



*Fédération  
Aéronautique  
Internationale*

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# **Minutes of the Plenary Meeting of the FAI Aerobatics Commission (CIVA)**

**held on Saturday 4<sup>th</sup> and Sunday 5<sup>th</sup> November 2017  
at the Best Western hôtel le Galice, Aix-en-Provence, France**

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## 1 CIVA President's introductory remarks

President Nick Buckenham wished everyone a warm welcome to the meeting.

### Bureau

Nick BUCKENHAM	CIVA President	(NB)
Matthieu ROULET	Vice President	(MR)
Castor FANTOBA	Vice President	(CF)
Philippe KÜCHLER	Vice President	(PIK)
Tamás ÁBRÁNYI	Vice President	(TA)
Hanna RÄIHÄ	Secretary	(HR)
Zuzana DANIHELOVA	Secretary	(ZD)
Jürgen LEUKEFELD	Treasurer	(JL)

### FAI Head Office

Visa-Matti LEINIKKI	IT Manager for FAI	(VML)
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### Honorary President

James BLACK

Nick Buckenham asked plenary for approval of the 2<sup>nd</sup> version of the agenda.

**CIVA agreed**

## 2 In Memoriam

A moment of silence was held to remember friends and colleagues who passed away in 2016 and 2017:

Alfred "Fred" Korman	SUI, 30/12/2016
Jiri "Sally" Saller	CZE, 2/3/2017
Margo Chase	USA, 22/7/2017
Miroslav Porubčan	SVK, 16/9/2017

## 3 Meeting Introduction

### 3.1 Roll Call of delegations

Present: Argentina, Austria, Brazil, Canada, Czech Republic, Finland, France, Germany, Hungary, Italy, Lithuania, Poland, Portugal, Romania, Russia, Slovakia, South Africa, Spain, Sweden, Switzerland, Turkey, United Kingdom,

7 Proxies were tabled:

Ireland	to	Spain
Australia	to	United Kingdom
Denmark	to	Sweden

Japan	to	Poland
Norway	to	Finland
Ukraine	to	Lithuania
USA	to	Canada

**TOTAL VOTES: 29 (22 present, 7 proxies)**

To achieve a simple majority, the vote must be at least 15 in favour

To achieve a 2/3 majority, the vote must be 20 in favour

**Apologies for Absence**

LG Arvidsson

**3.2 Minutes of the 2016 Meeting**

The Delegates approved unanimously the Minutes of the 2016 Meeting

**3.3 Declaration of Conflicts of Interest**

There were no declarations of conflict.

<b>4 Report from the President of CIVA</b>
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Nick Buckenham presented his report, and in summary said:

This has overall been another very successful year for CIVA's aerobatic championships, which for a change started with the first FAI Formation Aerobatic Challenge (FAC) held at Zhengzhou City, China early in May. Present were 12 formation teams and a total of 43 pilots, many of them display pilots not generally known in CIVA aerobatic circles, plus a strong team of familiar CIVA judges and officials. At a very late stage the format of the event was changed from a competition to that of an air display to satisfy safety directives from the Aero Sport Federation of China (ASFC). The judges were also limited to the role of safety inspectors, a duty they were able to fulfil primarily by appraising the Aresti characteristics of each figure. The event itself was a major success for the organisers, enjoyed a huge media response, introduced us all to an entirely new and captivating set of formation flying skills, and returned a healthy sanction fee to CIVA.

The 2017 series of classic CIVA events began with the 5<sup>th</sup> World Yak-52 Aerobatic Championship at Klokovo Military Airfield at Tula City, Russia, where 18 competitors from 5 countries were eventually able to fly 3 programmes despite a generally unhelpful weather system. As expected the well-established skills of the Russian pilots proved very hard to overcome by the other entrants, local pilots sweeping the board in all the individual and team medal positions.

The next event was relatively new for CIVA – the inaugural FAI Air Games in Wrocław, Poland, where 11 selected glider pilots joined FAI's Canopy Piloting (i.e. parachuting) athletes and Paramotor pilots in conjunction with more than 30 non-aviation sports in this not-quite-Olympic event. The aerobatic contest was much appreciated by the glider competitors, who were subsequently able to move a relatively short distance across Poland to join their unlimited and advanced level colleagues for the WGAC and WAGAC which this year were hosted at Torun. Both unlimited level glider events were dominated by Ferenc Tóth of Hungary, while Swedish pilot Gustav Salminen emerged victorious as the new Advanced level World Champion.

Two major power championships followed during the remainder of the year – the well run World Advanced Aerobatic Championship at Chotěboř in the Czech Republic which was narrowly won by Dmitri Samokhvalov of Russia, and the World Aerobatic Championship which this time was run on South African soil at Malelane, where Mikhail Mamistov of Russia showed us all exactly why he is now a three-time World Aerobatic Champion and US pilot Rob Holland provided another remarkable exhibition of free-style flying to win this rather different category for the fourth time.

The extremely high standard of classical aerobatic and free-style flying we have seen at CIVA championships throughout the year has certainly been a joy to watch from the judging line, and augers well for the future of our sport on the world stage.

## **5 Report from the FAI Representative**

The FAI Report was presented by Visa-Matti Leinikki, FAI IT Manager.

FAI General Secretary Susanne Schödel sent her regards, but unfortunately could not be present.

Visa-Matti presented a range of items that had been presented at the recent FAI General Conference in Lausanne. FAI sees its primary responsibilities as -

- To sanction FAI World and Continental Championships and International Events
- To ratify FAI World and Continental Records
- To promote Air Sports worldwide

### **A. Membership development**

- FAI has 11 air-sport commissions responsible for competitions and records, sanctions and all disciplines. The FAI head office acts as a coordinating body between commissions and control the records.
- There are 112 members at the moment of which 88 are active members (representing all airports), 14 associate members, 3 temporary members, 2 international Affiliate members and 5 FAI recognized Organisations with regional scope.
- New Members in 2017:  
Iraqi Aero Federation (IRQ) – Active Member, Class 10  
Armenian Federation of Aeromodelling (ARM) – Associate Member,  
Parachute Association of Botswana (BOT) – Associate Member,  
Asociación Uruguay de Vuela a Vela (URU) – Associate Member,  
Trinidad & Tobago Paragliding Association (TRI) – Associate Member,  
Kuwait Air Sports Committee (KUW) – Associate Member (still subject to NAC approval)
- Air Sports and its national entities are developing and changing.
- FAI Membership will continue to expand.
- FAI does not have all information about individual membership numbers in NACs

### **B. Airport statistics**

#### Competition & record statistics -

- 71 FAI member countries participated in FAI 1<sup>st</sup> category events, with a total of 4,009 competitors.
- Results received at the shortest after 0 days and at the longest after 20 days!
- Additionally there have been 8 Events in the Red Bull Air Race World Championship in 7 different countries - in Europe (4), Asia (2) and in North America (1).

#### International Records in 2016 -

- 267 International Records have been ratified, 71,54% of them being World Records
- Also, there have been 409 Attempts during this period and we received 356 dossiers

#### International Records until August 2017

- 147 records accepted, 137 dossiers received

#### FAI Sporting Licences -

- There are nearly 40,000 FAI sporting licences -

Aerobatics	325
Aeromodelling	13,200
Experimental	16
Ballooning	925
FPV Racing (Special Drone permissions)	160
General Aviation	1,140
Gliding	6,750
Hang-gliding and Paragliding	7,440
Microlights and Paramotors	910
Parachuting	6,400
Rotorcraft	130
Universal (valid for all disciplines)	1,100

#### FAI Competitions organised -

	Total	World	Continental	Others	2nd cat
<b>CIA</b>	5	0	2	2	1
<b>CIACA</b>	0	0	0	0	0
<b>CIAM</b>	335	9	6	0	320
<b>CIG</b>	4	0	0	0	4
<b>CIMA</b>	6	1	2	1	2
<b>CIVA</b>	5	3	1	1	0
<b>CTVL</b>	272	5	0	0	267
<b>GAC</b>	2	1	0	0	1
<b>RBAR</b>	8	8	0	0	0
<b>IGC</b>	32	4	3	0	25
<b>IPC</b>	17	2	6	7	2
<b>Total</b>	<b>686</b>	<b>33</b>	<b>20</b>	<b>11</b>	<b>622</b>

#### C. Communications

- There have been 38 press releases from FAI until October 2017 (2016 total of 42)

- The major improvement has been the new FAI website. Feedback however has been controversial; people find it hard to find anything from the site. First there is the “fan site” when you arrive to the website. That is for the average public to see. The commissions and corporate information is under the “megamenu” where you should be able to find all that was on the previous website.
- Three kinds of information from competitions in the events calendar.
  - 1) Basic information from the database.
  - 2) Links to external websites
  - 3) If an event organiser does not have its own website they can apply for an “event mini website”, with its own menus, pages, information etc. that can also be assigned to the organisers own domain name. This can provide all the elements of the website but is not an event management website. If you wish to have event management website, FAI recommends Noosphere, an FAI affiliated company based in Ukraine. After Noosphere built their own space event management system, FAI worked together with them to build one for World Games. That website and system manages the whole competition from sanctioning the event to the price giving. It collects all the information from aircraft info to T-shirt size.
- The main part of the Noosphere system is results presentation. It is not a scoring system, but the scores can be updated from websites via existing systems. It is also capable of big screen output, and the scores can be uploaded to the FAI system and database.

## **6 CIVA Working Group Reports**

### **6.1 The FairPlay System Working Group**

Report from Nick Buckenham

FPS Working Group members: Nick Buckenham, Gilles Guillemard, Doug Lovell, Mikhail Mamistov, Vladimir Machula.

Nick presented a summary (see Report Agenda item 6.1) of the development work carried out in response to French proposal NP #2017-2 introduced at the CIVA 2016 plenary conference and Matthieu Roulet’s paper “MRoulet Rebalancing CIVA Scoring Method”, which together questioned whether a scoring system could be developed so that the competitors scores obtained in a programme would not depend upon the scoring of other competitors.

The W/G has developed an improved solution that provides a significant enhancement in the stability of FPS output during each programme as the database receives further sets of score-sheets and successive rankings are published. While some aspects of this development remain to be finalised the W/G is confident that ‘FPS2’ provides valuable improvements, and recommended that CIVA should adopt this updated system for use commencing in 2018. This was accepted by plenary.

The working group established in 2016 to develop NP #2017-2 reported no progress, but aim to make some headway during the next year and will report to the 2018 plenary.

**No objections, CIVA agreed**

## **6.2 The Contest Organisation Working Group**

Report from Nick Buckenham

COWG Working Group members: Nick Buckenham, Madelyne Delcroix, Elena Klimovich and Vladimir Machula.

The COWG have noted and been advised by others of various occasions at CIVA championships during which key items, actions or their omissions in either not in compliance with Section 6 Regulations or could beneficially be added. Some of these have been reported and appropriate solutions suggested in either the Safety and Expedited Proposals or the Presidents' Proposals for Plenary to review, discuss and where relevant reach decisions for their implementation.

**No objections, CIVA agreed**

## **6.3 The Strategic Planning Working Group**

Report from Nick Buckenham

The SPG has developed a wide range of items over the years, from Known and Free to Free Known and WAG rules and regulations. During 2017 the following have been notable:

- CIVA Vice President Castor Fantoba has developed a series of far reaching propositions whose aim is to bring many aspects of our classic events in line with more modern world-class sporting standards. Development of these items will be split between the SPG and a new Task Force the president intends to introduce as outlined below.
- The creation a separate stream of short events specifically conceived to showcase unlimited pilots in a fundamentally commercial and media-driven environment has been an occasional item in CIVA's history, e.g. the Jean-Louis Monet inspired FAI World Grand Prix series of 26 events that ran from 1996 to 2008, the Sky Grands Prix in South Africa etc. The president recommended the creation of a new Media/Commercial Task Force (MCTF) to move this subject forward, and will develop this during 2018.

See Report agenda item 6.3

**No objections, CIVA agreed**

## **6.4 The Known Assessment Working Group**

NB initially presented this item on behalf of Alan Cassidy.

MR pointed out that one of the French proposals was missing from the report. He said it was too late to put it on the list at this stage and that it was not a big issue anyway, but recommended more caution in the future.

See Report Agenda Item 6.4



## **7 Report on CIVA Finances 2016 - 2017**

### **7.1 2016 Financial Results**

Jürgen Leukefeld reported -

JL: we have sufficient amount so not much to talk about this. This is more like a financial management summary:

- The document shows the operational incomes and outcomes from 2016 and 2017.
- FAC we received \$10,000 (EUR 9,054)
- Total amount of travel fees is more than sanction fees received but the sanction fee from FAC placed the balance to positive side.
- Closing balance will be EUR 53,415.28
- Notable expenses were the video from WAC and red van in Wrocław, both covered by the CIVA Reserve fund.
- Medals are also a significant individual expense.

VM: the amount of pilots in CZE was only 45, the 2 Lithuanian pilots cancelled at the last minute and JL will make the amendment to the balance. (360 less)

PM: A question about Breitling fund. WAC received 7,500 Swiss Francs but they do not go through CIVA accounts but they go directly to the organiser.

NB: Breitling is concluding all their funding from FAI and other air-sports, moving instead to surfing and other sports. Susana is hoping to get another 12 months of funding but Breitling will cease to support FAI.

JB: Existing contracts will of course continue but if there is no signed contract, there is no money

CF: we would like to be involved with this funding and sponsoring signing, if that is possible.

EK: What about fuel and lubricant supplier sponsoring the events

NB no information now but there has been some correspondence.

VM: about the TOTAL contract in WAC – negotiations with them by FAI but nothing has happened.

JG: what about the contract with Tony Web?

VML: The contract is still valid until 2018.

See Report of Agenda item 7.1

### **7.2 The 2017 Travel Allowance Programme**

Jürgen Leukefeld reported -

JL asked everyone to carefully observe Mady's rules regarding the TA's - they are not made to annoy but to make the TA payments easier. In 2017 there were 82 CIVA officials and the number of emails was close to 500 to get all the TAs funded.

The total paid out by CIVA was nearly 30,000 EUR, and for all approved claims the refunded amount was 100%. If obtaining flight tickets was delayed and their price increased the

reimbursement has been less than 100%. Claims must be reasonable, and submitted with proper timing.

See Agenda item 7.2.

### **7.3     The 2018 Budget**

Jürgen Leukefeld reported -

- Total income: Competition revenues (sanction fees from Worlds, Continental and ASC Challenge) will increase from 2017 budget to 2018 budget, total amount 36,900 EUR.
- Total expenditure: Operating expenses will also increase to a total of 32,300 EUR (plenaries, meetings, competition expenses, development programs etc.)
- The final balance should be around 4,500 EUR income to the CIVA account.  
JG: Another Sky Grand Prix will be run in 2018 and a small sanction fee will come in, approx. 4,000 EUR is expected.
- The target is for CIVA to pay 100% of TA values again 2018, which covers flight tickets but no bus or taxi costs.
- Expenses will be less next year as there are no competitions in “distant locations”.

NB thanked Jürgen for his work for CIVA as a treasurer, and informed Plenary that Jürgen will shortly stand down and be replaced by Flori Danciulescu from Romania.

<b>8     Reports on the 2017 Championships</b>
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#### **8.1     The 1<sup>st</sup> FAI Formation Aerobatic Challenge 2017, Zhengzhou, China**

a) President of the International Jury (Nick BUCKENHAM)

***Report accepted by acclamation***

b) Chief Judge (John Gaillard)

***Report accepted by acclamation***

#### **8.2     The 5<sup>th</sup> FAI World YAK-52 Aerobatic Championship 2017, Tula, Russia**

a) President of the International Jury (Jürgen LEUKEFELD)

***Report accepted by acclamation***

b) Contest Director (Dimitry MOTIN)

EK: It was very frustrating that some of the NAC's sent pilots to this W/C who were not up to standard, even of safe flying. It placed the organiser to a difficult position, when pilots couldn't even fly the contest flights safely, and this was not acceptable. Each NAC should be able to send competent pilots.

NB: this was discussed in the Bureau meeting yesterday, and Nick will send a letter to the NAC's in question and address this issue.

***Report accepted by acclamation***

**c) Chief Judge (Vladimir MACHULA)**

Remark: EK I was assisted with the paperwork, which is not possibly to do for one person alone, so thank you (Vladimir Machula) for the help.

VML: who will decide who is competent to fly?

NB: we rely of the pilots to be competent, who are coming to the world championships. But the real evaluation is done by the judges.

VM: the owner of the plane should be in charge also on who they are letting to fly their planes, since if there is a situation when one pilot could not even finish and fly the first figure, there is a problem then.

***Report accepted by acclamation***

**8.3      The World Games 2017, Wrocław, Poland**

**a) Contest Director (Philippe KÜCHLER)**

It was a good contest for the pilots. From the organisation point of view it was a bit difficult, but Markus Haggeneý as the FAI contact neatly handled all of the problems and issues that arose. At the end of the day the outcome was positive.

JG: Were there any crowds?

PIK: If 100 people is a big crowd then yes, but if 1,000 is a big crowd then no.

NB: There were many other activities going on in Wrocław that had nothing to do with aviation.

***Report accepted by acclamation***

**b) Chief Judge (Bernard COURTOIS)**

***Report accepted by acclamation***

**8.4      The 20<sup>th</sup> FAI World Glider Aerobatic Championships and the 8<sup>th</sup> FAI World Advanced Glider Aerobatic Championships 2017, Torun, Poland**

**a) President of the International Jury (Manfred ECHTER)**

***Report accepted by acclamation***

b) Contest Director (Jerzy MAKULA)

***Report accepted by acclamation***

c) Chief Judge (Philippe KÜCHLER)

***Report accepted by acclamation***

**8.5     The 10<sup>th</sup> FAI European Advanced Aerobatic Championships, Chotebor, Czech Republic**

a) President of the International Jury (Philippe KÜCHLER)

***Report accepted by acclamation***

b) Contest Director (Vladimir MACHULA)

***Report accepted by acclamation***

c) Chief Judge (Nick BUCKENHAM)

***Report accepted by acclamation***

**8.6     The 29<sup>th</sup> FAI World Aerobatic Championships, Malelane, South Africa**

a) President of the International Jury (Alan CASSIDY)

VM: I must point out that I disagree with the jury report. Even my name is spelled incorrectly. Many things are missing that should be reported, for instance the accident that happened to Natalie Stark. The re-flight of one pilot was not agreed with the jury, only by Alan. I would also say that that I disagree with some items in the CD's report.

TA: I would like to mention that the briefings were badly planned.

NB requested that Pierre Varloteaux and VM take the report back and modify it in discussion with AC for presentation to the bureau as soon as possible.

***This Report was rejected by CIVA***

b) Contest Director (John GAILLARD)

***Report accepted by acclamation***

c) Chief Judge (Nick BUCKENHAM)

EK: Wanted to point out how well the sportsmanship worked in the contest, starting with sharing of the planes and then saving them from the weather by people who went to the airfield during the night.

**Report accepted by acclamation**

## **9 Reports of other Working Groups established in 2017**

### **9.1 The Scoring System Revision Working Group**

Matthieu Roulet reported on the status of this work and his expected roadmap for development.

See Report Agenda Item 9.1

### **9.2 The Aircraft Manufacturer's Championship Working Group**

Castor Fantoba has been dealing with this item. At the 2016 plenary a President's Proposal suggested that an aircraft manufacturer's championship should be instituted, with points awarded in the style of the motor racing Grand Prix system on the basis of positions in the final / overall ranking from each category-1 event, leading to the annual award of a manufacturer's trophy.

After looking into the subject, with the domination of EA330SC in both ADV and UNL, it became clear that this proposal should be dropped.

**CIVA AGREED**

See Report Agenda Item 9.2

### **9.3 The Private and Commercial Teams Working Group**

At the 2016 plenary a President's proposal suggested that it should be possible for Private and Commercial Teams to be accepted at CIVA Championship. Subject to plenary approval, Castor's proposals will now be handled by the CIVA Strategic Working Group and therefore this report marks the closure of this as a separate matter.

**CIVA AGREED**

See Report Agenda Item 9.3

## **10 CIVA Committee Reports and Proposed Rule Changes**

### **10.1 Report of the CIVA Rules Committee**

This report was given by Matthieu Roulet.

**Normal Proposals (NP's):** These are proposals submitted each year by Delegates in accordance with our normal rules process and deadlines. They are to be considered by Sub-Committees and recommendations made to plenary. NP's are also proposals submitted after Championships that the President has decided should be placed in the normal rules cycle and considered by Sub-Committees

<b>NP2018-2</b>	<b>FRA #1</b>
<b>Document:</b>	<b>Section 6 Part 1</b>
<b>Subject:</b>	<b>Signalling Procedures when starting in inverted flight</b>

### Proposal:

If the first figure in a programme or the first figure after an interruption begins in inverted flight, allow all wing rocks in upright flight, prior to a half roll. Rule 3.10.2.3 would then be amended as follows (amendment underlined):

3.10.2.3. If the first figure in a programme or the first figure after an interruption begins in inverted flight, the authorized starting procedure is either:

- a) a half roll prior to the first wing rock, and all wing rocks performed in inverted flight
- b) a half roll after all wing rocks performed in upright flight

c) a vertical line established from a flight in a direction parallel to the starting axis, with the exit in inverted flight: in this case the wing rocks may be performed partly or totally on the vertical line, or after levelling-off in inverted flight.

### Rationale:

Last year, item c) above was added to the authorized starting procedures – despite the corresponding vertical line being possibly considered before a an “added figure” or a non-authorized “safety / practice manoeuvre”. Approval of the new rule in the 2016 CIVA Plenary may be interpreted as a general opinion within the community that, while signalling procedures must be governed by a clear framework, an aerobatic contest must not turn into a signalling contest.

In this context, we see advantages in authorising a half roll towards inverted flight after the three wing rocks performed in erect flight. This makes it easier and less tiring for the pilot to achieve planned positioning, speed and altitude to starting the sequence: a good move for safety.

### Discussion:

MR: This proposal came from the French team. Since it is not a wing wagging contest, why not allow the signalling to be done the way the pilot wishes and finds safe?

ME: Gliders will not be adapting this rule change and there will be another proposal for next year. They are happy of what they have.

PIK: I fully agree that aerobatics is not about signalling.

EM: strongly supports.

TA: The most important is to establish a clear point when the sequence starts.

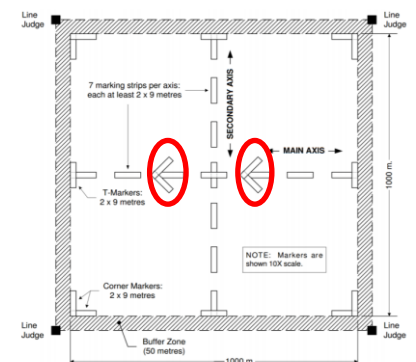
**Vote:** Yes 11 No 18 Abstain 0

**CIVA REJECTED**

<b>NP2018-5</b>	<b>RUS #1</b>
<b>Document:</b>	<b>Section 6 Part 1</b>
<b>Subject:</b>	<b>Box Marks: Arrow Signs</b>

### Proposal:

Return the arrow signs to the aerobatic box marks to show the official into-wind direction.



**Rationale:**

It helps pilot's orientation in the box.

Note from RC Chairman:

- The arrow signs in Power were existent until 2012. They still exist in Glider.

**Discussion:**

VM: This should be more of an organizers issue.

TA: Agree with VM. It helps the pilots to orient in the box

**Votes:** In favour 25 Against 4 Abstain 0

**CIVA AGREED**

**10.2 The CIVA Judging Committee**

John Gaillard presented his report -

- The Judging committee selected judges as follows:
  - Power YAK52 Russia
  - Power EAC Czech
  - Power WAC South Africa
  - Glider World Games Poland
  - Glider WGAC & WAGAC Poland
- The normal CIVA procedure was used
- It was noticed that in the situation when judges grade a mixture of scores and HZ's they hardly ever change their opinion during the video conference, possibly defending their RI ratings. This is clearly a point which needs some attention in the future

See Report Agenda Item 9.2.

**CIVA approved by acclamation**

**10.3 The CIVA Catalogue Committee**

Manfred Echter presented his report -

<b>NP2018-4</b>	<b>NOR #1</b>
<b>Document:</b>	<i>Aresti Catalogue; Power and Glider Versions</i>
<b>Subject:</b>	<i>Optional roll element in P-Loops</i>

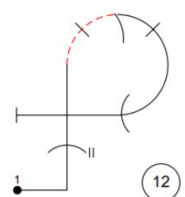
**Proposal:**

Add optional roll elements on vertical up/down lines and where applicable on horizontal entry/exit lines of figures 8.6.17 through 8.6.24 (P-loops with half rolls in the apex).

**Comment:**

When these figures were introduced several years ago, the optional roll symbols on the horizontal entry/exit lines and on the vertical up/down lines

Sample figure  
8.6.19.1



as in families 8.6.1 through 8.6.8 were omitted. The proposal calls for adding the optional roll symbols in order to improve the versatility of this figure family.

The catalogue Committee agrees with this proposal and recommends its adoption.

**Votes:** In favour 29 Against 0 Abstain 0

**CIVA AGREED**

#### **10.4 The CIVA Glider Aerobatics Committee**

Manfred Echter to report

<b>NP2018-3</b>	<i>GER#1</i>
<b>Document:</b>	<i>Section 6, Part 3</i>
<b>Subject:</b>	<i>Height limits for “classic” programmes</i>

#### **Proposal amended by the GAC**

The committee welcomes the intention of the proposal to improve safety.

The local conditions, however, under which special events like WAG or WG are held, may be much different from FAI international championships.

The committee does not want to restrict the contest management in their judgement to set height limits as required by local conditions.

The GAC recommends adding the following sentence o para 4.2.4.1:

“The contest management may set different height limits with the agreement of at least two thirds of the competitors.”

**Discussion:** Many comments that the propasal is not clear. It can be understood that the height limit can be also set higher.

**Solution:** The GC agrees that the wording should be changed to “The contest management may set HIGHER hight limites with the agreement of at least two thirds of the competitors”

instead of

"The contest management may set different height limits with the agreement of at least two thirds of the competitors."

**CIVA AGREED**

#### **Recommendations resulting from Experience at the World Games 2017 in Wrocław, Poland:**

##### **1. Low Passes after Freestyle**

(Section 6, Part 3, para 4.3.8.1)

Low passes performed within the Dead-Line at a minimum of 100m from the spectators are unattractive and were not performed at Wrocław.

The Committee recommends CIVA amends the second sentence of para 4.3.8.1 to read:

"At the end of a Freestyle sequence, competitors may perform a low pass within the Crowd Line at a reasonable minimum height in upright flight only. For this manoeuvre the Dead-Line is waived."

**Discussion and comments:**



A long conversation about the CAA rules and regulations and about unclear wording, which is all said in the beginning of the Section 6, part 3.

New wording was proposed: “As close and as low as possible within the local safety rules and regulations”

### **CIVA AGREED**

## **2. Relative Weight of "Classic" Programmes vs. Freestyle**

The Committee considers the practice to award only one set of medals for "Classic" and Freestyle Programmes together unsatisfactory and unfair. Should there however, be a requirement by the organizer of this kind of event to only determine one overall champion, the relative weight of Freestyle versus Classic Programmes is too high and does not reflect competitors' performance fairly.

Therefore the Committee recommends CIVA uses the following K-Factors:

- |   |            |
|---|------------|
| • Programme G1 (Free)                       | 300 K      |
| • Programmes G2 and G3 (Unknown Programmes) | 230 K each |
| • Programme G4 (Freestyle)                  | 300 K      |

Since it is impossible to fly Glider Unknowns with a K-Factor much higher than 230, the Committee recommends to multiply the scores of Programmes G2 and G3 by a factor of 1.3 in order to arrive at an even value compared to the other programmes.

**Votes:** in favour: 15      Against: 8      Abstain:6

### **CIVA AGREED**

## **3. Freestyle Judging**

The Committee agrees that the current rules for judging Freestyle programmes (Part 3, section 6.2) are overly complex and too demanding to be applied by the average judge. The Committee will undertake to propose an alternative system for the next CIVA Plenary'

Note: NB requested that the GC work with the RC per President's Proposal 10.7 so that if possible the rules for gliders are the same as or at least similar to those to be developed for power.

## **10.5 The CIVA ICTC Working Group**

Report from Vladimir Machula

In the report VM proposes to CIVA to change and revise the measured wind levels to 300m and 600m and report this data to competitors. More details of the proposal can be found in Safety and Expedited proposals package as Proposal #3.

HPR: Why 600m?

VM: From the experience – the changes in wind direction were not significant, but at the lower heights there was greater variation in the wind speed.

### **Report accepted by acclamation**

## **10.6 Safety & Expedited Proposals (SP & EP) from 2017 Championships**

Report presented by Nick Buckenham.

NB proposed that if proposals were unlikely to be approved they would be withdrawn and brought back with an improved format next year via the Rules Committee.

### **Proposal #1. Revision to rules for the Programme-4 “Cut”**

Referring to the International Jury Report from the 2017 WAC in South Africa, the Jury President suggests the following replacement wording for rule 2.1.2.2.:

For Programme 4, if there may be insufficient time to complete the championships due to weather problems or unforeseen circumstances, the International Jury is authorised to introduce a cut, without respect to gender, of up to 50% of the eligible competitors, based on the combined standings after Programme 3. If, subsequently, time is available for more flights, competitors from the cut group may be added to Programme 4 in the order of their ranking from the combined results of Programmes 1 to 3, highest first. All flights made in Programme 4 through this mechanism will be considered valid in the final results for the contest.

This will make it possible for the Jury to authorise a set of results including all those actually flown in programme-4 even if not all of the “cut” competitors are eventually able to fly.

After some discussion plenary agreed that the proposal should be forwarded to the RC and if possible re-presented at the next opportunity.

***The proposal was withdrawn and will be forwarded to the RC***

### **Proposal #2. Clarification of Championship day-1 arrangements**

From 2017 organisers must comply with Part-1 para 1.4.9.2:

In the evening prior to the first day of competition flights, there will be a briefing by the Organiser for Chief Delegates or Team Managers, members of the International Jury and Judges, on flight conditions, the contest programmes, and any other problems which might arise over the interpretation of the rules. This General Briefing will take place concurrently with the first drawing of lots described in 3.2.

Clearly it is also essential that the organisers provision for accommodation, food and medical services must cover the above paragraph, entitling competitors and other team staff to be accommodated free of charge for this first official day and night of the event.

Para 1.4.4.1 should therefore be revised to:

At World Championships, the Organiser will provide adequate accommodation and food for the duration of the event, including the day specified for the initial General Briefing, to all members of official teams, solo competitors, officials and other assistants for whom entry fees have been paid, on the understanding that no extra charges will be imposed for these services. In addition, airfield charges will be covered for those persons for whom entry fees have been paid.

EK mentioned that this was discussed already last year.

MR noted that it should be clearer, and that the dinner must be added.

**CIVA Agreed by acclamation****Proposal #3. Revision to wind measurement altitudes**

Change the level at which the wind speed and direction are measured from 500m to 300m and 600m. Taken in conjunction with the ground wind speed and direction, this will provide more precise information about the wind profile to competitors.

Change the following paragraphs:

3.6.2.3. Second row, first column of the table to 300m, 600m.

3.6.2.4. a) The main axis component of the wind at 300m or 600m ...

3.6.2.4. b) ... then the International Jury may decide to extend the wind main axis component limit at 300m and 600m to 14 m/sec ....

3.6.3.1. ... at shorter intervals, on wind speed and direction at 300m and 600m height if required due to meteorological developments.

3.7.1.2. a) ... actual wind direction and speed at 600m and the forecast trend. ...

Rationale:

During the past two years we have experienced many competition days with different wind speeds and directions at different altitude levels, making it difficult for pilots to plan their flight strategy and create confusion and misunderstanding on the ground. The solution is quite simple because current technology makes it simple to provide this kind of multilevel measurement.

**CIVA Agreed by acclamation****Proposal #4. Removal of the density altitude limitation for Advanced power**

Change para 3.6.2.6. to: In "Y52 / I" the maximum permitted density altitude, measured at the surface, for sequences to be flown without interruption is 3,000 feet.

Rationale:

The density altitude limitation has become unnecessary at Advanced (power) because competing aircraft at continental and World championships have no engine power limitations. To allow a free break with a clear sky for a typical high performance 300hp aeroplane creates the likelihood of a tactical decision that in practice is not necessary and in reality encourages a waste of time.

MR Removing this rule will mostly exclude less powerful planes from advanced all together.

**Votes:** In favour 21                      Against 7                      Abstain 1

**CIVA AGREED****Proposal #5. Rewording of the Missed Slot penalty**

Change Section 6 Part 1 para 4.3.1.1 to:

A penalty of 250 points (200 points in A and Y52 / I) will be awarded to a pilot who, without reasonable cause, is not ready when their slot time arrives **or causes an unreasonable delay between the time of the slot and the start of their programme.**

Rationale:

We have seen evidence this year of attempts to intentionally delay the start of a programme for personal reasons. For example at EAAC 2017 approx. an hour was lost at the start of one

day because the first pilot extended his warm-up time to over 20 minutes (Extra 300), then after an aborted flight due to low cloud-base took a further 12 minutes to warm the engine again. It is understandable that good care of the aircraft and engine are necessary, but competitors should be ready with their aircraft warmed up in good time for their scheduled take-off slot.

It will therefore be useful to have the option to issue a missed slot penalty in the case of a clearly unreasonable delay between engine start-up and commencement of the programme

**Votes:** In favour 26 Against 0 Abstain 3

### **CIVA AGREED**

#### **Proposal #6. Reduce the number of on-site jury members to 2 or even 1 (in which case, the president of the IJ)**

The remaining members should be available by phone or video messaging for conferencing in case of need. From my point of view 2 on site are enough and could also take, most of the time, decisions as a majority.

#### **Rationale:**

For much of the time the jury is inactive on the airfield, observing the flights. Supervision of the judging line does not appear to be a necessary job as the CJ's know their business and operate according to the rules. For video session supervision, one jury member is enough and for decisions there is plenty of time afterwards. The same applies for complaints and protests that are handed in. There is normally no time constraint which gives the need for immediate on-spot decisions. In addition, such a move would relieve the cost structure of every event. All other businesses of the IJ can easily be handled by two or one member.

#### **Note from the president:**

At the FAI General Conference last week the circulated draft new Jury Handbook allowed that one or more of the International Jury members (but not the President) need not physically be on-site, though all must be easily contactable at any time (phone, Skype etc.) and act in their full capacity as jurors when required to do so.

NB suggested that CIVA should wait until the FAI Jury Handbook is published, we could then still take note that minimum of 3 jury members are needed at the contest site.

### **PROPOSAL WITHDRAWN**

#### **Proposal #7. Set the Chief Judge to scoring and reduce the number of judges funded by the organiser by one.**

#### **Rationale:**

The WAAC jury queried why the CJ is set to non-scoring. CIVA CJ's are all experienced judges and their knowledge could be very welcome to be used in the regular scoring. I also noted that Nick as a CJ on this comp gave a mark to every figure anyway, so the information was actually available. I myself do it also quite often. One could argue that the work load for the CJ in a scoring configuration would be too high. I don't believe so, if there are good assistants. In addition, again, this could relieve the cost structure of every event by reducing to an even number of judges (6) plus a scoring CJ

JG noted that if the CJ is concentrating on his scoring then he is not paying enough attention to what is going on in the sky, and that will cause safety issues.

VM noted that there must in any case be a supervisor or flight safety.

**PROPOSAL WITHDRAWN but Section 6 will be amended to clarify that all three jury members are required on the contest site.**

**Proposal #8. : Rework the judging criteria for rolling turns. This item should be forwarded to the Rules Committee.**

**Rationale:**

It was once again clearly evident at the WGAC that the judging of rolling turns is a difficult and discussion provoking task. The main problem is the remaining roll at the end of the turn. For clarification: If the judge sees a remaining roll of 45° or more the mark for the figure is 0.0. If the judge sees more than 90° of rolling on axis, then the mark for the figure is a Hard Zero - this part was in many video sessions a big discussion point; the main issue here is that such errors cannot be checked, proven or even validated on the video, this despite being a HZ and therefore eligible to be checked by video.

**The JC will look into this question and report to 2018 RC/JC mid-year meeting**

**Proposal #9. Clarify pilot options regarding the unexpected presence of an obstacle in the box**

Section 6 para 1.2.8.5 covers the interruption of a competition flight due to danger of collision with conflicting air traffic or a bird, though it may not be clear that this would be allowed before or following take-off and/or prior to commencement of the sequence when airborne. At EAAC a balloon flew close to and possibly even through the box and the pilot performing was unsure about his options to break the flight, clearly for safety reasons.

It would therefore be helpful to revise the wording of paragraph 1.2.8.5 thus –

Any competitor required to delay the commencement of or interrupt a competition flight due to danger of collision with conflicting air traffic or a bird, should be treated in the same manner as if a mechanical defect (paragraph 3.11) had taken place. If the pilot is required to orbit to avoid any such hazard, the Chief Judge will allow additional time if required.

**CIVA APPROVED with minor detailing to be made by the RC**

**Proposal #10: Electronic Pilot Aids**

Add new sub-para 3.6.1.3 c) to Section 6 Part 2:

If electronic device(s) are installed in a glider the use of which may be considered unfair under the above rules, the competitor must declare this to the International Jury before the start of the contest. The device(s) must be made unusable for the duration of the contest. This must be verified by the Technical Commission.

**Rationale:**

Modern on-board computers designed for cross-country gliding are highly capable devices which could be used in a number of ways including to aid the pilot in aerobatics. It can be expected that such computers will also be installed in aerobatic gliders. It would be unreasonable, however, to ask competitors to remove the computer before an aerobatic competition. On the other hand it is impossible to determine or verify what software is installed and how it could be used. Therefore, we must be sure that such devices are made unusable for the duration of an aerobatic contest.

**CIVA AGREED by acclamation**

### **Proposal #11: Revision to Section 6 Part 1 – Programme 1 versatility requirements**

The FAI Sporting Code, Section 6, Part 1, rule 2.2.1.8 presents the versatility requirements for the construction of Programme 1 – The Free Known Programme. The versatility shown for Family 2 has been found to be in error as a result of a UK proposal approved at the 2012 CIVA Plenary to Family 2. That proposal added rows 2.2.7 and 2.3.6 to Catalogue Family 2, but through an unintentional oversight at that time rule 2.2.1.8 was never revisited and modified accordingly.

There is no logic to allowing Family 2.2.3.x and 2.2.4.x to satisfy versatility, but not allowing Family 2.2.7.x. Nor is there any logic to allowing 2.3.2.x and 2.3.3.x, but not 2.3.8.x.

To correct this unintentional oversight, it is therefore urgently proposed that the Family 2 versatility under rule 2.2.1.8 be corrected for 2018 as follows:

Family	Yak-52, Intermediate, Advanced	Unlimited
2	At least one from either 2.1.2 to 2.1.3, or 2.2.2 to 2.2.7, or 2.3.2 to 2.3.6, or 2.4.2 to 2.4.8	2.2.3 to 2.2.7, or 2.3.2 to 2.3.6, or 2.4.2 to 2.4.8

**CIVA AGREED by acclamation**

### **Proposal #12: Addition of a maximum operating temperature paragraph to Section 6**

At recent championships there have been occasions when the local temperature has risen above 35°C and the possibility of unusually high personal fatigue and the consequent degradation of safety margins has been unavoidable. Clearly there are other important factors in such situations, e.g. the humidity, whether a competing aircraft has been left in the sun and whether the competitor can prepare beforehand in a cooler place. This item has been a late addition to this document, and more research is certainly required.

The bureau proposes that the Rules and Glider Aerobatic committees conduct further enquiries into this subject with the aim of presenting a viable solution to the bureau within the next 60 days. If such a solution can be found and approved this will be incorporated into CIVA's sporting codes, and delegates and organisers informed accordingly; if not then further work will be undertaken and the result proposed to the 2018 plenary.

NB: This proposal will be handled by Bureau within 60 days and Tamas Abranyi will prepare the proposal clearly. And if this is not working in that time period, this will be taken to RC next year. Also would be good idea to consult with a medical expert about this.

**Undisclosed, will be determined later or moved to next year.**

### **Proposal #13: Make giving the reason for all zeros (0.0, PZ and HZ) mandatory**

#### **Rationale:**

Currently a judge is only obliged to state a reason for HZ's and PZ's on his score sheet. However the reason for a numeric zero (0.0) has actually the same importance to be stated, mainly because of paragraph 4.4.6.2 in Section 6 Part 1 (similarly 4.5.6.2 in Part 2). This rule had to be applied quite often during EAAC, and also on rolling turns. Not having a written reason on the score sheet of the judge who has given a numeric zero (0.0) makes it difficult to apply 4.4.6.2 (or 4.5.6.2) on a fair and transparent basis, not only during a video session of the judges but also in an explanatory task to a pilot.

NHB note: For a numeric zero (0.0) the applicable reasons could be –

- a. 10 or more downgrades



b.  $> 45^\circ$  and  $< 90^\circ$  angular error

**CIVA AGREED by acclamation**

EK: Pointed out that a recommendation made by Jury President from YAKWAC was not added to the Safety and expedited proposal about the time limits of publication of unknowns.

It was noted that this will be a proposal next year for RC made by Jürgen Leukefeld, since it is not an Expedited or Safety proposal.

## **10.7 President's Proposals 2017**

### **Proposal #1: Review of Part-1 Final Freestyle Regulations**

At World and European (Continental) unlimited championships the judging of the Programme-5 Final Freestyle and completion of the paperwork is a lengthy process because each judge needs initially to record their marks for the 10 aspects of each flight on a separate sheet so that overall the grading of each aspect can develop on a 'relative' basis. After all flights are complete it may be necessary for a judge to upgrade or downgrade some groups of marks if any are below zero or above 10 to maintain the correct overall balance. When this is complete, all the grades must be transferred to each competitor's individual marks sheet, a further time-consuming process.

An increasingly prevalent view is that the existing 10-area performance grading system with its 29 sub-elements is unnecessarily complex and that the judging process could be considerably simplified without affecting the validity of the result – indeed a simpler / better system could even provide a quicker and more relevant solution. Note that this programme is the one most advantageously staged before a public audience and a more transparent and easily understood set of judging criteria that could even lead to 'instant' output of the judges marks to a big screen would significantly improve its perception at the time and subsequently through media / video recordings.

We also frequently hear that competitors would like their selection of music to accompany their flight. At WAC this year this was accomplished without any significant technical issues, in practice the Chief Judge can quickly take-over the transmission channel to issue safety instructions to the competitor. The current Programme-5 regulations exclude assessment of the music by judges during the flight, whereas clearly a suitable soundtrack can enhance the flight provided the pilot makes good use of it.

**Proposal:** A Working Group of selected judges, unlimited competitors and CIVA officers should be established to review all aspects of the Final Freestyle regulations, to report back to the 2018 plenary with a revised format that will accomplish the above aims.

PIK: if this will go through this should also apply to part 2. It was noted that some parts must be a little different since there is no engine in the gliders so not same things apply in scoring.

**CIVA AGREED by acclamation**

### **Proposal #2: Chief Judge option to refer HZ and other panel disagreements to the Jury**

Situations can arise during post-flight video conferences where one or more judges, on finding that an HZ they have awarded / not awarded or their interpretation of some judging criteria is not shared by other judges, have refused to accept that they may be wrong and

continue to defend their original grade even though the video indicates that the opposing view is more likely to be correct. In these situations, the Chief Judge is permitted only to apply a Confirmed HZ in accordance with a majority vote, although it may be his opinion that the competitor will receive an inappropriate grade for the figure.

It is therefore proposed that Part-1 para 4.4.4.4.a) should be amended to give the Chief Judge broader latitude to refer such situations to the International Jury, as follows:

- a) The Chief Judge may on occasions, where there is a mixture of scores and Hard Zeros for a figure, not be able to determine the validity of the Hard Zero **or other** score(s), due **either** to uncertainty in the Regulations (e.g. paperwork errors) **or to unwillingness of one or more judges to accept that their mark may be incorrect even though the video indicates the validity of an opposing view.** In such instances the Chief Judge shall tick the CHZ box and then refer the matter to the International Jury for clarification and a final decision.

Plenary agreed that there is a conflict through having a jury decide something that might end up back to the jury as a protest. The proposal should be taken to the JC&RC for further investigation and taking a proposal to next plenary.

**This will become a separate proposal to be dealt with in the JC&RC mid-year meeting**

**The meeting was adjourned at 18:15, to be reconvened on Sunday Nov 5 @ 09:00**

## **DAY 2**

### **Proposal #3: Clarification of KAWG and GAC Free Known figure responsibilities**

The Free Known sequence system continues to provide an excellent format for pilots and judges at all our championships in both power and glider categories.

To make the very best of this style of programme construction it is crucial that CIVA publishes sensible and challenging sets of Known master figures in every category for pilots to use when constructing their Free Known sequences. The power Known figures are traditionally selected for each following year at the plenary conference in November from a range of sets approved by the Known Assessment Working Group (KAWG), while glider sets are handled by the Glider Aerobatic Committee (GAC).

**Proposal:** To ensure that a good range of sets of suitable figures is available to plenary for the final selection process, the following text should be published as an official statement of the authority vested by CIVA in the two bodies in charge of this process:

#### **Submission of power and glider Free Known figure sets**

The range of figures submitted by NAC's to the CIVA Known Assessment Working Group (KAWG) and the Glider Aerobatic Committee (GAC) are key elements in the process that leads to the selection of Free Known master figures for each category by attendees at the annual plenary conference. CIVA therefore requires each NAC to provide as many sets of five figures in as many categories as possible, on or by the deadline published in each year. These must be either OpenAero (.seq) or Visio Aresti (.vsd) computer files; pdf's, Word files or any other solutions are not acceptable.



The KAWG and the GAC have a broad remit that enables them not only to use the sets submitted by NAC's as the basis for their considerations, but to achieve the very best solutions they are entitled to suggest revisions to the authors of submitted sets, and also to add sets of their own design where they consider this is necessary and/or appropriate.

#### **CIVA AGREED by acclamation**

#### **Proposal #4: Clarification of Organiser responsibility to check Free Unknown sequences**

Although Section 6 part 1 para 2.2.1.10.a) and part 2 para 2.2.1.11.a) make clear that it is the Organiser's responsibility to check every competitor's Free Known sequence prior to acceptance, the responsibility for checking submitted Free Unknown sequences currently resides with the International Jury. The IJ however has a continuous overall responsibility to oversee all aspects of the whole event, and it follows that the validation and approval of Free Known and Free Unknown sequences at an event would be better assigned to the Contest Organiser – with oversight by the International Jury of course.

Part 1 para 2.3.1.5 should therefore be revised as follows:

2.3.1.5. The Contest Organiser shall provide copies of the list of figures to all competing NACs, and each NAC may submit to the ~~International Jury~~ **Contest Organiser** a maximum of two sequences, composed of **using** these figures, for each Programme. The contest Organiser will determine the deadline for submitting proposed sequences, **and is responsible for checking all such sequences for validity**. Computer files must be submitted ~~and must~~ containing complete pages of all five Forms: A, B, C, R and L. Acceptable file formats and responsibility of submitting NACs in terms of up-to-date software are as described in rule 2.2.1.9.a).

And in part 2 para 2.3.1.5 should be added:

#### **2.3.1.5. The Contest Organiser shall be responsible for receiving and checking all submitted Free Unknown sequences for validity**

The plenary view however was that not only were organisers not well equipped to carry out this function but the jury often had member(s) free for such a task. In any case it is a jury responsibility to approve these sequences, therefore checking them in the first place should not be an unacceptable task.

#### **Proposal withdrawn**

#### **Proposal #5: Addition of 'Check Lists' to Section 6 (all parts)**

It has become evident that some organisers are not applying some or all of the instructions mandated in Section 6 Parts 1 and 2 at their events, and that the additional information provided by the CIVA Guide to Contest Organisation (the GCO) is being ignored when establishing their management structures and guidelines. This is leading to key items being poorly handled or even absent, and competitors and/or the International Jury have had no option but to take such issues into their own hands to reach an acceptable solution.

Clearly when a bid is made to organise a CIVA championship it is essential that the prospective organiser has a good knowledge of all relevant instructions and regulatory documents, including but not limited to the relevant Section 6 part, the GCO and the FAI Organiser Agreement (OA) that becomes the defining legal document for the event.

To simplify the recognition of all key aspects of the organiser's duties, Check Lists should be included as an appendix to each Section 6 part to identify all essential and critical items and

processes that the organiser must manage successfully in the execution of the event. These check lists will be created by senior CIVA officers and experienced organisers for review and approval by the bureau, and will be included as added appendices to each Section 6 part by March 31st 2018. Note that these will not include new instructions; their purpose is solely to collate existing key items of information and their paragraph references in an easily digested format.

**The proposal will be forwarded to the Bureau for action**

#### **Proposal #6: Add 'electric' power to Section 6 part 1 para 1.2.3.1**

Although it is not yet feasible to fly a championship style aerobatic sequence driven solely by battery-electric power, this will undoubtedly become possible in the next few years and CIVA should therefore at least encourage designers in this field by adding acceptance of electric engine power into our regulations.

Section 6 part 1 para 1.2.3.1 should therefore be revised to become:

1.2.3.1 World and Continental Championships are ~~at present~~ open to piston-engine **and electric powered** aircraft only.

**CIVA AGREED by acclamation**

#### **Proposal #7: Revision to the "Average" mark calculation**

A judge is entitled to request that an average mark should be provided by the scoring system if for any reason they are unable to give the mark themselves – for example if they are momentarily distracted or physically incapacitated, or are technically unable to assess the situation and deliver a fair and honest mark for the figure. On such occasions they may record an "A" or "AV" on their marking sheet and the FairPlay System will insert a statistically fitted mark that exactly matches the judges' marking style. This provides a perfect solution for the judge, with no possibility of any negative influence on their Ranking Index (RI).

However the system is wide open to abuse; to escape the responsibility of determining the correct mark when the situation is momentarily difficult to resolve (perhaps the judge is unsure whether an HZ should be given) it is simple to award an AV and thereby avoid any risk of being wrong. Chief Judges do see this from time to time, and nothing can be done.

The proposal here that when a judge gives an AV the scoring system should substitute a raw grade which is the numeric average of the other judges' marks (excluding AV's), with HZ's and PZ's evaluated as numerical zeros, corrected to the nearest half-mark. This would be similarly impartial to the competitor but at the same time ensure that the judge receives a less predictable grade which might not be what they would wish for, certainly one with the potential to influence their RI. This will encourage judges to do their duty even though determining the correct mark may be difficult, while still providing a fair solution where the circumstances genuinely render the judge unable to provide a mark.

**CIVA AGREED by acclamation**

#### **Proposal #8: Establish a Task Force to research the prospect for CIVA commercial aerobatic events**

On several occasions this year the prospect for creating a separate stream of short events specifically conceived to showcase unlimited performances in a public-facing commercial and media-driven environment has been discussed. This would require a radically different approach to the more common solution of adapting our classic aerobatic structures and then

seeking the help of an organiser willing to combine the result into their event. The envisaged flight programmes would be created explicitly to suit this all-aerobatic public theatre, leaving CIVA's classic category-1 and 2 championship structure that has developed since 1960 unchanged.

A textbook illustration of this genre is the Red Bull Air Racing (RBAR) series where a select group of unlimited pilots and aircraft that are extremely familiar to us enjoy a commercial setting in which through good management they have achieved an outstanding level of media recognition and financial independence. Other similar ventures in recent years have accomplished a welcome but variable degree of success – the Sky Grand Prix events in South Africa have been well received, while the Jean-Louis Monet inspired FAI World Grand Prix series (no less than 26 events from 1996 to 2008) is perhaps the most successful example.

The fact is that we have a small library of documents reaching back over 25 years advocating a similar set of aims, though they have generally sought to adapt and change the classic event structure to achieve the improved media and commercial enlightenment that is so tempting. It is clear however that to have any likelihood of achieving our aims we need to start afresh and for the time being continue with our classic championships in their existing well-developed style.

The president therefore proposes that CIVA should establish a new Task Force dedicated to developing a working structure for the above public events, with the title "Media / Commercial Task Force" (MCTF). The remit for the MCTF would be to seek advice and instruction from every possible resource in order to construct a viable business plan for review by plenary in 2018.

The Strategic Planning W/G should continue in its current format with unchanged responsibility for all strategic issues relating to our classic championships. It is very likely that they will have much to consider during the next 12 to 24 months as a result of Castor Fantoba's proposal document.

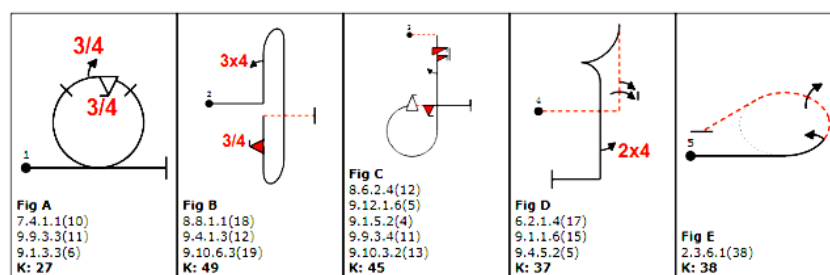
### **CIVA AGREED by acclamation**

See Report agenda item 10.7.

## **11 CIVA Free Known Figures for 2017**

Several sets of figures were presented for each category, from which plenary voted to select one set in each case as follows:

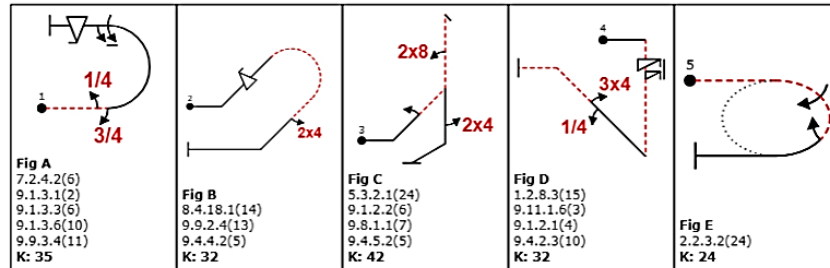
11.1	<u>Unlimited Power</u>	vote 1	vote 2	
Votes:	<b>Option 1</b>	<b>14</b>	<b>14</b>	<b>Selected</b>
	Option 2	1		
	Option 3	11	13	
	Option 4	1		



Note: Fig-C has been revised from the originally submitted version to avoid repetition of the 2x4 roll

## 11.2 Advanced Power

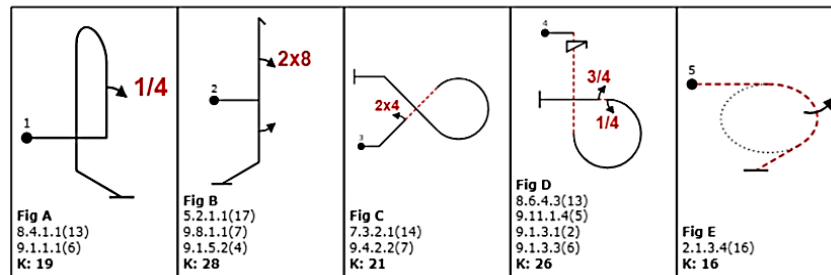
Votes:	Option 1	3	
	Option 2	2	
	Option 3	1	
	<b>Option 4</b>	<b>20</b>	<b>Selected</b>
	Option 5	1	
	Option 6	1	



## 11.3 Yak 52 and Intermediate Power

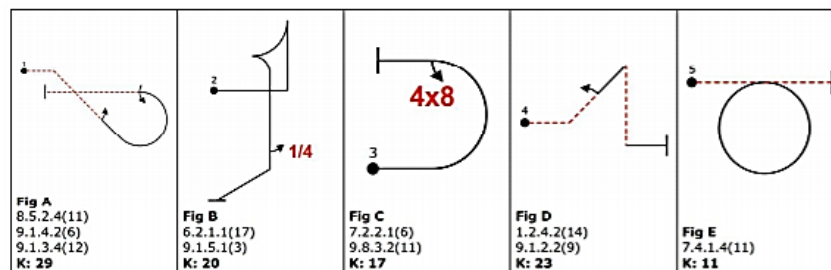
Votes:		Vote 1	vote 2	
	<b>Option 1</b>	<b>13</b>	<b>17</b>	<b>selected</b>
	Option 2	11	7	
	Option 3	2		

II - 110K



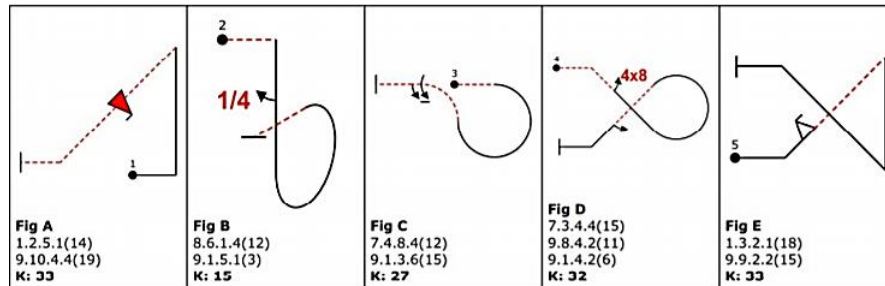
## 11.4 Advanced Glider

Votes:		Vote 1	Vote 2	
	Option 1	5		
	Option 2	0		
	<b>Option 3</b>	<b>8</b>	<b>17</b>	<b>Selected</b>
	Option 4	3		
	Option 5	6	6	



### 11.5 Unlimited Glider

Votes:	Vote 1	Vote 2	Vote 3	
Option 1	5	6		
<b>Option 2</b>	<b>8</b>	<b>10</b>	<b>14</b>	<b>Selected</b>
Option 3	5	7	6	
Option 4	3			
Option 5	2			



## 12 Future FAI Aerobatic Championships

### 12.1 13<sup>th</sup> FAI World Advanced Aerobatic Championships 2018 (Strejnic, Romania)

Location:	Strejnic Airfield, Romania
Dates:	Training days: 11.-15.8.2018 Contest days: 16.-26.8.2018
Entry fees:	Competitors: 1700€ Other team members: 1450€
Judges:	7 judges + CJ and 1 extra night for briefing
Contest director:	TBA

The Danubia Power Cup will be organised circa one month before.

**CIVA APPROVED**

### 12.2 21<sup>st</sup> FAI World Glider Aerobatic Championships and 9<sup>th</sup> FAI World Advanced Aerobatic Championships 2018 (Zbraslavice, Czech Republic)

Location:	Zbraslavice, CZ
Dates:	Training: 25.7.-1.8.2018 Contest: 2.-12.8. (Opening briefing 1.8.2018)
Entry fees:	Competitors: 750€ Other team members: 350 € in double room
Judges:	7 + CJ team
Contest Director:	Vladimir Machula

**CIVA APPROVED**

## 12.3 22<sup>nd</sup> FAI World Glider Aerobatic Championships 2019 (Deva, Romania)

Location:	Deva, ROM
Dates:	Contest days: 18.-28.7.2019
Entry fees:	Competitors 700€
	Team 250€
	Towing 65€ / 1250m
	50€ / 800 m
Judges:	7 teams + CJ team
	1 additional night for training
Contest director:	TBA

**CIVA APPROVED**

## 12.4 2<sup>nd</sup> FAI World Intermediate Aerobatic Championships (bids invited)

**No bids received for 2018**

## 12.5 21<sup>st</sup> FAI European Aerobatic Championships (bids invited)

Location:	Trenčín, SVK / Jindřichův Hradec, CZE
Dates:	Training days: 5 days prior to contest 2.-7.9.2018
	Contest days: 8.-15.9.2018 (opening briefing 7.9.2018)
Entry fees:	Competitors 1800€ / double room
	2000€ / single room
	Other team members 1500€ / double room
	1700€ / single room
	Late payment 5 weeks prior to contest
Judges:	7 teams + CJ team
Contest Director:	Vladimir Machula

**CIVA APPROVED**

Note: The bureau of CIVA has subsequently been advised that the location to be used for this event will be Jindřichův Hradec airfield (LKJH) in Czech Republic and not Trenčín in Slovakia. All other aspects of the bid as approved at plenary remain valid.

## 12.6 Other future events (bids invited)

### 30<sup>th</sup> FAI World Aerobatic Championships - 2019

#### Bid 1

Location:	Moravská Třebová, CZE
Dates:	Training days: 10.-15.8.2019
	Contest flights: 16.-24.8.2019 (opening briefing 15.8.2019)
Entry fees:	Competitors: 1700 € Double room
	1900 € single room
	Other Team members 1400€ double room

Judges:	1600€ single room
Contest director:	Late payment 5 weeks prior to contest + 200€
	10 teams + CJ team
	Vladimir Machula

Transport will be provided – rental cars

## Bid 2

Location:	Airfield Drakino, Serpukhov, RUS
Dates:	16.-19.7.2019
Training dates:	20.-29.7.2019
Contest dates:	1700 EUR
Entry fees:	Competitors:
	Other team members:
	1500 EUR
	Late payment 6 weeks prior to contest + 200
EUR	
Judges	7 judges + CJ (possibility to accommodate 3
more) Contest director	Dmitry Motin, Alexey Ivanov

## Bid 3

Location:	Châteauroux, FRA
Dates:	22.-31.8.2019 (opening briefing 21.8.2019)
Contest dates:	2100 EUR
Entry fees:	Competitors:
	Other team members:
	1800 / 1600
	Late payment after 1 May + 200€,
	very late after 1 July + 400 €
Judges	7 + CJ (aiming to 10)
Contest director	Emmanuel Foulon

VOTE – Required majority – 14 votes

CZE 11

RUS 1

**FRA 14 Bid approved for 30<sup>th</sup> WAC 2019**

## 23rd FAI World Glider Aerobatic Championships and the 11th FAI World Advanced Glider Aerobatic Championships - 2020

Location:	Terni (ITA)
Dates:	from 1.7.2020
Training dates:	27.7.2020 – 9.8.2020
Contest dates:	750 EUR
Entry fees:	Competitors:
	Other team members:
	Family members
	Free
	Late payment after 1 May + 200€
	very late after 1 July + 400€
Towing:	65EUR (1250)
Judges:	Aiming to 10 + CJ
Contest director	TBA

**BID APPROVED BY CIVA**



## 12.7 Reports from the FAI Representative

VML reported from FAI on developments in the following areas:

- a) The World Games 2017
- b) The FAI World Air Games 2020

There are bids for future WAG's from the USA (Albuquerque), Malaysia and Turkey. FAI will select and announce the winner during December.

## 13 FAI Special Aerobatic Events (FSAE)

### 13.1 FAI Special Aerobatic Events

This year there have been two 'special aerobatic events' at which CIVA's contribution has provided core elements of the competition:

- In China at the end of April CIVA judges and jury personnel officiated at the first FAI WACL Formation Aerobatic Challenge (FAC). This major event was organised by World Air Carnival Ltd (WACL) with whom CIVA has an agreement to provide the above services in exchange for a fixed sanction fee. The agreement specifies that 25% of the selected pilots should over time be recognised CIVA competition pilots, though on this inaugural occasion that target was not quite reached.
- The three-day event itself was a great success with astonishing tv and streaming media viewer figures. For reasons that are still not clear however the Aero Sports Federation of China enforced a downgrade of the event to air-show status. After some negotiation the judges were allowed to act as 'inspectors of safety' which we accomplished by scoring each flight in the usual way; this data was stored in the scoring system but at ASFC's request results were not published. Discussions are ongoing between WACL, CIVA and ASFC to establish a second such event in 2018, though so far this has been inconclusive.
- As reported by Pik the GAC worked with FAI to participate in The World Games at Wrocław in Poland during August. This involved 11 selected unlimited pilots who over four days flew programmes G1-G4 which included a Free sequence, two Unknowns and a Freestyle programme with smoke (wing-tip pyrotechnic devices) allowed. The flying took place at Szymanów Airport some 12km north of Wrocław where FAI also scheduled Canopy Piloting (parachutes) and Paramotor categories. The remoteness of this location from the 31 other (non-aviation) sporting regimes which took place in or rather closer to Wrocław City drew few spectators, though the flying itself proved quite popular. It was also highly convenient for the competitors and judges to relocate to Torun immediately after this event to take part in the WGAC.

### Future events

John Gaillard tabled a bid for **Sky Grand Prix in Beirut** for 30.6.-1.7.2018

- There will be a fixed selection of pilots:
  - Mikhail Mamistov, Aude Lemourdant, Oliver Masurel, Rob Holland, Castor Fantoba, Gerald Cooper, Artur Kielak and Nigel Hopkins.
- A documentary will be made to promote air-sports, CIVA and FAI
- There will be a mix of low flying and aerobatics to create audience appeal



- This will be a 2 day event, with 3 minute sequences but time-limited figures.
- An instant scoring system will be used
- Organisers are the Sky Grand prix from RSA
- The aeroplanes will be transported in containers etc.
- CIVA medals to be awarded
- A sanction fee will be made to CIVA

**CIVA AGREED by acclamation**

See Report Agenda Item 13.1.

## 14 List of FAI International Aerobatic Judges

Addition and removal of Judges to keep this list up-to-date

AUT	Addition	Sandra WECHSELBERGER
AUS	no changes	
BRA	no changes	
CAN	no changes	
CZE	no changes	
DEN	no changes	
FIN	no changes	
FRA	no changes	
GER	no changes	
HUN	no changes	
IRL	no changes	
ITA	no changes	
JPN	no changes	
LIT	no changes	
NOR	no changes	
POL	no changes	
POR	no changes	
ROM	no changes	
RUS	Removal	Sergei DADYKIN
SLO	no changes	
RSA	addition	Johnny SMITH
ESP	no changes	
SWE	no changes	
SUI	no changes	
UKR	Remove	Olga ROMASHOVA
	Additions	Pavlo BOLSHAKOV and Lyudmyla ZELENINA
UK	no changes	
USA	no changes	

## 15 Other Reports and Business

### 15.1 The FAI Aresti Committee Report 2017

John Gaillard presented his report

See Report Agenda Item 15.1.

## **15.2 The Contest Scoring Programme Report 2017**

Nick Buckenham

- All CIVA contests were run using ACRO. A few minor issues were immediately fixed.
- Improvements have been made also to the French system
- Both systems will be available for 2018 events

See Report agenda item 15.2.

## **15.3 Championship Organiser of the Year Trophy for 2017**

Nick Buckenham -

The CIVA Organiser of the Year Trophy was awarded at the Gala Dinner to Jerzy Makula and the whole team of the 20<sup>th</sup> World Glider Aerobatic Championships and the 8<sup>th</sup> World Advanced Glider Aerobatic Championships 2017.



## **15.4 The Leon Biancotto Diploma**

Nick Buckenham presented the nomination from the FFA in favour of Madelyne Delcroix First – CIVA voted to approve that the diploma will be given out

**CIVA AGREED by acclamation**

Second – CIVA voted to approve that the diploma should be awarded to Madelyne Delcroix

**CIVA AGREED by acclamation**

## **15.5 The lost Strössenreuther Trophy – possible replacement**

- JG confirmed that it was last awarded to a USA pilot in Spain
- The trophy was not returned with the team to the USA and is now lost
- A replacement has been quoted at 280,000 Rand, about 15,000 EUR

CIVA was asked: Should we replace the trophy?

**Vote: Yes by acclamation**

- The USA has agreed to offer some costs to cover the replacement
- The target is to get the new trophy for WAC 2019
- JG will come back to plenary next year with details of the process
- Hans Vogtmann has met the producer of the original trophy, and there might still be some sketches remaining but the enquiries have been done.

### 15.6 The Ivan Tuček Trophy for the EAAC Champion

- The Czech National Aeroklub presented this new trophy, with miniature copies for all winners to keep
- Their plan is to base the original in CZE or some other location to keep it safe
- A case will be built for the big trophy
- The trophy will be added to the Rules Section 6 – RC



### 15.7 Other Reports / Business

None

## 16 CIVA Elections 2018

### Officers of CIVA

#### **President**

Nick Buckenham

Elected in 2017 for 2018 and 2019

#### **Vice Presidents**

Castor FANTOBA

Elected in 2016 for 2017 and 2018

Tamás ÁBRÁNYI

Elected in 2016 for 2017 and 2018

Matthieu ROULET

Elected in 2017 for 2018 and 2019

Philippe KÜCHLER

Elected in 2017 for 2018 and 2019

#### **Treasurer**

Flori Danciulescu

By acclamation for 2017 and 2018

#### **Secretaries**

Hanna Räihä

Elected in 2016 for 2017 and 2018

Zuzana Danihelova

By acclamation for 2018 and 2019

### Rules Committee

#### **Chairman**

Matthieu Roulet

By acclamation for one year period

#### **Members**

Votes:

Elena Klimovich

13

Elected for 1 year period

Pierre Varloteaux

12

Elected for 1 year period

Nick Buckenham

11

Elected for 1 year period

Philippe Küchler

10

Elected for 1 year period

Vladimir Machula

9

Elected for 1 year period

Pekka Havbrandt

8

Jürgen Leukefeld

5

Phil Masetti	4
Brian Howard	3

**Judging Committee**

<b>Chairman</b>	Votes:	
John Gaillard	11	Elected for 1 year period
Pierre Varloteaux	8	

<b>Members</b>		
Mikhail Mamistov	17	Elected for 1 year period
Pierre Varloteaux	16	Elected for 1 year period
Philippe K��chler	14	Elected for 1 year period
Nick Buckenham	13	Elected for 1 year period
Vladimir Machula	10	Elected for 1 year period
Brian Howard	8	

**Glider Aerobatic Committee**

<b>Chairman</b>	Votes:	
Manfred Echter	12	Elected for 1 year period by acclamation

<b>Members</b>		
Philippe K��chler	15	Elected for 1 year period
Madelyne Delcroix	15	Elected for 1 year period
Ferenc Toth	12	Elected for 1 year period
Jurek Makula	11	Elected for 1 year period
Pekka Havbrandt	10	Elected for 1 year period
Zuzana Danihelova	8	
Jyrki Viitasaari	4	

**Catalogue Committee**

<b>Chairman</b>	
Manfred Echter	By acclamation for 1 year period

<b>Members</b>	
Pekka Havbrandt	By acclamation for 1 year period
Madelyne Delcroix	By acclamation for 1 year period
Brian Howard	By acclamation for 1 year period
Anatoly Belov	By acclamation for 1 year period
Pierre Varloteaux	By acclamation for 1 year period

**ICT Committee**

<b>Chairman</b>	
Vladimir Machula	By acclamation for 1 year period

<b>Members</b>	
Bernhard Drummer	By acclamation for 1 year period
Ringo Massa	By acclamation for 1 year period
Nick Buckenham	By acclamation for 1 year period

Philippe Kuchler  
Peter Rounce

By acclamation for 1 year period  
By acclamation for 1 year period

## 17 Appointment and Approval of Championship Officials

### 17.1 13<sup>th</sup> FAI World Advanced Aerobatic Championships 2018 - Strejnic, Romania

#### President of the International Jury Votes:

Philippe Kuchler	7	Reserve
Nick Buckenham	11	Elected

#### Members of the International Jury:

Madelyne Delcroix	13	Elected
Elena Klimovich	11	Elected

#### Reserves

Tamás Ábrányi	10
Jürgen Leukefeld	4

#### Chief Judge

John Gaillard	12	Elected
Jerome Houdier	7	

### 17.2 21<sup>st</sup> FAI European Aerobatic Championships - Trencin, SVK / Jindriuchov Hradec, CZE

#### President of the International Jury

Pierre Varloteaux	17	Elected
Nick Buckenham	2	
Alan Cassidy	1	

#### Members of the International Jury

Jürgen Leukefeld	By acclamation
Elena Klimovich	By acclamation

#### Chief Judge

Nick Buckenham	By acclamation
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### 17.3 21<sup>st</sup> FAI World Glider Aerobatic Championships and the 9<sup>th</sup> FAI World Advanced Glider Aerobatic Championships,

#### President of the International Jury

Manfred Echter	By acclamation
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#### Members of the International Jury

Madelyne Delcroix	18	Elected
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Jerzy Makula	7	Elected
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**Reserves**

Kari Kemppe	6
Bela Guraly	5
Nick Buckenham	1

**Chief Judge**

Philippe K��chler	By acclamation
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**18 Date and Place of Future Meetings**

Note: In case of a bid from other than Lausanne, the Plenary must have an absolute majority of votes to go to this alternate location.

**Bid from Poland****CIVA AGREED**

Place:	Warsaw
Date:	10.-11.11.2018

**These minutes submitted for approval**

*Hanna R  ih   & Zuzana Danihelova*

*Secretaries of CIVA*

## 19 Annexe of Plenary Delegates etc.

### List of CIVA Delegates, Alternates and Observers at this plenary

Name	Abbr.	Country	position
Jorge Marcelo DUCA	JMD	ARG	Delegate
Esteban Papbilo MOUSTEN	EPM	ARG	Alternate
Sandra WECHSELBERGER	SW	AUS	Delegate
Jorrge Rodrigues da COSTA	JRC	BRA	Delegate
Murilo Rovina FERREIRA	MRF	BRA	Alternate
Carole J. HOLYK	CJH	CAN	Delegate
Vladimir MACHULA	VM	CZE	Delegate
Katharine PULPANOVA	KP	CZE	Observer
Kari KEMPPI	KK	FIN	Alternate
Jyri MATTILA	JM	FIN	Delegate
Madelyne DELCROIX	MD	FRA	Observer
Matthieu ROULET	MR	FRA	Delegate
Pierre VARLOTEAUX	PV	FRA	Alternate
Jerome HOUDIER	JH	FRA	Observer
Manfred ECHTER	ME	GER	Alternate
Jurgen LEUKEFELD	JL	GER	Delegate
Tamas ABRANYI	TA	HUN	Delegate
Pietro FILIPPINI	PI	ITA	Alternate
Rudolfo NATALE	RN	ITA	Delegate
Eltonas MELECKIS	EM	LIT	Delegate
Jerzy MAKULA	JM	POL	Delegate
Stanislaw SZCZEPANOWSKI	SS	POL	Observer
Isabel Maria Cumbres DOS SANTOS	IDS	POR	Delegate
Santiago SAMPIETRO	SS	POR	Observer
Ferencz LASZLO	FL	ROM	Delegate
George ROTARU	GR	ROM	Observer
Andrei Mihail SERBU	AS	ROM	Observer
Anatoly BELOV	AB	RUS	Observer
Elena KLIMOVICH	EK	RUS	Delegate
Victor SMOLIN	VS	RUS	Alternate

Pavol KAVKA	PK	SVK	Delegate
John Louis GAILLARD	JG	RSA	Delegate
Castor FANTOBA	CF	ESP	Delegate
Pekka HAVBRANDT	PH	SWE	Alternate
Philippe KÜCHLER	PIK	SUI	Alternate
Hanspeter ROHNER	HPR	SUI	Delegate
Beatrice ECHTER	BE	SUI	Observer
Ali ACAN	AA	TUR	Alternate
Kamile YASDIMAN	KY	TUR	Delegate
James M.K. BLACK	JB	GBR	President of Honour
Nicholas Harold BUCKENHAM	NHB	GBR	Delegate / President of CIVA
Philip Charles MASSETTI	PM	GBR	Alternate
Zuzana DANIHELOVA	ZD	CIVA	Secretary
Hanna RÄIHÄ	HR	CIVA	Secretary
Visa-Matti LEINIKKI	VML	FAI	Representative

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