
Regulations for the Conduct of the

Swiss Aerobatic Cup

and the

Swiss Freestyle Cup

Version 2024-2

Effective 1st April 2024

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.

SNAC Regulations 2024-2
effective 1st April 2024 in force for this regulation.

The 2024 corrections, rewordings and amendments appear in blue.

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1 Fundamental principles and purpose of the cup

- 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 Aerobatic Cup (SAC).
- 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 [cup](#). 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 in the SAC could be a part of the selection criteria for the Swiss National Teams based on FAI managed international competitions or as criteria to move to a higher category at the SNAC of the year. See SNAC Regulations 5.1.3.
- 1.7 The SAC 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 SAC.
- 2.2 Media work of the SAC 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 SAC are submitted to the present regulations and must abide by the rules.
- 2.5 The Committee of the SAA – together with the Cup Director(s) – searches for airfields and fixes the dates without overlapping international championships, FAI events or current SNAC.
- 2.6 The SAC takes place from April to October.
- 2.7 The SAC will take place at 3 to 5 different locations on one single day for each heat.

- 2.8 The Swiss Freestyle Cup is considered as isolated heat.
- 2.9 Planning of the SAC should be published by the mid of March latest. All documents are published on www.saa.ch.
- 2.10 The SAC will be conducted according to the regulations in place during the time of the beginning of the registration. All documents are published on www.saa.ch.
- 2.11 This contest is a 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.
- 2.12 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 Concept and organization

3.1 General

The SAC is the second major contest organized by the SAA. As the SAC is also some kind of training for the SNAC and FAI competitions or events, the organization should plan the last day of the SAC before the SNAC, if possible.

3.2 The Swiss Aerobatic Cup concept

- 3.2.1 The SAC is a competition where competitors are flying in their normal category (or higher for SNAC or [FAI/CIVA Events](#) qualification), programmes on different days on different airfields. The order of programmes will be flown according to table 4.3.1 without any consideration of the location.
- 3.2.2 Swiss Aerobatic Cup heats
 1. A heat is a day when the competitors will fly the assigned programme of their category.
 2. A heat is composed of two flights per pilot (when possible). The judges will mark both flights and the best will be considered for the final ranking of the heat.
 3. All competitors are flying in one group without any difference of category, except for altitude maxima and minima.

3.3 Structure

- 3.3.1 Organizational Structure of the SAC includes:
 1. Cup Director (CuD)
 2. [Chief Judge \(CJ\)](#)
 3. [Scoring Judges \(SJ\) and Judge Assistants \(JA\)](#)
 4. Local authorities
 5. Competitors

3.4 Categories

3.4.1 The competitors can participate in 5 categories:

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

3.5 Swiss Aerobatic Cup ranking concept

3.5.1 The ranking of the heat is made on percentage of the maximum points possible on the assigned programme, regardless of the category.

3.5.2 The CIVA Fair Play System will not be used during the SAC.

3.5.3 The achieved percentage is then translated into points.

3.5.4 The sum of the points gained during the different heats gives the final ranking of the SAC.

3.5.5 For pilots with four heats or more, only the top three results will count towards the overall score of the SAC.

3.5.6 If a registered pilot misses a heat during the year, he/she will have the 0 point score for that heat.

3.5.7 In case of equality in points, the higher score achieved (in %) in any heat flown during the SAC will resolve the stalemate.

3.6 Awards

3.6.1 Awards can only be presented, if at least 3 participants are competing and if at least 1 heat has been completed during the year.

3.6.2 The winner will be awarded the gold medal and the title of "Swiss Aerobatic Cup Winner"; the second and third placing will be awarded silver and bronze medals respectively.

3.7 Cup Director (CuD)

3.7.1 The Committee of the SAA appoints the CuD. He will act as the general manager of the event, appointing **cup** officials. The CuD could be a competitor. The CuD is nominated per heat or per year.

3.7.2 The rights and duties of the CuD as describe in SNAC Regulations 3.4.

3.8 Judges

3.8.1 The CuD nominates the judges before the competition.

3.8.2 The board of judges is composed of:

1. **One** Chief Judge 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 1 additional Judge and 1 additional Assistant Judge.

3. The CuD should consider inviting foreign judges for the mix of competence and experience.
 4. It's not mandatory that the judges' board is the same during all the heats of the SAC.
- 3.8.3 The judges are subjected to the FAI Sporting Code, Section 6, Chapter 4.
- 3.8.4 A judge cannot be a competitor during the current SAC.
- 3.8.5 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 should place his 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 CuD to exclude a judge from the [cup](#). The final decision belongs to the SAA Committee.
 4. As no video recording system is used during the SAC, the hard zeros (HZ) of the CJ are automatically registered as confirmed hard zeros (CHZ).
- 3.8.6 [The CJ will report in case a competitor shows an unsafe performance. The CJ and the CuD will have to discuss the matter with the competitor.](#)
- 3.8.7 No boundary judges are on duty during the SAC.

3.9 Jury

No jury is on duty during the SAC.

3.10 Sponsoring of the Swiss Aerobatic Cup

- 3.10.1 The Swiss Aerobatic Cup is a concept of competition.
- 3.10.2 In the case of a sponsor is supporting the SAC, the SAC could be renamed for communication as "Swiss Aerobatic Cup by *Sponsor Name*" or "*Sponsor Name* Swiss Aerobatic Cup".

4 Conduct of Swiss Aerobatic Cup

4.1 Competition day

A heat of the SAC normally takes place on a Saturday or on public holidays with one associated weather-reserve day (in case of bad weather on the initial planned day).

4.2 Briefings

The competitors participate in all briefings and comply with given instructions.

4.3 Box

- 4.3.1 According to FAI Sporting Code, Section 6, Part 1, Paragraph 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.
- 4.3.4 The box will normally not be marked on the ground during SAC heats.
- 4.3.5 The box is normally located close to a runway for obvious safety reasons.
- 4.3.6 The horizontal measurements of the box are of 1'000 m x 1'000 m.
- 4.3.7 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

- 4.3.8 A competitor flying lower than these lower limits will be disqualified (from the current programme) for causing a dangerous situation.
- 4.3.9 The CuD 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 or due to airport rules, change these limits upwards.
- 4.3.10 [The local authority's desire to limit the impact on the neighbourhood is a valid reason for raising the lower limits of the box.](#)
- 4.3.11 Safety has priority over all other considerations.

4.4 Programmes drafting

4.4.1 Submission of Free and Free Known sequences:

1. Each competitor must submit a computer file for the programme to the CuD 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 (.pdf and .seq files formats). 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 to 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.

4.5 Competition flights

4.5.1 Programmes flown during the SAC:

	Sportsman	Intermediate	Advanced	Excellence	Unlimited
Heat 1	Qualification	Free Known	Free Known	Known Compulsory	Free Known
Heat 2	Free	Known Compulsory	Known Unknown	Free	Known Unknown
Heat 3	1 st Unknown	1 st Unknown	2 nd Unknown	1 st Unknown	2 nd Unknown
Heat 4	2 nd Unknown	2 nd Unknown	3 rd Unknown	2 nd Unknown	3 rd Unknown
Heat 5	3 rd Unknown	3 rd Unknown	4 th Unknown	3 rd Unknown	4 th Unknown

To be as fair as possible, the possibility is offered to pilots who have not participated to Heat 1 (Qualification, Known Compulsory or Free Known) or/and Heat 2 (Free or Known Unknown), to fly the concerned programme on another heat. The score will be used for the final ranking of the SAC only. The pilot will fly as H/C for the heat concerned.

4.5.2 The Known Unknown programme:

In order to be as fair as possible to pilots flying “known” programmes at Heat 2, the ADV and UNL categories will fly an unknown type programme (built according to the rules of the Unknown of the category), the Known Unknown, published at least 30 days before the Heat 2.

4.5.3 The Unknown programmes (all categories):

1. will be chosen by the CuD or SAA Committee. They will be presented the day before the competition between 19:00 and 20:00 LT as the decision of flying or not flying is made and confirmed for the next competition day.
2. These programmes will be designed by non-participating pilots/instructors (exception possible with pilots’ agreement) and or chosen among the past programmes of SNAC’s or international competitions or other NAC’s competitions.
3. The Unknown programmes of Heat 2 and 3 could be “known” Unknown programmes (KUK), built according to the rules of the Unknown of the category, but published 2 weeks in advance latest. This is in the event of a difficult start to the season (weather or other) and a potential lack of training on the participant’s side.

4.5.4 Sequence of flights

The starting order for each programme will be determined **by the CuD, avoiding mixing categories with different minimum altitudes**. The CuD will 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.

4.5.5 Radio communications:

1. **To improve the security and the good progress of the competition, the pilot must stay in permanent radio contact on the prescribed frequencies:**
 - a. during the flight with the CJ or a JA on judge line.
 - b. on ground with the Starter, if any.
2. **The competitor enters the box only after permission has been received from the CJ or a JA on judge line. A competitor entering an occupied box (“hot box”) will be disqualified for the current heat.**
3. **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.**
4. **The abusive use of the radio can be sanctioned by disqualification or penalty.**
5. **In exceptional circumstances, the CuD can allow a contest flight without radio.**

4.5.6 **Mechanical issues** on the ground and in flight: FAI Sporting Code, Section 6, Part 1, Chapter 3.12. will apply.

- 4.5.7 During a heat, no flight (even on non-aerobatic planes) by competitors are permitted, other than the flights assigned, except if one pilot must change his plane for another (due to technical problems). In that case, the concerned pilot will be allowed by CuD 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, Paragraph 3.13.1.2. INT and SPO will be assimilated to “[Intermediate](#)” and EXC pilots are as per “Unlimited” (SPO will fly a full roll (9.1.3.4) instead of the permitted flick roll).
- 4.5.8 [Despite point 4.3.7, out-of-competition flights may, however, be carried out by competitors provided that:](#)
- the CuD has given his approval, and
 - the heat is over for the pilot concerned, or
 - the pilot has withdrawn from the heat.

The possible flights are:

1. flights to check the weather conditions or the box marks.
2. flights for public relations, media, or for aerobatics promotion.

If it is not possible to find a non-participating pilot to perform one of these flights during a heat, in addition to the CuD, all the participating pilots must be consulted and approved the flight.

Exception:

1. flights operated in accordance with paragraph 4.3.7.
2. a test flight, if necessary, and that the competitor does not allow a non-competing pilot to fly his aircraft (PJ approval only).

- 4.5.9 Duration of flight and signalling start and finish: FAI Sporting Code, Section 6, Part 1, Chapter 3.10.
- 4.5.10 Safety Manoeuvres: see [Chapter 16](#).
- 4.5.11 A Missed Slot Penalty will be awarded to a pilot who, without reasonable cause, is not ready when their slot time arrives.
- 4.5.12 If a pilot keeps the conduct of the [heat](#) waiting for more than 10 min without any valid reason, the CuD 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, Chapter 4.

4.7 Penalties

- 4.7.1 FAI Sporting Code, Section 6, Part 1, Chapter 4.3, applies.
“[Intermediate](#)” rules will apply for SPO and INT; “Unlimited” rules will apply for EXC, but the penalties may vary ([see 4.7.2](#)).

4.7.2 SAC tables of penalties:

Penalty	SFC	UNL	EXC	ADV	INT	SPO
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

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 SAC 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.

4.9 Video recording

No video recording is required for the SAC.

5 Entry conditions 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 must 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 Programme, the Known Compulsory or Free Known, the pilot must assure the CuD and the judges that he is in control of the aircraft and safely flies the series of figures in the box.

 - 5.1.3.1 **Higher category** participation in the SAC is possible, even if the SNAC category admittance criteria are not fulfilled (see SNAC Regulations 5.1.3 for details). In that case, the pilot must prove that he has sufficient training to be safe in the category concerned (recognized by a SAA Endorsed Instructor, hours of recent training, special training with trainer, foreign competitions, etc...)
 - 5.1.3.2 **Lower category** admission as a ranked competitor is possible if one of those conditions is fulfilled:
 - a minimum of three consecutive years of non-participation to a SNAC, SAC 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).
 - 5.1.3.3 If a pilot changes his category level (any reason) during the current SAC:
 - going upward, he/she will be ranked for the concerned heat, **and** the Final Ranking,
 - going downward, he/she will be ranked H/C for the concerned heat and the Final ranking.
 - 5.1.3.4 **Special cases will be discussed and approved by the SAA Committee.**
- 5.1.4 Scores reached in the current SAC could qualify the pilot for the higher category at the SNAC (see SNAC Regulations 5.1.3).
- 5.1.5 Swiss and Liechtenstein competitors, as well as foreigners who are members of AéCS and flying with a Swiss delivered licence, can win a medal or the title of Swiss Aerobatic Cup Winner. Others foreign pilots 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 SAC.
- 5.1.6 **If a competitor has double nationality (Swiss plus another) and this competitor is flying or has flown within the last 2 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 SAC as a H/C pilot only.

- 5.1.7 The CuD fixes the maximum number of competitors. In case of too many applications, the rule of first come first served will prevail.
- 5.1.8 All the participants must be familiar with and accept the doping regulations issued by the AÉCS.

5.2 Aircrafts

- 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, AFM, POH, etc.), 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 SPO, if a plane got inverted flight restrictions, this must 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 [cup](#) unless the appropriate documentation has been submitted to the organizers.
- 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:
 - a valid pilot's license and a valid medical certificate.
 - 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-members of the SAA will automatically become members of the SAA and will be required to pay the annual fee for the current year.](#)

6.2 Registration procedure

- 6.2.1 Online registration on www.saa.ch, [by end of March, latest.](#)
- 6.2.2 Pilots must register for the main date of a heat and the replacement date (or one of those if not available on both dates).
- 6.2.3 Registration deadline: fixed by the CuD.

6.3 Registration fee

No registration fee applies for Swiss Aerobatic Cup.

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:
- correct use of the Known 'master set' for Free Known or standard SAA rules for Free, non-repetition and versatility requirements.
 - 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 CuD will provide hard copies to each competitor for signature, and those signed hard copies will be the ones used by the CuD for reproduction.
- 6.4.4 The CuD will be responsible for reproducing a sufficient number of copies of competitors' programmes to meet the requirements of the [cup](#). 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 CuD, and presented to the CJ at any time prior to the flight commencing.
- 6.4.6 The CuD 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.
- 6.4.8 Submitting a Free/Free Known to current SAC is not valid for SNAC Free/Free Known submission.

6.5 What to bring to the SAC

- a valid pilot license (SEP) with aerobatic extension (ACR),
- a valid medical,
- a valid low-level flying permission for concerned categories,
- a valid aircraft documents (insurance, log book, airworthiness certificate, ...),
- a signed anti-doping agreement (download from www.saa.ch).

6.6 Speaker information sheet (for SFC only)

- 6.6.1 Download (from www.saa.ch) and fill in the speaker information sheet.
- 6.6.2 Bring it at the SFC day, if desired.

7 Protests

- 7.1 All protests must be submitted to the CuD 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. The deposit will be returned if the protest is granted.
- 7.2 The CuD and the CJ decide within 2h after the filing of the protest.
- 7.3 The decision of the CuD and CJ is final.
- 7.4 The money collected by protests is part of the current SAC budget.

8 Validity of titles

- 8.1 The title of “Swiss Aerobatic Cup Winner” can be assigned to a Swiss citizen or a citizen of Liechtenstein, as well as foreigners who are members of AéCS and flying with a Swiss delivered licence.
- 8.2 The title of “Acting Swiss Aerobatic Cup Winner” is valid until the next SAC.
- 8.3 The title of “Swiss Aerobatic Cup Winner” does not expire.

9 Liability / Insurance

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

10 Sportsman Category (SPO)

10.1 Flight Programmes list

The following competition flights will be scheduled:

Heat 1	The Qualification Programme (Q)
Heat 2	The Free (FR)
Heat 3	The First Unknown (UK1)
Heat 4	The Second Unknown (UK2)
Heat 5	The Third Unknown (UK3)

10.2 Programme KC - The Qualification Programme

See current SNAC Regulations 10.2.

10.3 Programme FR - The Free Programme

See current SNAC Regulations 10.3.

10.4 Programmes UK1, UK2 & UK3 – The Unknown Programmes

Chosen by CuD or SAA Committee. See [4.4.3](#).

10.5 Positioning marks

See current SNAC Regulations 10.5.

11 Intermediate Category (INT)

11.1 Flight Programmes list

The following competition flights will be scheduled:

Heat 1	The Free Known (FK)
Heat 2	The Known Compulsory (KC)
Heat 3	The First Unknown (UK1)
Heat 4	The Second Unknown (UK2)
Heat 5	The Third Unknown (UK3)

11.2 Programme FK - The Free Known Programme

See current SNAC Regulations 11.2.

11.3 Programme KC - The Known Compulsory Programme

See current SNAC Regulations 11.3.

11.4 Programmes UK1, UK2 & UK3 - The Unknown Programmes

Chosen by CuD or SAA Committee. See [4.4.3](#).

11.5 Positioning marks

See current SNAC Regulations 11.6.

12 Advanced Category (ADV)

12.1 Flight Programmes list

The following competition flights will be scheduled:

Heat 1	The Free Known (FK)
Heat 2	The Known Unknown (KUK)
Heat 3	The First Unknown (UK1)
Heat 4	The Second Unknown (UK2)
Heat 5	The Third Unknown (UK3)

12.2 Programme FK - The Free Known Programme

See current SNAC Regulations 12.2.

12.3 Programme KUK - The Known Unknown Programme

Chosen by CuD or SAA Committee. See 4.4.2.

12.4 Programmes UK1, UK2 & UK3 - The Unknown Programmes

Chosen by CuD or SAA Committee. See 4.4.3.

12.5 Positioning marks

See current SNAC Regulations 12.4.

12.6 Lower performing aircrafts – Optional Free Break

See current SNAC Regulations 12.5.

13 Excellence Category (EXC)

13.1 Flight Programmes list

The following competition flights will be scheduled:

Heat 1	The Known Compulsory (KC)
Heat 2	The Free (FR)
Heat 3	The First Unknown (UK1)
Heat 4	The Second Unknown (UK2)
Heat 5	The Third Unknown (UK3)

13.2 Programme KC - The Known Compulsory Programme

See current SNAC Regulations 13.2.

13.3 Programme FR - The Free Programme

See current SNAC Regulations 13.3.

13.4 Programmes UK1, UK2 & UK3 - The Unknown Programmes

Chosen by CuD or SAA Committee. See [4.4.3](#).

13.5 Positioning marks

See current SNAC Regulations 13.5.

13.6 Lower performing aircrafts – Optional Free Break

See current SNAC Regulations 13.6.

14 Unlimited Category (UNL)

14.1 Flight Programmes list

The following competition flights will be scheduled:

Heat 1	The Free Known (FK)
Heat 2	The Known Unknown (KUK)
Heat 3	The First Unknown (UK1)
Heat 4	The Second Unknown (UK2)
Heat 5	The Third Unknown (UK3)

14.2 Programme FK - The Free Known Programme

See current SNAC Regulations 14.2.

14.3 Programmes KUK - The Known Unknown Programme

Chosen by CuD or SAA Committee. See 4.4.2.

14.4 Programmes UK1, UK2 & UK3 - The Unknown Programmes

Chosen by CuD or SAA Committee. See 4.4.3.

14.5 Positioning marks

See current SNAC Regulations 14.4.

15 The Swiss Freestyle Cup (SFC)

15.1 Admission

1. All pilots who:
 - have won a medal at the SNFC or SFC within 4 years
 - have participated to SNFC or SFC within 2 years
 - are qualified or recognized for Freestyle by a SAA Endorsed Instructor.

15.2 The competition

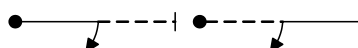
- 15.2.1 According to time and number of participating pilots, a training run will be organized for pilots on Saturday morning.
- 15.2.2 The selection of figures or figure combinations for this programme need not be made with reference to the Aresti System (Condensed). There will be no limitation on the number of figures and the total difficulty coefficient. It must be flown within 3:30 and 4:00 minutes.
- 15.2.3 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.
- 15.2.4 There will be no submission of forms containing the sequence of figures to the Cup Director.
- 15.2.5 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.
- 15.2.6 Music may be used at the option of each individual competitor.
 - a) Competitors may submit an audio track to the CuD, 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.
 - b) 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 CuD in writing when playback of the audio track should commence, if necessary, triggered by a command on the radio from the pilot.
 - c) In case the audio track fails to be played to the judges, the competitor will not be entitled to a reflight.

15.3 Awards

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

16 Safety, Warm-up and Practice Manoeuvres

16.1 Before the wing-rocking at the start of each competition flight it is mandatory that pilots perform at least two half-rolls with a stop at the inverted position (1.1.1.3 & 9.1.3.2; 1.1.1.4 & 9.1.3.2), plus at least one of the practice figures specified in 3.9.1.4. These figures are flown to check the aircraft's inverted fuel and oil systems are operable, that there are no loose articles in the aircraft and to ensure that the pilot's safety harness is properly secured. In addition, it is recommended that pilots perform the safety manoeuvres specified in 16.2 and 16.3, and up to two more practice figures as specified in 16.4.



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 signaling 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.

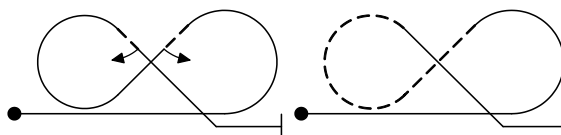
16.3 In addition, the pilot may perform any number of turns (erect or inverted, but not rolling turns) as warm up manoeuvres, separately or in continuous turns. These warm-up manoeuvres are flown to help prepare the pilot for the upcoming g-loadings and to help reduce the risk of g- induced Loss Of Consciousness (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:

a) 2-line stall turns (all figures in family 5.2).

b) Humpty bumps starting vertical up (all figures in family 8.4, rows 1 to 4, columns 1 and 2).

c) Horizontal "8"s as follows : 7.8.4.1 and 7.8.1.1.



16.5 These safety manoeuvres, 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, instead of the 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 For all other Programmes, as the airfield could be unknown for some pilots, on the 3 chosen figures, the pilots can add any rotations according to Aresti System (Condensed) rules as orientation training.

16.9 Violations of safety, warm-up and practice manoeuvres will be penalized in accordance with paragraph 4.7.

16.10 According to conditions, the CuD may limit the programme flown (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 within that time. The CJ will announce the 10 minutes time limit by saying: "Time, Time, Time".

The SAA committee has approved the present regulation on [April 1st, 2024](#).

The president of the SAA

Jérôme Cusin

The Judging & Regulations Manager

Sophie Martel