



**FAI Aerobatics Commission (CIVA)
Annual Plenary Meeting 2023
Polish Aviation Museum, Krakow**

Report to CIVA – Intermediate Working Group

Following discussions at the CIVA 2022 plenary conference regarding the future of the power Intermediate category, opinions have been sought from a number of championship organisers with experience in running these World and European (Continental) championships during recent years, and also some experienced trainers working with pilots at this level. Their responses were all extremely positive, but accepting of the realistic prospect that for Intermediate pilots the degree of attraction and the associated costs to fly at such an event could together be somewhat difficult to justify. More recently with the unavoidable negative lifestyle effects of the Covid pandemic and the RUS/UKR military conflict on world and personal finances the situation has certainly not improved.

As originally envisaged this category was combined with the established Yak-52 class by utilising a common set of regulations and flight criteria. The former however was discontinued after the 2017 Yak-52 event at Klokovo in Russia, leaving power Intermediate as a stand-alone cat-1 championship.

Intermediate events have been run in South Africa, the Czech Republic, Romania and Poland, in each case with entry numbers increasingly close to the minimum acceptable in CIVA regulations – that is 15 pilots from at least 5 nations. In 2023 the planned European Open Intermediate Aerobatic Championships at Deva in Romania unfortunately had to be abandoned at a very late stage for lack of sufficient entries.

In the background a major shift in the aircraft commonly used by serious aerobatic competition pilots at all levels has taken place worldwide, the original Lasers, Extra-230's, Zlin-50's, Yak-55's, Slicks, Giles and Pitts's that were relatively cheap and competitive at Intermediate now being almost entirely replaced by the ubiquitous carbon-wing Extra's etc. that almost everyone flies in current CIVA championships. These aircraft are significantly more costly to purchase and operate, though they do advantageously enable pilots to use the same machines onwards and up into the Advanced and possibly Unlimited categories.

For 2024 it is hoped there will be a combined Intermediate and Advanced championship run by an experienced organiser, with the reserve intention that if insufficient entries are secured for the Intermediate section then that part of the event could be shifted to FAI category-2 status to run it almost as a domestic style competition. Ultimately if this is unsuccessful then unfortunately it becomes more likely that the category should be removed from CIVA regulations.

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