
Regulations for the Conduct of the

**Swiss National Aerobatic
Championships**

and the

**Swiss National Freestyle
Championship**

Version 2023-1

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**Issued by the
Swiss Aerobatic Association
SAA**

**FAI Sporting Code Section 6, Part 1, Powered Aircraft Version.
Current FAI/CIVA version in force for this regulation.**

The 2023 corrections, rewordings and amendments appear in blue.

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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 Championships (SNAC) and the Swiss National Freestyle Championship (SNFC).
- 1.2 Aerobatics brings an essential contribution to the perfection of flying skills.
- 1.3 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.
- 1.4 No regulation or rules can replace good judgment and common sense of the organisers and participants.
- 1.5 The elaboration of these regulations is based on experience and international regulations spirit. Moreover, it is constantly renewed. This is why it is legitimate and necessary to adapt these regulations, normally every year, to the new regulations and to the evolution of the sport. Propositions and suggestions in this sense are to be addressed before January 31st to the Committee of 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.
- 1.6 The result of the SNAC is one of the primary selection criteria for the Swiss National Teams based on FAI managed international competitions now or in the future.
- 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 SNAC and the SNFC.
- 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 SNFC are submitted to the present regulations and must abide by the rules.
- 2.5 The Committee of the SAA 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 SNFC will take place at the end of the SNAC as a separate competition.
- 2.8 Registration to the SNAC and to the SNFC should be open by 3 months latest before the first competition day.

- 2.9 The SNAC and SNFC 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 These contests are sports demonstration in the spirit of General Section, of the FAI Sporting Code. The provision of the current 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:

1. Contest Director (CD)
2. Chief Judge (CJ), Judges and Assistants
3. President of the Jury (PJ) and Jury Members (JM)
4. Contest Crew
5. Local authorities
6. Competitors

3.2 Categories

3.2.1 The competition consists of 5 categories:

- | | |
|-----------------|-----|
| 1. Sportsman | SPO |
| 2. Intermediate | INT |
| 3. Advanced | ADV |
| 4. Excellence | EXC |
| 5. Unlimited | UNL |

3.3 Awards

- 3.3.1 The winner of each category will be awarded the gold medal and the title of “*Category Swiss Aerobatic Champion*”; the second and third placing will be awarded silver and bronze medals respectively.
- 3.3.2 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.
- 3.3.3 In the case of a category with less than 3 registered pilots, the concerned pilots will have the possibility to choose flying the next lower or the next upper category. Exception: the Sportsman Category will be ranked in any case.

- 3.3.4 In case of a Category cancellation due to a lack of participants, the decision will be made by the limit of the SNAC registration date.
- 3.3.5 The winner of the highest Category flown will be awarded the gold medal and the title of “Swiss National Aerobatic Champion”.

3.4 Contest Director (CD)

- 3.4.1 The Committee of the SAA appoints the CD. He/she will act as the general manager of the event, appointing contest officials. The CD could be a competitor and that role could be shared (before and during the competitions with a Contest Director Assistant or President of Jury).

- 3.4.2 The rights and duties of the CD are the following:

Before the competitions (in coordination with the SAA Committee):

1. Administrative and registration procedure.
2. Technical organization and the logistics for the conduct of the competition flights (judges, assistants, helpers, scoring office, publication of the results, etc...).
3. Financial supervision.
4. Infrastructure organization.
5. Aerodrome flight and procedures adaptations.
6. Competitions week schedule.
7. Ensuing the coordination with the management of the airport and foreseeing the zones reserved to the public, the parking of the aircrafts.
8. Contacts with officials.
9. Media work, coordination with the AécS and local authorities and **ensure with the airfield authorities a correct, large and strong communication about the competition to residents to limit complaints and promote aerobatics.**
10. Organization of ground/aircraft communication, equipment and service.
11. Designating and marking of the aerobatic box.

During the competitions:

1. Conduct of contest in respect the national regulations of the FOCA, local regulations and in accordance with the present regulation.
2. Organization of briefings and ensuing adequate information to the pilots.
3. Competitions week schedule update according the situation.
4. Decision making about cancelling/delaying/postponing of a flight for any circumstance (weather conditions, technical or medical problem, etc...).
5. Decision making about a cut within categories for the last flights.
6. Warning or excluding from the contest any person or competitor for reasons of safety or unsportsmanlike conduct.
7. Organization and documentation of safety measures in coordination with the management of the airport, local authorities and help organizations in case of an accident.

8. Certify scores.
9. Presenting awards and/or prizes.
10. In case that the CD is a competing pilot, all decision concerning other competing pilots, flights continuation or cut will be taken with the PJ and/or Jury. A meeting with all the category concerned pilots could be an option for decision making for the competition continuation or a flight repetition.

3.5 Judges

- 3.5.1 The CD nominates the judges before the competition.
- 3.5.2 The board of judges is composed of:
 1. 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.
 2. At least 2 additional Judges and 2 additional Assistant Judges.
 3. The CD should invite foreign judges for the mix of competence and experience.
- 3.5.3 The judges are subjected to the FAI Sporting Code, Section 6, Chapter 4.
- 3.5.4 A judge cannot be a competitor during the current SNAC or SNFC.
- 3.5.5 Chief-Judge (CJ) responsibilities:
 1. 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/she should place his/her expertise at the disposal of the board of judges, and co-ordinate and guide their work.
 2. Supervision of the correctness of paperwork, recording of penalties.
 3. In case of serious fault, the CJ can ask the Jury to exclude a judge from the contest. The decision belongs to the Jury.
 4. 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).
- 3.5.6 The judges will score the Known Compulsory or Free-Known Programme. The CJ will report in case a competitor shows an unsafe performance. The CJ and the CD/PJ will have to discuss the matter with the competitor.
- 3.5.7 Boundary judges are not required for SNAC and SNFC.

3.6 Jury

- 3.6.1 The SAA Committee nominates the Jury before the contest.
- 3.6.2 The Jury consists of a president (PJ) and two additional members.
- 3.6.3 The PJ must be present during the whole contest unless otherwise agreed.
- 3.6.4 The PJ interprets the judging rules and the general regulations of the contest. He/she supervises the activities of the board of judges and deals with protests from competitors.
- 3.6.5 The PJ and the JM cannot be a competitor during the current SNAC or SNFC. He/she will act as CD for decision making concerning pilots if the CD is a competitor himself.

- 3.6.6 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/CIVA).
- 3.6.7 The PJ will conduct design briefings, presentations and selections of Free Unknown and Unknowns programs.
- The PJ shall ensure that Forms A, B C, L and R for the Free/Free-Knowns are signed by each competitor at time of registration.

4 Conduct of contest

4.1 Duration

- 4.1.1 The SNAC normally takes place over seven days (from Sunday afternoon to Sunday morning), from arrival to departure from the host aerodrome.
- 4.1.2 Competition flights normally take place from Monday morning until Saturday afternoon.
- 4.1.3 According situation, the CD can reduce this duration.

4.2 General, daily and specific briefings

- 4.2.1 The competitors participate in all briefings and in all briefings of their category and comply with given instructions. The CD may exempt competitors who have finished their flights from briefing participation.

4.3 Box

- 4.3.1 According to FAI Sporting Code, Section 6, Part 1, Chapter 4.3.2.1. No aerobatic figures are allowed outside the box.
- 4.3.2 The Aerobatic Performance Zone. FAI Sporting Code, Section 6, Part 1, Chapter 3.3.
- 4.3.3 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.
- 4.3.4 The box is normally located close to a runway for obvious safety reasons.
- 4.3.5 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 number of corners, or "T's". The center of the box must be marked or clearly represented (i.e. house, building, etc.).
- 4.3.6 Height limitations per 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
Excellence	100 m / AAL	1'000 m / AAL	50 m / AAL
Unlimited	100 m / AAL	1'000 m / AAL	50 m / AAL

A competitor flying lower than these lower limits will be disqualified (from the current programme) for causing a dangerous situation.

- 4.3.7 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, change these limits upwards. Safety has priority over all other considerations.

4.4 Programmes drafting

4.4.1 Sequence submission:

1. Each competitor must submit a computer file for the programme to the CD or Free Programme Controller by mail, for verification of compliance with the relevant rules. Hard copies alone, or hand drawings will not be accepted. The computer file (using OpenAero) must contain completed pages for the five Forms A, B, C, R and L for checking. It is the competitor's responsibility to ensure the software used has been updated to comply with the Aresti System (Condensed) and Section 6, Part 1, regulations as currently amended by CIVA.
2. Forms B, C, R and L (according CIVA Sporting Code Section 6 2.2.1.9) must carry the correct symbol for the wind direction. The forms will include the conventional symbols, catalogue numbers and coefficients only. No account will be taken of any other writing or notation.
3. The final responsibility for the correctness and compatibility of forms A, B, C, L and R lies with the competitor.

4.4.2 Building Free Unknowns.

Meetings are scheduled as part of the SNAC to prepare the unknown programmes. There are eight separate meetings, one per category (Advanced, Excellence and Unlimited) and per Programme (Free Unknown 1, 2 and 3). 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 2, 3 & 4 according FAI Sporting Code, Section 6, Part 1, Chapter 2.3.1.4. 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.

4.4.3 Free Unknowns, sequences:

1. Each competitor has the option of creating his own sequence from the figures as defined.
2. It is encouraged that competitors with aircrafts of similar characteristics work out a common sequence to reduce the amount of time and effort.
3. 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, C, R and L forms) in OpenAero format to the PJ.

4. All sequences will on approval also be attached to the message board, which sets the time-mark for the mentioned 18h.
5. 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.

4.4.4 Free Unknowns, drawing of lots

The original CIVA procedure as described in Chapter 2.3.1.1 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:

- (i) If there are more than 10 pilots competing, then each pilot will draw lots. The pilots who draw the numbers 1-10 will be able to nominate figures in the order of the drawn lots. This procedure will be repeated for each Free Unknown programme.
- (ii) If there are fewer than 10 pilots in a category, then among those pilots lots are drawn. This will be repeated until 10 figures have been nominated.

4.5 Competition flights

4.5.1 Programmes:

	Sportsman	Intermediate	Advanced	Excellence	Unlimited
Programme 1	Qualification	Known Compulsory	Free Known	Known Compulsory	Free Known
Programme 2	Free	Free	1 st Free Unknown	Free	1 st Free Unknown
Programme 3	1 st Unknown	1 st Unknown	2 nd Free Unknown	1 st Free Unknown	2 nd Free Unknown
Programme 4	2 nd Unknown	2 nd Unknown	3 rd Free Unknown	2 nd Free Unknown	3 rd Free Unknown
Programme 5*	Mini Unknown	Mini Unknown	Mini Unknown	Mini Unknown	Mini Unknown

Training for the Unknown Programmes is not permitted (except for Sportsman). Competitors violating this regulation will be disqualified for the concerned flight.

**If time permits, a fifth programme, the Programme 5, may be flown, as an additional Unknown. All pilots of the category must agree by secret ballot.*

The CD will provide the Mini Unknown Programme; it will consist of a maximum of 5 to 7 figures, made according categories rules. The Mini Unknown Programmes are drawn by non-participating (to the concerned

category) and experienced members or international pilots/trainers. These programmes will be sent directly to the PJ or to a JM for approval.

4.5.2 Sequence of flights (Drawing of Lots)

FAI Sporting Code, Section 6, Part 1, Chapter 3.2.1.1

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. If possible, a minimum of 2 pilots will be inserted between a multiple-use aircraft.

4.5.3 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.

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.

4.5.4 Mechanical issues and in flight: FAI Sporting Code, Section 6, Part 1, Chapters 3.12 will apply.

4.5.5 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.

4.5.6 During the championships, no flight (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/she will be allowed to fly the described figures in FAI Sporting Code, Section 6, Part 1, Chapter 3.13.1.2. INT and SPO will be assimilated to "Yak 52/Intermediate" and EXC pilots are as per "Unlimited" (SPO will fly a full roll (9.1.3.4) instead of the permitted flick roll.

4.5.7 Duration of flight and signalling start and finish: FAI Sporting Code, Section 6, Part 1, Chapter 3.10.

4.5.8 Safety Manoeuvres: see Paragraph 16.

4.5.9 A Missed Slot Penalty will be awarded to a pilot who, without reasonable cause, is not ready when their slot time arrives.

4.5.10 If a pilot keeps the conduct of the contest waiting for more than 10 min without any valid reason, the starter will inform the PJ. The Jury may decide the disqualification of the pilot for the concerned flight.

4.6 Evaluation of the competition flight and criteria.

FAI Sporting Code, Section 6, Part 1, Chapters 4.

4.7 Penalties

4.7.1 FAI Sporting Code, Section 6, Part 1, Chapters 4.3, applies.

“Yak 52/Intermediate” rules will apply for SPO and INT; “Unlimited” rules will apply for EXC, but the penalties may vary.

SNAC tables of penalties:

Penalty	SNFC	UNL	EXC	ADV	INT	SPO
Box out*	-	30	30	30	20	20
Time out	10 / sec	-	-	-	-	-
Faulty wings rocks	150	30	30	30	30	30
Too low	300	300	300	250	200	200
Too high	-	50	50	30	30	30
Missed slot	300	300	250	200	150	150
Interruption	-	150	100	100	50	50
Insertion	-	150	100	100	50	50
Violation of Safety Manoeuvres	30	30	30	30	30	30

*If boundary judges are on duty during the contest.

4.8 Meteorological conditions

4.8.1 FAI Sporting Code, Section 6, Part 1, Chapter 3.6. applies. According to terrain, minima could be higher.

4.8.2 SNAC minimas:

Category	Break if lower than:	No flying if lower than:
UNL	1050 m	800 m
EXC	1050 m	800 m
ADV	1150 m	900 m
INT	1400 m	1100 m
SPO	1400 m	1100 m

4.8.3 Competition flight will not take place in precipitation.

4.8.4 According meteorological conditions and in order to achieve an interesting competition, the CD can change the sequence of flights or even omit a whole series for a category.

4.8.5 The priority to fly the maximum of programmes is given to UNL, then EXC, 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 (Free or 1st Free Unknown) or Programme 3 (1st Unknown or 2nd Free Unknown) or Programme 4 (2nd Unknown or 3rd Free Unknown) to be flown by the best of each category according to the category priority.

- 4.8.6 The SNAC 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 SNFC has priority on Saturday afternoon.

4.9 Time between Programmes

- 4.9.1 No competitor will fly more than one programme per day.
- 4.9.2 Rule 4.7.1 above is subject to the Jury deciding on exceptions in case the CD determines that applying this rule would put at risk completion of a valid contest. In such a case, the CD must allow sufficient time between programmes such that no competitor shall be required to fly a Free Unknown or Unknown Programme less than five hours after landing from his/her previous programme.

4.10 Video recording

- 4.10.1 An up-to-date video recording system at the judge line is highly recommended throughout the contest.

5 Entry and ranking 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 Appropriate valid low-level flying permissions for ADV, EXC and UNL pilots.

5.1.3 Category admittance criteria:

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

1. 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 reached 70% overall in SPO at one of the last 2 SNAC's;
 - flying ADV requires to have reached 70% overall in INT at one of the last 2 SNAC's;
 - flying EXC requires to have reached 70% overall in ADV at one of the last 2 SNAC's;
 - flying UNL requires to have reached 70% overall in EXC at one of the last 2 SNAC's;
 - the participation to the Swiss Aerobatic Cup of the current year category can qualify a pilot (average on 2 heats minimum):
 - o by scoring 60% or more in the upper category
 - o by scoring 70% or more in the relevant category
 - in case a Category was not flown the previous year, the upgrade of a pilot will be discussed and approved by the SAA Committee;
 - all other special cases will be discussed and approved by the SAA Committee.
2. Admission of a pilot from a higher category as a ranked pilot into a lower category is possible according the following criteria:
 - a. if one of those conditions is fulfilled:
 - a minimum of three 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/she flew in the last higher level in a national competition (SNAC or SAC).
 - b. any pilot who has been awarded "Swiss Aerobatic Champion" in a higher category can't be awarded "Swiss Aerobatic Champion" in a lower category, regardless the time elapsed between the participations or the plane used. In that case, the

second ranked pilot will be awarded “Category Swiss Aerobatic Champion” for the considered year.

c. special cases will be discussed and approved by the SAA Committee.

- 5.1.4 Scores reached in any SAA recognised event may qualify the pilot for the higher category. This must be approved by the SAA Committee.
- 5.1.5 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 and awarded during the SNAC.
- 5.1.6 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/she 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.
- 5.1.7 The CD fixes the maximum and the minimum number of competitors.
 1. 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).
 2. In case of a minimum number of participating pilots is not reached, the CD may reduce the duration of the SNAC by removing Programme 2 and/or Programme 3. The decision has to be made by the limit of the SNAC registration date for the current year, latest.
- 5.1.8 All the participants must be familiar with and accept the doping regulations issued by the AÉCS.
- 5.1.9 If a competitor has to leave the contest for any reason, he/she will be ranked anyway if a scored competition flight has been completed.
- 5.1.10 During the contest,
 1. The CD and PJ may arrange and approve flights: for public relations, for weather and box marks checks (these types of flights can't be made by competitors) or evacuation flights in case of bad weather.
 2. If a competitor has to fly for any reason (except for test flights according Paragraph 4.3.6), 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 million 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. In Sportsman Category, if a plane got inverted flight restrictions, this has to be announced to the CD at the time of registration.
- 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 organisers.
- 5.2.7 Pilots must wear a parachute during competition flights, or the plane must be equipped with a ballistic recovery system.

6 Registration

6.1 Pilots

- 6.1.1 Must be SAA Members.
- 6.1.2 Foreign pilots may compete as guests or “Hors Concours”, H/C pilots. They must provide the following:
 - 1. A valid pilot’s license and a valid medical certificate.
 - 2. 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).
- 6.1.3 Non-SAA Members will be charged for the yearly SAA membership fee.

6.2 Registration procedure

- 6.2.1 Online registration on www.saa.ch by end of April, latest.
- 6.2.2 Normal registration deadline: fixed by the CD.
- 6.2.3 Late registration will be discussed and approved by the SAA Committee. A penalty fee may apply. Exception is made for SPO passing their ACR qualification later than the SNAC registration normal deadline.
- 6.2.4 SNAC late registration will normally end 2 weeks before the competition.

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 Registration and payment deadline: fixed by the CD.
- 6.3.4 Registration is final with the payment.
- 6.3.5 Refund in case of cancellation (any reason):
 - before registration deadline the total amount of the entry fee
 - after payment deadline only direct pilots’ costs (e.g., meals)

6.4 Programmes Free/Free-Known checking

- 6.4.1 It shall be the duty of the Free Programme Controller to check each competitor's sequence validity:
- i. correct use of the Known 'master set' for Free-Known or standard SAA rules for Free, non-repetition and versatility requirements.
 - ii. catalogue reference numbers and difficulty coefficients on Form A (respectively R and L) with respect to the symbols on Forms B and C (respectively R and L), taking the reference numbers in the Aresti System (Condensed) as the basic criteria for deciding compliance with the Rules of this section.
- 6.4.2 The final responsibility for the correctness and compatibility of Forms A, B, C, R and L lies with the competitor. Any inaccuracies in the drawing of symbols or in the quoting of coefficients, or the discovery of any cases of repetition of figures, will be referred to the competitor so that the forms may be corrected and resubmitted.
- 6.4.3 The CD will provide hard copies to each competitor for signature, and those signed hard copies will be the ones used by the CD for reproduction.
- 6.4.4 The CD will be responsible for reproducing a sufficient number of copies of competitors' programmes to meet the requirements of the contest. The relevant set (A/B/C or R/L) shall be delivered to each judge for scoring operations.
- 6.4.5 The judges shall only consider what is actually shown on the relevant Form B or Form C (respectively Form R or L), depending on the official wind direction. The figures drawn on this Form, their orientation with reference to wind and box axes, shall be definitive. Corrections may be made to Forms B, C, R, L, via the PJ, and presented to the CJ at any time prior to the flight commencing.
- 6.4.6 The CD will fix in coordination with the Free Programme Controller a Free/Free-Known delivery deadline date. For registered pilots a Free/Free-Known delivery after that deadline could occur a Missed Slot Penalty on this programme. For pilots non-registered at the delivery deadline date, the delivery delay for his/her Free/Free-Known is 5 open days after his/her registration date.
- 6.4.7 If any pilot submits their Free/Free Known sequence after the submission deadline, he/she could have a Missed Slot Penalty ([according to penalty table](#)) for this programme.
- 6.4.8 By default, a Free or Free Known sent for the current SAC is considered valid for the year's SNACs. The pilot is solely responsible for informing the Free Programme Controller of any changes or modifications to their program for the SNAC within the published deadlines.

6.5 Speaker information sheet (recommended)

- 6.5.1 Download (from www.saa.ch) and fill in the speaker information sheet.
- 6.5.2 Bring it at the SNAC Registration on 1st day of the contest, if desired.

6.6 What to bring to the contest:

- valid pilot license (SEP) with aerobatic extension (ACR),
- valid medical,
- valid low-level flying permission for concerned categories,
- valid aircraft documents (insurance, logbook, airworthiness certificate, ...),
- signed anti-doping agreement (download it from www.saa.ch),
- speaker information sheet (highly recommended for SNFC).

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

10 Sportsman Category (SPO)

10.1 Flight Programmes list

The following competition flights will be scheduled:

Programme 1	The Qualification Programme (Q)
Programme 2	The Free (FR)
Programme 3	The First Unknown (UK1)
Programme 3	The Second Unknown (UK2)
Programme 5*	The Mini Unknown (MUK) (*see §4.5.1)

10.2 Programme 1 - The Qualification Programme

10.2.1 The Qualification Programme will be published by the SAA at the beginning of the year for the SNAC. Every year a new programme is suggested by SAA instructors or experienced pilots.

10.2.2 Figures of the Qualification Programme are chosen at a level slightly above the requested figures by the FOCA/EASA for the purpose of getting the "ACR" extension.

10.2.3 The Qualification 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, considering among other things, the inverted flight capability of the engine, and the local terrain configuration of the aerodrome where the contest takes place.

10.2.4 The SAA committee will choose the Qualification Programme that will be flown for the contest.

10.2.5 Basic values for establishing the Qualification Programme:

1. Number of figures 9 to 11.
2. Number of K: from 140 to 170.
3. Figures are chosen from
 - (i) Figures are chosen in the FAI catalogue (current Aresti System, condensed).
 - (ii) Snaps and inverted spins are not allowed.
 - (iii) No duplication of any figure is allowed.

10.2.6 Every pilot of the Sportsman Category will have 10 minutes maximum in the Box to practise some figures as training. During that time, the Qualification Programme has to be flown. The remaining time after the Qualification Programme can be use as training time for any figure or manoeuvre.

10.2.7 In case a pilot has not reached 50% in the Qualification Programme, the CD will decide with the PJ and CJ, if the pilot can go farther in the competition.

10.3 Programme 2 - The Free Programme

10.3.1 The Free Programme construction must respect the following rules:

1. Number of figures: 10 maximum.
2. Figures are chosen in the FAI catalogue (current Aresti System, condensed).

3. Number of K: 150 maximum.

10.3.2 The following figures must be included:

1. At least one figure from families: 2 and 5.
2. At least one figure from sub-families: 7.4.x.x, 8.4.x.x or 8.8.x.x.
3. At least one figure each from sub-family 9.1.x.x to 9.4.x.x
4. At least one figure from sub-family 9.11.1.x or 9.12.1.x.
5. A catalogue reference number may be used only once.

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

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

10.4 Programme 3 & 4 – The Unknown Programmes

10.4.1 The CD will provide the Unknown Programmes; they will consist of a maximum of 8 to 10 figures. The Unknown Programmes are created by SAA instructors or experienced pilots and approved by the SAA Committee.

10.4.2 The Unknown Programmes will be announced to the competitors not less than 24 hours before the time at which the programme is to be flown.

10.4.3 Figures will be chosen as for the Qualification Programme.

10.4.4 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 the PJ within 2 hours from publication time any dangerous sequence or figure (e.g according to the characteristic of his plane). The PJ must then amend the programme with new figure(s).

10.5 Positioning marks

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

10.6 Sportsman ranking system

10.6.1 The normal Final Ranking of the Sportsman Category will be made on FR, UK1 and UK2 results.

10.6.2 First programmes flown will be the Q and the FR. These programmes are sufficient for the Final Ranking of Sportsman Category (in case of bad weather).

10.6.3 As soon as the UK1 is flown by all competitors in the SPO Category, the ranking will be made according the FR and the UK1 results only (the Q will be cancelled).

11 Intermediate Category (INT)

11.1 Flight Programmes list

The following competition flights will be scheduled:

Programme 1	The Known Compulsory (KC)
Programme 2	The Free (FR)
Programme 3	The First Unknown (UK1)
Programme 4	The Second Unknown (UK2)
Programme 5*	The Mini Unknown (MUK) (*see §4.5.1)

Programme 1 – The Known Compulsory Programme

11.1.1 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.

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

11.1.3 Basic values for establishing the Known Compulsory Programme:

1. Number of figures between 9 and 12.
2. Number of K: 180 to 220.
3. The figures will be chosen with the objective to strengthen the acquired level in Sportsman Category and to build a solid base to progress into the Advanced Category.
4. Most interesting figures from the current CIVA “master set” for Intermediate can be integrated into the Known Compulsory Programme.

11.1.4 In case a pilot has not reached 50% in the Known Compulsory Programme, the CD will decide with the PJ and CJ, if the pilot can go farther in the competition.

11.2 Programme 2 - The Free Programme

11.2.1 The Free Programme construction must respect the following rules:

1. Number of figures: 11 maximum. Figures are chosen in the FAI catalogue (current Aresti System, condensed).
2. Number of K: 200 maximum.

11.2.2 The following figures must be included:

1. At least one figure from family 2, except 2.x.1.x.
2. Figure 1.2.5.2 or 5.2.1.4 or 7.2.1.2 or 7.2.2.2 or 8.4.2.2 or 8.4.4.2.
3. At least one figure from family 7.
4. At least one figure from family 8.
5. At least one figure each from sub-family 9.1.x.x to 9.8.x.x
6. At least two from sub-family 9.9.x.x or 9.10.x.x
7. At least one figure from sub-family 9.11.1.x or 9.12.1.x
8. A catalogue reference number may be used only once.
9. At least one opposite roll with elements from sub-family 9.1.x.x to 9.10.x.x.

11.2.3 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).

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

11.3 Programme 3 & 4 - The First and Second Unknown Programmes

11.3.1 The Programmes 3 & 4 are created by SAA instructors or experienced pilots and approved by the SAA Committee.

11.3.2 The Programmes 3 & 4 will be announced to the competitors not less than 24 hours before the flight.

11.3.3 Figures will be chosen as for the Known Compulsory Programme.

11.3.4 Figures shall be selected considering the performance characteristics of each competing aircraft and the safety of all pilots. No negative descending figures are allowed in Programmes 3 & 4 (most of the figures in column 3 and 4 in the FAI aerobatic catalogue), except 45° negative down with straight in level recovery. No negative spin is allowed in Programmes 3 & 4, except if the same negative spin occurs in the Known Compulsory of the year.

11.3.5 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).

11.4 Positioning marks

11.4.1 The K factor accorded to positioning marks in INT Programmes 1, 2, 3 and 4 is 25 K.

12 Advanced Category (ADV)

All flights according to FAI Sporting Code, Section 6, Part 1, Chapter 2.

12.1 Flight Programmes list

12.1.1 The following competition flights will be scheduled:

Programme 1	The Free Known Programme (P1)
Programme 2	The First Free Unknown Programme (P2)
Programme 3	The Second Free Unknown Programme (P3)
Programme 4	The Third Free Unknown Programme (P4)
Programme 5*	The Mini Unknown (MUK) (*see §4.5.1)

12.2 Programme 1 – The Free Known Programme

Flights according FAI Sporting Code, Section 6, Part 1, Chapter 2.2

The set for the “Known” figures specified by CIVA for powered aircraft is published on the CIVA News website ([link the SAA SNAC page](#)).

12.2.1 In case a pilot has not reached 50% in the Free Known Programme, the CD will decide with the PJ and CJ, if the pilot can go farther in the competition.

12.3 The Free Unknowns – Programmes 2, 3 & 4

Flights according FAI Sporting Code, Section 6, Part 1, Chapter 2.3.

12.3.1 According situation (lack of time or resources, number of participating pilots, wish of ADV pilots), the CD could decide that the UK1, UK2 or UK3 could be drawn by an Advanced expert nominated by PJ instead of making a construction briefing by pilots.

12.4 Positioning marks

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

13 Excellence Category (EXC)

Inspired (under FFA authorization) by FFA Excellence Category regulations and according to FAI Sporting Code, Section 6, Part 1, Chapter 2, except for Programme 1, 2 and 5 (see Chapter 15, SNFC).

13.1 Flight Programmes list

The following competition flights will be scheduled:

Programme 1	The Known Compulsory (KC)
Programme 2	The Free (FR)
Programme 3	The First Free Unknown (UK1)
Programme 4	The Second Free Unknown (UK2)
Programme 5*	The Mini Unknown (MUK) (*see §4.5.1)

13.2 Programme 1 – The Known Compulsory Programme

13.2.1 The SAA committee will choose the Known Compulsory Programme that will be flown in the season and will be published at the beginning of the year. Normally, it will be chosen from the current or a former FFA Excellence Known Programmes. It could be also new programmes suggested by SAA instructors or experienced pilots.

13.2.2 In case a pilot has not reached 50% in the Known Compulsory Programme, the CD will decide with the PJ and CJ, if the pilot can go farther in the competition.

13.3 Programme 2 - The Free Programme

13.3.1 The Free Programme may be composed of a specified maximum number of figures or combinations of figures. A combination will be taken as one figure. All figures must be taken from the Aresti System (Condensed) as currently amended by CIVA. The total difficulty coefficient of all figures and combinations of figures shall not exceed a certain amount. The limits in each case are given in the table below.

	Maximum figures	Maximum Total K
Excellence	9	360

13.3.2 The start and finish of Programme 2 must be carried out in normal or inverted level flight. Competitors may begin and finish their programme at any height between the upper and lower limits given in Rule 4.1.6.

13.3.3 A catalogue reference number may be used only once.

13.3.4 The method of constructing figures and calculating difficulty coefficients is as described in the Aresti System (Condensed).

13.3.5 Versatility

In order to achieve versatility in the design of Programme 2, it is a mandatory requirement that competitors shall include the following. Programmes not including these figures will not be accepted:

Family	Excellence
1	At least one figure
2	At least one from either 2.2.3 to 2.2.6, or 2.3.2 to 2.3.5, or 2.4.2 to 2.4.8
5	At least one figure
6	At least one figure
7	At least one figure
8	At least one figure
9.1 to 9.8	Not specified
9.9 & 9.10	At least two of each sub-family
9.11 & 9.12	At least one figure from either
Opposite Rolls	At least one instance with elements from Families 9.1 to 9.10

13.4 Programmes 3 & 4 - The Free Unknown Programmes

13.4.1 Flights according FAI Sporting Code, Section 6, Part 1, Chapter 2.3 “Unlimited” regulations, restricted by this present regulation.

13.4.2 The total difficulty coefficient of all figures and combinations of figures shall not exceed a certain amount. The limits in each case are given in the table below.

Excellence Programme	Figure Min. K	Figure Max. K
3	22	45
4	22	55

13.4.3 In the nomination of figures there will be a limit on the number of figures selected from the following:

Family	Excellence
1.1.6-1.1.11	Max. of two from columns 3 and 4
8.4.1 to 8.4.4 8.4.15 to 8.4.18 8.5.2, 8.6.1, 8.6.2	A maximum of two from column 3 and 4
9.9	Min. 2*
9.10	Min. 2*
	*Total of Families 9.9 and 9.10 not exceed five, max. 2 vertical

13.4.4 Variations to UNL figures and rotations from Appendix A:

1. Add figures 2.1.3.x
2. Following figures are prohibited:
 - Family 1:
1.1.10.4 and 1.1.11.4,
1.2.1.4, 1.2.2.4, 1.2.5.3, 1.2.6.4, 1.2.7.3 and 1.2.8.4
 - Family 7:
7.4.3 to 7.4.4, column 3 and 4,
 - Family 8:
8.4.1.3, 8.4.2.3, 8.4.3.4 and 8.4.4.4,
8.4.15.3, 8.4.16.3, 8.4.17.4 and 8.4.18.4
8.6.1 to 8.6.8 with negative three-quarter loop pushed up (column 3 and 4).
3. Rotations not allowed:
 - (i) 9.2.2.6
 - (ii) 9.4.2.3
 - (iii) 9.9.6.2, 9.9.6.3, 9.9.7.2, 9.9.7.4, 9.9.8.2, 9.9.8.4, 9.9.9.2 and 9.9.9.4
 - (iv) 9.10.1.x, 9.10.7.x, 9.10.8.4, 9.10.9.x
4. Negative exit not allowed after:
 - (i) 9.1.5.3
 - (ii) 9.2.5.4
 - (iii) 9.4.5.2
 - (iv) 9.8.5.2
 - (v) 9.9.5.x and 9.9.10.x
 - (vi) 9.10.5.x and 9.10.10.x
5. Negative entry limited max. to:
 - (i) 9.1.1.4
 - (ii) 9.4.1.3
 - (iii) 9.8.1.1
6. Snap 9.10.8.2 can only be found on: 7.2.2.1, 7.2.4.2, 8.5.3.3, 8.5.4.4, 8.6.2.4 and 8.6.4.3
7. No snap after a spin.
8. After a spin, rolls are permitted, max. 9.4.5.2
9. Descending rotation (without spin) on:
 - (i) 1.1.6.4 and 1.1.7.3 is limited only to 9.1.5.3
 - (ii) 1.1.6.3, 1.1.7.4, 1.2.5.4, 1.2.6.3, 1.2.7.4 and 1.2.8.3 is limited only to 9.1.5.2
10. For 7.4.1.3 and 7.4.1.4 only 9.1.3.4 is allowed.
11. For 7.4.5.4, no snap allowed.
12. If a snap occurs on the climbing part of 8.4.15 to 8.4.18 in column 1 and 2, no rotation allowed in the descending part.

13. For 8.6.1 and 8.6.3, column 1 and 2, a top rotation excludes a snap in the vertical part and limited it to 9.1.1.1 or 9.1.1.2. A snap on top excludes any vertical rotation.

14. On 8.6.5.2, 8.6.6.1, 8.6.7.1 and 8.6.8.2 descending rotation is limited to 9.1.5.2

15. On 8.6.5.1, 8.6.6.2, 8.6.7.2 and 8.6.8.1 with top rotation, the descending rotation is limited to 9.1.5.3.

13.4.5 According situation (lack of time or resources, number of participating pilots, wish of EXC pilots), the CD could decide that the UK1 or UK2 could be drawn by an Excellence expert nominated by PJ instead of making a construction briefing by pilots.

13.5 Positioning marks

13.5.1 The K factor accorded to positioning marks for Programmes 1, 2, 3 and 4 is 35K for EXC.

13.6 Lower performing aircrafts – Optional Free Break

13.6.1 If asked by a pilot with a less powered aircraft, an Optional Free Break (OFB) could be allowed for a programme or the entire competition. If in force, this OFB will possible for any competitor in EXC Category.

14 Unlimited Category (UNL)

All flights according to FAI Sporting Code, Section 6, Part 1, Chapter 2, except for Programme 5 (see Chapter 15, SNFC).

14.1 Flight Programmes list

14.1.1 The following competition flights will be scheduled:

Programme 1	The Free Known Programme (P1)
Programme 2	The First Free Unknown Programme (P2)
Programme 3	The Second Free Unknown Programme (P3)
Programme 4	The Third Free Unknown Programme (P4)
Programme 5*	The Mini Unknown (MUK) (*see §4.5.1)

14.2 Programme 1 – The Free Known Programme

Flights according FAI Sporting Code, Section 6, Part 1, Chapter 2.2

The set for the “Known” figures specified by CIVA for powered aircraft is published on the CIVA News website ([link the SAA SNAC page](#)).

14.2.1 In case a pilot has not reached 50% in the Free Known Programme, the CD will decide with the PJ and CJ, if the pilot can go farther in the competition.

14.3 The Free Unknowns – Programmes 2, 3 & 4

Flights according FAI Sporting Code, Section 6, Part 1, Chapter 2.3.

14.3.1 According to situation (lack of time or resources, number of participating pilots, wish of UNL pilots), the CD could decide that the UK1, UK2 or UK3 could be drawn by an Unlimited expert nominated by PJ instead of making a construction briefing by pilots.

14.4 Positioning marks

14.4.1 The K factor accorded to positioning marks in UNL Programmes 1, 2, 3 and 4 is 40 K.

15 The Swiss National Freestyle Championship (SNFC)

15.1 Duration

15.1.1 The SNFC normally takes place over one day, during the last competition afternoon of the current SNAC.

15.2 Admission

1. All SNAC participating UNL pilots.

2. All pilots who:

- have won a medal in Unlimited Freestyle (UFS) or SNFC within 4 years
- have participated to SNFC within 2 years
- have participated to Swiss Cup Freestyle of the current year
- are qualified or recognized for Freestyle by a SAA Endorsed Flight Instructor.

15.3 The competition

15.3.1 According time and number of participating pilots, a training run will be organized for pilots on Saturday morning or Friday afternoon.

15.3.2 The selection of figures or figure combinations for this programme need not be made with reference to the Aresti System (Condensed). There will be no limitation on the number of figures and the total difficulty coefficient. It has to be flown within 3:30 and 4:00 minutes.

15.3.3 The start and finish of the Freestyle Programme may be in normal or inverted flight on a horizontal, ascending or descending path, which must not deviate from the horizontal by more than 45 degrees. Competitors may begin or finish their programme at any height between the upper and lower limits.

15.3.4 There will be no submission of forms containing the sequence of figures to the Contest Director.

15.3.5 Smoke may be used at the option of each individual pilot. In case of failure of the smoke system, the competitor will not be entitled to a reflight or to delay his flight.

15.3.6 Music may be used at the option of each individual competitor.

- I. Competitors may submit an audio track to the CD, to be played during their performance to the judging panel and over the public address system. This must be provided at least 2 hours before the scheduled competition start time in .mp3 or .mp4 format, preferably on a USB memory stick.
- II. The default time for starting playback of the audio track will be on the third wing rock at the commencement of the performance. Alternatively, the competitor may instruct the CD in writing when playback of the audio track should commence, if necessary, triggered by a command on the radio from the pilot.
- III. In case the audio track fails to be played to the judges, the competitor will not be entitled to a reflight.

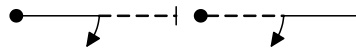
15.4 Awards

The winner will be awarded the gold medal and the title of “Swiss National Freestyle Champion”; the second and third placing will be awarded silver and bronze medals respectively.

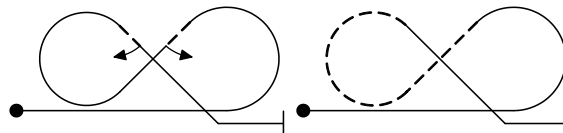
16 Safety maneuvers

FAI Sporting Code, Section 1, Chapter 3.9

- 16.1 Before the wing-rocking at the start of each competition flight it is recommended that all pilots perform as a minimum the safety figures as follows. These figures are flown to check the aircraft's inverted fuel and oil systems are operable, there are no loose articles in the aircraft and to ensure that the pilot is properly harnessed in.



- a) The pilot may perform any number of these figures(1.1.1.3 & 9.1.3.2 ; 1.1.1.4 & 9.1.3.2), separately or continuously, before the wing rocking signalling the start of the competition sequence.
- 16.2 As additional safety checks, the pilot may perform push/pull stick inputs (in any order and any number, in erect or inverted flight) to create instant g-load and hence check harness and absence of loose articles in the aircraft.
- 16.3 In addition, the pilot may perform any number of turns (erect or inverted, but not rolling turns) as warm up manoeuvres, separately or in continuous turns. These warm-up manoeuvres are flown to help prepare the pilot for the upcoming g-loadings and to help reduce the risk of g- induced Loss Of Consciousness (g-LOC).
- 16.4 The pilot may perform up to three practice figures. These figures are optional but may be flown only once, in any order. They provide additional preparation for g-loadings and allow the pilot to assess the wind direction and drift in the performance zone. Allowed practice figures are:
- 2-line stall turns(all figures in family 5.2), without rotations;
 - Humpty bumps starting vertical up (all figures in family 8.4, rows 1 to 4, columns 1 and 2), without rotations;
 - Horizontal"8"s as follows : 7.8.4.1 with two half rolls only ; 7.8.1.1. without rotations



- 16.5 These safety, warm up and practice figures may be flown before the commencement of all the Programmes.
- 16.6 All safety, warm up and practice figures must be flown inside the performance zone.
- 16.7 Prior to the actual performance of Programme 1 (except for SPO), in addition to safety manoeuvres according to 16.1-16.4, competitors will be permitted to fly, once, practice figures from their Programme 1 sequence, starting from figure one (1) of their sequence, consecutively up to the first five (5) figures.

16.8 According to conditions, the CD may limit the Programme 1 (to 10 min.) included safety and practising figures. In that case, the pilot will be responsible to manage his time in the box to complete the Programme 1 within that time. The CJ will announce the 10 minutes time limit by saying: “Time, Time, Time”. No training is allowed after the judged Programme 1, even if time is not over.

The SAA Committee has approved the present regulation on [February 1st, 2023](#).

The President of the SAA

Jérôme Cusin

The Judging & Regulations Manager

Sophie Martel