

Proposed Changes II.C.1., II.C.9.c.(2), and I.D.10. have been added to the following list of proposed rule changes to be considered at the NIFA Council meeting scheduled for May 18, 2012.

Proposed Rule Change

Current Rule

New rule. Insert as the number 1 rule A. under General Rules and re-letter following paragraphs.

Proposed Rule (changes in red, bold, *italic* print)

I. General Rules *(continued)*

A. Fitness for Competition

- 1. *Each contestant must be fit for competing in any event they are entered in. Fitness must include a personal assessment of his/her physical condition pertinent to the event to be entered including, but not limited to:***
 - a. Influence or impairment from alcohol, narcotics, or any over the counter medications.***
 - b. Personal health related to illness such as colds, headaches, broken bones, pulled muscles, etc.***
 - c. Adequately alert, physiologically, and psychologically rested to safely compete.***
 - d. Any other condition that may adversely affect safety. (IM SAFE checklist, AIM recommendations, etc.)***
- 2. *No contestant may compete if they cannot successfully complete the personal assessment.***
- 3. *Additionally, no coach, advisor, or teammate may allow a team member to compete if that individual knows of any deficiency in the fitness of that contestant pertinent to the event to be contested.***
- 4. *Failure to comply with this policy may subject the individual or team to the disciplinary action listed in the current NIFA rules.***

Rationale

There have been several instances of pilots and contestants not physically or mentally prepared for the competitive events. This rule was added to reinforce the FAA safety program emphasis on individuals being fit to perform aviation activities.

Proposed Rule Change

Current Rule

I. General Rules *(continued)*

C. Contestant Eligibility *(continued)*

2. Each student must either be recognized by the institution as a full-time student or be enrolled in at least six (6) credit hours during the term in which competition is held, unless the student is in the semester of graduation and a reduced load will meet graduation requirements.

Proposed Rule (changes in red, bold, *italic* print)

I. General Rules *(continued)*

C. Contestant Eligibility *(continued)*

2. Each student must either be recognized by the institution as a full-time student or be enrolled in at least six (6) credit hours during the term in which competition is held, unless the student is in the semester of graduation and a reduced load will meet graduation requirements. ***An exception is given for flight education students who have been delayed completing their degree flight requirements for financial, medical or other valid reasons. If a student is enrolled in a flight course that requires a FAA certificate or rating for course completion, as the last course required completing requirements to receive a degree in flight education, the period of eligibility can be extended. This eligibility would extend for a period not to exceed six months from the time that all other academic ground course requirements for the degree have been met.***

Rationale

At many aviation schools, the flight qualifications part of the bachelors or associates degree takes more time to complete than the other course requirements in the degree syllabus. Often all ground courses are completed during the 2 or 4 year degree programs, but flight requirements are not completed. Under the current rules this student is not allowed to compete even though graduation requirements have not been met. This is particularly true at small schools where it is difficult to complete all flight requirements in the 2 and 4 year degree allotted timeframe. The rule that restricts participation that "Each contestant may compete in no more than four (4) regional and four (4) national SAFECONS" should be sufficient. Also, there would be a possible positive effect on safety and team performance if experienced team members were allowed to compete.

Proposed Rule Change

Current Rule (page D-2)

I.C. Contestant Eligibility

- I.C.5. Contestants acting as pilot-in-command in flying events must possess at least a Private Pilot certificate with appropriate category and class ratings.

Proposed Rule (changes in red, bold, *italic* print)

I.C. Contestant Eligibility

- I.C.5. Contestants acting as pilot-in-command in flying events must possess at least a Private Pilot certificate with appropriate category and class ratings ***and a current FAA medical certificate.***

Proposed Rule Change

Current Rule

I. General Rules *(continued)*

D. Registration and Event Entry Limitations *(continued)*

10. (new rule)

Proposed Rule (changes in red, bold, *italic* print)

I. General Rules *(continued)*

D. Registration and Event Entry Limitations *(continued)*

10. Each aircraft used in competition must carry liability insurance or be self-insured by the state which owns or leases the aircraft.
 1. NIFA, Inc. and the host school for each SAFECOM in which an aircraft will be used must be added to the aircraft insurance as “additional insured.”
 2. Proof of insurance coverage including NIFA, Inc. and the SAFECOM host school must be provided by a certificate of insurance from the insurance provider, or a letter of coverage signed by the state official responsible for state self-insurance before team registration is completed.

Rationale

There is no cost associated with having NIFA, Inc. and SAFECOM host schools listed as additional insured on aircraft insurance policies. The coverage it provides will ensure that NIFA, Inc. and the host schools are not carrying the burden of risk without coverage from the operator of the aircraft which originates the risk.

Proposed Rule Change

Current Rule

I. General Rules *(continued)*

G. Safety Precautions *(continued)*

7. Formation flights (intentional flight with less than 500 feet separation) are not authorized.

Proposed Rule (changes in red, bold, *italic* print)

I. General Rules *(continued)*

G. Safety Precautions *(continued)*

7. Formation flights (intentional flight with less than 500 feet separation) are not authorized ***from the time of leaving home airport until returning to home airport.***

Rationale

The NIFA Council has become aware of some teams flying in close formation to and from NIFA SAFECON. Even though the FAA FAR on the subject does allow formation flights if they are briefed prior to flight, the NIFA Council believes that a more stringent requirement must be applied. Pilots not schooled in the procedures and skills required in close formation flight could present a safety hazard to themselves and others. The precedent has already been set with the drug and alcohol rule to extend SAFECON rules beyond just the period of the SAFECON if it is in the interest of safety.

Proposed Rule Change

Current Rule

II. Flying Event Rules *(continued)*

A. Power Off Landing *(continued)*

6. Scoring *(continued)*
 - i. The following maneuvers may result in disqualification or a penalty of up to 400 points:
 - (1) The use of slips other than necessary for crosswind correction.
 - (2) Irregular pattern, "S" turns, fishtailing, etc.
 - (3) Excessively slow, fast, or long approach.
 - (4) Go-around due to poor planning or spacing by the contestant.
 - (5) Completion of final turn below 200 feet AGL.
 - (6) Floating in excess of five (5) seconds from point at which the airplane is no longer in a descending flight path on final approach until touch down.
 - (7) Any action deemed by the judges to be careless or reckless, including excessive "jamming" of the airplane onto the ground or allowing the airplane to become dangerously low while on base leg or final approach.

Proposed Rule (changes in red, bold, italic print)

II. Flying Event Rules *(continued)*

A. Power Off Landing *(continued)*

6. Scoring *(continued)*
 - i. The following maneuvers may result in disqualification or a penalty of up to 400 points:
 - (8) ***A disqualification should be given to an airplane that starts an excessively wide pattern that forces other airplanes to follow; causing the pattern to become elongated from abeam the point of touchdown to final.***
 - (9) ***A following airplane that closes to a potentially unsafe interval with the preceding airplane and does not properly go around.***

Rationale

The following rationale has been provided by the Judges Committee for the proposed change. The NIFA Council has discussed the proposed change and agreed with the following rationale

These disqualifications were added by the Landing penalty Committee and approved by the Judges Committee and NIFA Council to try to alleviate a continuing problem with too wide airplanes causing a disruption in the pattern affecting the following airplanes pattern and causing following airplanes to close interval and create a safety hazard.

Proposed Rule Change

Current Rule

II. Flying Event Rules *(continued)*

B. Short Field Approach and Landing *(continued)*

6. Scoring *(continued)*
 - i. The following maneuvers may result in disqualification or a penalty of up to 400 points:
 - (1) The use of slips other than necessary for crosswind correction.
 - (2) Irregular pattern, "S" turns, fishtailing, etc.
 - (3) Excessively slow, fast, or long approach.
 - (4) Go-around due to poor planning or spacing by the contestant.
 - (5) Completion of final turn below 200 feet AGL.
 - (6) Floating in excess of five (5) seconds from point at which the airplane is no longer in a descending flight path on final approach until touch down.
 - (7) Any action deemed by the judges to be careless or reckless, including excessive "jamming" of the airplane onto the ground or allowing the airplane to become dangerously low while on base leg or final approach.

Proposed Rule (changes in red, bold, italic print)

II. Flying Event Rules *(continued)*

B. Short Field Approach and Landing *(continued)*

6. Scoring *(continued)*
 - i. The following maneuvers may result in disqualification or a penalty of up to 400 points:
 - (8) ***A disqualification should be given to an airplane that starts an excessively wide pattern that forces other airplanes to follow; causing the pattern to become elongated from abeam the point of touchdown to final.***
 - (9) ***A following airplane that closes to a potentially unsafe interval with the preceding airplane and does not properly go around.***

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Proposed Rule Change

Current Rule

II. Flying Event Rules *(continued)*

C. Navigation *(continued)*

1. This event shall consist of a cross-country flight in an airplane (that meets General Rule I.A.) over a multiple leg course between 70 and 120 miles in length.

Proposed Rule (changes in red, bold, *italic* print)

II. Flying Event Rules *(continued)*

C. Navigation *(continued)*

1. This event shall consist of a cross-country flight in an airplane (that meets General Rule I.A.) over a multiple leg course between 70 and 120 miles in length. ***The 70-120 nautical mile distance requirement shall be calculated from the start point of the course to the final checkpoint.***

Rationale

The following rationale has been provided by the author of the proposed change. The NIFA Council has not discussed the proposed change nor accepted or rejected the following rationale.

There has been some confusion, particularly at the regional level, as to where the 70-120 nautical mile limit is measured to. Some regions were measuring this distance all the way back to the airport instead of to the last turn point, resulting in navigation routes that did not meet the minimum of 70 nautical miles. These regions then ran into problems scoring their event because the scoring program will not calculate a score for a route which is not in compliance with the rules. Hopefully, by adding the clarifying statement to the rules, this will help to avoid these issues in the future.

Proposed Rule Change

Current Rule

II. Flying Event Rules *(continued)*

C. Navigation *(continued)*

9. Scoring *(continued)*

- c. Scoring parameters for this event may include penalty points for the following metrics:
 - (2) Failure to fly within .75nm of a checkpoint on appropriate heading.

Proposed Rule (changes in red, bold, *italic print*)

II. Flying Event Rules *(continued)*

C. Navigation *(continued)*

9. Scoring *(continued)*

- c. Scoring parameters for this event may include penalty points for the following metrics:
 - (2) Failure to fly within ~~.75nm of a checkpoint on appropriate heading~~ ***a specified distance of a checkpoint on an appropriate heading. This distance shall not exceed .75nm. In any case, whatever distance is specified shall be the same for all checkpoints on a navigation route, and, if multiple navigation routes are used, shall be the same for all checkpoints on all routes. The specified distance shall be announced at the general contestant briefing and be included in the navigation instructions issued to each student prior to planning the route. In the event that a value other than a radius of .75nm is used, that new specified distance plus .01 will be used in place of .76nm in the Navigation section of the Event Penalty Table in the appendix.***

Rationale

The following rationale has been provided by the author of the proposed change. The NIFA Council has not discussed the proposed change nor accepted or rejected the following rationale.

To permit the shrinking of the turn point radius with the intention of tightening the tolerances for "hitting" a turn point. Rather than specify a new distance, this change, as written, allows us to experiment with a variety of radii and see what works best in terms of increasing the challenge of the competition, while still remaining as fair as possible to the competitors. However, if the scoring program is unable to support a turn point radius smaller than .75nm, the wording of the amended rule still permits us to use our current tolerances.

Proposed Rule Change

Current Rule

III. Ground Event Rules *(continued)*

D. Aircraft Recognition *(continued)*

4. Scoring:
 - b. In the event of a tie, the judge shall show additional slides until the tie is broken on a “sudden death” basis

Proposed Rule (changes in red, bold, *italic* print)

III. Ground Event Rules *(continued)*

D. Aircraft Recognition *(continued)*

4. Scoring:
 - b. In the event of ***tie scores, the contestant with the highest number of correct answers on the write-in section of the test, shall be given the higher fractional score. If a tie remains after comparing the write-in section scores, the judge has the option to (on a sudden death scoring basis):***
 1. ***either re-score only the write-in answer portion of the test, or***
 2. ***show additional slides to each contestant (individually) until each tie is broken.***

Rationale

This should expedite the scoring process by eliminating the requirement to show a second set of slides in order to break ties. The current test format includes sixty slides, of which the last ten questions are write-in questions. The separate rescoring of the ten write-in questions eliminates (in vast majority of cases) the need to generate and score a separate tie breaker test. However, item 2 above, keeps the use of additional slides as an option if needed.