Fédération
Aéronautique
Internationale

CIVA Rules, Judging, and Glider Aerobatics Committee Meetings

Rules Proposals for 2019 (Power and Glider Aerobatics)

GAC Meeting to be held in
Zbraslavice
31 July 2018

Joint RC/JC Meeting to be held in
Strejnic, Romania
15 August 2018

Version 1.0 / 20 July 2018

INTRODUCTION

The deadline for the submission of rule "Normal Proposals" to CIVA (1 July 2018) has now passed. CIVA Delegates responded accordingly and these proposals now go to Committees, as every year.

Proposals can take four different forms:

Normal Proposals (NPs): These are proposals submitted each year by Delegates in accordance with our normal rules process and deadlines. By extension such proposals may be submitted on request of CIVA by specially appointed Working Groups. New this year: As the President of CIVA is entitled to submit rule change proposals at the annual CIVA Plenary, it is all logical to allow the President to also submit proposals for consideration by the relevant Committee(s), therefore ensuring a robust discussion phase. Accordingly, this document includes several such proposals.

Safety Proposals (SPs): Proposals to be submitted which relate to safety problems and merit consideration by plenary at CIVA's next meeting. These usually come in after Championships.

Expedited Proposals (EPs): Proposals to be submitted as a result of experiences at Championships and merit discussion by plenary at CIVA's next meeting. The guideline here would be minor changes which do not require full Committee consideration.

Correction Proposals (CPs): Purely editorial remarks (e.g. typos, missing reference,…). Such proposals may be sent anytime to the RC or GAC Chairman as appropriate, and implemented as relevant in the next issue of Section 6' corresponding Part without going through the full-fledged approval process, and hence save time in RC/JC/GAC discussions as well as in CIVA's plenary meeting. Proposals are classified as CP by the RC (respectively GAC) Chairman; however if anyone of the respective Committee members objects to this classification, the proposal automatically goes into NP status.

"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.

CIVA has the following rule related Committees in 2018 (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), John Gaillard, Chairman (SAF)
- CIVA Glider Aerobatic Committee (GAC), Manfred Echter, Chairman (GER)
- CIVA Catalogue Committee (CC), Manfred Echter, Chairman (GER)

The GAC meeting in Zbraslavice on 31 July, as well as the joint RC/JC meeting in Strejnic on 15 August, will be open to observers. Observers however are not allowed to participate to the debates unless invited to do so by the Chairman on a specific topic. For logistics purposes, Delegates are requested to let the respective Chairman know as soon as possible whether they foresee any observers from their respective NACs.

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 meetings in the summer of 2018, the Committees will issue their recommendations to the Plenary meeting of CIVA. That meeting will be held in Warsaw, Poland, on 10-11 November 2018.

The new version of Sporting Code, incorporating those changes, will take effect on 1 January 2019.

Matthieu Roulet
Chairman, CIVA Rules Committee

20 July 2018

RC 2018:
- *M. Roulet (Chairman)*
- *N. Buckenham*
- *E. Klimovich*
- *Ph. Küchler*
- *V. Machula*
- *P. Varloteaux*

JC 2018:
- *J. Gaillard (Chairman)*
- *N. Buckenham*
- *Ph. Küchler*
- *V. Machula*
- *M. Mamistov*
- *P. Varloteaux*

GAC 2018:
- *M. Echter (Chairman)*
- *M. Delcroix*
- *P. Havbrandt*
- *Ph. Küchler*
- *J. Makula*
- *F. Toth*

CC 2018:
- *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	S/C or WG	Page
NP2019-1	BEL	1	**Known Figures – Average K**	RC / GAC	4
NP2019-2	CAN	1	**Removing Gender Distinction in Power Unl**	RC	5
NP2019-3	FRA	1	**Order of Flights**	RC / JC / GAC	8
NP2019-4		2	**Limitation to One Flight per Day**	RC	10
NP2019-5		3	**Unknowns**	GAC	11
NP2019-6		4	**Familiarisation Flights**	GAC	12
NP2019-7		5	**Sending of Free-Known Sequence**	GAC / RC	13
NP2019-8		6	**Box Outs**	GAC	14
NP2019-9		7	**New Unknown Figures in Adv**	GAC	15
NP2019-10		8	**Harmony Score Back**	GAC	16
NP2019-11	GER	1	**Glider Aerobatic World Championships**	GAC	17
NP2019-12		2	**Rolling Turns**	GAC / RC / JC	18
NP2019-13		3	**Minimum Number of Teams and Team Sizes**	GAC	20
NP2019-14	NOR	1	**Marking of Perception Zeros (PZ)**	RC / JC / GAC	21
NP2019-15	SAF	1	**Trophies**	RC	23
NP2019-16	SPA	1	**Glider Aerobatics as Olympic Sport**	SPG / Bureau	24
NP2019-17		2	**Two CIVA Meetings per Year**	SPG / Bureau	25
NP2019-18		3	**Philosophy regarding Aircraft Restrictions**	RC / SPG / Bureau	27
NP2019-19		4	**Remove Gender Distinction in Power Unl**	RC / SPG / Bureau	28
NP2019-20		5	**Creation of a World and Continental Ranking**	SPG / Bureau	29
NP2019-21		6	**Pilot Representative**	SPG / Bureau	31
NP2019-22		7	**Sponsoring Policy**	SPG / Bureau	32
NP2019-23	Pres	1	**Final Freestyle Regulations**	RC / JC	36
NP2019-24		2	**Revised Judging Criteria for Rolling Turns**	RC / JC / GAC	42
NP2019-25		3	**Competitors Eligibility Restrictions**	RC	45
NP2019-26		4	**Permitted Breaks**	RC / JC	46
NP2019-27		5	**Penalised Breaks**	RC / JC	47
NP2019-28		6	**Awards**	RC	48
NP2019-29	SP-2018	-	**Air Temperature Limit**	RC / GAC	49
NP2019-30	EP-2018	-	**Programme-4 Cut**	RC / GAC	50
NP2019-31	Pr-2017	-	**Jury arbitration on Judge Panel Disagreements**	RC / JC / GAC	51

NP2019-1 RC GAC

BELGIUM PROPOSAL #1

Document: Section 6 Part 1

Subject: **Free Known Programme / Known Figures – Average K**

Proposal

The total amount of K of the Known figures of the Free Known sequence should be at least 50% of the total allowed K for the entire (10 figure) sequence i.e. 225K.

Paragraph 2.2.1 should have an additional sub-paragraph :

2.2.1.1. x) The total amount of K-value of the Known 'master set' figures should be at least 50% of the total allowed K stated in Par 2.2.1.4 (for all categories). E.g. Total K value of the 5 Known 'Master set' figures is set at minimum 225 for Unlimited.

Rationale

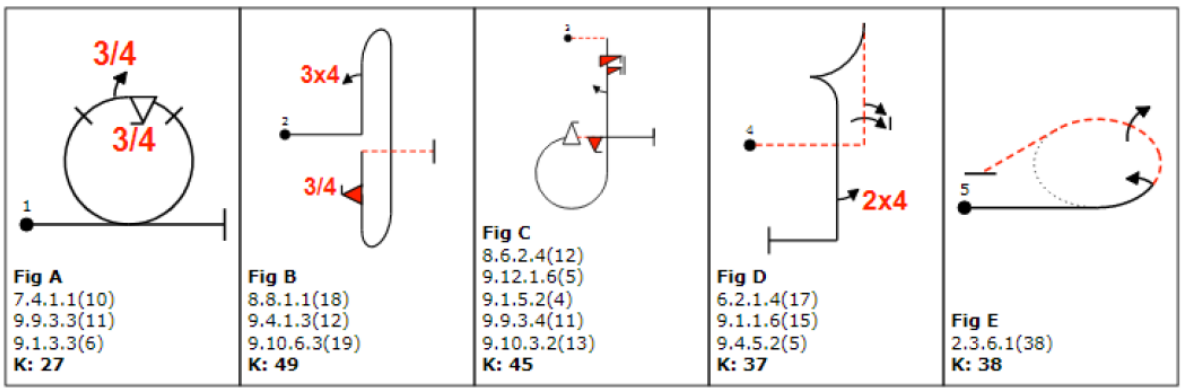
The Known figures for Unlimited in 2018 only accounted for 196 K. Since the total allowable K of the Free Known sequence is 450, half of the figures in the Free Known sequence only account for 43.5% of total K.

As a consequence, the 5 remaining figures need to be loaded in K-value, while the true nature of the "Free" figures is compromised due to limited K and families remaining to choose from. Therefore, there is a risk that all Free Known sequences are very likely to start resembling each other, making it look more like a previous "Known sequence" than a "Free Known".

Adding a 50%-rule would leave more room for the contestants to develop and demonstrate more variety in their "Free" figures.

E.g.:

For 2018 the 5 approved master figures for the Unlimited power category are as shown here:



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

NP2019-2 **RC**

CANADA PROPOSAL #1

Document: Section 6 Part 1

Subject: **Remove Gender Distinction from Unlimited World and Continental Aerobatic 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.

Background

Currently, Unlimited Power is the only category within the World and Continental Aerobatic 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.

The Data

Looking at the data table attached to 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).

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.

We believe this 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 programs 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 separately.

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.

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.

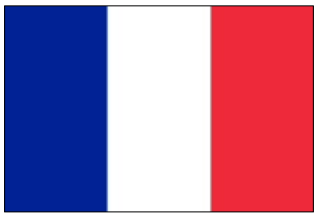
WORLD AEROBATIC CHAMPIONSHIPS
Unlimited Power
Women's Participation Levels

Year	Host	Number of Women Competitors	Women's World Champion Overall Placing	Women's World Champion	Number of WAC Competitors – All Genders**
1986	GBR	14	14th	Nemkova	70
1988	CAN	14	9th	Maunoury	40
1990	SUI	17	15th	Sergeeva	79
1992	FRA	17	7th*	Klimovich*	74
1994	HUN	21	8th	Genin	83
1996	USA	19	4th	Kapanina	79
1998	SVK	16	3rd	Kapanina	73
2000	FRA	15	5th	Maunoury	48
2001	ESP	16	6th	Kapanina	59
2003	USA	14	2nd	Kapanina	47
2005	ESP	13	4th	Kapanina	48
2007	ESP	9	4th	Kapanina	50
2009	GBR	8	9th	Klimovich	58
2011	ITA	5	4th	Kapanina	47
2013	USA	8	12th	Lemordant	52
2015	FRA	7	6th	Lemordant	58
2017	RSA	0	-----	-----	36

* Note 1: Contest incomplete. Only Known was flown.
** Note 2: Number of competitors does not include H/C pilots.

RC Chairman Note: Decisions to be harmonized with Spain proposal #4 (NP2019-19) on same subject.

NP2019-3 RC JC GAC



FRANCE PROPOSAL #1

Document: Section 6 Part 1

Subject: **Order of Flights**

Proposal

The sequence of flights for Programme (determined by drawing of lots as in current rules) 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.

In case a cut is necessary in Programme 4 as per 2.1.2.2 (or in case some pilots are disqualified or otherwise have to retire before the end of the competition), the established order of flights is maintained, with non-flying pilots crossed-out.

Order of flights

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

Rationale

This proposal is directly derived from the FAI Aeromodelling F3A regulations and has proven to work very well.

Our sport is subject to quite a few external factors that may impact results (e.g. wind and other weather conditions). As we want to promote mastership, accuracy and regularity – skills which are not acquired by chance – we must strive to establish a level-playing field to the maximum extent we can.

With current rules, a pilot can draw several times a very low number, which is certainly detrimental in particular for Unknowns. Sheer luck – or lack thereof – thus may have a considerable influence on the competition results. This proposal :

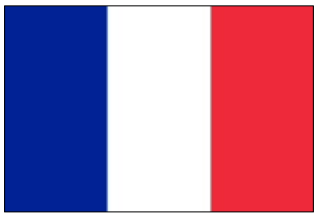
- keeps the advantage of a random order of flights (this is not going back to previous experiences such as reverse order of ranking, nor groups based on ranking);
- while ensuring a fair situation for each pilot.

Furthemore, with all drawing of lots performed at the beginning of the competition, planning of the competition and of flight times is greatly facilitated for the organiser and for competitors alike. Knowing in advance his/her competition "rhythm" would allow each pilot to better manage periods of rest, of meals etc, to better deal with high temperatures (and the proposal limits the probability that a given pilot would have to always fly at peak temperatures – each pilot is likely to fly once in the morning, once in the first part of the afternoon, once

towards the end of the day…). All in all, not only does this create a fairer environment for pilots, but also a safer one.

In addition this scheme is also media-friendly, as media can know in advancethe expected flight times of top-ranking pilots (or of pilots they want coverage of).

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



NP2019-4 RC

FRANCE PROPOSAL #2

Document: Section 6 Part 1

Subject: **Limitation to One Flight per Day**

Proposal

Limit to one the number of competition flights per day per competitor.

Rationale

Rule 2.5.1.1 currently reads :

> 2.5.1.1. 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 flight.

Our sport is subject to quite a few external factors that may impact results (e.g. wind and other weather conditions). As we want to promote mastership, accuracy and regularity – skills which are not acquired by chance – we must strive to establish a level-playing field to the maximum extent we can.

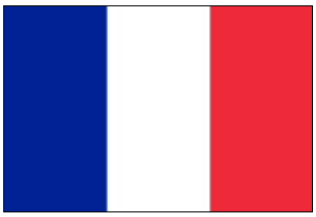
With current rules, depending on the drawing of lots a pilot may have to fly twice in a day, which is certainly detrimental in particular for Unknowns. These programmes are long and require extensive preparation in order to optimize performance.

Managing rest, meals, hot temperatures, and preparation for two flights in the same day – together with the much higher level of physiological expense – put the pilot at an important, unfair disadvantage compared to all those who would not be faced with the same situation.

Sheer luck – or lack thereof – thus may have a considerable influence on the competition results.

This proposal therefore limits the impact of sheer luck and feelings of unfairness, promotes a level-playing field with a fair amount of time for all competitors, and goes in the right direction in terms of safety as well (in particular in case of hot temperatures).

Lastly, the proposal also solves an observed lack of compliance to current drawing of lots regulations, with the order of flights established by drawing of lots often modified because of the 4h/6h rule



NP2019-5 GAC

FRANCE PROPOSAL #3

Document: Section 6 Part 2

Subject: **Unknowns**

Proposal

2.3.1.2.c)

Total of point for 4 fig. 100 instead of 95

Total of point for 5 fig. 115 instead of 110

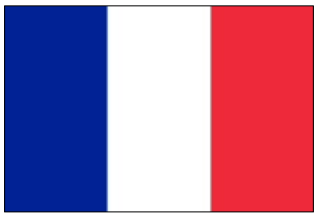
ONLY for the last chosen figure it is possible to propose a fig. with a total of 1 point more and apply the floating point for the given fig.

2.3.1.2.d)

add 1 repetition of families 7 and 8 ONLY for the last fig.chosen

Rationale

None provided.



NP2019-6 GAC

FRANCE PROPOSAL #4

Document: Section 6 Part 2

Subject: **Familiarisation Flights**

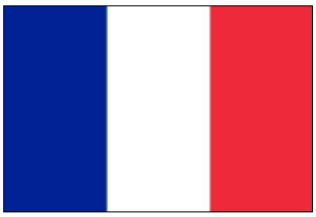
Proposal

Give the meteorological limits :

Ceiling min 600 m, visibility min 5 km, wind: front wind max 14m/s, cross wind max 7 m/s.

Rationale

None provided.



NP2019-7 GAC RC

FRANCE PROPOSAL #5

Document: Section 6 Part 2

Subject: **Sending of Free-Known Sequence**

Proposal

Use a standard email address : Prog.Submission@wgac20xx

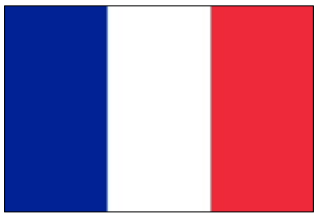
Fix standard deadline eg.DDay of opening briefing -10

If submitted later then 100 penalty points.

Rationale

None provided.

RC Chairman Note: Potentially applicable to Part 1 as well.



NP2019-8 GAC

FRANCE PROPOSAL #6

Document: Section 6 Part 2

Subject: **Box Outs**

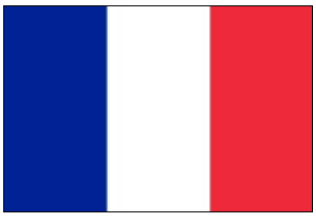
Proposal

Re-establish the back line in case of use of electronic device ”Red Van” like.

In case of Boundary judge, the back line is deleted.

Rationale

No reason no to monitor the back line in case of use of electronic device.



NP2019-9 GAC

FRANCE PROPOSAL #7

Document: Section 6 Part 2

Subject: **New Unknown Figures in Adv**

Proposal

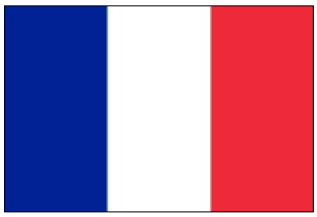
1 rolling turn inside (2.1.1)

1/4 roll up (9.1.1.1.)

Negative spin

Rationale

None provided.



NP2019-10 GAC

FRANCE PROPOSAL #8

Document: Section 6 Part 2

Subject: **Harmony Score Back**

Proposal

Re-establish the Harmony Score.

Rationale

Since the deletion of the harmony score and the presence of power judges, the hard flying came back.

NP2019-11 **GAC**

GERMANY PROPOSAL #1

Document: Section 6 Part 2

Subject: **Glider Aerobatic World Championships**

Proposal

Hold World Glider Aerobatic Championships and World Advanced Glider Aerobatic Championships bi-annually.

Rationale

For many of our top pilots participation in world championships every year is becoming more and more an excessive burden in terms of time and expenses.

All our pilots have jobs and in today's economic situation it becomes increasingly difficult to find sufficient free time for training and practise. The cost of practise flights has increased significantly in the past years and as long as pilots are not supported by the state or potent sponsors, the expense of participating in yearly world championships is becoming prohibitive.

A clear indication that this is a real problem are shrinking Unlimited team sizes. Last year (2017) there were only three teams of three or more pilots and judging by the current entries for WGAC 2018 there will again be less than five full Unlimited teams, so there will be no team medals this year either.

NP2019-12 GAC RC JC

GERMANY PROPOSAL #2

Document: Section 6 Part 2

Subject: **Rolling Turns**

Proposal

Amend para B.9.3.7 Downgrades to read:

a) Performing more or fewer rolls than the catalogue description calls for, results in the figure being HZ.

b) All rolls in a rolling turn are slow rolls. If, in the judge's perception, a flick roll is flown or a stall occurs, the figure is graded Perception Zero (PZ).

c) One (1) point deduction for every five (5) degrees of deviation from the prescribed entry or exit box axis.

d) Deviations from the constant glide (0 to 10 degrees below the horizon) are deducted by one (1) point per five (5) degrees.

e) Each stoppage of the roll as well as the turn is a downgrade of no more than two (2.0) points.

f) A recognizable pause when reversing roll directions will be downgraded by one (1) point.

g) One (1) point deduction for every five (5) degrees of bank when reversing roll direction.

h) The correct turn angle is checked whenever the aircraft rolls through wings vertical and wings level attitude.

Example: In Fig. 2.1.3.1 when the aircraft is wings vertical the first time, it should have turned 22.5°, at wings level inverted the turn should be 45°, at wings vertical the second time it should have turned 67.5° and 90° of turn should be completed when the aircraft is wings level upright again.

Each visible deviation from the correct turn angle at the intermediate points of the roll is downgraded by one (1) point.

i) If the aircraft continues rolling on the exit axis after the turn is completed, the downgrade is one (1) point per 15° of roll. If the roll exceeds 45°, the figure is graded Perception Zero (PZ).

Rationale

With the current marking criteria the most important aspect is the amount of roll remaining when the aircraft reaches the exit axis. Applying the one-for-five-rule for this part of the figure leads to endless discussions and video sessions to determine the correct downgrade. In most cases determining the correct angle is pure guesswork due to the unfavourable perspective of the judge.

On the other hand, whereas para B.9.3.3 states that turn and roll must be sychronised, the downgrade for each variation of roll or turn rate is only one point. Since judges obviously are reluctant to apply this downgrade

more than once, even when there are several variations, an extremely ill-synchronised rolling turn may still receive high marks, as long as the aircraft arrives on the exit heading in wings level attitude.

RC Chairman Note: Decisions to be harmonized with CIVA President's proposal #2 (NP2019-24) on same subject.

NP2019-13 **GAC**

GERMANY PROPOSAL #3

Document: Section 6 Part 2

Subject: **Minimum Number of Teams and Team Sizes**

Proposal

Adopt the rules from Part 1 with reference to minimum number of teams and team sizes.

Insert new sub-para 1.2.6.1 c):

> In the event that fewer than 3 teams comprised of 3 or more pilots compete, the number of pilots required to constitute a team will be reduced to 2. The requirements of paragraph 1.2.5.1 still apply.

Re-number the following sub-paras accordingly.

Amend paragraph 5.1.1.2 to read:

> Champion Team: The team with the highest total number of combined points in the Programmes flown by all competitors, taking into account the three highest individual scores in that team (or two if rule 1.2.6.1.c) is in force), provided that there are at least 3 teams with at least 2 competitors each.

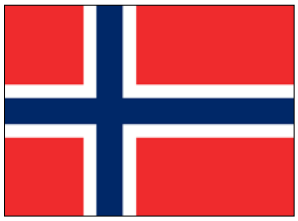
Rationale

Under the current rule team medals will only be awarded if there are at least five teams with three or more pilots competing.

Team sizes in UG as well as AG have been shrinking over the last few years. In four of the past seven years no team medals were awarded in UG because there were too few full teams.

Medals for glider teams are as important as for power teams. There is no valid reason why we must treat gliders differently.

NP2019-14 GAC RC JC



NORWAY PROPOSAL #1

Document: Section 6 Part 1 / Part 2

Subject: **Marking of Perception Zeros (PZ)**

Proposal

4.4.2.1. (Part 1) and 4.5.2.1 (Part 2)

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. There are four judgements that require a PZ mark:

(1) A flick roll does not auto-rotate
(2) A spin does not auto-rotate
(3) A flick roll is observed within a rolling turn
(4) A tail slide did not move backwards by the required amount

No other reason may be used to justify the mark of PZ.

4.4.2.2. (Part 1) and 4.5.2.2 (Part 2)

The Chief Judge will examine the reasons given by the scoring judges for the award of any zeroes. If a scoring judge has made a mistake and quoted a reason not applicable to the recorded mark, e.g., "HZ: No slide," where the figure is a tail slide, the Chief Judge will instruct the scoring judge to change the mark to PZ. If however, the Judge has recorded for a tail slide "PZ: Fell the wrong way," then the Chief Judge will instruct the scoring Judge to change his mark to HZ.

Background

Both Parts 1 and 2 provide for the mark of PZ (Perception Zero) to be given when a judge believes a figure must be zeroed because of an error which is strictly a matter of perception. That is, an error that cannot be reliably confirmed by video.

The current wording covering PZ's in Part 1 is as follows. The wording in Part 2, 4.5.2., is essentially identical.

2.5.2. Perception Zero

4.4.2.1. A mark of "Perception Zero" (PZ) should 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. For example, if the Judge considers that a flick roll or spin never started proper auto-rotation, that a tail slide did not move backwards by the required amount or that a rolling turn included a flick roll.

4.4.2.2. The Chief Judge should check that PZ's are applied only to manoeuvres where a perception error has been seen, and that a plausible reason has been given. The CJ has no other input regarding the presence of PZ's; they are subjective decisions made by individual judges and there is no requirement to review or "Confirm" them.

There are two problems with the way the rule is currently worded. The phrase, “should be given”, (“should” vs. “must” or “shall”) infers that a mark of PZ is optional in the case of the referenced criteria. In fact, for the PZ to function as designed, if any of the four criteria listed are believed to have occurred, the judge must mark a PZ.

Second, the current wording lists the four criteria for a PZ as “examples”, a word which infers there may be other criteria which qualify. However, the four criteria listed are the only four instances where a PZ must be given.

Rationale

The revised wording for 4.4.2. (Part 1) and 4.5.2. (Part 2) makes clear that the marking of PZ’s is mandatory for the criteria, and only the criteria, listed. If PZ’s are left optional (i.e., “should”) there could, for example, be a mix of HZs and PZs for a flick that a judge did not believe autorotated. There is no way for the Chief Judge to confirm the HZ (in the case of failure to auto-rotate) and so that is clearly an improper mark.

Finally, by specifically listing the four perceived faults which demand a PZ, any doubt as to when the PZ must be awarded is eliminated.

NP2019-15 **RC**

SOUTH AFRICA PROPOSAL #1

Document: Section 6 Part 1

Subject: **Trophies**

Proposal

Modify list of awards 5.6.1.1. to include the Intermediate World Champion & Intermediate Team Champion Trophies as follows:

1. Intermediate World Champion

   The Glen Dell Trophy

   Donated by the Glen Dell Family Trust in Liaison with the Sport Aerobatic Club of South Africa

2. The Intermediate World Aerobatic Championship – Team Trophy

   Donated by the Aero Club of South Africa

Rationale

Were awarded at the 1st event.

NP2019-16 SPG CIVA Bureau

SPAIN PROPOSAL #1

Document: N/A

Subject: **Glider Aerobatics as Olympic Sport**

Proposal

With the aim of putting Glider Aerobatics in the Olympic Games, create a Working Group (WG) to prepare information and study possibilities of how to reach this goal.

Be part of the IWG is the first step. According to the IOC website, to be recognised by the IOC, a sport must:

- First of all be governed by an International Federation (IF). This is required in order to conform to the Rules of the Olympic Charter and the World Anti-Doping Code.
- In order to develop and promote the Olympic Movement, the IOC may recognise, as IFs, international non-governmental organisations administering one or several sports at world level and encompassing organisations administering sports at national level.
- The Statutes, practice and activities of the IFs within the Olympic Movement must be in conformity with the Olympic Charter, including the adoption and implementation of the World Anti-Doping Code. Subject to the foregoing, each IF maintains independence and autonomy in the administration of its sport.
- It must be practised also widely worldwide and meet various criteria.

After that, the IOC 's Executive Board may recommend recognising the sport so as to be added to the Games Programme, if approved in an IOC session.

We would request a formal meeting with the IOC to address the steps needed.
We must designate a WG, determine a timeline, and identify “ambassadors” to begin the process.

Rationale

There are no air sports in Olympics. Being part of the Olympic family would increase recognition and credibility, while enabling a new angle for financing, media impact and public awareness.

NP2019-17

SPG

CIVA Bureau

SPAIN PROPOSAL #2

Document: N/A

Subject: **Evolve the Calendar of Meetings from 1 to 2 CIVA Meetings per Year**

Proposal

We suggest to have two decision-making moments per year, one in person, the existing CIVA meeting and one Virtual Meeting (V-Meeting).

Definitions

YEAR: In relation to this proposal a YEAR is understood to be the period of time that runs from the first working day following the CIVA meeting, to the final day of the CIVA meeting of the following year.

CIVA MEETING: The annual multi-day conference of CIVA. The CIVA meeting is an “in person” meeting.

VIRTUAL MEETING (V-Meeting): Are 3 day-periods where proposals are voted by electronic means (web-based method). A virtual meeting calendar will be published not later than 10 days after the CIVA meeting. EG

	Voting commences	Voting deadline
Virtual Meeting (V-Meeting)	12 May 00:00 UTC	15 May 23:59 UTC
CIVA Meeting	Existing process	

Framework

1-Elections to the CIVA Bureau, Committees, Competition Officials, Report presentation, Sequences approval process, etc., as usual, to be voted at the CIVA Meeting.

2-Rules approval process at the CIVA Meeting *and at the Virtual Meetings*. All approved proposals come into compulsory effect from the 1st of January of the following year, except if they have been implemented for safety reasons, whereby they take immediate effect

3-The process and deadlines for submission of proposals of the V-Meeting will be exactly the same as in the CIVA meeting, with the exception of the voting process that will be carried out electronically over the web, and with a predetermined duration. For example, the process of presenting proposals for the traditional CIVA Meeting ends on July 1, that is, four months before the month of celebration of the CIVA Meeting. Consequently, the deadline for submission of proposals for the V-Meeting would end, assuming that this is celebrated on May 15, on January 1 of the same year.

4- -The voting period will span three days, starting 72 hours (three days) before the closing of the V-Meeting, at 23:59 UTC on 15 May, the Virtual Meeting day.

5-The members that are eligible to vote in the V-Meetings (as well as their proxies) will be those members that have attended in person the previous CIVA meeting.

6-The voting process in the V-Meeting will be web-based.

7-All valid proxies presented in the annual meeting will also be valid at the virtual meeting.

8-For the V-Meeting a list of valid proposals will be provided by CIVA to the delegates as soon as CIVA receives them.

We recommend the Simply Voting platform as a supplier. Cost is around 100 Euro/year.

https://www.simplyvoting.com/security-and-reliability/

Rationale

There is no organisation in the world that works properly with only one plenary meeting per year.

NP2019-18

RC SPG CIVA Bureau

SPAIN PROPOSAL #3

Document: Section 6 Part 1

Subject: **Decide Which Philosophy We Want to Follow in order to Define a Long-Term Strategy for the Sport**

Proposal

The Proposal is to determine how to proceed with the sport, based on 2 options.

1 No restriction in type of plane for any category, or

2 Limit the power/planes in each category

If we choose the **option 1**, where any pilot can fly any plane in any category, the differences between categories is down to the skill of the pilot, in which case it would be logical to have only *one World Champion (Unlimited)*, and *one ranking* (this doesn't apply to YAK WAC as it is a monotype competition, and the Champion is the best in the world in that type).

If we choose the **option 2**, we would have different mechanical performance categories so, the best in each category would be World Champion of the category, as it is now in YAK WAC.

The second option is almost impossible and extremely expensive to implement. It is easy to "tune" engines and planes to get better performance and hard to monitor. CIVA does not have the knowledge or money to check properly all engines/planes to ensure a fair competition and therefore our preferred option and which is also realistic to deliver is option 1.

Note: This proposal doesn't mean that we automatically cancel the World and European titles in Advanced or the title in Intermediate. This proposal is just asking to choose which model to follow going forward.

Rationale

Begin to move the sport in a specific direction, but not only with single stand-alone actions but that these fit within defined objectives and a strategy.

NP2019-19

RC SPG CIVA Bureau

SPAIN PROPOSAL #4

Document: Section 6 Part 1

Subject: **Remove Gender Distinction from Unlimited World and Continental Aerobatic Championships**

Proposal

Only Overall Individual and Teams, no breakdown by men and women. Cancel the title of Women's World Champion and Women's World Team Champion.

Event	Women	Men
2013 WAC	6	46
2014 EAC	5	31
2015 WAC	7	51
2016 EAC	5	35
2017 WAC	0	36

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

It's a sport that is not based on physical strength but on skill. What greater equality can there be therefore that to put it all on a single and level playing ground. This formula is already applied in Glider aerobatics, Advanced Powered Aerobatics and seen in all the main motorsports as well as many other sports such as Formula1 Maria de Villota, Simona de Silvestro, Susie Wolff and Moto3 María Herrera.

Wolff said she was against such segregation, noting that in the main sports where both genders take part together -- sailing, horse riding and motorsport -- there is an external means of propulsion.

"None of those sports come down to just the physical attributes of the competitor," 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."

RC Chairman Note: Decisions to be harmonized with Canada proposal #1 (NP2019-2) on same subject.

NP2019-20

SPG

CIVA Bureau

SPAIN PROPOSAL #5

Document: Section 6 Part 1

Subject: **Creation of a World and Continental Ranking**

Proposal

Produce a single World Ranking, as in other sports. No other organization should be involved. It would always be under CIVA criteria and ruling.

A- if in SPAIN PROPOSAL #3, option 1 has been selected (1-No restriction in type of plane for any category)

We propose a simple and clear Universal ranking format: one for World Championships and one for European Championships.

The World Ranking will be the WAC Overall of Unlimited followed by results from the World Advanced followed by World Intermediate competition.

The European ranking would be the overall of the EAC followed by the EAAC overall results. It is simply adding to the bottom of the ranking the next category.

For example: 30 pilots compete in Unlimited EAC, the pilot ranked 31st in Europe would be the pilot that ranked first placed in the EAAC. In the case of the WACs if there are 45 pilots in Unlimited the first placed in the WAACs that year would be ranked 46th.

Therefore, if the World Advanced pilot wants to improve his ranking he must graduate to the Unlimited Category. This incentivises pilots to evolve up through the levels rather than chase easy medals and ranking positions by staying within lower categories or in fact moving down in categories.

B- if in SPAIN PROPOSAL #3, option 2 has been selected, (2-Limit the power/plane in each category)

As these would now be specific competitions determined by HP or aircraft performance, Unlimited and Advanced Category would each apply its results scoring as its Ranking and there is no unification possible.

C-If SPAIN PROPOSAL #3 is rejected, we propose applying the same ranking as in case A in this proposal. In summary: One Ranking for World Championships and one for European Championships: The World Ranking will be the WAC Overall of Unlimited followed by results from the World Advanced followed by World Intermediate competition. The European ranking would be the overall of the EAC followed by the EAAC overall results.

Rationale

- A fairer and more true reflection of the skill level of the pilots
- Easier for the public, media and sponsors to understand the level of skill of pilots
- Good reference tool for pilot selection for other (CAT 2) competitions and events
- The ranking would be valid through to the next International competition which would determine the “new” or updated Ranking

The existing category breakdown of the sport is not clear, not for sponsors, not for media nor for the general public. So CIVA needs to produce a clear and fair classification that makes it easy to understand the status and performance of each pilot. Our core value is the performance of our Unlimited Aerobatic pilots. It is the best and easiest “product” to position. We must put this into play, and a Ranking is the only way to clarify the present-day confusion and misinterpretation.

NP2019-21

SPG

CIVA Bureau

SPAIN PROPOSAL #6

Document: N/A

Subject: **Pilot Representative**

Proposal

We suggest to open an election process amongst active pilots taking part in international competitions in order to select a pilot representative in CIVA for 2019. This process could be replicated every 2 years to assure transparency in the representation.

The representative of the pilots must be a pilot that has taken part in at least five international Unlimited or Advanced competitions in the last 8 years, as of this year.

To simplify the process, we suggest to send a notification via email to all the pilots that took part in the WAC 2017 and WAAC 2018, to open the candidacy, setting out also an election process calendar. Once the candidates are known, they must write a presentation letter with their objectives, to be distributed among the voters, and following a predefined period of time, commence the voting via internet. Our suggested calendar would be as follows:

-31 of November 2018	Publication of the Rules of the process to select the pilot representative, as well as the commencement of the presentation process for candidates and their programmes.
-1 of February 2019	Beginning of the voting process.
-7 of February 2019	End of the voting process and publication of the results.

Rationale

Pilots are financing almost all the aspects of sport. They need to be somehow represented within the CIVA structure, with voice and vote. Some of the NAC representatives are pilots, but are in CIVA as NACs, not as Pilots.

NP2019-22

SPG

CIVA Bureau

SPAIN PROPOSAL #7

Document: N/A

Subject: **Sponsoring Policy**

Proposal

We propose to create a WG to prepare a sponsoring policy project to be approved in the next CIVA Meeting.

Example of CIVA Sponsorship Policy

Institutional sponsors

A- Official institutional sponsor

Institutional sponsors shall be understood as those which sponsor CIVA as an organisation, rather than one or more specific events.

CIVA shall not accept any institutional sponsorships which have not been expressly approved by the Bureau.

An institutional sponsor is not able to veto a sponsor of a CIVA event.

To secure veto rights, the sponsor will need to have signed a sponsorship contract accounting for 90% of the official sponsorship of the event, in the same category as (or higher than) the sponsor it is seeking to veto, for all CAT I competitions on the CIVA calendar for the contract period. (Unlimited World or European Championships, Advanced World or European Championships, YAK52 World Championships, Non-powered Aerobatics World or European Championships, WAG).

Should a sponsor exercise its veto rights at any Championship, CIVA shall credit the Championship organiser's account with the outcome of the following calculation: the amount corresponding to the sponsorship in question, divided by the number of CAT I events over the year, minus a 10% discount. The purpose is to provide the maximum funding to events so that they can be high standard attracting the best pilots and the best sponsors.

B- Official Institutional Supplier

The official supplier provides materials required for the practicing or management of our sport.

CIVA shall not accept any institutional suppliers which have not been expressly approved by the Bureau.

The supplier agreement includes a cash amount plus a certain amount of material. (See supplier agreement.)

An official institutional supplier may not veto an official supplier of a CIVA event. To secure veto rights, a supplier will need to have signed a supplier agreement which accounts for 90% of official event suppliers for all CAT I competitions on the CIVA calendar for the contract period. (Unlimited World or European Championships, Advanced World or European Championships, YAK52 World Championships, Non-powered Aerobatics World or European Championships, WAG)

An institutional supplier may not veto a SPONSOR of a CIVA event.

Event sponsors

A- Official suppliers

Cost

10,000 euros in materials (cost price) plus 5,000 euros in cash

Presence

- Third-level presence on signage, programmes and organisational documents.
- Use of the title: "Official supplier of the World Aerobatic Championship 2017"
- Placement of 10 advertising flags within the aerodrome facilities, supplied by the sponsor.
- Placement of 2 1.5m x 3m banners on aerodrome perimeter, supplied by the sponsor.
- Direct link on WAC website/FB
- Logo featured on press releases

B- Mini sponsor

Cost

10,000 euros

Presence

- Third-level presence on signage, programmes and organisational documents.
- Use of the title "Official Sponsor of the World Aerobatic Championship 2017"
- Placement of 10 advertising flags within the aerodrome facilities, supplied by the sponsor.
- Placement of 2 1.5m x 3m banners on aerodrome railings, supplied by the sponsor.
- Direct link on CIVA and Championship's website/FB
- Logo featured on press releases

C- Core sponsor

Cost

20,000 euros

Presence

- Second-level presence on signage, programmes and organisational documents.
- Use of the title "Official Sponsor of the World Aerobatic Championship 2017"
- Placement of 20 advertising flags within the aerodrome facilities, supplied by the sponsor
- Media Wall
- Direct link on CIVA and Championship's website/FB
- Representative presents an award, TBD
- Logo featured on press releases
- Brand presence on brief video for social media and sponsor's own advertising (45-55 seconds)
- Placement of 5 1.5m x 3m banners on aerodrome perimeter, supplied by the sponsor.

D- Pro sponsor

Cost

50,000 euros

Presence

- Top-level presence on signage, programmes and organisational documents.
- Use of the title “Official Sponsor of the World Aerobatic Championship 2017”
- Media Wall
- Placement of 8 advertising flags within the aerodrome facilities, supplied by the sponsor.
- Direct link on CIVA and Championship’s website/FB
- Representative to present awards for an entire category, TBD
- Logo featured on 2 press releases
- Brand presence on brief video for social media and sponsor’s own advertising (45-55 seconds)
- Placement of 12 1.5m x 3m banners on aerodrome railings, supplied by the sponsor.
- Brand presence on limited edition merchandise

E- Main sponsor

Cost

200,000 euros

Presence

- Top-level presence on signage, programmes and organisational documents.
- Use of the title “Main Sponsor of the World Aerobatic Championship 2017”
- Media Wall
- Placement of 12 advertising flags within the aerodrome facilities, supplied by the sponsor
- Direct link on CIVA and Championship’s website/FB
- Representative to present awards for an entire category, TBD
- Logo featured on 2 press releases
- Brand presence on brief video for social media and sponsor’s own advertising (45-55 seconds)
- Placement of 12 1.5m x 3m banners on aerodrome railings.
- Brand presence on limited edition merchandise.

F- Exclusive sponsor

Cost

500,000 euros

Presence

- Name of the World Championships “COCA-COLA World Aerobatic Championship 2017”
- If there is an exclusive sponsor, there can be no main sponsors. Exclusive sponsors only share sponsorship of the event with PRO, CORE and MINI sponsors

- Exclusive presence (along with small logos of the Federation, aerodrome and organising club) on signage, programmes and organisational documents
- Use of the title "Exclusive Sponsor of the World Aerobatic Championship 2017"
- Exclusive Media Wall (along with small logos of the Federation, aerodrome and organising club)
- Placement of 30 advertising flags within the aerodrome facilities
- Direct link on CIVA and Championship's website/FB
- Representative to present awards in Unlimited category
- Presence on 2 press releases
- Brand presence on brief video for social media and sponsor's own advertising (45-55 seconds)
- Placement of 100 x 1.5 metre banners on airfield railings
- Brand presence on limited edition T-shirt
- Exclusive customised tower (control)

Indicative budgets:

EAC/WAC	500,000 euros
WAAC/EAAC/YAKWAC	300,000 euros
EGWC/WGAC	150,000 euros

**Note 1: Flags and banners are paid for by the sponsor but produced and placed by the organisation, to safeguard uniformity of advertising material and safety at venue.*

**Note 2: Sponsorship and supply agreements should be drawn up for use at CIVA and to be supplied to NAC having had legal review (FAI legal office?)*

Rationale

CIVA and FAI don't have a Sponsoring model or policy beyond use of the brand (brand guidelines). It is well known the issue about the sponsoring of the WAC 2013 where a conflict of interests arose between WAC organisers and FAI to the detriment of the sport. A well-known watch brand offered to sponsor the WAC with around 100.000 USD. But the offer was vetoed due the contract with FAI and Breitling, which was below this amount.

We think that the sponsoring policy must be decided for CIVA activities by CIVA. We must redefine with FAI our role in the sponsoring process, taking the lead and with the veto clause to protect the broader interests of our sport and not a given contract.

NP2019-23 **RC** **JC**

CIVA PRESIDENT PROPOSAL #1

Document: Section 6 Part 1

Subject: **Final Freestyle Regulations**

Proposal

The structure that follows is intended to replace the criteria currently given by the existing Freestyle Judging Form-A. The revised list of criteria and guidance notes as shown on the proposed new Freestyle Judging Sheet represent combined and simplified versions of those defined by the current form, with the addition of two items:

- Reference to the optional use of smoke during the flight. This is currently allowed but plays no part in the assessment of the overall performance.

- Reference to an optional competitor-supplied audio track that the organiser must play through suitable loudspeaker equipment for the judges and all other attendees to hear during the flight. If necessary the organiser will need to be in contact with the competitor using the Chief Judge's safety communication channel so that the audio track can be triggered at the right moment. Transmission of the audio track on this channel will also be required so the competitor is able to match the timing of the performance with the audio track. In the event that the Chief Judge needs to speak to the competitor the audio transmission must immediately be interrupted.

It is proposed that judges should complete and submit their Form-A marking sheets to the Chief Judge immediately following each flight, so that the scorer can enter each competitor's marks and publish an updated set of results at appropriate intervals.

Additions required to Section 6 Part 1 para 2.4 - Programme 5

2.4.1.5 Competitors may submit an audio track to the organisers in .mp3 or .mp4 format, preferably on a USB memory stick or alternatively by email, to be played during their performance to the judging panel and over the public address system.

2.4.1.6 The default time for starting playback of the audio track will be on the third wing wag at the commencement of the performance. Alternatively the competitor may instruct the organiser in writing when playback of the audio track should commence, if necessary triggered by a command on the radio from the pilot.

2.4.1.7 The organiser must arrange for the audio track to be transmitted to the pilot during the performance using the safety frequency, and ensure that the Chief Judge may at any time break into the transmission to impart safety messages.

Proposed new Final Freestyle Judging Summary Sheet

Use by the judges of a revised version of the Summary Sheet will still be encouraged so they can maintain a personal record of the grades they have awarded to every aspect of each completed performance. This will enable them to ensure that their assessments for each flight can be made in a 'relative' manner by comparison with those of all previous flights.

Pilot	**Artistic Impression – 160K**		**Technical Control – 160K**		**Positioning – 80K**	**Comments**
	Programme design and artistry	*Graceful integration of flight paths and attitudes*	*Technical excellence and dynamic range*	*Aerodynamic controls and propeller-driven elements*	*Use of the performance zone and allowed time to maximum advantage*	*Overall impression Wow factor and style New / unique manoeuvres*
1						
2						
3						
4						
5						

Proposed new Final Freestyle Form-A Judging Sheet (total K = 400)

	Final Freestyle Judging Form	Pilots name:	Flight #:

	Description of flight characteristics	Value	Grade
Artistic impression (160K)	**1. Programme design and artistic rendition** • Comprehensive variety of freestyle and classical manoeuvring with high dynamic range • Combinations of traditional elements and fresh or original manoeuvres • Interesting diversity of flight-paths not restricted to classical main / cross box axes • Avoidance of dull or boring periods that might indicate lack of planning • Effective and sympathetic use of smoke and / or any accompanying audio track ***§***	**80k**	•
	2. Integration of flight paths and attitudes • Smooth and flowing execution with good control • Consecutive periods with different characteristics harmoniously linked • Use of many vectors and curving flight paths to present individual features	**80k**	•
Technical control (160K)	**3. Technical excellence and dynamic range** • Clarity of intentions and accuracy of presentation through all flight regimes • Exploration of fast and slow speed regimes, forward and backward flight • Freedom from obvious corrections, uncontrolled or unplanned departures	**80k**	•
	4. Aerodynamic controls and propeller-driven elements • Good use of full range of positive and negative angles of attack • Accurate slow, fast and hesitation rotations, use of yaw, pitch and roll axes • Wide variety of positive and negative flicks and unusual rotations • Interesting range of propeller-driven gyroscopic elements, flicks and tumbling	**80k**	•
Positioning (80K)	**5. Use of the performance zone and allowed time to maximum advantage** • Good use of the available time to demonstrate a wide range of manoeuvres • Imaginative and balanced use of the width, height and depth of the performance area • High and wide elements not too close, low elements not too distant to assess • Manoeuvres and transitions positioned and orientated for best impact • Imperceptible handling of wind effects	**80k**	•

Penalties (Chief Judge)	**Flight Time:**	10 points/sec (< 3m 30s or > 4m 0s)	Mins: ___ Secs. ____	
				Tick if Yes
	Missed slot:	250 points		☐
	Too Low:	Low = 250 points, Low-Low = Disqualification	Low:	☐
			Low-Low:	☐
	Where a deadline is established:	Disqualification if the deadline is crossed		☐

Marking: Judges should always use a wide range of marks, such as -

Poor ☹ **0.0 to 3.5** **Ordinary** 😐 **4.0 to 7.0** **Excellent** ☺ **7.5 to 10.0**

§ Failure of a competitors smoke system or the official audio system will not entitle the competitor to re-fly.

Rationale

The aim of this proposal is to combine many similar aspects of the existing criteria in a simpler format so that the judging sheets can be completed and submitted to the Chief Judge immediately each flight is concluded, as is normal with all classical programmes.

The existing criteria (Appendix 1a) are comprehensive and detailed, inevitably with various areas of overlap between the different statements. Because each aspect of each performance is judged relative to the same aspects of prior performances it is normal to put the grades for every pilot only into the Summary Sheet (Appendix 1b). At the conclusion of all flights the judges may take a further 15-25 minutes to transfer their assessments for every pilot onto their Form-A's, delaying publication of any results for a considerable time.

The new criteria must therefore enable judges to grade each aspect of each flight from 0.0 to 10.0 in 0.5 steps immediately the flight finishes, as is the case in classical programmes.

Smoke systems

The use of aircraft smoke systems is ubiquitous in air-show flying and most pilots make good use of this capability when flying the Final Freestyle programme. Clearly the judicious use of smoke can have a positive or negative effect on such a flight. Smoke is currently allowed but no account can be taken of it in the judges' assessment of the performance.

Audio tracks

Competitors sometimes ask for their own audio track to be played during their flight. This is currently permitted but can play no part in the judging process, whereas it is clear that the inclusion of audio/music as an interactive element of the performance can significantly enhance the programme, especially for audience appreciation and televisual/PR purposes.

This proposal thus includes assessment of how effectively either or both of the aircraft smoke and audio track options are incorporated into the artistic rendition of the performance, and the added harmonious interaction that they achieve. Whether or not to take advantage of them however remains at the discretion of the competitor.

Penalties

The existing penalty structure including the 3m 30s to 4m 0s time limits remain almost unchanged. The "Too high" criterion however has been dropped as this is primarily a parameter for judging Aresti figures in a defined performance zone (which includes a maximum height) and has little relevance within the freestyle programme format.

Appendix 1a: Existing CIVA Final Freestyle criteria from 2003 to date

	Item	Description of flight characteristics	K-Factor
Technical Merit (160K)	1	**Use of Many Different Areas of the Flight Envelope –** • full range of speeds and accelerations • full use of positive and negative angles of attack • flight beyond stall boundary • flying backwards	**40k**
	2	**Exploitation of Aerodynamic Controls and Gyroscopic Forces -** • movement about all axes using aerodynamic controls • exploitation of engine torque effects • exploitation of propeller gyroscopic effects • wide range of attitudes and flightpaths	**40k**
	3	**The Clarity of Execution of Individual Manoeuvre Elements -** • manoeuvres intended and under pilot control • starting and finishing on precise headings • precise definition of aircraft attitude at all times	**40k**
	4	**Wide Variety of Figures Flown on Different Axes and Flightpaths -** • many different figures in time available • use of different axes, if clearly presented • no excessive repetition of same type of rotation	**40k**
Artistic Impression (160K)	5	**The Pleasing and Continuous Flow of Figures -** • no periods of inactivity between figures • no heading/attitude corrections between figures • balanced entry and exit speeds	**40k**
	6	**Contrasting Periods of Dynamic and Graceful Manoeuvres -** • High speeds, sharp attitude changes, rapid rotations • Low speed flight, slow transitions and rotations	**40k**
	7	**Presenting Individual Figures in their Best Orientation -** • figures flown on well-chosen axes, that aid their identification and understanding	**40k**
	8	**Placing Individual Figures in their Optimum Position -** • each figure has an optimum position for best viewing • high figures not too close • low-level figures closer • Y-axis figures centred	**40k**
Positioning (80K)	9	**Symmetry -** • evenly balanced left-right • imperceptible handling of head or tail winds	**40k**
	10	**The Performance Zone -** • compact flight along X-axis, no excessive distance downwind • not too close, or too distant • deduction for figures obviously outside box	**40k**
Penalties:		• Too Low 250 points, or disqualification if deemed Low-Low • Too high 50 points • Time 10 points/sec (< 3m30s or > 4m0s) • Missed slot 250 points	**Total 400K**

The existing Final Freestyle judging criteria

The criteria CIVA has used since 2003 for judging the Unlimited Final Freestyle programme 5 at WAC and EAC events shown above here for reference (Appendix 1a). These replaced some earlier much simpler regulations that are shown below (Appendix 2).

Two key aims drove preparation of the second generation Freestyle judging regulations that were introduced in 2003 and have been used for all freestyle programmes since that time:

- An improved judging process was required to ensure that freestyle performances could be more critically assessed and compared for excellence and originality.
- It was hoped that output from the judges using these more detailed freestyle criteria would be compatible with results from the classical Aresti-based programmes, and the scores from all event programmes could be combined into a single results table.

Arrival of these 2003 freestyle judging criteria did encourage more critical performance comparisons, but combination of the marks from classic and freestyle programmes into a single results table remained impossible due to incompatibility between the freestyle judging, based on the perception of excellence, and the error-driven downgrade process that is employed for classical Aresti figures.

Appendix 1b: The existing CIVA Final Freestyle Judging Summary Sheet

Pilot	Technical Merit				Artistic Impression				Position		Personal Comments, Wow Factor *(not for transfer to Form-A)*
	Flight Envelope	*Controls & Gyro*	*Execution & Clarity*	*Variety of Axes*	*Pleasing Flow*	*Contrast & Grace*	*Figure Orientation*	*Figure Position*	*Flight Symmetry*	*Performance Zone*	
1											
2											
3											
4											
5											

Importance of the 'Final Freestyle Champion' as a separate entity

We must also recognise that running the Final Freestyle programme as a separate championship enables its own World or European Freestyle Champion to be declared, a major benefit that would be lost if all programmes were to be combined.

Appendix 2: Extract from CIVA Rules 2000

2.1.5 **Marking of Programme 4 (Criteria)**
Programme 4 (Final Freestyle Programme) will be marked under four headings:

Criteria	K-factor
Originality	60
Versatility	60
Harmony & Rhythm	60
Execution	60
Total	240

NP2019-24 RC JC GAC

CIVA PRESIDENT PROPOSAL #2

Document: Section 6 Part 1 / Part 2

Subject: **Revised Judging Criteria for Rolling Turns**

Proposal

Revised Section 6 text (here Part 1) :

B.9.3. Family 2 Other Figures - Rolling Turns

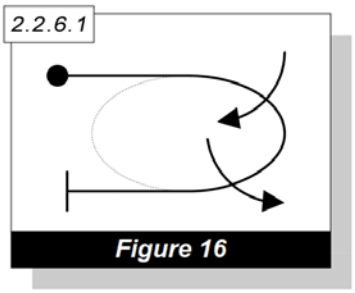


Figure 16

B.9.3.1. The rolling turn (Figure 16) is a figure that combines a level turn of a prescribed amount with a roll or rolls evenly integrated throughout the turn.

B.9.3.2. 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.9.3.3. 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.9.3.4. When a rolling turn is performed with 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 should 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):

a) The figure starts in horizontal flight with the wings level and the aircraft longitudinal axis aligned with the prescribed box axis.

b) The pilot simultaneously initiates the turn and commences the roll in the same direction as the turn.

c) The judge may expect the aircraft to be inverted when the longitudinal axis is at the 45 and 135 degree cardinal points and to be upright at the 90 degree point.

d) 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.

e) The roll direction should be reversed from inwards to outwards with 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.

f) The turn is not wind corrected and for this reason may not follow a circular flight path.

g) The figure should end when the aircraft longitudinal axis reaches alignment with the prescribed box axis, with the flight path horizontal at the same moment that the wings become level.

B.9.3.6. Downgrades:

a) Entry condition: The aircraft must commence the figure with the wings level, in horizontal flight and with its longitudinal axis aligned with the correct box axis. Errors in meeting these requirements are deducted using one (1) point for every five (5) degrees.

b) Horizontal flight path (centre of gravity track) variations: Each variation from the required horizontal flight path is deducted using one (1) point for every five (5) degrees up or down.

c) Turn rate variations: 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.

d) Roll rate variations: 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.

e) Roll direction reversals: The rolling direction should change with 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 are deducted using one (1) point for every five (5) degrees.

f) Type of rolls: All rolls in a rolling turn are aileron rolls. If a flick roll is performed, the figure is graded PZ.

g) Number and direction of rolls: Performing more or fewer rolls than the catalogue stipulates or incorrectly rolling either inwards or outwards must be graded HZ.

h) Exit condition: The figure finishes when the aircraft stops rolling, or its longitudinal axis stops turning or reaches the prescribed box axis, whichever occurs first. Errors when the exit condition is reached are penalised as follows:

i) Where there is misalignment between the aircraft longitudinal axis and the box axis or the flight path is above or below horizontal the deduction is one point per five (5) degrees.

ii) Where continued rolling is necessary to reach the wings-level condition after the aircraft longitudinal axis has reached the prescribed box axis, regardless of whether the turn continues or ceases, the following deduction should be applied:

- Less than 15° of roll is executed: 1 point
- More than 15° but less than 30° of roll is executed: 2 points
- More than 30° but less than 45° of roll is executed: 3 points
- More than 45 degrees of roll is executed: HZ

Rationale

In the existing Rolling Turn criteria there is no definition regarding the pause when reversing the roll direction in alternating roll direction turns, assessment of changes in the aircraft altitude would be more easily judged solely by reference to the angle of climb or dive and not the optional 100ft increments, and it would be helpful to simplify and re-order the wording of the given criteria and downgrades.

<u>Balance of the different criteria</u>

The Rolling Turn has probably a wider range of judging criteria and downgrades than any other Aresti figure. Throughout the judge must constantly assess concurrent changes in flight path and turn rate, loss or gain in altitude, changes in roll rate and the handling of occasional roll reversal moments, together with axis references at the start and end.

An easily misjudged element in the existing criteria derives from the estimation of any uncompleted roll when the aircraft reaches the exit axis. For judges the simultaneous assessment of -

a) precisely when the exit axis is reached, and

b) how much roll (if any) remains to be completed at this precise moment

is a demanding exercise which can lead to significantly differing assessments of the outstanding roll.

- Pilots who reach the exit point with their wings level but some turn remaining or are climbing or diving can easily be assessed using the normal 1 point per 5 degrees downgrade.
- Determination of the true angle of remaining roll must take place in a fleeting instant while other criteria also require attention. The proposal suggests this would be more consistently resolved using a "small > medium > large > too much" assessment in a similar manner to the downgrades normally employed in other areas such as line lengths, non-circular radii.

The proposed exit assessment solution

When the exit axis is reached a 'remaining roll angle' of 45 degrees would as usual represent the worst possible downgrade condition, after which the figure should be graded zero because more than 45 degrees of roll at this point puts the wings nearer to vertical than horizontal and that would clearly signify that the wrong figure was flown. If we apply the same 1 > 2 > 3 > wrong figure downgrade solution that our existing regulations apply for many other situations then we could for example have:

Error seen at the moment the exit axis is reached:	*Importance:*	*Downgrade:*
Any rolling observed that is less than 15°	Minor downgrade	1 point
Rolling observed between 15° and 30°	Medium downgrade	2 points
Rolling observed between 30° and 45°	Major downgrade	3 points
More than 45° of rolling after the exit axis is reached	Unacceptable error	HZ

The above interpretations are simple to assess because 45 degrees (in this case in 1/3 increments) is a standard error condition that judges are experienced to evaluate.

It is also apparent that the existing descriptive text in Part 1 could advantageously be refined and reassembled to make the sequence of criteria in some areas clearer and more logical, and the proposal offers a solution to achieve this benefit.

RC Chairman Note: Decisions to be harmonized with Germany proposal #2 (NP2019-12) on same subject.

NP2019-25 **RC**

CIVA PRESIDENT PROPOSAL #3

Document: Section 6 Part 1

Subject: **Competitors Eligibility Restrictions**

Proposal

Revise para 1.2.4.1 as follows –

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 ~~not~~ subsequently participate in a lower category power championship **only in an Hors Concours capacity** during that calendar year or the following two calendar years, **subject to acceptance by the organiser per 1.2.6.4**.

Rationale

This year a competitor has asked if he may enter a CIVA championship as an Hors Concours pilot, even though he scored more than 60% at a World or Continental aerobatic championship for powered aircraft within that calendar year or the following two calendar years. Paragraph 1.2.4.1 does not recognise that the different status of an H/C pilot should render such an entry acceptable, even though no rank to the H/C pilot is awarded at the event. As a result the International Jury at the targeted 2018 event (WAAC) have considered this matter and determined that this pilot is eligible to enter in an H/C capacity, provided that the organisers are prepared to accept the entry per paragraph 1.2.6.4.

NP2019-26 RC JC

CIVA PRESIDENT PROPOSAL #4

Document: Section 6 Part 1

Subject: **Permitted Breaks**

Proposal

Revise para 3.6.5.1 to read –

3.6.5.1 The International Jury may allow flights to be made in two parts, during the performance of all Programmes other than the Final Freestyle, if the height of the cloud base is between the heights given in the table at paragraph 3.6.4.6.b) or if the relevant density altitude exceeds that stated in paragraph 3.6.2.6. The competitor is then allowed to ~~readjust~~ **adjust** his height **and location** without penalty to commence the second part.

Rationale

Paragraph 3.6.5.1 explicitly allows a competitor, when taking a permitted break, to "readjust height without penalty to commence the second part". Clearly our intention should also be to allow the competitor to reposition the aircraft within the box, as adjusting the height alone may place the aircraft in a poor location from which the restart would be at a disadvantage.

NP2019-27 RC JC

CIVA PRESIDENT PROPOSAL #5

Document: Section 6 Part 1

Subject: **Penalised Breaks**

Proposal

Revise para 3.6.6.1 to read –

3.6.6.1 In the event that a pilot interrupts the sequence after a figure is flown incorrectly, **or** with completion on the wrong heading, **behind the judges** or in the wrong attitude, the break will always be penalised. (etc.)

Rationale

Paragraph 3.6.6.1 instructs that a pilot who interrupts the sequence "after a figure is flown incorrectly, with completion on the wrong heading or in the wrong attitude" must receive a penalty. However if the aircraft finishes a correctly flown figure behind the judges and a break is taken to enable repositioning within the performance zone in order that the next figure may be commenced in front of the judges and thus benefit from normal marking, this should constitute an additional reason why the break should be penalised.

NP2019-28 **RC**

CIVA PRESIDENT PROPOSAL #6

Document: Section 6 Part 1

Subject: **Awards**

Proposal

Medals

The awards of medals and diplomas is covered in considerable detail in paragraphs 5.4, 5.5 and 5.6, but definition of the precise numbers of gold 64mm and 50mm medals for the top teams and the diplomas to be awarded could be improved. For example in table 5.4.3.1:

Men's [Continental] Unlimited Team Champion, Or [Continental] Unlimited Team Champion (regardless of gender, if less than 3 teams of at least 2 pilots in any gender) (b)	Gold x4 (c) 64mm + 3x 50mm		Europe: Darius and Girėnas Trophy *donated by the Lithuanian Aeroclub*	Yes x4 (c)
Second place (b)	Silver x4 (c) 64mm + 3x 50mm			Yes x4 (c)
Third place (b)	Bronze x4 (c) 64mm + 3x 50mm			Yes x4 (c)

it would be helpful if the highlighted text above (and for 2nd Silver and 3rd Bronze places) were revised for example to –

Gold x4 (c)
(Manager: 1x 64mm
Competitors: 3x 50mm)

Diplomas

In all of 5. there is also no mention that historically we have provided one diploma each for the top 10 pilots overall – this should be added at a convenient location in the document.

Rationale

Self-explanatory.

NP2019-29 RC GAC

TRANSFERED FROM SP-2018

Document: Section 6 Part 1 / Part 2

Subject: **Air Temperature Limit**

Proposal

Implement new paragraphs such as :

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. 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 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.

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.

Rationale

Preserve pilot safety by special measures in case of hot temperatures.

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

RC Chairman Note: Initially submitted by Hungary as Safety Proposal 2018, then undergoing a series of proposed amendments. The version above is still tentative. RC & GAC members are invited to review the full e-mail exchanges thread on the topic and determine whether a consensus may be reached.

NP2019-30 RC GAC

TRANSFERED FROM EP-2018

Document: Section 6 Part 1 / Part 2

Subject: **Revision to rules for the Programme-4 "Cut"**

Proposal

Modify rule 2.1.2.2 (Part 1) as follows (with similar modifications for Part 2 \ 2.1.1.3) :

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, 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.

Rationale

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

RC Chairman Note: Initially submitted by the President of CIVA at Plenary 2017 as Expedited Proposal, referring to the International Jury President Report from the 2017 WAC in South Africa. After some discussion, Plenary agreed that the proposal should be forwarded to the RC and if possible re-presented at the next opportunity.

NP2019-31 RC JC GAC

TRANSFERED FROM CIVA PRESIDENT PROPOSAL @PLENARY 2017

Document: Section 6 Part 1 / Part 2

Subject: **Chief Judge option to refer HZ and other panel disagreements to the Jury**

Proposal

Part 1 para 4.4.4.4.a (Part 2 para 4.5.4.4.a) should be amended to give the Chief Judge broader latitude to refer such situations to the International Jury, as follows:

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

Rationale

Situations can arise during post-flight video conferences where one or more judges, on finding that an HZ they have awarded / not awarded or their interpretation of some judging criteria is not shared by other judges, have refused to accept that they may be wrong and continue to defend their original grade even though the video indicates that the opposing view is more likely to be correct. In these situations the Chief Judge is permitted only to apply a Confirmed HZ in accordance with a majority vote, although it may be his opinion that the competitor will receive an inappropriate grade for the figure.

RC Chairman Note: Initially submitted by the President of CIVA at Plenary 2017. Plenary agreed that there is a conflict through having a jury decide something that might end up back to the jury as a protest. Plenary stated the proposal should be taken to the JC&RC for further investigation and taking a proposal to next plenary.