

OFFICIAL MINUTES

FAI International Aerobatics Commission (CIVA) Meeting Held Stockholm/Helsinki 7-9 November 2003



IN THE CHAIR

President of CIVA.....	Michael R. Heuer
1st Vice President	John Gaillard (South Africa)
2nd Vice President	Jirí Koblre (Czech Republic)
3rd Vice President	Osmo Jalovaara (Finland)
Vice President, Glider Aerobatics	Karl Berger (Austria)
Secretary	Liz Cook (Australia)
FAI	Wolfgang Weinreich, President
.....	Max Bishop, Secretary General
.....	Gisela Weinreich, Observer
Australia	Liz Cook, Delegate
Austria	Karl Berger, Delegate
Canada	Carole Holyk, Delegate
China	Haiging Shen, Delegate
.....	Tong Li, Alternate
Czech Republic	Jirí Koblre, Delegate
Dr. Martin Vecko, Alternate	
Denmark	Poul E.B.Nielsen, Delegate
.....	Karin Thomsen, Observer
Finland	Osmo Jalovaara, Delegate
.....	Matti Mecklin, Alternate
.....	Irmeli Jalovaara, Observer
.....	Jukka Jusslin, Observer
France	Robert Chomono, Delegate
.....	Philippe Jean, Alternate
.....	Madelyne Delcroix, Technical Specialist
Germany	Ernst Paukner, Delegate
.....	Manfred Echter, Alternate
.....	Jürgen Leukefeld, Observer
.....	Paula Paukner-Wagensohn, Observer
Hungary	Peter Kovacs, Delegate
.....	Ferenc Toth, Alternate
Italy	Maurizio Costa, Delegate
Lithuania	Algimantas Zentelis, Delegate
.....	Antanas Marciukaitis, Alternate
.....	Domas Vilcinskas, Observer
Norway	Tor André FUSDahl, Delegate
Poland	Jerzy Makula, Delegate
.....	Helmut Stas, Alternate
Russia	Victor Smolin, Alternate
.....	Roland KÜng, Observer
.....	Mikhail Mamistov, Observer
.....	Sergei Krikalev, Observer
.....	Svetlana Tarasova, Observer
Slovak Republic	Pavol Kavka, Delegate
South Africa	John Gaillard, Delegate
.....	Jenny Bowley, Observer
Spain	Antonio Quintana Pereira, Delegate
.....	Jose Luis Olias, Observer

.....	Flor Villar, Observer
.....	Carmen Arce, Observer
Sweden	Lars-Göran Arvidsson, Delegate
.....	Lars Frölander, Alternate
.....	Mikael Ljunggren, Observer
.....	Eva Reinmüller, Observer
.....	Bengt Bössfall, Observer
.....	Nils Jönsson, Observer
.....	Bengt-Eric Fonsell, Observer
.....	Lennart Harju, Observer
.....	Joakim Grepe, Observer
Switzerland.....	Hanspeter Rohner, Delegate
.....	Christiane Rohner, Observer
United Kingdom.....	Alan C. Cassidy, Delegate
.....	Nick Onn, Alternate
.....	Angela Cassidy, Observer
USA	Howard Stock, Alternate
.....	Marti Kalko, Technical Specialist
.....	Judith Heuer, Observer
.....	Charles Kalko, Observer

OPENING REMARKS AND INTRODUCTIONS

President Michael Heuer opened the meeting at 18.07 on Friday, 7th November 2003.

President Heuer welcomed everyone to the 2003 CIVA Meeting and introduced FAI President Wolfgang einreich, FAI Secretary-General Max Bishop, the Officers of CIVA and Mr. Bengt-Eric Fonsell, President, Airsports Sweden.

Proxies tabled: Ukraine to Russia

President Heuer welcomed the new CIVA Delegates:

- Mr. Haiging Shen, China
- Mr. Robert Chomono, France
- Mr. Maurizio Costa, Italy

President Heuer stated Mr. Matti Mecklin will distribute the Election Ballot and the forms are to be returned to Mr. Mecklin before resumption of the meeting on Saturday.

1. MINUTES OF THE LAST MEETING 16-17 November 2002

No matters arising. No objections. Minutes Approved.

CIVA AGREED

2. DECLARATION OF CONFLICTS OF INTEREST

Secretary General Max Bishop discussed the papers FAI Code of Ethics/FAI Rules on Conflict of Interest. The documents lay down common sense rules of behaviour and codifies expected behaviour of all people working with FAI. Particular emphasis was placed on possible conflict of interest.

President Heuer stated that there is a possibility he may have a conflict of interest due to his position on the Board of Directors of IAC. The IAC together with Mr. Cassidy has been included in the legal action that Mr. Aresti has taken. President Heuer advised that he can confirm that the IAC Board has agreed to come on board with FAI as part of the overall settlement.

Mr. Alan Cassidy stated that he is in the same position as Chairman of the Catalogue Sub-Committee. Alan advised that he has refrained from making proposals to change the catalogue until the matter is finalised.

3. FAI REPORT

FAI President, Wolfgang Weinreich spoke on the following:

- General Conference was held Krakow, Poland - 46 countries represented.
- All contracts that might be signed by an Air Sports Commission are legally binding FAI.
- FAI is involved in several legal matters.
- New subscription system was approved.
- New image and logo for FAI. Flag, medals, etc will also change. Design will be finalised before the Centenary in 2005;
- WAG - 2 bidding countries, Malaysia and Poland. Documents not complete, therefore cannot confirm when the next WAG will be held.

Secretary General Max Bishop advised:

- New logo recommendations currently with FAI Member Organisations for further comment.
- Change in FAI Doping Regulations to take into account that a new world body and codes have been established. The Olympic Committee and 60 countries around the world have accepted these codes.
- There will be changes to General Section to incorporate the provisions of the world anti -doping code.
- Tests will be carried out on our competitors during and outside competition by national agencies. It is possible to gain exemptions for therapeutic use. FAI had to sign up so that government support would not be sacrificed at national level.

4. REPORT FROM THE PRESIDENT OF CIVA - Michael R. Heuer (Written report submitted)

President Heuer congratulated the Contest Directors, Chairmen of the International Juries and Chief Judges for 3 successful competitions in 2003.

4.1 Collection of Entry Fees

- President Heuer stated that Contest Organisers had continued to experience problems with collection of entry fees. Late cancellations move the budget into the red. Recommend non-refundable deposit.
- Lars-Goran Arvidsson supported the introduction of a non-refundable entry fee and a late entry fee.
- Osmo Jalovaara advised Sweden lost one third of the income at the AEAC.

CIVA AGREED at the time they submit their Preliminary Entry Forms, participants in World and Continental Championships will be expected to pay a deposit. The Bureau of CIVA will approve the amount of the deposit. Cancellation of participation after a date determined by the organisers will cause the deposit to be forfeited.

4.2 Trophies

President Heuer advised:

- Aresti trophy under the care of Mr. Quintana.
- Other trophies have sustained damage whilst being shipped.
- Recommend trophies remain in a central area.
- Aresti Cup - originally replicas were presented for winner to permanently retain. Mr. Aresti had promised to restore the trophy and present small replicas. This has not been done.

Max Bishop advised:

- Other Commissions experience the same problems.
- Not aware of any Commissions that present replicas.
- FAI Headquarters does not have the room to store all the trophies.
- CIVA is the only Commission with large ornate trophies.

Jürgen Leukefeld and Nick Onn both stated the trophies should travel to the contest.

CIVA AGREED that the Bureau be authorised to consider the matter (cost of transport, display/storage of trophies) further considering the input provided by the Delegates.

4.3 Aerobatic Catalogue

CIVA AGREED that the Bureau of CIVA be authorised to continue its work with FAI in resolving the matter of the aerobatic catalogue and to lend its support to the execution of an agreement with Mr. Jose L Aresti.

4.4 Internal Regulations

CIVA AGREED that the Bureau of CIVA be authorised to review the past Minutes of CIVA meetings and to bring the Internal Regulations up to date. Further, the Bureau would be empowered to bring the Internal Regulations in line with other Air Sports Commissions and to give final approval to the document so it can be implemented with immediate effect.

4.5 Corps of Judges

John Gaillard re-affirmed that judges can submit their forms directly to the President of CIVA without going through their National Aero Club.

CIVA AGREED Judges who wish to serve at World and Continental Championships must send their entry forms directly to the President of CIVA. The Judging Sub-Committee and the Bureau of CIVA will review these forms. Judge qualification and currency will be checked. The Bureau from these applications will select "FAI Judges" who are to be paid the stipend. Organisers will be advised of the composition of the Board of Judges as soon as possible.

5. REPORTS ON THE 2003 WORLD AEROBATIC CHAMPIONSHIPS

5.1 President of the International Jury (Michael R Heuer).
Written report received. No discussion. Report accepted.

5.2 Contest Director (Phil Knight)
Written report received. Report accepted.

Points discussed:

- President Heuer will ensure Contest Organisers at future events are aware of Judges arrival time to ensure cost is fully covered.
- **CIVA AGREED** the recommendation that future contests be limited to 60 competitors be referred to the Rules Sub-Committee.

5.3 Chief Judge (John Gaillard)
Written report received. Report accepted.

John Gaillard stated:

- The JPF is not working as originally intended. The International Jury approved the non-use of JPF at WAC 2003.

- Certain judges have discovered that it may be possible to achieve a good JPF rating if a very narrow range of marks is used.
- The Bureau agreed to set up a working group consisting of Steve Green, Alan Cassidy, Osmo Jalovaara, Mikhail Mamistov, Brian Howard and John Gaillard.
- Various proposals have been made.

Alan Cassidy gave a detailed report on the work in progress:

- Current system is not analytical enough to give detailed feedback to the judges for them to know what aspect of their judging could be improved.
- The new JPI system would consider judges performance under 5 different headings: Impartiality Factor, Low Scoring Factor, Error Downgrading Factor, Discrimination Factor, Zero Factor.

Please refer to Attachment #1 for full details

Howard Stock questioned whether the Board of Judges numbers could be reduced. Alan advised that no work has been completed on changing the scoring system.

Nick Onn stated pilots are concerned that JPF applies pressure to the judges. Will this pressure increase? Alan advised most of the analysis is done at figure level. Judges will know they have to judge in a wider band - pay more attention.

John Gaillard thanked Alan, stated that a problem has been highlighted and something has been done about solving the problem. Suggest we trial this program and the jury evaluates at the next contest.

John confirmed that the majority of the judges in Florida were judging very well. There was a problem with 3 judges. When discussed with these judges they admitted they were deliberately scoring this way. There was not one protest at WAC in regard to judging.

We adopted at CIVA last year that figures that were a matter of perception would not be conferenced. This worked well at WAC 2003 although it did not cover all instances.

CIVA AGREED that we move ahead with the implementation of the JPI system in 2004.

President Heuer thanked the working group for their work. This work will be extremely valuable to CIVA in the future.

6. REPORTS ON THE 2003 WORLD GLIDER AEROBATIC CHAMPIONSHIPS

- 6.1 President of the International Jury (Karl Berger)
Written report received. No discussion Report accepted.
Karl Berger congratulated the Hungarian organisers, Helmut Stas, and top pilots.
- 6.2 Contest Director (Sándor Dozsa)
Written report received. No discussion. Report accepted.
Recommendations addressed under Minutes of the Meetings of the Glider Aerobatics Sub-Committee.
- 6.3 Chief Judge (Pavol Kavka)
Written report received. No discussion. Report accepted.

7. REPORTS ON THE 2003 ADVANCED EUROPEAN AEROBATIC CHAMPIONSHIPS

- 7.1 President of the International Jury (Jiri Koblre)
Written report received. Report accepted.

Mr. Koblre thanked the International Jury and L-G Arvidsson.

Mr. Koblre recommended the penalty points for Interruptions and Height be re-considered.

CIVA AGREED to refer Mr. Koblre's proposal to review the penalties for Interruptions and Height Infringements to Rules Sub-Committee.

- 7.2 Contest Director (L-G Arvidsson)
Written report received. No discussion. Report accepted.

L-G advised that in Sweden it is necessary to obtain environmental approval from the City. This year they prepared the paperwork, a very positive response was received from the City and work will continue in this area.

- 7.3 Chief Judge (Pavol Kavka)
Written report received. No discussion Report accepted.

Alan Cassidy advised that warm up pilots can be an issue. Organisers need to know in advance who these pilots will be. Alan encouraged all teams to include warm up pilots in their team.

8. RECOMMENDATIONS FOR RULE CHANGES FOR THE YEAR 2004
(refer to CIVA web site for copies of the full submissions)

- 8.1 Treatment of Zero Marks (all Parts of CIVA Regulations)

That a formal distinction be made in the Regulations, and on Form A between marks of zero derived from aggregation of downgrades for multiple inaccuracies (soft zeros) and marks of zero given because of a single incorrect event (hard zero)

CIVA AGREED

- 8.2 Limits on Figure K in Unknowns (Part 1 - Unlimited)
Favour of 7 Against 14

NOT ADOPTED

- 8.3 Added note to Appendix 3 (Part 1 - Unlimited)

On page 51, in the note before Family 1, add the following lines: "On vertical up lines, opposite aileron rolls may be added as long as the total extent of rotation does not exceed 540 degrees nor the number of stops exceeds 5. On vertical down lines, opposite aileron rolls may be added as long as the total extent of rotation does not exceed 450 degrees nor the number of stops exceeds 4."

Favour of 15 Against 3

CIVA AGREED

- 8.4 Advanced Category in World Air Games
Delete all reference to WAG in Part 3.

CIVA AGREED

- 8.5 Tailslides to be added to Advanced Category Unknown Figures
Favour of 9 Against 12

NOT ADOPTED

- 8.6 CIVA Regulations (Part 3 - Advanced), Appendix 6, Permitted Aircraft

Several Delegates commented on the pro's and con's of the issue.

Favour of 12 Against 10 Abstain 1

CIVA AGREED

Please refer to Attachment #2 for full details

- 8.7 Inclusion of results of Programme 4 in WAC and EAC be indefinitely delayed
No objections

CIVA AGREED

- 8.8 Judge JPF's

CIVA AGREED that the JPF/JPI's will be available to each team after each flight programme has been completed.

- 8.9 CIVA Regulations (Parts 1 and 3) 1.4.2.2.(c)

That paragraph (c) would now read "The decision with regard to the into-wind direction of flight shall take into account the predominant direction of the actual winds. Flying at the start of each day and each flight programme shall commence into the most prevailing wind."

Adopted as amended.

CIVA AGREED

- 8.10 CIVA Regulations (Parts 1 and 3), 1.4.2.5

That Paragraph (a) would be changed as follows:

"If for the first four programmes the horizontal visibility deteriorates to less than 5 km, or if the cloud height in the performance zone is lower than the prescribed height (1050 m or 800 m), or if precipitation becomes apparent, the competitor may discontinue his or her flight before the beginning of or during the programme." (delete " ... or after no more than 50% of the prescribed figures have been flown ...")

CIVA AGREED

- 8.11 Dividing classic and final freestyle programmes to two championships

John Gaillard advised that in reality the Final Freestyle has lost its importance

- Original proposal included the addition of pilots who do not fly the classic programs
- Inclusion of these pilots would create an interest in the program.

Russia stated criteria must be established for pilot selection.

Alan Cassidy stated work would be required to change Sporting Code Section 6 and Part 1.

That John Gaillard would establish a working group and be empowered to appoint other members to the group to develop rules for submission to the Rules Sub-Committee.

CIVA AGREED

- 8.12 Reduction of Positioning Grade to 40K when Line Judges are not used.

- Alan Cassidy spoke against the proposal. K factor of 60 relative to total K factor for figures in Free and Unknown programs. Comments supported by Hanspeter Rohner.

- Russia stated in reality average K factor is 35.
- John Gaillard stated experience has shown that competitions without line judges do not work. It has been more or less agreed to continue with line judges.

Favour of 5 Against 14

NOT ADOPTED

- 8.13 Remove all references to HHMD in Parts 1 and 3

CIVA AGREED

- 8.14 Duties of the International Jury

That the International Jury would publish all protests and decisions.

CIVA AGREED

- 8.15 Duties of the International Jury or CIVA Liaison Officer

That a CIVA representative would check availability and accuracy of medals and trophies at the beginning of the competition.

CIVA AGREED

- 8.16 Medals for Team Trainers

Russian Delegate to refer proposal to FAI

- 8.17 Additional Rules Proposals for CIVA

Manfred Echter -there should be an opening to discuss/consider with effect next year.

Alan Cassidy - vehicle already exists under Reports from Championships

That Proposals for consideration by CIVA could be submitted up to 10 days after the completion of a World or Continental Championship. These proposals would address urgent problems that occurred at a Category 1 championship.

Favour of 20 Against Nil Abstain 3

Adopted as amended.

CIVA AGREED

- 8.18 Publication of Rules & Judging Sub-Committee recommendations

Publish the reasoning for their acceptance, denial or modification.

Favour of 8 Against 6 Abstain 9

NOT ADOPTED

- 8.19 Recipient Cups and Trophies

That the proposal for the creation and manufacture of replicas be deferred to the Bureau of CIVA.

CIVA AGREED

8.20 Entry Requirement for WAG

Proposal withdrawn by Russia

8.21 Time gaps between Unknown Programmes

Organisers shall ensure that a sufficient time interval occurs between unknown programmes such that no pilot is required to fly less than six hours after his previous flight.

Favour of 22 Against Nil Abstain 1

Adopted as amended.

CIVA AGREED

8.22 Reduction of number of pilots in Programme 4 (Unlimited)

Proposal withdrawn by South Africa

8.23 Number of Judges for International, Continental and World Championships (Power and glider)

Proposal withdrawn by USA

8.24 CIVA Judges

Proposal withdrawn by President of CIVA

8.25 Glider Rules

Proposals as submitted by GASC.

CIVA AGREED

9. CIVA KNOWN COMPULSORY PROGRAMMES - 2004

Unlimited Q	First Ballot	Second Ballot
British proposal	Favour of 10	Favour of 10
French proposal	Favour of 11	Favour of 10

France withdrew proposal.

British proposal adopted.

Advanced Q	
British proposal	Favour of 12
French proposal	Favour of 2
South Africa	Favour of 4
USA	Favour of 3

British proposal adopted.

Glider Known Compulsory - Recommended by Glider Sub-Committee

GASC proposal adopted.

Please refer to Attachment #3

10. FUTURE AEROBATIC CHAMPIONSHIPS - REPORTS AND PROPOSALS

10.1 2004 Advanced World Aerobatic Championships (Report from Sweden)

L-G Arvidsson conducted the presentation.

- Invitation distributed to Delegates
- Site: Ljungbyhed, Sweden
- Dates: 5-13 August 2004
- Bulletin No.1 will be published 15 February 2004
- Normal Entry Fee: 1400€. **CIVA AGREED**
- Team and Observer fees will be 100/150 less. To be confirmed
- Contest Director: L-G Arvidsson. **CIVA AGREED**
- Line Judges will be used.

10.2 2004 European Aerobatic Championships (Report from Lithuania)

Domas Vilcinskas conducted the presentation.

- Invitation distributed to Delegates
- Site: Kaunas, Lithuania
- Dates: 22 July - 1 August 2004
- Contest Director: to be announced. Bureau of CIVA will approve Contest Director.
- Preliminary Entry Deadline: 1 March 2004
- Final Entry Deadline: 1 May 2004
- Entry Fee for Competitors, Single Room: 1600€ ; Double Room 1300€. **CIVA AGREED**
- Team Members and Observers, Single Room:1500€; Double Room 1200€
- Bureau of CIVA will approve Chairman of the Technical Committee.

10.3 2004 European Glider Aerobatic Championships (Report from Czech Republic)

Dr. Martin Vecko conducted presentation.

- Bulletin No.1 distributed to Delegates
- Site: Moravska-Trebova, Czech Republic
- Dates: 6 - 18 July 2004
- Contest Director: Pavol Kavka. **CIVA AGREED**
- Entry Fee for Competitors: 550€. Team Members: 250€. **CIVA AGREED**
- Judges will input scores directly to a notebook linked to a server.

10.4 2005 World Aerobatic Championships (Proposal from Lithuania)

Mr. Vilcinskas advised the official proposal would be presented to CIVA in 2004 and indicated the site would be Kaunas, Lithuania.

Ms. Flor Villar of Spain advised that Spain would be submitting a proposal to hold the WAC at Burgos.

Therefore, submissions are to be received from Lithuania and Spain.

CIVA AGREED that the Bureau be empowered to make the decision in early 2004. Information to be forwarded to all Delegates.

10.5 2005 Advanced European Aerobatic Championships (Proposals invited)

CIVA AGREED that the Bureau is authorised to receive bids with information to be circulated to all Delegates.

10.6 2005 World Glider Aerobatic Championships (Report from Russia)

Location: Drakino Airfield. Russia advised a full report on the Championships will be submitted at the 2004 plenary meeting.

11. WORLD GRAND PRIX - John Gaillard First Vice President of CIVA

- John Gaillard reported that the FWGPA Motegi, Japan together with all Haute Voltige events was cancelled Friday, 31st October 2003 due to the unfortunate accident of Alexander Krotov during training for the Haute Voltige "Time Challenge" event. *(Note: This event was described in J-L Monnet's report to FAI General Conference in Poland in October 2003, which was included, together with the 2003 FAI World Grand Prix Sporting Code, in the CIVA Agenda Packages).*
- L-G Arvidsson displayed photos from the site showing that Krotov's cockpit was intact but the aircraft a write-off.
- Concerns were expressed about how such incidents could be prevented in the future. It was essential for participating pilots to have appropriate levels of specific skill and training for all events with which CIVA was associated, even though FAI advised that the Haute Voltige concept is totally separate from the FAI.
- There was a basic difference between airshow flying and aerobatic contests and each needed specific preparation. CIVA had to study the results of the enquiry into the accident and ensure that lessons were learned.
- John Gaillard stated his opinion that CIVA should support this event provided that everything came under the control of the Contest Director, Chief Judge and Jury.
- A FWGPA event was planned for United Arab Emirates - February 2004.

World Grand Prix Rules

John Gaillard advised:

- J-L Monnet was of the understanding that the FWGPA rules had been approved by CIVA.
- Ivo Mazzola had not received confirmation that John Gaillard's position on the FWGP-CC had been approved.

With respect to the Rules, John Gaillard recommended to:

- Delete all reference in the rules to jet aircraft.
- Retain turbo props, as we have been judging formation flying.
- Unknown program - 6 figures (1 freestyle, 4 unknown, 1 freestyle).
- Support J-L Monnet as he has done a lot for our sport.
- Format must be agreed by FAI and CIVA to ensure a safe situation.
- Specify minimum height limits

The FAI President, Mr. Wolfgang Weinreich, agreed that we must learn from this lesson and distinguish between aerobatic and stunt flying. CIVA was responsible for aerobatics in FAI. It was hoped to introduce other air sports to the FWGPA which would be under the control of other FAI Commissions. FAI and CIVA were to speak with J-L Monnet.

Some delegates nevertheless expressed the view that it was not CIVA's role to control air shows around the world, and that it was not possible to achieve an absolute separation between FWGPA and Haute Voltige.

However, John Gaillard pointed out that:

- WGPA event with music is very successful.
- There is no problem if rules controlled.
- Number of spectators increasing each year. The FWGPA demonstrates aerobatics to the public.
- This is a showcase for our sport but it must be controlled
- CIVA provides the Jury and Judges.
- FWGPA Rule changes must be processed in the same manner as other CIVA Regulations.

FAI President Mr. Wolfgang Weinreich encouraged CIVA to move forward, stating:

- UAE is very aviation minded. This is a real opportunity to promote aerobatics and air sports.
- CIVA should discuss the event with J-L Monnet and agree rules.

Mike Heuer proposed:

The CIVA affirm our support for the WGPA and the Bureau be empowered to set the Regulations. The draft regulations would be circulated to Delegates and the Rules Sub-Committee.

CIVA AGREED

12. LIST OF INTERNATIONAL JUDGES

Refer to updated list on CIVA web site.

At this point in the meeting, Mr. Tapio Savolainen, President of the Finnish Aeronautical Association and Vice-President of the FAI Glider Commission welcomed all participants to Finland. Mr. Savolainen presented a detailed report on the history and future of SIL (Finnish Aeronautical Association).

13. ANY OTHER BUSINESS

13.1 New Competition Formats (Andre FUSDahl)

Andre FUSDahl gave a detailed précis of his submission before CIVA. Points covered:

- CIVA style competitions are costly due to time, aircraft transport, upgrade of aircraft, no sensible presentation on TV.
- Try to start thinking anew - less time, interesting sports item on TV, more information for the public.
- Assume there is Q flight, 25 figures, average K 25, Max 45.
- Purpose of this is to reduce the demand on the aircraft.
- Make figures more judgeable, less complex.
- Maximum error points say 1000 before removal from competition.
- Winner - most figures flown with least number of error points.
- Could be used at Unlimited and Advanced levels.
- Totally new concept - not based on last 25 years.
- Hope to test this concept at the Nordic Championships in 2004.

John Gaillard stated:

- That he had received a considerable number of comments following Andre's article in the BaeA Newsletter.
- A lot of the items in the article are incorrect.
- Same aircraft as six years ago before the bonus system was introduced.
- Performance of these aircraft introduced change.
- Takes exception when Andre knocks something that is working.
- It is incorrect that the number of pilots have decreased. The number has increased.
- Suggest trial the system but keep to the absolute facts.

Nick Onn stated:

- Bonus system is excellent.
- Current program and judging are tried and proved.
- No chance that the competition will be presented on live TV - weather breaks.
- Never sacrifice years of work for TV.
- Most people do not want to change.

Jürgen Leukefeld stated:

- Pilots may only have one flight.
- Same flight - collection of figures, therefore boring for the public.
- Nothing new for the spectators.
- Bad figures give the score not the good ones.

Alan Cassidy advised that he also has some ideas that could be an addition to what we do now.

The President proposed that the Bureau of CIVA would create a new Strategic Planning Group to consider new concepts for a test format and how these ideas would fit in with our Grand Prix.

CIVA AGREED

Spain advised that they would be organising a program for TV in 2004. 10 to 15 pilots will be invited.

13.2 Budget 2004 (Liz Cook, VP-Finance)

Written report tabled:

- Actual figures for the year - January to December 2002.
- Actual year to date figure for year 2003 and proposed Budget for year 2004.
- WGPA Sanction Fee figure excluded for the year 2003.
- Query to FAI, re: 'Splitting of Revenues with the ASC's' that was approved at General Conference.

CIVA AGREED to the budget.

Max Bishop advised that 18 months ago the WGPA was opened up to other sports. A formula will need to be developed to cater to the new situation. Therefore, the 50/50 split will no longer be applicable. To be finalised early 2004.

FAI Centenary

Max Bishop advised:

- New book will issue which is being prepared by a professional Swiss historian.
- General Conference will be held in Paris.
- 2005 declared as the Year of World Records. Encourage all Commissions/Countries to mark the year in a special way. Bring publicity to our sports.
- Lausanne Dinner for Record Holders.
- Crossing the Channel, 100 Hot Air Balloons - England to France.

Max requested that the Bureau be empowered to decide what CIVA is going to do to commemorate the 100 anniversary.

CIVA AGREED that the Bureau would draw up plans for the Centenary.

IAC Harold E. Neumann Award

Howard Stock presented the above award to John Gaillard for 'Outstanding Performance as a Chief Judge'. The award was for the year 2002.

The Aerobatic Catalogue

CIVA AGREED to the following resolution:

"CIVA reaffirms its great respect for the work of Mr. Jose Luis Aresti, and its recognition of the great voluntary contribution he has made to the promotion of the sport of aerobatics world-wide. CIVA fervently hopes that the Aresti system and catalogue will remain available as the basis for aerobatic sport for many decades to come."

Presentation to the Organisers

Mike Heuer thanked the organisers from Finland and Sweden. Gifts were presented by the President to L-G Arvidsson and Osmo and Mrs. Jalovaara.

14. ELECTIONS

Position	Nominee	Vote
President	Michael Heuer (USA)	23
First Vice President	John Gaillard (RSA)	22
Second Vice President	Jiri Koblre (CZE)	16
	Elena Klimovich (Russia)	7

Mr. Koblre elected Second Vice President.

Third Vice President	Osmo Jalovaara (FIN)	20
Vice President, Gliders	Karl Berger (AUT)	11
	Jerzy Makula (POL)	8

Mr. Berger elected Vice President Gliders.

Secretary	Liz Cook (AUS)	22
Rules Sub-Committee Chairman	Jiri Koblre (CZE)	22
Rules Sub-Committee Members		
	Liz Cook (AUS)	12
	Alan Cassidy (GBR)	18
	Philippe Jean (FRA)	9
	Lars Frolander (SWE)	11
	Jerzy Makula (POL)	5
	Vladimir Popov (RUS)	7
	Carole Holyk (CAN)	6
	Aldo Marengo (ITA)	5
	Franco Fabio (ITA)	1
	Antonio Quintana (ESP)	4
	Howard Stock (USA)	10

Those elected are Cook, Cassidy, Jean, Frolander and Stock.

Judging Sub-Committee Chairman	John Gaillard (RSA)	21	
Judging Sub-Committee Members			2 nd Vote
	Howard Stock (USA)	13	
	Robert Chomono (FRA)	14	
	Helmut Stas (POL)	13	
	Franco Fabio (ITA)	2	
	Alexander Schpigovsky (RUS)	5	
	Osmo Jalovaara (FIN)	16	
	Aldo Marengo (ITA)	2	
	Mikhail Mamistov (RUS)	11	10
	Stephen Green (GBR)	11	12

Those elected are Stock, Chomono, Stas, Jalovaara and Green.

Catalogue Sub-Committee Chairman	Alan Cassidy (GBR)	22
Catalogue Sub-Committee Members		
	Sergey Rakhmanin (RUS)	9
	Brian Howard (USA)	13
	Madelyne Delcroix (FRA)	17
	Manfred Echter (GER)	13
	Karl Berger (AUT)	7
	Aldo Marengo (ITA)	5
	Franco Fabio (ITA)	2
	Jerzy Makula (POL)	11
	Carole Holyk (CAN)	10

Those elected are Howard, Delcroix, Echter, Makula and Holyk.

Glider Aerobatics Sub-Committee		
	Marti Kalko (USA)	14
	Madelyne Delcroix (FRA)	14
	Manfred Echter (GER)	11
	Helmut Stas (POL)	16
	Ludwig Fuss (GER)	13
	Carlo Marchetti (ITA)	15
	Bela Guraly (HUN)	6
	Jerzy Makula (POL)	15
	Pekka Havbrandt (SWE)	8
	Premysel Vavra (CZE)	9
	Karl Berger	12
	Beatrice Gugelmann (SUI)	7
	Sergei Krikalev (RUS)	10
	Erik Houtman (NED)	6
	Gregori Kaminsky (RUS)	10

All those nominated have been endorsed and are elected as there is no limit on the size of the Glider Sub-Committee.

15. APPOINTMENT OF OFFICIALS (International Jury and Chief Judges)

15.1 2004 European Aerobatic Championships - Lithuania

President of the International Jury

Mike Heuer (USA)	12
Jiri Koblre (CZE)	10

Mr. Heuer was elected President.

Members, International Jury

Ernst Paukner (GER)	11
Jiri Koblre (CZE)	9
Karl Berger (AUT)	3
Robert Chomono (FRA)	15
Giorgio Marangoni (ITA)	2
Lars Frölander (SWE)	12
Victor Smoline (RUS)	7
Georges Brocard (SUI)	2
Carole Holyk (CAN)	4
Helmut Stas (POL)	8

Those elected are Paulkner, Koblre, Chomono and Frölander (1st Reserve Helmut Stas).

Chief Judge			2 nd Vote
	John Gaillard (RSA)	5	Withdrew
	Graham Hill (GBR)	9	10
	Pavol Kavka (SVK)	8	12

Pavol Kavka elected Chief Judge.

15.2 European Glider Aerobatic Championships - Czech Republic

President, International Jury			
	Karl Berger (AUT)	13	
	Jerzy Makula (POL)	8	

Mr. Berger was elected President.

Members, International Jury			
	Marti Kalko (USA)	11	
	Helmut Stas (POL)	11	Withdrew
	Carlo Marchetti (ITA)	8	
	Manfred Echter (GER)	12	
	Ludwig Fuss (GER)	3	
	Elena Klimovich (RUS)	8	Declined
	Karl Berger (AUT)	2	
	Bela Guraly (HUN)	4	
	Beatrice Gugelmann (SUI)	4	
	Madelyne Delcroix (FRA)	10	

Those elected are Kalko, Marchetti, Echter and Delcroix.

Chief Judge			
	Helmut Stas (POL)	9	
	Pavol Kavka (SVK)	11	Withdrew

Helmut Stas was elected Chief Judge.

15.3 2004 Advanced World Aerobatic Championships - Sweden

President, International Jury			
	Jiri Koblre (CZE)	5	
	Mike Heuer (USA)	14	
	Frank Versteegh (NET)	2	

Mr. Heuer was elected President.

Members, International Jury			2 nd Vote
	Osmo Jalovaara (FIN)	14	
	Alan Cassidy (GBR)	13	
	Ernst Paukner (GER)	7	
	Robert Chomono (FRA)	11	
	Karl Berger (AUT)	1	
	Elena Klimovich (RUS)	8	7
	Jiri Koblre (CZE)	8	15
	Liz Cook (AUS)	7	
	Carole Holyk (CAN)	4	
	Giorgio Marangoni (ITA)	1	
	Antonio Quintana (ESP)	2	

Those elected are Jalovaara, Cassidy, Chomono and Koblre (1st Reserve Elena Klimovich).

Chief Judge

John Gaillard (RSA)	12
Graham Hill (GBR)	4
Alexander Schpigovsky (RUS)	0
Pavol Kavka (SVK)	6

John Gaillard elected Chief Judge.

Karl Berger addressed the meeting. Karl advised that he has been working for Glider Aerobatics for 22 years and is glad to be able to continue that work in 2004.

16. DATE AND PLACE OF NEXT MEETING

President Heuer advised that a 2/3 majority is required for the meeting to be held outside FAI Headquarters.

Proposal was received from Real Federacion Aeronáutica Espanola.

Proposed Venue: Madrid Spain
Proposed Dates: 25-26 September 2004

Favour of: 17 Against 0

CIVA AGREED

The meeting closed at 1023 Sunday 9 November 2003.

Submitted by Liz Cook
Secretary of CIVA
14 November 2003

Approved by Michael R. Heuer
President of CIVA
23 November 2003

Attachments:

#1 - JPI Proposal
#2 - Permitted Aircraft in Advanced Category
#3 - Programme Q's and Knowns for 2004

ATTACHMENT #1

Judges Performance Index (JPI)

Aim:

To create an index that assesses the performance of judges and encourages the judges to:

1. be impartial – equally fair to all pilots
2. be consistent – award grades to figures consistently
3. be discriminating – use a wide range of figure grades when a wide range in the quality of figures flown has been observed
4. apply CIVA rules for the downgrading of errors to arrive at a fair grade for each figure judged, even if this means that some figures are given “low” grades
5. be discerning – award grades for figures that are flown correctly and zeros for figures that are flown incorrectly.

Basis:

The JPI should be based on key output from the TBLP analysis system. This minimises the amount of additional statistical calculations needed to create the JPI.

Components of the Index:

1. Impartiality Factor: (IF)

Aim:

To assess how many times the judges' scores for the sequences flown in a particular programme are rejected by TBLP as being significantly too high or too low compared to the consensus scores given by the panel of judges.

Example:

In a programme where 10 pilots fly the sequence (10 sequences judged) if the TBLP process (Stage 2) shows that a particular judge scores one of the 10 sequences significantly low (outside the fade-out zone at the lower end of the TBLP window) and another sequence significantly high, then this judge will have shown a major deviation from how the other judges assessed the sequences for 2 out of 10 sequences (20% or 0.2 if expressed as a proportion).

Input Data:

A count of the number of times each judge's scores were considered significantly high or low by Stage 2 of the TBLP process. To be expressed as a proportion of the total number of sequences judged.

	Impartiality Factor
Best Judging Performance:	0.0
Worst Judging Performance	1.0

2. Low Scoring Factor: (LSF)

Aim:

To assess if a particular judge is rating figures in a way that is consistent with the ratings given by the other judges. The output of Stage 1 of the TBLP process will be used to count the number of times INDIVIDUAL FIGURE grades awarded by a particular judge were significantly low compared to the grades given by the other judges (TBLP allows for differences in judging style) across all the sequences flown in a particular programme. TBLP already does this calculation – all that is needed is a way of

recording the number of times a particular judge's figure scores were considered significantly low (outside of the fade-out zone).

Example:

10 pilots fly a 10 figure sequence = 100 figures for each judge to assess.

If Stage 1 of TBLP shows that a particular judge scores 6 of these 100 figures significantly too low, that means the judge has been inconsistent with the views of the other judges on 6 out of 100 figures (6% or 0.06).

Input Data:

A count of the number of times each judge's FIGURE scores were significantly low for a particular Programme as determined by Stage 1 of the TBLP process.

	Low Scoring Factor
Best Judging Performance:	0.0
Worst Judging Performance	1.0

3. Error Downgrading Factor: (EF)

Aim:

To assess if judges are recognising and downgrading errors within figures as specified in CIVA rules. It is possible on the judging line to have some judges who "see" errors and downgrade accordingly. However, it is possible that these judges can be in the minority – yet they are still good judges. In fact they have probably seen errors that other judges might have missed or may be applying the CIVA downgrade rules more rigorously.

If 2 judges (3 judges for panels of 8 or more judges) grade a particular figure at 6.5 or less, then it is likely that there were errors in the way that figure was flown. Judges who did not "see" or penalise these errors should be noted and this lack of downgrading reflected in their JPI. (Note: The 6.5 rule is needed to allow for the fact that judges tend to score at around 7.5 on average across a programme, giving more latitude for awarding lower marks than higher ones.)

If 2 (3 for panels of 8 or more judges) or more judges grade 6.5 or less for a particular figure, the scores of the other judges will be noted. If Stage 1 of TBLP shows any judges scored this figure significantly high (including in the phase out zone) then the judge will be penalised in their JPI for not downgrading this figure significantly.

This is a very important issue. Judges must be encouraged to downgrade errors in figures. So this aspect of judging must be reflected in the JPI. A majority of judges is deliberately not being specified as the criterion for deciding if errors were flown in the figure. This will encourage judges to downgrade poor figures.

Analysis of the Lakeland data shows that 6.5 represents a good cut-off point for setting the criteria for this factor.

Example:

E.g. For a particular figure:

	Figure Grade	TBLP Stage 1	Error Downgrading Factor
Judge 1	6.5		No
Judge 2	6.5		No
Judge 3	9.0	Sig. High	Yes
Judge 4	4.0		No
Judge 5	7.0	OK	No

Judge 6	7.5	OK	No
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Input Data:

A count of the number of times each judge fails to downgrade a figure for all figures that were rated 6.5 or less by 3 or more judges in a particular Programme. The result is expressed as a proportion of the total number of “6.5 Downgraded Figures”.

	Error Downgrading Factor
Best Judging Performance:	0.0
Worst Judging Performance	1.0

4. Discrimination Factor: (DF)

Aim:

This is to assess if judges are using a full range of grades. There is a tendency for some judges to score all figures within a very narrow band of the scale (typically 7.0 to 8.0). This needs to be discouraged.

A statistical measure called the variance summarises the typical range (variation) in figure grades given by each judge. Analysis of the Lakeland data set shows that:

- more discriminating judges have a variance of >0.83
- less discriminating judges have a variance of <0.83

(Performance assessed across Programmes Q to 3 inclusive)

In order to encourage more discrimination, it is suggested that these criteria should be set at:

- more discriminating judgements – variance >1.0
- less discriminating judgements – variance < 1.0

Calculation:

$$\text{Discrimination Factor}^* = (1 - (\text{Judge Variance} / 2))$$

* With a minimum of 0 set to eliminate possibility of negative factor scores

Example:

Judge Variance	Discrimination Factor
2.0 (likely max)	0
1.0 (average)	0.5
0.0	1.0 (not achievable)

Input Data:

This is calculated from raw grades for each judge.

	Consistency Factor
Best Judging Performance:	0
Worst Judging Performance	1

5. Zero Factor: (ZF)

Aim:

To assess the number of times a judge correctly (or incorrectly) identified zero figures.

If a judge grades a figure that was a clear Hard Zero (e.g. rolls flown in the wrong direction, figure flown on wrong axis, figure not flown etc) this error should be noted and reflected in the JPI.

Zeros that are a matter of perception (e.g. flicks, spin entry etc) should not be counted. It is also suggested that matters of fact that could only be resolved by looking at a video (e.g. 7 or 8 points in a hesitation roll) should not be counted as an error. The Chief Judge would have to make decisions about which zero errors should be penalised.

Judges must also be penalised for incorrectly zeroing a figure which was in fact correctly flown (i.e. the opposite case to that described above).

Input Data:

Number of times a judge gave a score instead of a Hard Zero in a Programme (A)
Number of times a judge gave a Hard Zero instead of a score in a Programme (B)
To be divided by the total number of figures flown in a programme (D).

$$\text{Zero Factor} = (A + B)/D$$

	Zero Factor
Best Judging Performance:	0.0
Worst Judging Performance	1.0

Calculation of the JPI:

$$\text{JPI} = ((\text{IF} \times \text{WtF}) + (\text{LSF} \times \text{WtCF}) + (\text{EF} \times \text{WtEF}) + (\text{DF} \times \text{WtDF} \times 1) + (\text{ZF} \times \text{WtZF})) \times 10$$

Wt means Weighting Factor – needed to give due emphasis to each part of the index. The weighting for each factor must take into account:

- the importance of the factor in determining the quality of judging
- the likely range of scores for each factor delivered by poor, average and good judging

Suggested weightings:

	Likely Range in Factor Score	Importance to Judging Quality (higher no means more important)	Suggested Weighting
Impartiality Factor	0 to 0.3	1	3.3
Low Scoring Factor	0 to 0.2	1	5
Error Downgrading Factor	0 to 0.2	2	10
Discrimination Factor	0.2 to 0.75	2	2.6
Zero Factor	0 to 0.03	3	99

The weightings have been chosen firstly to rescale the raw factor scores to give them all similar likely ranges (see following table). These multiplication factors have the following (approximate) effect on the likely ranges for each index figure.

	Likely Range in Factor Score	Rescaling Factor	Rescaled Range
Impartiality Factor	0 to 0.3	3.3	0 to 0.99
Low Scoring Factor	0 to 0.2	5	0 to 1.0
Error Downgrading Factor	0 to 0.2	5	0 to 1.0
Discrimination Factor	0.2 to 0.75	1.3	0.26 to 1.0
Zero Factor	0 to 0.03	33	0 to 0.99

These rescaling factors then need to be multiplied by the importance index to produce the final recommended weightings.

These weighting factors will generate approximately the following ranges of JPI ratings.

	Example Factor Scores			
	Weighting	Good	Average	Poor
Impartiality Factor	3.3	0.05	0.15	0.25
Low Scoring Factor	5	0.03	0.1	0.15
Error Downgrading Factor	10	0.03	0.1	0.15
Discrimination Factor	2.60	0.2	0.5	0.75
Zero Factor	99	0.001	0.015	0.025
Total JPI rating		12.34	47.8	75

The weighting factors need to be discussed and may need adjustment after the first few times the system is used. Once the computer programme is adapted to make the calculations automatic, it should be possible to reanalyse results from previous competitions and explore the implications of changing the weighting factors.

Recommended Outputs at implementation:

It is important that this system is used openly so that pilots, judges and officials can see how each judge is performing.

It is recommended that the following information is presented as a summary of judging performance:

-
1. JPI score.
 2. Individual JPI factor scores – to show in which areas judges performed well/badly
 3. Histogram of the distribution of RAW figure grades for each judge for each programme. This provides a very graphic illustration of which judges are being discriminating.
-

ATTACHMENT #2

Proposal on Permitted AWAC Aircraft

A Consolidation of South African, British, French, and Italian Proposals

CIVA Regulations, Part 3, Appendix 6, to be amended as follows:

EXCLUDED AIRCRAFT

All aircraft of more than 260 hp, unless included in one of the approved categories listed below.

APPROVED AIRCRAFT

- 1) All biplanes with standard engine
- 2) All two-seat aircraft with standard engine
- 3) With standard Lycoming engine:
 - a. Zlin 50L, 50LA, 50LS, and 50LX
 - b. CAP-231
 - c. CAP-21DS I-SIVM
- 4) With standard M-14P engine:
 - a. Yak 54, 55
 - b. Technoavia SP-55
 - c. SP-91/95, I-3

A "standard" engine is defined as:

- A Lycoming engine not exceeding 300hp
- A Vendeneyev M-14P engine not exceeding 360hp

In the case of experimental or homebuilt aircraft, or modified series production aircraft with 6-cylinder Lycoming engines, the pilot must produce a current year bench test certificate from a reputable engine builder/rebuilder confirming the maximum rated horsepower.

The Jury may require aircraft with supercharged engines to be ground-run at take-off power to confirm the maximum achievable manifold pressure.

Initial approval for a new type aircraft, not included in one of the approved categories, to compete in Advanced competitions may be sought by the CIVA delegate of the country concerned and granted by CIVA at its plenary meeting.

The organizers, or the President of the International Jury, may recommend to CIVA the exclusion of specific aircraft types, should it be deemed necessary.

NOTE: The proposed changes to AWAC eligible aircraft would not be effective prior to 1 January 2005.

ATTACHMENT #3



2004	FORM B
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Advanced Programme Q

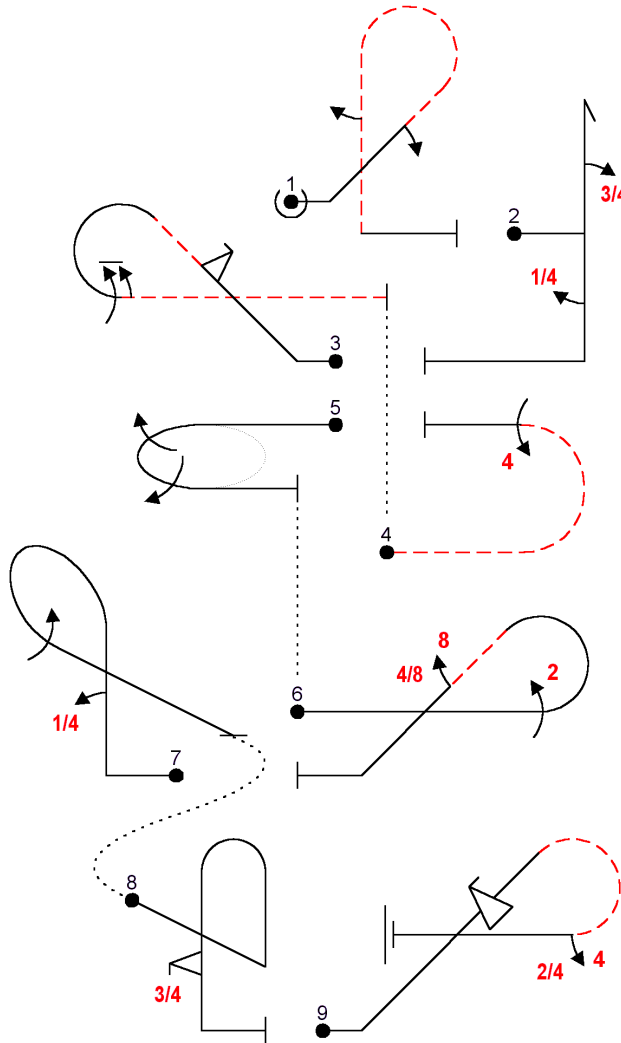
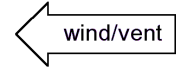


Fig 1	8.59.1 9.1.2.2 9.1.5.2	17 6 4	27
Fig 2	5.1.1 9.1.1.3 9.1.5.1	17 10 2	29
Fig 3	8.38.1 9.9.2.2 9.1.3.6	10 13 10	33
Fig 4	7.1.2 9.4.3.4	8 11	19
Fig 5	2.6.3	15	15
Fig 6	8.42.1 9.2.3.4 9.8.4.2	10 9 7	26
Fig 7	8.33.1 9.1.1.1 9.1.3.4	11 6 8	25
Fig 8	8.1.1 9.9.5.3	13 11	24
Fig 9	8.37.1 9.9.2.4 9.4.3.2	12 13 5	30
Total K = 228			

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Pilot:
AC



Unlimited Programme Q

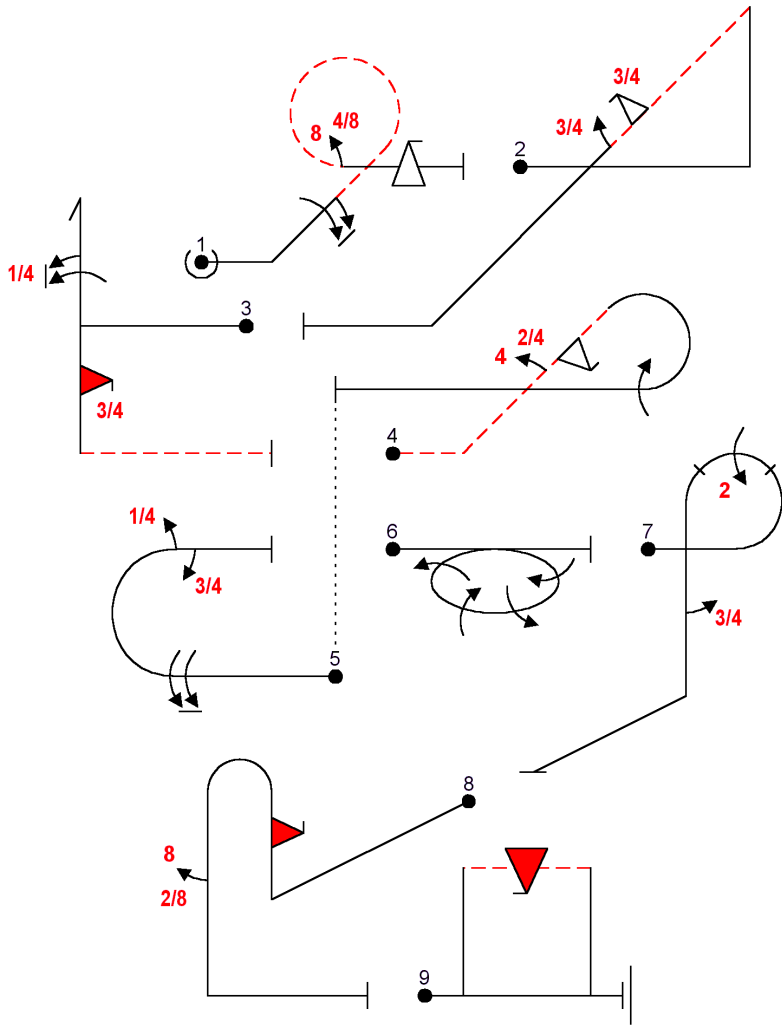


Fig 1	8.36.1	17	47
	9.1.2.6	12	
	9.8.3.2	7	
	9.9.3.4	11	
Fig 2	1.18.1	13	32
	9.9.9.3	13	
	9.1.4.3	6	
Fig 3	5.1.3	18	45
	9.1.1.5	14	
	9.10.5.3	13	
Fig 4	8.31.2	10	38
	9.4.2.2	7	
	9.9.2.2	13	
	9.1.3.4	8	
Fig 5	7.2.1	6	26
	9.1.3.8	12	
	9.1.3.1	2	
	9.1.3.3	6	
Fig 6	2.15.1	24	24
Fig 7	8.43.1	11	26
	9.2.3.4	9	
	9.1.5.3	6	
Fig 8	8.1.1	13	35
	9.10.6.2	19	
	9.8.5.1	3	
Fig 9	7.7.1	14	27
	9.10.3.4	13	
Total K = 300			

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Glider Known Compulsory

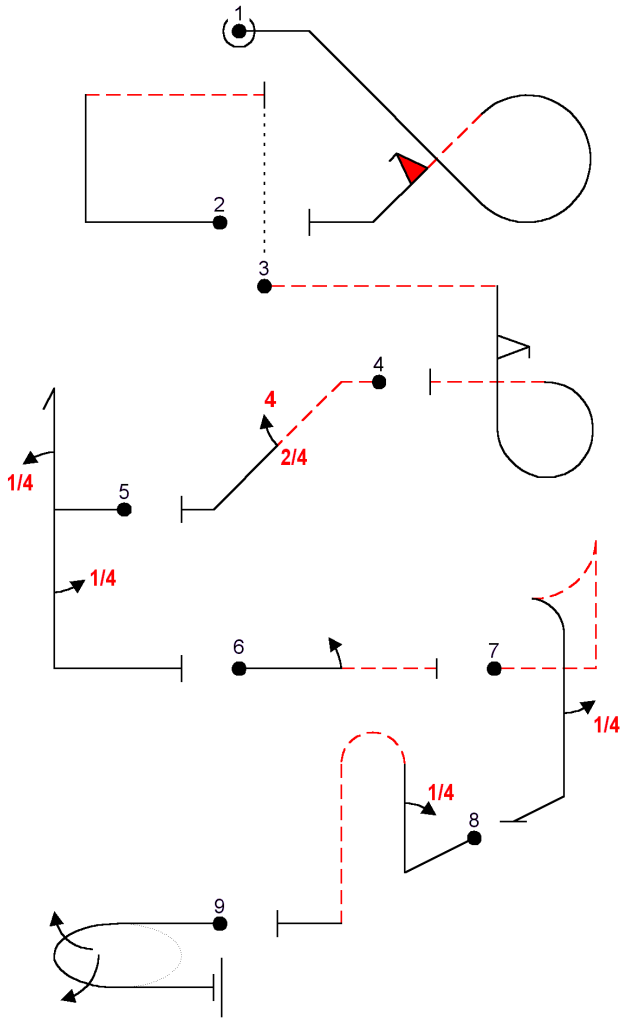


Fig 1	7.21.3 9.10.4.2	14 15	29
Fig 2	1.7.1	9	9
Fig 3	8.33.4 9.9.5.2	12 12	24
Fig 4	1.3.4 9.4.4.2	7 8	15
Fig 5	5.1.1 9.1.1.1 9.1.5.1	17 9 3	29
Fig 6	1.1.3 9.1.3.2	2 6	8
Fig 7	6.2.4 9.1.5.1	17 3	20
Fig 8	8.3.1 9.1.1.1	15 9	24
Fig 9	2.6.3	30	30
Total K = 188			

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