

FAI Aerobatics Commission (CIVA)
Annual Meeting 2023
Krakow, Poland

**REPORT ON THE 2023 CIVA
TRAVEL ALLOWANCES**

2023, was a chaotic year with some communication flaws between FAI and CIVA as it is only in the middle of during the year that I was informed that from Jan. 2023 all payment should be in Swiss Francs, then later that the template produced by the FAI is compulsory*, but they kindly accepted that we terminate the year with our procedures.

There were 60 Officials refunded plus 4 teams of judges who had already bought their flights for the EIAC before the cancellation and they were refunded of the difference between how much they spent and how much they were reimburses by the airlines and/or their Credit Card.

As all the years before many Officials are not reading the Procedures nor the click list I specially created to help them; just about 25% were following the check list with only small things . The most disturbing is bad naming of mails and files (I even have received a claim named iLovePDF...)

For 2024 completely new procedures is proposed at the end of my report

	TA Paid	Sanction fees received		
WaGAC	4 274 CHF	9 800 €	about 9 450 CHF	48,40 %
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 €	23 960 CHF	150 %

In spite of the rise of the Sanction fees, the TA23 expenses are 50% higher than the Sanction Fees received; CIVA cannot afford to loose money every year, so I highly recommend the delegates not only to increase the Sanction Fees but to drastically increase them and as we are paying the TA in CHF they must be in CHF. Last year we just increase a little bit more. (160€ +25%= 200 €) if we want to be on the safe side I propose to plenary to rise the Sanction fees to 300 CHF.

Presentation of the new procedure

Nick Buckenham, Philippe K uchler Zuzanna Danihelova and myself had a Zoom meeting to tackle the TA problem and lighten the work load of the TA Officer.

We discussed 3 possibilities :

1/ like it was since 2012 just switching to the FAI XL sheet*

- The TA officer just approve 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 determine how much each Official will receive as a maximum, without asking for a proposal from the Official side, ~~this maximum can be reduced if not the request minimum pilots is not achieve.~~

- This does not seems very efficient

3/ Determine a fix amount according the geographic needs

- Europe <-> Europe: 300 CHF (+/- 315  )
- Europe to North America: 1 200 CHF (+/- 1 215  )
- Europe <-> RSA: 950 CHF (+/- 1 000  )
- North America <-> RSA: 1 100 CHF (+/- 1 160  )
- For other case (rare we can determine case by case)
- For travel by car still with a ViaMichelin calculation capped to 300 CHF
We didn't discussed that point but half of the car travel are way cheaper than the 300 CHF the same for local judges by train (e.g. by train in Poland it is less than 100 CHF !)

We were unanimously and rapidly in favour of the third solution

We will propose you to vote to accept our proposal ie 3rd proposal.

As mentioned in my last year's report in 2024 Zuzanna Danihelova, will be in charge of the TA, but I will remain in the background to help her if needed.

Madelyne Delcroix

2023 CIVA TA Officer

* last year FAI sent me the template but we found it much more complicated than ours. So with Zuzana we decided to keep our procedures as most of our judges have already difficulties to apply our 8 points check list. But for 2024 FAI wants us to use their XL sheet