

## **Strategy Report**

The approach that CIVA takes in its planning and management to tackle current and future matters of interest, based on many years of natural development and guidance from delegates, can from now forwards become considerably better defined and focussed through the release and publication of the draft CIVA Governance document.

This important 'guidance and control manual' is available from CIVA's online document resources, and we trust that delegates will obtain and thoroughly examine a copy of this comprehensive assembly of instructions and articles that between them, for perhaps the first time in many areas, aim to define how the commission works and the strategic targets we should aim to meet. A thorough review and debate of the content of this document and how it should be developed is scheduled under agenda item 14.1, when delegates will have the opportunity to comment on any aspect.

### **Championship issues in 2021**

Regarding the staging, organisation and management of our 2021 championships the underlying problems experienced in connection with WAAC and EAC became a vital strategic concern. Both championships were properly approved at the 2019 and subsequently the 2020 plenaries, scheduled to be run in 2021 by experienced organisers at airfields in the Czech Republic. The signature on the FAI Organiser Agreement (OA) required from the Czech NAC for both championships however was withheld pending the outcome of a protracted series of exchanges during the early months of this year concerning a disputed domestic issue. At an uncomfortably late stage, as directed by the FAI Executive Board, a 24 hrs deadline was set for receipt of these two signatures, without however achieving the result that was sought.

This prompted an intense period of work by bureau members to identify alternative airfields and organisers in other countries. A range of potentially viable solutions was shortlisted and assessed; for practical reasons these options became limited to Toruń in Poland, including a minor reschedule to WAAC and a more significant delay for EAC. The 2021 FAI Gordon Bennet balloon event was already planned for the weekend prior to the existing WAAC schedule at Toruń, but a minor delay to the start of this championship enabled us to seek approval from delegates and adopt this solution. For EAC however the necessary date change to run the event at Toruń did not meet FAI's mandatory 30-day period of notice, and a possible relocation to Deva to run this event in conjunction with the later EIAC proved unacceptable to competitors and delegates. Regrettably therefore, with no other viable solutions available, this championship had to be abandoned.

From a strategic standpoint it is essential that OA's are completed as soon as possible after approval at plenary, all parties being duty bound to expedite this process. Based on our experience of the above issues in 2021 the CIVA governance document includes at para. 12.6 a new statement that failure to achieve this within one calendar month will result in the bid becoming invalid, and on this matter the bureau trusts that delegate approval will be given.

## **Other plans**

Apart from occasional 'Special Events' that have taken place over the years CIVA is essentially FAI category-1 championship oriented, and to establish other competitive international aerobatic activities requires careful evaluation.

The bureau is very pleased therefore to have reached a late stage in the definition of a new series of domestically based but internationally linked events that we have called the "CIVA Open Tour Series" or COTS. A full explanation of the structure and detail of this proposal is available at <https://www.civanews.com/civa-open-tour-series/>. Draft COTS regulations are also available from the Document Store.

We believe that this new competition structure can provide the basis for an extremely beneficial strategic addition to the category-1 aerobatic championships that form the foundation of our structure and purpose in FAI. We strongly urge all delegates and NACs to download and assess the documentation for COTS, and review their domestic plans to determine whether one annual event at least can be adapted to meet the aims and objectives of this new opportunity.

## **Media output**

This year for the first time arrangements were established for selected officers and competitors at all championships to upload photographs and short text reports illustrating and describing the daily progress of each event. This output was directed to CIVA's World Aerobatics Facebook page at <https://www.facebook.com/worldaerobatics/> and the new Instagram page created for this purpose at <https://www.instagram.com/civanews/>

The moderate success of this new venture has led to a suggestion that CIVA should appoint a small team dedicated to the task, with a remit to review and adapt all media-related output from our international aerobatic competitions so that their content, style and impact can be maintained to a suitably high standard. The bureau will ensure that this matter receives good attention in 2022, and once established the identity of this team and its aims and objectives will be added to our online info pages.

## **WCAR**

As established last year CIVA is the commission linked to the new FAI World Championship Air Race series, with a duty to provide an FAI Representative responsible for monitoring the sporting aspects of each race and providing pertinent advice to the WCAR Race Committee. At present Pierre Varloteaux is the officer nominated for this task; event-related costs are covered, and a moderate sanction fee is payable to CIVA for our presence at each event. For the avoidance of doubt – there is no intention that CIVA ventures further into the sport of air racing.

We await further news from WCAR regarding their plans for 2022, and will report via our online information pages as this series progresses.

A handwritten signature in blue ink, appearing to read 'Nick Buckenham', is written over a light blue horizontal line.

Nick Buckenham