



*Fédération  
Aéronautique  
Internationale*



# **CIVA Rules Committee Report**

## **Based on Rules & Judging Committees Joint Meeting**

### **Agenda item 11.1**

Version 1.0 / 7 October 2018

## INTRODUCTION

The Rules and the Judging Committees jointly met in Strejnic, Romania, on 15 August 2018 just prior to the opening of the World Advanced Aerobatic Championships.

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In attendance:

Rules Committee (RC):

Matthieu Roulet, Chairman (FRA); Nick Buckenham (GBR), Elena Klimovich (RUS), Pierre Varloteaux (FRA)

Apology for absence: Philippe K uchler (SUI). Not present: Vladimir Machula (CZE)

Judging Committee (JC):

John Gaillard, Chairman (SAF); Nick Buckenham (GBR), Mikhail Mamistov (RUS), Pierre Varloteaux (FRA)

Apology for absence: Philippe K uchler (SUI). Not present: Vladimir Machula (CZE)

Observer : Madelyne Delcroix (FRA)

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After the deadline of 1 July 2018 for the submission of rules proposals, the meeting package was assembled, and distributed on 22 July to the CIVA Bureau, RC / JC / GAC 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. "Urgent" proposals which were submitted after the WGAC/WAGAC, WAAC and EAC, and classified as EPs and SPs, are presented in a separate Agenda report. There were no proposals this year related to Catalogue changes.

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 – actually two identical proposals (*removing gender distinction in Unl*) with similar rationales –, we felt the rejection deserved a specific explanation note, which 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: NP2019-16/-17/-20/-21/-22. Those proposals are directed to the CIVA Bureau and SPG 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 recommends 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 2019" document for full details and rationales.



Matthieu Roulet  
Chairman, CIVA Rules Committee  
7 October 2018

**NP2019-1:**

Source: BEL #1  
 Document: Section 6 Part 1 / Part 2  
 Subject: Known Figures – Average K

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

- Modify 2.2.1.4 (Part 1 ref) :

The aggregated difficulty coefficient of figures for the Free Known sequences shall be within the limits given in the table below.


	Known set Minimum Total K	Known set Maximum Total K	Sequence Maximum Total K
Unlimited	225	245	450
Advanced	160	175	320
Yak 52 / Intermediate	100	110	200

*Note from RC Chairman: NP2019-1 (applicable to Glider aerobatics as well) also survived the GAC review for submission to Plenary Delegates (with amendments). The RC amendment presented herein is the result of a harmonization phase with the GAC – where both commissions found that the Known set total K should also have a maximum limit. Guideline to define the upper limit has been 55% of the sequence total K, with rounding.*

**NP2019-3:**

Source: FRA #1  
 Document: Section 6 Part 1 / Part 2  
 Subject: Order of Flights

**Proposal Summary:**

	Prog 1	Prog 2	Prog 3	Prog 4
	Section 1	Section 3	Section 4	Section 2
	Section 2	Section 4	Section 3	Section 1
	Section 3	Section 1	Section 2	Section 4
	Section 4	Section 2	Section 1	Section 3

*Note from RC Chairman: The RC/JC agree with the principle – the proposal is considered an improvement compared to current rules. Although amendments might still be discussed in the ordering of sections – e.g.*

1234 / 2341 / 3412 / 4123, the RC/JC have not found yet an ordering that all RC/JC members would unanimously consider "perfect".

### **NP2019-4:**

Source: FRA #2  
Document: Section 6 Part 1  
Subject: Limitation to One Flight per Day

#### **Proposal amended by RC** (RC amendment highlighted):

- Modify 2.5. Time Between Programmes :
  - 2.5.1.1 No competitor will fly more than one programme per day.
  - 2.5.1.2. Rule 2.5.1.1 above is subject to the International Jury deciding on exceptions in case the Organiser determines that applying this rule would put at risk completion of a valid contest. In such a case, the Organiser must allow sufficient time between programmes such that no competitor shall be required to fly a Free Unknown Programme less than six hours, or a Freestyle Programme less than four hours, after landing from his/her previous programme.

### **NP2019-12 & NP2019-24:**

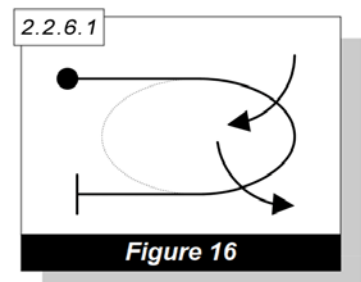
Source: GER #2 & Pres #2  
Document: Section 6 Part 1 / Part 2  
Subject: Criteria for Rolling Turns

#### **Proposals amended/merged by RC/JC** (only RC/JC significant amendments wrt original proposal are highlighted):

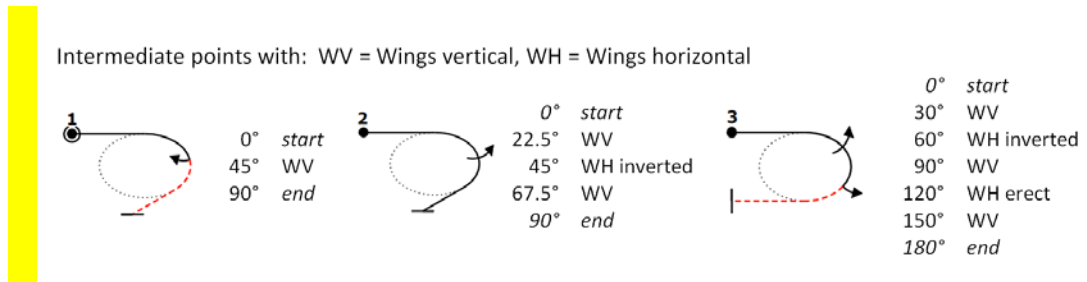
- Modify B.9.3. Family 2 Other Figures – Rolling Turns

#### **B.9.3. Family 2 Other Figures - Rolling Turns**

- B.9.3.1. The rolling turn (Figure 16) combines a level turn of a prescribed amount with a roll or rolls evenly integrated throughout the turn. The term "evenly integrated" means that from start to finish the figure should display a constant rate of turn combined with a constant rate of roll.
- B.9.3.2. As seen from the ground, rolls in the same direction as the turn are referred to as "rolls in" or "rolling inwards". Rolls in the opposite direction to the turn are described as "rolls out" or "rolling outwards".



B.9.3.3. Between the start and end of a rolling turn one or more intermediate points occur when the aircraft wings are momentarily either vertical or horizontal. A simple interpretation is that the intermediate points occur at the half, quarter or one-third positions in each 90 degrees of turn. For example these can be –



B.9.3.4. When a rolling turn has rolls of alternating directions, the aircraft must change the direction of roll with the wings level. At this point the roll should reverse direction with only a short pause; a longer pause **must** be downgraded.

B.9.3.5. For example, imagine an aircraft performing a 180 degree rolling turn with 1 roll inwards and one roll outwards from upright (see Figure 16 - Aresti 2.2.6.1):

- The figure starts in horizontal flight with the wings level and the aircraft longitudinal axis aligned with the prescribed box axis.
- The pilot simultaneously initiates the turn and commences the roll in the same direction as the turn.
- The judge **should** expect the aircraft **wings to be vertical or horizontal at precisely each intermediate point in the turn.**
- Throughout the figure the judge should note any detectable variations in the rate of roll, the rate of turn and the horizontal flight path. **Errors in meeting the cardinal points are useful indications of rate variations in the combined turn and roll, but only positively identified changes in the rate of turn and the rate of roll may be used to determine the appropriate downgrades; angular errors at the cardinal points are to be disregarded.**
- The roll direction should be reversed from inwards to outwards with only a short pause when the turn angle reaches 90 degrees. **a longer pause may indicate a stoppage in the rate of turn.** The rate of roll before and after the reversal should remain constant.
- The turn is not wind corrected and for this reason may not follow a circular flight path.
- The figure ends when the aircraft longitudinal axis reaches alignment with the prescribed box axis, with the flight path horizontal at the moment the wings become level.

B.9.3.6. Downgrades:

- The aircraft must commence the figure with the wings level, in horizontal flight and with the longitudinal axis aligned with the correct box axis. Errors are deducted using one (1) point for every five (5) degrees.
- Each variation from the required horizontal flight path is deducted using one (1) point for every five (5) degrees upwards or downwards.
- Each variation in the rate of turn is no more than a one (1) point deduction. Each stoppage of the rate of turn is a deduction of two (2) points.
- Each variation in the rate of roll is no more than a one (1) point deduction. Each stoppage of the rate of roll is a deduction of two (2) points.
- At a roll direction reversal there must be only a short pause, with the wings level. A longer pause is no more than a one (1) point deduction. Errors in the roll angle from wings level are deducted using one (1) point for every five (5) degrees.
- Each time the wings are vertical or horizontal, a deviation between the aircraft axis and the correct amount of turn at this point is a deduction is no more than one (1) point.**
- All rolls in a rolling turn are aileron or slow rolls. If a flick roll is performed, the figure is graded PZ.
- Performing more or fewer rolls than the catalogue stipulates or incorrectly rolling either inwards or outwards must be graded HZ.

- i) The figure is completed when the aircraft stops rolling, or its longitudinal axis reaches the prescribed box axis. Errors when the exit point is reached are penalised as follows:
- i) Where the turn angle is less or more than required and/or the flight path is above or below horizontal the deduction is one point per five (5) degrees.
  - ii) Where continued rolling is seen to bring the wings level after the turn is completed the following deduction should be applied:
 

- Less than 15° of roll is executed:	1 point
- Between 15° and 30° of roll is executed:	2 points
- Between 30° and 45° of roll is executed:	3 points
- More than 45 degrees of roll is executed:	PZ

*Note from RC Chairman: The RC/JC merged version presented herein is the result of a harmonization phase with the GAC. The text above relates specifically to Part-1. For Part-2 when the glide descent angle is a factor the requirement for horizontal flight would be changed to e.g. "the constant glide angle (0 to 10 degrees below the horizon)".*

### **NP2019-14:**

Source: NOR #1  
 Document: Section 6 Part 1 / Part 2  
 Subject: Marking of Perception Zeros (PZ)

### **Proposal amended by RC/JC (RC/JC amendment highlighted):**

- Modify 4.4.2.1 (Part 1 ref) :
 

A mark of "Perception Zero" (PZ) **must** be given if the Judge considers that the figure is incorrectly flown in respect of a criterion that is a matter of subjective perception, rather than clearly demonstrable fact. **The following instances (and no other) require a Perception Zero to be awarded:**

  - a) A flick roll **never started proper auto-rotation**
  - b) A spin **never started proper auto-rotation**
  - c) a rolling turn **included a flick roll**
  - d) A tail slide does not move backwards by the required amount
  - e) **An excessively long line is shown between half-loop and roll, or roll and half-loop**
- Disregard proposed change to 4.4.2.2 (Part 1 ref) – already covered by 4.4.5.
- Modify wording of 4.4.3.1 accordingly (editorial: "must" instead of "should" for HZ).

*Note from RC Chairman: NP2019-14 (applicable to Glider aerobatics as well) also survived the GAC review for submission to Plenary Delegates (with amendments). The RC amendmenst presented herein are consistent with the GAC findings as well – although at this stage Part 1 & Part 2 will keep differences on PZ cases (two more in Gliders) until a proposal is made to align both.*

### **NP2019-15:**

Source: SAF #1  
Document: Section 6 Part 1  
Subject: Trophies

#### **Proposal Summary:**

- Add trophies in Intermediate in 5.6.1.1 : Glen Dell Trophy (Int. World Champion) ; Team Trophy.

### **NP2019-18:**

Source: SPA #3  
Document: Section 6 Part 1  
Subject: Philosophy regarding Aircraft Restrictions

#### **Proposal Summary:**

- Option 1 : No restrictions in type of plane
- Option 2 : Limit power/planes in each category

*Note from RC Chairman: NP2019-18 does not call for a rule change at this stage. The RC view is Option 1. A debate in Plenary on which path (Option 1 or Option 2) for CIVA to follow is welcome. Consequences on the long-term strategy for the sport, as set out in NP2019-18, will then be subject to further discussions.*

### **NP2019-23:**

Source: Pres #1  
Document: Section 6 Part 1  
Subject: Final Freestyle Regulations

#### **Proposal **amended by RC/JC** (RC/JC amendment highlighted):**

- Rules on optional audio track played to judging panel and transmitted to pilot.
- New judging criteria (also taking into account smoke and music).

- Judges to complete and submit judging sheet immediately after each flight.
- Too-high penalty removed.
- Amendment: In case the audio track fails to be played to the judges or to the pilot, the competitor will be entitled to a reflight, subject to approval by the International Jury.

*Note from RC Chairman: In addition, technical standards will need to be developed and specified in the 'CIVA Guide to Championship Organisation' (GCO), regarding music display (transmission to pilot, loudspeakers, synch...).*

### **NP2019-25:**

Source: Pres #3  
Document: Section 6 Part 1  
Subject: Competitors Eligibility Restrictions

#### **Proposal Summary:**

- Clarification that a Hors Concours competitor is not subject to the eligibility restrictions regarding performance at higher category championships.

### **NP2019-26:**

Source: Pres #4  
Document: Section 6 Part 1  
Subject: Permitted Breaks

#### **Proposal Summary:**

- Clarify that a permitted break may be used to adjust location within the box.



**NP2019-28:**

Source: Pres #6  
 Document: Section 6 Part 1  
 Subject: Awards

**Proposal Summary:**

- Clarify allocation of 64mm vs 50mm medals for Team champions.
- Add FAI diplomas for the top 10 pilots overall.

*Note from RC Chairman: Allocation of medal sizes is already indicated in the text, therefore this part of the proposal is not about a change, but about a lay-out improvement. The requested improvement will be implemented in a tbd way.*

**NP2019-29:**

Source: Transferred from SP-2018  
 Document: Section 6 Part 1 / Part 2  
 Subject: Air Temperature Limit

**Proposal postponed and amended by RC/JC (RC/JC amendment highlighted):**

- Implement new paragraphs :
  - 3.6.2.5. The maximum permissible air temperature is 35 deg C. If -
  - 3.6.2.6. i. The air temperature exceeds 35 deg C
    - ii. **Humidity condition tbd**
    - iii. **Other conditions ? tbd**
  - ii. Sufficient chilled drinking water is available free of charge
  - iii. A cool resting room and/or a shower room facilities are available at the contest site
  - 3.6.2.7. then with the agreement of at least 2/3 of Team Managers the Organiser in agreement with International Jury may extend the air temperature limit to 38 deg C. If agreement cannot be reached the competition must be temporarily suspended until acceptable conditions prevail.

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- 3.6.3.3. The ambient air temperature shall be measured at the competition site in an open location not in direct sunlight between 1m and 2m above the ground and exposed to the airflow.

*Note from RC Chairman: NP2019-29 (applicable to Glider aerobatics as well) did not survive the GAC review for submission to Plenary Delegates. The RC/JC decision is to have the proposal postponed, and re-worked by the WG taking into account humidity (at least); the WG is also asked to seek medical advice. In the meantime,*

*the CIVA Bureau will instruct championships Organisers & Juries to be sensitive to the air temperature issue so that they are prepared to take sound decisions in case of hot conditions.*

### **NP2019-30:**

Source: Transferred from EP-2018

Document: Section 6 Part 1 / Part 2

Subject: Revision to rules for the Programme-4 “Cut”

**Proposal amended by RC/JC** (*RC/JC amendment highlighted*):

- Modify 2.1.2.2 (Part 1 ref) :

2.1.2.2. For Programme 4, if there **is may be** insufficient time to complete the championships due to weather problems or unforeseen circumstances, the International Jury is authorised to introduce a cut of the competitors, without respect to gender. In this case the number of competitors qualified for Programme 4 shall be at least 50% of the total number of competitors still in the running, based on the combined standings before Programme 4. **If, subsequently, time is available for more flights, the International Jury may add competitors from the cut group may be added** to Programme 4 in the order of their ranking from the combined results before Programme 4, highest first. All flights made in Programme 4 through this mechanism will be considered valid in the final results for the contest.

*Note from RC Chairman: NP2019-30 (applicable to Glider aerobatics as well) did not survive the GAC review for submission to Plenary Delegates.*

## Appendix 1 – Initial list of proposals from the “Rules Proposals for 2019” document

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

CIVA#	NAC	#	Subject	S/C or WG	
NP2019-1	BEL	1	Known Figures – Average K	RC / GAC	
NP2019-2	CAN	1	Removing Gender Distinction in Power Unl	RC	
NP2019-3	FRA	1	Order of Flights	RC / JC / GAC	
NP2019-4		2	Limitation to One Flight per Day	RC	
NP2019-5		3	Unknowns	GAC	
NP2019-6		4	Familiarisation Flights	GAC	
NP2019-7		5	Sending of Free-Known Sequence	GAC / RC	
NP2019-8		6	Box Outs	GAC	
NP2019-9		7	New Unknown Figures in Adv	GAC	
NP2019-10		8	Harmony Score Back	GAC	
NP2019-11		GER	1	Glider Aerobatic World Championships	GAC
NP2019-12			2	Rolling Turns	GAC / RC / JC
NP2019-13	3		Minimum Number of Teams and Team Sizes	GAC	
NP2019-14	NOR	1	Marking of Perception Zeros (PZ)	RC / JC / GAC	
NP2019-15	SAF	1	Trophies	RC	
NP2019-16	SPA	1	Glider Aerobatics as Olympic Sport	SPG / Bureau	
NP2019-17		2	Two CIVA Meetings per Year	SPG / Bureau	
NP2019-18		3	Philosophy regarding Aircraft Restrictions	RC / SPG / Bureau	
NP2019-19		4	Remove Gender Distinction in Power Unl	RC / SPG / Bureau	
NP2019-20		5	Creation of a World and Continental Ranking	SPG / Bureau	
NP2019-21		6	Pilot Representative	SPG / Bureau	
NP2019-22		7	Sponsoring Policy	SPG / Bureau	
NP2019-23	Pres	1	Final Freestyle Regulations	RC / JC	
NP2019-24		2	Revised Judging Criteria for Rolling Turns	RC / JC / GAC	
NP2019-25		3	Competitors Eligibility Restrictions	RC	
NP2019-26		4	Permitted Breaks	RC / JC	
NP2019-27		5	Penalised Breaks	RC / JC	
NP2019-28		6	Awards	RC	
NP2019-29	SP-2018	-	Air Temperature Limit	RC / GAC	
NP2019-30	EP-2018	-	Programme-4 Cut	RC / GAC	
NP2019-31	Pr-2017	-	Jury arbitration on Judge Panel Disagreements	RC / JC / GAC	

**Appendix 2 – Check-list on all items in the “Rules Proposals for 2019” 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 2019-1	✓		✓		Harmonized with GAC
NP 2019-2		✗			See explanation note in Appendix 3
NP 2019-3	✓		(✓)		(note: GAC set to discuss workable solution for 6 Pgms)
NP 2019-4	✓				
NP 2019-5			✓		
NP 2019-6			✗		
NP 2019-7		✗	✗		Withdrawn
NP 2019-8			✓		
NP 2019-9			✗		
NP 2019-10			✗		
NP 2019-11			tbd		
NP 2019-12	✓		✓		Harmonized with GAC
NP 2019-13			✓		
NP 2019-14	✓		✓		Harmonized with GAC
NP 2019-15	✓				
NP 2019-16					Referred to CIVA Bureau & SPG
NP 2019-17					Referred to CIVA Bureau & SPG
NP 2019-18	(✓)				No rule change at this stage. Impacts to be discussed by CIVA Bureau & SPG
NP 2019-19		✗			See explanation note in Appendix 3
NP 2019-20					Referred to CIVA Bureau & SPG
NP 2019-21					Referred to CIVA Bureau & SPG
NP 2019-22					Referred to CIVA Bureau & SPG
NP 2019-23	✓				
NP 2019-24	✓		✓		Harmonized with GAC.
NP 2019-25	✓				
NP 2019-26	✓				
NP 2019-27		✗			
NP 2019-28	✓				
NP 2019-29	--		✗		Postponed
NP 2019-30	✓		✗		Different response from RC/JC vs GAC
NP 2019-31		✗	✗		Break of appeal principles

## Appendix 3 – Explanation note on rejection of proposals related to removal of gender distinction in Unl (NP2019-2, NP2019-19)

Both NP2019-2 (Canada Proposal #1) and NP2019-19 (Spain Proposal #4) propose 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.

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.