



*Fédération
Aéronautique
Internationale*



CIVA Rules, Judging, and Glider Aerobatics Committee Meetings

Rule Proposals for 2025 (Power and Glider Aerobatics)

Version 1.0 / 3 July 2024

INTRODUCTION

The deadline for the submission of Sporting Code “Normal Proposals” to CIVA (1 July 2024) has now passed. CIVA Delegates responded accordingly and these proposals will now be examined by the relevant Committees.

‘Normal Proposals’ – the scope of this document¹ – are proposals potentially affecting our CIVA Sporting Code (Section 6 Parts 1 & 2), which are submitted each year by Delegates or the President of CIVA in accordance with our normal rules process and deadlines. By extension such proposals may be submitted on request of CIVA by appointed Working Groups.

CIVA has the following rule related Committees in 2024 (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), Pierre Varloteaux, Chairman (FRA)
- CIVA Glider Aerobatic Committee (GAC), Pekka Havbrandt, Chairman (SWE)
- CIVA Catalogue Committee (CC), Daniel Genevey, Chairman (HUN)

The regular RC/JC meeting to assess proposals relevant for Part 1 will be held in the course of the Summer. As usual, it will be open to observers. More details will be forwarded to Delegates in due time.

The GAC will follow a parallel path in reviewing proposals relevant for Part 2. The RC/JC and the GAC 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.

The new version of the Sporting Code, incorporating changes voted at Plenary, will take effect on 1 January 2025.



Matthieu Roulet
Chairman, CIVA Rules Committee

3 July 2024

¹ This document does not include “*Safety Proposals*” (SP) that may come in usually after Championships and which relate to safety issues and merit consideration by plenary at CIVA’s next meeting ; nor “*Expedited Proposals*” (EP), i.e. proposals for minor changes which do not require full Committee consideration and usually submitted as a result of experience at Championships; nor “*Correction Proposals*” (CP) which are merely editorial remarks (e.g. typos, missing reference,...) that can be sent anytime to the RC or GAC Chairman as appropriate. “*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.

RC 2024:

- *M. Roulet (Chairman)*
- *M. Gallaway*
- *D. Genevey*
- *P. Havbrandt*
- *H. Rohner*
- *P. Varloteaux*

JC 2024:

- *P. Varloteaux (Chairman)*
- *M. Delcroix*
- *D. Genevey*
- *Q. Hawthorne*
- *P. Küchler*
- *A. Moore*

GAC 2024:

- *P. Havbrandt (Chairman)*
- *M. Delcroix*
- *Ph. Küchler*
- *J. Makula*
- *E. Schaal*
- *F. Toth*

CC 2024:

- *D. Genevey (Chairman)*
- *N. Buckenham*
- *L. Gambardella*
- *I. Lobanovas*
- *M. Oliveria*
- *C. Talon*

RULE PROPOSALS CHECKLIST

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

CIVA#	NAC	#	Subject	Allocation	Page
NP2025-1	ESP	1	Rotations in Unlimited Unknowns	RC	4
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NP2025-4		4	Flick rolls in Unlimited Unknowns	RC	7
NP2025-5		5	Removal of Intermediate from Cat.1	RC	8
NP2025-6		6	Rotations in Unlimited Unknowns	RC	9
NP2025-7	FRA	1	Number of figures in Free Unknowns	RC	10
NP2025-8		2	Number of Free Unknowns	RC	11
NP2025-9		3	K of additional figures in Unl Free Unknowns	RC	13
NP2025-10		4	K of additional figures in Adv Free Unknowns	RC	14
NP2025-11		5	Excellence Category	RC	15
NP2025-12		6	Practice figures	RC/JC	16
NP2025-13		7	Safety manoeuvres	RC/JC	17
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NP2025-16	GER	1	Frequency of World championships	GAC	21
NP2025-17		2	Figures in Programmes 2 to 6	GAC	22
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NP2025-20	GRE	1	Removal of Interm. and Advanced from Cat.1	RC	25
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NP2025-23		2	Jury On/Off site	RC/JC/GAC	28
NP2025-24	LUX	1	Time limits	RC/JC	29
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NP2025-28	NED	1	Stall turn downgrades	JC/RC/GAC	33
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NP2025-31	SWE	1	Individual entries	RC/GAC	37

NP2025-1

RC

**ESP PROPOSAL #1**

Document: Section 6 Part 1

Subject: **Increase in the number of permitted figures in programmes 2, 3 and 4 in Unlimited****Proposal**

Remove the paragraph:

“A. 15. 1.3. Unlimited: No unlinked and opposite rolls (ref A.2.2.2), nor combinations of flick roll and aileron roll (ref A.2.2.4), permitted on the 45° down line of 8.4.15 to 8.4.18”

Insert “A. 15. 1.3. “Unlimited: Unlinked and opposite rolls (ref A.2.2.2), and combinations of flick roll first, and aileron roll after (ref A.2.2.4), permitted on the 45° down line of 8.4.15 to 8.4.18”

Rationale

To increase the number of possible figures for the Free-Unknown programmes. To increase the flexibility, diversity and interest of programmes and flights for pilots and spectators.

NP2025-2

RC

**ESP PROPOSAL #2**

Document: Section 6 Part 1

Subject: **Increase in the number of permitted figures in programmes 2, 3 and 4 in Unlimited****Proposal**

Remove the paragraphs:

"A.2.2.3. Combinations of aileron roll first, and then flick roll, may be added in Families 1, 7 and 8 on 45° up lines. The combined extent of rotation shall not exceed 540° with not more than 4 stops. "

And

"A.8.1.1. All categories: In Family 5, No flick rolls permitted on ascending vertical or 45-degree lines, except in Family 5.2.1. "

And insert:

"A.2.2.3. Combinations of aileron roll first, and then flick roll, may be added in Families 1,5,7 and 8 on 45° up lines. The combined extent of rotation shall not exceed 540° with not more than 3 stops. "

And

"A.8.1.1. All categories except Unlimited: In Family 5, No flick rolls permitted on ascending vertical or 45-degree lines, except in Family 5.2.1. Unlimited: In Family 5, No flick rolls permitted on ascending vertical, except in Family 5.2.1."

Rationale

To increase the number of possible figures for the Free-Unknown programmes. To increase the flexibility, diversity and interest of programmes and flights for pilots and spectators. Last year's Free Known includes a figure with combination of rolls and flick rolls on a three-line stall turn (Family 5.3.1 and 5.3.2 figures), demonstrating that is safe and technically possible.



NP2025-3

RC

ESP PROPOSAL #3

Document: Section 6 Part 1

Subject: **Increase in the number of permitted figures in programmes 2, 3 and 4 in Unlimited****Proposal**

Remove the paragraph:

*A.17.1.7. "Unlimited: From 8.6.5 to 8.6.8: No flick rolls on vertical down lines after a hesitation roll in the loop".***Rationale**

To increase the number of possible figures for the Free-Unknown programmes. To increase the flexibility, diversity and interest of programmes and flights for pilots and spectators. These figures have no safety issues, as the ones with long rotations in the top of the loop and flick rolls in the vertical down.

NP2025-4

RC

**ESP PROPOSAL #4**

Document: Section 6 Part 1

Subject: **Increase in the number of permitted figures in programmes 2, 3 and 4 in Unlimited****Proposal**

Add the following figures (**A.24. Family 9.10, Negative Flick Rolls**) in the figures accepted for programmes 2, 3 and 4

- Three quarter negative flick roll on a 45-degree negative line up (9.10.2.3)
- Three quarter negative flick roll on a horizontal negative line (9.10.3.3)
- Three quarter negative flick roll on a 45-degree negative line down (9.10.4.3)
- Three quarter negative flick roll on a 45-degree positive line up (9.10.7.3)
- Three quarter negative flick roll on a horizontal positive line (9.10.8.3)
- Three quarter negative flick roll on a 45-degree positive line down (9.10.9.3)

Rationale

To increase the number of possible figures for the Free-Unknown programmes. To increase the flexibility, diversity and interest of programmes and flights for pilots and spectators. **Last year's Free Known included a figure with combination of rolls and flick rolls on three-line stall turn (Family 5.3.1 and 5.3.2 figures), demonstrating that is safe and technically possible.**

NP2025-5

RC

**ESP PROPOSAL #5**

Document: Section 6 Part 1

Subject: **Removal of Intermediate Category from Category 1 Championships****Proposal**

To remove the Intermediate category from World Championship, Open Continental Championship or Continental Championship Category I competition status and replace these with Category II events.

Existing rule:

1.2.2. Contest Categories

1.2.2.1. All flights carried out by competitors must be made solo; this applies to competition flights and training flights.

1.2.2.2. Contest categories are:

- a) Unlimited (“U”)
- b) Advanced (“A”)
- c) Intermediate (“I”)

New rule:

1.2.2.2 d) remove the Intermediate “I” category.

1.2.2.3 delete references to Intermediate in CAT I competitions.

[further amendments to references to Intermediate and “I” competitions will be required throughout the SC].

Rationale

The limited to attraction it garners from pilots as a CAT I event (2014 saw 30 pilots; 2019 saw 26 pilots; 2021 saw 20 pilots; 2023 event cancelled due the event not completed the required minimums as a CATI event (to too few pilots/countries).

World and Continental championships at this category have not attracted universal interest and support. Pilots who routinely fly at a higher category in their own country but have not competed at Advanced or Unlimited in a FAI First Category event, are eligible to enter these events, creating an unfair competition.

To achieve a wider attendance from the Intermediate category, an alternative would be to encourage NACs to group together and arrange Category II events on a regional basis, where the travel to the event is shorter, the duration of the event is limited to 3-4 days and there judging staff can be provided locally, but to an international standard.

As 2023 season demonstrated, the requirements as a CAT I event make it hard to host and it is an unnecessary dilution of the CIVA management effort, competition staffing and financial resource to attract and support bids to Category I championships in this class.

RC Chairman Note: To be discussed in conjunction with GRE proposal #1 (NP2025-20) on similar subject.

NP2025-6

RC

**ESP PROPOSAL #6**

Document: Section 6 Part 1

Subject: **Increase in the number of permitted figures in programmes 2, 3 and 4 in Unlimited****Proposal***Add paragraph:*

A.2.2.6" Combinations of flick roll first and then aileron rolls, may be added in Families 1, 7 and 8 on vertical down lines. The combined extent of rotation shall not exceed 360° with not more than 2 stops.

Rationale

To increase the number of possible figures for the Free-Unknown programmes. To increase the flexibility, diversity and interest of programmes and flights for pilots and spectators.

NP2025-7

RC

**FRA PROPOSAL #1**

Document: Section 6 Part 1

Subject: **Reduction of Number of figures in Free Unknowns****Proposal**

For all categories:

Reduce number of figures in all Free Unknowns, from currently [10 drawn figures + 1 to 4 additional figures] to [7 drawn figures + 1 to 3 additional figures].

Accordingly:

- the sum of all additional figures will have a reallocated K of 18 (i.e. 18 if one figure, 9 each if two figures, 6 each if three figures). (2.3.1.4.c)
- The rules on min and max number of figure types (2.1.3.4.a and .b) are changed as follows for Unlimited:
 - 2.3.1.4.a)
 - 9.9: Min 2, Max 4
 - 9.10: Min 2, Max 4
 - Total of Families 9.9 and 9.10 not to exceed ~~eight~~ six, at least ~~two~~ one of which must be vertically climbing
 - 2.3.1.4.b) There will not be more than one flick roll (Family 9.9 or 9.10) per figure, except in Unlimited where two flick rolls per figure will be permitted in ~~up to two~~ one figure.
- the maximum time to complete the Free Unknown sequence from take-off will be reduced from 12 to 10 minutes. (3.10.1.1)

Affected Part 1 paragraphs: throughout 2.3., and 3.10.1.1, straightforward from the above.

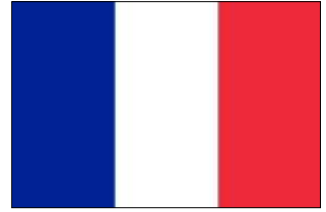
Rationale

The proposed change pursues several objectives:

- Make Free Unknowns more dynamic and attractive to watch by making them shorter. Currently Free Unknown sequences (and therefore Programmes) are too long to maintain interest for spectators and competitors alike.
- Help achieve timely completion of championships.
- Open the door and contributing to ultimately reducing championships duration, a wish repeatedly put forward by CIVA stakeholders. In this context, eventually allowing two flights per day under tbd conditions (if and when decided) is considered more realistic with shorter sequences, both in terms of pilot fatigue and in terms of effort needed for memorisation / preparation / rehearsals for the second flight. This proposal therefore lays the ground for shortening championship duration.

NP2025-8

RC

**FRA PROPOSAL #2**

Document: Section 6 Part 1

Subject: **Reduction of Number of Free Unknowns and Duration of championships****Proposal**

For all categories:

Run championships with two Free Unknown Programmes instead of three (2.1.1).

Accordingly:

- Rules on sections (3.2.1.4 to 3.2.1.6) need to be revised for three Aresti Programmes instead of four. There would be three sections instead of four, and the sequence of sections in 3.2.1.6. with the same logic as before would result in:

Prog. 1	Prog. 2	Prog.3
Section A	Section B	Section C
Section B	Section C	Section A
Section C	Section A	Section B

- All rules related to current Programme 4 'cut' remain and are transferred to Programme 3 (the second and last Free Unknown) (2.1.2.2.)
- Current Programme 5 (Final Freestyle) obviously is renumbered Programme 4.
- Revision of 2.1.2.4. on priority of Final Freestyle over the last (second) Free Unknown is left open for decision by the RC and/or CIVA Plenary — i.e. final version submitted to CIVA Plenary (assuming the RC upholds the proposal), with or without choice on 2.1.2.4. change, to be decided by the RC.

As a consequence and ultimate aim, reduce the duration of CIVA championships. Current texts read:

- 1.2.1.1.a.: « *World Championships (...) should last 7 to 12 days from opening to closing ceremonies.* »
- 1.2.1.2.a.: « *Continental Championships (...) in principle should not last more than 7 days.* ». (this current text does not reflect current reality anyway).

It is proposed to amend both texts with « between 7 and 8 days from opening to closing ceremonies ».

In addition, it is left open to the RC to assess relevance of reducing the number of figures in Free Known sequences — from 5 Known figures + 5 Free figures, to e.g. 4 Known figures + 4 Free figures — and a corresponding reduction of the flight duration from 12 to 10 minutes.

Rationale

Streamlining championships duration has been a desire expressed many times by a number of stakeholders, with competitors complaining they are too long and unnecessarily require them to take too many days off, when adding training camps, from their professional occupation. This proposal aims at addressing just that. With this proposal a typical championship schedule could look like:

- Saturday & Sunday: Official training, registration
- Sunday evening: Opening ceremony
- Monday-Friday/Saturday: Competition flights — Programmes 1-3

- Saturday (Unlimited): Final Freestyle
- Saturday evening: Award and closing ceremony
- Sunday: Departures

The side proposal on reducing the number of figures in the Free Known addresses two aspects:

- Better balance the respective K weights of Free Known and Free Unknowns after suppression of one of the Free Unknown Programmes.
- Help achieve timely completion of championships.

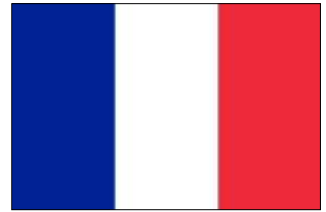
Note:

The FRA proposals do not consider at this stage another important parameter to unlock the full potential towards reduction of championship duration, that is changing rules 2.5. on time between Programmes — 2.5.1.1. mandates no more than one Programme per day for any given competitor. 2.5.1.2. already allows the International Jury to make exceptions (with some boundary conditions) in case of risk to validity of the contest, however as such the rule does not allow to plan for shorter championships. FRA assessment is that further thoughts are required on this before submitting a mature and safe proposal, because of the potential implications on fair and equal treatment between competitors depending on their section.

RC Chairman Note: To be discussed in conjunction with HUN proposal #1 (NP2025-22) on similar subject.

NP2025-9

RC

**FRA PROPOSAL #3**

Document: Section 6 Part 1

Subject: **Minimum real K of additional figures in Free Unknowns / Unlimited****Proposal**

In Unlimited, for all Free Unknowns, mandate additional figures to have a real K of at least 35.

2.3.1.4.c. therefore to be modified, straightforward from the above.

Accordingly:

- In 2.3.1.4. remove word « solely » and modify repetition rule, as follows: « (...) *and additional figures from the Aresti System (Condensed) as currently amended by CIVA, solely to aid in composition. These additional figures may contain repetitions despite rule 2.3.1.1., except that repetition of any catalogue number of Families 1 to 8, Family 9.9 and Family 9.10, of submitted figures according to 2.3.1.1, is not permitted.* »

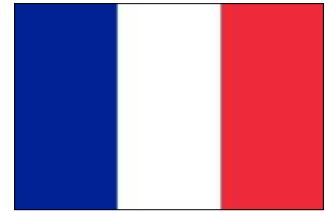
Rationale

Currently, Free Unknown sequences in Unlimited World Championships display up to 30% of figures which by nature are extremely basic (up to 4 additional figures of at best Intermediate level). This undermines the expected display of Unlimited skills, and has proven to adversely effect the interest of watching Free Unknowns. Without modifying the « reallocated K » of these figures, the proposed change aims at improving interest for these Programmes.

Amendment of the repetition rule avoids unwanted practice of submitted Unknown figure elements prior to actually flying Unknown figures.

NP2025-10

RC

**FRA PROPOSAL #4**

Document: Section 6 Part 1

Subject: **Minimum real K of additional figures in Free Unknowns / Advanced****Proposal**

In Advanced, for all Free Unknowns, mandate additional figures to have a real K of at least 25.

2.3.1.4.c. therefore to be modified, straightforward from the above.

Accordingly:

- In 2.3.1.4. remove word « solely » and modify repetition rule, as follows: « (...) *and additional figures from the Aresti System (Condensed) as currently amended by CIVA, ~~solely~~ to aid in composition. These additional figures may contain repetitions despite rule 2.3.1.1., except that repetition of any catalogue number of Families 1 to 8, Family 9.9 and Family 9.10, of submitted figures according to 2.3.1.1, is not permitted.* »

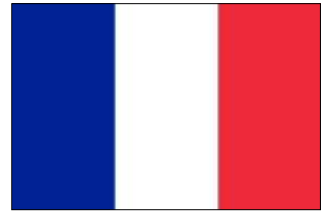
Rationale

Currently, Free Unknown sequences in Advanced World Championships display up to 30% of figures which by nature are extremely basic (up to 4 additional figures of at best Intermediate level). This undermines the expected display of Advanced skills, and has proven to adversely effect the interest of watching Free Unknowns. Without modifying the « reallocated K » of these figures, the proposed change aims at improving interest for these Programmes.

Amendment of the repetition rule avoids unwanted practice of submitted Unknown figure elements prior to actually flying Unknown figures.

NP2025-11

RC

**FRA PROPOSAL #5**

Document: Section 6 Part 1

Subject: **Excellence Category****Proposal**

Add Excellence (a difficulty level between Advanced and Unlimited) to the list of CIVA contest level categories in Part 1 (1.2.2.2).

Add all corresponding rules into Part 1, as developed for the 2024 trial (subject to lessons learned, see below).

Rationale

The rationale for adding an Excellence category to the set of CIVA categories has already been established at the last CIVA Plenary and at length subsequently in a number of exchanges. In a nutshell it aims at addressing the observed decline in number of competitors in CIVA Power championships:

- Adding a level between Advanced and Unlimited will attract pilots who have seen the level gap from Advanced to Unlimited widening in the last decade with the evolution of rules making Unlimited more and more challenging.
- What is a matter for competitors has become also an existential matter for organisers, hence for CIVA. In order to be viable for organisers, an event must have a sufficient number of entries, and this has lately proven to more and more turn into a challenge surrounded by uncertainty.

Note 1:

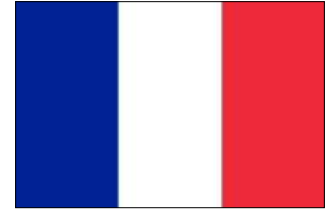
In view of the above, it is clear the only viable set-up for Excellence championships is to run this category concurrently with another category. In view of statistical championship entries, it looks best to plan Excellence to be run concurrently with Unlimited championships. However this point does not need to be addressed in the Sporting Code itself (just like for Part 2 which describes rules for Unlimited and for Advanced, and which does not need to specify that Unlimited and Advanced championships may take place concurrently). In order to increase viability of events and avoid risks of cancellation, CIVA should certainly encourage potential organisers to bid for concurrent Unlimited and Excellence events.

Note 2:

A trial Excellence category is to be run in 2024. Obviously lessons learned from this trial will be used to tune and mature detailed regulations for this category. This proposal is at least a placeholder to make sure the RC has the opportunity to assess and amend those proposed regulations before potential submission to CIVA Plenary, independently from the fact that proposals for this Category might also be put forward by the CIVA President as a President's proposal directly to Plenary if so he wishes.

NP2025-12

RC

**FRA PROPOSAL #6**

Document: Section 6 Part 1

Subject: **Practice figures****Proposal**

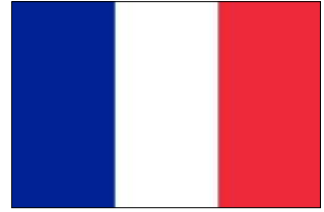
In 3.9.1.4., remove « but may be flown only once » in « *The pilot may perform up to three practice figures. These figures are optional ~~but may be flown only once, and may be flown in any order.~~* »

Rationale

There is no advantage for a pilot to fly a practice figure several times. The proposal removes an unnecessary burden for the judges and the International Jury.

NP2025-13

RC

**FRA PROPOSAL #7**

Document: Section 6 Part 1

Subject: **Safety Manoeuvres****Proposal**

Make mandatory push/pull stick inputs as safety manoeuvres, prior to the safety half-rolls, i.e. merge 3.9.1.2 into 3.9.1.1 and modify as follows:

« 3.9.1.1.

Before the wing-rocking at the start of each competition flight it is mandatory that pilots perform, at a minimum height of 300m:

a) first, pull/push stick inputs (in ~~any order and any number~~, in erect ~~or inverted~~ flight) to create instant g-load and hence check harness and absence of loose articles in the aircraft;

b) then at least two half-rolls with a stop at the inverted position (1.1.1.3 & 9.1.3.2; 1.1.1.4 & 9.1.3.2). At least in the first inverted position, push/pull stick inputs shall be performed for the same purpose as above;

c) then 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. ~~In addition, it is recommended that pilots perform the safety manoeuvres specified in 3.9.1.2 and 3.9.1.3, and up to two more practice figures as specified in 3.9.1.4~~

« 3.9.1.2.

The pilot may perform any number of ~~these~~ half-roll 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.»

« 3.9.1.3.

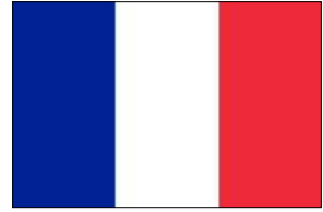
In addition, it is recommended that pilots may perform any number of turns (erect or inverted, but not rolling turns) as warm up manoeuvres, separately or in continuous turns. These warm-up manoeuvres are flown to help prepare the pilot for the upcoming g-loadings and to help reduce the risk of g- induced Loss Of Consciousness (g-LOC).»

Rationale

Safety.

NP2025-14

RC

**FRA PROPOSAL #8**

Document: Section 6 Part 1

Subject: **Safety half-rolls altitude**

[Note: Already covered if FRA proposal #7 is approved.]

Proposal

Enforce first safety half-rolls to be performed at a minimum height of 300m, i.e. modify 3.9.1.1 as follows:

« *Before the wing-rocking at the start of each competition flight it is mandatory that pilots perform at first at least two half-rolls with a stop at the inverted position, at a minimum height of 300m (1.1.1.3 & 9.1.3.2; 1.1.1.4 & 9.1.3.2), plus at least one of the practice figures specified in 3.9.1.4. (...)* »

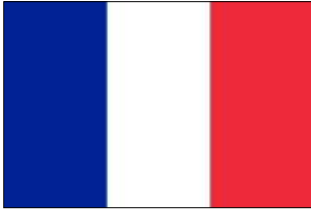
Rationale

Safety.

RC Chairman Note: To be discussed in conjunction with SUI proposal #1 (NP2025-30) on similar subject.

NP2025-15

GAC



FRA PROPOSAL #9

Document: Section 6 Part 2

Subject: **Glider rules various**

Proposal

Rule A21.1.1

Add AND 1.1.1.1

Rule A.21.1.2

Positive half flick on negative line 9.9.8.2 only with catalogue numbers 7.2.2.2 and 7.2.4.1.

Add also 8.5.3.4 and 8.5.4.3

Rationale: Speeds and configuration on the second line of 8.5.3.4 and 8.5.4.3 is similar to conditions on the second line of 7.2.2.2 and 7.2.4.1

Rule A.22.1.2

Negative half flick on positive line 9.10.8.2 only with catalogue numbers 7.2.2.1 and 7.2.4.2. Add also 8.5.3.3 and 8.5.4.4

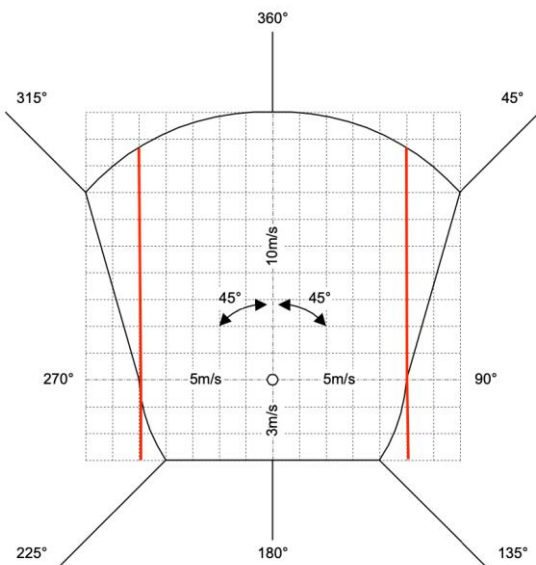
Rationale: Speeds and configuration on the second line of 8.5.3.3 and 8.5.4.4 is similar to conditions on the second line of 7.2.2.1 and 7.2.4.2

Add in Advanced

2.2.1.7. add figure 2.1.2.1 In Appendix A add 2.1.2.1

Rationale: As a 1st step of adding Rolling circle in Advanced

Modify rule 3.7.1.10



Winds speed and direction limits : should never exceed 5m/s crosswind whatever the direction is
 Rationale : with 5m/s cross wind, cumulated deviation already reach around 750m (5 * approx 180s flight duration)

OR adopt the same wording (with different mesures) as power (3.6.2.3.) The maximum permissible average wind speed components are:

Altitude	Direction	Max.permissible
Surface	Any	10 m/s
	Crosswind (ref. runway)	5 m/s
	Tailwind (ref.box main axis)	3 m/s
300 m	Headwind (ref.box main axis)	10 m/s
600 m	Crosswind (ref.box main axis)	5 m/s
	Tailwind (ref.box main axis)	3 m/s

Rule 2.3.1.4

Add: One of the 7 proposed figures must be a reverse one

Rule 2.3.1.6

...

If it is obvious that with the proposed figures no reasonable sequence can be composed, the jury will encourage ask NACs to modify their figures accordingly. **If none of the NAC is willing to change their proposed figures, the International Jury is entitle to make the decision.** Altitude Direction Max.permissible Surface Any 10 m/s Crosswind (ref. runway) 5 m/s Tailwind (ref.box main axis) 3 m/s 300 m Headwind (ref.box main axis) 10 m/s 600 m Crosswind (ref.box main axis) 5 m/s Tailwind (ref.box main axis) 3 m/s

NP2025-16

GAC

**GER PROPOSAL #1**

Document: Section 6 Part 2

Subject: **Frequency of World Championships****Proposal**

Paragraph 1.2.1.1 World Championships actually mentions in point a): “World Championships will be held every year.” We propose to change this to: “World Championships will be held **every two years.**”

Rationale

In the recent years we experience a continuous reduction of participants in glider world championships. In 2023, the number in unlimited class was near the minimum number of participants which is required to have a valid championship (15).

Also, we have increasing difficulties to find countries applying for a championship. Usually bids are coming late, one year ahead of the championship, making organisation and preparation difficult.

The reducing number of participants causes difficulties to an organiser, to finance an event which is adequate to an international championship.

Doing aerobatics on an international level requires a lot of training, which is time consuming and expensive. Participating in such an event is time consuming and expensive as well. Since we see in every country, that supporting money by states or national aeroclubs is more and more reducing, many pilots cannot participate each year.

Changing to a biennial schedule matches the temporal and financial capabilities of competitors, and organisers, and would allow also to better create a setting, which is more reasonable and worthy to a world championship.

NP2025-17

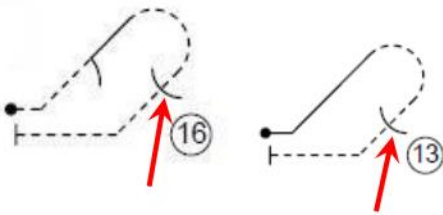
GAC

**GER PROPOSAL #2**

Document: Section 6 Part 2

Subject: **Figures in Programmes 2 to 6****Proposal**

Appendix A, list of figures for programmes 2 through 6, A.14, remove the optional roll on the 45° downward line of figures 8.4.15.2 and 8.4.17.1

**Rationale**

The figure comprises a negative arc, followed by a 45° downward line. Actually appendix 1 allows to add a full slow roll (9.1.4.4) to this 45° downward line. With our available gliders, even the Swift, the speed on the entry to the 45° line will be reasonably high, so that the remaining gap to V_{ne} will be insufficient to safely fly a full slow roll within the operating limits.

During a recent contest, the figure 8.4.17.1 was flown, and the average speed at the end of the arc was reported between 170 and 200 km/h with Swift, Fox and SZD59.

NP2025-18

GAC

**GER PROPOSAL #3**

Document: Section 6 Part 2

Subject: **Figures in Programmes 2 to 6****Proposal**

Appendix A, list of figures for programmes 2 through 6 includes figures allowed for the unknown programmes in glider competitions. Add restrictions to the use of certain figures, or optional elements, if there are gliders SZD59 or MDM1 Fox, or similar types, are participating.

Add a paragraph 2.3.1.7 to section 6 part 2:

2.3.1.7 If gliders SZD59 Acro, MDM1 Fox or gliders with comparable characteristics and performance participate in a contest, the respective limitations in figure selection for programmes 2 to 6 apply.

Rationale

In the last years, the Swift is the dominant glider in our sport. However, it's availability is limited, and a successor is not in sight. Other available aerobatic gliders, such as SZD59 and MDM1 Fox, are unable to fly all allowed manoeuvres in their operating limits. This causes that either many competent pilots cannot participate due to lack of a suitable glider or are misled to exceed operating limits of gliders available to them. This problem will increase in the coming years. We must afford participation also with gliders, which are less performant than a Swift. As we in the last years, when respective gliders participated, had excessive and exhausting discussions, what is acceptable fly with a glider type, and what not, we should add respective limitations to Appendix A.

Attachment

Section6_part2_v2024_v1 with markups

NP2025-19

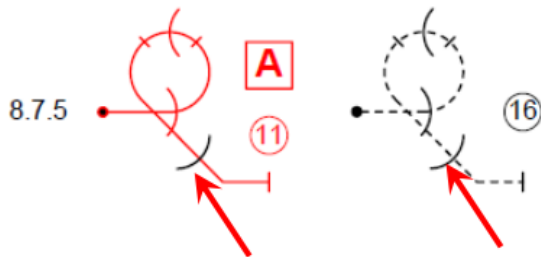
GAC

**GER PROPOSAL #4**

Document: Section 6 Part 2

Subject: **Figures in Programmes 2 to 6****Proposal**

Appendix A, list of figures for programmes 2 through 6, A.16, remove the optional roll on the 45° downward line in figures 8.7.5.1 and 8.7.5.2.

**Rationale**

The figure comprises a 7/8 loop, followed by a 45° downward line. Actually appendix 1 allows to add a full slow roll (9.1.4.4) to this 45° downward line. With our available gliders, even the Swift, the speed on the entry to the 45° line will be reasonably high, so that the remaining gap to V_{ne} will be insufficient to safely fly a full slow roll within the operating limits.

NP2025-20

RC

**GRE PROPOSAL #1**

Document: Section 6 Part 1

Subject: **Removal of Intermediate and Advanced Category from Category 1 Championships****Proposal**

Remove the Intermediate and Advanced Category from World Championship, Open Continental Championship or Continental Championship First Category competition status and move them to a Second Category event.

Rationale

I strongly believe that all of CIVA's economical and mental resources should be focused on the highest category, which is Unlimited.

It is an unnecessary dilution of the CIVA management effort, competition staffing and financial resource to attract and support bids to First Category championships in this classes.

There's been a lot of talk about bringing new pilots into the world of aerobatics. I believe that the solution of having two subcategories in First Category event is not convenient.

In addition to being an economic waste on the part of CIVA, they do not give the right value to the true and only competition, which is Unlimited.

Beginner pilots who are approaching the world of aerobatics or those who are already more experienced must aim to reach the top category and not think about competing in a less difficult one.

Obviously, the passage of categories for the growth of a pilot is fundamental, but the ultimate objective remains the Unlimited competition. That's why, to achieve a wider attendance from the Intermediate and Advanced class a better solution would be to encourage NACs to arrange Second Category events on a regional basis.

RC Chairman Note: To be discussed in conjunction with ESP proposal #5 (NP2025-5) on similar subject.

NP2025-21

RC

**GRE PROPOSAL #2**

Document: Section 6 Part 1

Subject: **Competitors and Team Composition****Proposal**

Every NAC shall notify the Organizer of a Championship, not less than two months before it is due to start, of the number of competing pilots to be entered from their countries up to a maximum of twelve (12). **Of these pilots, a minimum of two (2) and a maximum of three (3), regardless of gender, can be eligible for a team medal of their NAC. The name of these two (2) or three (3) pilots will have to be given by every NAC at the latest the day before the official start of the competition.**

Rationale

Some countries have the possibility to select much more pilots to be entered into championships compared to others. This is only due to the size of the country, its aeronautical infrastructures, or its number of pilots. Certainly, a strong advantage toward team medals is given to large teams compared to small teams. Unfortunately, this advantage does not reward only the performance of the pilots but also the size of the team they are forming. This goes against the General Rule of CIVA as stated in Sporting Code Section 6 Part 1 paragraph 1.1.1.6.

There is no acceptable reason in a sport to create a rule that gives an advantage to a team because of size. The infrastructures and the efforts of a NAC can give them the advantage of having much more pilots than other NACs. This advantage is real and our rules already allow such NACs to enter up to 12 pilots whereas others cannot afford to. Therefore, large NACs already have more chances for individual medals, and also for team medal as they can choose the best pilots amongst a larger group. There is no acceptable reason for having a rule that gives an additional advantage to these NACs.

This change is therefore necessary for sake of fair competition.

Example

A team is made of 4 pilots or more (A1, A2, A3, A4,...).

B team is made of 4 pilots or more (B1, B2, B3, B4,...).

C team is made of 3 pilots only (C1, C2 and C3).

Before the last program, A team is leading with pilots A1, A2, and A3 eligible for gold medal. B team is following with pilots B1, B2 and B3 eligible for silver medal.

C team is following after with pilots C1, C2 and C3 eligible for bronze medal.

During last program, pilots B3 and B4 make such scores that the B team is not anymore eligible for silver medal with pilots B1, B2 and B3, but with pilots B1, B2 and B4.

At the same time, C team performed so that it would be eligible for silver medal if B team had been comprised of pilots B1, B2 and B3 only. A team performed normally to keep its gold medal. This situation has already been seen before, giving advantage to B team mainly because of its size. In other words, the size of the team can compensate for underperformance of one or more pilots within the team, whereas small teams made of the minimum number of pilots only have no possibility to compensate for underperformance of one of their pilots.

NP2025-22

RC

**HUN PROPOSAL #1**

Document: Section 6 Part 1

Subject: **Reduction of Championships duration****Proposal**

Reduce the duration of World Championships from currently 7 to 12 days to 5-7 days and the duration of Continental Championships from current max of 7 days to 5-7 days also.

1.2.1.1. World Championships

a) World Championships will be held every two years and should last 5 to 7 days from opening to closing ceremonies.

1.2.1.2. Continental Championships

a) Continental Championships may be held in years when there are no World Championships and in principle should not last more than 5 to 7 days.

Rationale

In General reduce the costs imposed on organizers and make the whole contest more efficient in terms of organisation and attractivity.

RC Chairman Note: To be discussed in conjunction with FRA proposal #2 (NP2025-8) on similar subject.

NP2025-23

RC

JC

GAC

**HUN PROPOSAL #2**

Document: Section 6 Part 1 / Part 2

Subject: **Reduction of number of Jury members present on site****Proposal**

Reduce the number of jury members present on site to the Jury President only but keep the number of members as it is.

1.3.1.3. Appointment

- b) At World and Continental Championships, only the president of the International Jury must be physically present on site for the whole event duration (from General Briefing to Award Ceremony).

The other members must be available for online consultation called by the the president of the International Jury for the whole event duration (from General Briefing to Award Ceremony) with a maximum delay of 12 working hours.

- 1.3.1.4 All members of the International Jury must be included into the process to hear appeals or protests submitted by competitors. A jury decision always has to be taken through a vote including all members.

Rationale

In General reduce the costs imposed on organizers by reducing the number of CIVA prescribed officials on site.

NP2025-24

RC

JC



LUX PROPOSAL #1

Document: Section 6 Part 1

Subject: **Time Limits**

Proposal

3.10.1. Time Limits

3.10.1.1. Programmes 1 to 4 will have a time limit of 12 minutes in all categories from the moment the aircraft is observed in flight by the Chief Judge / timers.

Change observed in flight by clear to enter the box.

Rationale

Sometimes there is a delay of CJ between the take off and clearance to enter the box.

NP2025-25

RC

JC

**LUX PROPOSAL #2**

Document: Section 6 Part 1

Subject: **Time Limit for Programme 1****Proposal**

3.10.1. Time Limits

3.10.1.1. Programmes 1 to 4 will have a time limit of 12 minutes in all categories from the moment the aircraft is observed in flight by the Chief Judge / timers.

Programme 1 will have a time limit of 14 minutes and programmes 2 to 4 will have 12 minutes.

Rationale

12 minutes isn't enough to do safety maneuvers and more than 3 figures.

NP2025-26

CC



LUX PROPOSAL #3

Document: Aresti Calaogue

Subject: **K of rotations on top or bottom of loops**

Proposal

Rotations in top or bottom of loops (7.4.1, 7,4,2, family from 8.6.1 to 8.6.8) will have a 50% higher coefficient.

Rationale

These rotation are way more difficult to do than in a straight line.

NP2025-27

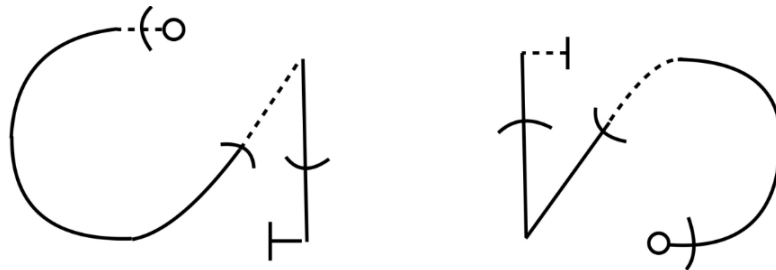
CC

**LUX PROPOSAL #4**

Document: Aresti Calaogue

Subject: **New Aresti figures****Proposal**

Adding a new family in the Aresti code, as shown in the examples below. All declinations with different entries and exits are included in this proposal. Roll combinations in the 45 degrees line should be similar to those allowed in Three Lines figures. Roll combinations in the horizontal lines should be similar to those allowed in Single Line figures.

**Rationale**

This figure combines the advantages of N and S-type lines in a single figure, offering better connecting figures in free unknowns.

NP2025-28

JC

RC

GAC



NED PROPOSAL #1

Document: Section 6 Part 1 / Part 2

Subject: **Stall turn downgrades**

Figure 21 article B.9.5.2.e) Section 6 part 1 page 87 and figure 18 article B.9.5.2.f) Section 6 part 2 page 81

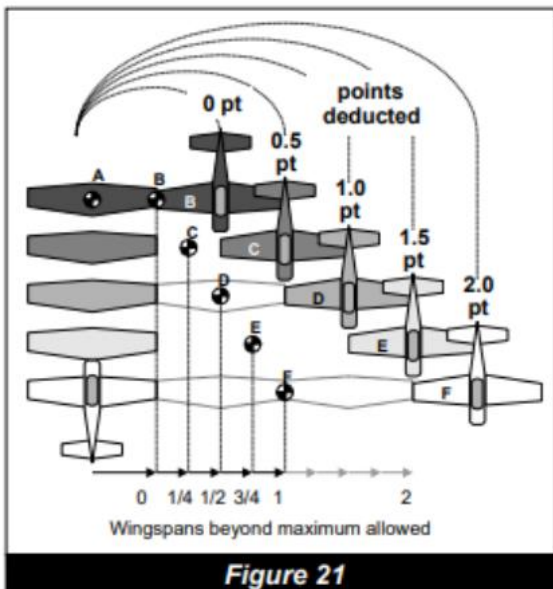
Proposal

Existing part-1 text:

As the aircraft nears the point where it would stop climbing, it must pivot in a plane parallel to vertical. Ideally, the aircraft pivots around its centre of gravity. To avoid a deduction, the aircraft must pivot around an axis of gravity that cannot not be farther away from its centre of gravity than its wingtips (1/2 wingspan, Pivot Point Range from A to B, Figure 21). The downgrade for this deviation (often referred to as "flying over the top") is one (1) point per half wingspan that the point of rotation exceeds the maximum allowed (Pivot Point B, Figure 21).

Existing part-2 text:

As the glider nears the point where it would stop climbing, it must pivot in a plane parallel to vertical. To avoid a deduction, it must pivot around a point which should not be farther away from its centre of gravity than its wingtip. When the radius of the rotation is greater, the downgrade is one (1) point per half wingspan. (Pivot point D, Figure 18)



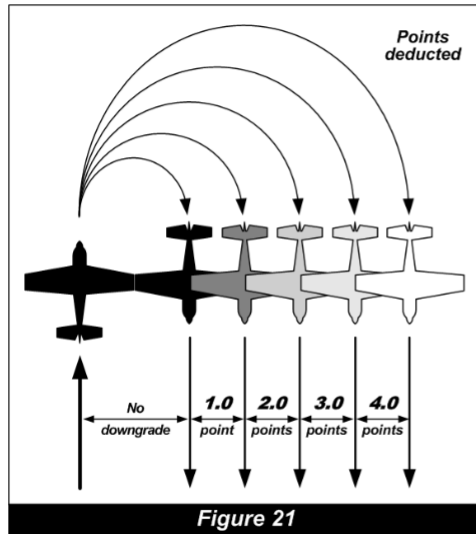
In both cases the diagram (Figure 21 for part 1 and Figure 18 for part 2) is as shown. The downgrades illustrated are however all only half of the correct values.

Proposed new text for B.9.5.2.e) in part 1 and B.9.5.2.f) in part 2:

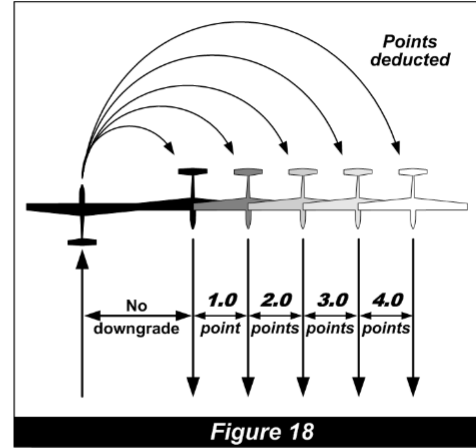
As the aircraft (glider) nears the point where it would stop climbing, it must yaw through 180° to the left or right to achieve a vertical down-line. Ideally the aircraft (*glider*) rotates without sideways motion and descends on the same axis. When rotation is complete the lateral distance between the up-line and the down-line must not exceed one wingspan of the aircraft (*glider*). The downgrade for a detected deviation is one (1) point for each additional lateral half wingspan, or part thereof, to a maximum of four (4) points.

Revisions to diagrams:

In part 1 (power)



In part 2 (glider)



Rationale

This proposal concerns the Stall Turn text and diagram in part 1 and part 2. In both cases the instruction requires the judge to assess sideways shift of the aircraft “point of rotation” mid-way during the required 180° yaw. The drawing shows a CG symbol for this imaginary point and the same (power) diagram is used in each document.

For judges it would be much simpler to assess the distance between the easily identified vertical upwards and downwards lines, compare this to the aircraft’s wingspan and apply downgrades accordingly.

It must also be noted that for many years the diagram has shown incorrect downgrade values that are HALF the amount described in the text. This is corrected in the proposal.

With reference to the CG rotation point removed from this explanation it becomes highly advantageous to simplify both of the diagrams accordingly.

Replacement diagrams are proposed. In each case ambiguities have been removed and only the initial up-line and possible down-lines are used to classify the appropriate downgrades.

NP2025-29

JC

RC

**RSA PROPOSAL #1**

Document: Section 6 Part 1

Subject: **Positioning score****Proposal**

It is proposed that an amendment of the following Regulation is considered;

- 4.1.5.7 At the end of the sequence the annotations in the “POS” column shall be used by each judge to determine a sequence positioning downgrade based primarily on these recorded observations. Each single letter is taken as equivalent to a half mark and each double letter equivalent to a full mark downgrade. For example, the figure “Pos” annotations L, R, N, FF, LL and R would combine as a downgrade of 4.0 marks. The Judge is entitled to revise his final positioning mark up or down by a maximum of 1 point if he considers there were other relevant factors which should be taken into account to reduce or increase the downgrade.
- Pursuant to a protest, allow for the Jury to verify that the annotations in the POS column of the scoresheet matches the positioning score as required by 4.1.5.6 and 4.1.5.7 of the CIVA Regulations, and if it does not match, allow for the score to be replaced by the actual score as determined from the annotation indicated on the judge scoresheet.
 - In the event that the positioning score given to a competitor by a judge deviates from the mean average of the scores for positioning from the remaining judges in the panel by 3,0 points or more, then that judges score would be deleted and replaced by the average score of the remaining judges.

Rationale

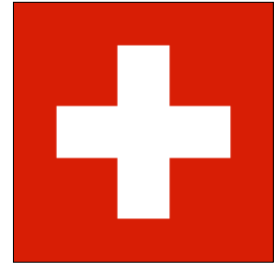
The amendment is intended to correct the anomalies arising from a score for positioning given to a competitor by one judge that is inconsistent with the average of the scores given by the remaining judges. In cases where the deviation is greater than 3,0 points from the average of the remaining judges, it would;

- Pursuant to a protest, allow for the Jury to verify that the annotations indicated in the POS column of the scoresheet matches the positioning score as required by 4.1.5.6 and 4.1.5.7 of the CIVA Regulations, and if it does not match, allow for the score to be replaced by the actual score as determined from the POS annotation indicated on the judge scoresheet.
- In the event that the positioning score given to a competitor by a judge deviates from the mean average of the scores for positioning from the remaining judges in the panel by 3,0 points or more, then the judges score would be deleted and replaced by the average score of the remaining judges. Currently, the positioning score is normalised by allocating an average score based on *all* of the judges scores, which may be considered to unfairly disadvantage the competitor. The deviant judge’s score would therefore not be taken into account when calculating the fitted average score..

NP2025-30

RC

JC

**SUI PROPOSAL #1**

Document: Section 6 Part 1

Subject: **Safety half-rolls altitude****Proposal**

This proposal clarifies the minimum altitude at which the first two half-rolls in paragraph 3.9.1.1. can be executed.

Current paragraph 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 (1.1.1.3 & 9.1.3.2; 1.1.1.4 & 9.1.3.2), 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. In addition, it is recommended that pilots perform the safety manoeuvres specified in 3.9.1.2 and 3.9.1.3, and up to two more practice figures as specified in 3.9.1.4.

New paragraph 3.9.1.1. :

Before the wing-rocking at the start of each competition flight it is mandatory that pilots perform, **as the first Safety manoeuvres and before any other Safety, Warm-up or Practice manoeuvres in paragraphs 3.9.1.1., 3.9.1.2., 3.9.1.3. and 3.9.1.4.,** at least two half-rolls with a stop at the inverted position (1.1.1.3 & 9.1.3.2; 1.1.1.4 & 9.1.3.2) **at a height of more than 500 meters (Intermediate) and at a height of more than 300 meters (Advanced and Unlimited), plus followed by** 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 **and helmet or headset is are** properly secured. In addition, it is recommended that pilots perform the safety manoeuvres specified in 3.9.1.2 and 3.9.1.3, and up to two more practice figures as specified in 3.9.1.4.

Rationale

The intention of two half rolls with a stop at the inverted position as the first Safety manoeuvres is to detect loose articles, problems with the safety harness, helmet or headset and other malfunctions with the aircraft. It is therefore logical, that these manoeuvres (two half rolls) are executed as the first Safety manoeuvres before any other Safety, Warm-up of Practice manoeuvres. Heights higher than 500 meters for Intermediate and higher than 300 meters for Advanced and Unlimited should give the pilot enough altitude and time to take appropriate action if required.

RC Chairman Note: To be discussed in conjunction with FRA proposal #8 (NP2025-14) on similar subject.

NP2025-31

RC

GAC

**SWE PROPOSAL #1**

Document: Section 6 Part 1 / Part 2

Subject: **Individual Entries****Proposal****Current wording (Part 1)**

1.2.6.3. Non-NAC Entries

a) The Organiser is also obliged to accept entries from FAI Applicants as described in paragraph 4.5.1 of Sporting Code, General Section.

1.2.6.4. Hors-Concours Entries a) At its discretion, the Organiser may accept further entries submitted by NACs for pilots subject to eligibility restrictions (see 1.2.4). These entrants will be classified as “Hors Concours (H/C)”. They will pay normal entry fees, be subject to the normal entry deadlines for the contest, and be treated as other competitors. In the event of time constraints, however, they can expect to be shifted in the order of flight or deleted from the flight programmes altogether at the discretion of the International Jury. H/C pilots’ results will be located in all listings as their score dictates but with the rank not awarded. They will not appear in the final results submitted to FAI and will not be ranked or eligible for any awards or medals.

b) H/C pilots shall possess a current FAI Sporting Licence.

New wording (Part 1, same correction to be made to Part2)

1.2.6.3. Non-NAC Entries

a) The Organiser is also obliged to accept entries from FAI Applicants as described in paragraph § 4.2 of Sporting Code, General Section.

1.2.6.3. Individual Entries

a) The Organiser is also obliged to accept entries from individual pilots.

b) Individual pilots shall possess a current FAI Sporting Licence.

1.2.6.5. Hors-Concours Entries

a) At its discretion, the Organiser may accept further entries submitted by NACs for pilots subject to eligibility restrictions (see 1.2.4). These entrants will be classified as “Hors Concours (H/C)”. They will pay normal entry fees, be subject to the normal entry deadlines for the contest, and be treated as other competitors. In the event of time constraints, however, they can expect to be shifted in the order of flight or deleted from the flight programmes altogether at the discretion of the International Jury. H/C pilots’ results will be located in all listings as their score dictates but with the rank not awarded. They will not appear in the final results submitted to FAI and will not be ranked or eligible for any awards or medals.

b) H/C pilots shall possess a current FAI Sporting Licence.

Rationale

If a NAC decides not to send teams it makes sense to let pilots enter themselves on their own expense as long as they have a valid sporting license.

This is not against current FAI rules and is used in other Airsports such as paragliding.