Fédération
Aéronautique
Internationale

Minutes of the

Plenary Meeting of the

FAI Aerobatics Commission (CIVA)

Held on

Saturday 12th and Sunday 13th November 2022

at the

Hotel Ibis Crissier, Lausanne, Switzerland

Version 1.0 / December 22

CONTENTS

CIVA President's introductory remarks

President Nick Buckenham wished everyone welcome to the meeting

Bureau 2022:

Nick Buckenham	CIVA President
Matthieu Roulet	Vice President
John Gaillard	Vice President, Deceased
Hanspeter Rohner	Vice President
Elena Klimovich	Vice President, Withdrawn
Hanna Räihä	Secretary
Zuzana Danihelova	Secretary
Jürgen Leukefeld	Treasurer

FAI Head Office

Markus Haggeney	FAI Secretary General

1. In Memoriam

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

Dan STEFANESCU Sr.	ROM	3/2022
Simon de la BRÈTECHE	FRA	4/2022
Babtiste VIGNES	FRA	4/2022
Kimmo VIRTANEN	FIN	5/2022
John GAILLARD	RSA	8/2022
Martin WÖRDNL	AUT	10/2022

2. Meeting Introduction

2.1. Roll Call of delegates

Present:

Austria, Canada, Czech Republic, Finland, France, Germany, Greece, Hungary, Italy, Luxemburg, Norway, Poland, Portugal, Romania, Slovakia, South Africa, Spain, Switzerland, Sweden

The Following Proxy Votes were tabled

Australia	to	South Africa
Belgium	to	Luxemburg
Japan	to	Poland
Netherlands	to	Switzerland
Great Britain	to	France
United States	to	Spain

TOTAL VOTES 25 (19 present, 6 Proxies). Absolute majority 13, 2/3 majority 17

Apologies for Absence: United Kingdom, Denmark, Argentina, Brazil

2.2. Minutes of the 2021 meeting

The Delegates approved the minutes of the 2021 Plenary conference

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.

Events 2022

- The 3rd FAI World Intermediate Aerobatic Championships at Torun, Poland
- The 31st FAI World Aerobatic Championships at Leszno, Poland
- The 24th FAI World Glider Aerobatic Championships and the 12th FAI World Advanced Glider Aerobatic Championships at Issodun, France
- The 12th FAI European Advanced Aerobatic Championships (open) at Clinceni, Romania

Champions in 2022

• World intermediate Champion (power)	Maciej Kulaszewski, Poland
• World Aerobatic Champion (power)	Florent Oddon, France
• World Aerobatic Champion (glider)	Ferenc Tóth, Hungary
• World Advanced Aerobatic Champion (glider)	Oliver Adamy, Czech Republic
• European Advanced Aerobatic Champion (power)	Vlad-Alexandru Popescu, Romania

Media 2022

Eric Lentz-Gauthier published news from all events to several places in social media: Facebook, Instagram, CIVA News. The results were published in CIVA Results as always. There was new focus on developing the structure and publication of media throughout 2022 from each championship.

The plan for 2023

- The 25th FAI WGAC and 13th FAI WAGAC
- The 15th FAI WAAC
- The 2nd FAI EIAC + ("+" means Open to competitors from outside Europe)
- The 22nd FAI EAC +

Entries 2023

In 2022 there was lower number of entries than expected at all CIVA championships. What can we do to ensure, that in 2023 our Championship entries move towards better numbers?

CIVA Governance

A comprehensive new document has been developed to define and develop key aspects of CIVA management and provide clear guidance for its events, its officers and future development. The first draft will be introduced to the Plenary in Agenda item 12.

4. Report from FAI Secretary General

Markus Haggeney, Secretary General from FAI, gave a presentation on the following topics.

The main topics were FAI General conference, insurance for the officials and by-law changes. All information can be found on FAI website under General Conference www.fai.org/gc2022

Question from CIVA President about the Finances run solely in CHF in FAI instead of EUR or any other currency.

MH: Most of the activities are happening in EUR environment. At the moment, FAI has 25 bank accounts in several currencies, and experienced 79 000 CHF losses due currency conversions. Each booking creates a booking trail, and the cost of the accounting system has been high. In all aspects of accounting FAI aims to take out the currency risk and ensure bookings suffer lower costs.

5. CIVA Committee and Working Group reports

5.1. The Information and Communication Technology committee

Report from Ringo Massa, presented by Nick Buckenham

Chair: Ringo Massa, Members: Kari Kemppi, Chris Sills, Vladimir Machula

The quality of judging videos during 2022 varied from being very good in some events to poor in others. It is clearly better to have HD resolution video with a large screen to reduce the need for high zoom levels. Good quality video is essential to resolve doubt about HZs.

The HMD system presented various problems in 2022. An investigation for updating the current system or replacing with another is being undertaken. Funding will be required. The Red Van system may also be available.

The ACRO scoring system is being update to 64-bit standard, with completion expected in 2023. The software was started in 2005 has been used in almost all championships since then and has proved to be very flexible. More of this in agenda item 18.1.

The OpenAero sequence design software is stable and is regularly improved. Rule changes and figures decided in the Plenary will be quickly implemented. Development of an online interface for submitting sequences for Category 1 events is being considered; this would also provide ease of submitting sequences and adding additional checks for pilots and improved admin for officials.

Report Agenda Item 5.1
Report Approved by CIVA

5.2. Strategic Planning Group Report

Report from Nick Buckenham

Chair: Nick Buckenham, Members: Alan Cassidy, Matthieu Roulet, Mike Heuer

During 2022 all events were run with good standard, but the number of entries has not been as high as hoped. This has led to restricted budgets and pressure on organizers. The view from other FAI Commissions and the IOC is that sport attendance worldwide in 2022 is subdued in most sectors, though where commercial influences are more dominant, e.g. motor racing and many types of ball games, positive attendance has been maintained. Aerobatic contests have rarely achieved marketable status however, the skills and technicalities of our sport not transferring easily into public imagination.

The most relevant influences on our sport are: Covid, Carbon fibre, World politics and Swift-S1 glider

None of the above is likely to change any time soon. It has become increasingly important therefore that sporting regulators such as CIVA carefully review every aspect of competition structures with a view to improving the outlook for competitors and organisers.

The rules that have formed over the past 60 years by the help of our pilots, delegates and officials are our foundation. However, nothing is sacred, and if better solutions are possible, we must work together to achieve benefits.

Key points to consider for competitors:

- Talk to the Pilots! They are the real reason why we do what we do, so talk to them and listen.
- How to develop the technical and skill-based demands of our contest structure to improve and reward while keep the World and European class status unchanged or even improved?
- Accommodation and inclusive food arrangements are much appreciated but contribute a significant cost and therefore increase entry fees. Domestically the situation is very different and the responsibility for this rests with the competitor. Moving to a similar operational basis at major events could provide a welcome boost to the number of pilots prepared to make the big commitment.

Key points to consider for CIVA:

- The number of judges and assistants. This normally amounts to 20 people, but is this always necessary. Could a Chief Judge be also “working” instead of just “managing”? Reducing the number of judges and allowing one jury member to stay home also would reduce costs for the organiser.
- The range and type of programmes in each category. Is there a way to simplify the current system for pilots and organisers? We have a proposal to change at least one of the Free Unknowns to a pre-selected version.

Key points to consider for organisers:

- What can be done to simplify processes and costs which are in the content of Organiser Agreement or the demands of the CIVA rule book?
- Accommodation and refreshments for competitors as a key focus, in Glider events this is managed differently.
- Many elements contribute to the complexity of programmes. Some of them may be unnecessary, so focus in this area to simplify things would benefit all.

Report Agenda Item 5.2

Discussion:

AMM: I don’t think it is a media problem, it is a factor. Pilots are the principal stakeholders and funders. The pilots want to be measured against the best pilots and with the best judges, so having 10 judges completely makes sense. The financial model is important to address, and the correct way is not to cut back the officials. We must think what makes a good competition and look at how pilots have gone through the system in competition formats, if CIVA is limiting the format people will be going more to cat 2 competitions. This is an issue, but not a problem. Media is a key.
PK: What about managing more competitions together? 10 judges as before but combining the competitions together?
NB: In the past when this was considered, if you put for example 60 Advanced and 45 Unlimited pilots together it would be better able to support e.g. 10 judges, but 100 pilots and 4 programs would take far too long and many pilots would spend much of their time doing nothing.
PK: We have had 85 pilots and managed to do that before in given time.
NB: We must be optimistic and get bigger numbers and until that happens, we must figure how to do this. Covid and political aspects will still affect us for quite some time.
AMM: What Eric Lentz-Gauthier did was building the awareness and information sharing. Spain has tried different approaches. Some of the pilots with personal sponsors do not invite them to the championships because they are not up to the standard. Media is part of the solution but not the only solution. For example, the scoring must be made faster.
NB: The long-standing CIVA preference for the fairest possible approach to scoring has been to balance all scores on a statistic basis, but this always means that the final results cannot be settled until the final pilot has flown. This was addressed in the Bureau meeting yesterday.
TA: My first plenary in Oklahoma being a financial catastrophe, the proposal of Spain is interesting. What Palo said was also interesting about combining competitions. Taking some ideas from the airshow world would benefit us. Skating, gymnastics and other evaluating sports, the scores arrive as soon as the performance is over. This takes way too long for us. We need some solution to speed this and get people watch this and pay for a ticket.
JM: The last experience – 20 competitors will not cover the officials and other expenses. Time has passed with the Yak52. PK has a very good idea and maybe we organise the INT and ADV together. The flying is much more expensive nowadays and it will affect the number of competitors.
TA: I support the proposal of PK, we should be optimistic that this problem is caused by Covid or political issue but decreasing number of pilots has been a trend. We might consider combining ADV and INT.
MR: What is the vision of the future contests? The path of reducing the experience would lead us to the downwards spiral and therefore our pledge is to upgrade the Championships. It is challenging but should be done.

HPR: agrees with all, it seems to be going down, but fully supports what has been done, we need to upgrade. How do we do the work?
PHA: I agree watching online would be interesting. If compared to ocean racing which takes about a week following the boats online, they make condensed reports, and because some peoples' interest span is about 2-3 minutes, we need to have someone to do these condensed reports.
AMM: 1) the French World Championships showcased a VIP-village with a possibility to invite sponsors by buying space. 2) I don't want it to become only NAC and Organiser responsibility, but all of us in this room. If you transfer that responsibility, it has no value anymore.
MH: I have been the CD of Gordon Bennet, a balloon competition. A contest with balloons taking of and being gone for 5 days. We created a studio "GB TV" with reports, Meteo-rooms, tactics etc and it has given times for broadcasts paid by sponsors. It is relatively low money, but it is working. It has been built for 7 years to what we have now.
NB: Clearly a very important issue so we need to make some progress. Hopefully the effect of the last 2-3 years will fade away. This would be a job for Strategic Group, so I would like to ask people to join it.

Report approved by CIVA
Report Agenda item 5.2

6. Report on CIVA finances 2022 – 2023

6.1. 2022 Financial Results

Jürgen Leukefeld presented the CIVA Financial reports.

Opening balance 2022 was 64.477,00 EUR

CIVA has no properties.

Incomes: Sanction fees, protest fees, conference fees

Costs: Travel allowances of the jury and the judges, the medals, and presidents GC, election runner, civanews etc.

CIVA orders FAI to invoice the Sanction fees from the organisers.

About TA's, please follow Mady's advise. For Jury, each jury member fills his/her own claim. For judges, all judges fill in a claim for him/her and the assistant, some exceptions allowed with prior consulting.
Claiming: All paperwork in one PDF to TA secretary within given time.

2022 Opening balance = 64.477,00CHF

		Budget		Actual	
		Debit	Income	Cost	Received
Championship		**TA's**	**Sanction Fees**	**TA's**	**Sanction fees**
WCAR	-	-	-	-	-
Yak52	-	-	-	-	-
WG	-	-	-	-	-
WGAC	Issodun	2.600,00	2.720,00	7.226,22	2.720,00
WAGAC	Issodun	2.600,00	4.480,00		4.480,00
W/EIAC	Torun	4.000,00	3.520,00	4.823,03	3.663,26
EAAC	Clinceni	5.000,00	4.800,00	5.661,96	4.800,00
WAAC	-	-	-	-	-
EAC	-	-	-	-	-
WAAC	Leszno	5.000,00	6.720,00	7.032,87	6.746,88
		19.200,00	22.240,00	24.744,08	22.410,14

Other Items:

CIVA News, CIVA results renewals	250,00	
Cost and shipping of medals	2.500,00	4.963,00

Travel and admin for the President	1.500,00			
Operating Costs (Plenary Lausanne)				
Currency Exchange			284,82	716,76
Banking fee			15,39	
Total	**23.450,00**	**22.240,00**	**30.007,29**	**22.410,14**
Balance	**-1.210,00**		**-7.597,15**	
Year End Estimate	**63.267,00**		**Actual**	**56,879,58**

In 2022 we have not earned enough money to cover the TA's. The Sanction fee was raised 7 years ago from 150€ to 160€. There is a pressure to increase it and there will be a discussion and a vote on that in Agenda Item 6.4. The financial reports should back the proposal to increase Sanction fees.

It was then clarified that Sanction fees and organiser agreements are two different things. Organiser agreement is a contract on hosting the competition, CIVA money is fed via Sanction fees paid by the organiser and collected from the competitors. The TA (Travel Allowance) is a CIVA system.

AMM: Is the Air Race paying a sanction fee? If yes, is there an allocation to CIVA?
NB: The payments go to FAI, and there is also a sanction fee to CIVA and full cost cover for a "referee" from CIVA, (Pierre). It totals a maybe a few thousand per competition including the cost cover for FAI representative from CIVA.
AMM: How much is it for FAI?
MH: 100,000, There is a rights side and event-based sanction fees. They are fixed for the rights and variable for the events.

Report Approved by CIVA
Report agenda item 6.1

6.2. 2022-2023 Travel Allowance Programme

Madelyne Delcroix presented her report.

A long time ago the system was to pay 500€ per judge / assistant, but that was not a fair system to all due different locations and longer / shorter travels. Some spent more, some benefitted, so the system was changed to the solution we use today.

2022 was a complicated year with a lot of last-minute changes. CIVA has refunded 81 officials.

As previous years, many officials seem not to read the procedures and there are still unofficial TA forms, some exotic forms, files that are not merged, some fantasy names for mails and files which not only give extra work but cause loss of claims.

MD asked the delegates to explain their officials the importance of following the procedure. For 2023 the procedures and claim files will be online in CIVA News. Also, a new request from FAI in order to simplify their work will be added.

CIVA paid 26,782€ of TAs in 2022. For each championship it was more than the total of the Sanction fee collected.

	TA Paid	Sanction Fees
WIAC	4 706€	3 520€
WAC	8 782€	6 720€
WGAC/WAGAC	8 922€	7 200€
EAAC	4 552€	4 640€
Total	26 782€	22 080€

TA expenses are 21.3% higher than the Sanction fees. CIVA cannot afford another year like this, so I highly recommend the delegates not only to increase the Sanction Fees but to drastically increase them (160€+21.3% = 194€)

Next year TAs will be managed by both Madelyne Delcroix and Zuzana Danihelova, so that by 2024 ZD will be completely in charge.

Discussion:

NB: During Mike Heuer's presidency the allowance was 500€, with LG 60-70% was covered. Now we try to cover all within reasonable prices.
MD: We did not cover the full amounts, for example one judge travelled from US to Europe in 1st class with about 8 000€, but we paid back reasonable 3 000€, a price for economy class. We had some fast changes on the judging line which created some high costs, but there was no way to avoid or anticipate that, it was of course covered.
MD: If you follow the rules and instructions, it takes about 20 minutes to process, but unfortunately not all follow the system, and it takes a lot of work.

Report agenda item 6.2
Report approved by CIVA

6.3. 2023 Budget

Jürgen Leukefeld prepared a budget for 2023:

He noted that the budget is always preliminary since we do not always know if there are going to be competitions or other things coming up in the next year. When this budget was created, we did not know all contests for 2022. The average cost per judge was 350 € in 2022, which is the basic information. We filed the Budget plan for 2023 in August, and we did not have experience of the TA of this year, so we guessed based on what happened on previous years. So, if we take notice that next year, we have a championship overseas, and that we must take about 20 people there. We did not include the amount of the TA then (in August), but it is not a problem if we have it now. We have just about 20 000 euros in the cost side and this may be 20 000 euros bigger. This August plan showed a loss of 3151 euros. As we have known since yesterday, CIVA has a claim within FAI treasure in the value of about 65000 euros.

Revenues for CIVA come from Sanction fees and protest fees, which were

	Actual 2020	**Actual 2021**	**Budget 2022**	**Budget 2023**
Revenues total:	-	17 614.37	22 880.00	17 130.72

The expenses list is longer, it includes the following:

FAI merchandising, medals, and diplomas, (also non-sport event related), external services, expenses of juries and judges, possible expenses of the President and Bureau members, ICT licences, updates, and hosting.

	Actual 2020	**Actual 2021**	**Budget 2022**	**Budget 2023**
Expenses of these, total	-4 226.37	-15 315.09	-19 965.00	-20 282.58

Discussion:

A concern was raised of not having a decent budget ready at this point of year, and that the calculations are not sufficient to be accepted. The main concern was that even without the TA's for championship in US, the loss would be 3000€ and with the TA's it would be huge. The losses were estimated to 14-15 000€ if nothing is done to the sanction fee. In a few years, CIVA has no money left, if nothing is changed. Next year is of course special because an overseas championship in US, which will create higher TA's than normally.

After a long conversation of the budget details, it was stated that the budget has been reflected and considered and we should move to the sanction fee, if it will be raised or not. After that the budget can

then be restructured with all the new information and then re-distributed. The key is not if we accept or not the budget, but the key is to move forward on a level that makes us comfortable for the next year.

The budget is pending further review of the 2023 budget
Report agenda item 6.3

6.4. The CIVA Sanction Fee

Nick Buckenham presented a report

The CIVA Sanction fee has not been changed since 2014 when it was raised from 150€ to 160€. This is directly charged from the competitors and is only a small part of the entry fee, it is the only contributor to CIVA finances.

The CIVA Special Reserve is the FAI finance resource dedicated to this commission. All CIVA costs and payments are managed through this. Until last year we were able to access this stream “in real time” as a Credit Suisse account. Now, however, all commissions use a new FAI Financial accounting system that provides monthly snapshots of financial status. These “Special Reserves” are not bank accounts or liquid assets that can be drawn upon as the need arises, they show the current position within the overall FAI finance system as they relate to each sport. All ten sporting commissions operate with a similar approach, under the control of FAI EB.

The CIVA Reserve was at its peak in 2016 and has now declined to about 64% of that value. Through 2014 to 2018 the average number of competitors was circa.170 per year, and that has now reduced by about 28%, being only 139 in 2022. Of course, we hope the number of competitors will increase again, but other factors such as cost to standard judging panel remain unchanged.

As parallel to the situation there is inflation throughout the western world. Between 2015 to 2022 the inflation has averaged close to 2.75% per year, resulting to total of almost 21 %. This would have affected the sanction fee increasing from 160 EUR to 193 EUR.

The Bureau proposes that for 2023 the CIVA sanction fee per competitor should remain at 160CHF but thereafter for 2024 onwards a fee of 200 CHF should be adopted. This proposal for change will therefore become an agenda item at the 2023 plenary conference, subject as usual to debate and vote by delegates.

Discussion:

It was discussed if there should be a vote of this or not. Plenary agreed however that if the Sanction Fee is not raised there will be a significant deficit next year. We talked about 40€ increase, and if it will affect also those already sanctioned competitions (USA) and if they would be entitled to increase the entry fee by the agreed amount. This way the increase of the sanction fee would fall directly to the competitors but would go through the organiser.

The vote was agreed to be done after the review of the budget.

Three votes were taken to determine the proposal.

1) Should this matter be discussed and decided by Plenary this year?
In Favour: 25 Against: 0 Abstain: 0 (total votes 25)
CIVA Approved

2) Should the Sanction fee for 2023 and onwards be raised from 160€ to 200€?
In favour: 25 Against: 0 Abstain: 0 (total votes 25)
CIVA Approved

3) Should the increased sanction fee apply to already approved event for 2023 (USA) and give them the have the right to raise the entry fee by 40€?

In favour: 19 Against: 3 Abstain: 3 (total votes 25)
CIVA Approved

Report approved by CIVA
Report agenda item 6.4

7. CIVA Free Known power and glider figure selection 2023

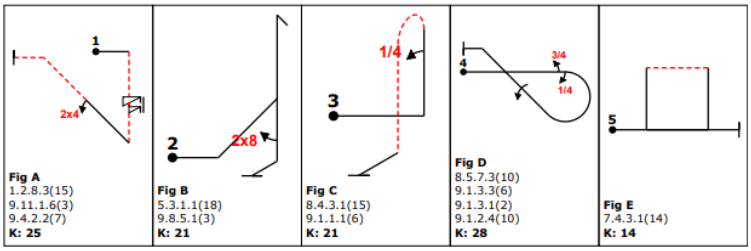
Hanspeter Rohner presented the KAWG report and figures for Power and Pekka Havbrandt for Glider.

7.1. Power Intermediate and YAK52 Free-Known Figures

Voting:

Option A	14
Option B	10
Abstain	1

Intermediate Yak52 A Total K 109

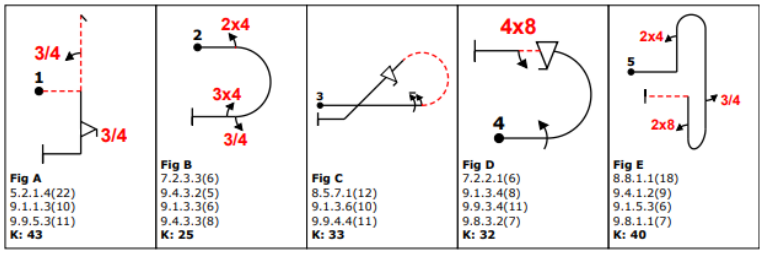


7.2. Power Advanced Free-Known Figures

Voting:

Option A	1
Option B	0
Option C	0
Option D	9
Option E	0
Option F	14
Abstain	1

Advanced F Total K 173

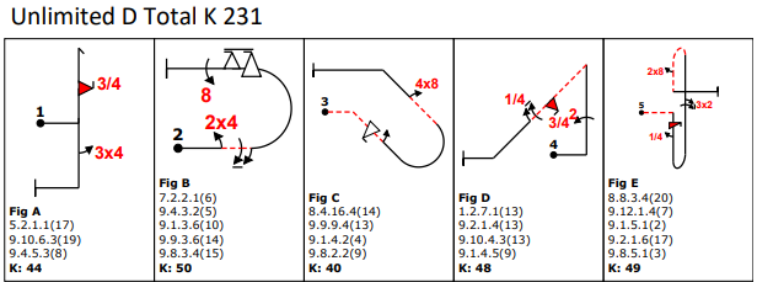


7.3. Power Unlimited Free-Known Figures

Voting:

Option A	0
Option B	0
Option C	2
Option D	18
Abstain	3

Unlimited D Total K 231

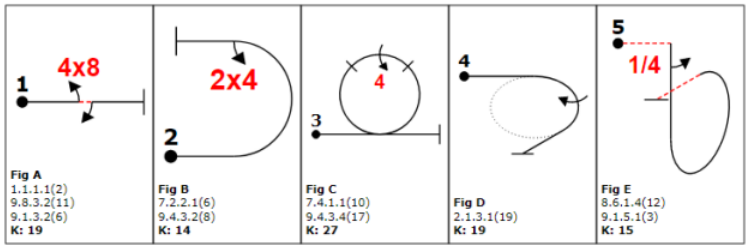


7.4. Glider Advanced Free-Known Figures

Voting:

Option A	14
Option B	2
Option C	1
Abstain	8

A

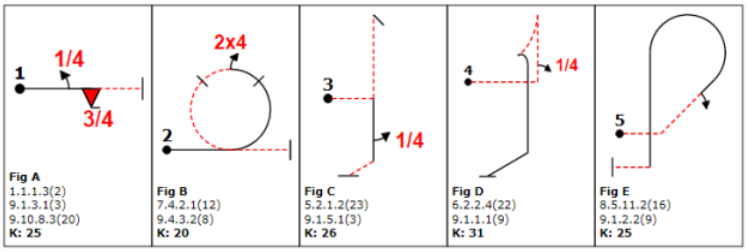


7.5. Glider Unlimited Free-Known Figures

Voting:

Option A	13
Option B	3
Abstain	9

A



8. Reports of the other Committees and Working Groups

8.1. Report of the CIVA Judging Committee

Pierre Varloteaux presented his report of the Judging committee.

Chairman: Pierre Varloteaux, Members: John Gaillard, Philippe Küchler, Elena Klimovich, Madelyne Delcroix, Mikhail Mamistov.

The International judging list was updated, approved by the Bureau, and published in March 2022.

The selection process was explained with the schedule of the process. Some changes were made with a few days' notice in the selection of the judges, due unexpected events. Five "new" judges were selected in 2022.

Observations made in 2022:

- Huge disparity in the use of PZ.
  - Use of PZ must remain and checked by the CJ
  - The pre-FPS score sheets must be added to the handwritten score sheets before publishing the final results for better understanding by pilots of how the PZs are treated by the FPS
- Non-clear judging cases
  - Involuntary flicks
  - Delays between a spin and a rotation / a flick or between opposite rotations. "A brief but perceptible pause" is not clear.
  - Stalls during pushing or pulling radius (PZ for gliders, not applied in power)
  - Definition of a good spin's departure is not consistent, even for a native English speaker
- NAC's proposals 2022 for judgement
  - A half-dozen proposals that will be submitted to delegates for voting in 2022 are directly concerning the process of judging. Some points are in a direct connection with the future duties of the judges and the jury will have to deal with the results of these proposals.

The Judging Committee is not allowed to make proposals. Without NAC's or CIVA president's ones on these points, the situation will remain the same. The JC must be allowed to send proposals to a plenary to improve the process of judgement.

No discussion.

Report approved by CIVA
Report agenda item 8.1

8.2. Report of the CIVA Catalogue Committee

Pekka Havbrandt presented the report

Chairman: John Gaillard. Members: Pekka Havbrandt, Mike Heuer, Jim Bourke, Romain Fhal, Aarron Deliu.

No proposals were submitted concerning the Aresti Catalogue 2022. Therefore, the catalogue committee saw no need to convene this year.

No discussion.

Report approved by CIVA
Report agenda item 8.2

8.3. Report of the CIVA Glider Aerobatic Committee

Report was presented by Pekka Havbrandt

Chairman: Pekka Havbrandt, members: Madelyne Delcroix, Jerzy Makula, Philippe Küchler, Ferenc Toth and Eduardo Bolster.

The Glider Committee met at Issoudun France on August 16th, 2022.

Rule proposals discussed:

Note: All decisions concerning both power and glider should be voted together so voting and discussion will happen on agenda item 14.1

NP2023-6 and NP2023-13 (ESP) Remove PZ

The GAC is in favour of removing the PZ from the rules. That might make the decision-making process complicated if all judges do not agree if a manoeuvre is HZ or not. A possibility to JC to final decision in these cases could be a possibility and it was found as the best solution.

The GAC recommends the Plenary to **accept** NP2023-6 with the following addition:

Give the Chief Judge the authority to make the final decision.

NP2023-14 (ESP) Downgrade in spin

GAC members were against introducing the time of one second as the criteria of a brief but visible stop. It is not possible for the judges to time this. A fixed penalty for a stop regarded longer than “brief” is acceptable.

The GAC recommends the Plenary to **reject** this proposal

NP2023-16 (FRA) Figures in Unlimited Unknowns

To preserve our old aircraft FRA recommends us to eliminate flick rolls on 45-degree downlines after a looping segment in order to avoid flick rolls performed at too high speed.

The GAC recommends the Plenary to **accept** this proposal.

NP2023-17 (FRA) Shorter Free Knowns

The GAC recommends the plenary to **reject** this proposal

NP2023-18 (FRA) Edit

The GAC recommends the Plenary to **accept** this proposal

NP2023-20 (GBR) Disqualification height

The lower limit for both UNL and ADV is already 200m and do not present a problem. GAC recommends the Plenary to increase the disqualification hight to 150 m for gliders. The reason is that it may be difficult for many pilots to obtain low level waiver from the organizing country since all waivers are national. The increase of disqualification hight from 100 m to 150m is not a significant disadvantage in the conduct of our competitors and makes our rules compatible with SERA 5005 Visual Flight Rules.

The GAC recommends the Plenary **to increase the disqualification hight to 150 m**

NP2023-21 (HUN) International teams

The discussion was that all participants are entered by the NAC and therefore represent nations. Therefore, the teams should be national teams.

The GAC recommends the Plenary to **reject** this proposal

NP2023-22 (HUN) Predetermined members for Teams Ranking

There was no support for the idea of announcing the team members of the competition.

The GAC recommends the Plenary to **reject** this proposal

NP2023-23 (HUN) Team ranking method

The GAC recommends the Plenary to **reject** this proposal as consequence of rejecting NP2023-21

NP2023-24 (HUN) Entry limitations for NAC

This proposal is counterproductive to the objective to increase the number of pilots. If the limit is 8 / NAC, many want to send as many as possible to fill this requirement.

The GAC recommends the Plenary to **reject** this proposal

NP2023-28 (AUT) Line between unlinked rolls

Unlinked and opposite rotations require a brief but perceptible pause in between the roll element. An excessively long stop in between the rotational elements is at least a two (2) point downgrade.

The GAC recommends the Plenary to **accept** this proposal

NP2023-29 (AUT) Stalls during rolls

If a flick roll is performed instead of an aileron roll, or if an aileron roll starts correctly but at some point, turns into a flick roll, the figure is graded PZ.

The GAC recommends the Plenary to **accept** this proposal

NP2023-30 (AUT) include PZ in the Mix of Zeros

If during this process the Chief Judge establishes that there is a mix of Hard Zeros, Perception Zeros and Numerical Zeros for the same whatever error i.e., it is only the extent of the error above 45 degrees that cannot be established (e.g. a stall in a loop occurred and a Judge awards PZ, in the same judges award either 0.0 or HZ for an angular error being below the 90 degrees) and these combined zeros are in the majority for this error, the CJ shall instruct those judges with the numerical zeros to change their score sheets to HZ's and sign the sheets accordingly. The CJ then shall fill the CHZ field. Consequently, no judge will in this instance have a point added to his HZ anomality count.

The GAC recommends the Plenary to **accept** this proposal.

NP2023-31 (AUT) Video veto right for Chief Judge

4.5.4.4. b) If in a case where there is a mixture of scores, HZ's and PZ's for a figure the CH is convinced that there is substantial evidence on the video displaying HZ, the CJ shall tick the CHZ box and then refer the matter to the International Jury for clarification and a decision.

The GAC recommends the Plenary to **accept** this proposal

NP2023-32 (AUT) No mix of 2-pilot and 3-pilot teams

In the event that fewer than 3 4 teams comprised of 3 or more pilots compete, the number of pilots required to constitute a team will be reduced to 2. The requirement of paragraph 1.2.5.1 still applies.

The GAC recommends the plenary to **reject** this proposal

Voting of the rule changes will be conducted in agenda item 14.1.

Procedure for selecting Free Known Figures

GAC will use the same presentation format and type of comments as KAWG for power. The only difference is that the GAC members perform the evaluation.

Other business

GAC would like to make an editorial change to 3.9.1.2 b)
Cable release:

a) The cable release height is at the upper height limit. Tow planes must be equipped with either barographs or loggers. Barograph or logger data must be available for the international Jury on request.

b) The competitors determine their point where they release. The tow plane will tow in the direction of the principal axis at 1200 m (over datum) with constant airspeed through the performance zone. **If the HMD is used, the release altitude is 1250m.** The height and direction will be established one km 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.

It was stated glider committee would like to have unanimous rules in both power and glider as much as possible.

Report approved by CIVA
Report agenda item 8.3

8.4. Report of the CIVA Fair Play System

Report from Nick Buckenham

No changes have been required or made to CIVA's FairPlay results calculation system during 2022. The statistical evaluation of every grade from each judge remains unchanged, "outlier" marks and overall bias being identified and resolved in a well-proven manner as before.

Further attention has been paid during 2022 to provide the most comprehensive resources possible for judges through printed and web-page analysis of their performance compared to the other judges in the panel, the web output being as usual openly accessible to everyone.

As mentioned in the ACRO scoring system report, an aim during 2023 will be to make a similar explanatory resource available for pilots, showing how, where, and why the FPS has done its work.

No Discussion

Report approved by CIVA
Report agenda item 8.4

9. Reports of the 2022 Championships

9.1. WIAC Jury President's Report

Tamas Abrányi presented his report along with a few recommendations.

Weather information was available by the flight director based on the local forecast. Wind was measured by GPS onboard device of one ultralight aircraft.

It was mentioned that this method is not permitted in the Section 6 part 1, only in Part 2 at the moment.

A proposal: Allow the wind measurement method by airborne GPS similar like section 6, part 2 para 3.7.1.11

Contest communications were distributed through WhatsApp. **Remark for the future: It's necessary to appoint a dedicated person who is responsible for the general communication. His/her task is to collect all the information (weather, breaks, deadlines etc.) and forward them to the selected group of participants on time.**

No Discussion

Report approved by CIVA
Report agenda item 9.1

9.2. WIAC Chief Judge's Report

Report from Nick Buckenham

No discussion

Report approved by CIVA
Report agenda item 9.2

9.3. WIAC Contest Director's report (Jerzy MAKULA)

Report from Jurek Makula with a proposal

The contest was originally a combined with the 6th FAI YAK-52 Championships, but a variety of reasons led to low numbers or registrations. A major effort was made to transfer the few YAK-52 entries into the Intermediate category and then encourage NAC's to make sure their entries were completed with the least possible delay.

A proposal due the Current situation of war in Ukraine, the organization of the YAK-52 world cup should be cancelled in the future.

No Discussion

Report approved by CIVA
Report agenda item 9.3

9.4. WAC Jury President's Report (Pierre VARLOTEAUX)

Report from Pierre Varloteaux with recommendations

1) A problem with fees was reported to the Jury by lots of competitors. During non-official training, fees were collected for flights and hangar room by the organiser. These fees had been known and accepted in advance. During the official training the organisation carried out the same fee procedures for competitors (minus one "free" flight per day). It should be noted that the rules concerning fees are not precise and may be interpreted differently, and all official training flights used to be free of charge.

   Jury's recommendation for the official training flights

   - **No additional fees should have been required for the official training in WAC 2022**
   - **A clear statement on the subject should be written in Section 6 or future organisers should clearly take a position on this subject with their suggestions in the plenary session**

2) Confusion about warm up figures in different programmes.

   The Jury recommends 3.9.1.4: Remove "but may be flown only once". It is not an advantage to fly 2 or 3 times the same warm-up figures, it's only warming up.

3) Safety problem on the ground; two aircraft collided on the ground during taxiing. Both aircraft were seriously damaged, without injured pilots. A rental solution was quickly found for the pilots without an aircraft.

   Jury's recommendation for ground procedures:

   - **Two frequencies must be systematically used during a contest**
     - **Ground to ground (apron, taxiing)**
     - **Ground to air (safety during a flight, CJ etc.)**
   - **A reminder to the pilots in all CIVA contests: taxiing can be a potential source of serious safety problems.**

4) All paperwork was performed well, however sometimes the published results were available later than 4 hours after pilot's flight.

   Jury's recommendation to improve the speed of publications of flights: Based on the experience gathered during other contests, the above-mentioned problem might be easily solved by relocating the "marks entry station" to the Judge position with a 4G connection and 2 people working on scoring: One person on site, the other at the scoring office.

5) There was problem with CIVA medals, which were not distributed correctly. A solution was found in situ: Distribution of replacement medals was conducted in front of the public.

   Recommendation of the President of the Jury: an official set of CIVA medals must be distributed even if the original set has been lost, no later than in the CIVA plenary session 2022. Delegates will receive then for their beneficiaries and will be in charge of the proper distribution.

No discussion

Report approved by CIVA
Report agenda item 9.4

9.5. WAC Chief Judge's Report (Nick BUCKENHAM)

Report from Nick Buckenham

Discussion:

Discussion about the safety manoeuvres and how they could be made clearer in the briefing to the pilots. It was also emphasized that it is not a warm-up figure or wing rock championships, and the rules must be clear and simple. The organisers must pay attention to the clarity of the briefings.

Report approved by CIVA
Report agenda item 9.5

9.6. WAC Contest Director's Report (Jerzy MAKULA)

Report from Jurek Makula

Jurek was the official contest director and did his part before the contest. The actual job on-site was done by Vladimir Machula. He did all the work and Jurek thanked him.

Discussion:

Nick Buckenham explained that Vladimir has been travelling so this might be why there is no report. He thanked Jurek for his input.

Report approved by CIVA
Report agenda item 9.6

9.7. WGAC/WACAG Jury President's Report (Madelyne DELCROIX)

Report from Madelyne Delcroix

It was notable that during the contest there was an issue with the HMD, and it took some time to fix. The problem occurred every day, beginning with 6-10 units and ending up with 2-3 usable units.
The CD wanted to let P6 pilots fly if weather permitted, but due to the lack of HMD's some teams did not want to fly, although the HMD not mandatory but highly recommended. The weather made the decision for us with low clouds.
A last thought, the CD was astonished that in CIVA you could have Jury president from the same country as the Organiser. Sometimes I felt like being caught between a rock and a hard place and had to emphasise the difference between "Mady and the President of International Jury elected by CIVA". This is something that CIVA should think about (and possibly the same for the CJ)
MD added that there was a protest: in my opinion the PZ cannot be given for a missing hesitation.

No discussion

Report approved by CIVA
Report agenda item 9.7

9.8. WGAC/WAGAC Chief Judge's Report (Philippe KÜCHLER)

Report from Philippe Küchler
The issue with the HMD devices was addressed also in the Chief Judge's report. That led to the discussion.
Discussion:

It was agreed that something must be done to the existing HMD system.

NB confirmed that both Vladimir's and the Red Van systems are available next year. The Czech system needs an upgrade to replace some parts, but Vladimir will fix it. Also, there might be a cost to this.
PHA: Jurek Makula has spoken with the Polish Civil Aviation system who own the Red Van, and we would be able to rent the devices and ground unit. We also need to speak with Vladimir about the updates because this summer the reliability was bad. Earlier we have also had some secure brackets in the planes to mount the devices. This year some were only taped. For the future we must make sure there is a valid system for attaching.
PIK: We have used the CZ system for 7 years and the components have gone old. CIVA needs to make a definite statement of fixing this. If it is Polish CAA system, most likely there is no staff to operate. If we decide for Vladimir's system, it requires about 2 500€ to fix and Vladimir is prepared to do it.
NB: It's worth mentioning, Vladimir's system has grown within CIVA. The emphasis is on Vladimir's system
PIK: Asks the Plenary to accept the decision for Bureau to grant the 2 500 € to his system.
NB: The glider committee will act and come to Bureau and if needed, the Bureau will invest or go to FAI and CIVA.
AMM: what is the lifespan of these units?
PIK: maybe about 5 years. Until now Vladimir has funded it himself. Now he would like to have some support to continue this.

Report approved by CIVA
Report agenda item 9.8

9.9. WGAC/WAGAC Contest Director's Report (Brian SPRECKLEY)

Report from Brian Spreckley with few recommendations. Thierry Fraise said a few words on his behalf, because Brian Spreckley did not attend the meeting.

HMD provided by Vladimir Machula and supported by Michal Cerveny had numerous issues. It arrived late and needed to be calibrated. There were several failures during the contest with the equipment which the team tried to fix as well as possible. The system was not available for the last programme which caused disruption to the organisers.

Also, many gliders didn't have mounting brackets for the device, so they were Gaffer-taped to the planes. **This is an unacceptable situation.**

Recommendations:

1) Official practice day for all. It would be helpful to organisers and officials if there were an "official" **compulsory** practice period prior to the first championship day. The cost to the organisers of lost time, additional personnel and frustration to the competitors is considerably greater than the commissioning of a reliable functioning HMD system.
2) All gliders must be required to have a robust mounting point for HMD which must be verified at scrutineering.
3) During scrutineering each pilot should demonstrate that they understand the procedure for cockpit evacuation in their glider. This is especially important for pilots with rented gliders. Scrutineering

should also ensure Go-Pro and any other equipment mounts are satisfactory and do not impair the pilots' vision.

4) The WGAC would make an ideal virtual championship. IGC are having great success promoting gliding by holding a virtual race event in parallel with the FAI/SGP events. This is something that CIVA might consider as a tool for promoting aerobatics.

Discussion:

Thierry Fraise mentioned that there are about 10 000 inhabitants in Issoudun, and about 5 000 people visited the site. It was a significant number.
Siegfried Mayer mentioned that in some contests the wind was measured with a drone.
NB: we have done that quite a lot, but the legislation has become tight, Vladimir has been caught due this in France some years ago. Drones in a busy airfield are a problem. In Glider regulations it is ok to use the plane. Drones are great, but the legislation is a bit tricky.

Report approved by CIVA
Report agenda item 9.9

9.10. EAAC Jury President's Report (Pierre VARLOTEAUX)

Report from Pierre Varloteaux with a recommendation

Jury's recommendation about publication time of the results: Based on the experience gathered during other contests, the above-mentioned problem might be easily solved by relocating the "marks entry station" to the judge position, with a 4G connection and 2 people working on the scoring. One person on site, another one at the scoring office.

Discussion:

A discussion about speeding things up on the scoring. It was agreed that something must be done to speed things up. A possibility to bring the scoring office to the judging line or to photograph the papers on the line and send them to the scoring. Sometimes it took even 4 hours to get the scores out and that is too much.

Report approved by CIVA
Report agenda item 9.10

9.11. EAAC Chief Judge's Report (Jérome HOUDIER)

Report from Jérome Houdier

No discussion

Report approved by CIVA
Report agenda item 9.11

9.12. EAAC Contest Director's Report (Laszlo FERENCZ)

Report from Laszlo Ferencz

No discussion

Report approved by CIVA
Report agenda item 9.12

10. Future FAI Aerobatic Championships

10.1. Review of a revised bid for the 25th FAI World Glider Aerobatic Championships and the 13th FAI World Advanced Glider Aerobatic Championships 2023, Pociunai, Lithuania

A revised bid was submitted about the Glider championships in Lithuania in 2023 with the following amendments:

Dates:	Training days	original: 11.-13.7. Updated: 24.-26.8.2023
	Contest days	original: 14.-24.7. Updated: 27.7.-6.8.2023
Entry fees:	Competitors	original 750€ increased 900€
	Team Members	original 250€ increased 300€
	Others	
Towing:	1,250m	original 70€ increased 105€
	800m	original 55€ increased 70€
CD	Original: Vytautas Sabeckis	New: Vytautas Maciulis

No emergency services at the airfield, but 10 minutes away.
Unfortunately, no one from Lithuania was present at the meeting.

Discussion:

PIK: The entry fee has increased by 20%, along other significant increases, removal of the emergency services away from airfield to 10 minutes away – not acceptable, and the new CD not well known.
NB: Lithuania has not signed the OA yet. Since the bid has been approved already in 2019, a moderate increase would be valid, but no reasons are given for these amendments.
PHA: Sent an email and asked for justifying the increase, have not received any explanation or response yet.
NB: The question to plenary is how to move forward from here? Hesitant to reject this here and now, but we need a solution.
TA: Initial bid is not fulfilled, and not just the finances, the bidder is not here. If someone does not fulfil the initial bid, it is not the right way.
Petras Janavicius from Lithuania joined via Zoom. Questions about the increase, emergency services and new contest director.
Petras: The increase is due the inflation of the past 2 years. The contest director is an experienced contest director from Glider competitions. About the emergency services, it has been discussed with local authorities and we can go back to that next week. It is only 10 minutes away.
It was agreed that Pekka will set up a revised email to Petras with all necessary questions and we could come back to this the next morning.

This topic was brought back to the table on Sunday morning.

PHA read the response from Lithuania. Information mentioned:

- *Reasoning of price increase (inflation)*
- *Promise to have rescue service on site*
- *New contest director with a team experienced in aerobatics*
- *Interest in organising the Championships*

NB concluded that the prices remain unchanged as per the revised bid, the emergency services will be on site, and that the CD and his team will have satisfactory aerobatic experience.

A question of another possibility besides Lithuania was asked.
NB agreed that this is a good question, but the Lithuanian bid must be addressed first to give an honest answer to Lithuania. If the bid is rejected, then we can consider other options.
PHA noted that our voting can be conflicted because if we give a negative answer to Lithuania and we have no other option, we have no championship next year.
NB: mentioned another option – Jurek Makula and Torun in Poland. However, no information about prices or dates or anything were available for now.
JM: Regarding the possible replacement contest for Lithuania, familiarity of Torun to many people, good organisation; are ready to organise because of experience. JM would be the contest director, using the same level with the price as this year in France, promises to send an official bid to everyone.
PIK asked about the noise in Torun which Jurek replied that with gliders there is no issue with the noise.

VOTE: Shall we accept the Lithuanian bid?

In favour: 9	Against 10	abstain: 6	(total votes: 25)

The Lithuanian bid was rejected.

VOTE: On the basis that we rejected the Lithuanian bids, shall we move forward with the Polish bid?

In favour: 21	Against 0	abstain: 4	(total votes: 25)

The prospect of the Polish bid was accepted

Poland was asked to send a complete bid in 2 weeks and a vote will be done in 4 weeks by delegates using the Election Runner.

10.2. The 15th FAI World Advanced Aerobatic Championships 2023, Las Vegas, USA

Unfortunately, no one from US was present at the meeting. There was an updated bid available in the meeting documents in agenda item 10.2.

Discussion:

NB has spoken with the CD about the rental aircraft issue and AMM confirmed they are working on it.

AMM: Duncan Koerbel and Mark King are working on the rental issue. Regarding licenses Mark King will assist with issuing necessary documents, the requirements for the process will be shared with Delegates, subsequently with team managers and the licenses will be handled accordingly.
PV: Rental planes is the key aspect; we expect to hear and know more the next week rather than next month.
AMM: we are planning to make planes available from Spain.
MR: For budgeting reasons, we need to know as much as early as possible, also about the shipping and reassembling the planes. Also, any news about administrative information about EU pilots flying in US.
LG noted that USA is one of the only countries where a covid-vaccination is mandatory, for people arriving from other countries, so for non-vaccinated pilots, it is not possible to participate.
Nick. Matthieu, Pierre and Alex, could we create a list to the organisers, and all the information could be solved?

10.3. Other future events (bids invited)

Italy proposed a bid for 22nd EAC 2023

Location:		Pavullo Nel Friganano (MO) Italy, LIPD, Close to Bolgona
Dates:	Training	05/09-2023 to 07/09/2023
	Contest days	08/09/2023 to 16/09/2023
Entry fees:	Competitors	2800€ incl. meals, 200lt fuel, events, etc
	Team Members	1900€
	Without accom.:	TBA
Judges	7 judges and CJ team, according to CIVA rules	
CD:	Maurizio Costa	
Accommodation:	Hotels:	
Other items:	www.aeroclubpavullo.it	

Discussion:

During the discussion, many questions were asked, and it was decided to submit all questions to Luca, and we would return to this Sunday morning.

Also, box being on top of buildings and industrial area was addressed, it is not a problem according to LOC, because this would be a temporary box.

Sunday morning:

LS presented answers to questions submitted to him.

- LOC is open to discussion on the reduced entry fee if Teams / competitors wish to seek their own accommodation. Nevertheless, through centralized management, LOC usually can negotiate the most favourable rates.
- Noise issue has been investigated. As local community benefits from events organized at the airport, the inconvenience created by the aircraft may be tolerated as this event is a “once in a lifetime” one.
- About the box positioning, See box diagram. Airport elevation is 690m/2263ft AMSL. in the proposed positioning, box floor is at 1000m/3281ft AMSL (280m/918ft AGL), complying with 200m clearance from the highest obstacle. Moving the box westward, box floor may be lowered to 900m/2953ftg ASML (180m/590ft AGL). This would be also beneficial for judges positioning. As a comparison, approved box in Las Vegas has floor at 1000m/3491ft ASML (200m/696ft AGL), as airport elevation is 864m/2835ft AMSL.
- Training flights will be allowed according to the rules. Please consider gliders contest is planned before proposed EAC dates.
- As airport is not public and under direct management of LOC, no landing / handling fees are applicable.
- LOC is planning to install temporary shelters to host visiting aircraft during the contest
- The number of judges will be according to rules, minimum of 7 teams.
- Entry fee includes accommodation from September 8th to September 17th. We apologize the typing mistake in the proposal.
- The 150eur fee for training days (Sep 3rd to 8th) includes accommodation and meals. Fuel for training flights is not included and will be quoted separately according to fuel prices applicable to date.
- The stated 200l of fuel is a budgetary figure used for event’s financial planning. LOC will stick to rules, and it Is available for all contest flights.
- The dates with WAAC2023 in Las Vegas are close to the dates of EAC2023. Training flight are planned to start on Oct 22nd thus moving planes from Europe to US would be at risk. What’s LOC’s position about this? The proposed dates for EAC are subject to CIVA Approval, as other contestants have been before. As approval process is not under direct control of organizers. LOC is open to discussion.

LS: Possibility to move the box westwards would allow lowering the low level of box to 100 m (the obstacle that moves the low edge of the box will be outside the box).
CF: Question about the gliding competition dates before the EAC (training before official training days)
LS: No exact dates, will inform about the dates.
MR: Asking for confirmation (number of judges, box altitude – moving the box, accommodation with entry fee – single/double)
LS: Judges – preliminary number is 7, subject to finalising, accommodation – double room, in case of single room – difference in price, will be clarified later)
Question about the noise during training if someone would like to train longer time ahead of the contest.
LS: Talking about the possibilities, there will be a temporary aerobatic area, not permanent, over the airfield, other options will be investigated to stick to the rules.

TA recommended not to vote here due to lack of information.

AMM addressed the training period and noise issue as well as the deadline for deciding.

It was proposed that Italy will submit an updated bid in 2 weeks, and everyone can submit more questions to Italy. Then there will be a vote with the Election runner and decision in 4 weeks from now.

Vote: In favour: 24 Against: 0 Abstain: 1 (total votes: 25)

CIVA approved

PK: Remark about incomplete bids and inability of the presenter to answer some of the questions, which creates delays in the meeting.

11. FAI Special Aerobatic Events (FSAE) For 2023

Nick Buckenham presented the report

Approval has been given By the South African CAA for a Sky Grand Prix in June in Durban South Africa. It will be a By Invitation event – similar than previously held in the beach of Durban.

Discussion:

QH: Once we have approval from CIVA, all things move forward.
Nick: It is not a championship, so you don't really need an approval. More of a commercial contest so you might invite pilots and judges from CIVA/FAI officials.
Q: That is what is planned.

No other special events are known. If any, Nick will circulate information.
Alex: We were approached about the AirRace: The more of a search of funding and if the race comes back, I would like to repeat, we are much more valuable than the given money they are giving us now. Our Sport needs to get more out of this, than what the air race gets out of this.
Original contract has been made with Adventure Airshows (or similar) and FAI. Now other people have "highjacked" the format.

Report approved by CIVA
Report agenda item 11.0

12. The new CIVA Governance document – part 1

12.1. Presentation and Discussion (Matthieu ROULET)

Matthieu presented the document.

Anything written in Black is what we do today. Grey indicates items under construction to be available in future editions. Purple flags items that are not already common practice in CIVA: These two needs to be approved before they are in force.

Discussion:

There was a long conversation whether this document can be voted in this Plenary meeting or not.
Matthieu stressed the fact that we are voting only about the black parts, which indicate things that are already in force, what we already do and that it is the starting point of this document.
Another discussion arose if we could vote about this in pieces or as a whole document. There were concerns people voting on this without reading it thoroughly.
PIK informed Matthieu that there is a linking error with pages 9 and 21
People seemed to have different views of what is the governance of CIVA. The point is to protect the CIVA governance.
The discussion was decided to continue Sunday.

At this point the plenary conference was adjourned until Sunday 09:00

13. The new CIVA Governance document – part 2

13.1. Vote for approval

Discussion about the Governance continued Sunday after some championship bids and voting.

MR: Moving on after the discussion the day before, the CIVA Bureau made some moves a while ago to start this document. The intention was to equip CIVA with a document on how we operate today. Some points were made indicating that the document published few months ago, for the black part, as explained yesterday, is believed to be premature to be adopted as an applicable document, supposed to be only as what we do today. If you believe that CIVA has nothing to gain by adopting this document now, then vote simply against or abstain. If you believe it is good to equip CIVA with a written form of how we do operate today, giving the structure, the framework to amend and evolve it, as this assembly sees fit in the future, then approve it. The vote is only about what is on black, not anything that is not written there or what's written in purple. Suggestion is now that we vote, otherwise we are going to lose too much time. And if the result of the vote is that we should not adopt this black part of the document, so be it.
AMM: What is in black in this document, is already what is in the rule book, how we are already operated by or are operating within the framework, and therefor does not need to be approved. If we approve this, this is a setting a stone on how we have done historically, what we will continue to, and we agree to continue to take forward. Other issues, will be defined as above, is my understanding. My position is that we should vote against agreeing what is in black and look at the document as its entirety, to ensure that it is aligned with what this sport needs today and what the regulation needs today. During the break immediately following the sanction fee debate I went to the President to confirm that we should be precise in our wording, and he used a phrase that I found unacceptable.
NB responded: During our private conversation I may have used a common English expression which, if that offended you, then of course an apology is appropriate. You will recall that I did try to continue our discussion immediately afterwards, but that was rejected.
AMM: It is correct that Nick came to me later outside. I understand that this is how English people often deal with each other. The point however is that I wanted it to be on the record.
NB: What took place was between the sessions, not in open debate, and my response is now a matter of record.
MR: Back to the governance document. I want to make clear that I thought that it was already that the request for vote and approval does not say that if we approve this document, it is cast in stone etc, it's we approve this document and reflex how we operate today, nothing more, nothing less.
PIK: Possibly I am the only one having questions. 11.5.1 publication and "sufficient notice". *The final version of the agenda for the entire meeting shall be published on the civa-news.com and fai.org websites, as well as sent to Delegates, no later than 45 days prior to the meeting.* Where does 45 days come from?
MR: I have to check but FAI By-Laws, I think. (By-laws 3.4.4). I will add it.
PIK: So, we can't change it? 45 days gives us not the flexibility we might need.
MR: The good point is it gives me the ability to say that this governance comes on top of the constitution of FAI and cannot be against the constitution of FAI, it's a mix of what we add to this as how we operate as CIVA but in some areas for the sake of completeness of the document, we add what is already in the statues and by-laws, to get a comprehensive package as much we can.
HPR: My opinion on this is that we should move forward by voting on the black part of this. In parallel, I would like to see that there is more involvement from the whole of the CIVA Community. We need to have a task force run by someone who is maybe not writing it and of five people, voluntary of course, we interest that we are going to move forward in a proper way. So, I would go for the vote now. And if it is a yes, how are we going to continue? By, putting the task force together.
Vote followed.

In favour: 13 Against: 6 Abstain: 6 (total votes: 25)

Approved by CIVA

MR: The black part of the document is adopted. Outstanding is list of nine topics in total, not much time for discussions, agreeing with the suggestions from HPR - putting together the task force. The intention within the Bureau was to also adopt the purple parts by discussing them one by one. One thing, part of the purple what is considered important was a permanent safety working group. Permanent working groups should seek approval by plenary. Importance of implementing this working group as an advisory working group on all aspects related to safety and on anything that CIVA does, at championships or outside championships. CIVA would make progress in this topic. Intention is to create this WG and mandate the Bureau to receive nominations etc. We believe it would be a good thing not to wait. Would people be ready to vote on this one?
HPR: Emphasised the importance of having a Safety WG taking into consideration the risky nature of the sport, strongly suggested voting for the creation of the Safety WG and not to wait another 2 years.
AMM: Agrees with safety being a priority but questions the preparedness of the present delegates to vote on this (pointing at inadequate consultations with experts, pilots, federation and teams in order to make an eligible, valid decision to vote today). Not questioning the topic but the investment that these representatives have made on this document to make the decisions today.
MR: Vote and discuss on this document was on the agenda, the document was published several months ago, so there is not much CIVA can do if people are unready not having read it. It is in page 36 of the document, it is less than a page, so everyone can look at it now for a few moments and then we vote. Just to make sure, that everyone has it right, it is page 34.
MR: Summarising the definition of Safety WG from the proposed document, highlighting point c) in case there is an urgent safety issue, that is highlighted by this working group, the Bureau is entitled to take immediate action. In essence, this WG is advisory, but their recommendations can be taken to a next level, for immediate action, if this is justified. Then see the point d) and this can be also a focal point of receiving reports and there for this gives also the opportunity to build and to document these topics that improves safety for all stakeholders of CIVA. Safety WG: 1 chairperson plus 3-5 members, and eligibility is not limited to delegates, it can be anyone with the capability to bring their expertise and contributing appointments made by the Bureau.
PIK: 1) why this is a WG and not a committee? 2) people should be appointed by the Plenary not Bureau 3) there should be nominated safety officer for every competition.
MR: 1) committee more visibility, either we put this to committee with a regular committee governance and with elections every year or we put a place for a special governance what would be this committee, so the advantage of this as a WG is that is more stable and does not need elections every year. Both are valid, as long as we have a group of people who take care that everything is done safely. 2) It could be done by nominations by plenary. If this assembly agrees with the principle and we can start the work and give the Bureau the mandate to establish first group now, and then we come back next year with the way to implement the next steps. Maybe we can start something and then come back next year with this is temporary, we put this place urgently and everything in detail can be decided next year in order to progress 3) Could be coming out of this WG.
PV: thinking about the best representative for this kind of safety may be: pilots, coaches, CJ or whatever, then after that we start something if we agree and then we improve the process.
MR: The bureau can create temporary WG right now to kickstart something and next year we establish a permanent committee.
HPR: Supports approach by the GD, Committees must be voted, and we can't do that now. We can create a WG, without specifying the number of members.
MR: We do not need to vote; the bureau will create a temporary WG and is asking for volunteers and nominations of people who could contribute with good input, and we will come back to this next year with more permanent basis.

This issue will be moved to next year and meanwhile the Bureau will ask for nominations and create a temporary Safety Working Group. Other parts of the Governance Document can be discussed later on.

Report approved by CIVA
Report agenda item 13.1.

14. Proposed CIVA Rule changes

Report from Matthieu Roulet

The CIVA Rules and Judging Committees jointly met in Leszno, Poland, on 3 August 2022 just prior to the opening of the World Aerobatic Championships.
In attendance: Matthieu Roulet, Hanspeter Rohner, Pierre Varloteaux, Nick Buckenham, Calore Holyk, Steve Todd

Rules Committee:
Chair: Matthieu Roulet, members: Hanspeter Rohner, Mike Gallaway, Philippe Küchler, Pierre Varloteaux

Judging Committee:
Chair: Pierre Varloteaux, members: Madelyne Delcroix, Philippe Küchler

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.

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

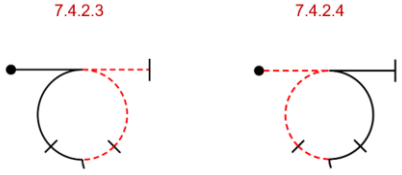
NP2023-1
Source: ESP #1
Document: Section 6 Part 1
Subject: Increase the number of permitted figures in Programmes 2, 3 and 4 in Unlimited

Additional figures allowed in Unlimited Unknowns:

No discussion.
Vote: In Favour: 12 Against: 9 Abstain: 3 (Total votes: 24, absolute majority 13)
CIVA Rejected

NP2023-2
Source: ESP #2
Document: Section 6 Part 1
Subject: Increase the number of permitted figures in Programmes 2, 3 and 4 in Unlimited

Additional figures allowed in Unlimited Unknowns:

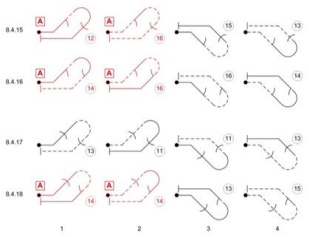


No discussion.
Vote: In Favour: 13 Against: 8 Abstain: 4 (Total votes: 25, absolute majority 13)
CIVA Approved

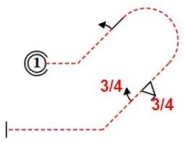
NP2023-3

Source: ESP #3
Document: Section 6 Part 1
Subject: Increase the number of permitted figures in Programmes 2, 3 and 4 in Unlimited

A.15.1.3. Unlimited: ~~No~~ unlinked and opposite rolls (ref A.2.2.2), ~~nor~~ and 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



- *RC note: proposal is actually to remove A.15.1.3*



Example

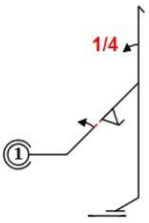
No discussion
Vote: In Favour: 10 Against: 11 Abstain: 4 (Total votes: 25, absolute majority 13)
CIVA Rejected

NP2023-4

Source: ESP #4
Document: Section 6 Part 1
Subject: Increase the number of permitted figures in Programmes 2, 3 and 4 in Unlimited

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 4 stops.

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.



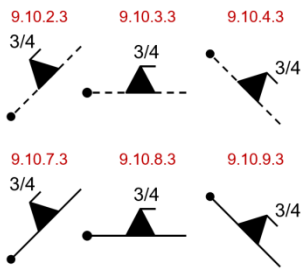
Example

No discussion
Vote: In Favour: 12 Against: 9 Abstain: 4 (Total votes: 25, absolute majority 13)
CIVA Rejected

NP2023-5

Source: ESP #5
Document: Section 6 Part 1
Subject: Increase the number of permitted figures in Programmes 2, 3 and 4 in Unlimited

- Additional flick rolls allowed in Unlimited Unknowns:



RC note: Repeat of 2022 proposal, rejected incl. with following amendment:
- ¾ negative flick rolls on non-vertical lines not permitted at any attitude when initiation or stop of the flick roll is to be performed with use of downward movement of rudder (lower pedal)

Discussion:
PV noted that this must be considered also from the point of safety, and that there is no need to add more figures, because most of the figures are not used during competitions.
AMM stated that it is about the choice, and if some pilots decide not to use them, it shouldn't stop us from adding them to the catalogue just because some pilots do not want to fly them.
CF also stated that they have been tested with a Sukhoi and with an Extra and that there is no issues with safety.

Vote: In Favour: 12 Against: 11 Abstain: 1 (Total votes: 24, absolute majority 13)
CIVA Rejected

NP2023-6, 13
Source: ESP #6. ESP #13
Document: Section 6 Part 1 / Part 2
Subject: Remove the Perception Zero (PZ) from the rule book

- Return to previous system: HZ for any figure incorrectly flown wrt geometrical or technical criteria (i.e. all PZ cases, acc. to 4.4.2.1)

- Or: fixed downgrades:

Current PZ criteria	Downgrade
a) A flick-roll never started proper auto-rotation;	HZ
b) A spin never started proper auto-rotation;	HZ
c) A rolling turn included a flick roll;	HZ
d) A tail-slide does not move backwards by the required amount;	-4.0 points
e) An excessively long line is shown between looping segment and adjacent roll, or roll and adjacent looping segment;	-4.0 points
f) More than 45° of roll is flown on the exit line of a rolling turn.	HZ

RC note: [NP2023-6] = Repeat of 2022 proposal
- *See paper published on PZ concept and handling in scoring system*
- *Workability and consistency issues (e.g. HZ can be proven by video, whereas PZ cannot), would bring CIVA back to flaws that the PZ was introduced to fix.*

Discussion:
PV: OK, we have two different ways of thinking about we want to remove PZ. I guess because many pilots maybe do not understand how the FPS runs things. We can be against this for sure, and what we saw in the last competition, there are sometimes diversities, as I wrote in my report, only one judge can put 30-50% PZ's. And the FPS goes with this. If we change PZ given, into HZ, we have to review things, because with HZ you either have it or not. Then in a lot of situations we have to look at this. How can you see for example in some flights, it is far away in the videos, and I don't think that we can. I think we will lose a lot of time at the judge line, slow down the competition for everybody. Then look at the downgrades, we have a lot of things like this in the proposals, we must be consistent. We use length to downgrade and so on. What is on the rule book, we don't have so many ways of judging things.
TA: Just a short reflection, the downgrade does not have any connection to PZ. Downgrade is downgrade and PZ is PZ. The aerobatic life was moving also before the PZ time and my problem with PZ is that judges can give it without any downgrades in Ranking and it is quite easy to say I thought it was PZ.
PHA: I also would like to make a small clarification. I refer our glider committee decision, whatever we decide here, it should be valid for both Power and Glider. I think this makes absolutely no sense to have PZ in glider but not in power. I think this is one point where harmonization of the rules is a valid point.
PV: for sure we don't use video for PZ, but we for sure use it for HZ. We will spend more time on videos.
MR: To summarize, the judging committee says be careful, removing PZ would cause a chaos on the judging line, individual NACs have different opinions.
AMM: With the regards to the PZ, the impact on timing that the judging committee is recommending is going to be an issue. If there is a consensus on the HZ's, that shouldn't require video and not impact on time. Within the concept of time allocation if there is a consensus on the hard zero, you don't go to video.
PV: If there is one who wants to see the video, there is going to be a video.
AMM: Yes, but it is not automatic that we go to the video. Judging challenges around the number of

judges available and the quality of judging is critical to this. We cannot put regulation on this to replace talent and quality or even number of judges.
PHA: I want to remind you that Glider committee voted for the removal of the PZ.

CF: Spain withdraws their proposal 2023-6

MR: ok, so we will vote only for the one on the right, then 2023-13 replacing some cases with HZ and some with downgrades, -4 points

Vote: In Favour: 14 Against: 9 Abstain: 2 (Total votes: 25, absolute majority 13)
CIVA Approved

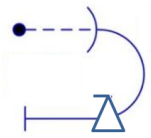
PZ removed and replaced by:

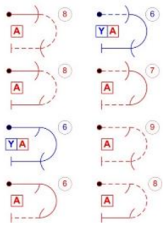
Current PZ criteria		Downgrade
a)	A flick-roll never stated proper autorotation:	HZ
b)	A spin never started proper autorotation;	HZ
c)	A rolling turn included a flick roll;	HZ
d)	A tail-slide does not move backwards by the required among	-4.0 points
e)	An excessively long line is shown between looping segment and adjacent roll, or roll and adjacent looping segment;	-4.0 points
f)	More than 45° of roll is flown on the exit line of a rolling turn	HZ

NP2023-7
Source: ESP #7
Document: Section 6 Part 1
Subject: Permit certain flick-roll and aileron-roll combinations in Unlimited

- Allow flicks on exit lines of half-loops down

A.10.1.1. All Categories: No flick rolls permitted on the horizontal entry lines of figures in columns 1 and 2~~, nor on the horizontal exit lines of figures in columns 3 and 4, of 7.2.1 to 7.2.4~~.


Example



RC note: Repeat of 2022 proposal

- *Side note for implementation: change restricted to Unlimited*

Discussion:
PV: I really think in this case we will have a safety issue. We know Castor you have tested and for you it is not a problem, but we are making rules for pilots who want to access to the unlimited. For sure they need good training and so on, but in these cases, we can't overpass some the speed of the flick and it is not good for all the planes.
TA: Agrees with Pierre, now we have much less problems with aircraft. Years ago, it was a critical point for aircraft, but now we have not that. It could happen at the really high speed, established on the bottom, and during the stress and everything, the pilot intends to flick, and it could be dangerous.
CF: This has also been extensively tested in Sukhoi and in Extra. It is a question of technic, not safety. Of course, if somebody has no technic, can think they passed the category. Just to control the speed and energy with G is very easy. And I have to remind that it is not our country where there is a problem with structural damage.
PV: I do not say it is impossible.
CT: Also, construction of unknowns, it is kind of figure with a high power, to rise your speed, you also want to flick, you don't flick and after you are down, and you don't have speed. So, it is not the best way to play.

TA: Same restriction in other motorsports, some pilots in for example in Formula 1 are able to manage some things but even because of the safety of others, there are restrictions. It could be the same in this.
MR: As a summary, on the other side you have people who have trained with several planes and didn't see any issue on this kind of flick with speed, on the other side, people highlight the risk with the stress on the competition any competitor can find itself with too high speed and may still attempt to flick because there is the stress of the competition even if the speed is at the limit or through the limit. Those are the two parameters that I understood from the conversation.

Vote: In Favour: 4 Against: 21 Abstain: 0 (Total votes: 25, absolute majority 13)
CIVA Rejected

NP2023-8
Source: ESP #8
Document: Section 6 Part 1
Subject: Modify the limitation in the number of flick-rolls permitted in Programmes 2, 3 and 4

- Total number of flicks allowed per Programme: Max ~~8~~ 9 thereof max 5 positive / 5 negative; min ~~2~~ 3 vertical up

RC note: Close repeat of 2022 proposal, and current rule in 2.3.1.4.a is already a change upwards adopted at last year's plenary.

No discussion
Vote: In Favour: 9 Against: 16 Abstain: 0 (Total votes: 25, absolute majority 13)
CIVA Rejected

NP2023-9
Source: ESP #9
Document: Section 6 Part 1
Subject: Increase the number of permitted flick-rolls per figure to two, in up to two figures in Programmes 2, 3 and 4.

- From "no more than one flick roll per figure" to:

2.3.1.4.b) Two flick-rolls (family 9.9 or 9.10) per figure will be permitted in up to two figures

No discussion
Vote: In Favour: 13 Against: 11 Abstain: 1 (Total votes: 25, absolute majority 13)
CIVA Approved

NP2023-10
Source: ESP #10
Document: Section 6 Part 1
Subject: Modification for the Programmes 3 & 4 as UNKNOWNS

2.3.1.5 (…) each NAC may submit to the International Jury a maximum of two sequences for programme 2 and only one sequence for programmes 3 and 4 (…)

2.3.1.6.c) At least 12 hours before the commencement of ~~each~~ Programme 2, each competitor will notify the Organiser which of the proposed sequences he/she will fly. For programmes 3 and 4, at least 12 hours before the commencement of each Programme, one of the submitted sequences will be selected through a drawing of lots. This sequence will be flown by all pilots.

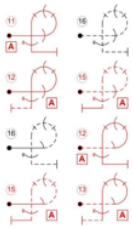
2.3.1.6e) on distribution of all Free Unknowns to be flown, modified accordingly

Discussion of how things were done before and how that has affected the jury work and the safety of the sequences. A question was raised if the one sequence for all or the possibility to select from several was better or not, considering the judges and them staying alert. Time management was also mentioned.

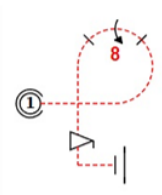
Vote: In Favour: 3 Against: 17 Abstain: 2 (Total votes: 22, absolute majority 12)
CIVA Rejected

NP2023-11
Source: ESP #11
Document: Section 6 Part 1
Subject: Increase in the number of figures permitted in Programmes 2, 3 and 4

- Unlimited: Allow flicks on vertical down lines after hesitation roll on top of loop



~~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.~~



Example

RC note: Repeat of 2022 proposal

No discussion.
Vote: In Favour: 6 Against: 12 Abstain: 4 (Total votes: 22, absolute majority 12)
CIVA Rejected

NP2023-12, -27 and Presidents Proposal
Source: ESP #12, POL #1, Presidents Proposal
Document: Section 6 Part 1
Subject: Removing Intermediate Category from World and Continental Championships

ESP#12
- Remove Intermediate Category from World and Continental championships / Cat.1 status, move Intermediate to Cat.2 events
  - ➡ remove all Intermediate references from Part 1

POL#1
- Remove Intermediate and Y52 Categories from World and Continental championships / Cat.1 status
  - ➡ remove all Intermediate and Y52 references from Part 1

President
- **#1:** Establish a WG to review Intermediate Category framework and propose changes to minimize costs and complexity, at Plenary 2023 – aiming at sustainably retaining World and Continental championships / Cat.1 status
- **#2:** In the interim for 2023: 5 judges & assistants + scoring CJ & assistant ; one or two jury members on-site, other(s) remote ; accommodation for competitors not included ; reduced entry fees

MR explained the process of these 3 proposals.
Discussion:

JM: YAK52 is a different story, a plane is OK but for world championships, it is at this moment, complete nonsense. About the intermediate, I added it to the proposal to be deleted because of economy and not

too many pilots but now what I hear from the discussions, I would like to withdraw the proposal of intermediate but keep the Yak52 removal. I do agree about the other proposal to reduce the judge's number and maybe just 2 jury on site.
MR: To repeat so that everyone understands, now the proposal is only about removing the Yak52. So, we have Spanish proposal to remove Intermediate, the Polish proposal to remove Yak52 and the president's proposal.
AMM: We would like to see the Yak52 as a category 2 competition. I am very confident that if this takes place, we will see championships, because we can do something commercially with that. It is a unique competition, but it would require real time scoring from our perspective, and therefore it needs to be a Category 2 event and it can be hugely interesting. As a cat1 event, we cannot make that proposal. If we are interesting maintaining the monotype competition, the YAK52 competition, as a tested format, if it becomes a cat 2 event, we believe it has a better future than as it does today. With regards to Intermediate, the Spanish position has always been that you have one world champion which is of the premium category, unlimited. So, it is inconsistent to have world champion in intermediate. If that is cat 2 event, wording a cup or something around the proposals that has come to the table today, to make it cost efficient, fair enough, that is an interesting option, but to have a WC that is not top of the class, top of the world, in the most difficult event, they are not world champion of this sport. With regard to I conclude, going back to history, why the intermediate proposal of World Championships came from John a couple of years ago – I think it was in 2014 was the first one, it was to help thrive pilots up through the system, to be able to engage international competitive environment so that they would advance to advanced and unlimited. I am not sure if you are all aware but there is only one pilot who has done that, and that is Cyrial, he started in intermediate and is now the only pilot who started INT who is now in UNL. It has not completed the purpose it was designed for, which is important. If it has another purpose today, that is fine, but I do not think that we should be concerned as CIVA plenary that we try something and it does not complete its objective and it doesn't matter, if it is embarrassing or not, we need to adapt it to make sure it does work.
NB stated about his proposals, these competitions have definitely been more difficult to run because of less numbers entered, which is why I suggested, that the complexity of judging line should be simplified, to try to remain a reasonable position here. As an immediate reaction I would say we should not be in the position to stop people from flying championships. We should encourage them in every level. Intermediate is a very good starting point and number of pilots have continued from intermediate to advanced. It is my view that we should carry this forward. I don't think we should stop this. Yak52 is entirely different situation. If we had Russian representatives here, we could discuss that. The question if there should be the World or European champion in anything other than unlimited, there are different views, I understand the position of Unlimited pilots, but the instruction given some time ago, was that in Advanced Champions should say that they are Advanced champions and not just world champion, but we can't control people's behaviour. The Polish guy who won intermediate this year will move to Advanced. In simple terms, please carry on with Intermediate and if necessary, simplify it, so that organisers have an easier ride.
PIK: So Polish proposal remove intermediate AND yak52 is removed so we don't need to talk about this now. (Wrong – remove Yak52 events.)
PIK: Spain, the proposal only talks about Intermediate, but Alex explained well regarding Yak, for me this explanation is nice but actually this proposal has nothing to do with Yak, correct? (yes) and the third thing you were talking about having only one world champion in Unlimited. By removing Intermediate or Yak world champion the situation does not change because there still is a world champion in Advanced. So, for me the explanations are nice to hear but at some point, they just don't make sense. I am sorry to say.
AMM: We are not addressing the WC events we are addressing something I could not hear because background noise.
CT: About my Intermediate competition I competed in South Africa and when I compare now as Unlimited aerobatic pilot. Personally, I think my advice to young pilots is to keep their money off the international competition. For Intermediate was quite expensive especially if you have to travel to another continent, and to focus more to national and friendly competitions where is much cheaper, less far, less time so it can be done in one weekend or small week, and it will progress much more with smaller competition. Then send to international.
NB: Just a final piece of information, if this will not go through, Romania has committed to bid for an Intermediate event which we will handle with the same way as Italian and Polish events. So, there is a position.
MR: If the YAK 52 is removed, it does not disappear, but it is category 2, and out of CIVA regulation. A NAC can organise a Yak52 competition.

Three votes were taken:

1) Removal of YAK 52 Category from part 1
   In Favour: 14 Against: 6 Abstain: 2 (Total votes: 22, absolute majority 12)
   CIVA Approved

2) Removal of Intermediate from Category 1 events
   In Favour: 7 Against: 10 Abstain: 5 (Total votes: 22, absolute majority 12)
   CIVA Rejected

3) Forming a working group to work with Intermediate
   In Favour: 14 Against: 3 Abstain: 5 (Total votes: 22, absolute majority 12)
   CIVA Approved

   So, there will be a working group established. Romania can now work their proposal on the basis of this decision.

NP2023-14

Source: ESP #14
Document: Section 6 Part 1 / Part 2
Subject: Fixed downgrade of -2.0 points where an unlinked roll element after a spin is separated from the spin by more than a "brief but perceptible pause."

B.9.29.4. (...) If a roll follows a spin, there should be a brief, but perceptible pause (~~similar to unlinked rolls~~ no more than one second in duration) between the spin and the roll. If the pause exceeds one second a downgrade of -2.0 marks shall apply. (…)

RC notes:

- *Consistency issue wrt 'brief but perceptible pause' in other rules*
- *Timing currently never used as a judging criterion*
- *measuring time elapsed after spin exit considered unrealistic*
- *Room for rule improvement, however it is recommended not to vote on this proposal, but to discuss way forward towards harmonization (in some areas there is "brief but perceptible pause", in some others "excessively long stop" with downgrades of "at least two points", there is a radius criterion for time between half loops and rotations with downgrades up to PZ…)*

MR: This needs harmonization, the recommendation is not to vote on this here. It is better to look at the full picture and not to vote. This would be the only place in the rule book that has timing as a criterion.
PHA: This would also apply to Glider rules.

NOT VOTED, to be worked in Rules and Judging Committee
This will proceed to Rules Committee for harmonization.

NP2023-19

Source: GBR #1
Document: Section 6 Part 1
Subject: Increase the Disqualification heights for Advanced, Yak52/Intermediate to 150m

3.8.1.1.

Category	Upper	Lower	Disqualification
Unlimited	1000 m	100 m	50 m
Advanced	1100 m	200 m	~~100 m~~ 150 m
Yak 52 / Intermediate	1200 m	200 m	~~100 m~~ 150 m

RC notes:

- *Reason only concerns countries which operate with EASA SERA rules*
- *SERA.5005 (f) " (…) Except when necessary for take-off or landing, or except by permission from the competent authority, a VFR flight shall not be flown (…)".*
- *No issues with minimum height rules have been reported from these countries, i.e. mechanisms are in place.*
- *Therefore concerned countries have solutions => no requirement to change current minimum heights for these countries, let alone for all others.*

No discussion.
Vote: In Favour: 10 Against: 12 Abstain: 0 (Total votes: 22, absolute majority 12)
CIVA Rejected

NP2023-20
Source: GBR #2
Document: Section 6 Part 1
Subject: Increase the Disqualification heights for Unlimited

3.8.1.1.

Category	Upper	Lower	Disqualification
Unlimited	1000 m	~~100 m~~ 200 m	~~50 m~~ 150 m
Advanced	1100 m	200 m	100 m
Yak 52 / Intermediate	1200 m	200 m	100 m

RC notes:

- *See notes under [NP2023-19]*

No Discussion.
Vote: In Favour: 4 Against: 18 Abstain: 0 (Total votes: 22, absolute majority 12)
CIVA Rejected

NP2023-21
Source: HUN #1
Document: Section 6 Part 1 / Part 2
Subject: International Teams

- International Team: « group of two or more competitors, who collectively represent more than one NAC or are FAI participants » GS\4.5.3.2
- Each NAC can enter only one National Team
- Opening of competitions to International Teams, to be named so as to avoid confusion with National Teams => e.g. Breitling Team

NOT WORKABLE / IMPLEMENTABLE AS SUCH => NOT SUBMITTED TO IMPLEMENTATION VOTE – A WG IS RECOMMENDED

RC Notes details: see RC Report

- *FAI and DNA around Nations*
- *Sporting world benchmarks*
- *'International Team' definition in GS and question marks*

A long conversation if commercial and national teams can compete in a same competition or if they could, could there be 2 different ranking lists. It was agreed that the sport is expensive for an individual pilots, so there must be some kind of possibility to encourage pilots to continue with the sport.
The consensus was not to vote about this now, but to task either working group or the bureau to work on this and find a reasonable solution.

This proposal was rejected by Rules Committee. The task was given to the Bureau to form a Working Group and report to Plenary 2023

RC rejected and worked forward by Burau to form a Working Group

NP2023-22
Source: HUN #2
Document: Section 6 Part 1 / Part 2
Subject: Predetermined members for Teams ranking

1.2.6.1 Every NAC shall notify the Organizer (…) of the number of competing pilots (…). 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. All NAC composed of two (2) or three (3) pilots only will have all pilots eligible for team medal of their NAC by default and without the need of any notification.

Submitted for vote

All pilots who are not elected or who do not plan or who do not want to be elected by their NAC for competing for the team medal of their NAC can form International Teams, as defined by FAI. International Teams must be declared at the latest the day before the start of the competition. As for individual ranking, each pilot belonging to a NAC is eligible for an individual medal as a member of his NAC, regardless of his belonging or not to a National Team or an International Team.

Extension of [NP2023-21] => not submitted for vote

- *Further elements on concept, amplifying concerns*

Discussion:

PHA reminded Plenary that this will apply also to glider committee and the GC was against this because they believe it will discourage pilots participating.

A discussion about the aspects of the story. Some people believed that the pre-declaration of the teams is a good thing and some people believed that it would be discouraging element for NACs sending bigger teams to competition.

In Favour: 5 Against: 12 Abstain: 5 (Total votes: 22, absolute majority 12)
CIVA Rejected

NP2023-23
Source: HUN #3
Document: Section 6 Part 1 / Part 2
Subject: Teams ranking method

Option 1
- All National Teams, International Teams and FAI Teams placed together in a single ranking

Option 2
- All National Teams, International Teams and FAI Teams placed together in an overall teams ranking
- National Teams also ranked separately in a team ranking of nations

Continuation of [NP2023-21] and [NP2023-22] => not submitted for vote

No discussion
NOT VOTED

NP2023-24
Source: HUN #4
Document: Section 6 Part 1 / Part 2
Subject: Entry limitations per NAC

- Removal of all limitations to the number of pilots to be entered by each NAC
- Removal of all limitations to the number of pilots per gender to be entered by each NAC
- In case total number of participants notified two months before the competition exceeds the organizer maximum, progressive reductions as follows:
  - Number per NAC limited to a determined number (3 or above)
  - Number per NAC limited to 3
  - Number per NAC limited to 2

RC Note: Proposal linked to the 'International Teams' concept (ref in rationale: "the more pilots are entered in the competition, the more International Teams can be formed (…)"), but may be addressed on its own.

No discussion
Vote: In Favour: 3 Against: 14 Abstain: 5 (Total votes: 22, absolute majority 12)
CIVA Rejected

NP2023-25
Source: HUN #5
Document: Section 6 Part 1
Subject: Remove Gender Distinction in Power UNL

Option 1

- All reference to gender removed from all CIVA rules. => only one overall ranking without gender distinction

Option 2

- All reference to gender removed from all CIVA rules, except for individual female ranking => only one overall teams ranking without gender distinction, but individual separate female ranking is kept

RC notes:

- *Option 1 is a repeat from Proposals submitted several years recently – Refer to 2020 RC report for detailed notes: The RC urges Plenary to reject this proposal, which would be detrimental to CIVA*
- *Option 2 is in effect void: the CIVA rulebook is – and shall continue to be – neutral with respect to genders, i.e. not one gender is treated differently than the other. When there is a gender-based ranking, this shall apply to both genders.*

Discussion:

There was a discussion between AMM and MR if this proposal would decrease of increase the number of female pilots in the championships. There has been both views and this was noted by the plenary.

Vote: In Favour: 15 Against: 7 Abstain: 0 (Total votes: 22, absolute majority 12)
CIVA Approved

NP2023-28
Source: AUT #1
Document: Section 6 Part 1 / Part 2
Subject: Line between unlinked rolls

- Add:

B.9.24.4.f) Unlinked and opposite rotations require a brief, but perceptible pause in between the roll elements. An excessively long stop in between the rotational elements is at least a two (2) point downgrade.

RC notes:

- *Lacking criteria for "excessively long stop" and integration into the overall system of downgrades – see Notes from RC/JC under [NP2023-14]*
- *Therefore, as for [NP2023-14], it is recommended not to vote on this proposal as this would not help harmonization, but to discuss way forward towards harmonization*

NOT VOTED, to be worked on by the Rules and Judging Committees

NP2023-29
Source: AUT #2
Document: Section 6 Part 1 / Part 2
Subject: Stall during Rolls

4.4.2.1.c) A rolling turn or aileron roll included a flick roll (B.9.3.6.g and B.9.23.3)

- Add:

B.9.23.3 ~~If a flick roll is performed instead of an aileron roll, or~~ if an aileron roll starts correctly but at some point turns into a flick roll, the figure is graded PZ.

RC note:

- *For consistency with the rest of judging rules, a flick roll performed instead of an aileron roll should result in a HZ mark (wrong figure).*

Discussion:

Since the PZ was removed on earlier rule proposal vote, this was discussed that it should not be voted but to be pushed to Judging and Rules Committees. It was agreed that the reasonable way to handle this was to wait and think how to handle these situations.

NOT VOTED, but to be worked on by the Rules and Judging Committees

NP2023-30
Source: AUT #3
Document: Section 6 Part 1 / Part 2
Subject: Include PZ in Mix of Zeros

- Addressing Mix of Zeros caused by <u>different errors</u> in a figure

RC/JC notes:

- *Valid point -- no "priority rule" between types of zeros for different errors in a given figure, which would probably solve the issue.*
- *Good example given in the proposal rationale: what if, in a flick roll, "one judge thinks the flick never departed (giving a PZ) and other judges think the flick stopped early and was concluded by an aileron roll of a bit less (0.0) or more (HZ) than 90 degrees"? The intent of the original rule 4.4.6.2 (Part 1) has been not to penalize judges who would have awarded a 0.0 (e.g. perception of a 89° error) while other judges would have awarded a HZ (e.g. perception of a 91° error) – in this original intent, the case of a judge awarding a PZ for "flick never departed" but who may also have perceived e.g. a 89° early stop, is simply not addressed at all.*
- *However the proposed solution may not be void of adverse consequences. The RC/JC should work further on this topic. It is recommended not to vote on this proposal but to discuss way forward*

NOT VOTED, to be worked on by the Rules and Judging Committees

<u>NP2023-31</u>
Source: AUT #4
Document: Section 6 Part 1 / Part 2
Subject: Video Veto right for CJ

- Add:

4.4.4.4.b) If in a case where there is a mixture of scores, Hard Zeros and Perception Zeros for a figure the Chief Judge is convinced that there is substantial evidence on the video displaying a Hard Zero, the Chief Judge shall tick the CHZ box and then refer the matter to the International Jury for clarification and a decision.

<u>Discussion:</u>
PK Thinks that this is something we should have done since a long time. Make the CJ the boss of the judging line, where he needs to stand for the results of his judging line, and he should have the right to say if it is a hard zero or not. Some discussions on the judging line will take forever and this would speed things up.
NB: The text does not explain here that first the CJ should convene a conference, and I am completely in with the CJ making the decision on his own, but the judges should be given the opportunity to do that first. If conclusion cannot be made, the CJ should then make the decision.
PIK: There is another problem. A pilot cannot protest a HZ. They can only protest the way how the HZ was found to be the final mark on a figure. If this goes to the jury, the pilot protests the procedure the hard zero was given by the CJ and it goes back to the jury. What happens in this case?

The proposal was amended with "*if no consensus is reached during the judges conference, the CJ can decide to check the box CHZ." The text "and then refer the matter to the IJ for clarification and decision" is removed.*

Vote: In Favour: 20 Against: 0 Abstain: 2 (Total votes: 22, absolute majority 12)
CIVA Approved

<u>NP2023-32</u>
Source: AUT #5
Document: Section 6 Part 1 / Part 2
Subject: No mix of 2-pilot and 3-pilot teams

1.2.6.1.a)iii) 1.2.6.1.b)iii)	In the event that fewer than ~~3~~ 4 teams comprised of 3 or more pilots compete, the number of pilots required to constitute a team will be reduced to 2. The requirements of paragraph 1.2.5.1 still apply.

No discussion.

Vote: In Favour: 10 Against: 5 Abstain: 2 (Total votes: 17, absolute majority 9)
CIVA Approved

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

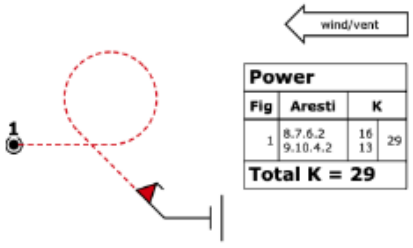
NP2023-20
Source: GBR #2
Document: Section 6 Part 2
Subject: Increase the Lower height for Unlimited to 200 meters and the Disqualification height to 150 meters.

The lower limit for both UNL and ADV is already 200m and do not present a problem. GAC recommends the Plenary to increase the disqualification height to 150 meters for gliders. The reason is that it may be difficult for many pilots to obtain low level waiver from the organizing country since all waivers are national. The increase of the disqualification height from 100 m to 150 m is not a significant disadvantage in the conduct of our competitions. It makes our rules compatible with SERA.5005 Visual Flight Rules.

The Glider commission recommends the Plenary to increase the disqualification height to 150 m.

No objections, CIVA Approved

NP2023-16
Source: FRA #2
Document: Section 6 Part 2
Subject: Eliminate flick-rolls on 45 degrees down lines after a looping segment



To preserve our old aircraft FRA recommends us to eliminate flick-rolls on 45 degrees down lines after a looping segment in order to avoid flick rolls performed at too high speed.
The Glider Commission recommends the plenary to accept this proposal.

No discussion.

Vote: In Favour: 11 Against: 1 Abstain: 5 (Total votes: 17, absolute majority 9)
CIVA Approved

NP2023-18
Source: FRA #4
Document: Section 6 Part 2
Subject: Editorial Change

2.3.1.4 The 7 selected figures must comprise:

Family	Advanced	Unlimited
2		at least one rolling turn
5 or 6	at least one	at least one
9.9 or 9.10		at least one full or two half flicks; not more than one flick per figure; not more than three flicks with 720 degrees total rotation

As an alternative, the following points could be integrated to the table (up to the committee):

a) UNLIMITED
- minimum K for each figure 17
- Maximum K for each figure 42
- the total K-factor of the first 3 selected figures may not be more than 110
- total K for the 7 figures: Minimum 180, maximum 200

b) ADVANCED
- minimum K for each figure 17
- maximum K for each figure 37
- total K for the 7 figures: Minimum 150, maximum 170

c) Repetition of (any manoeuvre with) the same catalogue number is not allowed within any one Programme except families 1.1.1 and 9

Repetition of complete figures from previous Programmes is not allowed in subsequent Programmes (except families 5 and 6 “AG” only)

GAC recommends the plenary to Accept this proposal.

No objections, CIVA Approved.

Editorial change to 3.9.1.2.b

No objections, CIVA Approved

Cable Release

a) The cable release height is at the upper height limit. Tow planes must be equipped with either barographs or loggers. Barograms or logger data must be made available for the International Jury on request.
b) The competitors determine their point where they release. The tow plane will tow in the direction of the principal axis at 1200 m (over datum) with constant airspeed through the performance zone. I**f HMD is used the release altitude is 1250m.** The height and direction will be established one km 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.

GAC recommends the Plenary to accept this proposal.
No objections, CIVA Approved.

Since removing the PZ, there are complications with the rules. What previously was graded a PZ, must be done differently. The following were adopted as a patch for 2023 and for the GAC, JC and RC to work forward with:

1) Glider stalling during a loop has been a PZ. Replace by a 4pt deduction for 2023

No objections, CIVA Approved

2) Glider being too far in the back of the box has been a PZ. Replace by standard 2pt deduction per element for 2023
No objections, CIVA Approved

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

Report from Nick Buckenham

Add wind measurement by means of aircraft to the Section 6 part 1 Regulations

No discussion

Vote: In favour: 12 Against: 0 Abstain: 6 (total votes 18)
CIVA Approved

Official training flights – editorial change

Editorial change: All training flights should be free of charge (landing fees, hangarage etc.).

PV: For the future in needs to be clear that the training flights are free of charge (due to unclear situation that occurred in Leszno). The rules must me clearer.
LS: Yesterday´s question about official training flights for EAC 2023, extra fee 150€/day covering accommodation, meals, and fuel, but no handling or landing fees. Issue about reformulating this?
JL: You are offering different thing than what Leszno had, they charged 25€ "landing fee". In Leszno there was a fee to train in the box. Italy has different offer.

NB: Matthieu should implement this editorial change into Section 6 Part 1 that "All official training flights should not be subject to any additional charge for using the box and operating the aircraft."

Warm up figures – editorial change, to be clarified at the Plenary 2023

Control of ground movements – to be added to the contest organisers handbook

Not really a proposal that the organisers are clear with their information and systems resulting from an accident of two aircraft during WAC 2022.
AMM: Briefings etc must be clear and up to date, not just copy and paste from past years.

Judge's paperwork – to be added to the Contest Organisers Handbook. Organises responsibility.

Video Recordings – organiser responsibility that the quality is maintained, quality is critical

The HMD Glider altitude monitoring system – forwarded to the Glider Committee

Jury President and Chief Judge nationality – question from Madelyne about avoiding Jury President being from the same country as the country of the Championships. It was agreed that we must rely on the integrity of our officials.

Report approved by CIVA

AMM: question about the Media and Communications Committee, regarding association of pilots – suggestion to put a framework together and forward it to the Bureau.
NB: The issue with media must be addressed; discussion with Eric Lentz Gauthier about creating a working group Eric leading the group; anyone interested could join the group.
AMM: if we would have good video on the judging line, it can be added to create a media friendly content.
NB: would be an asset for sure, if we can find ways to do it.

15. CIVA Elections

Present: Austria, Canada, Czech Republic, Finland, France, Germany, Greece, Hungary, Italy, Luxemburg, Norway, Poland, Portugal, Romania, Slovakia, South Africa, Spain, Switzerland, Sweden

The following Proxy Votes were tabled:

Australia	to	South Africa
Belgium	to	Luxemburg
Japan	to	Poland
Netherlands	to	Switzerland
Great Britain	to	France
United States	to	Spain

Total votes 25 (19 present, 6 proxies). Absolute majority: 13

Officers of CIVA

Bureau 2023

President:

Nick Buckenham		Elected 2021 for 2022 and 2023

Vice Presidents:	Votes:	
Matthieu Roulet		Elected 2021 for 2022 and 2023
Hanspeter Rohner	21	Elected 2022 for 2023 and 2024
Tamas Abrányi	20	Elected 2022 for 2023 and 2024
Jerzy Makula	14	Elected 2022 for 2023
Steve Todd	10	
Pavol Kavka	9	

Normally the Bureau has only 2 open seats. This year there were 3 openings, as there were in 2015. According to the minutes from 2015 Plenary, *it was agreed that the two bureau members who received the most votes would be elected for a period of two years and the third for period of one year.*

Secretaries:	Votes:	
Zuzana Danihelova		Elected 2021 for 2022 and 2023
Hanna Räihä	by acclamation	Elected 2022 for 2023 and 2024

Treasurer:	Votes:	
Philippe Küchler	18	Elected 2022 for 2023 and 2024
Jürgen Leukefeld	8	

Committee Chairmen and members

Rules Committee 2023

Chairman:	Votes:	
Matthieu Roulet	17	Elected for 1-year period
Steve Todd	8	

Members:	Votes:	
Hanspeter Rohner	17	Elected for 1-year period
Pierre Varloteaux	16	Elected for 1-year period
Philippe Küchler	15	Elected for 1-year period

Pekka Havbrandt	15	Elected for 1-year period
Mike Heuer	11	Elected for 1-year period
Leone Gambardella	9	
Vlad Popescu	8	
Aarron Deliu	8	
Eduardo Bolster	8	
Mike Gallaway	7	
Vladimir Machula	5	
Jürgen Leukefeld	5	

Judging Committee 2023

Chairman:	Votes:	
Pierre Varloteaux	by acclamation	Elected for 1-year period

Members:	Votes:	
Steve Todd	18	Elected for 1-year period
Quintin Hawthorne	17	Elected for 1-year period
Mike Gallaway	17	Elected for 1-year period
Madelyne Delcroix	16	Elected for 1-year period
Alex Moore	12	Elected for 1-year period
Aarron Deliu	9	
Katerina Machula	7	
Philipp Hilke	3	

Glider Aerobatic Committee 2023

Chairman:	Votes:	
Pekka Havbrandt	18	Elected for 1-year period
Pavol Kavka	7	

Members	Votes:	2nd vote	
Madelyne Delcroix	23		Elected for 1-year period
Ferenc Toth	23		Elected for 1-year period
Philippe Küchler	20		Elected for 1-year period
Jerzy Makula	19		Elected for 1-year period
Philipp Hilker	14	12	Elected for 1-year period
Premysl Vavra	14	10	
Eduardo Bolster	11		

ICT Committee 2023

Chairman:	Votes:	
Ringo Massa	21	Elected for 1-year period
Vladimir Machula	5	

Members	Votes:	
Kari Kemppi	by acclamation	Elected for 1-year period
Chris Sills	by acclamation	Elected for 1-year period
Vladimir Machula	by acclamation	Elected for 1-year period
Eduardo Bolster	by acclamation	Elected for 1-year period

Catalogue Committee 2023

Chairman:

Jim Bourke	by acclamation	Elected for 1-year period

Members	Votes:	
Leone Gambardella	by acclamation	Elected for 1-year period
Nick Buckenham	by acclamation	Elected for 1-year period
Aarron Deliu	by acclamation	Elected for 1-year period
Eduardo Bolster	by acclamation	Elected for 1-year period
Cyrial Talon	by acclamation	Elected for 1-year period

16. Appointment and Approval of Championships Officials

16.1. The 25th FAI World Glider Aerobatic Championships and the 13th FAI World Advanced Glider Aerobatic Championships 2023, Poland

President of the International Jury

Philippe Küchler	by acclamation

Members of the International Jury

Ferenc Toth	by acclamation
Madelyne Delcroix	by acclamation

Chief Judge:

Vladimir Machula	by acclamation

16.2. The 15th FAI World Advanced Aerobatic Championships 2023, USA

President of the International Jury

Mike Heuer	17	Elected
Reserves:		
Pierre Varloteaux	5	
Tamas Abrányi	4	

Members of the International Jury

Tamas Abrányi	18	Elected
Pierre Varloteaux	18	Elected
Reserve:		
Leone Gambardella	6	

Chief Judge:

Nick Buckenham	15	Elected
Reserve:		
Jerome Houdier	11	

16.3. Other Championships provisionally approved

22nd FAI European Aerobatic Championships 2023

President of the International Jury

Pierre Varloteaux	19	Elected
Reserve:		
Vladimir Machula	7	

Members of the International Jury

Steve Todd	19	Elected
Pekka Havbrandt	18	Elected
Reserve:		
Jürgen Leukefeld	8	

Chief Judge:

Nick Buckenham	13	Elected
Reserve:		
Guy Auger	12	

2nd FAI European Intermediate Aerobatic Championships+

President of the International Jury

Jurek Makula	by acclamation

Members of the International Jury

Guy Auger	by acclamation
Quintin Hawthorne	by acclamation

Chief Judge:

Nick Buckenham	14	elected
Reserve:		
Guy Auger	9	
(3 blank voting slips)		

16.4. Special events

An approval has been given to organiser the next invitational competition Sky Grand Prix in June in Durban, South Africa

Discussion:

QH: Because of the status of the event, approaching CIVA/FAI for considering a reduced sanction fee. With only 5-10 pilots for a one-day event.
NB: Suggestion to make an inquiry to the Bureau and Bureau will respond.
AMM: What is the current sanction fee?
QH: 200.
JL: For special events it was always different, on individual basis.
NB: Cannot remember but will come back to you.

17. FAI International Aerobatic Judges

17.1. 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.

John GAILLARD, Kimmo VIRTANEN, Martin WÖRNDL and Kevin CAMPBELL to be removed from the list.

18. Other Reports and Business

18.1. Contest Scoring Programme Report 2022 (Nick BUCKENHAM)

Report from Nick Buckenham

A new version of the system will be provided.
SM: We used your software, and we got some issues, which were quickly solved.
Luca: You were mentioning the discovering system, it would be beneficial to reduce the processing time.
NB: Data can be added anywhere, just let me know and I will help.

18.2. FAI/Aresti Committee Report (Nick BUCKENHAM)

Report from Nick Buckenham

Catalogue committee chairman Jim Bourke becomes the CIVA Liaison officer with the Aresti family. The agreement with Aresti S.L. is that the Committee will consist of two people from the family, two people from CIVA and one person nominated by the family as a referee. We carry on with using the system, we have the rights to use it in FAI, but if we add or delete, we need to negotiate with the family to modify the catalogue and Jim will be the person to do that from now. The plan is to improve the current situation with the family.

Report agenda item 18.2.

18.3. Contest Organization Working Group (Nick BUCKENHAM)

Report from Nick Buckenham

Response from the organisers of the WGAC about the accommodation was that they had some issues accommodating officials and they did their best.

Report agenda item 18.3

19. Diplomas and Awards

The Leon Biancotto Diploma

PIK: Manfred had a stroke after the last CIVA meeting. First one was not the problem, but the second was bad and he is now paralysed and tied to a bed. He was the person who did the most for the glider aerobatics.

Delegates unanimously agreed that the diploma should be awarded in 2023.

Unanimous approval was subsequently given to present the diploma to Manfred Echter at the next FAI General Conference.

AMM: suggestion to create an award with his name to award glider pilots.
PIK: has already thought about it, would like to do it as a memory.

The CIVA Championship Organiser of the Year Trophy for 2022

The trophy was awarded to Romania for their operation of the EAAC at Clinceni.

20. 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.

There was a discussion about holding the next Plenary as a 3-day meeting starting from Friday.
It was agreed that it would be the most reasonable thing to do, considering the number of discussions there have been during this meeting.

First vote was taken, if the plenary should be organised outside of Lausanne.
In Favour: 22 Against: 0 Abstain: 0 (total votes 22)

CIVA Approved

There were two bids for the location of the 2023 Plenary

Athens, Greece: 10 Krakow, Poland: 11 Abstain: 1 (total votes 22)

Place:	Krakow, Poland
Dates:	17-19 November 2023

Minutes submitted for approval by

Hanna Räihä & Zuzana Danihelova
Secretaries of CIVA

List of Plenary Participants

Name	Abbr.	Country	Position
Siegfried Mayr	SM	AUT	Alternate
Carole Holyk	CH	CAN	Delegate
Premysl Vavra	PRV	CZE	Delegate
Alex Moore Mayorga	AM	ESP	Delegate
Castor Fantoba	CF	ESP	Delegate
Markus Haggeney	MH	FAI	FAI representative
Kari Kemppi	KK	FIN	Alternate
Hanna Räihä	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
Nick Buckenham	NB	GBR	President
Jürgen Leukefeld	JL	GER	Delegate
Philippe Hilker	PHI	GER	Alternate
Leone Gambardella	LG	GRC	Delegate
Tamas Abranyi	TA	HUN	Delegate
Ferenc Toth	FT	HUN	Delegate
Luca Salvadori	LS	ITA	Delegate
Cyrial Talon	CT	LUX	Delegate
Steinar Østby	SØ	NOR	Delegate
Jerzy Makula	JM	POL	Delegate
Jorge Loureiro	JLO	POR	Delegate
Vlad-Alexandru Popescu	VAP	ROM	Alternate
George Rotaru	GR	ROM	Observer
Quintin Hawthorne	QH	RSA	Delegate
Hanspeter Rohner	HPR	SUI	Delegate
Philippe Küchler	PIK	SUI	Alternate
Sophie Martel	SM	SUI	Observer
Pavol Kavka	PK	SVK	Delegate
Pekka Havbrandt	PHA	SWE	Alternate

End of Document