not applicable	950 m

- If precipitation becomes apparent. In this case, members of the jury should check the weather conditions in the performance area in order to reach a decision on the possible repetition of the competition flight. This applies to programs 1 to 4.
- If the wind exceeds the limits specified in [3.6.2](#) and if a competitor during a flight is not able to observe such changes and he or 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, except in programs 2 to 4.
- The marking for the repetition flight for a competitor will be continued from the figure immediately following the break.
- If a competitor discontinues his or her flight without sufficient reason, no repetition flight will be allowed.

### 3.6.5. Permitted Breaks

- 3.6.5.1. The jury may allow flights to be made in two parts, during the performance of all programs other than the Final Freestyle, if the height of the cloud base is between the heights given in the table at paragraph [3.6.4.3.b](#) or if the relevant density altitude exceeds that stated in paragraph [3.6.2.6](#). The competitor is then allowed to readjust height without penalty to commence the second part.
- 3.6.5.2. The pilot may choose where to take this break without stating so in advance, and such break need not be marked on forms B or C (respectively R or L). However, second or subsequent breaks will be penalized in accordance with paragraph [3.6.6](#). When an interruption occurs along the secondary axis, the competitor must resume his or her flight in the same direction of flight.
- 3.6.5.3. If the cloud base subsequently rises to the higher figure in the table, pilots may no longer interrupt their flight without penalty. Pilots will be advised by the contest director (or his staff), with a minimum of a 10 minute warning, following advice to him from the jury, when they are to fly with/without interruption should the weather conditions change.
- 3.6.5.4. Even though an interruption may be allowed without penalty by the jury, there is no obligation for pilots to interrupt their flight.

### 3.6.6. Penalized Breaks

- 3.6.6.1. In the event that a pilot interrupts the sequence after a figure is flown incorrectly, with completion on the wrong heading or in the wrong attitude, the break will always be penalized. Following a penalized break, a subsequent interruption may be considered a permitted break according to paragraph [3.6.5](#). if it is taken after a correctly-flown figure.

3.6.6.2. After a penalized interruption, there is no obligation for the pilot to resume the sequence in a direction determined by the flight before the interruption.

## 3.7. Conduct of Competition Flights

3.7.1.1. According to Sporting Code Section 6

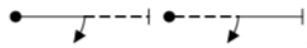
## 3.8. Height Limitations

3.8.1.1. The following height limitations have been determined for all contest flights:

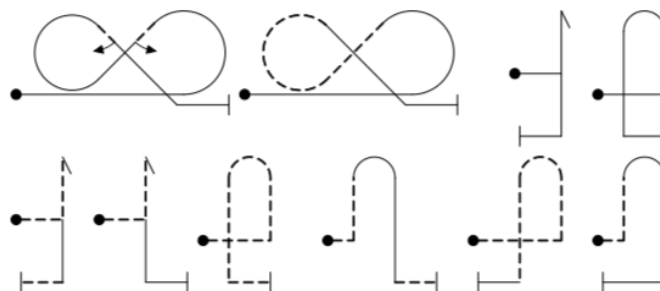
Category	Upper	Lower	Disqualification
Club	1200 m	500 m	300 m
Sports	1200 m	500 m	300 m
Intermediate	1200 m	300 m	200 m
Advanced	1100 m	200 m	100 m
Unlimited	1000 m	100 m	50 m

## 3.9. Safety and Practice Maneuvers

3.9.1.1. Before the wing-rocking at the start of each competition flight it is recommended that all pilots perform safety maneuvers as follows. These figures are optional but, if flown, may only be flown once, in any order unless a figure starting inverted is used (see below), and continuously on the same axis. They must be flown inside the performance zone:



and one (programs 2 to 5), or up to three (program 1), of the following:



When flown, a figure above from family 5 or 8 that starts inverted shall be inserted after the first half roll. In that case, if the figure is one that finishes positive, the second half roll is not flown.

3.9.1.2. Prior to the actual performance of program 1, in addition to safety maneuvers according to [3.9.1.1](#), competitors will be permitted to fly, once, practice figures from their program 1 sequence, starting from figure one (1) of their sequence, consecutively up to the first five (5) figures. This rule does not apply to the classes "C" and "S".



3.9.1.3. Violations of safety and practice maneuvers will be penalized in accordance with paragraph [4.3.1](#) and [4.3.2](#).

## **3.10. Duration of Flight and Signaling Start and Finish**

### **3.10.1. Time Limits**

3.10.1.1. Programs will not be timed.

### **3.10.2. Signalling**

3.10.2.1. A competitor must signal the start and finish of each program, and any interruption, by distinctly rocking the wing three (3) times by more than 45 degrees.

3.10.2.2. The aircraft may start and/or finish the wing rocks either inside or outside the aerobatic zone. They may be in normal or inverted flight, on any flight path angle. The flight path angle may change between the wing rocks. The return of wings to 'level' therefore does not necessarily refer to the aircraft being 'in level flight'.

3.10.2.3. If the first figure in a program or the first figure after an interruption begins in inverted flight, the authorized starting procedure is either:

- a) A half roll prior to the first wing rock, and all wing rocks performed in inverted flight.
- b) A vertical line established from flight in a direction parallel to the starting axis, with the exit in inverted flight; in this case the wing rocks may be performed partly or totally on the vertical line, or after leveling-off in inverted flight.

3.10.2.4. 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.

3.10.2.5. Violations of signaling procedures, determined by simple majority of judges, will be penalized in accordance with paragraph [4.3.1](#).

3.10.2.6. Class "C" and "S"

Signaling the start and end of a program by means of three wing-dips is not required.

## **3.11. Danger of collision**

3.11.1.1. In case of danger of collision with a bird or conflicting air traffic:

- a) If the pilot has to interrupt the competition flight and land, the case should be treated in the same manner as if a mechanical defect (paragraph [3.12](#)) had taken place.

## **3.12. Mechanical Issues**

### **3.12.1. Defects on the Ground**

3.12.1.1. In the event of a competing aircraft becoming unserviceable before the start of a flight, the jury may permit the competitor to use another aircraft or the same aircraft following the removal of the defect.

3.12.1.2. In the event that a test flight is required and the competitor does not allow a non-competing pilot to fly his aircraft for test purposes, a special authorization will be given to the competitor to fly this test flight under the following conditions:

- a) That the flight will consist of a maximum of three aerobatic figures;
- b) That these figures will be approved by the jury;
- c) If the competitor violates these conditions he will be disqualified.

### **3.12.2. Defects in Flight**

3.12.2.1. 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 secure area that is protected from spectators and other competitors. This area will be off limits to everyone except the competitor and the jury. The competitor will be required to remain in his aircraft until the arrival of a member of the jury who will release him and subsequently permit the aircraft to be worked on and inspected.

3.12.2.2. In the event of a competitor breaking off his or her competition flight in case of technical damage which is beyond the pilot's control after take-off, he or she may be allowed to repeat the flight provided that evidence of the damage can be furnished to the jury within two hours after landing. For finding the damage only, the following persons will be permitted to work on the aircraft: the competitor and the mechanic named by the jury. When the cause of the damage has been found, the damage will be repaired by the mechanic of the aircraft and other experts.

3.12.2.3. 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.

- 3.12.2.4. The following defects will not be counted:
- a) incorrect adjustment;
  - b) technical trouble caused by dirt if attributed to negligence of the competitor. Note: if it can be ascertained that contaminated fuel or oil was supplied by the organizer, the penalizing rule does not apply;
  - c) insufficient or missing safety devices causing a change of settings during the flight.
- 3.12.2.5. In cases (a) to (c) above (with the exception of the Note in (b)), the competitor will not be permitted to repeat his or her flight.
- 3.12.2.6. The 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, the jury shall decide in favor of the competitor.
- 3.12.2.7. In order to avoid any delay in the progress of the contest, the flight will be repeated at the first available opportunity closest to the original flight order even if this is prior to the decision of the jury.
- 3.12.2.8. The sequence of repetition flights is determined by the sequence of interruptions of competition flights.
- 3.12.2.9. A competitor making a repetition flight must re-fly the entire program. Judging and scoring will be continued from the figure during which the technical problem occurred in the interrupted program.

### 3.13. Change of Aircraft by a Competitor

- 3.13.1.1. A contest aircraft may, with the permission of the jury, be replaced at any time by another contest aircraft.
- 3.13.1.2. If due to a technical reason a pilot has to fly a different airplane, he/she shall be allowed to make the following figures in addition to normal safety maneuvers, in order to become accustomed to the substitute:

Category	Allowed figures
Club	2.2.1.1. and 9.1.3.4.
Sports	5.2.1.1. and 9.4.3.4.
Intermediate	9.4.3.4, 9.9.3.4 and 5.2.1.1.
Advanced	9.4.3.4, 9.9.3.4 and 5.2.1.1. + 9.1.1.2.
Unlimited	9.4.3.4, 9.9.3.4, 9.10.3.4 (bracketed by 9.1.3.2.) and 5.2.1.1. + 9.1.1.4.

### 3.14. Protests

- 3.14.1.1. Protests will be accepted from individual competitors only. All protests must be submitted to the jury in writing, either directly or through the contest director, with a deposit, not later than two hours after the occurrence, decision or publication of results which causes the protest to be made. Every protest must refer to the rule or rules to which it relates. The amount of the deposit is € 50,-.
- 3.14.1.2. The deposit will be returned if the protest is upheld. The decision of the jury is final.

### 3.15. Procedure in the Event of a Serious Accident or Casualty

#### 3.15.1. Overview of Procedures

- 3.15.1.1. 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.
- 3.15.1.2. VINK officials will support the host airfield staff to provide an appropriate response to the incident.
- 3.15.1.3. 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".

### 3.15.2. Planning Meeting with Host Airfield

- 3.15.2.1. 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:
- a) Flight Operating Procedures,
  - b) Emergency Response Procedures (including Major Incident Plans),
  - c) 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,
  - d) 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.

### 3.15.3. VINK Incident Response Team

- 3.15.3.1. A response to a serious accident or casualty will be coordinated by the CD and the Airfield Manager or other appropriate person.
- 3.15.3.2. The CD may appoint other VINK volunteers to help with the management of the incident response as he feels appropriate. These roles may include:
- a) Deputy CD assigned to be the CD's representative at the incident site and elsewhere on the airfield as and when required,
  - b) Public relations officer assigned to deal with press and media enquiries.

### 3.15.4. Immediate Response to an Incident

- 3.15.4.1. 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.
- 3.15.4.2. 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.
- 3.15.4.3. Further management of the situation will be coordinated by the airfield staff, supported by the VINK's CD.

### 3.15.5. Role of Participants

- 3.15.5.1. 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.
- 3.15.5.2. 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.
- 3.15.5.3. 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.
- 3.15.5.4. 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.
- 3.15.5.5. 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.
- 3.15.5.6. 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.
- 3.15.5.7. 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



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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 VINK

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## 4. EVALUATION OF COMPETITION FLIGHTS

Competition flight will be evaluated according to Sporting Code Section 6, with the following exceptions.

### 4.1. Evaluation of the Performance

#### 4.1.1. Chief Judge

4.1.1.1. There are no time limits to flights and therefore the duration will not be checked.

#### 4.1.2. Judges

4.1.2.1. There is no requirement to sign the declaration of ethical behaviour.

#### 4.1.3. Recording of Interruptions, Insertions, Height Infringements and Wing-Rocking

No changes

#### 4.1.4. Marks for Figures

No changes.

#### 4.1.5. Marking of Flight Positioning and Symmetry

4.1.5.1. The K factor accorded to positioning marks will be as follows:

Category	Positioning K
Sports	15
Club	10

4.1.5.2. A copy of the files generated by the CIVA-approved computer scoring system must be available to any competitor upon request. The media used for that copy will be supplied by the requester and has to be compatible with the computer being used by the contest organizer. A complete copy of all the files must be sent to the board of VINK after the contest is finished.

## 4.2. Boundary Judging

4.2.1.1. The recording of infringements of the performance zone defined in [3.3](#) may be carried out only with a VINK approved electronic tracking system.

4.2.1.2. If a VINK approved electronic tracking system can be used, boundary judging is mandatory at the Dutch Open National Aerobatic Championship, except in the Final Freestyle Program (Unlimited) for which boundary judging is not applicable.

4.2.1.3. Boundary judging, although recommended, is not mandatory for National Aerobatic Championships.

4.2.1.4. If an electronic tracking system is used, the position of the aircraft will be tracked by the instrument and performance zone boundary infringements (including the 50 m buffer zone) recorded. A member of the jury or a neutral person assigned by the jury must be present at the recording station to monitor the operation of the system.

4.2.1.5. Competitors are not allowed to approach the boundary judging position(s) closer than 20 m and in any case are not allowed to communicate with the boundary judging officials.

4.2.1.6. A record of boundary infringements will be kept and will be made available to competitors.

## 4.3. Penalties Deductible from Total (Averaged) Scores

4.3.1.1. Slots or time limits for programs will not be used.

#### 4.3.2. Violation of safety Maneuvers

4.3.2.1. A penalty of 30 points (all categories) will be given for each and every figure other than the prescribed maneuvers set out in rule [3.9](#) or the program figures.

#### 4.3.3. Violations of Signaling Procedures

4.3.3.1. No penalty points are applicable for classes Club and Sports.



#### **4.3.4. Infringement of Height Limits**

##### **4.3.4.1. Sports**

For every obvious and visually recognized infringement of the lower height limit during the performance of any program, 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. For an infringement of the upper height limit, no penalty points will be given. A competitor flying lower than 300 meters will be disqualified (from the current program) for causing a dangerous situation.

##### **4.3.4.2. Club**

For every obvious and visually recognized infringement of the lower height limit during the performance of any program, the competitor will be given 100 penalty points; an additional 100 penalty points will be given for each figure flown completely below the lower height limit. For an infringement of the upper height limit, no penalty points will be given. A competitor flying lower than 300 meters will be disqualified (from the current program) for causing a dangerous situation.

#### **4.3.5. Infringements of the Performance Zone**

4.3.5.1. No penalty points for infringements are applicable for classes Club and Sports.

#### **4.3.6. Interruption of a Program or Addition of Figures**

4.3.6.1. For classes "C" and "S", there are no penalty point applicable for interruptions. An addition, according Sporting Code Section 6, will receive 10 penalty points in class "C" or 20 penalty points in class "S".

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## 5. AWARDS

### 5.1. Champions

#### 5.1.1. Dutch Open National Aerobatic Championship

- 5.1.1.1. 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 2022".  
The name of the Dutch Aerobatic Champion will be added to the Huizenga Trofee.
  - 5.1.1.2. 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 2022" and receives the corresponding Trophy.
  - 5.1.1.3. 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 2022" and receives the corresponding Trophy.
  - 5.1.1.4. 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 2022" and receives the corresponding Trophy.
  - 5.1.1.5. The Dutch national competitor who gains the highest number of points in class "S" will be awarded the title "Dutch Winner in the Sports Class 2022" and receives the corresponding Trophy.
  - 5.1.1.6. The Dutch national competitor who gains the highest number of points in class "C" will be awarded the title "Dutch Winner in the Club Class 2022" and receives the corresponding Trophy.
  - 5.1.1.7. 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.
  - 5.1.1.8. The Dutch national competitor who gains the highest percentage score in any class will receive the English Trophy. The English Trophy can only be received by a competitor once in a particular class.
- #### 5.1.2. Dutch National Aerobatic Championships
- 5.1.2.1. The organizers will establish which Titles and Trophies are to be awarded in the contest.

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