

**Regulations of the
Swiss National Aerobatic Championship
and the
Swiss National Unlimited 4 Minute Freestyle**

Version 2015-1

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Swiss Aerobatic Association
SAA**

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1 Fundamental principles and purpose of the contests

- 1.1 The Swiss Aerobatic Association (SAA), on behalf of the Aero Club of Switzerland (AéCS) and the Swiss Power Flying Federation (FSVM/MFVS), organizes every year (if possible) the Swiss National Aerobatic Championship (SNAC) and the Swiss National Unlimited 4 Minute Freestyle (U4FS).
- 1.2 The present regulations contribute, primarily, to the best possible running of the contest. They define the rules and structures of the organization. They can be understood as an educational tool.
- 1.3 No regulation can replace good judgment and common sense of the organizers and participants.
- 1.4 The elaboration of these regulations is based on experience and international rules spirit. Moreover, it is constantly renewed. This is why it is legitimate and necessary to adapt these regulations, normally every year, to the new rules and to the evolution of the sport. Propositions and suggestions in this sense are to be addressed before November 15 to the SAA. The final document with all the modifications (national and international) for the year will be transmitted to the Central Secretariat of the AéCS through the FSVM/MFVS as soon as it has been updated.
- 1.5 The result of the SNAC is one of the primary selection criteria for the Unlimited Swiss National Team, Advanced Swiss National Team and other Aerobatic National Teams based on FAI managed international competitions now or in the future.
- 1.6 Aerobatics brings an essential contribution to the perfection of flying skills.
- 1.7 The contest is a means to promote the skills of pilots. It encourages contacts between the participants and the exchange of thoughts and experience within the AéCS in a climate of comradeship and good friendship.

2 General considerations / Basics

- 2.1 The AéCS is a member of the FAI and Swiss Olympic. Therefore the AéCS has the air-sport's power in Switzerland, referred to by the Fédération Aéronautique Internationale (FAI) as the National Airports Control (NAC). It is the sovereignty of the AéCS to conduct the Swiss National Aerobatic Championship and the Swiss Unlimited 4 Minute Freestyle.
- 2.2 Media work of the SNAC shall be coordinated with the media department of the AéCS.
- 2.3 Safety will, at all times, be the primary consideration for all decisions.
- 2.4 All participants (Swiss and foreign guests) of the SNAC and the U4FS are submitted to the present regulations and must abide by the rules.

- 2.5 The Committee of the SAA – together with the Contest Director – searches for an airfield and fixes the date, if possible without overlapping international championships or FAI events.
- 2.6 The SNAC usually takes place towards the end of the summer.
- 2.7 The U4FS will take place at the end of the SNAC.
- 2.8 Registration to the SNAC and to the U4FS should be open by 5 months latest before the competition.
- 2.9 The SNAC and U4FS will be conducted according to the regulations in place at the time of the beginning of the registration. All documents are published on www.saa.ch.
- 2.10 This contest is a sports demonstration in the spirit of article 3.1.2, general section, of the FAI Sporting Code in force. The provision of the FAI Sporting Code, Section 6, Part 1 (Powered Aerobatics) is applicable by analogy when the present regulations do not diverge from it.
- 2.11 The present regulations shall strive to adhere to the FAI/CIVA regulations as close as possible, however some requirements can be well beyond the capability of manpower or technical resources available to the contest direction and, case arising, must be dealt with by all parties concerned.
- 2.12 The present regulations will be in force after the approval by the SAA Committee and the FSVM/MFVS. Yearly amendments and improvements can and should be made. The amendments will be in force right after their approval.

3 Organization

3.1 Structure

- 3.1.1 Organizational Structure of the SNAC includes:
 - (a) Contest Director (CD)
 - (b) Chief Judge (CJ), Judges and Assistants
 - (c) President of Jury (PJ) and Jury Members (JM)
 - (d) Contest Crew
 - (e) Local authorities
 - (f) Competitors

3.2 Categories

- 3.2.1 The competition consists of 4 categories:
 - (a) Sportsman SPO
 - (b) Intermediate INT
 - (c) Advanced ADV
 - (d) Unlimited UNL

3.3 With the aim to promote team spirit, vertical integration through all categories and additional binding of the participants, team registration is possible and recommended. One team consists of 4 pilots, one of each category. There will be no additional contest flight for the team ranking. The overall result (percentage) of each pilot will be added and will be counted as team value.

3.4 Awards

3.4.1 Awards can only be presented, if at least 3 participants are competing in the concerned category and if at least two flights have been completed per category (SPO training flight doesn't count as a ranking flight).

3.4.2 The winner of each category will be awarded the gold medal and the title of "Swiss National Aerobatic Champion" in that category; the second and third placing will be awarded silver and bronze medals respectively.

The winning team will be awarded gold medals and the title of "Swiss National Aerobatic Team Champions", the second and third placing will be awarded silver and bronze medals respectively.

3.4.3 All participants and all members of the contest crew shall receive a small souvenir.

3.5 Contest Director (CD)

3.5.1 The Committee of the SAA appoints the CD. He will act as the general manager of the event, appointing contest officials. The CD could be a competitor.

3.5.2 The rights and duties of the CD are the following:

- (a) Administrative
- (b) Registration procedure
- (c) Financial supervision
- (d) Technical organization
- (e) Conduct of contest
- (f) Infrastructure
- (g) Aerodrome flight adaptations
- (h) Contacts to officials
- (i) Media work, coordination with the AéCS
- (j) Communication with the committee of the SAA and the FSVM/MFVS
- (k) Supervision of the contest in accordance with the present regulations
- (l) Respect the national regulations of the FOCA (BAZL/OFAC) (NOTAM and other) as well as local regulations
- (m) Ensuing the co-ordination with the management of the airport and foreseeing the zones reserved to the public, the parking of the aircraft
- (n) Designating and marking of the aerobatic box.
- (o) Organization of ground/aircraft communication equipment and service.

- (p) Organization and documentation of safety measures in coordination with the management of the airport, local authorities and help organizations in case of an accident.
- (q) Prepare the logistics for the conduct of the competition flights (judges, assistants, helpers, scoring office, publication of the results, etc...).
- (r) Certify scores.
- (s) Organization of briefings and ensuing adequate information to the pilots.
- (t) Warning or excluding of contest any person or competitor for reason of safety or unsportsmanlike conduct.
- (u) Presenting awards and/or prizes.

3.6 Judges

- 3.6.1 The CD nominates the judges before the competition.
- 3.6.2 The board of judges is composed of:
 - (a) 1 CJ and 1 Assistant Judge. The CJ has a casting vote in case the required simple majority cannot be reached within the board of judges.
 - (b) At least 2 additional Judges and 2 additional Assistant Judges.
 - (c) The CD should invite foreign judges for the mix of competence and experience.
- 3.6.3 The judges are subjected to the FAI Sporting Code, Section 6, Chapter 2.
- 3.6.4 A judge cannot be a competitor during the current SNAC or U4FS.
- 3.6.5 Chief-Judge (CJ) responsibilities:
 - (a) The primary concern should be the accurate and fair judging of the competition flights, including the monitoring of flights for zero marks and penalties. He should place his expertise at the disposal of the board of judges, and co-ordinate and guide their work.
 - (b) Supervision of the correctness of paperwork, recording of penalties.
 - (c) In case of serious fault, the CJ can ask the Jury to exclude a judge from the contest. The decision belongs to the Jury.
 - (d) Unless otherwise specified by the CD and the CJ before the beginning of the contest, if no video recording system is used during the SNAC or if the hard zero (HZ) is not possible to determine by video, HZ of the CJ are automatically registered as confirmed hard zeros (CHZ).
- 3.6.6 Boundary judges are not required for SNAC and U4FS.

3.7 Jury

- 3.7.1 The SAA Committee nominates the Jury before the contest.
- 3.7.2 The Jury consists of a president and two additional members.
- 3.7.3 The PJ must be present during the whole contest.

- 3.7.4 The PJ interprets the judging rules and the general regulations of the contest. He supervises the activities of the board of judges and deals with protests from competitors.
- 3.7.5 The PJ and the JM cannot be a competitor during the current SNAC or U4FS.
- 3.7.6 In order to be allowed to function as PJ and JM, it is necessary to be familiar with the regulations in force (national and FAI).

4 Conduct of contest

4.1 Box

- 4.1.1 According to FAI Sporting Code, Section 6, Part 1, Chapter 5.2.6.1. No aerobatic figures are allowed outside the box.
- 4.1.2 The Aerobatic Performance Zone. FAI Sporting Code, Section 6, Part 1, Chapter 4.7.
- 4.1.3 One calls "box" the space within which the programmes must be executed. The box will be clearly and distinctly marked on the ground, as far as the terrain configuration permits, by contrasting marking strips.
- 4.1.4 The box is normally located close to a runway for obvious safety reasons.
- 4.1.5 The horizontal measurements of the box are of 1'000 m x 1'000 m. If the marking of the box is not possible, the CD may omit reasonable amount of corners, or "T's". The center of the box must be marked or clearly represented (i.e. house, building, etc.).
- 4.1.6 Height limitations are as per FAI Sporting Code, Section 6, Part 1, Chapter 4.2.4. In addition height limitations for Sportsman and Intermediate categories are valid as per the table below:

Limits	Lower	Upper	Disqualification
Sportsman	500 m / AAL	1'500 m / AAL	300 m / AAL
Intermediate	500 m / AAL	1'500 m / AAL	300 m / AAL
Advanced	200 m / AAL	1'100 m / AAL	100 m / AAL
Unlimited	100 m / AAL	1'000 m / AAL	50 m / AAL

- 4.1.7 A competitor flying lower than these lower limits will be disqualified (from the current programme) for causing a dangerous situation.
- 4.1.8 The CD can, depending on the presence of obstacles in the box or in the immediate vicinity or when the position of the judges does not allow the control of the lower limits of the box, enhance these limits. Safety has priority over all other considerations.

4.2 Competition flights

4.2.1 Programmes:

Sportsman	Intermediate	Advanced	Unlimited
Training	Known	Known	Known
Known	Free	Free	Free
Free	1 st Unknown	1 st Unknown	1 st Unknown
1 st Unknown	2 nd Unknown	2 nd Unknown	2 nd Unknown
-	-	-	4-min. Freestyle

4.2.2 Training for the Unknown Programmes is not permitted. Competitors violating this regulation will be disqualified.

4.2.3 Sequence of flights (Drawing of Lots)

FAI Sporting Code, Section 6, Part 1, Chapter 4.1.8

The starting order for each programme will be determined by drawing of lots. If a pilot is not present without a valid reason during drawing of the lots, he/she will fly as number 1. The CD may decide on permutations, if the use of the same aircraft by successive competitors would slow down the competition. A minimum of 2 pilots will be inserted between a multiple-use aircraft.

4.2.4 Radio communications:

In order to improve the security and the good progress of the competition, the pilot must stay in permanent radio contact during the flight with the starter, the CJ or an assistant on the prescribed frequencies. The abusive use of the radio can be sanctioned by disqualification or penalty (250 points).

As an exception, the CD can allow a contest flight without radio. A competitor experiencing radio failure before starting his programme must land. If the breakdown occurs during the execution of the programme, the competitor can finish the programme before landing and taxi the aircraft into a designated secure area for cases of technical defects.

The competitor enters the box only after permission has been received from the starter or the CJ. A competitor entering an occupied box ("hot box") will be disqualified for the current flight or the whole competition, as per decision by Jury and CD.

4.2.5 Defects on the ground and in flight: FAI Sporting Code, Section 6, Part 1, Chapters 4.2.7.1. and 4.2.7.2. will apply.

4.2.6 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 by PJ. Conditions: FAI Sporting Code, Section 6, Part 1, Chapter 4.2.7.1. b).

4.2.7 During the championship, no flights (even on non-aerobatic planes) by competitors are permitted, other than the flights assigned, except if one

pilot has to change his plane for another (due to technical problems). In that case, the concerned pilot will be allowed by PJ to practise some select figures during the Safety Manoeuvres. He will be allowed to fly the described figures in FAI Sporting Code, Section 6, Part 1, Chapter 4.2.8. INT and SPO will be assimilated to “Yak 52” (SPO will fly a full roll (9.1.3.4) instead of the permitted flick roll. See 5.1.9 for exception.

- 4.2.8 Duration of flight and signalling start and finish: FAI Sporting Code, Section 6, Part 1, Chapter 4.2.6. SPO and INT are as per “Yak 52”.
- 4.2.9 Safety Manoeuvres: FAI Sporting Code, Section 6, Part 1, Chapter 4.3.1.2. (See Annex 1)
- 4.2.10 Measures in case of mechanical defects: FAI Sporting Code, Section 6, Part 1, Chapter 4.2.7 will be applied.
- 4.2.11 A penalty of 250 points will be awarded to a pilot who, without reasonable cause, is not ready when their slot time arrives as per FAI Sporting Code, Section 6, Part 1, Chapter 5.2.4.2.
- 4.2.12 If a pilot keeps the conduct of the contest waiting for more than 10 min without any valid reason, the starter will inform the Jury. The Jury may decide the disqualification of the pilot for the concerned flight.

4.3 Evaluation of the competition flight and criteria.

- 4.3.1 FAI Sporting Code, Section 6, Part 1, Chapters 5. and 6.

4.4 Penalties

- 4.4.1 FAI Sporting Code, Section 6, Part 1, Chapters 5.2 and 5.3, applies. “Yak 52” rules will apply for SPO and INT, but the penalties may vary. See 4.4.2 for the penalties table.
- 4.4.2 Tables of penalties:

Penalty	U4FS	UNL	ADV	INT	SPO
Box out*	-	30	20	20	20
Time out	10 / sec	-	-	-	-
Faulty wings rocks	150	30	30	30	30
Too low	250	250	200	150	150
Too high	-	50	30	30	30
Missed slot	250	250	200	150	150
Interruption	-	150	100	50	50
Insertion	-	150	100	50	50
Violation of Safety Manoeuvres	30	30	30	30	30

*If boundary judges are on duty during the contest.

4.5 Meteorological conditions

- 4.5.1 FAI Sporting Code, Section 6, Part 1, Chapter 4.2.2. applies.
- 4.5.2 According meteorological conditions and in order to achieve an interesting competition and a valid team ranking, the CD can change the sequence of flights or even omit a whole series for a category.
- 4.5.3 The priority to fly the maximum of programmes is given to UNL, then ADV, then INT and finally to SPO. In exceptional circumstances, the CD may decide to cut up to 50% of the pilots in a category to allow the Programme 2 (1st Free Unknown) or Programme 3 (2nd Free Unknown) to be flown by the best of each category according to the category priority.
- 4.5.4 Team ranking has lower priority than individual ranking if cuts and changes to flight sequence are implemented under 4.5.2. and 4.5.3.
- 4.5.5 The SNAC is usually ends on Saturday at noon. A programme not flown by all remaining pilots in the category will be cancelled. The Contest Director can approve exceptions according to situation and timing. The U4FS has priority on Saturday afternoon.

4.6 Video recording

- 4.6.1 An up to date video recording system at the judge line is mandatory throughout the contest.

5 Entry conditions

5.1 Competitors

- 5.1.1 Every pilot must have a valid pilot's license with aerobatic extension. (Unless included in the pilot's license, reasonable proof of adequate aerobatic experience has to be provided).

- 5.1.2 Category admittance criteria:

The first competition shall be at SPO level. During the training or the Known Compulsory, the pilot has to assure the Jury and the judges that he is in control of the aircraft and safely flies the series of figures in the box.

Higher category participation requires the proof of a previous successful participation at the preceding lower level at a Swiss national or an international contest. This proof is based on former results:

- flying INT requires to have flown once in SPO at SNAC
- flying ADV requires to have reached 65% overall in INT or a podium with 60% overall or more in INT, at one of the last 3 SNAC's
- flying UNL requires to have reached 70% overall or more in ADV at one of the last 3 SNAC's
- flying U4FS, see 12.7.2.

Lower level admission as a ranked competitor is possible if one of those conditions is fulfilled:

- a minimum of two consecutive years of non participation to a SNAC or an international competition in the upper level
- the pilot gained less than 50% of the maximum possible marks across the sequences he flew in the last higher level competition (SNAC).

- 5.1.3 Scores reached in any SAA recognised event may qualify the pilot for the higher category. This must be approved by the SAA Committee.
- 5.1.4 Only Swiss and Liechtenstein competitors, as well as foreigners who have been living in Switzerland as permanent residents for more than five years, can win a medal or the title of Swiss Champion. Foreigners however are welcome and can compete as guests as “Hors Concours” (H/C) pilots. “H/C” pilots will not be ranked during the SNAC.
- 5.1.5 If a competitor has double nationality (Swiss plus another) and this competitor is flying or has flown within the last 5 years for another NAC in a FAI competition or event, he will be classified as foreign competitor (even if living in Switzerland or Liechtenstein) and can compete at the SNAC as a H/C pilot only.
- 5.1.6 The CD fixes the maximum number of competitors. In case of too many applications, the rule of first come first served will prevail. In Unlimited, all Swiss and Liechtenstein candidates will be accepted (until the inscription deadline).
- 5.1.7 The competitors participate in all briefings of their category and comply with given instructions. The CD may exempt competitors who have finished their flights from briefing participation.
- 5.1.8 All the participants must be familiar with and accept the doping regulations issued by the AéCS.
- 5.1.9 During the contest,
- (a) The CD and PJ may arrange and approve flights: for public relations, for weather and box marks checks (these type of flights can't be made by competitors) or evacuation flights in case of bad weather.
 - (b) If a competitor has to fly for any reason (except for test flights according Chapter 4.2.5 and despite 4.2.6), the pilots of the concerned category have to be consulted and the flight has to be approved by all of them.

5.2 Aircraft

- 5.2.1 Must have a valid certificate of airworthiness.
- 5.2.2 Must have certificate of insurance with coverage in civil responsibility, warranting a cover of at least three millions of Swiss Francs (CHF) and not excluding the participation at aerobatic competitions.

- 5.2.3 In all manoeuvres, the pilot will respect rigorously the limits stipulated in the Aircraft Operating Manual (AOM), allowing for some safety margin.
- 5.2.4 The aircraft must be capable of flying all manoeuvres of the category the pilot competes in without restriction.
- 5.2.5 The aircraft must have a VHF radio in working condition.
- 5.2.6 An aircraft will not be admitted to the contest unless the appropriate documentation has been submitted to the organizers.
- 5.2.7 Pilots must wear a parachute during competition flights.

6 Registration

6.1 Pilots

- 6.1.1 Must be SAA Members.
- 6.1.2 Non-SAA Members will be charged the yearly SAA membership fee.
- 6.1.3 Foreign pilots may compete as guests or “Hors Concours”, H/C pilots. They may be exempt of the yearly SAA membership fee. They must provide the following:
 - (a) A valid pilot’s license and a valid medical certificate.
 - (b) A proof of level in aerobatics by their national aero-club, or the proof of participation to a similar level of contest (national or international).

6.2 Registration document

- 6.2.1 Online registration or by downloading and filling in the registration document. Send it via e-mail to the CD (e-mail could be found on www.saa.ch).
- 6.2.2 Registration deadline: fixed by the CD.

6.3 Registration fee

- 6.3.1 Registration fee: fixed by the CD.
- 6.3.2 Includes contest participation and lunch meals during contest days.
- 6.3.3 Payment deadline: fixed by the CD.

6.4 Free Programmes

- 6.4.1 Fill in correctly according to category regulations.
- 6.4.2 Standard CIVA forms A, B, and C, preferably in aerobatics figure drawing format and pdf.
- 6.4.3 Send via e-mail to the CD and/or to the Free Programmes controller.
- 6.4.4 Free deadline: fixed by the CD. No delay will be accepted. The SAA Committee can approve exception.
- 6.4.5 The PJ shall ensure that Forms A, B and C are signed by each competitor at time of registration.

6.5 Team registration

- 6.5.1 A competition Team is composed by 4 pilots: 1 SPO, 1 INT, 1 ADV and 1 UNL. Come up with a name for the team.
- 6.5.2 Team registration deadline: fixed by the CD.
- 6.5.3 Team registration fee: fixed by the CD.
- 6.5.4 Team fee payment deadline: fixed by the CD.

6.6 Speaker information sheet

- 6.6.1 Download and fill in the speaker information sheet.
- 6.6.2 Send via e-mail to the CD.

6.7 What to bring to the contest:

- pilot license,
- aerobatic extension,
- medical,
- low-level flying permission,
- aircraft documents (insurance, log book, airworthiness certificate, ...),
- signed anti-doping agreement (download from www.saa.ch).

7 Protests

- 7.1 All protests must be submitted to the PJ in writing, with a deposit of CHF 50 per pilot, not later than two hours after the occurrence, decision or publication of results, which causes the protest to be made. "Nonworking" hours will not be counted. The deposit will be returned if the protest is granted.
- 7.2 The Jury decides within 24h after the filing of the protest.
- 7.3 The decision of the Jury is final.
- 7.4 The money collected from non-granted protests is part of the current SNAC budget.

8 Validity of titles

- 8.1 The title of "Swiss Champion" can only be assigned to a Swiss citizen or a citizen of Liechtenstein, as well as foreigners who have been living in Switzerland as permanent residents for more than five years.
- 8.2 The title of "Acting Swiss Champion" is valid until the next SNAC.
- 8.3 The title of "Swiss Champion" does not expire.

9 Liability / Insurance

- 9.1 The insurance should protect the organizer of the SNAC.
- 9.2 Liability and responsibility:
 - 9.2.1 Every competitor is liable and responsible for his or her own insurance. The organizer assumes no liability.
 - 9.2.2 Legal liability of 3 Mio. CHF is mandatory.

10 Category Sportsman (SPO)

10.1 Programmes

In the Sportsman category, the pilots accomplish the following Programmes:

- | | |
|----------------------|-------------------|
| (a) Training | Training SPO (TR) |
| (b) Known Compulsory | Programme 1 (KC) |
| (c) Free | Programme 2 (FR) |
| (d) Unknown | Programme 3 (UK1) |

10.2 Training

- 10.2.1 Every pilot of the SPO category has the right for training for 10 minutes in the box.
- 10.2.2 In case of bad weather during the week, the training could be combined with the Know Programme (Time for training (i.e. 7 min.), then the competing flight). It is a CD and PJ decision.
- 10.2.3 The CD fixes the starting order assigned to every competitor. A flight not started within the given time limit cannot be replaced (cancellation of training). The CD can, based on a valid request (technical defects, multiple-use aircraft, etc.) move the practice slot of a pilot.

10.3 Programme 1 - The Known Compulsory Programme

- 10.3.1 The Known Compulsory Programme will be published by the SAA at the beginning of the year for the SNAC. Every year a new programme is suggested by instructors or experienced pilots.
- 10.3.2 Figures of the Known Compulsory Programme are chosen at a level just above the requested figures by the FOCA for the purpose of getting the "ACR" extension.
- 10.3.3 The Known Compulsory Programme will be constructed in such a way that it can be executed in all safety with the aerobatic type of aircraft the most limited in performance available in aerobatic school, taking into account among other things, the inverted flight capability of the engine, and the local terrain configuration of the aerodrome where the contest takes place.

10.3.4 The SAA committee will choose the Known Compulsory Programme that will be flown for the contest.

10.3.5 Basic values for establishing the Known Programme:

- (a) Number of figures 9 to 12
Figures are chosen in the FAI catalogue (current Aresti System, condensed).
- (b) Number of K : from 130 to 160.
- (c) Figures are chosen from
 - (i) the list of allowed figure for “Yak 52” in the Programmes 3 and 4 (FAI Sporting Code, Section 6, Part 1, Chapter 9.).
 - (ii) Exceptions are possible.
 - (iii) No snaps are allowed in SPO.
 - (iv) No duplication of any figure is allowed.

10.4 Programme 2 - The Free Programme

10.4.1 The Free Programme construction must respect the following rules:

- (a) Number of figures: 11 maximum.
- (b) Figures are chosen in the FAI catalogue (current Aresti System, condensed).
- (c) Number of K: 150 maximum.

10.4.2 The following figures must be included:

- (a) Figures 2.1.1.1 or 2.2.1.1 or 2.3.1.1 or 2.4.1.1
- (b) Figure 5.2.1.1
- (c) Figure 7.4.1.1
- (d) At least one figure each from sub-family 9.1.x.x to 9.4.x.x
- (e) Only one figure from sub-family 9.11.1.x.
- (f) A catalogue reference number may be used only once.

10.4.3 The sequence must be made in a way to enable the pilot to fly all the figures in safety with the aircraft available taking into consideration the local conditions of the aerodrome (terrain, obstacles, altitude).

10.4.4 The start and finish of the Free Programme may be executed in normal or inverted level flight.

10.4.5 Any selected figure or combination of figures must bear the catalogue reference number(s) and the difficulty coefficient(s) (K) stated in the current FAI aerobatic catalogue. The numbers and coefficients in the FAI aerobatic catalogue (current Aresti System, condensed) will be taken as binding.

10.4.6 The method of constructing figures and calculating difficulty coefficients is as described in the FAI aerobatic catalogue (current Aresti System, condensed, Part I, 11. to 15.).

10.4.7 Programme drafting

- (a) One of each standard CIVA forms A, B, and C must be submitted for control to the CD before the start of the competition.

It shall be the duty of the contest officials to check the catalogue reference numbers on form "A" of each competitor, taking the reference numbers in the FAI aerobatic catalogue. Every inaccuracy in the symbols drawing or in the coefficient value as well as duplication of figures will be brought to the competitor's attention in order to correct the forms and to be presented again for control.

- (b) The final responsibility for the correctness and compatibility of forms A, B and C lies with the competitor.
- (c) The forms will include the conventional symbols, catalogue numbers and coefficients only. No account will be taken of any other writing or notation.

10.5 Programme 3 – The Unknown Programme

- 10.5.1 The CD will provide the Unknown Programme; it will consist of a maximum of 10 to 12 figures.
- 10.5.2 The Unknown Programme will be announced to the competitors not less than 24 hours before the time at which the programme is to be flown.
- 10.5.3 Figures will be chosen as for the Known Compulsory programme.
- 10.5.4 Pilots are personally responsible to carefully check the submitted programme to be compatible with the performance characteristics of their aircraft and their safety. They must notify the PJ within 2 hours from publication time any dangerous sequence.
- 10.5.5 In case of time constraints due to bad weather or other reasons, the CD may cancel this programme.

10.6 Positioning marks

- 10.6.1 The K factor accorded to positioning marks in SPO Programmes 1, 2 and 3 is 20 K.

11 Category Intermediate (INT)

11.1 Programmes

In the Intermediate category, the pilots accomplish the following Programmes:

- | | |
|-----------------------------|-------------------|
| (a) Known Compulsory | Programme 1 (KC) |
| (b) Free | Programme 2 (FR) |
| (c) 1 st Unknown | Programme 3 (UK1) |
| (d) 2 nd Unknown | Programme 4 (UK2) |

11.2 Programme 1 – The Known Compulsory Programme

11.2.1 The Known Compulsory Programme is published by the SAA at the beginning of the year. Every year a new programme is suggested by Instructors or experienced pilots.

11.2.2 There is no training flight for Intermediate category; instead the Known Compulsory Programme will serve as training in the box. The allocated time is 10 minutes from entry in the box. The CJ will announce the 10 minutes time limit by saying: “Time, Time, Time”. The pilot is free to use the time allocated for training, if any, before or after the Known Compulsory Programme.

11.2.3 The judges will score the Known Compulsory Programme. The CJ will report in case a competitor shows an unsafe performance. The CJ and the CD will have to discuss the matter with the competitor.

11.2.4 A flight not started within the given time limit cannot be replaced. The CD can, on valid request (technical defects, multiple-use aircraft, etc.) displace the Programme Q of the pilots concerned.

The Known Compulsory Programme will be constructed in such a way that it can be executed in all safety with the aerobatic aircraft available, taking into account, among other things, the local terrain configuration of the aerodrome where the competition takes place.

11.2.5 The SAA committee will choose the Known Compulsory Programme that will be flown in the season.

11.2.6 Basic values for establishing the Known Compulsory Programme:

- Number of figures between 10 and 12.
- Number of K : about 200.
- The figures will be chosen with the objective to strengthen the acquired level in Sportsman and to build a solid base to progress into the Advanced category.
- Figures are chosen from
 - the list of allowed figure for “Yak 52” in the Programmes 3 and 4 (FAI Sporting Code, Section 6, Part 1, Chapter 9.).
 - Exceptions are possible.
 - No duplication of any figure is allowed.

11.3 Programme 2 - The Free Programme

11.3.1 The Free Programme construction must respect the following rules:

- (a) Number of figures: 12 maximum. Figures are chosen in the FAI catalogue (current Aresti System, condensed).
- (b) Number of K: 200 maximum.

11.3.2 The following figures must be included:

- (a) At least one of those figures: 2.1.3.1 or 2.2.5.1 or 2.3.4.1 or 2.4.7.1.
- (b) Figure 5.2.1.4.
- (c) At least one figure from family 7.
- (d) At least one figure from family 8.
- (e) At least one figure each from sub-family 9.1.x.x to 9.8.x.x
- (f) At least one from sub-family 9.9.x.x or 9.10.x.x
- (g) Only one figure from sub-family 9.11.1.x or 9.12.1.x
- (h) A catalogue reference number may be used only once.
- (i) At least one opposite roll with elements from family 9.1.x.x to 9.10.xx

11.3.3 The sequence must be made in a way to enable the pilot to fly all the figures in safety with the aircraft available and taking into consideration the local conditions of the aerodrome (terrain, obstacles, altitude).

11.3.4 The start and finish of the Free Programme may be executed in normal or inverted level flight.

11.3.5 Any selected figure or combination of figures must bear the catalogue reference number(s) and the difficulty coefficient(s) (K) stated in the FAI aerobatic catalogue. The numbers and coefficients in the FAI aerobatic catalogue will be taken as binding.

11.3.6 The method of constructing figures and calculating difficulty coefficients is as described in the FAI aerobatic catalogue (current Aresti System, condensed, Part I, 11. to 15.).

11.3.7 Programme drafting

- (a) One of each standard CIVA forms A, B, and C must be submitted for control to the CD before the start of the competition.
It shall be the duty of the contest officials to check the catalogue reference numbers on form "A" of each competitor, taking the reference numbers in the FAI aerobatic catalogue. Every inaccuracy in the symbols drawing or in the coefficient value as well as duplication of figures will be brought to the competitor's attention in order to correct the forms and to be presented again for control.
- (b) The final responsibility for the correctness and compatibility of forms A, B and C lies with the competitor.
- (c) The forms will include the conventional symbols, catalogue numbers and coefficients only. No account will be taken of any other writing or notation.

11.4 Programme 3 - The Unknown Programmes

- 11.4.1 The Programme 3 is created by the CD/contest crew and approved by the SAA Committee.
- 11.4.2 The Programme 3 will be announced to the competitors not less than 24 hours before the flight.
- 11.4.3 Figures shall be selected taking into account the performance characteristics of each competing aircraft and the safety of all pilots. Figures are chosen from the list of allowed figures for “Yak 52” in the Programmes 3 and 4 (FAI Sporting Code, Section 6, Part 1, Chapter 9.). No negative descending figures are allowed in Programmes 3 (most of the figures in column 3 and 4 in the FAI aerobatic catalogue).
- 11.4.4 Pilots are personally responsible to carefully check the submitted programme to be compatible with the performance characteristics of their aircraft and their safety. They must notify within 2 hours from publication time any dangerous sequence or figure. The PJ must then amend the programme with new figure(s).

11.5 Programmes 4 - The Unknown Programmes

- 11.5.1 Flights according FAI Sporting Code, Section 6, Part 1, Chapter 4.3.4, Yak-52 regulations.
- 11.5.2 The original CIVA procedure as described in Chapter 4.3.4.1 in the FAI Sporting Code, Section 6, Part 1 is not applicable, as it builds upon the fact that multiple NAC are in contest. For the SNAC the rules have to be adapted: instead of NAC, competitors will choose the unknown figures. By lot, 10 pilots will be selected to propose a personal unknown figure, according FAI Sporting Code, Section 6, Part 1, Chapter 4.3.4. If there are less than 10 pilots, the remaining figure(s) will be chosen by the PJ or by another lot within the competitors.
- 11.5.3 Building Unknowns.

Meetings are scheduled as part of the SNAC to prepare the unknown programmes. There are four separate meetings, one per category (Advanced and Unlimited) and per Programme (Free Unknown 1 and 2). At the meeting, a drawing is performed for the order in which pilots are submitting their figure. The figures have to comply with the rules for the Programmes 3 & 4 according FAI Sporting Code, Section 6, Part 1, Chapter 4.3.4.4. It is welcomed that the pilots have their figures ready for submission before the actual meeting. Depending on the draw, minor changes need to be applied, but precious time can be saved if at least a rough sketch is available.
- 11.5.4 Free unknowns, sequences.
 - (a) Each competitor has the option of creating his own sequence from the figures as defined.

- (b) It is encouraged that competitors with aircrafts of similar characteristics work out a common sequence to reduce the amount of time and effort.
- (c) Competitors must submit their sequence at least 24h in advance of the competition to PJ, the approval and publication will be not less than 18h before the competition. The pilots are responsible for submitting a correct sequence (A, B and C forms) in Aresti code of the selected figures to the PJ in Visio or Olan format (the version of these drawing softwares has to be current). During the SNAC, the CD or PJ will try to provide to the competitors a computer with one of those softwares installed.
- (d) All sequences will on approval also be attached to the message board, which sets the time-mark for the mentioned 18h.
- (e) At least 12 hours before the commencement of each Programme, each competitor will notify the PJ which of the proposed sequences he/she will fly.

11.5.5 The mandatory cut of 25% of competitors for Programme 4 (FAI Sporting Code, Section 6, Part 1, Chapter 1.3.1.1 d) is not in force during the SNAC.

11.6 Positioning marks

11.6.1 The K factor accorded to positioning marks in INT Programmes 1, 2, 3 and 4 is 30 K.

12 Categories Advanced (ADV) and Unlimited (UNL)

12.1 Programmes

12.1.1 In Advanced and Unlimited categories, the pilots accomplish the following Programmes:

- | | |
|----------------------------------|--------------------|
| (a) Known Compulsory | Programme 1 (KC) |
| (b) Free | Programme 2 (FR) |
| (c) 1 st Free Unknown | Programme 3 (UK1) |
| (d) 2 nd Free Unknown | Programme 4 (UK2) |
| Unlimited only : | |
| (e) 4-min. Freestyle | Programme 5 (U4FS) |

12.1.2 Flights are made according to FAI Sporting Code, Section 6, Part 1, latest release.

12.2 Programme 1 – The Compulsory Programme

12.2.1 The Known Compulsory Programme; the current world or continental championships Programme of the year.

12.2.2 Flights according FAI Sporting Code, Section 6, Part 1, Chapter 4.3.2

12.3 Programme 2 - The Free Programme

12.3.1 Flights according FAI Sporting Code, Section 6, Part 1, Chapter 4.3.3.

12.3.2 Programme drafting

- (a) One of each standard CIVA forms A, B, and C must be submitted for control to the CD before the start of the competition.
It shall be the duty of the contest officials to check the catalogue reference numbers on form "A" of each competitor, taking the reference numbers in the FAI aerobatic catalogue. Every inaccuracy in the symbols drawing or in the coefficient value as well as duplication of figures will be brought to the competitor's attention in order to correct the forms and to be presented again for control.
- (b) The final responsibility for the correctness and compatibility of forms A, B and C lies with the competitor.
- (c) The forms will include the conventional symbols, catalogue numbers and coefficients only. No account will be taken of any other writing or notation.

12.4 . Disqualification after Known Compulsory and Free

12.4.1 Any pilot who gains less than 60% of the total score available in the Known Compulsory Programme and less than 60% of the total score available in the Free Programme will be disqualified from participation in Programmes 3 and 4, these two results being calculated separately.

The CD and the Jury may review and overturn this disqualification.

12.5 Programmes 3 & 4 - The Free Unknown Programmes

12.5.1 Flights according FAI Sporting Code, Section 6, Part 1, Chapter 4.3.4.

12.5.2 The original CIVA procedure as described in Chapter 4.3.4.1 in the FAI Sporting Code, Section 6, Part 1 is not applicable, as it builds upon the fact that multiple NAC are in contest. For the SNAC the rules have to be adapted: instead of NAC, competitors will choose the unknown figures. By lot, 10 pilots will be selected to propose a personal unknown figure, according FAI Sporting Code, Section 6, Part 1, Chapter 4.3.4. If there are less than 10 pilots, the remaining figure(s) will be chosen by the PJ or by another lot within the competitors.

12.5.3 Building Unknowns.

Meetings are scheduled as part of the SNAC to prepare the unknown programmes. There are four separate meetings, one per category (Advanced and Unlimited) and per Programme (Free Unknown 1 and 2). At the meeting, a drawing is performed for the order in which pilots are submitting their figure. The figures have to comply with the rules for the Programmes 3 & 4 according FAI Sporting Code, Section 6, Part 1, Chapter 4.3.4.4. It is welcomed that the pilots have their figures ready for submission before the actual meeting. Depending on the draw, minor changes need to be applied, but precious time can be saved if at least a rough sketch is available.

12.5.4 Free unknowns, sequences.

- (a) Each competitor has the option of creating his own sequence from the figures as defined.
- (b) It is encouraged that competitors with aircrafts of similar characteristics work out a common sequence to reduce the amount of time and effort.
- (c) Competitors must submit their sequence at least 24h in advance of the competition to PJ, the approval and publication will be not less than 18h before the competition. The pilots are responsible for submitting a correct sequence (A, B and C forms) in Aresti code of the selected figures to the PJ in Visio or Olan format (the version of these drawing softwares has to be current). During the SNAC, the CD or PJ will try to provide to the competitors a computer with one of those softwares installed.
- (d) All sequences will on approval also be attached to the message board, which sets the time-mark for the mentioned 18h.
- (e) At least 12 hours before the commencement of each Programme, each competitor will notify the PJ which of the proposed sequences he/she will fly.

12.5.5 The mandatory cut of 25% of competitors for Programme 4 (FAI Sporting Code, Section 6, Part 1, Chapter 1.3.1.1 d) is not in force during the SNAC.

12.6 Positioning marks

12.6.1 The K factor accorded to positioning marks for Programmes 1, 2, 3 and 4 is 30K for ADV and 40K for UNL.

12.7 Programme 5 - The Final Freestyle Programme (UNL only)

With the name of: The Swiss National Unlimited 4' Freestyle (U4FS).

12.7.1 Flights according FAI Sporting Code, Section 6, Part 1, Chapter 4.3.5

12.7.2 As the U4FS is a different and independent competition from the ranking of the SNAC the opportunity is offered to fly the U4FS to :

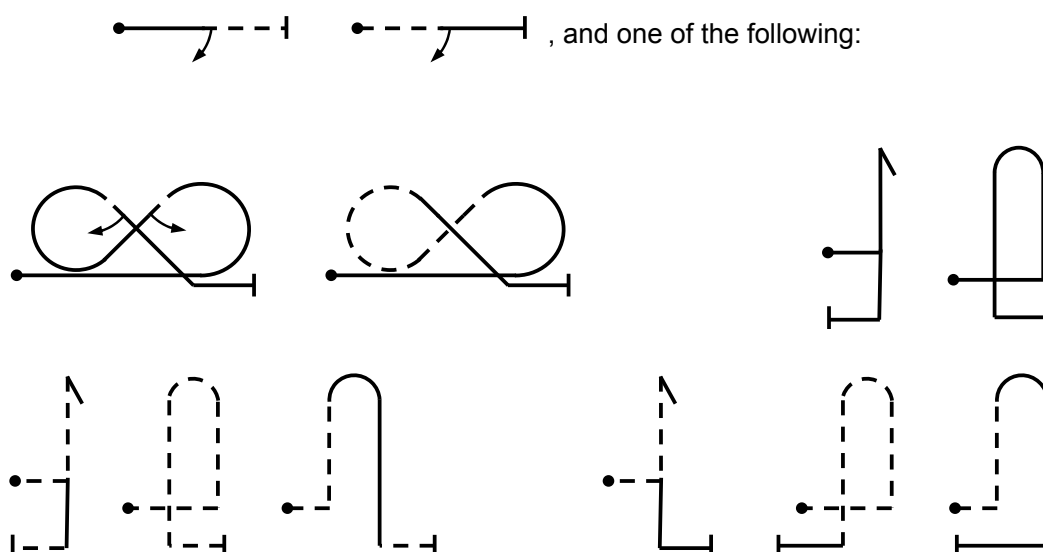
- (a) All UNL pilots of the current SNAC,
- (b) UNL pilots who have participated at least one SNAC during the last 3 years, with an overall ranking of 60% or more or who had an UNL or 4 Minute Freestyle podium ranking at the same SNAC's,
- (c) Foreign UNL pilots as "H/C" pilots, invited by the SAA Committee.

12.7.3 The Jury and the CD can refuse the participation of a pilot at the U4FS for safety reason or lack of proven experience and practice.

13 Safety maneuvers

FAI Sporting Code, Section 1, chapter 4.3.2.1

13.1 Before the wing-dipping at the start of each competition flight in Programmes 1, 2, 3, 4 and 5 it is recommended that all pilots perform safety manoeuvres 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:



13.2 Figures of Families 5 and 8 that start or finish inverted are not permitted in SPO and INT. When flown, a figure 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.

The SAA committee has approved the present regulation on 15th of December 2012.

This present regulation has been modified on the 14st of January 2015.

The president of the SAA

Susanne Vogelsang