Fédération Aéronautique Internationale

CIVA Rules Committee Report

Based on Rules & Judging Committees Joint Meeting

Agenda item 9.1

Version 1.0 / 2 October 2019

INTRODUCTION

The Rules and the Judging Committees jointly met in Châteauroux, France, on 21 August 2019 just prior to the opening of the World Aerobatic Championships.

In attendance:

Rules Committee (RC):

Matthieu Roulet - Chairman (FRA), Nick Buckenham (GBR), Elena Klimovich (RUS), Philippe Küchler (SUI), Jürgen Leukefeld (GER), Pierre Varloteaux (FRA)

Judging Committee (JC):

Pierre Varloteaux - Chairman (FRA), Philippe Küchler (SUI), Jürgen Leukefeld (GER), Vladimir Machula (CZE), Mikhail Mamistov (RUS)

Apology for absence: John Gaillard (SAF)

After the deadline of 25 June 2019 for the submission of rule "Normal Proposals", the meeting package was assembled, and distributed on 2 July to the CIVA Bureau, RC / JC / GAC / CC members, and to all CIVA Delegates.

In this report, we have summarized the actions taken by RC/JC Committees on the Power proposals (applicable to Section 6 Part 1). Actions on Glider proposals taken by the GAC (applicable to Section 6 Part 2) are reported in a separate Agenda report, as are actions taken by the Catalogue Committee. "Urgent" proposals which were submitted after the WGAC/WAGAC, EAAC and WAC, and classified as EPs and SPs, are presented in a separate Agenda report as well.

Note: Following an extra consultation vote at the 2018 Plenary, two proposals were submitted this year with label "Strategic Proposal" (NP2020-10 SPA#3, and NP2020-11 SPA#4). 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 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. Therefore at this stage the RC/JC considered these proposals exactly as all other proposals relevant to Part 1, and then the CIVA Bureau may take any appropriate action on the way forward.

Those proposals submitted by Delegates which did not survive the RC / JC review are not included in this report, for the sake of brevity. For one of the proposals that were rejected, though (NP2020-10 on removing gender distinction in Power Unl) – a proposal already submitted and rejected a year ago – a specific explanation note copied from last year's report can be found in Appendix 3.
Also, some of the proposals which are not included in this report nor in the GAC report were not rejected, but not addressed since not relevant to Section 6 rules. These are: NP2020-14 and -16. Those proposals are directed to the CIVA Bureau for decision on way forward.

Passing the RC / JC review is the result of a consensus or majority decision by the attending Committee members, that those proposals shall be considered by the Plenary. Please note that passing this review does not necessarily imply that the RC / JC recommend those proposals to be adopted.

Also for the sake of brevity, proposals are not reproduced in full in this report. Please refer to the CIVA "Rules Proposals for 2020" document for full details and rationales.

Matthieu Roulet
Chairman, CIVA Rules Committee
2 October 2019

NP2020-1:

Source: FRA #1
Document: Section 6 Part 1
Subject: Judges Positioning

Proposal amended by RC *(RC amendments highlighted)***:**

- Add to 3.3.1.4 :

  The Organiser ~~shall~~ will publish ~~at least 15 days~~ before the ~~first~~ competition ~~day~~ (e.g. in a bulletin or on the contest website), the actual average distance of the positions of the judges from the end point of the secondary axis, for each operational position.

Note from RC Chairman: 15-day notice removed since not enforceable.

NP2020-2:

Source: FRA #2
Document: Section 6 Part 1
Subject: European Open

Proposal revised and detailed by RC *(revisions not highlighted as full text below is new)***:**

Rationale expanded by the RC:

- Increase attractiveness of current EAC/EAAC competitions to non-Europeans – by allowing them to actually compete in an Open format instead of only as 'Hors-Concours'
- Participation to these competitions then bound to increase making them more viable for organizers and hence for CIVA
- Non-European pilots – who do not enjoy the stability and reach of the existing European Championships – would benefit from an annual international competition
- Then why not change EAC/EAAC to be World Championships?
  - ✓ Running a Worlds every year undermines the value of Worlds title, exactly as if the Olympics took place every year. Some in the Glider community start to regret the change that led to Worlds every year and would be happy to revert to Worlds every other year while still keeping pilot numbers high enough to make European championships sustainable. This is exactly what this European Open proposal brings.
  - ✓ There is a lot of value in the title 'World Champion' in itself. Even if rules of the European Open are close to that of Worlds, that title is not given and that makes a lot of difference. It is clearly another competition.
  - ✓ By definition the European Open takes place in Europe.
  - ✓ We may have more leeway to test new things (more commercially-/ media-driven) with the European Open, incl. on sponsorship level, e.g. the [put brand here] European Open? Or why not e.g. a Europe vs. RoW trophy (top 3 scores of each) – like Laver Cup in tennis or Ryder Cup (US vs Europe) in golf?

- ✓ The European Open remains the championship delivering the Europeans-only titles on top of the Open titles – and it delivers the European Ranking List.
- ✓ The big advantage of the proposal vs current status quo anyway is this makes European championships much more sustainable for organisers and hence for CIVA, so we strongly suggest this to be approved, and there will be ample time in the future to assess whether the set-up is fine or should be transformed into something else (incl. every-year-Worlds if there is a majority for it).

Implementation details established by the RC for 'reality check':

1. In order to express the significance and importance attached to the European Open, the revised event structure retains FAI Category-1 status.
   - ✓ The European Open would be classified as an "International Sporting Event" as per the FAI Sporting Code General Section. According to that document para. 4.4.1.3, CIVA can approve this event as being CAT.1.
2. On receiving acceptance through a majority vote at a CIVA plenary, European championships would henceforward be retitled "European Open [optional: Advanced] Aerobatic Championship" – in short "European [opt. Advanced] Open", and in acronym E[A]O
3. By definition, European Opens take place in Europe.
4. Organisers will not be entitled to withdraw any of the Open aspects and entitlements of events so designated, regardless of the number of such entrants.
5. The bidding process for European Opens will continue unchanged from that of current and historic European Championships.
6. Open European status will apply to both power and glider championships. – *assuming the GAC revises Glider Championships structure (at this time there are no European Glider Championships). The whole proposal remains valid with a scope limited to Power championships.*
7. At Open European events all competitors will –
   - ✓ be treated by organisers on an identical basis in respect of all financial, entry, accommodation and informational matters, and on an equivalent basis in the opening ceremony, all briefings, drawing of lots, eligibility for Unknown figure selection processes, etc. as well as in the Open part of the final awards ceremony.
   - ✓ be shown with their true 'Open' rank in all results lists.
   - ✓ be eligible for the Open titles, trophies, FAI & CIVA medals, diplomas.
8. At European Opens, non-European competitors will –
   - ✓ not be classified H/C (hors concours).
   - ✓ be acknowledged by CIVA and FAI with similar accreditation to European competitors in respect of their entry status, fees and Sporting Licence requirements.
9. At European Opens, European-competitors will –
   - ✓ be shown in an additional overall results list (as an extraction from the Open results, i.e. with no re-run of the FPS process for those competitors-only)
   - ✓ be eligible for the additional European titles, trophies, FAI medals, diplomas based on the overall results

Note from RC Chairman: The initial proposal ("Replace European Championships by European Opens (i.e. open to all countries), while maintaining titles/trophies for European champions") was developed and detailed within the RC in order to ensure an in-depth understanding on how this could be implemented.

NP2020-4:

Source: FRA #4
Document: Section 6 Part 1
Subject: Order of Flights

Proposal amended by RC *(RC amendments highlighted)***:**

- Modify Sequence of Flights (3.2) with the following principles :

> The sequence of flights for Programme 1 *(determined by drawing of lots as in current rules)* – after aircraft timeslot separation adjustments -- is then split into 4 equally-sized (±1) sections, which will remain fixed for the whole competition. The sequence of sections will follow a varying scheme according to the table below.
>
> For Programmes 2, 3 and 4, a drawing of lots ~~(manual or computer)~~ will be applied within each section – all at the start of the contest. Further aircraft timeslot separation adjustments may then be applied as necessary for each Programme (2 to 4) and considering the whole order of flights.
>
> In case a cut is necessary in Programme 4 as per 2.1.2.2, the section concept is discontinued, and a new drawing of lots is carried out among all pilots making the cut.

Order of flights ↓

Prog 1	Prog 2	Prog 3	Prog 4
Section A	Section B	Section C	Section D
Section B	Section C	Section D	Section A
Section C	Section D	Section A	Section B
Section D	Section A	Section B	Section C

Note from RC Chairman: In order to establish feasibility & practicality of the proposed approach, the RC requested that a simulation on real recent competition cases be carried out. Results pending at time of publication.

NP2020-8:

Source: SPA #1
Document: Section 6 Part 1
Subject: Upward flick rolls in Tailslides

Proposal summary:

- Permit all kinds of flick rolls in climbing lines in figures of Family 6 (remove paragraph A.9.1.1), in Unknown Programmes in power aerobatics.

NP2020-9:

Source: SPA #2
Document: Section 6 Part 1 / Part 2
Subject: Direction of rolling circles

Proposal summary:

- To be consistent with paragraph B.6.1.5, if a rolling circle starts and ends on the secondary axis, the initial direction of turn must be flown as indicated in the sequence, into the wind or downwind.

Note from RC Chairman: Harmonization with GAC discussed.

NP2020-17:

Source: UK #1
Document: Section 6 Part 1 / Part 2
Subject: Judging of aircraft axis alignment vs. the box axes

Proposal amended by RC *(RC amendments highlighted)***:**

- Modify paragraphs (Part 1 version shown here) as follows (changes are shown in bold type, deleted text is not shown).

4.4.1. Downgrades

(…)

4.4.1.2. At the initiation or completion of every figure **and at comparable moments within the figure**, each deviation from a wings level, horizontal flight path **with the aircraft longitudinal axis** parallel to the relevant box axis, in accordance with paragraph B.6.1.1, will attract a reduction of 0.5 point per 2.5º of deviation, 1 point per 5º of deviation.

B.3. Flight Path and Attitude

(…)

B.3.1.1. Think of the **aircraft** condensed into a single dot, and watch the path this dot takes through the sky. This is the flight path or track of the aircraft's centre of gravity. Judging the flight path **or the track over the ground** consists of comparing the observed path with fixed references such as the horizon or the **main** and **secondary** axes of the Aerobatic Box. (Figure 1)

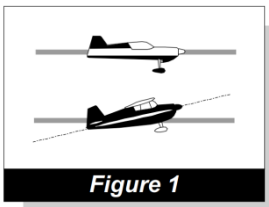

Figure 1

B.6. Box Axes

B.6.1.1. Except in the Final Freestyle Programme, at the entry and exit of every figure the aircraft longitudinal axis must be exactly aligned with either the main or secondary axis of the Aerobatic Box. Any angular deviations visible to the judge must be downgraded by one point per five degrees. *(unchanged)*

B.7. Wind Correction

(…)

B.7.1.5. A common **flight mode** is to crab into the wind as **is** done in navigational flight (see Figure 6). Crabbing means that the aircraft's **longitudinal axis** is at an angle to the **track over the ground**. The downside to this approach is that if **the aircraft longitudinal axis is** detected by the Judge **to be at an angle to the competition axis (main or secondary)**, a deduction of one (1) point per five (5) degrees will be given.

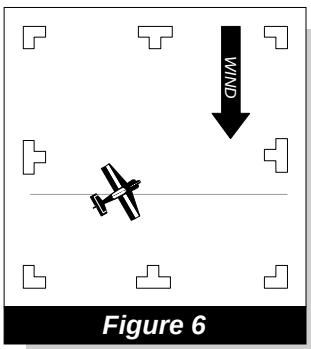

Figure 6

B.7.1.6. It is possible for the competitor to correct for wind in such a manner that **the aircraft longitudinal axis** remains true to the correct geometry of the figure but the flight path has a **modified** sideways component ~~(see Figure 6)~~. ~~It goes beyond the scope of this document to **review** how this may be accomplished, but what is clear is that~~ If **there is no** deviation **in the aircraft longitudinal axis** or bank angle visible to the Judge **then no marks should be deducted.**

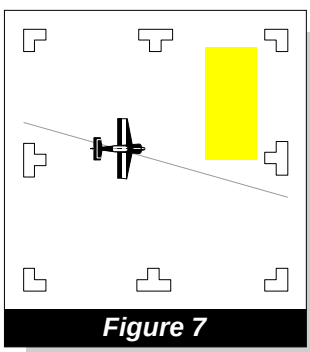

Figure 7

B.7.1.7. Please note, however: even if it is plainly evident that the aircraft has moved laterally within the Aerobatic Box, no deduction for such correction must be made. (see Figure 7) ~~*(paragraph deleted as not necessary or relevant)*~~

B.8.1 Lines

(…)

B.8.1.1. All lines are judged in relation to the true horizon and the Aerobatic Box axes. Horizontal lines are judged on flight path, not attitude. Different aircraft at different airspeeds will employ different attitudes to maintain a horizontal flight

path. (Figure 1) While maintaining a horizontal flight path, the **aircraft's longitudinal axis** must remain parallel to the **main** or **secondary box** axis. The deduction for deviation in either axis is one (1) point per five (5) degrees from the correct geometry.

Note from RC Chairman: The RC amended version presented herein is the result of a harmonization phase with the GAC.

Appendix 1 – Initial list of proposals from the "Rules Proposals for 2020" document

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

Note: NP2020-4 removed from the list of items to be harmonized between Power and Glider (not same amount of Programmes).

CIVA#	NAC	#	Subject	Allocation
NP2020-1	FRA	1	**Judges Positioning**	RC / GAC
NP2020-2		2	**European Open**	RC
NP2020-3		3	**Rolling Turns**	CC *(RC / JC / GAC)*
NP2020-4		4	**Order of Flights**	RC / JC / GAC
NP2020-5		5	**Known Programme**	RC / JC / GAC
NP2020-6		6	**Practice Manoeuvres for Programme 1**	RC
NP2020-7	SAF	1	**Final Freestyle / Advanced**	RC
NP2020-8	SPA	1	**Upward flick rolls in Tailslides**	RC
NP2020-9		2	**Direction of rolling circles**	RC / GAC
NP2020-10		3	**Remove Gender Distinction in Power Unl**	RC / Bureau
NP2020-11		4	**Philosophy regarding aircraft restrictions**	RC / SPG / Bureau
NP2020-12	SWE	1	**Rolls on top of looping**	GAC
NP2020-13		2	**Selection of Judges**	JC
NP2020-14		3	**Media exposure**	SPG / Bureau
NP2020-15	UKR	1	**Selection of Judges**	JC
NP2020-16		2	**Successive terms**	Bureau
NP2020-17	UK	1	**Judging of aircraft axis alignment**	RC / JC / GAC

Appendix 2 – Check-list on all items in the "Rules Proposals for 2020" document

In red what was discussed in the RC/JC meeting

Item	In this RC/JC report (incl. with amendments)	Rejected by RC/JC or Withdrawn	Glider (incl. with amendments)	Other	Comment
NP 2020-1	✓		✘		GAC decision different from that of RC/JC – not an issue
NP 2020-2	✓		*tbd*		
NP 2020-3					For Catalogue Committee. Advisory from RC/JC: Not supported
NP 2020-4	✓tbc		✘		Practicality asessment pending. Note: GAC decision different from that of RC/JC – not an issue
NP 2020-5		✘	✘		
NP 2020-6		✘			Depending on the weather and the number of competitors, some pilots might have their official training flight several days before some others => the proposal could create unfair situations
NP 2020-7		✘			Proposal not workable – too vague in terms of eligibility
NP 2020-8	✓				
NP 2020-9	✓		✓tbc		Harmonization with GAC discussed
NP 2020-10					See explanation note in Appendix 3
NP 2020-11		✘			Already ruled years ago for Adv. Note: Also referred also to CIVA Bureau & SPG
NP 2020-12			✓		
NP 2020-13					Detailed judge selection procedure should not be a matter for Section 6 – JC tasked with assessing this proposal and in any case publish the detailed selection process
NP 2020-14					Not for sporting rules. Referred to CIVA Bureau & SPG
NP 2020-15					Same remark as for NP2020-13
NP 2020-16					Not for sporting rules. Referred to CIVA Bureau on way forward
NP 2020-17	✓		✓		Harmonization with GAC done

Appendix 3 – Explanation note on rejection of proposal related to removal of gender distinction in Unl (NP2020-10)

NP2020-10 (Spain Proposal #3) proposes the elimination of all references to gender distinctions in Part 1 (e.g. team composition, awards and titles). It is being argued that performance in this sport has no relation to gender (physical strength differences do not play any role), and that Power Unlimited is the only CIVA aerobatic category with such distinctions.

Below is a copy of the explanation note in last year's Rules Committee Report related to the same proposals submitted in 2018 and already rejected – NP2019-2 (Canada Proposal #1) and NP2019-19 (Spain Proposal #4).

By exception to usual practice – in consideration of the particular sensitivity of the topic – , it was deemed necessary to write an explanation note on rejection of these proposals. It is important to understand the rationale on which the rejection was based. Likewise, misconceptions or misunderstandings must be avoided.

1. Current rules do not imply that "women are somehow less capable than men"

> *"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. (…) 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 separately." (NP2019-2)*

➡ The statement that women are as capable, as competitive and as skilled as any male pilot – or in other words that performance in aerobatics has no relation to gender – is certainly not disputed. The claim that current rules would "imply that women are somehow less capable than men" – and that they would be subject to a "discrimination" – seems to be based on a certain interpretation of our rulebook, which does not stand up to a careful analysis of the facts. Indeed, Part-1 is entirely gender-symmetric, i.e. there is no specific provision, nor positive/negative discrimination for women vs men. The lack of some trophies for men or women (e.g. Men's overall World Unlimited Champion, Women's European Unlimited Team champion) is not related to any form of discrimination, but to a general lack of donators for trophies which does not affect only the Unlimited category.

2. Eliminating gender distinctions could only have a negative effect on the number of women competitors

> *"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.(…). Ultimately, it is the responsibility of each NAC to develop programs which encourage female aerobatic pilots to enter competition. Exactly how those programs 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." (NP2019-2)*

➡ It is a fact that the number of women competitors in Unlimited Power category since 2007 has been very significantly lower than in the previous decades. The claims copied hereabove from NP2019-2 do not bring any relevant rationale for the proposed elimination of gender distinctions. Implementing the proposal could only have a negative effect with respect to the number of women competitors going forward.

- It is not because a decline was observed that the decline could not have been even more severe without the gender distinction. The rule on team composition per gender can only have a positive effect on women participation.
- It cannot be claimed that eliminating the gender distinction is a first step towards restoring women participation in higher numbers, without ignoring the facts recalled in §1 above. Women and men already compete together on fully equal terms. There is a mixed ranking in all

CIVA Power Unlimited championships; a woman is fully entitled to win the World Champion Aresti Cup. Therefore no future woman competitor should feel deterred from aiming at Power Unlimited championships due to the gender distinction.

- It is the opinion of the RC/JC that the observed decline cannot be attributed in any part to gender distinction – the decline is recent, gender distinction is not.
- The Power Advanced category, as well as the whole Glider Aerobatics class – both with no gender distinction – have in average faced significantly lower women participation percentage than the Power Unlimited Category, therefore the claim on the required 'first step' does not stand up to an examination of those facts either.
- Giving medals and trophies for each gender can only have a positive effect on women participation.

3. Awarding FAI and CIVA medals per gender is not an issue compared to what is at stake

"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." (NP2019-2)

➡ What is at stake for CIVA is to encourage as much as possible the participation of women in aerobatic championships, in view of the situation discussed in §2 above. Awarding FAI and CIVA medals per gender shall remain as an element of this strategic direction, and is considered affordable in this respect. In addition, current rules include safeguard clauses to remove gender distinctions in case the number of pilots in a given gender is excessively low (genderless teams, titles and medals), which mitigates the issue on the value of the awards.

4. The Formula 1 quotes are considered off-topic

"Wolff said. «I am the first to admit that if you put me up against a guy in any kind of physical test, I will not beat him. I have 30 percent less muscle. But I raced and had success my whole career against men, so why would I suddenly want to start racing only against women, in a sport that isn't even segregated? For me that makes no sense.»" (NP2019-19)

➡ As in Formula 1, performance in aerobatics has no relation to gender. In her quotes copied in NP2019-19, Susie Wolff appears to be against a segregation consisting in her racing only against women. Yet in aerobatics, women do not compete only against women – and this applies to all categories, including Power Unlimited. Women and men compete together, on fully equal terms, on a level-playing field. An official genderless ranking is displayed at the end of each Power Unlimited championship. Women are as entitled as men to win the World Champion Aresti Cup. Therefore those quotes are not considered to substantiate the discussion on the subject at stake.

Conclusion

In reaching a decision, the following questions had to be addressed. The RC/JC participants' unanimous answers follow.

- ✓ Does performance in aerobatics have any relation to gender ? No
- ✓ Could elimination of gender distinction maintain a level-playing field, with equal chances for men and women ? Yes
- ✓ Can discrimination or any sexist text be found in our current rules ? No
- ✓ Is there a strategic importance for CIVA to eliminate gender distinction ? No
- ✓ Is there a strategic importance for CIVA to encourage women participation ? Yes
- ✓ Could elimination of gender distinction help in increasing the number of women competitors ? No
- ✓ Could elimination of gender distinction amplify the decline in number of women competitors ? Yes

Based on the above, the unanimous RC/JC participants' decision for the best interest of CIVA has been to reject the proposals related to removal of gender distinction in Power Unlimited.