



*Fédération
Aéronautique
Internationale*

Minutes of the Plenary Meeting of the FAI Aerobatics Commission (CIVA)

Held on
Saturday 18th and Sunday 19th November 2023
at the
Polish Aviation Museum, Kraków, Poland

Version 1.0 / 17th January 2024

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CIVA President's introductory remarks

President Nick Buckenham welcomed everyone to the meeting.

Bureau 2023:

Nick Buckenham	CIVA President
Matthieu Roulet	Vice President
Tamás Ábrányi	Vice President
Hanspeter Rohner	Vice President
Jerzy Makula	Vice President
Hanna Rähä	Secretary
Zuzana Danihelova	Secretary
Philippe Küchler	Treasurer

1. In Memoriam

A minute of silence was held to remember friends and colleagues who passed away in 2022 and 2023.

József Tóth	HUN	11/2022
Manfred Echter	GER/SUI	12/2022
Sándor Katona	HUN/FRA	03/2023
Dániel Czitán	HUN	06/2023
Béla Gurály	HUN	07/2023
Nikolay Timofeev	USA	07/2023
Jean Zumaglino	FRA	09/2023

2. Meeting Introduction

2.1. Roll Call of delegates

Present:

Argentina, Canada, Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Italy, Lithuania, Luxemburg, Norway, Poland, Portugal, Romania, Slovakia, South Africa, Spain, Sweden, Switzerland, United States

The Following Proxy Votes were tabled:

Japan (JPN)	to	Poland (POL)
Saudi Arabia (KSA)	to	Spain (ESP)
Ireland (IRL)	to	Lithuania (LTU)
Brazil (BRA)	to	Portugal (POR)
Belgium (BEL)	to	Luxemburg (LUX)
Netherlands (NED)	to	Switzerland (SUI)
Great Britain (GBR)	to	United States (USA)
Australia (AUS)	to	South Africa (RSA) validated Saturday during Lunch.

TOTAL VOTES 30 (22 present, 8 Proxies). Absolute majority 16, 2/3 majority 21.

Apologies for Absence:

Great Britain

2.2. Minutes of the 2022 meeting

The Delegates approved the minutes of the 2022 Plenary conference unanimously.

2.3. Declarations of Conflict of Interest

There were no declarations of conflict of interest.

3. Report from the President of CIVA

Nick Buckenham presented the President's report.

- Sky Grand Prix in Durban June 15-16.
 - Winner Aaron Deliu (AUS).
- Intermediate EIAC+ at Deva, Romania July 2 to 8 – cancelled due lack of nations. More of this in agenda item 7.8
- WGAC/WAGAC in Torun Poland July 29 to August 5.
 - Winners in Unlimited Maciej Pospieszynski (POL) and in Advanced Thibaut Fromantin (FRA).
 - Unfortunate accident with SoloFox and structural issues with Swift. These incidents were referred to the Safety Working Group for analysis.
- EAC at Pavullo nel Frignano, Italy.
 - Winner Florent Oddon, (FRA).
 - Problems with the box location due to topography.
 - Four-minute freestyle was not validated.
- WAAC at Jean, Nevada, USA.
 - Winner Tommy Douillard, FRA.
 - Problems with wind measurements, final awards ceremony.

Overall the year was a difficult one for CIVA. The Sky Grand Prix was successful, but one championship was abandoned and three experienced a range of different issues.

4. Report from FAI Secretary General

Markus Haggenev presented his report via Zoom.

He apologised for not being able to attend the meeting in person.

His main topics were the FAI General Conference, finances and the budget for 2024.

The FAI General Conference was held in Dayton, Ohio on the 26.-27 OCT 2023 and the material can be found from <https://www.fai.org/general-conference>.

5. Report on CIVA Finances 2022-2023

5.1. 2023 Financial Results

This Report was presented by CIVA Treasurer Philippe Küchler (PK).

It was noted that **all numbers are now presented in Swiss Francs from the beginning of 2023.**

Championships	Pilots budget	Officials budget	Remarks	Average cost/ official	Actual expenses	Actual income
EAC 2023 Italy	24	20		263,05	7 241,00	4 639,20
WGAC 2023 Poland	15	20	cost/ expense sharing with WAGAC	213,74	4 274,00	3 140,48
WAGAC 2023	24					6 673,52
WAAC 2023 USA	58	22		1 020,82	22 458,00	11 136,00
FAI Sky Grand Prix	7	1	not in the budget		0,00	0,00
EIAC 2023 Romania	0	0	Cancelled		1 959,00	0,00
totals	138				35 932,00	25 781,20
Result						-10 150,80

Accounting items	Cost	Received
Sanction fees (Details above)		25 781,20
Protest fees (EAC)		260,96
Other income		0,00
Expenses for services (judge badges/diplomas)	0,00	
Commission medals / diploma (5 competitions)	3 385,00	
External services (live stream HW Plenary)	110,00	
Officials (see above)	29 124,69	
Postage	0,00	
Licenses / updates	0,00	
Bank Fees	0,00	
Exchange loss	180,25	
Exchange profit		232,85
totals	32 799,97	26 275,01
Result		-6 524,93

- The financials were not finalized during the plenary because the year is not over. Some expenses are still to be paid.
- After all costs, the loss for 2023 will be over 10 000CHF.
- Medals are expensive and we also had to pay the travel costs to those officials who had booked their tickets before the Romanian Intermediate competition was cancelled.
- The Glider competition brings in much more, due the combined status – 2 championships but only 1 set of officials.

Discussion:

Responding to Alex Moore, PK explained that the official medals from FAI are for the overall 1-2-3 winners and team winners, whereas the CIVA medals are given to the winners of individual programmes.

Eugen Schaal asked about the cost structure between the glider and power competitions since the difference in cost was very high. PK explained that biggest difference this year is due the WAAC 2023 location in USA, so the TA cost was also unusually high. Normally CIVA covers one judge "overseas", this year we covered 7. The second point to remember is that in gliders we have two events together, so income is twice but TA's only once.

Jurgen Leukefeld asked about the special reserve CIVA has. In January 2023 the CIVA special reserve had 100 931CHF. PK reminded plenary that this is an imaginary number we have available for special projects, not a running account figure.

PK summarized the changes for Officials from 2024 and presented ideas to improve things:

- ALL claims must from now onwards be made in Swiss Francs.
- Payments from FAI are made in CHF.
- The standard FAI Claim form must be used in future instead of the previous CIVA claim form.
- From 2024 onwards the CIVA TA Officer will be Zuzana Danihelova.
- Statistics of the accounts, money flow, competitions, and competitors:
 - The number of pilots is decreasing year after year except in Glider ADV.
- There is a strong recommendation to change the current TA system, which will be presented by Madelyne Delcroix in Agenda item 5.2.
- Other changes needed:
 - Sanction fees should always be stated in CHF from 2024 onwards.
 - To be approved by the CIVA Plenary.
 - The Protest deposit must be stated in CHF.
 - part 1 currently says *max 100 EUR*.
 - part 2 currently says *max 100 USD*.
 - These must both be harmonized to CHF.
 - PK made a proposal to set the same wording in both parts.

Report Approved by CIVA

5.2. 2022-2023 Travel Allowance (TA) Programme

Madelyne Delcroix presented the TA report.

MD noted that the figures are almost correct, though two TA's have still to be paid. Starting in 2024 Zuzana Danihelova will take over the work of TA officer.

Notable items:

- FAI have stipulated that from Jan 2023 all payments will be stated in Swiss Francs.
- From 2024 onwards there will be a new form to everyone to use for FAI to receive the TA's.
- During 2023 there were 60 officials fully refunded plus partially 4 teams of judges, including those who had bought their travels before the EIAC was cancelled.
- The same issues remained as previous years: officials are not reading the procedures, or the check list created to help the TA procedure.

2023	TA Paid	Sanction fees received	= about	which is % of the income
WAGAC/WGAC	4 274 CHF	9 800 €	= 9 450 CHF	48,4 %
EAC	7 241 CHF	4 800 €	= 4 635 CHF	154,08 %
WAAC	22 458 CHF	11 200 €	= 10 780 CHF	208,33 %
EIAC	1 959 CHF	-	-	-
Total	35 932 CHF	25 800 €	= 23 980 CHF	150 %

As shown, the TA expenses are over 41% higher than the sanction fees received. CIVA cannot afford to lose money every year, so the Sanction fees should be increased drastically. The TA officers proposed to raise the Sanction fee to 300CHF. Also, the Sanction Fees should be in CHF since we must pay the TA's in CHF.

MD presented new procedure proposals with 3 options that the team of Nick Buckenham, Madelyne Delcroix, Zuzana Danihelova and Philippe Küchler had developed:

- 1) **Keep the TA system as it has been since 2012 and just switch to the FAI Excel sheet:**
 - The TA officer simply approves the expenses.
 - If this solution is chosen, we have to define precisely what we are refunding and what we are not.

- 2) **The TA officer determines how much each official can receive as a maximum, without asking for a proposal from the official.**
 - This approach however does not seem very efficient.

- 3) **Determine a fixed amount according to the geographic needs – “the stipend-system”**
 - Europe < - > Europe 300 CHF (+/- 315 € with current rate)
 - Europe to North America 1 200 CHF (+/- 1 215 €)
 - Europe < - > RSA 950 CHF (+/- 1 000 €)
 - North America < - > RSA 1 100 CHF (+/- 1 160 €)
 - other cases are rare, and we can determine case by case.
 - For travel by car, still with ViaMichelin calculation capped to 300 CHF or suitable system not exceeding 300.

The TA team (NB, MD, ZD and PK) recommends the third proposal, the stipend-system
The Bureau proposes that CIVA should adopt option 3 from 2024 onwards.

No discussion.

Report agenda item 5.2
Report approved by CIVA.

5.3. The 2024 Budget

Report from Philippe Küchler

Budget 2024

- The expected opening balance is around 45 500 CHF. This number reflects the situation per 31 Oct 2023 and the missing expenses that are yet to come during 2023.
- The budget below is calculated with the 300 CHF sanction fee:

Championships	Pilots budget	Officials budget	Remarks	Average cost per official	Budget expenses	budget income
WGAC 2024	15	20	cost/expense sharing with WAGAC	300,00	6 000,00	13 500,00
WAGAC 2024	30					
WAC 2024	40	20		400,00	8 000,00	12 000,00
EAAC 2024	40	20	cost/expense sharing with EIAC		8 000,00	16 500,00
EIAC 2024						
totals	140				22 000,00	42 000,00
Result						22 000,00

Accounting items		Expenses	Income
Sanction fees	details, see above		42 000,00
Protest fees			0,00
Other income		0,00	0,00
Expenses ASC merchandise and Other	Judge badges and diplomas	200,00	
Commission medals / diploma	5 Championships á 750 CHF	3 750,00	
External services		0,00	
Officials	details see above	22 000,00	
Postage		100,00	
Licences, updates	election Runner	40,00	
Bank Fees		30,00	
Exchange loss		300,00	
Exchange profit			700,00
Special projects			
FAI Travel insurance		1 100,00	
G-LOC Survey		1 000,00	
Totals		28 520,00	42 700,00
Result			14 180,00
Closing balance			59 586,07

- Sanction fees are based on the 300 CHF level. If the Sanction fee was 250 CHF, the closing result will be about half of the current calculation. Continuing with 200CHF sanction fee we will run out of money in only a few years.
- Special projects are the FAI travel insurance option, if CIVA approves, with about 1100 CHF cost, and also a G-Loc survey that will be run by the new Safety Working Group.

- The Travel Insurance option will be discussed later.
- The Insurance system from FAI. If CIVA opts in, it protects all officials at all championships in the event of accidents, personal insurance, damages, theft, transportation costs etc.

Report approved by CIVA.

5.4. The CIVA Sanction Fee

Report from Nick Buckenham.

The sanction fee was raised from 160 to 200 EUR last year in the plenary. As the financial reports show, 200 EUR does not cover the costs and this cannot be acceptable. There is a pressure to increase the sanction fee to keep the finances in track. There are several options to do this:

- 1) *Increase from 200EUR to 250CHF which keeps us approximately at the same level as we are now.*

OR

- 2) *To increase the Sanction fee to 300 CHF which gives a bit more positive outcome to our finances for next year. This will also allow us to keep the Sanction fee at the same level for more years and not feel the pressure to increase it again next year. This is the option the Bureau recommends.*

Discussion:

Mike Gallaway stated that a key aspect of the problem is getting more pilots to compete. Nick agreed that this is also another topic we need to look into.

Eugen Schaal stated that in Gliders the number of pilots is increasing in ADV and decreasing in UNL. We have a significantly lower entry fee because accommodation is not included, so increasing the entry fee with the increased sanction fee is likely to lower the number of pilots.

PK: Power pilots will spend far more money to participate, the increase of 100 CHF (+50 %) is only a small amount that the pilot pays in total. For gliders it has been 650€, 750€, 850€ and next year 950CHF, that is about 12% increase, which is much more in percentage than the power competitions. That is a psychological affect. The potential organiser of the Glider combined competition has agreed they stick to the 950 CHF entry fee IF CIVA agrees to increase to 250 CHF but if the increase is to 300 CHF they must increase the entry fee close or even over the psychological number of 1000€.

Tamas Abranyi agreed with PK, they have the same cost in total than power pilots, with preparations, towing fees, accommodation, food etc.

NB asked: Shall we go to 300 or to 250. If 250, this conversation will continue next year. We need to make one decision and apply it to all contests.

The vote was conducted after coffee break.

Proposal: Increase the Sanction fee to 300CHF

in favour: 18

against: 11

(total votes 29)

CIVA APPROVED

Report approved by CIVA.

Report agenda item 5.4

6. Reports of the 2023 Championships

6.1. WGAC/WAGAC Jury President's Report

Report from Philippe Kùchler

PK addressed the expedited proposal at the end of the report (page 8) about running the competition with or without the HMD.

Since the proposal is not on the agenda, PK asked if the plenary is willing to add this for a vote. (2/3 of the votes was needed to add this to the agenda.)

In favour: 29 Against: 0 Abstain: 0 (total votes 29)

CIVA AGREED to vote.

THE EXPEDITED SAFETY PROPOSAL:

Section 6, part 2, paragraph 3.9.1.2 b) should be changed to: "The competitors determine their point where they release. The tow plane will tow in the direction of the principal axis at 1250 m (over datum) with constant airspeed through the performance zone. If HMD is used the release altitude is 1250m. The height and direction will be established 1km before entering the performance zone. If the competitor does not release at the end of the performance zone, they will be towed in a second time in the same direction. They must release at the end of the second passage at the latest. The tow plane will indicate that requirement by rocking its wings."

No discussion.

Vote of the proposal:

In favour: 28 Against: 0 Abstain: 1 (total votes 29)

CIVA APPROVED

Report approved by CIVA.

Report agenda item 6.1

6.2. WGAC/WAGAC Chief Judge's Report

Report from Vladimir Machula.

NB mentioned that the report has been published late last night.

No discussion.

Report approved by CIVA.

Report agenda item 6.2

6.3. WGAC/WAGAC Contest Director's report

Report from Jerzy Makula.

No discussion.

Report approved by CIVA.

Report agenda item 6.3

6.4. EAC Jury President's Report

Report from Pierre Varloteaux.

During the competition all 4 rounds were flown. There were 7 protests, mainly caused by the rule change approved last year that removed the PZ. This caused a lot of time loss during the competition.

The major problem came during the Final Freestyle. Because of haste due to lack of time, an unsatisfactory judging position, deadline infringements not confirmed by one of the jury members on the safety line or by the video, a dangerous flight not sanctioned and safety problems linked to the impossibility of using the radio frequency (used to broadcast the music), the jury decided, on 21 September 2023, not to validate programme #5.

Three recommendations came out of the competition and were mentioned in the Jury President's report. These proposals will be voted in agenda item 8.3, the Safety, Expedited and CIVA President's proposals.

No discussion.

Report approved by CIVA.

Report agenda item 6.4

6.5. EAC Chief Judge's Report

Report from Nick Buckenham

NB underlined the long times the judging panel had to spend reviewing videos to approve or disapprove Hard Zeros that were given due to poor flick rolls and spin entries. The current ruling will continue to cause wasted time in looking at videos and thus delays when processing the score sheets, so this is an issue we need to address.

No discussion.

Report approved by CIVA.

Report agenda item 6.5

6.6. EAC Contest Director's Report

Report from Maurizio Costa

MC thanked all, and said they had expected 30 pilots but due to war, no Ukrainian or Russian pilots were present which explained the low number. He was sad about the Freestyle programme and what happened.

He also explained that the organizer had wanted to place all pilots in the same hotel, but when complaints were received they refunded the accommodation and helped the teams to find new and better accommodations. MC recommend leaving the possibility open to the future competitions to offer contest with two different entry fees, the higher fee with accommodation and lower fee without accommodation.

Discussion:

Cyrial Talon thanked him for the good competition and wanted to mention hangars being the best so far.

Report approved by CIVA.

Report agenda item 6.6

6.7. WAAC Jury President's report

Report from Mike Heuer.

Discussion:

Matthieu Roulet: MH mentions in his report that there were no traditional podium or anthems on site, and some pilots expressed strong disappointed. It is important for this assembly to make a point that it is not only a tradition or protocol; it is a rule. The rules say that you must play national anthems, must present the flags, must play the FAI anthem, and must display the FAI flag. What we experienced was unacceptable.

Alex Moore: I totally agreed with MH's statement. This is not acceptable, and I think that CIVA also has to feel accountable. It is not only the contest organizer, it is not only the NAC, it is us. It must never ever let this happen again.

NB: Thanked MR and AM for their comments, I have heard that there have been a number of strong objections raised regarding this matter.

Report approved by CIVA

Report agenda item 6.7

6.8. WAAC Chief Judge's Report

Report from Nick Buckenham

No discussion.

Report approved by CIVA

Report agenda item 6.8

6.9. WAAC Contest Director's Report

Report from Duncan Korbel

Discussion:

Vlad-Alexandru Popescu stated that there will be a letter in a few days from Romania regarding the organisation and all the things that happened in Jean. The Romanian Federation wants to take an official step towards of all this.

Tamas Abranyi apologized for not being able to do more during his Jury duty. It took them several days to figure out what was really happening and for example that the wind measurement drone did not receive authorization from the US Authorities to fly higher than 400ft. He also mentioned that never before in a championship there has been only one person in charge of the judge's paperwork, scoring and the contest office.

Nick thanked Tamas, and said his comments reflect the views of many about this championship. NB asked if anyone have any comments on this particular championship including the ones from the Canadian and French teams, to send them to him. He will compile them into an extremely strong letter to be sent to at least, the organiser and the American NAC.

Pierre Varloteaux stated that the Contest Director's report including allegations against him about the WhatsApp group were unacceptable. He also mentioned the wind measurement and agreed with TA that it took 3 days to find out the real situation. PV strongly recommended not to accept the Contest Director's Report.

US delegate Mike Gallaway supported the CD's report and took offence on the comments of it being the worst contest on the planet earth. MG reminded that it was 2019 when the bid was placed, and many things had changed drastically in the past 5 years. MG understands that there were clearly inappropriate elements, in particularly with the closing ceremony. MG mentioned that plenary it was the biggest contest of the year with 58 pilots.

VP reminded him of the 14 protests and 4-5 re-flights which was very unusual.

TA noted that it is not a subjective thing, what we have written in the section 6 part 1. That is the rules, and they were not followed.

MR said that when MG was talking about offence, this report was a direct attack on CIVA, Pierre and the French team. There were also strong accusations against the French team because they asked for wind measurements, which of course they were entitled to do. If this assembly approves this report, it undermines the sanctity of rules.

PIK said that he has encountered similar events some years ago in Glider event. He said that we should not nominate or elect the jury president from the same country as the competition held. This heavy violation against our rules is undermining our credibility. He said that we could even discuss whether or not to validate the competition.

NB thanked MG for defending the WAAC team but reminded him of the strong impressions that must be listened. He said that he will collect all comments and get back to the contest director and said that CIVA rules and regulations have been operated for a long time and they must be followed, otherwise we do not have valid competitions.

Madelyne Delcroix agreed with PK regarding the nationality of the jury president. MD stated as last year she was the jury president in France and felt very uncomfortable. She did state in her JP report, that CIVA should make a rule that you can't be a jury president in your own country.

Alex Moore suggested putting in place a system that reduces the risk of this happening again.

Jürgen Leukefeld summarized some of the comments made. He pointed out that the plenary cannot de-validate the contest afterwards, but our rules allow for the president of the International Jury to do so if the JP finds the rules are not fulfilled. He stated that this would be a very difficult decision to make during a championship. He was also surprised that there is no rule about the JP being from the same country of the organising country but there is only a rule about the CJ. JL spoke about the competitor registration system and how all entries must be authorised by the NAC, because the NAC is the entity who sends the international participants to competitions.

Pavol Kavka agreed that it is too late not to validate the contest. The organizing body was supposed to follow rules and they did not do that. It is the task for the IJ to stop the event until they are met.

TA reminded plenary that the situation on site can be very difficult. He also noted that jury members did not receive the JP report before it was published, which is unusual.

PV agreed with TA that things were difficult on site. It is very different to stop the contest and not let the pilots finish what they started than to not accept the report.

MG reminded that the Jury decided to continue the contest and the event was finished and the champion was chosen. He noted that there were issues, but the organiser tried to solve them all, like the video area which was open to everyone. He apologized about the closing ceremonies, but also reminded that things are done differently in USA and they are run according to the FAA regulations.

MR reminded that we need to support the Jury decision to keep the contest going. He said that at this point the biggest issue is the CD's report which is not acceptable. This is why we want to reject it.

NB thanked of all the comments made and said he will get back to the CD about these things. He then initiated the vote.

Vote if the plenary wish to reject the contest directors report:

22 in favour

1 against

6 abstain

(total votes 29)

Report rejected by CIVA. The consequences will be driven by the President with the bureau.
Report agenda item 6.9

6.10. The Sky Grand Prix

Report from Quintin Hawthorne.

The Sky Grand Prix of Aerobatics was held at Virginia Airport in Durban, South Africa on the 15th and 16th of June 2023. The competition hosted 7 pilots of which 2 were from outside South Africa, Aaron Deliu from Australia and Aude Lemordant from France. South African pilots were Nigel Hopkins, Patrick Davidson, Mark Hensman, Barrie Eeles, Eugene du Preez. The event was successful but was difficult to sell to sponsors.

Discussion:

QH commented they were ready to run it with a few more competitors. The competitors were invited, and they needed to be unlimited pilots. Unfortunately, not all of them could make it because they were committed to the airshows and other things. So, despite of small field there was a good turnout from the public. It was financially a great event, hopefully we have some more, next year. If all goes well and sponsorship come through, we hope to take it elsewhere.

NB mentioned that there was very strong commentary throughout the event from Mike Gallaway and thanked him. Presenting a commentary on aerobatics of any kind is something we wish to get aligned with in our other events.

AM congratulated South Africa for running this event.

Report approved by CIVA.
Report agenda item 6.10

7. Reports of the other Committees and Working Groups

7.1. CIVA Judging Committee

Report from Pierre Varloteaux

PV stated that there were no big issues this year. The judging committee made the judge selections over a 3-step process. PV visited several events this year and recommended that CIVA needs a change or to adapt the rules with HZs, the current rule is very difficult to manage for the CJ.

No discussion.

Report Agenda Item 7.1
Report Approved by CIVA.

7.2. CIVA Catalogue Committee

No report from Jim Bourke

Discussion:

Matthieu Roulet noted that there was one proposal for Catalogue committee, but no response on that. NB said that he would contact JB about this.

After plenary the committee report from JB was found and posted to the plenary website. The report states that it rejected the proposal NP2024-10 which sought to address deficiencies in the scoring of rolls on the bottom of looping segments:

NP2024-10

Source: FRA #1
 Document: Section 6 Part 1
 Subject: Amendment to Aresti Catalogue

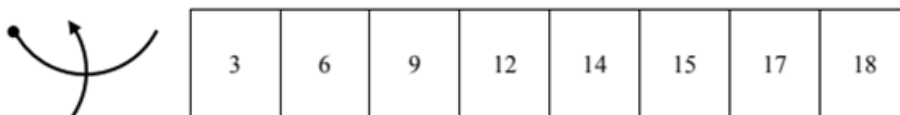
Proposal

On all curved lines at the bottom of looping segments, increase all rotation coefficients by 50% (rounded upwards) compared to rotations on horizontal lines (row 3).

This would apply to the following figures:

- 7.4.1.3, 7.4.1.4, 7.4.2.3, 7.4.2.4 (whole loops)
- 7.4.7 to 7.4.14 columns 3 & 4 (reversing whole loops)
- 8.6.17 to 8.6.24 columns 3 & 4 (“P” loops)

To that end add in Family 9 tables a row (row 6) with curved rotations, e.g., in Family 9.1:



Rationale: These rotations are much harder to execute than on straight horizontal lines or on curved lines on top of loops. Note that this would not apply to figures where only a simple half roll is allowed in the catalogue, such as 7.5.10.3 etc (vertical “S”), or 7.8.18.4 etc (vertical eights).

The committee response:

NP2024-10: this seems logical because the proposal rightly points out that these rolls are much more challenging than rolls on level lines. One side effect of this addition would be that K values would be specified for rotations that will probably (hopefully) never be used, like a 1 3/4, 2x8 combination at the bottom of a loop. It seems much easier to add a footnote to the base figures that says "add 2k to any roll applied at the bottom of the looping portion".

Report Agenda Item 7.1

7.3. CIVA Glider Aerobatics Committee

Report from Pekka Havbrandt

Glider Aerobatic committee meeting was held 26th July in Torun Poland during Glider championships. Present were chairman Pekka Havbrandt with members Ferenc Toth (HUN), Jerzy Makula (POL), Madelyne Delcroix (FRA), Philippe K uchler (SUI) and Franzi Kaiser (GER) replacing Philippe Hilker. Also, several observers were present.

PH explained what happened during the meeting in Torun. The main topics were:

- Glider rule proposals 2024
 - o Several proposals were submitted this year, but many were rejected in the meeting.
 - o The ones that survived will be discussed and voted in the Plenary under agenda item 8.2.

- Renaming the programmes
 - Junior champions
 - Use of the Swift in the ADV class.
-
- How to increase the low number of pilots in the sport:
 - Lower the difficulty of figures in Unlimited to make it accessible with Fox and Acro 59.
 - Force the top 3 pilots in ADV to move up to UNL – can also stop people flying.
 - Keep ADV accessible with Acro and Pilatus.
 - Create an entry level for ASK21, DG300, DG500, DG1000, Salto etc. Not as CAT 1 event but as CAT 2 and organised with the WGAC. Franzi Kaiser agreed to write rules for this.

No discussion.

Report agenda Item 7.3

Report approved by CIVA.

7.4. CIVA Fair Play System

Report from Nick Buckenham

NB stated that the system has remained unchanged and is stable.

No discussion.

Report agenda Item 7.4

Report approved by CIVA.

7.5. The Information and Communication Technology committee Report

Report from Ringo Massa via Zoom.

Ringo Massa noted the IT problems from the Zoom we encountered during the Plenary.

The ITC-committee dealt with the following items during 2023.

- Official judging video. Quality remains an issue of concern. Sometimes good but not always.
- HMD has presented various problems. A new system is being designed in the Netherlands - PH will address this more.
- The CIVA championships scoring software (ACRO) is being updated regularly.
- The OpenAero sequence design software: some additional features have been added.

There were additional presentations via Zoom about some new software being developed:

AeroCoach by Neville Howarth

- Coaching system, where a flight can be shown in colours and analysed in slow motion. This is designed to improve flying.
- The system can use data from any flight recorders.
- A prototype is now available
- It gives good results up to 6 G's.
- Scoring of each figure allows you to monitor own performance.
- You can watch the animation and then score it.
- Beta testing is now ongoing.

More information <https://aerocoach.net>

AcroWRX by Paulo Iscold

- Allows pilots to visualize and analyse their flights as an additive tool to improve flying.
- Allows people to view what people on the ground see when you are flying the aerobatic routine. Also gives additional viewpoints like judge views or chase views.
- Dual GNSS sensor and datalogger capable to track aerobatic airplanes. Web application to allow pilots and coach to analyse flights.
- System is calibrated for bias, scaling, misalignment, and temperature.
- Encrypted datalogger.
- Wi-Fi data for fast download

www.acrowrx.com

No discussion.

Report agenda Item 7.5

Report approved by CIVA.

7.6. Strategic Planning Group Report

Report from Nick Buckenham

NB opened with questions to think about – how we could attract more pilots to attend our competitions? What could CIVA do?

Discussion:

TA talked about having a decreasing number of pilots already before Covid and the Russia / Ukraine war. He noted that the problem may not be about those things, but about the quality of events, what do they give to the pilots? It should be more about event management than just organising a competition.

Igoris Lobanovas mentioned particularly the communications. The event must bring value to the pilots, like sporting experiences but also visibility. That is important to the pilots when seeking for sponsors. IL suggested that there should always be a nominated person to maximize the visibility.

TA reminded that FAI had or still has an official media team, who used to attend championships – on organisers expenses. They have made some nice videos and media, and information is one of the parts of the event management. He reminded that the organiser must also be prepared for bad weather and find the ways to satisfy the pilots who have paid a lot of money to attend. Again, it is a matter of event management.

Steinar Østby reminded plenary about the increasing level of Advanced and that it has become impossible to participate with 4-cylinder aircraft and not all pilots can afford new planes.

PH spoke about ocean racing as an example. Some years ago, the ships just left from the harbour and returned to shore 3 weeks after. Now they have satellite tracking, and it can be televised. They have now brought it closer to the public and everyone can understand it. The software presented in ITCT reports can be a good start for us to do the same, explain the sport to the public and then get the money in.

MG said that getting popularity in TV is a difficult task. He also told that they recently had an IAC board meeting, where it was noted that there are about 4000 members in IAC, of which about 10% claim to fly aerobatics. They had 327 pilots in the competitions this past year and maybe 80 in the nationals which is their largest annual event. According to his knowledge, people do not compete in the Worlds for two reasons - 1) they don't think they can win and 2) it is not fun. The 2015 WAC in Chateauroux was the most awesome contest he has ever been, and if that could be repeated, if that entertainment could be

reproduced, we could see more participation. Also, since the contests tend to be in same locations, there is no more appeal to it as there used to be.

PV addressed the fact that there are more aerobatic planes in the world than ever. People are not that interested in long championships, but smaller events like the Open series got good feedback with a lot of pilots. He thought many pilots may prefer shorter competitions because the Worlds take a lot of time and pilots have jobs so they cannot miss that much time. The problem is that if we do not have enough pilots, we cannot afford enough officials and there is no competition.

Eugen Schaal said that it seems some people also expect success quickly. He thought it might be worth thinking of having the Worlds every two years instead of every year to allow the people to invest time and money.

AM spoke about bringing value to the pilots and how to strategically do that. She noted that we have the tools to improve but some difficult decisions must be made. She spoke about the 2-day national event they have in Spain where they have a good media coverage and pilots want to join the event.

NB asked her to help to put that on paper and better our events. AM replied that she can but that will not help us. She also said that she will not spend her time to things that will not create the result we are looking for.

TA and Hanspeter Rohner wanted to move forward to 2024 and concentrate to future events. HPR said that someone must take the torch and pull people along.

NB suggested a constructive way forward. CIVA could create a poll among people with lots of questions to find out what is wanted. That could be done in the next 2-3 months, so that we would get information that could be turned to proposals so we could talk and vote about them.

Report agenda Item 7.6

Report approved by CIVA.

7.7. Safety Working Group Report

Report from Hanspeter Rohner

HPR Introduced the members of the temporary Safety Working Group formed last year. Members: Tamas Abranyi, Pekka Havbrandt, Pierre Varloteaux, Keith Doyme, Victor Lalloué and Patric Paris as an advisor.

Meetings were held via Zoom in June, live in Pavullo and again via Zoom in October to finalize the 5 safety proposals. They will be presented and voted in agenda item 8.3. Safety, expedited and Urgent proposals.

The working group had an operational involvement in Free Known Glider UNL sequences 2023, Swift S1 control column incident, MDM-1 Fox accident in Torun.

HPR also introduced the plan for 2024:

- Design and implementation of a Safety area on the CIVA news website
- Design of a depository of incidents and/or safety forum
- Study on G-loc proposed by Patrick Paris.
- Design of a structured safety management system for CIVA
- Safety information bulletins if necessary
- Quarterly SWG zoom meetings.

Discussion:

Castor Fantoba opposed reporting, because of pilots might fear for losing their licenses and that results in not getting much information.

HPR confirmed that the feedback will be anonymous and confidential. The data would be discussed with aeromedical professionals.

JL had a few questions: 1) Is the service bulletin applied to Swift S-1? -Yes. 2) Do we have any information about the accident and its causes in Torun? Was it technical, behavioural, operational? – Not yet. and 3) Do you plan to divide incidents based on these categories?

PV reminded plenary that we are not civilian authorities and we do not perform accident examinations. Of course however these things are important to discuss.

HPR: the objective is to give pilots advice on how to prepare properly for a flight, so they don't get into trouble.

Report agenda Item 7.7
Report approved by CIVA.

7.8. Intermediate Working Group Report

Report from Nick Buckenham

Nick introduced the subject with the information that he has discussed the topic with Quintin Hawthorne, Vladimir Machula, Romanian and Polish organisers, the general opinion being that even though the Intermediate class is a quite positive thing, the structure is not very strong thing to move forward. This year's decision to combine Intermediate with Advanced is an interesting experiment and the results must be reviewed carefully and provide information back to CIVA on which way to go.

Discussion:

The Romanian organisers will bid for a combined event for Advanced and Intermediate. They requested a vote if the minimum number of countries and pilots could be reduced so the contest would still be CAT1 event with only 4 NAC's instead of 5 NAC's.

This resulted to a conversation for and against the idea. PV noted that the Romanian organisers already stated in their bid, that if not enough participants for Intermediate to be CAT 1 event, Romania will still do it as CAT 2 event.

TA agreed and stressed the importance of communications, which was inadequate last year.

AM reminded that in 2022 CIVA considered getting rid of Intermediate as CAT 1 event and it feels now that we are forcing it back and not listening the market and sponsors.

Vlad Alexander-Popescu agreed that CIVA should aim to revive the Intermediate category since the Romanian organisers recognise it is the best way to raise new pilots to higher categories. With 4 NACs there still could be a good contest and they could pay the sanction fees to CIVA.

TA reminded that every time organising an event there is a risk. But with combined event, it would be easier for pilots to come to Intermediate since the Advanced teams and planes would be onsite already.

VAP said that Romania will bid for a package deal, advanced and intermediate CAT1 events, for the benefit of the sport.

The Romanian alternate would like the Plenary to decide if they wish to proceed to consider reducing the number of people who make the intermediate European Championship valid from 15 participants and 5 NACs to 12 participants and 4 NACs.

Shall this vote to be added to the agenda and then proceed to vote?

In favour: 11 Against: 10 Abstention. 9 (total of 30 votes)

CIVA rejected.

Report approved by CIVA.

7.9. Contest Scoring Programme Report

Report from Nick Buckenham

Only minor fixes have been made during the year.

No discussion.

Report agenda item 7.9

Report approved by CIVA.

7.10. FAI/Aresti Committee Report

There was no report from Jim Bourke at the time of the meeting. His report was however located after the plenary and added to the CIVA Plenary document website.

NB informed plenary that JB has been actively trying to make contact with Aresti family to establish a working relationship and talk to them about the Aresti Cup, which is at the moment unavailable for use in World Championships. JB has been unsuccessful with no responses at all. There is a question whether CIVA should consider taking further steps towards a replacement trophy. That is a topic the bureau would like to consider further and will come back to the delegates. The possibility was discussed that we could assign a certain amount of money to create a replacement for the WAC Aresti cup. That will be discussed with the delegates.

Report agenda Item 7.10

Report approved by CIVA.

7.11. Contest Organization Working Group

Report from Nick Buckenham

We should regret the very late bids that are coming to plenary, they don't meet the constructive questions we would like to ask. CIVA should consider them carefully and get them earlier.

No discussion:

Report agenda Item 7.11

Report approved by CIVA.

Additional question was made by Leone Gambardella on what happened to Working Group that Daniel Genevey had asked for.

NB replied that the working group has not been created, because the answer is complex, and despite clear queries FAI has not yet provided the answers requested. NB has had a number of exchanges with FAI commission presidents etc. The question of operating with commercial or non-NAC teams structured as presented by DG and HUN is extraordinary and a practical answer to this question is not possible. In any case this question has been thoroughly answered by MR and Nick, and the response has gone to FAI and also to Daniel.

8. Proposed CIVA Rule changes

Report from Matthieu Roulet

The CIVA Rules and Judging Committees met jointly online 22.8.2023.

In attendance: Matthieu Roulet, Hanspeter Rohner, Pierre Varloteaux, Nick Buckenham, Carole Holyk, Steve Todd.

Rules Committee:

Chair: Matthieu Roulet, members: Hanspeter Rohner, Mike Heuer, Pekka Havbrandt, Philippe Küchler

Judging Committee:

Chair: Pierre Varloteaux, members: Alex Moore, Madelyne Delcroix, Mike Gallaway, Quintin Hawthorne, Steve Todd

Normal Proposals (NPs): These are proposals submitted each year by delegates in accordance with our normal rules process and deadlines. They are to be considered by Committees and recommendations made to plenary. NPs are also proposals submitted after Championships that the President has decided should be placed in the normal rules cycle and considered by Committees.

8.1. Part 1 Proposals for Power – Section 6 Part 1

Matthieu Roulet presented the rule proposals for Power aerobatics.

Source:	CZE #5
Document:	Section 6 Part 1 & 2, (originally submitted for part 2 only)
Subject:	Junior Medals

- Add Junior Medals on **overall individual ranking**, for all Categories.
- - › « **Overall Junior Winner** », Second Place & Third Place
 - › Junior = competitors reaching 26 no earlier than 1 Jan of championship year according to official ID

Discussion:

Cyrial Talon asked if there is a minimum number of pilots under 26?

MR said that this was not discussed but because it is a symbolic thing to reward and encourage younger pilots to participate.

PH noted that this will be valid for both Part 1 and Part 2.

VOTE:

In Favor: 20

Against: 10

Abstain: (30 votes)

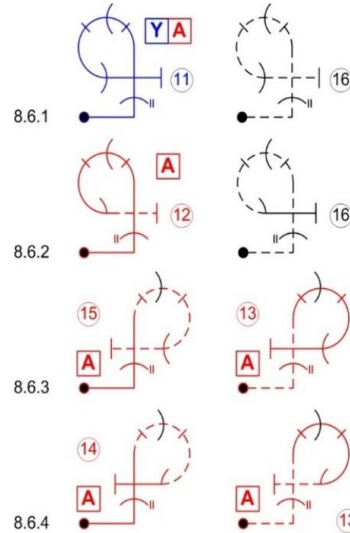
CIVA Agreed

NP2024-11

Source: FRA #2
 Document: Section 6 Part 1
 Subject: Figures in Unlimited Unknowns

- Fig. 8.6.1.1/2 to 8.6.4.1/2: Allow 4x8 rotations in verticals prior to a flick roll on top.

A.17.1.4. Unlimited: From 8.6.1 to 8.6.4:
 Flick rolls not permitted on the top of figures in columns 1 and 2 when preceded by a vertical roll exceeding 4 stops for 180 degrees of rotation, or 3 stops for more than 180 degrees of rotation, or more than 360 degrees of rotation.



Discussion:

VOTE:

In Favor: 10 Against: 16 Abstain: 4 (30 votes)

CIVA Rejected

NP2024-22

Source: SWE #2
 Document: Section 6 Part 1 & 2 (originally submitted for Part 2 only)
 Subject: Free Unknown sequence Procedure

- Have Free Unknown sequences provided by each competitor:

- 2.3.1.5. (...). For each Programme, each ~~NAC may competitor shall submit his/her own sequence~~ to the International Jury ~~a maximum of two sequences~~, composed of these figures, ~~and will fly that one.~~ (...)
- 2.3.1.6.a) (...)
- ~~2.3.1.6.b) The International Jury shall publish all sequences received from the NACs not later than 24 hours before the start of the Programme.~~
- ~~2.3.1.6.c) At least 12 hours before the commencement of each Programme, each competitor will notify the Organiser which of the proposed sequences he/she will fly.~~
- ~~2.3.1.6.d) (...)~~
- 2.3.1.7 Any competitor who does not provide a valid sequence before the announced deadline will be disqualified from the Programme.
- 2.3.1.8. At least 1 hour before the start of each Programme, the Organiser shall provide each NAC with a list of the Free Unknowns ~~chosen by from~~ each competing pilot.

Discussion:

There was a conversation if this procedure is just giving the Jury a lot of workload or is it a sign of the pilot skills.

After the discussion a vote was taken only for part 1.

In Favor: 1 Against: 27 Abstain: 2

CIVA rejected.

Report agenda item 8.1

The meeting was adjourned, to be reconvened on Sunday Nov 19th @ 09:00

Plenary Conference – Day 2

Present:

Argentina, Canada, Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Italy, Lithuania, Luxemburg, Norway, Poland, Portugal, Romania, Slovakia, South Africa, Spain, Sweden, Switzerland, United States

The Following Proxy Votes were tabled:

Japan (JPN)	to	Poland (POL)
Saudi Arabia (KSA)	to	Spain (ESP)
Ireland (IRL)	to	Lithuania (LTU)
Brazil (BRA)	to	Portugal (POR)
Belgium (BEL)	to	Luxemburg (LUX)
Netherlands (NED)	to	Switzerland (SUI)
Great Britain (GBR)	to	United States (USA)
Australia (AUS)	to	South Africa (RSA)

TOTAL VOTES 30 (22 present, 8 Proxies).

The president candidates Alex Moore and Nick Buckenham spoke about themselves and what they would do for CIVA if elected, and voting slips were distributed.

8.2. Part 2 Proposals for Glider – Section 6 Part 2

Pekka Havbrandt presented the rule proposals for Glider aerobatics.

The voting started by voting about the same proposal for Gliders, that was the last item for Power rule changes.

NP2024-22

Source:	SWE #2
Document:	Section 6 Part 1 & 2 (originally submitted for Part 2 only)
Subject:	Free Unknown sequence Procedure

- Have Free Unknown sequences provided by each competitor:

- 2.3.1.5. (...) For each Programme, each ~~NAC may competitor shall submit his/her own sequence~~ to the International Jury ~~a maximum of two sequences~~, composed of these figures, ~~and will fly that one.~~ (...)
- 2.3.1.6.a) (...) ~~The International Jury shall publish all sequences received from the NACs not later than 24 hours before the start of the Programme.~~
- ~~2.3.1.6.b)~~ ~~At least 12 hours before the commencement of each Programme, each competitor will notify the Organiser which of the proposed sequences he/she will fly.~~
- ~~2.3.1.6.c)~~ (...) ~~Any competitor who does not provide a valid sequence before the announced deadline will be disqualified from the Programme.~~
- 2.3.1.6.d) (...) ~~Any competitor who does not provide a valid sequence before the announced deadline will be disqualified from the Programme.~~
- 2.3.1.7. Any competitor who does not provide a valid sequence before the announced deadline will be disqualified from the Programme.
- 2.3.1.8. At least 1 hour before the start of each Programme, the Organiser shall provide each NAC with a list of the Free Unknowns ~~chosen by from~~ each competing pilot.

Vote for Part 2:

In favour: 16 Against: 8 Abstain: 6 (total votes 30)
CIVA approved.

NP2024-1

Source:	CZE #1
Document:	Section 6 Part 2
Subject:	Figures in Unlimited Unknowns

Proposal

Extension of the List of figures for Programmes 2 through 6:

1) Add to the List A.13 Family 8.5, Half Cubans the catalogue numbers:

8.5.9.1
 8.5.10.1 ("UG" only)
 8.5.11.2 ("UG" only)
 8.5.12.2 ("UG" only)
 8.5.17.1

2) Add to the List A.17/A.19/A.20 Family 9, Rolls the catalogue numbers:

9.1.3.1
 9.1.3.3
 9.4.3.3
 9.8.3.1

No discussion.

Vote:

In Favor: 22 Against: 1 Abstain: 7
CIVA approved.

NP2024-2

Source: CZE #2
 Document: Section 6 Part 2
 Subject: Renaming of Programmes 1 and 3

Proposal

Changes in names of the Programmes 1 and 3 (in whole Section 6 Part 2):

- 1) Rename "Free Known Programme" to "Known Programme"
- 2) Rename "Free Unknown Programme" to "Free Programme"

Discussion:

Someone asked if free unknown be unknown, not free?

PH: In gliders we have also unknowns and free unknowns. Unknowns are when everyone flies the same. This is only for gliders.

Alex Moore mentioned that this would be exactly the kind of rule proposal that she would discuss quarterly and make a decision instead of spending 20 minutes around critical things in the Plenary.

Vote:

In Favor: 17 Against: 7 Abstain: 6 (total votes 30)
CIVA approved.

NP2024-5

Source: CZE #5
 Document: Section 6 Part 1 & 2, (originally submitted for part 2 only)
 Subject: Junior Medals

This was voted together with Power rule proposals in agenda item 8.1. and was approved for both Part 1 and Part 2.

NP2024-7

Source: CZE #7
 Document: Section 6 Part 2
 Subject: Aircraft Restrictions in Advanced

Proposal

- 1.2.3. Aircraft Restrictions
 - 1.2.3.1 World Glider Aerobatic Championships are open to glider aircraft only.
 - 1.2.3.2 World Advanced Glider Aerobatic Championships are not open to glider Swift S-1.

Discussion:

Eugen Schaal mentioned that this may even cost another number of pilots because those with Fox will not invest in a swift just to change the competition class.

Vote:

In Favor: 8 Against: 12 Abstain: 10
CIVA Rejected.

NP2024-8

Source: CZE #8
 Document: Section 6 Part 2
 Subject: Figures in Unlimited Unknowns

Proposal

Remove from the List of figures for Programmes 2 through 6:

9.9.2.2
 9.9.8.2
 9.10.2.2
 9.10.8.2

Discussion:

It was mentioned that the rule is already very restricting, so this should be rejected.

Vote:

In Favor: 3 Against: 16 Abstain: 11
CIVA Rejected.

NP 2024-12

Source: FRA #3
 Document: Section 6 Part 2
 Subject: Box Dimensions

Proposal

Allow a 10% flexibility in the performance zone horizontal dimensions (in 3.3.1.1), i.e. each dimension between 900m and 1100m, provided the performance zone keeps perpendicular angles.

No discussion.

Vote:

In Favor: 0 Against: 27 Abstain: 3
CIVA rejected.

NP2024-14

Source: FRA #5
 Document: Section 6 Part 2 ONLY
 Subject: Square loop criteria

Proposal

In B.9.11. allow in square loops to have top radii different than bottom radii (while still requiring the two top radii to be equal and the two bottom radii to be equal).

Modify Figure 32 accordingly as follows:

No discussion.

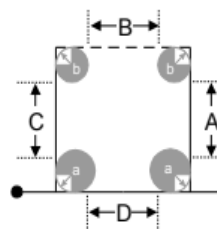
Vote:

In Favor: 21

Against: 2

Abstain: 7

CIVA approved.



NP2024-18

Source:	ITA #3
Document:	Section 6 Part 2
Subject:	Free known versatility in Advanced

Proposal

Modify 2.2.1.7.a) as follows:

A 90° inside or outside rolling turn (Cat. No. from 2.1.2.1 to 2.1.3.4) may be added.

Discussion:

After a clarifying discussion what the proposal means, the proposal it was withdrawn. It was proposed that Italy will re-phrase it and come back 2024 with a better wording.

The proposal was withdrawn, and it will return 2024 with better wording for 2024.

After the official rule proposals PH introduced the Correction proposals at the end of the report 8.2.

There were some discrepancies between part 1 and part 2 found during the year. Glider committee wants to have the same wording in both documents. These are simply correction proposals and do not need to be voted for.

Correction proposal #1

Amend the Hard Zero § to include the flick roll. Same text as in 2023 Part 1.

Correction proposal #2

Remove the remark regarding perception.

Correction proposal #3

Appendix C:

Correct the disqualification height in this appendix from 100m to 150m.

Correction Proposal #4

Correct the reference 4.5.1 to 4.2.1

Report agenda item 6.2

CIVA Approved.

8.3. Safety, Expedited and Urgent proposals (SP, EP and UP)

Proposal #1 – Density altitude considerations - Part 1

The following revision to Section 6 Part 1 is proposed to achieve the rationale in the proposal:

Replace the whole paragraph at 3.6.2.6 with the following:

3.6.2.6. In all categories, **subject to review by the International Jury**, the maximum permitted density altitude, measured at the surface, for sequences to be flown without a permitted break is 3,000 feet.

Discussion:

There was a conversation about the procedures, responsibilities and the fairness along with the wording.

Vote as written:

In favour: 21 Against: 8 Abstain: 1 (total votes 30)

CIVA Approved.

Proposal #2 – Final Freestyle Safety Communications and Deadline – Part 1 only

The following revisions to Section 6 Part 1 are proposed to achieve the above:

2.4 Programme 5 - The Final Freestyle Programme (Unlimited only)

Existing paragraphs 2.4.1.1 to 2.4.1.4 remain unchanged.

New para 2.4.1.5:

- a) When the performance zone for programme 5 has been approved the jury will assess the location of the front or near boundary of this area and its proximity to locations where members of the public will be permitted. If the distance between this boundary and areas open to the public is greater than 150m then no further action is necessary.
- b) If however any public area is within 150m of the near edge of the performance zone the organiser must establish an official deadline no more than 50m in front of the near edge of the performance zone to create a clearly defined “no-fly” region at least 150m distant from any public areas, to which the following applies:
 - i. The deadline should be monitored by one or more specially assigned persons, if possible with sighting equipment to aid accuracy. If the competitor is observed to cross the deadline the Chief Judge must immediately be informed.
 - ii. A competitor crossing the deadline should receive safety messages as follows:
 - For minor infringements the Chief Judge should call “Deadline, Deadline, Deadline” to indicate to the competitor that they must immediately reposition their performance behind the deadline. For the first such instance no penalty shall be applied.
 - If the Chief Judge considers the deadline infringement sufficiently serious, including repeated minor infringements or by personal assessment of the aircraft proximity to the judging panel and/or public areas, the competitor’s performance must be immediately stopped by issuing a “Land, Land, Land” instruction. In this case the pilot will be disqualified from the programme.

Paragraph 2.4.1.5 is renumbered to 2.4.1.6 and the following text replaces para 2.4.1.6.c):
The competitor must ensure that any music track played in the aircraft is operated via an independent system that does not compromise the ability to receive safety messages from the Chief Judge.

Discussion:

There was a lengthy conversation about the proposal, where it originated and how to manage it in the future. It was agreed that what happened in Pavullo with pilots crossing the deadline and flying over the judges and the public should not happen again. It was proposed to move on.

After the discussion there was a vote, if the plenary would object continuing with this proposal in this meeting.

Objecting: 28 Wishes to continue: 1 Abstaining: 1 (total votes 30)

CIVA approved the proposal for further work by the RC and inclusion in Part 1.

Proposal #3 – Management of in-flight safety issues - Part 1 only

The following revision to Section 6 Part 1 is proposed to achieve the above:

3.12.2. Defects in Flight

Paragraph 3.12.2.5 should be revised from –

“... the competitor will not be permitted to repeat his or her flight.”

To:

“... subject to jury assessment, the competitor will receive a penalty equal to the Low penalty for the category (I, A, U) and will be permitted to re-fly the programme in accordance with paragraph 3.12.2.9.”

Discussion:

Pierre Varloteaux noted that the pilot is responsible as the captain of the plane and that the competition stress can affect, but it is better to land with safe condition and to get a small penalty than continue the flight.

Cyrial Talon noted that this gives a clear message of safety to all pilots and was in favour of this.

No objections, CIVA approved by acclamation.

Proposal #4 – Runway direction change

The following revision to Section 6 Part 1 is proposed to achieve the above:

Insert new article 3.7.1.3. and change current 3.7.1.3. to 3.7.1.4.

3.7.1.3. In the event that the Contest Director, in consultation with the International Jury, determines that the Runway direction (QFU) should be changed although the official wind remains unchanged, the Chief Judge, the International Jury, Starter, Radio Operator and the concerned next competing pilots will be informed immediately. The next competitor will be instructed to hold position behind the holding point and to not enter the RWY under any circumstances. Once all airborne championship aircraft have landed and have vacated the RWY, and the Chief Judge has given his approval, the next competitor may be instructed to take off.

Renumber current paragraph 3.7.1.3. as paragraph 3.7.1.4.

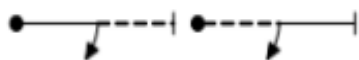
No objections, CIVA approved by acclamation.

Proposal #5 – Define the minimum Safety, Warm-up and Practice manoeuvres to be flown – Part 1

The following revision to Section 6 Part 1 is proposed to achieve the above:

New para 3.9.1.1:

Before the wing-rocking at the start of each competition flight it is mandatory that pilots perform at least two half-rolls with a stop at the inverted position plus at least one of the practice figures specified in 3.9.1.4. These figures are flown to check the aircraft's inverted fuel and oil systems are operable, that there are no loose articles in the aircraft and to ensure that the pilot's safety harness is properly secured.



- a. The pilot may perform any number of these figures (1.1.1.3. & 9.1.3.2; 1.1.1.4 & 9.1.3.2), separately or continuously, before the wing rocking signalling the start of the competition sequence.

It is also recommended that all pilots perform as a minimum the Safety and Practice figures as follows.

Paragraphs 3.9.1.2 to 3.9.1.8 remain unchanged.

Discussion:

Pierre Varloteaux recommended this proposal to be mandatory due safety.

Vote:

In favour: 27

Against: 1

Abstain: 2

(total votes 30)

CIVA approved.

Proposal #6 – Flick Roll and Spin Criteria review and proposal

Delegates and all other CIVA officers are strongly requested to read the separate paper published as Agenda item 8.3a.

NB introduced the subject by explaining the issues they encountered during 2023 with scoring of flick rolls and spin entries due the new rule that replaced the PZ with HZ. This decision has led to a large number of delays due to video reviews. The proposed change is to remove HZ and replace it with a fixed downgrade of 4 points when judging flick rolls and spin entries, leaving the rest of the figure still to be marked.

Discussion:

TA suggested not to discuss these non-safety related issues before next year since the next years competitions, Free Known figures or the president is not selected yet.

It was agreed that more time is needed to think about this and discuss, noting however that the 2023 judging panels all strongly recommended changing from HZ to a fixed downgrade.

The president asked a vote if this is to be voted in this plenary or not.

In favour of voting: 13

Against of voting: 14

Abstention: 3

(total of 30 votes)

CIVA rejected.

PK brought up one Hard Zero issue that was missed from the President's report. He explained that there is another problem in the rules, which is quite important and needs to be addressed. The issue is the 45 degree angle at the end of a rolling turn being set as a HZ. There is a new rule now in use since there is no PZ anymore. We reward a HZ to a rolling turn with 45 degrees or more left at the end and that is against everything we have regarding geometrical errors and downgrades. PK proposed that the regulations will be returned to the old version which means that the HZ starts from a 90 degree error. The new "old" regulation would then be 1 point deduction from 5-degree error, a 45 to 90 degree error is 0.0 and 90 degrees or more rolling on axis becomes an HZ. This was proposed to comply with every other geometrical rule we have, and the current one in rolling turns just does not make sense.

The plenary was asked if they wish to add this topic to the agenda.
(2/3 of the votes was needed to add this to the agenda.)

CIVA Agreed by acclamation.

Vote if the regulation should go back to 1 point / 5-degree error and when 90 degrees or more, HZ.

In favour: 29 Against: 0 Abstain: 1 (total votes 30)
CIVA approved.

9. CIVA Elections 2023

Officers retiring in 2023:

Nick Buckenham	CIVA President
Matthieu Roulet	Vice President
Jerzy Makula	Vice President
Zuzana Danihelová	Secretary

Roll Call:

Present:

Argentina, Canada, Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Italy, Lithuania, Luxemburg, Norway, Poland, Portugal, Romania, Slovakia, South Africa, Spain, Sweden, Switzerland, United States

The Following Proxy Votes were tabled:

Japan (JPN)	to	Poland (POL)
Saudi Arabia (KSA)	to	Spain (ESP)
Ireland (IRL)	to	Lithuania (LTU)
Brazil (BRA)	to	Portugal (POR)
Belgium (BEL)	to	Luxemburg (LUX)
Netherlands (NED)	to	Switzerland (SUI)
Great Britain (GBR)	to	United States (USA)
Australia (AUS)	to	South Africa (RSA)

TOTAL VOTES 30 (22 present, 8 Proxies).

Officers of CIVA

Bureau 2023

Three rounds were needed for the vote of the President since according to FAI By-Laws 3.2.4, *If an absolute majority is not obtained in the first vote, a second vote shall be taken at which a plurality shall carry the election.*

After second round and a tie, there was time to give the floor to the candidates, after which the third round was conducted. On the third round, one vote was discarded due to bad handwriting.

President:	1st vote	2 nd vote	3 rd vote:	
Nick Buckenham	15	15	15	Elected 2023 for 2024 and 2025
Alex Moore	14	15	14	
Abstain/discarded	1	0	1	

Vice President:	Votes:	
Hanspeter Rohner	-	Elected 2022 for 2023 and 2024
Tamas Abrányi	-	Elected 2022 for 2023 and 2024
Matthieu Roulet	13	Elected 2023 for 2024 and 2025
Quintin Hawthorne	12	Elected 2023 for 2024 and 2025
Pekka Havbrandt	10	
Mike Gallaway	9	
Leone Gambardella	7	
Jerzy Makula	3	

Secretaries:	Votes:	
Hanna Rähkä	-	Elected 2022 for 2023 and 2024
Carole Holyk	by acclamation	Elected 2023 for 2024 and 2025

Committee Chairmen and members

Rules Committee 2023

Chairman:	Votes:	
Matthieu Roulet	19	Elected for 1-year period.
Steve Todd	11	

Members:	Votes:	
Hanspeter Rohner	20	Elected for 1-year period.
Pekka Havbrandt	16	Elected for 1-year period.
Daniel Genevey	15	Elected for 1-year period.
Mike Gallaway	14	Elected for 1-year period.
Pierre Varloteaux	14	Elected for 1-year period.
Vlad-Alexandru Popescu	10	
Katarina Machula	9	
Anselmo Gamez	9	
Jorge Loureiro	8	
Philippe Kuchler	8	
Jürgen Leukefeld	8	
Luca Andraghetti	8	

Judging Committee 2023

<u>Chairman:</u>	<u>Votes:</u>	
Pierre Varloteaux	by acclamation	Elected for 1-year period.

<u>Members:</u>	<u>Votes:</u>	
Alex Moore	22	Elected for 1-year period.
Quintin Hawthorne	21	Elected for 1-year period.
Philippe K�uchler	21	Elected for 1-year period.
Madelyne Delcroix	19	Elected for 1-year period.
Daniel Genevey	15	Elected for 1-year period.
J�rgen Leukefeld	12	
Mike Gallaway	8	
Luca Andraghetti	8	
Zuzana Danihelova	5	
Vladimir Machula	3	

Glider Aerobatic Committee 2023

<u>Chairman:</u>	<u>Votes:</u>	
Pekka Havbrandt	by acclamation	Elected for 1-year period.

<u>Members</u>	<u>Votes:</u>	
Philippe K�uchler	26	Elected for 1-year period.
Madelyne Delcroix	23	Elected for 1-year period.
Ferenc Toth	23	Elected for 1-year period.
Eugen Schaal	22	Elected for 1-year period.
Jerzy Makula	19	Elected for 1-year period.
Katerina Machula	11	

ICT Committee 2023

<u>Chairman:</u>	<u>Votes:</u>	
Ringo Mass	by acclamation	Elected for 1-year period.

<u>Members</u>	<u>Votes:</u>	
Chris Sills	by acclamation	Elected for 1-year period.
Kari Kemppi	by acclamation	Elected for 1-year period.
Vladimir Machula	by acclamation	Elected for 1-year period.
Leone Gambardella	by acclamation	Elected for 1-year period.
Jorge Loureiro	by acclamation	Elected for 1-year period.

Catalogue Committee 2023

<u>Chairman:</u>	<u>Votes:</u>	
Daniel Genevey	16	Elected for 1-year period.
Jim Bourke	13	

<u>Members</u>	<u>Votes:</u>	
Leone Gambardella	22	Elected for 1-year period.
Igoris Lobanovas	21	Elected for 1-year period.
Cyrial Talon	20	Elected for 1-year period.
Nick Buckenham	20	Elected for 1-year period.
Marcio Oliveria	19	Elected for 1-year period.
Aarron Deliu	17	
Juan Pablo Pichel	15	

10. CIVA Free Known power and Glider figure selections for 2024

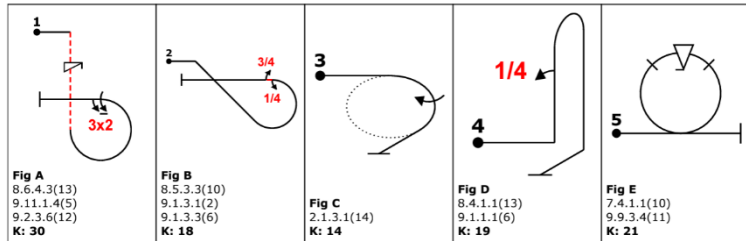
HPR introduced the reports and reminded that few comments were added a few weeks ago from the safety committee. It was agreed to vote for the figures with country flags and not with secret ballot.

10.1. Power Intermediate and YAK52 Free-Known Figures

Voting:

Option A	5
Option B	3
Option C	13
Option D	8
Abstain	1

Intermediate C Total K 102

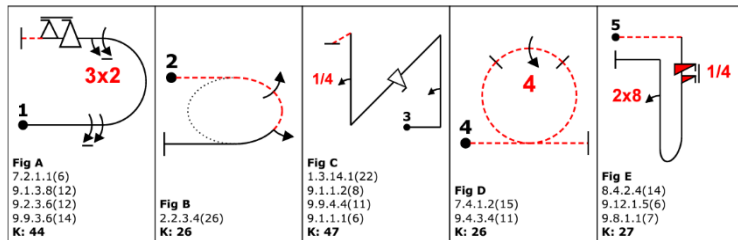


10.2. Power Advanced Free-Known Figures

Voting:

Option A	3
Option B	4
Option C	1
Option D	0
Option E	11
Option F	2
Option G	6
Option H	1
Option I	0
Option J	0
Option K	0
Option L	1
Abstain	0

Advanced E Total K 170

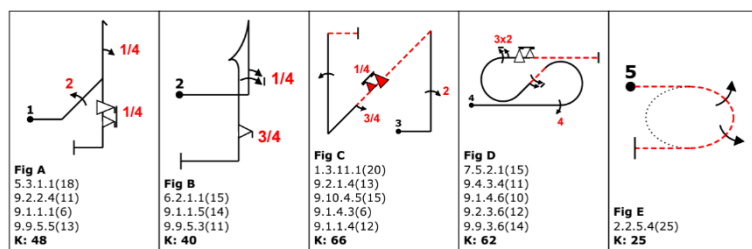


10.3. Power Unlimited Free-Known Figures

Voting:

Option A	1
Option B	13
Option C	0
Option D	9
Option E	3
Option F	3
Option G	0
Abstain	0

Unlimited B Total K 241

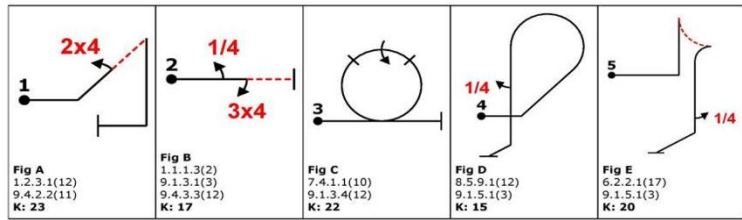


10.4. Glider Advanced Free-Known Figures

Voting:

Option G	24
Option D	0
Option F	0
Option E	1
Option I	0
Option H	0
Option A	0
Option B	0
Option C	0
Abstain	3

G K=97

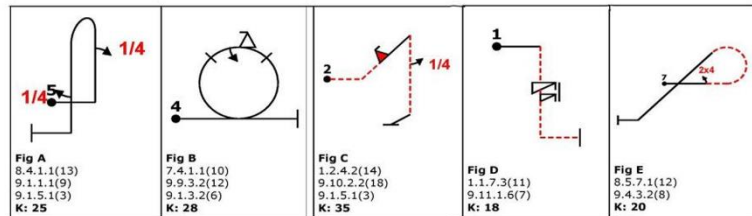


10.5. Glider Unlimited Free-Known Figures

Voting:

Option G	23
Option D	0
Option F	0
Option E	2
Option A	0
Option B	0
Option C	1
Option H	0
Option I	0
Option J	0
Abstain	3

G TOTAL K=126



11. Future FAI Aerobatic Championships

11.1. 26th FAI World Glider Aerobatic Championships and the 14th FAI World Advanced Glider Aerobatic Championships 2024

Proposal 1 – Oschatz (EDOQ), Germany presented by Eugen Schaal

Dates:	Unofficial training	22.7.-28.7.2024
	Official training	29.-31.7.2024
	Opening briefing	31.7.2024
	1 st day of competition	1.8.2024
	Closing ceremony	10.8.2024
Local officials:	CD	Thomas von Larcher and Roland Marsch
	Flight director	Heiko Eckhardt
	Technical commission	Michael Kaiser
	Airfield Manager	Jan Krumbholz
	Contest office & registration	Stephanie Koechel
	Safety officer	Erik Simon
Scoring director	Stefan Weiss	

Accommodation: Camping available at low cost on site
 Hotels and apartments within 10 km reach
 Accommodation rate around 59-79 € / night
 Around the clock catering on site
 Accommodation for officials covered by Oschatz.

Entry fees:

Prices are based on the 200eur entry fee and will be adjusted because the new sanction fee.
 The prices DO NOT include possible costs for HMD!

Competitors	paid before 12 th May	950€
	paid before 30 th June	1150€
	paid before the competition	1300€

Entry fee withdrawal:	Until 12 th May	100%
	Until 30 th June	50%
	Until Competition	none

Team members:	125€
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Towing:	1,250m	85€
	800m	65€

Towplanes: Robin DR-400 with retractable rope

Rental planes: SZD-59 and MDM-1 Fox are available for short-period rental.
<http://www.lvb-segelkunstflug.de/> and <http://www.segelkunstflug.com/>

Other information:

- Location between Dresden and Leipzig, south from Berlin.
- 3 judging positions with the same box as German nationals.
- two separate take-off and landing strips, separate climbing, descend and competition areas.
- technical assistance and repair service available at all times.
- Hospital and police within 5 minutes reach, fire department within 500 m
- airfield separated from visitors.
- hangars and trailers guarded at night.

No objections, CIVA approved.

11.2. The 13th FAI Open European Advanced Aerobatic Championships 2024 AND 2nd FAI Open European Intermediate aerobatic championships COMBINED.

Proposal 1 – Clinceni Airfield (LRCN) in Romania, presented by Vlad-Alexandru Popescu.

Dates:	Training	31.8.-5.9.2024
	Judges' arrival	3.9.2024
	Opening briefing	5.9.2024
	Contest days	6.-14.9.2024
	Closing ceremonies	14.9.2024
	Departures	15.9.2024

Entry fees:

Competitors	2850 € with accommodation and catering. 1850 € without accommodation, breakfast and dinner.
Team Members	2200 € with accommodation and catering. 1200 € without accommodation, breakfast and dinner.

Full fee covers, fuel and oil for competition flights, accommodation in double rooms, breakfast, lunch, dinner, transports between airfield and accommodation, official and social functions, and the sanction fee of 300CHF.

Additional fees:	paid later than 15 th June	+150 €
	paid later 15 th July	+300 €
	single room / night	+20 €

NO ENTRIES AFTER 15th August.
Entries without accommodation allowed no later than July 15th.

Number of judges: 7 judges + assistants, CJ + 2 assistants, 3 jury members at the contest site

Additional info:

- Goal is to ensure two Cat 1 competitions in ADV and INT categories. Expecting 30 pilots in advanced and 15 in intermediate.
- 45 competitors is needed to organise this event.
- If intermediate does not meet the cat 1, it will be cat 2 event.
- 4 hangars, fire and rescue brigade on site and medical services.
- Grass (1000x50m) and asphalt (1000x30m) runways.
- Office space for contest administration, lunch and dinner room and briefing and classrooms in the administrative building.
- **NO AIRPLANES ARE AVAILABLE FOR RENT BY THE ORGANISER.**
- Will include a marketplace for rental planes on the website.
- Well located box, south position for the judges, also east and west available.
- First bulletin out Jan 15th.
- Goal is to get 2 Category 1 events. Expecting 30 pilots for ADV and 15 to INT. Minimum 45 pilots needed.
- Cost divided between pilots when sharing planes in ADV and INT.
- Deadline if the event will happen or not, is August 20th.

No objections, CIVA approved.

11.3. The 32nd World Aerobatic Championships 2024

Proposal 1 – Zamosc Airfield (EPZA) in Poland, presented by Mateusz Nowak.

Dates:	Training days	10.8.2024
	Contest days	15.-25.8.2024
Entry fees:	Competitors	3250€
	Team Members	2250€
	Entry fee covers e.g. 10 days in hotel, fuel and oil for competitions, social events.	
CD:	Jurek Makula	
Accommodation:	10 minutes to hotels	
Number of judges:	7 judges	

Other information:

- Hangars available and new grass runway.
- Busses for transporting judges.
- 1st bulletin out no later than January 15.
- Wind measurement by plane
- Runway bordering the box.
- 3 judging positions in use.
- Possibility to train before the official dates.
- Insurance for US pilots – please do not worry, in Poland you are safe.
- Spain offered to help with European licence and insurance issues.
- Trying to get the rental planes but most of them are private.
- In Poland we have only private Extras, so we will look into this, but the organiser tries to get them.

No objections, CIVA approved.

11.4. The 4th FAI World Intermediate Aerobatic Championships

See 11.2: Intermediate is now combined with Advanced competition in Romania.

11.5. The 23rd European Aerobatic Championships 2025

Proposal 1 – Kakolew Airfield (EPPG) in Poland, presented by Lidia Dzieciaszek.

Dates:	Training	11.-15.8.2025
	Contest	16.-24.8.2025
Entry fees:	Competitors	2800 € in single rooms
	Team Members & observers	1900 € in single rooms
Extra fees:	Double room	- 200 €
	registration after May 1 st	+ 200eur
	registration after August 1 st	+ 400eur

Entry fee covers fuel and oil for competition flights, 8-day accommodation in single rooms, meals and all-day beverages, transportations, official and social events, programmes arranged by the organiser, team tents with sunbeds and tables, simple repairs and basic maintenance support, souvenirs, smoke oil for freestyle, CIVA sanction fee.

CD: Wojciech Krupa

Accommodation options: Hotel Biala Wies, 15 km / 20 minutes from the airport.
Hotel Hifi Spa, 17 km / 23 minutes from airport.

Additional information:

- Airfield owner Poznan Aeroclub since 2010.
- Several training possibilities close by (EPPG, EPZP, EPLS, EPOM, EPLU).
- aim to build more hangars, restaurant, tennis court & museum in the next 3 years.
- 2 runways; concrete and grass, concrete taxiways
- Tower, 6 hangars, fire and rescue team, fuel station and truck,
- Maintenance centre “camo extra”

- High speed internet and open Wi-Fi
- For safety lower height limitation recommended 160 m due gsm tower.

After some questions a vote was conducted, and a report of the process is requested for the next plenary 2024.

Vote:

in favour: 28 Against: Abstain: 1 (Total votes 29)

CIVA approved.

Madelyne Delcroix stated that France will bid for Glider World Championships 2025 in the next plenary.

12. FAI Special Aerobatic Events (FSAE) For 2024

None known at this point.

13. Appointment and Approval of Championships Officials

Due the lack of time, the election of the contest officials was conducted after the meeting with the help of FAI via the online ElectionRunner system among those delegates present in the plenary and those who gave proxies to the meeting.

13.1. The 26th FAI World Glider Aerobatic Championships and the 14th FAI World Advanced Glider Aerobatic Championships 2024

		1 st vote	2 nd vote
<u>President of the International Jury:</u>	Vladimir Machula	by acclamation	
<u>Members of the International Jury:</u>	Madelyne Delcroix	17 votes	
	Pekka Havbrandt	8 votes	11 votes
	Kari Kemppi	8 votes	7 votes
	Jerzy Makula	8 votes	6 votes
	Edward Waasdorp	1 vote	
<u>Chief Judge:</u>	Philippe Kuchler	by acclamation	

13.2. The 13th FAI European Advanced Aerobatic Championships 2024 combined with European Intermediate Championships 2024

		1 st vote	
<u>President of the International Jury</u>	Pierre Varloteaux	12	
	Philippe K�uchler	8	
<u>Members of the International Jury:</u>	Pierre Varloteaux	12	*) see below.
	Madelyne Delcroix	8	*) see below.
	Pekka Havbrandt	7	elected
	Philippe K�uchler	6	withdrawn
	Steve Todd	6	elected
	Vladimir Machula	3	
	Edward Waasdorp	1	

*) Pekka Havbrandt and Steve Todd were elected since Pierre was already the Jury President and Mady was eliminated since the jury members must be from different countries.

<u>Chief Judge:</u>	Guy Auger	12
	Nick Buckenham	10

13.3. The 32nd World Aerobatic Championships 2024, Zamosc, Poland

<u>President of the International Jury:</u>	Pierre Varloteaux	16
	Mike Heuer	4

<u>Members of the International Jury:</u>	Steve Todd	19
	Edward Waasdorp	11
	Mike Heuer	10

<u>Chief Judge:</u>	Quintin Hawthorne	14
	Guy Auger	5
	Vladimir Machula	3

13.4. Other events sanctioned.

None.

13.5. Special events

There may be Sky Grand Prix 2024 according to Quintin Hawthorne.

14. The CIVA Governance document

14.1. Report and update

Matthieu presented the document, and the two changes are made in the new draft appendix.

- 1) Proposal to change the title of the document to CIVA INTERNAL REGULATIONS.

- 2) A correction on the interpretation of the FAI By-Laws is implemented in 11.5.3 *Changes to Agenda*: it is now clarified that final decisions may be taken by the CIVA Plenary even on items not in the published agenda prior to the Plenary Annual Meeting, provided corresponding items are added to the agenda during the plenary according to the by-laws process (two third majority vote to add new items on the agenda).

A lot of topics were identified in the document which need further development.

Report approved by CIVA.

Report agenda item 14.1.

15. List of FAI International Aerobatic Judges

15.1. Maintenance of the lists of CIVA International Judges

Pierre Varloteaux takes care of the list including collecting names to be added or removed from the list. The current list is online on CivaNews and has been updated accordingly. PV will contact delegates in the beginning of the year and will update the list accordingly and start the process of selecting judges for 2024.

16. Diplomas and Awards

The Léon Biancotto Diploma

A proposal was submitted to award the Leon Biancotto diploma to Tamás Ábrányi from Hungary.

Roll Call: Argentina, Canada, Finland, France, Germany, Greece, Hungary, Italy, Lithuania, Luxemburg, Norway, Poland, Portugal, Romania, Slovakia, South Africa, Spain, Sweden, Switzerland, United States.

Total votes 20, only the delegates present are allowed to vote.

A vote was taken first if the Léon Biancotto diploma will be handed out:

In favour: 19 Against: 0 Abstain: 1 (total 20, no proxies)

CIVA agreed to give out the diploma.

The vote was taken if it will be given to Tamás Ábrányi from Hungary.

In favour: 19 Against: 0 Abstain: 1 (total 20, no proxies)

CIVA agreed to give out the diploma to Tamás Ábrányi.

The CIVA Organiser of the Year Trophy

Nick Buckenham explained that as the championships were organised late this year and the final event was so close to the plenary, there are no results yet. He will launch the survey online after the Plenary for all participants present at the events this year.

There was also a question if the trophy should be awarded from this year's competitions since there were a lot of issues. CIVA must be certain that the trophy will be given out to the best organiser, not including any deemed to be unacceptable.

17. Date and Place of Future Meetings

In case of a bid from other than Lausanne, the Plenary must have an absolute majority of votes to go to this alternate location.

It was noted that the FAI General conference 2024 is 20.-21.11.2024 in Saudi Arabia and it was requested that the Plenary will not be at the same time.

Greek delegate invited the Plenary to Athens. The dates were announced in 2 weeks after the Plenary and were published in the Summary of Conclusions.

Votes:

In Favour: 27 Against: 0 Abstain: 1 (total votes 28)

CIVA Approved

Place:	Athens, Greece
Dates:	Friday November 1st to Sunday 3rd 2024.

Minutes submitted for approval by

Hanna Rähä
Secretary of CIVA

List of Plenary Participants

Name	Abbr.	Country	Position
Juan Pablo Pichel Garcia	JPG	ARG	Delegate
Carole Holyk	CH	CAN	Delegate
Premysl Vavra	PRV	CZE	Delegate
Poul E Nielsen	PN	DEN	Delegate
Jyri Mattila	JMA	FIN	Delegate
Kari Kemppi	KK	FIN	Alternate
Hanna Rähkä	HR	FIN	Secretary
Matthieu Roulet	MR	FRA	Delegate
Pierre Varloteaux	PV	FRA	Alternate
Jerome Houdier	JH	FRA	Observer
Madelyne Delcroix	MD	FRA	Observer
Thierry Fraise	TF	FRA	Observer
Jürgen Leukefeld	JL	GER	Delegate
Eugen Schaal	ES	GER	Alternate
Leone Gambardella	LG	GRE	Delegate
Tamás Ábrányi	TA	HUN	Delegate
Ferenc Toth	FT	HUN	Alternate
Maurizio Costa	MC	ITA	Delegate
Luca Andraghetti	LS	ITA	Alternate
Eltonas Meleckis	EM	LTU	Delegate
Igoris Lobanovas	IL	LTU	Observer
Cyrial Talon	CT	LUX	Delegate
Steinar Østby	SØ	NOR	Delegate
Jerzy Makula	JM	POL	Delegate
Lidia Dzieciaszek	LD	POL	Observer
Pavel Szczepanowski	PS	POL	Observer
Stanislaw Szczepanowski	SS	POL	Observer
Wojciech Krupa	WK	POL	Observer
Mateusz Nowak	MN	POL	Observer
Marta Radzikowska	MaR	POL	Observer
Jorge Loureiro	JLO	POR	Delegate
Vlad-Alexandru Popescu	VAP	ROU	Alternate
Teodor Muntenau	TM	ROU	Observer
Pavol Kavka	PK	SVK	Delegate
Quintin Hawthorne	QH	RSA	Delegate
Alex Moore Mayorga	AM	ESP	Delegate
Castor Fantoba	CF	ESP	Alternate



Pekka Havbrandt	PHA	SWE	Delegate
Hanspeter Rohner	HPR	SUI	Delegate
Philippe Küchler	PIK	SUI	Alternate
Nick Buckenham	NB	GBR	President
Mike Gallaway	MG	USA	Delegate
Markus Haggenev	MH	FAI	Secretary General - Online