



*Fédération
Aéronautique
Internationale*



CIVA Rules, Judging, and Glider Aerobatics Committee Meetings

Rule Proposals for 2021 (Power and Glider Aerobatics)

Version 1.0 / 25 July 2020

INTRODUCTION

The deadline for the submission of rule “Normal Proposals” to CIVA (15 July 2020) has now passed. CIVA Delegates responded accordingly and these proposals now go to Committees – as every year and even in this very peculiar year when the Covid-19 crisis led to postponement of all CIVA championships to 2021.

‘Normal Proposals’ – the scope of this document¹ – are proposals potentially affecting our CIVA Sporting Code (Section 6 Parts 1 & 2), which are submitted each year by Delegates or the President of CIVA in accordance with our normal rules process and deadlines. By extension such proposals may be submitted on request of CIVA by appointed Working Groups.

Notes:

1. Following an extra consultation vote at the 2018 Plenary, one proposal relevant to the Sporting Code was submitted this year with label “Strategic Proposal” (NP2021-19 SPA#1). As a reminder, what was adopted is: “*Strategic proposals of this nature are relevant to Plenary and therefore are to be voted in Plenary*”. It is still the view of this RC Chairman that in absence of a definition or criteria for “*Strategic proposals of this nature*” and governance on deciding whether a proposal falls into this category, CIVA is not in a position to implement that consultation vote (let alone votes on items not in the Plenary agenda are for consultation only). Therefore at this stage the RC will consider this proposal exactly as all other proposals relevant to Part 1. Attention of the CIVA Bureau is drawn to this issue, with way forward to be determined in compliance with our FAI regulations.
2. At the 2019 Plenary, another extra item (not in the agenda) regarding the mandate of the RC was submitted by Spain for consultation. It called for the following:
 - *All proposals submitted to the Rules Committee are shared in advance, discussed and voted at Plenary. The RC will be obliged to provide advice and opinion and cannot reject proposals. No proposals will remain unseen by Plenary.*
 - ✓ *Full visibility of proposals*
 - ✓ *Ensuring that all committees have the same level of influence*

This proposal received a vast majority of votes – however, like any extra-consultation item, it is not to be directly enforced. The Minutes of the Plenary state “*Accepted by CIVA for onward Bureau development for review and adoption in 2020*”. Therefore, the RC stands ready for further clarifications from the Bureau on how to deal with proposals in the meantime, with baseline assumption that there is no change to the RC processes this year.

CIVA has the following rule related Committees in 2020 (elected each year at Plenary, each composed of five members plus a Chairman):

- CIVA Rules Committee (RC): Matthieu Roulet, Chairman (FRA)
- CIVA Judging Committee (JC), Pierre Varloteaux, Chairman (FRA)
- CIVA Glider Aerobatic Committee (GAC), Manfred Echter, Chairman (GER)
- CIVA Catalogue Committee (CC), Manfred Echter, Chairman (GER)

¹ This document does not include “*Safety Proposals*” (SP) that may come in usually after Championships and which relate to safety problems and merit consideration by plenary at CIVA’s next meeting ; nor “*Expedited Proposals*” (EP), i.e. proposals for minor changes which do not require full Committee consideration and usually submitted as a result of experience at Championships; nor “*Correction Proposals*” (CP) which are merely editorial remarks (e.g. typos, missing reference,...) that can be sent anytime to the RC or GAC Chairman as appropriate. “*Urgent Proposals*” submitted after Championships, in accordance with a deadline set by the CIVA President each year, are classified as a SP, EP, or NP (and in this latter case set to be examined by the relevant Committees in the following year), at the discretion of the President.

Due to the pandemic crisis, the GAC and RC/JC meetings will be held virtually this year. Nevertheless they will remain open to observers as for the usual regular physical meetings and with the same guidelines (observers are not allowed to participate to the debates unless invited to do so by the Chairman on a specific topic). More details will be forwarded to Delegates in due time.

The RC/JC on the one hand, and the GAC on the other hand, will strive to harmonize decisions on rule proposals wherever this makes sense, in order to avoid as much as possible diverging options in Parts 1 and 2.

Comments on the enclosed rule proposals are welcome. After holding their virtual meetings in the summer of 2020, the Committees will issue their conclusions to the Plenary meeting of CIVA.

The new version of Sporting Code, incorporating those changes, will take effect on 1 January 2021.



Matthieu Roulet
Chairman, CIVA Rules Committee

25 July 2020

RC 2020:

- *M. Roulet (Chairman)*
- *N. Buckenham*
- *E. Klimovich*
- *Ph. Kuchler*
- *H. Rohner*
- *P. Varloteaux*

JC 2020:

- *P. Varloteaux (Chairman)*
- *J. Gaillard*
- *E. Klimovich*
- *Ph. Kuchler*
- *V. Machula*
- *M. Mamistov*

GAC 2020:

- *M. Echter (Chairman)*
- *M. Delcroix*
- *P. Havbrandt*
- *Ph. Kuchler*
- *J. Makula*
- *F. Toth*

CC 2020:

- *M. Echter (Chairman)*
- *A. Belov*
- *M. Delcroix*
- *P. Havbrandt*
- *B. Howard*
- *P. Varloteaux*

RULE PROPOSALS CHECKLIST

Highlighted in Yellow: Proposals for which the GAC and the RC/JC should aim for a common position.

CIVA#	NAC	#	Subject	Allocation	Page
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² In addition, Spain submitted a proposal to evolve the calendar of CIVA meetings from one to two per year. This proposal on CIVA governance has no connection to the CIVA Sporting Code, hence cannot be in the scope of the Committees review, subject of this document. Therefore and in order to avoid any confusion, that proposal is not included in this document. The remaining proposals have been renumbered.

NP2021-1

RC

GAC

CIVA Bureau

**ARGENTINA PROPOSAL #1**

Document: Section 6 Part 1 / Part 2, or tbd*

Subject: **List of aircraft available for rent****Proposal**

The organisers of World or Open Continental Championships to publish a list of aircraft available for rent by foreign pilots planning to participate.

The list must be published together with Bulletin #1 and must at least specify number of aircraft available, types and estimated cost of rental. The list must also indicate the conditions under which the aircraft may be rented and operated (licenses, insurances etc.). It's suggested to include the list with at least type, number available and estimated cost in the bids to be voted by the CIVA meeting.

Rationale

For pilots from overseas planning to participate, one of the major obstacles is finding and renting a suitable aircraft.

A list of aircraft available for rent, published together with Bulletin #1, would remove uncertainty about availability of aircraft and help pilots with their decision to participate.

The list available during the bidding process would help to decide the best alternative.

*** RC Chairman Note:** To be determined to which extent this proposal is relevant to the Sporting Code (other options: GCO – however adherence to GCO is not compulsory – ; or tbd; and also CIVA governance for topic on championship bids).

NP2021-2

RC

GAC

CIVA Bureau

**ARGENTINA PROPOSAL #2**

Document: Section 6 Part 1 / Part 2, or tbd*

Subject: **Nominating a point of contact for overseas participants****Proposal**

Organisers of World or Open Continental Championships to nominate a person to serve as point of contact for overseas participants. This person should assist participants in obtaining documentation required in the organising country in order to be able to fly with rented aircraft or to operate a foreign aircraft in the organising country.

Rationale

Having a point of contact in the organising country would greatly facilitate planning and preparation for foreign participants.

*** RC Chairman Note:** To be determined to which extent this proposal is relevant to the Sporting Code (other option: GCO).

NP2021-3

RC

GAC

CIVA Bureau

**ARGENTINA PROPOSAL #3**

Document: Section 6 Part 1 / Part 2, or tbd*

Subject: **Create a Fund to subsidize participants from overseas****Proposal**

Organisers of Open Continental Championships to use 10% of entry fees to create a fund to subsidize participants from overseas. The money will be used to cover a maximum of 50% of their entry fees.

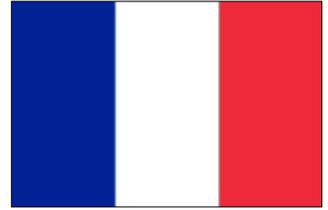
Rationale

Participants from overseas face much higher costs than pilots from the same continent. Having such a fund might help in their decision to participate.

*** RC Chairman Note:** To be determined to which extent this proposal is relevant to the Sporting Code.

NP2021-4

GAC

**FRANCE PROPOSAL #1**

Document: Section 6 Part 2

Subject: **Selection of Unknown figures for Programmes 2-6****Proposal**

Modify 2.3.1.1. as follows (changes underlined):

2.3.1.1.

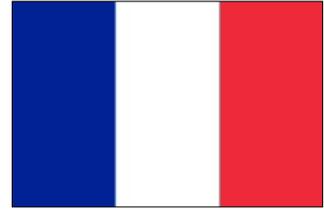
- a) For Programme 3, the 7 figures will be chosen from appendix A. Priority to chose the figures will be given to teams with 3 or more pilots, then if necessary to teams with 2 pilots the with 1 pilot.
- b) For Programmes 2, 4, 5 and 6 a total of 28 figures will be chosen from Appendix A.

A representative of each NAC which has a pilot (or pilots) competing (except as Hors Concours) may submit at least ONE figure, NAC representatives will be determined by secret drawing of lots for the order in which they select the figure in each round. Then, lots will be drawn a second, third, fourth and fifth time if necessary, in order to determine which teams will choose a second, third, fourth and eventually fifth figure, until a total of 28 is reached. If the drawing of lots is necessary to chose the NAC then the priority rules will be applied.

Rationale*None provided.*

NP2021-5

GAC

**FRANCE PROPOSAL #2**

Document: Section 6 Part 2

Subject: **Drawing of lots****Proposal**

Modify 3.3.1.1. as follows (changes underlined):

3.3.1.1. The sequence of flights for all Programmes will be determined by drawings of lots to be arranged by the Contest Director or his assistant in the presence of a representative of the International Jury. The drawing of lots can be done electronically or each competitor (or their representative) will draw their own lot if required by the majority of NACs.

Rationale*None provided.*

NP2021-6

RC

**GBR PROPOSAL #1**

Document: Section 6 Part 1

Subject: **Competitor eligibility in Intermediate****Proposal**

Modify 1.2.4.1. as follows (changes underlined):

- 1.2.4.1. A competitor who achieves an aggregate score of 60% or more in the programmes he/she flew (excluding the Final Freestyle Programme) at a World or Continental aerobatic championship for powered aircraft, may subsequently participate in a lower category power championship only in an Hors Concours capacity during that calendar year and the following two calendar years, subject to acceptance by the organiser as per 1.2.6.4.
- A competitor who has previously competed in a World or Continental aerobatic championship for powered aircraft in the Unlimited or Advanced class at any time, may subsequently participate in an Intermediate category power championship only in an Hors Concours capacity, subject to acceptance by the organiser as per 1.2.6.4.

Rationale***Purpose***

To ensure that a competitor who have previously competed in a higher class may only compete at an Intermediate championship in a Hors Concours capacity.

Existing Rule**1.2.4. Competitors Eligibility Restrictions**

- 1.2.4.1. A competitor who achieves an aggregate score of 60% or more in the programmes he/she flew (excluding the Final Freestyle Programme) at a World or Continental aerobatic championship for powered aircraft, may subsequently participate in a lower category power championship only in an Hors Concours capacity during that calendar year and the following two calendar years, subject to acceptance by the organiser as per 1.2.6.4.
- 1.2.4.2. The ranking of championship categories (higher to lower) for the purpose of rule 1.2.4.1 shall be: a) Unlimited b) Advanced c) Intermediate.

Background

The 2nd WIAC was won by a pilot who had previously competed at WAAC as far back as 2000 and a number of pilots at this and the previous WIAC were known to have previously competed or be currently competing domestically at ADV level.

The purpose of international competition is to establish the world (or continental) champion at the appropriate skill level. While it is possible to describe various scenarios where an individual might, for example, be returning to competitive flight after a lay-off, nevertheless if that pilot has already achieved a higher skill level then he should be ineligible to compete at the Intermediate level.

NP2021-7

RC

JC

**GBR PROPOSAL #2**

Document: Section 6 Part 1

Subject: **Time limit Programme 1****Proposal**

Modify 3.10.1.1. as follows (changes underlined):

3.10.1. Time Limits

- 3.10.1.1. Programme 1 will have a time limit of 12 minutes in all classes from the moment the aircraft is observed in flight by the Chief Judge / timers.

Rationale***Purpose***

To adjust the time limits available for the different Programmes 1 to 12 minutes.

Existing Rules**3.10. Duration of Flight and Signalling Start and Finish****3.10.1. Time Limits**

- 3.10.1.1. Programme 1 will have a time limit of 10 minutes (12 minutes for Yak 52 / I) from the moment the aircraft is observed in flight by the Chief Judge / timers.
- 3.10.1.2. Programmes 2-4 will have a time limit of 15 minutes.

Background

The time limit available to each pilot is important in ensuring that the pilot has sufficient time available to prepare and execute the sequence **safely**. It is also important that there is a time limit to ensure fair play and to keep the contest moving.

Programme 1 has a shorter time limit for historic reasons. This Programme may be the first time that some competitors have flown in the performance zone and allowing an additional two minutes to orientate and perform safety checks will benefit safety.

NP2021-8

RC

JC

**GBR PROPOSAL #3**

Document: Section 6 Part 1

Subject: **Time limit Programmes 2-4****Proposal**

In 3.10.1 Time Limits, modify 3.10.1.2. as follows (changes underlined):

3.10.1.2. Programmes 2-4 will have a time limit of 12 minutes.**Rationale*****Purpose***

To adjust the time limits available for the different Programmes 2-4 to 12 minutes in each case.

Existing Rules**3.10. Duration of Flight and Signalling Start and Finish****3.10.1. Time Limits**

3.10.1.1. Programme 1 will have a time limit of 10 minutes (12 minutes for Yak 52 / I) from the moment the aircraft is observed in flight by the Chief Judge / timers.

3.10.1.2. Programmes 2-4 will have a time limit of 15 minutes.

Background

The time limit available to each pilot is important in ensuring that the pilot has sufficient time available to prepare and execute the sequence **safely**. It is also important that there is a time limit to ensure fair play and to keep the contest moving.

Programme 2-4 have a 15 minute time limit, in part to allow some flexibility for minor weather delays. This is rarely required and there are alternative mitigations available for weather. Reducing this to 12 minutes will help with both planning and execution of contest management.



NP2021-9

RC

JC

GBR PROPOSAL #4

Document: Section 6 Part 1

Subject: **Safety manoeuvres Programme 1**

Proposal

In 3.9. Safety and Practice Manoeuvres, modify 3.9.1.2. as follows (changes underlined):

- 3.9.1.2. In Programme 1 only and before commencing the safety manoeuvres according to 3.9.1.1, competitors are permitted to carry out an extended check of inverted systems, safety harness, helmet and safety equipment security by flying inverted level turns and one inverted push to the vertical. In addition to safety manoeuvres according to 3.9.1.1, competitors will be permitted to fly, once, practice figures from their Programme 1 sequence, starting from figure one (1) of their sequence, consecutively up to the first five (5) figures.

Rationale

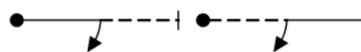
Purpose

To allow competitors an additional level of safety check in Programme 1.

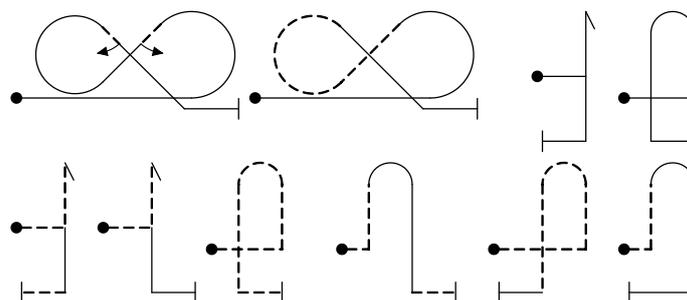
Existing Rules

3.9. Safety and Practice Manoeuvres

- 3.9.1.1. Before the wing-rocking at the start of each competition flight it is recommended that all pilots perform safety manoeuvres as follows. These figures are optional but, if flown, may be flown only once, in any order unless a figure starting inverted is used (see below), and continuously on the same axis. They must be flown inside the performance zone:



and up to three (Programme 1), or one (Programmes 2 to 5), of the following:



- a) Figures of Families 5 and 8 that start or finish inverted are not permitted in Yak 52.
 - b) When flown, a figure above from Family 5 or 8 that starts inverted shall be inserted after the first half roll. In that case, if the figure is one that finishes positive, the second half roll is not flown.
- 3.9.1.2. Prior to the actual performance of Programme 1, in addition to safety manoeuvres according to 3.9.1.1, competitors will be permitted to fly, once, practice figures from their Programme 1 sequence, starting from figure one (1) of their sequence, consecutively up to the first five (5) figures.

Background

Although all contest organisers plan for training slots in the days before the opening ceremony there are occasions where a competitor may find themselves in the performance zone for the first time when flying Programme 1. This may follow an extended transit with the aircraft configured for comfort rather than aerobatic flight. Although there is a responsibility on the pilot to make a thorough check that the aircraft is prepared for aerobatic flight, nevertheless there is little opportunity for a detailed check of the aircraft systems, safety equipment and safety radio communications.



NP2021-10

RC

CIVA Bureau

GBR PROPOSAL #5

Document: Section 6 Part 1 or tbd*

Subject: **World championships in same year for all categories****Proposal**

Modify 1.2.1.1. as follows (changes underlined):

1.2.1.1. World Championships

- a) World Championships will be held every two years and in the same calendar year in all eligible classes where a successful bid is approved and should last 7 to 12 days from opening to closing ceremonies.

Rationale***Purpose***

To clarify the frequency and sequencing of World, Continental and International Championships.

Existing Rules**1.2. General Regulations****1.2.1. Contest Scopes**

1.2.1.1. World Championships

- a) World Championships will be held every two years and should last 7 to 12 days from opening to closing ceremonies.

(...)

1.2.1.2. Continental Championships

- a) Continental Championships may be held in years when there are no World Championships and in principle should not last more than 7 days.

(...)

1.2.1.3. Other International Competitions

- a) The Organiser will be a National FAI member.
- b) International contests must be made known to the FAI for inclusion in the calendar of international events by October of the year preceding the contest.
- c) Any NAC may be invited to participate in an international contest.
- d) Each participating NAC will be notified by the organising FAI member not later than 3 months before the beginning of the contest of any general organisational details and of details specifically relevant to the contest.

Background

There is an anomaly in how these championships are currently organised in that Rule 1.2.1.2 states that Continental Championships can **only** be held in years when there are **no** World Championships.

It would make sense to organise all World Championships in the same year and to leave the alternate years free for one or more Continental or International Championships to be organised in different parts of the world. This would make team selection and preparation for World Championships much easier.

It would also help make the bidding cycle more manageable and help focus the planning process at least two World Championship cycles ahead.

Additionally, it would facilitate the combination of WAC with WAAC, WAAC with WIAC, WIAC with YAKWAC etc. if entry numbers or logistics indicated that this were preferable.

*** RC Chairman Note:** To be determined to which extent this proposal is relevant to the Sporting Code.

NP2021-11

RC

GAC

**HUNGARY PROPOSAL #1**

Document: Section 6 Part 1

Subject: **Team medal eligibility****Proposal**

Section 6 part 1 chapter 1.2.6.1 and others following are modified accordingly so that the modification applies to all Championships (changes underlined):

- 1.2.6.1.a)i) Every NAC shall notify the Organizer of a World Championships, not less than two months before it is due to start, of the number of competing pilots to be entered from their countries up to a maximum of twelve (12). Of these pilots, no more than eight (8) may be of the same gender. Of these pilots, a maximum of three (3), regardless of gender, can be eligible to a team medal. The name of these three (3) pilots will have to be given by every NAC composed of four (4) pilots or more (regardless of gender) before the official start of the competition. All NAC composed of three (3) pilots (or less, when applicable) will have all pilots eligible for team medal without the need of any notification (...)

Section 6 part 1 chapter 5 will also be modified to be consistent with this proposal.

Rationale

Some countries have the possibility to select much more pilots to be entered into championships compared to others. This is only due to the size of the country, its aeronautical infrastructures, or its number of aerobatics pilots. Certainly, a strong advantage toward team medals is given to large teams compared to small teams. Unfortunately, this advantage does not reward only the results of the individual pilots but also the size of the team they are forming.

Example

A team is made of 4 pilots or more (A1, A2, A3, A4,...).

B team is made of 4 pilots or more (B1, B2, B3, B4,...).

C team is made of 3 pilots only (C1, C2 and C3).

Before the last program, A team is leading with pilots A1, A2, and A3 eligible for gold medal. B team is following with pilots B1, B2 and B3 eligible for silver medal.

C team is following after with pilots C1, C2 and C3 eligible for bronze medal.

During last program, pilots B3 and B4 make such scores that the B team is not anymore eligible for silver medal with pilots B1, B2 and B3, but with pilots B1, B2 and B4.

At the same time, C team performed so that it would be eligible for silver medal if B team had been comprised of pilots B1, B2 and B3 only. A team performed normally to keep its gold medal.

This situation has already been seen before, giving advantage to B team mainly because of its size. In other words, size of the team can compensate for underperformance of one or more pilots within the team, whereas small teams made of the minimum number of pilots only are given zero chance for underperformance.

RC Chairman Note: Potentially applicable to Part 2 as well.

NP2021-12

GAC

**RUSSIA PROPOSAL #1**

Document: Section 6 Part 2

Subject: **Entry fee with options****Proposal**

An organizer may provide packages which include meal, accommodation and towing as Entry Fee option.

1.4.2.2. to be modified as follows (changes underlined):

- 1.4.2.2. Entry fees will be fixed by CIVA on agreement with the organisers. Entry fee may include accommodation and towing.

Rationale

Every participant may choose an option with or without proposed packages according to his/her financial situation or sponsor's conditions. Different sponsors have different expenditure items. Some allow you to pay only a complex fee, and do not allow you to pay separately for towing , meals, and accommodation.

NP2021-13

GAC

**RUSSIA PROPOSAL #2**

Document: Section 6 Part 2

Subject: **Increasing the number of Free Unknowns****Proposal**

Modify 2.1.1.1. as follows (changes underlined):

2.1.1.1. The Championship consists of the following six programmes:

- a) Free Known Programme (Programme 1)
- b) Unknown Compulsory 1 (Programme 2)
- c) Free Unknown Programme 1 (Programme 3)
- d) Free Unknown Programme 2 (Programme 4)
- e) Unknown Compulsory 2 (Programme 5)
- f) Free Unknown Programme 3 (Programme 6)

Rationale

This will increase the interest and level of competitors. Creating a free unknown sequence takes skill and knowledge. The Champion is not only who can make a good flight but the one who can create and then fly a sequence the best.

NP2021-14

GAC

**RUSSIA PROPOSAL #3**

Document: Section 6 Part 2

Subject: **Cable release conditions****Proposal**

Change cable release conditions. 3.9.1.2.b) to be modified as follows (changes underlined):

3.9.1.2.b) The competitors determine their point where they release. The tow plane will tow in the direction of the principal axis at 1250 m (over datum) with constant airspeed 140 km/h through the performance zone. (...)

Rationale

For glider aerobatics, the initial conditions are important for program execution. The only energy that the glider has is given to it by the tow plane. Now the minimum does not allow for a high speed start of the program, which potentially reduces a possible difficulty K-factor. There are also cases when tow plane brings gliders to the box with different margins of speed and height - thus the human factor increases or reduces the chances of a good performance for different pilots. To eliminate the human factor, even the chances, and increase the possible programs coefficient, we suggest making changes to the towing rules.

NP2021-15

RC

CIVA Bureau

**RUSSIA PROPOSAL #4**

Document: Section 6 Part 1 or tbd*

Subject: **Separation of Advanced and Unlimited events****Proposal**

We think that Advanced and Unlimited Championships (in any order) have to be separated at least by two weeks.

Rationale

It's a very usual situation now that an airplane is used both in Unlimited and Advanced championships by different people. So for the times the airplane is busy during one event people who are to use it on the other have no opportunity for training.

*** RC Chairman Note:** To be determined to which extent this proposal is relevant to the Sporting Code.

NP2021-16

RC

**RUSSIA PROPOSAL #5**

Document: Section 6 Part 1

Subject: **Ambiant air temperature limitation****Proposal**

Set limitation for ambient air temperature. 3.6.2.7. to be added as follows (changes underlined):

3.6.2.7. The lowest maximum ambient air temperature operational limit of participating airplanes type has to be set as an overall limit.

Rationale

Every airplane has ambient air temperature operational limitations. To avoid a possible damage a temperature limit has to be set prior to the competitions start. It can be done after the registration is completed.

NP2021-17

RC

JC

GAC

**SOUTH AFRICA PROPOSAL #1**

Document: Section 6 Part 1 / Part 2

Subject: **Accommodation of judges for judges briefing****Proposal**

That the regulation 1.3.2.3 d of FAI Section 6 Part 1 and also the relevant regulation in Part 2, be amended to include;

That the organisers take into consideration the travel schedules of judges and officials when making allowance for their hotel accommodation, ensuring that their arrival is in time to attend the compulsory judges briefing. The organisers must allow for an additional night's hotel accommodation if needed.

Rationale

At the time of the 2019 WAC held at Chateauroux, France, the judges were instructed NOT to arrive before 22 August 2019 and that accommodation would only be available to them from 22 August. However, the first General Briefing was scheduled for 14h30 on the 22 August 2019 and there was no specific prior information provided of the time scheduled for the compulsory judges briefing. It was expected to be held during the morning but before the general briefing. The schedule therefore required judges to arrive on the morning of the 22 August to be in time for the judges briefing. Unfortunately, most judges had to change their travel arrangements and planned to arrive a day earlier in order to be attend the judges briefing timeously. Due to the distances travelled, available airline / train schedules did not permit them to arrive in Chateauroux on the same day. Judges travelling from South Africa, Lithuania, Russia and USA all had to arrive a day earlier and all were required to pay for an extra night's hotel accommodation as a result. The judges briefing was held at 11am on the 22 August, only notified to them after breakfast on that morning.

NP2021-18

RC

JC

GAC

SOUTH AFRICA PROPOSAL #2

CIVA Bureau



Document: Section 6 Part 1 / Part 2 or tbd*

Subject: CIVA scoring software stability

Proposal

That Regulation 4.1.7.2. be modified as follows: -

The sentence “The CIVA-approved software programme must be used and obtained from the President of CIVA” be removed and replaced by the following: -

The CIVA-approved software programme must be used and obtained from the CIVA Bureau, the software version should be stable and tested. Any changes to the CIVA-approved software should be subject to the CIVA Regulation process in the normal manner and agreed at the annual CIVA Plenary meeting

Rationale

Currently, the approved CIVA-scoring software is subject to ongoing and frequent “refinements and improvements” during the closed season (European winter) by its author. This has unfortunately resulted in frequent problems when used for the 1st time, this has been experienced at contests held in South Africa in January & February of the new aerobatic season, over a period of years.

Generally, it is a case of a hurried phone call to the UK to rectify the problem or the use of an older version of the software.

However, this past year the CIVA-approved software was used at the New Zealand Nationals, with a South African Chief Judge – Quinton Hawthorne (who is very familiar with the system and generally responsible for sorting out the afore mentioned difficulties at South African Contests). Due to the time differences in New Zealand the problems attributed to omissions in the software, could not be sorted out and the scoring was done manually.

This situation is in danger of putting CIVA into disrepute, the scoring system should be something that both CIVA and its author should be proud, but downloading software from the CIVA website that is inoperable due to untested changes, does CIVA no favours, bearing in mind that another scoring programme is available on the IAC Website, which CIVA does not favour.

CIVA needs to ensure that its published approved scoring software is fully tested and stable at all times and should be part of the normal Regulation procedure.

*** RC Chairman Note:** To be determined to which extent this proposal is relevant to the Sporting Code. CIVA Bureau copied for impact assessment through further exchanges with the FPS WG and Scoring software.

NP2021-19

RC

CIVA Bureau

**SPAIN PROPOSAL #3**

Document: Section 6 Part 1

Subject: **Remove Gender Distinction from Unlimited World and Continental Aerobic Championships (Power)****Proposal**

All references to gender distinction (male v. female) would be removed from the Sporting Code, Section 6, Part 1. That would include, but not necessarily be limited to: Unlimited team composition, Final Freestyle selection criteria, Unknown figure nominations, awards, and titles.

Rationale***Context***

Currently, Unlimited Power is the only category within the World and Continental Aerobic Championships which maintains any distinction between male and female competitors. No such distinction exists within the other power categories (I, Y52 or A), or within any of the glider categories. In fact, the gliders eliminated gender from their rules almost 30 years ago at the 1987 plenary meeting. For power, Advanced, Intermediate, or the Yak 52 categories never had gender distinction.

The number of women participating in Unlimited Power has declined to the extent of often not even having sufficient numbers of female pilots for even the largest NACs to field a women's team. Instead, we have seen "mixed gender" teams more frequently. At several WACs in recent years, the "FAI Challenge Trophy" has not been awarded because of the lack of enough women's teams to present the trophy. In 2015, two of the three top-ranked teams were mixed gender. In 2017, there were no women present at WAC. At the 2019 WAC there were 7 female pilots amongst a total of 63 registered pilots. There was no full female team, with the two largest teams, Russia and France – the host country – only able to enlist 2 female pilots and the USA only 1.

Looking at the data table below in this proposal note the number of women, as a percentage of the total number of competitors, there were in earlier years compared to now. Taking 1990 for example, women composed 21.5% of the total pilots (17 out of 79). Ten years later, in 2000, women pilots still made up 31% of the total pilots (15 out of 48), almost 10 years on there were 11%.

Starting in 2007 the number of female pilots, both in absolute terms and in percentage of total, began a rapid decline while the total number of competitors remained fairly constant. By the year 2015, the number of female competitors had declined to 12% of the total (only 7 women out of 58 total pilots). In 2017, it reached its lowest point since 1962 without a single woman participating at WAC in South Africa.

Awarding FAI and CIVA medals to small groups of pilots cheapens the value of these prestigious awards, not to mention the considerable expense to CIVA in having double the medals in Unlimited Power compared to other categories.

The Arguments and Rationale

Those who have argued for retaining the women's classification have said that without it, the number of women would decline. They have stated we need to keep the existing rules to grow the number of women competitors. The opposite has happened and the effort has failed.

Why the number of women competing in World Aerobatic Championships has declined is unknown and open to speculation. Women today are more active in aviation and occupy more positions in both civilian and military aviation than ever before in history.

Women know that they are just as capable, just as competitive, and just as skilled as any male pilot in aerobatic competition. They fly the same aircraft, they are judged according to the same criteria, they fly during the same times, and they are judged by the same panel of judges. It is only when we come to the awards that they are treated differently.

The present structure of awards is outdated, obsolete thinking and does not recognize the reality of the presence and abilities of women in aviation today. We do believe it is important to have programmes that encourage women to enter aviation, either as a profession or as a recreational activity, but there is no justification for keeping mid-20th century rules in place that seems to imply that women are somehow less capable than men and need to be treated and awarded separately.

Ultimately, it is the responsibility of each NAC to develop programmes which encourage female aerobatic pilots to enter competition. Exactly how those programmes are structured will likely vary from country to country, but the first step is to amend the rules so that each NAC can assure any future women competitors that their skills and hard work will be rewarded and recognized on an absolutely equal basis with the men. A key pillar of gender neutrality is equality in recognition of success.

Finally, it must be noted that aerobatic competition is one of the few “Olympic-level” sports which has no component which favours one gender over the other. A male pilot has no real advantage, physical or otherwise, over a female pilot. Why not let all aerobatic pilots, regardless of gender, compete on the same level with the same rewards and recognition for excellence in performance? Gliders and the other power categories have recognized this for a long time. Why should Unlimited power be singled out for this discrimination?

For additional rationale, we direct your attention to the Strategic Planning document that was circulated to all delegates by Castor Fantoba early in 2018.

Event	Women	Men	% Women
2013 WAC	6	46	11.5%
2014 EAC	5	31	13.8%
2015 WAC	7	51	12%
2016 EAC	5	35	12.5%
2017 WAC	0	36	0%
2018 EAC	4	32	11%
2019 WAC	7	56	11%

RC Chairman Note: Submitted by Spain with label “*Strategic Proposal*” (other proposals from Spain in this document submitted as “*Practical Proposals*”), with footnote as follows:

- *Strategic Proposal: relating to identification of long-term or overall aims and interests and ensuring the means of achieving them.*
- *Practical Proposal: affecting positively the competition (flight and or operational logistics).*

NP2021-20

RC

JC

**SPAIN PROPOSAL #2**

Document: Part 1

Subject: **45° up rotations in Unknown figures****Proposal**

Where it says:

Sporting Code, Section 6, Part 1 - Powered Aircraft

APPENDIX A: LIST OF FIGURES FOR PROGRAMMES 2, 3 AND 4. A.2.2.4

A.2.2.4. Combinations of aileron roll first, and then flick roll, may be added in Families 1, 7 and 8 on 45° up lines set initially with a positive attitude from a positive looping segment. Flick rolls must be from wings level and have the lower co-efficient. The combined extent of rotation shall not exceed 540° with not more than 3 stops.

It would read:

A.2.2.4. Combinations of aileron roll first, and then flick roll, may be added in Families 1, 7 and 8 on 45° up lines. The combined extent of rotation shall not exceed 540° with not more than 4 stops.

Rationale

To increase the number of possible figures for the Free-Unknown programmes as well as increasing interest in the sport for competing pilots, aspiring competition pilots and viewers at large by enhancing the diversity of figures and testing pilot skills.

NP2021-21

RC

JC

**SPAIN PROPOSAL #3**

Document: Part 1

Subject: **8-point roll at bottom of loop in Unknown figures****Proposal**

Change paragraph in Sporting Code, Section 6, Part 1 - Powered Aircraft

APPENDIX A : LIST OF FIGURES FOR PROGRAMMES 2, 3 AND 4, A.11.1.3.

Where it says:

A.11.1.3. Unlimited: Flick rolls are not permitted in figures in columns 3 and 4 of 7.4.1 to 7.4.4, nor on the lower lines of any figure in 7.4.5. Eight-point rolls (9.8.3.4) are not permitted on 7.4.1.3 or 7.4.1.4.

It would read:

A.11.1.3. Unlimited: Flick rolls are not permitted in figures in columns 3 and 4 of 7.4.1 to 7.4.4, nor on the lower lines of any figure in 7.4.5.

Rationale

To increase the number of possible figures for the Free-Unknown programmes as well as increasing interest in the sport for competing pilots, aspiring competition pilots and viewers at large by enhancing the diversity of figures and testing pilot skills.

NP2021-22

RC

JC

**SPAIN PROPOSAL #4**

Document: Part 1

Subject: **Standardise unlinked and opposite aileron rolls in Unlimited****Proposal**

Remove from Sporting Code, Section 6 Part 1 - Powered Aircraft

APPENDIX A : LIST OF FIGURES FOR PROGRAMMES 2, 3 AND 4

A.2.2.3. Unlinked and opposite rolls are not permitted on 45° down lines.

Remove A.2.2.3. and include in A.2.2.2 the following line (underlined)

A.2.2.2. On vertical and 45° up lines, opposite aileron rolls may be added as long as neither the total extent of rotation nor the number of stops exceed the limits shown in the table below.

Line Direction	Total Rotation	Stops
Vertical Up	450°	4
45° Up	540°	4
Vertical Down	360°	3
<u>45° Down</u>	<u>450°</u>	<u>3</u>

Rationale

To increase the number of possible figures for the Free-Unknown programmes as well as increasing interest in the sport for competing pilots, aspiring competition pilots and viewers at large by enhancing the diversity of figures and testing pilot skills.

NP2021-23

RC

JC

**SPAIN PROPOSAL #5**

Document: Part 1

Subject: **Permit combination of flick rolls followed by aileron rolls on 45° line down****Proposal**

Insert in Sporting Code, Section 6 Part 1 - Powered Aircraft

APPENDIX A : LIST OF FIGURES FOR PROGRAMMES 2, 3 AND 4

- A.2.2.6. Combinations of flick roll first and then aileron rolls, may be added in Families 1, 7 and 8 on 45°down lines. The combined extent of rotation shall not exceed 540° with not more than 3 stops.

Rationale

To increase the number of possible figures for the Free-Unknown programmes as well as increasing interest in the sport for competing pilots, aspiring competition pilots and viewers at large by enhancing the diversity of figures and testing pilot skills.

NP2021-24

RC

JC

**SPAIN PROPOSAL #6**

Document: Part 1

Subject: **Permit flick rolls and aileron roll combinations****Proposal**

Change the paragraph in Sporting Code, Section 6, Part 1 - Powered Aircraft

APPENDIX A : LIST OF FIGURES FOR PROGRAMMES 2, 3 AND 4

Where it says:

- A.10.1.1. All Categories: Flick rolls are not permitted on the horizontal entry lines of figures in columns 1 and 2, nor on the horizontal exit lines of figures in columns 3 and 4, of 7.2.1 to 7.2.4.

It would read:

- A.10.1.1. All Categories: Flick rolls are not permitted on the horizontal entry lines of figures in columns 1 and 2.

Rationale

To increase the number of possible figures for the Free-Unknown programmes as well as increasing interest in the sport for competing pilots, aspiring competition pilots and viewers at large by enhancing the diversity of figures and testing pilot skills.

Please note that the speed at the exit of these figures can be perfectly controlled in any airplane to perform a safe flick roll, by any pilot. Safety is not an issue in these types of figures for the standard pilot. These figures have, in fact, even less possibilities to overload the planes than, for example, vertical flick rolls in P-Loops which exists in figure 8.6.6.1., since the pilot has 90° more in the loop segment, to control the speed. This change cannot be discarded as unsafe.

NP2021-25

RC

JC

**SPAIN PROPOSAL #7**

Document: Part 1

Subject: **Remove the limitation in the number of flick rolls permitted in Programmes 2,3 and 4****Proposal**

Remove the paragraph “Total of Families 9.9 and 9.10 not to exceed six, at least one of which must be vertically climbing”. In TABLE Sporting Code, Section 6. Part 1 -Powered Aircraft. 2.3. Programmes 2, 3 & 4 - The Free Unknown Programmes 2.3.1.4.a)

Rationale

To increment the number of possible figures for the Free-Unknown programmes.

This rule change would mean that the only limitation existing is a maximum of one flick roll per figure.

NP2021-26

GAC

**GAC PROPOSAL #1**

Document: Section 6 Part 2

Subject: **New concept for Glider Unknown sequences****Proposal**

Introduce the following new rules for Glider Unknowns.

New Paragraphs in SC 6, Part 2

2.3. Unknown Compulsory and Free Unknown Programmes (Programmes 2 through 6)

- 2.3.1.1. For Programmes 2 through 6, figures will be chosen separately for each Programme from Appendix A. A total of 7 figures must be selected. A representative of every NAC which has a pilot (or pilots) competing (except as Hors Concours) may submit one figure, unless there are more than 7 NACs participating.
- 2.3.1.2 If there are pilots competing from more than 7 NACs, 7 such NACs will be selected to nominate figures for each Unknown Programme.
- a) The first priority to be selected for this group will be those NACs that have at least 3 pilots.
 - b) The second priority to be selected for this group will be those NACs that have 2 pilots.
 - c) The International Jury, guided by this system of priorities, shall draw lots as necessary to determine which NACs shall choose figures and in which order.
- 2.3.1.3 If there are pilots from fewer than 7 NACs participating, their representatives will still select only one figure each. The remaining figures will be selected by the International Jury. These figures must be of the average difficulty of the figures submitted by the NACs and cover Families not represented by them.
- 2.3.1.4 The 7 selected figures must comprise:

Family	Advanced	Unlimited
2		at least one rolling turn
5 or 6	at least one	at least one
9.9 or 9.10		at least one full or two half flicks

The minimum acceptable K for each figure is 17 ("AG" 10)

No figure may be selected with a K higher than 43 ("AG" 37)

The sum K-Factor of the 7 figures must not be more than 200 ("AG" 170).

Repetition of any manoeuvre with the same catalogue number is not allowed within any one Programme except Families 1.1.1 and 9. Repetition of complete figures

from previous Programmes is not allowed in subsequent Programmes (except Families 5 and 6 "AG" only).

- 2.3.1.5 If in the course of figure selection it becomes obvious that with the figures proposed it will not be possible to fulfill either the minimum or maximum total K-factor for a seven-figure sequence, the jury will advise NACs to replace either the lowest or highest K figures.

If it is obvious that with the proposed figures no reasonable sequence can be composed, the jury will encourage NACs to modify their figures accordingly.

- 2.3.1.6 Teams will submit sequences using the 7 figures officially selected. One or two linking figures from the current Aresti System (Condensed) Glider Version must be added. The K-Factor of the linking figures is 5 K each for two figures or 10 K for one figure. In sequence composition, figures may be used starting from one or the other axis. Nevertheless, figures with their entry and exit on the same axis must maintain their construction as submitted, i.e. with the exit flight path in the entry direction or with the direction of flight reversed as originally drawn.

The total K of the sequences must be between 190 and 210 ("AG" 160 to 180)

- 2.3.1.7 The Contest Director will announce the deadline for submitting sequences. Proposals must contain complete pages of all five forms A, B and C as well as L and R. Computer files must be submitted, using a CIVA-approved software.

3.2. Unknown Compulsories (Programmes 2, 4, 5 and 6)

- 2.3.2.1. Selection and Publication of Unknown Compulsory Sequences:

- a) The International Jury will select one of the submitted sequences for use.
- b) The International Jury may alter the selected sequence if necessary for safety reasons.
- c) Chief Delegates or their representatives may object to the published sequence within one hour after publication for safety reasons only. In this case, the International Jury will modify the sequence in order to remove the objection without changing the figures selected under rule 2.3.1.4
- d) If it is found that the sequence selected cannot be safely flown within the height available, the International Jury may delete one figure, consulting the Chief Delegate of the NAC which proposed this figure.
- e) Sequences, after having been approved by the Chief Delegates or their representatives, will be announced to competitors by the International Jury not later than 12 hours before the scheduled start of each programme.

2.3.3. Free Unknown (Programme 3)

- 2.3.2.1. Publication and Selection of Free Unknown Sequences:

- a) All proposed sequences received by the deadline must be checked, and corrected if necessary by the International Jury. Sequences will be identified by letters.
- b) The International Jury shall publish all sequences received from the NACs not later than 24 hours before the start of Programme 3.
- c) At least 12 hours before the scheduled start of Programme 3, each competitor will notify the Organisers which of the proposed sequences they will fly.

- d) Prior to the flight order and paperwork being issued to the judging line, Team Managers or individual competitors as appropriate shall verify the correctness of the allocation of selected sequence per pilot; this verification shall be recorded by the Organisers.
 - e) At least 1 hour before the start of Programme 3, the Organisers shall provide each NAC with a list of the Free Unknowns chosen by each competing pilot.
- 2.3.3.2. Prior to the commencement of each competition flight, the Chief Judge verifies by radio with the competitor the sequence to be flown. Example: "Competitor 5 radio check and confirm sequence B".

Rationale

The current system of Unknown Programmes has been subject to criticism ever since it was introduced back in 2013. The main points are:

- Awkward and time consuming selection process for 35 figures per category.
- Due to the K-Factor limitations no challenging figures can be chosen towards the end of the selection process.
- After the second Unknown it becomes more and more difficult to compose reasonable sequences from the figures remaining.

A possible alternative would be to adopt a system similar to the one used in power for their Free Unknowns.

There was agreement that a reasonable max. sequence K for UNL would be 210. If we apply the Free Unknown procedure, the teams have to add one or two "linking figures" with an aggregate K of 10. So the total K for seven figures would be 200, or an average of 28.6 per figure.

On the other hand, the figure max. K's currently used are considered alright and should not be changed.

In order for this system to work, on one hand, the competitors must understand that the figures they propose must be suitable to fit into a reasonable sequence. On the other hand, the process of figure selection must be controlled to avoid exceeding the max. sequence K.

The time constraints for selection and publication of Free Unknowns do not allow to fly all five Unknowns in a glider championship as Free Unknowns. The current format (one Free Unknown and four Unknown Compulsories) should be retained.