

2020 Schedule Development Guide

At the 2009 World Championships a meeting was convened with F3A committee members and judges. The following is the result of that meeting and the basis used to develop schedules since then.

Strategy for aerobatic schedules: Advanced, Preliminary, Final

In order to set up clear strategies for respective schedules we came to the following characteristics and criteria's:

Advanced Schedules (A-Schedules)

Characteristics:

- Schedules for advanced aerobatic pilots, which trains them to step up to P-Schedules.
- Determined and recommended for local contests only, not for FAI contests or championships.

Criteria's:

- Same architecture (basic maneuvers and sequence) as in corresponding P-Schedules, but with less built-in difficulties.
- Validity terms of two years, becoming effective together with P-Schedules

Preliminary Schedules (P-Schedules)

Characteristics:

- Basic schedules for every F3A-pilot all over the world.
- Determined for local, national, and international contests and as preliminary schedules for FAI contests and competitions.

Criteria's:

- Manoeuvres technically not too difficult, emphasis on geometrical accuracy and positioning.
- Manoeuvre no. 1 with basic elements to show preferred manoeuvre size and smoothness, $K \leq 4$.
- Complex manoeuvres ($K=5$) earliest as manoeuvre no. 3.
- Maneuvers to contain all basic elements, and rolls in changing directions, integrated rolls and knife-edges only *starting from low to high*.
- Cross-box manoeuvres have to be combined with corresponding manoeuvres for eventual compensation of distance variations, mainly in cross wind situations.
- Just one snap-roll (in horizontal or up direction) per schedule and only in center manoeuvres.
- Maximum 3 manoeuvres $K=5$ (total $K 60 \pm 2$).
- Harmonic architecture of manoeuvre sequences with respect to best possible judgeability.
- The last maneuver in the schedule must have the end of the maneuver defined in the maneuver's description.

Final Schedules (F-Schedules)

Characteristics:

- considerably more difficult than P-Schedules.
- Determined for local, national, international, and FAI contests and competitions as fly-off, semifinal and final schedules.

Criteria's:

- To contain technically difficult manoeuvres in addition to emphasis on geometrical accuracy and positioning.
- Manoeuvre no. 1 with basic elements to show preferred manoeuvre size and smoothness, $K \leq 4$.
- Complex manoeuvres ($K=5$) earliest as manoeuvre no. 3.
- Manoeuvres to contain rolling circles, rolling loops, integrated rolls and knife edges also starting from high to low.
- Cross-box manoeuvres have to be combined with corresponding manoeuvres for eventual compensation of distance variations, mainly in cross wind situations.
- Several and also multiple snap-rolls per schedule.
- Total $K 70 \pm 2$
- Harmonic architecture of manoeuvre sequences with respect to best possible judgeability.
- The last maneuver in the schedule must have the end of the maneuver defined in the maneuver's description.