



*Fédération
Aéronautique
Internationale*

Minutes of the Plenary Meeting of the FAI Aerobatics Commission (CIVA)

Held on
Saturday 10th and Sunday 11th November 2018

At the
Airport Hotel Okęcie, Warsaw, Poland

Version 1.1. / December 2018

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1 CIVA President's introductory remarks

President Nick BUCKENHAM wished everyone a warm welcome to the meeting.

Bureau 2018:

Nick BUCKENHAM	CIVA President	(NB)
Matthieu ROULET	Vice President	(MR)
Castor FANTOBA	Vice President	(CF)
Philippe KÜCHLER	Vice President	(PIK)
Tamas ABRANYI	Vice President	(TA)
Hanna RÄIHÄ	Secretary	(HR)
Zuzana DANIHELOVA	Secretary	(ZD)
Flori DANCIULESCU	Treasurer	(FD)

FAI Head Office

Susanne SCHÖDEL	Secretary General	(SS)
Markus HAGGENEY	Sports and Events director	(MH)
Grzegorz PYZALKA	Events Manager	(GP)

Nick Buckenham asked plenary for approval of the 2nd version of the agenda.

CIVA approved

2 In memoriam

A moment of silence was held to remember our friends and colleagues who passed away in 2017-2018:

Peter Wanschura	GER, 21/11/2017
Hermann Liese	GER, 7/2/2018
Mark Fullerton	USA, 8/8/2018
Igor Turik	RUS, 24/7/2018

3 Meeting Introduction

3.1 Roll Call of delegations

Present: Argentina, Austria, Belarus, Canada, China, Czech Republic, Denmark, Finland, France, Germany, Hungary, Japan, Lithuania, Poland, Romania, Russia, Slovak Republic, Republic of South Africa, Spain, Switzerland, Turkey, Ukraine, United Kingdom, USA

5 Proxies were tabled:

Australia	to	Spain
Brazil	to	United Kingdom
Ireland	to	Czech Republic
Norway	to	Finland
Sweden	to	Germany

TOTAL VOTES: 29 (24 present, 5 proxies)

To achieve an absolute majority, the vote must be at least 15

To achieve a 2/3 majority, the vote must be 20

Apologies for Absence: NONE

3.2 Minutes of the 2017 Meeting

MR: There was a mistake in the last years' minutes. 1800€ is the entry fee for the WAC.

The Delegates approved unanimously the Minutes of the 2017 Meeting

3.3 Declaration of Conflicts of Interest

There were no declarations of conflict.

4 Report from the President of CIVA – Nick BUCKENHAM

The President of CIVA presented his report.

Events 2018

- 21st FAI World glider Aerobatic Championships & 9th FAI World Advanced Glider Aerobatic Championships with Vladimir Machula as Contest Director
 - Unlimited Champion 2018 Ferenc Toth, HUN
 - Advanced Champion 2018 Jonas Langenegger, SUI
- 13th FAI World Advanced Aerobatic Championships with Lazslo Ferencz as Contest Director, whose team won the Contest Organiser's Trophy for 2018
 - World Advanced Champion 2018 Roman Ovchinnikov, RUS
- 21st FAI European Aerobatic Championships with Vladimir Machula as Contest Director
 - European Champion 2018 Alexandre Orłowski, FRA
 - Freestyle Champion 2018 Martin Šonka, CZE
- Red Bull Air Race
 - RBAR Operational Review Meeting Weiner Neustadt, 17th September
- FAI General Conference, Luxor Egypt
 - Council of Air Sports meeting
 - Technical workshops
 - Awards ceremony
 - New FAI President Robert Henderson, New Zealand
- Bureau meeting Warsaw Poland
- Coming in 2019
 - 22nd FAI WGAC & 10th FAI WAGAC Deva, Romania
 - 11th FAI EAAC
 - 30th FAI WAC Chateauroux, France

5 Report from FAI Representative

Susanne Schödel (FAI Secretary General) presented her report.

The 112th FAI General conference was held on 26th & 27th October 2018 in Luxor, Egypt

- Geographical spread is wide for international competitions.
 - Total of 745 events of 42 world, 12 continentals, 5 others, and 686 category 2 events.
 - CIVA had 3 worlds and 1 continental events
 - Most active CIAM and CIVL
 - 114 organisations total as members
 - New members Palestine & Azerbaijan
 - Outlook for next year is about the same, about 700 events
- Communication
 - Several events in communications and there is a big plan from 2019
 - Drones is a new sport and got a lot of publicity, since first world drone racing championships. Huge opportunity for media exposure
- One FAI – fragmented landscape, workshop in August

1. Purpose of FAI
 2. Role of NACs
 3. Involvement of ASCS
 4. Sporting licenses
 5. General thrust of the initiative
 - ONE FAI: What is **Does**, For **Whom** FAI Exists, What **Benefits** FAI brings
 - One major initiative: Connect Airports, NAC's and NOC's to World Air Games
- EK: where is the Video material for NACs to use to be found?
SS: will connect with communication officer and spread the word

6 CIVA Working Group Reports

6.1 FPS Working Group

Report from Nick Buckenham

Group members: Nick Buckenham, Gilles Guillemard, Doug Lovell, Mikhail Mamistov, Vladimir Machula

As reported in the Contest Scoring Programme Report (agenda item 15.2), the bulk of the work required of the FPS Working Group to develop a proportional "FPS-2" outlier substitution method when assessing the judges' grades and subsequently when looking for bias in the calculated scores was carried out in 2017, and last year's report covered that process.

The required development of ACRO (by me) and of ACMS (by Michel Dupont) was undertaken over the 2017-8 winter period. As far as can be established, both software applications now provide the same result, though each has a different output style.

When the new FPS-2 process is employed to create the results, it is clear that stability of the output is significantly improved during the re-calculations from the 3rd to the last pilot in the Flying Order when compared to the original FPS process. This improvement will vary from programme to programme in response to the extent of agreement of the grades from the whole judging panel – the more consistent the marks the less scope there will be for FPS-2 to offer an advantage of over FPS.

Report approved by CIVA

See Report of Agenda item 6.1

6.2 Contest Organizing Working Group

Report from Nick Buckenham

Group members: Nick Buckenham, Madelyne Delcroix, Elena Klimovich, Vladimir Machula.

The CIVA Guide to Championship Organisation (the "GCO") now offers advice regarding the key steps that an organiser must resolve en-route from initial decisions to the presentation phase at plenary, and the recently improved FAI Organiser Agreement document has brought its own improvements to this process. Both documents now provide all the basic instructions for organisers to learn from past events and develop their own management structures, and as a result the need for the COWG is somewhat reduced.

During 2018 –

- The World Advanced and Unlimited Glider Aerobatic Championships were once again run by experienced organiser Vladimir Machula and his team at Zbraslavice in the Czech Republic. Though clearly under pressure an excellent conclusion was achieved.
- The World Advanced (power) Aerobatic Championships at Strejnic was run by an increasingly experienced team from Romania, who were able to build on the skills learned at their inaugural 2015 European event at Deva. Their new Briefing Centre provided an excellent base for this championship and further events in this location. Also the acceptance of an Hors Concours pilot despite scoring more than 60% at a previous WAC has led to NP2019-25 – though ultimately, he did not participate.
- The power unlimited European Aerobatic Championships were run at new-to-us Jindřichuv Hradec in the Czech Republic, a pleasant little airfield whose local workforce combined with Vladimir's experienced team

of assistants to stage this championship. The low number of early entrants that raised concerns regarding the second warm-up pilot should in future be eased by the 'Open' status proposed for our European and Continental championships.

During the course of these events a range of situations developed that required urgent attention, and all were resolved in a professional manner. Some that drew specific attention have as above become discussion items in the Rules and other proposals.

The Contest Organisation Working Group will remain in being until and unless it is seen to be redundant.

Comments:

EK: last year we heard of a check list for organisations to use for preparations. And it is even mention in the rule book.

NB: we have the guide to organize but the check list is still underway – and the work has started but the list is very, very long.

EK: if information is in the rulebook that you have the list and then you don't, it's a problem.

NB: Matthieu will take care of the rule book issue and see what can be done with it.

Report approved by CIVA

See Report of Agenda item 6.2

6.3 Strategic Planning Working Group

Chairman: Nick Buckenham, Members: Alan Cassidy, Castor Fantoba, Michael Heuer, Elena Klimovich, Matthieu Roulet.

The Strategic Planning Working Group did not issue a report this year; however a set of proposals from Cástor Fantoba that the W/G had been reviewing was discussed, as summarised below:

Before getting into any detailed roadmap or decision making...

What is happening with Aerobatics?

- Fewer pilots
- Traditional financing harder to obtain. Today the pilots pay for all or the majority of the costs
- NACs are less centre-stage, CIVA is becoming less relevant
- Limited consistent quality media traction globally (even with special efforts failing, such as FAME, WAG...)

If we think – and I do – that we must close the gap of differences with the other motorsports to reach a level in Aerobatics that ensures that the sport is sustainable long-term, we must define and sort out the problems.

What can CIVA do? About financing and the media problem, we must work on new competition formulas, more attractive, that will make room for sponsors. This is in motion, it will take some time, but we will do it. In terms of the structural problems, the solution is not so easy. Further down are some ideas to consider.

In general, implement procedures and structures as seen in other successful motorsports:

- Establish servicer partnerships with suppliers
- Establish agreements with sport promoters
- Establish a communication policy: Every event must have media coverage, and CIVA records of it
- Create a Sponsors brochure, with well-defined sponsoring options and costs
- Organize attractive events, more similar to car races than aero club competitions

And in order to fulfil these points, increment the income to be able to invest in judging, technology, media and other necessary costs. Everyone is very much behind Castors work.

CJH: Most important thing to decide is the first proposal of virtual meetings so that we would be quicker with our decision making.

NB: In Bureau we will discuss all these proposals and come back to all the delegates as soon as possible with more defined and structured proposals that we can work on.

CF: Can we vote now about Proposals 1 and 2

GA Proposal 1: Glider Aerobatics as Olympic Sport

With the aim of putting Glider Aerobatics in the Olympic Games, create a Working Group (WG) to prepare information and study possibilities of how to reach this goal.

Rationale: No air sports in Olympics. Being part of the Olympic family would give us more possibilities to get recognition, credibility, financing, media impact and popularity. Be part of the IWG is the first step. According to the IOC website, to be recognised by the IOC, a sport must:

- First of all be governed by an International Federation (IF). This is required in order to conform to the Rules of the Olympic Charter and the World Anti-Doping Code.
- In order to develop and promote the Olympic Movement, the IOC may recognise, as IFs, international non-governmental organisations administering one or several sports at world level and encompassing organisations administering sports at national level.
- The Statutes, practice and activities of the IFs within the Olympic Movement must be in conformity with the Olympic Charter, including the adoption and implementation of the World Anti-Doping Code. Subject to the foregoing, each IF maintains independence and autonomy in the administration of its sport.
- It must be practised also widely worldwide and meet various criteria.

After that, the IOC 's Executive Board may recommend recognising the sport so as to be added to the Games Programme, if approved in an IOC session.

We would need to request a formal meeting with the IOC to address the steps needed. So, we must designate a WG, determine a timeline, and identify “ambassadors” to begin the process.

PA Proposal 2

Decide which philosophy we want to follow in order to define a long-term strategy for the sport.

Rationale: begin to move the sport in a specific direction, but not only with single actions but with defined objectives and strategy:

- 1 - No restriction in type of plane for any category, or
- 2 - Limit the power/planes in each category

If we choose the **first option**, where any pilot can fly any plane in any category, the differences between categories is down to just the skill of the pilot, in which case it would be logical to have only *one World Champion (Unlimited)*, and *one ranking* (this doesn't apply to YAK WAC as it is a monotype competition, and the Champion is the best in the world in that type).

If we choose the **second option**, we would have different mechanical performance categories so, the best in each category would be World Champion of the category, as it is now in YAK WAC.

The second option is almost impossible and extremely expensive to implement (it is easy to “tune” engines and planes to get better performance. CIVA does not have the knowledge or money to check properly all engines/planes to ensure a fair competition and so our preferred and realistic option is the first one.

So, we propose to vote if we decide to proceed in the future according 1 or 2.

Note: This proposal doesn't mean that we directly cancel the World and European titles in Advanced or the title in Intermediate. This proposal is just asking to choose which model to follow going forward.

There will be a presentation on the wall to vote for going forward.

CH: Gliding was 1936 was a demonstration sport in the Olympics but it was not afterwards due the war.

NB: Nick and Castor will put some paper together on this issue and will spread the information in the next few months

Powered Aerobatics

Four distinct actions

1. *Category One events* – maintain them as the core of the sport. They are our most valuable event, as they cannot be replicated, it is pure sport. It is the exclusive source of a single official world ranking. In addition, start to incorporate the concept of Commercial Teams to meet several objectives:

- Attract more pilots to the heart of the sport
- Attract new sources of funding for competitors and the competition
- Increase income to CIVA by alternative methods (pilot check-outs, super licenses and canons for Commercial Teams...)
- Evolve the competition structure to a format more compatible with media and public
- Use the Championships for the creation of a World Ranking to be used by all stakeholders including Category Two events, media...

And to do this, simplification of the ranking would be key:

- Rename Categories
- Gender-neutral ranking
- One World Champion title and one European Champion title

2. *Category Two events* – this is where we explore new formats of Competition, Management and Dissemination, with technology partners and it can be the testing ground of the future Aerobic Competitions.

- Formulas, which over time, may evolve into subclasses of Cat One events
- Management by motorsport specialists or organisers with demonstrable experience in the sector
- Dissemination in professional media, using companies or individuals with proven experience
- Search for technical and technological partners (Chrono's, logistics...)

3. *Financing*

Establish a sponsorship protocol and develop new activities to create new channels of income for CIVA, using its "officiality": Commercial Teams, Official Schools and Manuals, Sponsors...

4. *Media*

Define media communications objectives, a strategy and appropriate tactics. Define audio-visual production capability and educational outreach of the sport.

https://www.facebook.com/pg/worldaerobatics/posts/?ref=page_internal

Note: plenary agreed to return to this point on Sunday and vote on the individual items of future strategic direction of CIVA (see Extra Consultation Item after 11.4)

6.4 Known Assessment Working Group

Report from Alan Cassidy

Chair: Alan Cassidy, Members: Claude Bessiere, Robert Holland, Nigel Hopkins, Mikhail Mamistov.

Following a request for proposals, sent to all Delegates earlier in the year, a total of 19 Free Known Programme compulsory figures proposals have been received. These break down as:

- Yak52/Intermediate - 6 proposals.
- Advanced - 7 proposals.
- Unlimited - 6 proposals.

Copies of all the proposals are attached.

The consensus view of the Known Analysis Working Group ranks the following options as first, second and third choices in each category. CIVA Delegates are requested to bear these recommendations in mind when voting to choose the figure groups that will be mandatory in 2019.

Intermediate:

1: Free Known A. 2: Free Known C. 3: Free Known D.

Advanced:

1: Free Known C. 2: Free Known A. 3: Free Known G.

Unlimited:

1: Free Known A. 2: Free Known B. No agreement that any other figures proposal was suitable.

Delegates will hopefully have the opportunity to ask questions before voting.

This item will be voted later on the meeting at agenda item 12

EK: Will we be voting for all the submitted proposals or from the proposals that WG suggested.

NB: We can vote for all of them or for the recommended items, up to us to decide.

See Report of Agenda item 6.4

7 Report on CIVA Finances 2018 – 2019

7.1 2018 Financial Results

Nick Buckenham presented the Financial Results

At the end of 2017 we had a closing balance of 51,777€

For 2018 our closing balance is 54,690€

2018	Expenses		Income
	<i>Budgeted</i>	<i>Final</i>	Sanction fee
TA's	22,400€	20,150€	23,680€
CIVA News	100€	72€	
Medals	2,500€	3,300€	
Presidents travel & admin	2,000€	1,550€	
Banking	250€	36€	

JG: What about the fund money we should have somewhere

NB: FAI holds these funds separately for specific projects, for example the video we produced at WAC 2017 and previously for Judges training

7.2 2017 Travel Allowance Programme

Report from Madelyne Delcroix

As usual a large part of the travel expenses of the CIVA Officials have been refunded to the judges.

There were 66 Officials to be refunded (some judges worked at more than one event). This year (as last year) we asked the judges to make one claim for them and their assistant, so it should have been around 30 reimbursements, but some of the judges asked for making separate claims - because of different country mostly - and it was agreed.

It took 310 (last year 487 but for 85 officials) emails to have all the TA's OK to be sent to FAI and refunded. There is still one TA from last year to be dealt with due missing paperwork.

We paid around 21,000€ of TA for 2018 which is slightly less than the total of the Sanction Fee (over 91% - in 2017 it was 110%). It is not good enough for CIVA's finance as CIVA has other expenses as medals, travel for ASC meetings and so on.

The prices of the flights have increased, the average TA in 2018 was 330€ (in 2017 it was 345€ but we had championships in Russia and RSA).

The main problems with TA claims were:

- no PDF
- several files (sometimes 6-7 files)
- fantasy email names

It is important to receive all the detailed information in the claim about flights, luggage and fuel surtaxes. If all paperwork is correct, claims are checked and sent to FAI usually within a week of their reception.

Now at the FAI Head Quarters a new person is supporting Cosette Mast in her work: Paola Lopez.

A question rose last year but again this year it came back on the stage: the question whether CIVA should pay the visas or not. My opinion is that it should somehow be paid as:

1. if you do not have a visa you cannot enter the country which requests visa
2. it is always the same judges who needs visas and must carry those expenses

There are still some issues with the Visa process. Slowly the whole procedure is improving. If CIVA still wants me to do the job in 2019 I will carry on with pleasure. Thanks for your confidence, it was a pleasure to serve you.

See Report of Agenda item 7.2.

7.3 **2019 Budget**

Nick Buckenham presented his budget for 2019 -

Simply put:

2019 Budgeted	Expenses		Income
TA's	17,250€	Sanction fee	22,720€
CIVA News	72€		
Medals	3,500€		
Presidents travel & admin	2,000€		
Banking	250€		

Possible other expenses:

- Replacement Strössenreuther trophy
- Box 3D A/C location project
- New design CIVA medals (early estimate 2.850€)

8 **Reports on the 2018 Championships**

8.1 **The 21st FAI World Glider Aerobatic World Championships and the 9th FAI World Advanced Glider Aerobatic World Championships (Zbraslavice, Czech Republic)**

a) **President of the International Jury (Manfred ECHTER)**

NB: The "Red Van" electronic a/c position recording system was not available in the competition for various reasons, so in the Urgent Proposal there is an item about this – if no electronic system is available, there need to be peoples in the boundary judging.

Report accepted by acclamation

See Report of Agenda item 8.1a

b) **Contest director (Vladimir MACHULA)**

Report accepted by acclamation

See Report of Agenda item 8.1b

c) **Chief Judge (Philippe KÜCHLER)**

Report accepted by acclamation

See Report of Agenda item 8.1c

8.2 **13th FAI World Advanced Aerobatic Championships (Strejnic, Romania)**

a) **President of the International Jury (Nick BUCKENHAM)**

Report accepted by acclamation

See Report of Agenda item 8.2a

b) **Contest Director (László FERENCZ)**

Report accepted by acclamation

See Report of Agenda item 8.2b

c) **Chief Judge (John GAILLARD)**

Report accepted by acclamation

See Report of Agenda item 8.2c

8.3 21st FAI European Aerobatic Championships (Jindřichův Hradec Airfield, Czech Republic)

a) President of the International Jury (Pierre VARLOTEAUX)

Report accepted by acclamation

See Report of Agenda item 8.3a

b) Contest Director (Vladimir MACHULA)

VM: Addition to the report regarding the changed dates. The organiser had been asked by FAI and RBAR to change the dates because they wanted to find a solution for RBAR pilots also to participate in both events. They promised that RBAR would send a media team, but this was not fulfilled – on the last day they asked for photos of the winners, that’s all. There were three RBAR pilots competing.

NHB: It was unpleasant to be pressured into accommodating this RBAR date-change, who did offer to send a media team to EAC. There was a considerable time pressure for a solution to be found quickly. Following rapid discussions with the organisers and the Czech Military Vladimir was ultimately able to secure revised dates, which I approved without reference to delegates as there was insufficient time.

SS: I will ask RBAR about the missing media team and why they did not show up.

EK: 2 remarks. 1) situation could be two ways. RB will not participate WC or the other way around. 2) RB is very well financed, and all our pilots will support themselves and now this affects everyone with the movement of the days – vacation, work and all.

VM: My comments in the report were to apologize to all the pilots about this. I am very sorry that this happened, and the outcome was not what was promised.

Report accepted by acclamation

See Report of Agenda item 8.3b

c) Chief Judge (Nick BUCKENHAM)

For the Freestyle program the judges were encouraged to complete their paperwork immediately after each flight, and with the scorer located next to the CJ’s area the results were updated following each performance to enable the commentator to keep the public well informed.

Report accepted by acclamation

See Report of Agenda item 8.3c

8.4 29th FAI World Aerobatic Championships 2017, Malelane, Republic of South Africa

a) President of the International Jury (Alan CASSIDY)

This report was rejected last year. Corrections have now been made.

Report accepted by acclamation

See Report of Agenda item 8.4a

9 Future FAI Aerobatic Championships

9.1 Report of the 22nd FAI World Glider Aerobatic Championships and the 10th FAI World Advanced Glider Aerobatic Championships 2019 (Deva, Romania)

Location:		Deva, ROM
Dates:	Contest days:	18.-28.7.2019
Entry fees:	Competitors	700€
	Team members	250€
Towing		65€ / 1250m
50€ / 800 m		
Judges:		7 teams + CJ team
		1 additional night for training
Contest director:		TBA
Electronic monitoring system		Trying to use the “red van team”. They should be available once a year for free.

Towing aircraft Maule's and Wilga's

9.2 Report of the 30th FAI World Aerobatic Championships 2019 (Châteauroux, France)

Location: Châteauroux, FRA
 Dates: Arrivals and registration 17.-21.8.2019
 Contest dates: 22.-31.8.2019 (opening briefing 21.8.2019)
 Entry fees: Competitors: 2100 EUR (11 nights, 3 meals, avgas & oil, transfers, opening & Closing, entertainment & FAI Sanction fee)
 Other team members: 1800 Eur / 1600 EUR
 Late payment after 1 May + 200€,
 very late after 1 July + 400 €
 Judges 7 + CJ (aiming to 10)
 Contest director Emmanuel Foulon
 Accommodation 15 min from airfield, transportation provided
 Several Improvements from 2015, e.g. radios, Wi-Fi, etc.
 Website www.wac2019.fr

9.3 Report of the 23rd FAI World Glider Aerobatic Championships and 11th FAI World Advanced Glider Aerobatic 2020 (Terni, Italy)

No one from Italy was present.

9.4 Bids for the 11th FAI European Advanced Aerobatic Championships 2019

BID #1 FROM POLAND

Location Torun
 Dates Training days: 24.7.-31.7.2019
 Contest days: 1.-10.8.2019
 Departures 11.8.2019
 Entry fees Competitors 1800€ (double room), 2000€ (single room)
 Team members 1600€ (double room), 1800€ (single room)
 Families and relatives 1600€ (double room), 1800€ (single room)
 Deadlines for entries Preliminary May 1st 2019
 Official entries with fee and questionnaires June 30th
 Late payment after June 30th, +100 €
 Contest director Jerzy Makula
 Judges: 7 teams + CJ team (additional night covered)
 Hotel for pilots & Officials Hotel Filmar

BID #2 FROM THE CZECH REPUBLIC

Location Břeclav, Czech Republic
 Dates Training days: 24.7.-30.7.2019
 Contest days: 1.-10.8.2019
 Departures 11.8.2019
 Entry fees Competitors 1800€ (double room), 2000€ (single room)
 Team members 1600€ (double room), 1800€ (single room)
 Families and relatives 1600€ (double room), 1800€ (single room)
 Contest Director: Vladimír Machula
 Judges: 7 teams + CJ team (additional night covered)
 Hotel: Imos, Castle Breclavm etc
 CD Vladimír Machula

Vote: Requires 2/3 majority = 17 votes.

POL	19	Selected for EAAC 2019
CZE	6	
Abstain	1	

9.5 Bids for the 2nd FAI World Intermediate Aerobatic Championships 2019

Bids for Intermediate Aerobatic Championships were presented on Sunday

BID #1 FROM POLAND – Polish Aeroclub extended the bid for EAAC to host also the Intermediate World Championships

Location		Torun
Dates	Training days:	24.7.-30.7.2019
	Contest days:	31.7.-10.8.2019
	Departures	11.8.2019
Entry fees	Competitors	1800€ (double room), 2000€ (single room)
	Team members	1600€ (double room), 1800€ (single room)
	Families and relatives	1600€ (double room), 1800€ (single room)
Deadlines for entries		Preliminary May 1 st 2019
Official entries with fee and questionnaires		June 30 th
Late payment after June 30 th		+100 €
Contest director		Jerzy Makula
Judges:		7 teams + CJ team (additional night covered)
Hotel for pilots & Officials:		Hotel Filmar

NB : How many do you expect to participate?

JM : 30. So total of 80 pilots in 11 days so one extra day

BID #2 FROM CZECH REPUBLIC – BID FOR WIAC

Location		Břeclav, Czech Republic
Dates	Training days:	
	Contest days:	5.-13.7.2019 (Opening briefing on 4 th)
	Departures	14.7.2019
Entry fees	Competitors	1900€ (double room), 2000€ (single room)
	Team members	1600€ (double room), 1700€ (single room)
	Families and relatives	1600€ (double room), 1700€ (single room)
	Late entry fee	+200€ (5 weeks prior)
Contest Director:		Vladimir Machula
Judges:		7 teams + CJ team (additional night covered)
Hotel:		Imos, Castle Breclav etc

Vote: Requires 2/3 majority = 17 votes

POL (combined)	7	
CZE	21	Selected for WIAC 2019

9.6 Bids for the 6th FAI World Yak52 Aerobatic Championships 2020

Preliminary bid for 2020 from Belarus – not approved

Location:		Mogilev, Belarus
Dates:	Training days:	July 2020
	Contest days:	July 2020, can be fixed for other colliding events
Entry fees:	Competitors:	1500€ with renting the AC 1000 with their own AC
	Other team members:	1200€
	Includes:	Shared accommodation, 3 meals, transfers, aircraft for 4 contest flights + one training flight, fuel and oil, participation in all events, CIVA sanction fee
Judges:		7 teams + CJ team (the additional night covered)
Accommodation within 10 km radius from the airfield		
7 YAK-52 available for rent		

KK: What is the rate for rent of an YAK for few more training flights
Anton Bystrov: around 300 dollars

Vote on whether the delegates are willing to support the bid? Yes: 26

AB: after this feedback we will go to BEL and will make an official bid for Plenary 2019.

9.7 Other future events

WAAC 2022 bid IAC Chapter 12

Location: Las Vegas Jean (OL7) Airfield
Dates: Training days: 7.-11.10.2022
Contest days: 12.-21.10.2022 (opening 11.10.)
Accommodation 30 km from the airfield, M Spa hotel & Casino and others, coach service provided
Possibility for rental aircraft in US

After a long conversation about entry fees, location, skydiving on site and plane rental price, the plenary agreed to return to this item the next day

Sunday follow-up

Entry Fee	Competitors	\$2500 single and double rooms / person
	Others	\$2200 single and double rooms / person
	Fees are fixed through August 21 st 2022.	
	Late entry	2900\$ and 2600\$
	\$100 discount any fees paid before 8 April 2022	

Cannot promise aircraft rental prices. The fuel price however is significantly lower in US than in EU. 1st bulletin will be November 2019. Skydiving as part of the contest 2019 will show how aerobatic operation will be affected by them.

Yes: 22 No: 1 Abstain: 5

CIVA agreed

FRANCE bid for 24th FAI World Glider Aerobatic Championships and 12th FAI World Advanced Glider Aerobatic 2021

Bid presented by Thierry Fraize & Jean Philippe Rogier, Issoudun Aéro-club

Location:	Issoudun
Dates:	Training days: 29.7.2021 – 4.8.2021
	Contest days: 5.8.2021 – 14.8.2021
Entry fees:	Competitors 850€
	Other team members 400€
	Towing 50€ (850 m AGL), 70€ (1,250 m AGL)
Judges:	7 teams + CJ team (the additional night)
Contest Director	Brian Spreckley

- 6 tow planes total including 2 Robins and 1 Pawnee.
- Large 100m2 hangar available.
- They have had 43 international competitions, 30 French nationals and 6 continentals.

After a long conversation about the contest director, schedule and possible rule change due to vote on Sunday, this bid was also held until Sunday

Sunday follow-up:

JPR: Since there was some concern about the contest director not having any experience in aerobatics, CD Brian Spreckley will go to some aerobatic competitions to ensure that he fully understands this function.

EM: Lithuania was planning on doing a bid for this contest next year.

MD: I am in the organisation and will help everyone and back this.

EK: Some time ago it was “agreement” that the sufficient time for the organisation to prepare and for delegates to vote and I think CIVA needs to set a time limit in which we need to vote the bids and how early you can bid.

PK: I agree with EK we need to define the timeline, but that is a topic for another timeline. Now these two persons came prepared and we need to respect that.

In favour: 16 Against: 5 Abstain: 7

CIVA agreed

9.8 FAI World Air Games 2020

Markus Haggenev gave a report of future WAG, and introduced new FAI colleague Grzegorz Pyzalka

- Joining forces under common roof makes sense so European Championships in Glasgow and Berlin was a great success with media and so on.
- FAI World Air Games 2020 in Turkey. Preparation status
- Karain airfield:
 - Infrastructure was not there in the last contest and it is still not there. Long runway and big apron.
 - Close to Antalya
- Logo and mascot have been drafted
- Many meetings to go, still 7 this year.

PK: About the location, there are still those rocks and no safe zone around?

MH: Still the same

ME: Concerns about “contest” and “show event” – with glider pilots there is a shortage of participants since the Worlds will have been just 2 weeks earlier and they do not get enough vacation.

MH: I have heard this same comment from each plenary, so the issue is now raised to a different level.

SS: I’d like to disagree that this is just a showcase. It is so much more. It is noted as a high-level event and it will collect the pilots from the highest level.

VM: Where are the box and observers going to be?

MH: the City of Antalya is only 10 km away and has 4m people, and there will be enough space for the audience.

NB: The bureau is to deliver a paper regarding how we would handle this so that the event will meet our requirements. If this goes through the next step will be to get approval from the pilots.

10 Reports of other working groups established 2016

10.1 Scoring System Revision Working Group

Report from Matthieu Roulet

Report accepted by acclamation

See Report of Agenda item 10.1

10.2 Aircraft Manufacturer Championships Trophy Working Group

Report from Castor Fantoba

Report accepted by acclamation

See Report of Agenda item 10.2

10.3 Private and Commercial Team Working Group

Report from Castor Fantoba

Report accepted by acclamation

See Report of Agenda item 10.3

11 CIVA Committee reports & Proposed Rules Changes

11.1 Report of the CIVA Rules Committee

Report from Matthieu Roulet

Chair: Matthieu Roulet, Members: Nick Buckenham, Elena Klimovich, Philippe K uchler, Vladimir Machula, Pierre Varloteaux

Normal Proposals (NPs): These are proposals submitted each year by Delegates or the President of CIVA in accordance with our normal rules process and deadlines. They are to be considered by the Committees and recommendations made to plenary. NPs are also proposals submitted after Championships of the preceding year that the President had decided should be placed in the normal rules cycle and considered by the Committees.

NP2019-1	BEL #1
Document:	Section 6 Part 1 / Part 2
Subject:	Known Figures – Average K

Proposal amended by RC


- Modify 2.2.1.4 (part 1 ref)

The aggregated difficulty coefficients of figures

	Known set Minimum Total K	Known set Maximum Total K	Sequence Maximum Total K
Unlimited	225	245	450
Advanced	160	175	320
Yak 52 / Intermediate	100	110	200

CIVA AGREED

NP2019-3	FRA #1
Document:	Section 6 Part 1 / Part 2
Subject:	Order of Flights

	Prog 1	Prog 2	Prog 3	Prog 4
	Section 1	Section 3	Section 4	Section 2
	Section 2	Section 4	Section 3	Section 1
	Section 3	Section 1	Section 2	Section 4
	Section 4	Section 2	Section 1	Section 3

Proposal Summary:

Note from RC Chairman: The RC/JC agree with the principle – the proposal is considered an improvement compared to current rules. Although amendments might still be discussed in the ordering of sections – e.g. 1234 / 2341 / 3412 / 4123, the RC/JC have not found yet an ordering that all RC/JC members would unanimously consider “perfect”.

VM: just a note, this is useful but again they have to explain all the pilots why they are not flying in the order selected.

EK: are we going to have all the drawings in first briefing or again before

MR: one drawing of lots for programme 1 as usual, followed in the same briefing by drawing of lots for programme 2 to 4, after which the jury checks the flight order and fixes “same plane” problems etc.

In favour: 12

Against: 9

Abstain: 8

CIVA REJECTED

NP2019-4	FRA #2
Document:	Section 6 Part 1
Subject:	Limitation to One Flight per Day

Proposal amended by RC (*RC amendment highlighted*):

- Modify 2.5. Time Between Programmes:

2.5.1.1 No competitor will fly more than one programme per day.

2.5.1.2. Rule 2.5.1.1 above is subject to the International Jury deciding on exceptions in case the Organiser determines that applying this rule would put at risk completion of a valid contest. In such a case, the Organiser must allow sufficient time between programmes such that no competitor shall be required to fly a Free Unknown Programme in less than six hours, or a Freestyle Programme less than four hours, after landing from his/her previous programme.

In favour: 9 Against: 7 Abstain: 3

CIVA AGREED

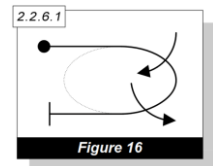
NP2019-12& NP2019-24	GER #2 & Pres #2
Document:	Section 6 Part 1 / Part 2
Subject:	Criteria for Rolling Turns

Proposal amended/merged by RC/JC (only RC/JC significant amendments wrt original proposal are highlighted):

- Modify B.9.3. Family 2 Other Figures – Rolling Turns

B.9.3 Family 2 Other Figures - Rolling Turns

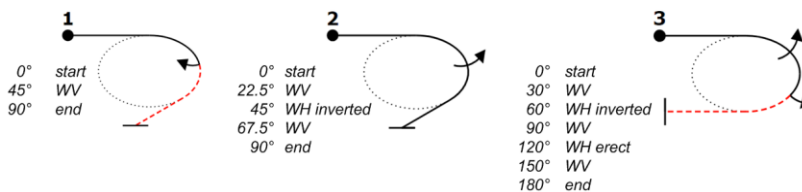
B.9.3.1 The rolling turn (Figure 16) is a figure that combines a level turn of a prescribed amount with a roll or rolls evenly integrated throughout the turn. The term “evenly integrated” means that from start to finish the figure should display a constant rate of turn combined with a constant rate of roll.



B.9.3.2. As seen from the ground, rolls in the same direction as the turn are referred to as “rolls in” or “rolling inwards”. Rolls in the opposite direction to the turn are described as “rolls out” or “rolling outwards”.

B.9.3.3. Between the start and end of a rolling turn one or more intermediate points occur when the aircraft wings are momentarily either vertical or horizontal. A simple interpretation is that the intermediate points occur at the half, quarter or one-third positions in each 90 degrees of turn. For example these can be –

“WV” = wings vertical, “WH” = wings horizontal



B.9.3.4. When a rolling turn has rolls of alternating directions; the aircraft must change the direction of roll with the wings level. At this point the roll should reverse direction with only a short pause; a longer pause must be downgraded.

B.9.3.5. For example, imagine an aircraft performing a 180-degree rolling turn with 1 roll inwards and one roll outwards from upright (see Figure 16 - Aresti 2.2.6.1):

- The figure starts in horizontal flight with the wings level and the aircraft longitudinal axis aligned with the prescribed box axis.
- The pilot simultaneously initiates the turn and commences the roll in the same direction as the turn.
- The judge should expect the aircraft wings to be vertical or horizontal at precisely each intermediate point in the turn.

d) Throughout the figure the judge should note any detectable variations in the rate of roll, the rate of turn and the horizontal flight path. Errors in meeting the cardinal points are useful indications of rate variations in the combined turn and roll, but only positively identified changes in the rate of turn and the rate of roll may be used to determine the appropriate downgrades; angular errors at the cardinal points are to be disregarded.

e) The roll direction should be reversed from inwards to outwards with only a short pause when the turn angle reaches 90 degrees. a longer pause may indicate a stoppage in the rate of turn. The rate of roll before and after the reversal should remain constant.

f) The turn is not wind corrected and for this reason may not follow a circular flight path.

g) The figure ends when the aircraft longitudinal axis reaches alignment with the prescribed box axis, with the flight path horizontal at the moment the wings become level.

B.9.3.6. Downgrades: a) The aircraft must commence the figure with the wings level, in horizontal flight and with the longitudinal axis aligned with the correct box axis. Errors are deducted using one (1) point for every five (5) degrees.

b) Each variation from the required horizontal flight path is deducted using one (1) point for every five (5) degrees upwards or downwards.

c) Each variation in the rate of turn is no more than a one (1) point deduction. Each stoppage of the rate of turn is a deduction of two (2) points.

d) Each variation in the rate of roll is no more than a one (1) point deduction. Each stoppage of the rate of roll is a deduction of two (2) points.

e) At a roll direction reversal there must be only a short pause, with the wings level. A longer pause is no more than a one (1) point deduction. Errors in the roll angle from wings level are deducted using one (1) point for every five (5) degrees.

f) Each time the wings are vertical or horizontal, a deviation between the aircraft axis and the correct amount of turn at this point is a deduction is no more than one (1) point.

g) All rolls in a rolling turn are aileron or slow rolls. If a flick roll is performed, the figure is graded PZ.

h) Performing more or fewer rolls than the catalogue stipulates or incorrectly rolling either inwards or outwards must be graded HZ.

i) The figure is completed when the aircraft stops rolling, or its longitudinal axis reaches the prescribed box axis. Errors when the exit point is reached are penalised as follows:

i) Where the turn angle is less or more than required and/or the flight path is above or below horizontal the deduction is one point per five (5) degrees.

ii) Where continued rolling is seen to bring the wings level after the turn is completed the following deduction should be applied:

- Less than 15° of roll is executed: 1 point
- Between 15° and 30° of roll is executed: 2 points
- Between 30° and 45° of roll is executed: 3 points
- More than 45 degrees of roll is executed: PZ

Note from RC Chairman: The RC/JC merged version presented herein is the result of a harmonization phase with the GAC. The text above relates specifically to Part-1. For Part-2 when the glide descent angle is a factor the requirement for horizontal flight would be changed to e.g. "the constant glide angle (0 to 10 degrees below the horizon)".

In favour: 22

CIVA AGREED

NP2019-14	NOR #1
Document:	Section 6 Part 1 / Part 2
Subject:	Marking of Perception Zeros (PZ)

Proposal amended by RC/JC (RC/JC amendment highlighted):

- Modify 4.4.2.1 (Part 1 ref):

A mark of "Perception Zero" (PZ) must be given if the Judge considers that the figure is incorrectly flown in respect of a criterion that is a matter of subjective perception, rather than clearly demonstrable fact. **The following instances (and no other) require a Perception Zero to be awarded:**

- a) A flick roll **never started proper auto-rotation**
 - b) A spin never started proper auto-rotation
 - c) A rolling turn included a flick roll
 - d) A tail slide does not move backwards by the required amount
 - e) An excessively long line is shown between half-loop and roll, or roll and half-loop
- Disregard proposed change to 4.4.2.2 (Part 1 ref) – already covered by 4.4.5.
 - Modify wording of 4.4.3.1 accordingly (editorial: "must" instead of "should" for HZ).

Note from RC Chairman: NP2019-14 (applicable to Glider aerobatics as well) also survived the GAC review for submission to Plenary Delegates (with amendments). The RC amendments presented herein are consistent with the GAC findings as well – although at this stage Part 1 & Part 2 will keep differences on PZ cases (two more in Gliders) until a proposal is made to align both.

CIVA agreed by acclamation

NP2019-15	SAF #1
Document:	Section 6 Part 1
Subject:	Trophies

Proposal Summary:

Add trophies in Intermediate in 5.6.1.1: Glen Dell Trophy (Int. World Champion): Team Trophy.

CIVA agreed by acclamation

NP2019-18	SPA #3
Document:	Section 6 Part 1
Subject:	Philosophy regarding Aircraft Restrictions

Proposal Summary:

- Option 1: No restrictions in type of aircraft (except monotype contests)
- Option 2: Limit power and / or aircraft types in each category

Notes from RC Chairman:

- NP2019-18 does not call for a rule change at this stage. The RC view is Option 1. A debate in Plenary on which path (Option 1 or Option 2) for CIVA to follow is welcome. Consequences on the long-term strategy for the sport, as set out in NP2019-18, will then be subject to further discussions.
- Refers only to part 1

Option 1: 16 Option 2: 6 Abstain: 5

CIVA AGREED

NP2019-23	Pres #1
Document:	Section 6 Part 1
Subject:	Final Freestyle Regulations

Proposal **amended by RC/JC** (RC/JC amendment highlighted):

- Rules on optional audio track played to judging panel and transmitted to pilot.
- New judging criteria (also taking into account smoke and music).
- Judges to complete and submit judging sheet immediately after each flight.
- Too-high penalty removed.

- **Amendment:** In case the audio track fails to be played to the judges or to the pilot, the competitor will be entitled to a re-flight, subject to approval by the International Jury.

Note from RC Chairman: In addition, technical standards will need to be developed and specified in the 'CIVA Guide to Championship Organisation' (GCO), regarding music display (transmission to pilot, loudspeakers, synch...).

VM: the last point is a bit difficult. The point is to fly in front of the audience and if the music fails – there will be break – maybe re-fly etc.

TA: If some pilot can fly with music they have an advantage to a pilot without music. I recommend this last item also.

NB: if you watch tv freestyle skating – they would stop if the music stops. This would be the safeguard.

VM: The pilots need to provide the music also instead of “link from YouTube”.

HPR:

PK: If there is a failure with music – he has to restart.

TA: This was discussed last year also how to improve our sport – and if you want to do that, we have to be more professional.

VM&EK we need to add that organiser has to specify how and in what form and when the music is provided by the pilot

CJH: addition to required ... competitor has to provide.... – so there has been some guidelines already from previous president's proposals.

With the addition that organiser has to specify how and in what form and when the music is provided by the pilot

In favour: 24

Against: 0

Abstain: 5

CIVA AGREED

NP2019-25	Pres #3
Document:	Section 6 Part 1
Subject:	Competitors Eligibility Restrictions

Proposal Summary:

- Clarification that a Hors Concours competitor is not subject to the eligibility restrictions regarding performance at higher category championships.

CIVA AGREED

NP2019-26	Pres #4
Document:	Section 6 Part 1
Subject:	Permitted Breaks

Proposal Summary:

- Clarify that a permitted break may be used to adjust location within the box.

HPR: there are rules about the direction of flight – still applies?

JG: yes, that still applies.

JL: This covers also location and orientation?

MR: Only location

CIVA AGREED

NP2019-28	Pres #6
Document:	Section 6 Part 1
Subject:	Awards

Proposal Summary:

- Clarify allocation of 64mm vs 50mm medals for Team champions.
- Add FAI diplomas for the top 10 pilots overall.

Note from RC Chairman: Allocation of medal sizes as already indicated in the text, therefore this part of the proposal is not about a change, but about a layout improvement. The requested improvement will be implemented in a tbd way. Also ADD: FAI diplomas for the top 10 pilots

CIVA AGREED

NP2019-29	Transferred from SP-2018
Document:	Section 6 Part 1 / Part 2
Subject:	Air Temperature Limit

Proposal postponed and amended by RC/JC (RC/JC amendment highlighted):

- Implement new paragraphs:

3.6.2.5. The maximum permissible air temperature is 35 deg C. If -

3.6.2.6. i. The air temperature exceeds 35 deg C

ii. Humidity condition tbd

iii. Other conditions? tbd

ii. Sufficient chilled drinking water is available free of charge

iii. A cool resting room and/or some shower room facilities are available at the contest site

3.6.2.7. then with the agreement of at least 2/3 of Team Managers the Organiser in agreement with International Jury may extend the air temperature limit to 38 deg C. If agreement cannot be reached the competition must be temporarily suspended until acceptable conditions prevail.

3.6.3.3. The ambient air temperature shall be measured at the competition site in an open location not in direct sunlight between 1m and 2m above the ground and exposed to the airflow.

Note from RC Chairman: NP2019-29 (applicable to Glider aerobatics as well) did not survive the GAC review for submission to Plenary Delegates. The RC/JC decision is to have the proposal postponed and re-worked by the WG taking into account humidity (at least); the WG is also asked to seek medical advice. In the meantime, the CIVA Bureau will instruct championships Organisers & Juries to be sensitive to the air temperature issue so that they are prepared to take sound decisions in case of hot conditions.

Will not be voted this year!

No comments

NP2019-30	Transferred from EP-2018
Document:	Section 6 Part 1 / Part 2
Subject:	Revision to rules for the Programme-4 "Cut"

Proposal amended by RJ/JC (RC/JC amended highlighted):

- Modify 2.1.2.2 (Part 1 ref):

2.1.2.2. For Programme 4, if there is **may be** insufficient time to complete the championships due to weather problems or unforeseen circumstances, the International Jury is authorised to introduce a cut of the competitors, without respect to gender. In this case the number of competitors qualified for Programme 4 shall be at least 50% of the total number of competitors still in the running, based on the combined standings before Programme 4. **If, subsequently, time is available for more flights, the International Jury may add competitors from the cut group may be added to Programme 4 in the order of their ranking from the combined results before Programme 4, highest first. All flights made in Programme 4 through this mechanism will be considered valid in the final results for the contest.**

Note from RC Chairman: NP2019-30 (applicable to Glider aerobatics as well) did not survive the GAC review for submission to Plenary Delegates.

MR: This was rejected in GAC, but this does not have to be the same.

VM: Last year in RSA this was an issue, this can affect e.g. when the flights because of weather. If it is decided “out of blue” when they cut flying in the between of a group, it raises sometimes rumours and

In favour: 17 Against: 9 Abstain: 2

CIVA AGREED

See Report of Agenda item 11.1

11.2 Report of the CIVA Judging Committee

Report from John Gaillard

Chairman: John Gaillard, Members: Nick Buckenham Philippe K uchler, Vladimir Machula, Mikhail Mamistov, Pierre Varloteaux.

JG: we had very successful judging seminar in Argentina 23 participants!

Report accepted by acclamation

See Report of Agenda item 11.2

11.3 Report of the CIVA Catalogue Committee

Report from Manfred Echter

Members: Chair: Manfred Echter, Members: Anatoly Belov, Madelyne Delcroix, Pekka Havbrandt, Brian Howard, Pierre Varloteaux, Elena Klimovich, Vladimir Machula

Report accepted by acclamation

See Report of Agenda item 11.3

11.4 Report of the CIVA Glider Aerobatics Committee

Report from Manfred Echter

Chairman: Manfred Echter, Members: Madelyne Delcroix, Pekka Havbrandt, Philippe K uchler, Jerzy Makula, Ferenc Toth

NP2019-1	BEL #1
Document:	Section 6 Part 1 / Part 2
Subject:	Free Known Programme / Known Figures – Average K

Proposal Summary:

The total amount of K of the Known figures of the Free Known sequence should be at least 50% of the total allowed K for the entire (10 figure) sequence.

The GAC follows the solution found by the RC to set an upper limit of 55% of the total K.

Thus the span for Unlimited Glider is 115 K min. to 127 K max.

For Advanced Glider it is 87 K min. to 97 K max.

CIVA AGREED

NP2019-3	FRA #1
Document:	Section 6 Part 1 / Part 2
Subject:	Order of Flights

Proposal Summary:

The sequence of flights for programme 1 (determined by drawing of lots is split into four equally-sized (± 1) sections, which will remain fixed for the whole competition. The sequence of sections will follow a varying scheme.

For Programme 2, 3 and 4, a drawing of lots (manual or computer) will be applied within each section – all at the start of the contest.

The GAC welcomes the intent of the proposal but since in glider championships up to six programmes are flown, it is not directly applicable to gliders.

The GAC will discuss an alternate procedure applicable to glider championships.

CIVA AGREED see NP2019-3 in 11.1

NP2019-5	FRA #3
Document:	Section 6 Part 2
Subject:	Unknown Figures

Proposal Summary:

Unlimited; increase total K for four figures to 100; for five figures to 115.

The GAC recommends widening the scope of the proposal and to make the following changes in the procedures for selection of unknown figures and construction of unknown compulsory sequences:

2.3.1.2

- a) The minimum acceptable K for each figure is 17 ("AG" 10)
- b) No figure may be selected with a K higher than 43 ("AG" 37)
- c) In the case of teams which select two or more figures, one must be a reversing figure and the sum of coefficients of the figures proposed by a NAC must not exceed:
 - 70 ("AG" 60) for two figures
 - 95 ("AG" 80) for three figures
 - 110 ("AG" 90) for four figures
 - 130 ("AG" 105) for five figures
- d) The same catalogue number cannot be chosen again except for Families 1.1.1 and 9 ("AG" Families 1.1.1, 5, 6 and 9). After selection round two, ONE catalogue number per round may be repeated from any family.

2.3.2.2

- a) A maximum of two (2) additional figures from the current Aresti System (Condensed) Glider Version may be added to aid in composition or to fulfil the versatility suggested above.

In favour: 19 Against: 0 Abstain: 10

CIVA AGREED

NP2019-8	FRA #6
Document:	Section 6 Part 2
Subject:	Box Outs

Proposal Summary:

When electronic tracking is in use, outs on the "back" line of the Box (away from the judges) will be recorded and penalised.

No change to the current procedure when line judges are used.

CIVA AGREED

===== Meeting adjourned until Sunday morning at 0830 =====

NP2019-10	FRA #8
Document:	Section 6 Part 2
Subject:	Harmony Mark

Proposal Summary:

Re-introduce the Harmony Mark.

The GAC does not agree and proposes an alternate solution:

The intention of the proposal to deter pilots from unnecessarily hard, high-G manoeuvring can be better achieved by directly penalising such manoeuvres.

This being a safety issue, the GAC proposes to introduce a new paragraph in Part 2:

4.5.1.4 Unnecessarily hard, high-G flying must be penalised by deducting one point for each figure where the judge is convinced that this kind of manoeuvring has occurred.

Re-number the following paragraphs accordingly.

In favour: 8 Against: 11 Abstain: 10

CIVA REJECTED

NP2019-11	GER #1
Document:	Section 6 Part 2
Subject:	Glider Aerobatics World Championships

Proposal Summary:

Hold WGAC/WAGAC bi-annually.

The GAC agrees in principle. Several alternative options were discussed.

But a ballot conducted among competitors in WGAC/WAGAC 2018 showed that a majority favours the current rules and does not want any change.

In favour: 0

CIVA REJECTED

NP2019-13	GER #3
Document:	Section 6 Part 2
Subject:	Minimum Number of Teams and Team Sizes

Proposal Summary:

Rules from Part 1 with reference to minimum number of teams and team sizes should also be adopted for Part 2.

In favour: 15 Against: 2 Abstain: 8

CIVA AGREED

NP2019-14	NOR #1
Document:	Section 6 Part 2
Subject:	Marking of Perception Zeros

Proposal Summary:

New wording to define precisely when and how a Perception Zero (PZ) must be awarded.

The GAC agrees in principle, however, the proposal misses three other points in Part 2 where the current rules specify a PZ as the correct mark.

GAC proposed wording:

4.5.1.2 A mark of "Perception Zero" (PZ) must be awarded if the Judge considers that the figure is incorrectly flown with respect to a criterion that is a matter of subjective perception, rather than clearly demonstrable fact.

A Perception Zero must be awarded if:

- a) A flick roll does not auto-rotate (B.9.25.2 and B.9.25.5)
- b) A spin is entered incorrectly or does not auto-rotate (B.9.27.2 and B.9.27.6)
- c) A flick is observed within a rolling turn (B.9.3.7)
- d) A tail slide does not move backwards as required (B.9.6.1)
- e) A stall occurs in a loop or part-loop (B.8.2.1)
- f) An excessively long line is flown between part-loop and roll (B.9.8.2)
- g) A figure is flown too far outside the performance zone to be marked correctly (4.4.2.3)

Para. 4.5.2.2 is redundant. Errors in awarding Hard and Perception Zeros are covered in para. 4.5.5.1.

Note: Same rule change as in Section 6 Part 1 with two added items: e) and g)

CIVA AGREED see NP2019-14 in 11.1

NP2019-16	SPA #1
Document:	N/A
Subject:	Glider Aerobatics as Olympic Sport

Proposal Summary:

Establish Glider Aerobatics in the Olympic Games

The GAC welcomes this project and will assist the working group as required.

ADVISORY STATEMENT

NP2019-20	SPA #5
Document:	N/A
Subject:	Create a World and Continental Ranking

Proposal Summary:

Produce a single World Ranking, as in other sports.

For Unlimited glider aerobatics, world rankings were established to select participants for WAG 2016 and WG 2017.

ADVISORY STATEMENT

NP2019-25	CIVA PRESIDENT PROPOSAL #3
Document:	Section 6 Part 1
Subject:	Competitors Eligibility Restrictions

Proposal Summary:

Competitors who achieve an aggregated score of 60% or more at a World or Continental aerobatic championship may participate in a lower category championship only as Hors Concours (HC).

The GAC agrees to include this rule also in Part 2.

Just an editorial to Part 2, rule already accepted in 11.1

See Report of Agenda item 11.4

Extra Consultation Item:

Castor Fantoba proposed several questions regarding the future strategic direction of CIVA

Should we aim to put glider Aerobatics in the Olympic Games?

In Favour: 28

Supported by CIVA

SS: Please include the head office to the discussions since we do communicate all the time with Olympic committee.

Should we aim to:

- 1) **Make commercial components a relevant element, do we want to move towards established motor sports, with the potential integration of Commercial Teams in CIVA structure?**
or
- 2) **Remain solely an inter-nation competition?**

CF is asking a mandate to investigate what can be done

Option 1: 16 Option 2: 2 Abstain: 10

A study into this matter will be carried out.

Should we create a world and a World and Continental Ranking in Powered Aerobatics, now existing in Gliders?

This must be totally compatible with Intermediate and Advanced Categories.

In Favour: 26 Against: 0 Abstain: 2

CIVA AGREED

Does CIVA Plenary see it of a value to increase the decision-making process to more than once a year?

In Favour: 21 Against: 2 Abstain: 6

CIVA AGREED

Do we approve the use of an electronic platform as a consultation and approval method between Plenary meetings?

In Favour: 26 Against: 0 Abstain: 3

CIVA AGREED

Strategic proposals of this nature are relevant to Plenary and therefore are to be voted in Plenary?

MR: I do not see how we can possibly vote on something so vague. What is the definition of "strategic proposals of this nature"?

EPM: There is no problem, it is quite easy to determine whether a proposal is strategic or not.

In Favour: 26 Against: 0 Abstain: 3

CIVA AGREED

11.5 Report of the Information and Computer Technology Committee

Report from Vladimir Machula

Chairman: Vladimir Machula, Members: Nick Buckenham, Bernhard Drummer, Philippe K uchler, Ringo Massa, Peter Rounce

IT Framework in progress

- Project development
 - Open Aero, Wind Measurement, Contest Info
- Wind measurement by drone
 - used at all 2018 championships
 - Development in progress
 - Legal issues
 - Automation of the process
 - Simplification of construction
 - Available for 2019 for cost covering agreement
- 300m / 600m wind in 3-4 minutes
- 1200 m alt – 5-7 minutes
- Measurement available every 30 minutes
- Precision of 0.3 m/s and 2deg in direction
- Contest info
 - Real-time info, wind runway, judges
 - SMS, email, web and some messages
 - Web based distribution
- Advanced aircraft tracking
 - Assessment of solutions in different state of development and currently working systems
 - Operational PHMD, CHMZ
 - In development – Kemppi logger, German system, another Czech, drone based
 - Others?
- Setup of basic requirements
 - Technical unified size, precision, EMC, mounting....
 - Ops – sustainability, ops availability, maintenance...

- Pricing and initial availability
- Installation to A/C
 - Installation and mounting is currently illegal (Even for gliders)
 - New EASA and FAR regulations
 - Update to EASA CS-23 allowing wider CS-STAN modifications
 - The BOX must fulfil requirements for construction, interconnection, EMC and operation
- Task from CIVA bureau
- Goals for next season
- Implementation of CS-Stan and FAR
- EASA GA Roadmap 2.0
- FAI Manifesto – preserving airspace access for airports
- Electric propulsion, autonomous aircrafts
- Over regulated GA
 - Rules simplification and new tech
 - Valid also for CIVA
 - Vasa Babic’s paper, defeated by complexity
- New era
 - Change of mindsets required
 - We have to adapt to changes quickly or we end up in “Kruger park”

- Kari Kemppi presented his new project
 - Wanted to know if you can download the data of planes location and attitude to a memory card
 - It works, with attitude, roll, attitude etc
 - Precision is less than 1 meter
 - GPS is still a bit of a question, but we have promising results
 - Next summer it will be more developed, so the work continues

See Report of Agenda item 11.5

11.6 Safety and Expedited Proposals (SP and EP)

No Safety and Expedited Proposals

See report of Agenda item 11.6

11.7 URGENT PROPOSALS

4.2 Boundary judging in Glider aerobatics

*4.2.1.1. A CIVA Approved electronic position tracking system is mandatory at World Championships. Should the electronic tracking system be inoperative, ~~the performance zone will be~~ **boundary infringements will not be recorded***

No Objections, CIVA AGREED

See Report of Agenda item 11.7

11.8 President’s proposals

A: Paragraph 4.1.5 – Marking of Flight Positioning and Symmetry *(for existing text see Appendix-1)*

New instructions for the marking of Positioning and Symmetry were introduced in 2011. This year we have seen instances where different judges have awarded positioning marks for the same flight ranging from less than three to nearly ten, a very poor outcome. Clearly the current wording is either not being applied correctly or is not properly understood.

At the very least we should try to improve the current regulation wording. In the revised script below there is no intention to change the underlying principles, the text has been re-phrased to avoid multiple terms with the same meaning like “placement” and “location” so that the “positioning” instructions can be interpreted easily and consistently. Existing para 4.1.5.1 has been deleted as it has no relevance in this context.

JG: I had a bit different view – this should be very simple thing and we need to form a working group, to get the wording correct.

No objections, CIVA AGREED

B: Paragraph 4.5.4 – The Official Video Recording

Paragraph 4.5.5.1 has: “After the completion of the championships, the recording may be released by the Organiser for use in training”.

After the EAC this year the organisers made all of their video flight recordings available in an online folder system and are to be congratulated on this most useful step.

I propose that para 4.5.5.1 be extended to read “After the completion of the championships the recordings shall be released by the Organiser for use in training and made available online, and attendees notified of the access details”.

Proposal withdrawn

C: Paragraph B.9.24.4 – Multiple unlinked and opposite rolls (for existing text see Appendix-2)

Paras B.9.24.4.c) and B.9.24.4.d) require the pause or check between the two rolling elements to be respectively “brief but perceptible” and “minimal”, but no instruction is given regarding the downgrade to apply if the pause is significantly longer. For an excessive pause the judge must decide whether the figure has been separated into two parts and award an HZ. Note that the pause between roll direction changes in rolling turns is separately handled in the Rules Committee Report and has therefore been struck-through here pending acceptance of that proposal.

Proposal withdrawn will be submitted to judging committee in 2019

D: Paragraph B.9.8 Family 7.2 – Half Loops with Rolls

When paragraph B.9.8.2 was proposed it was specifically to clarify the downgrading of unwanted lines between half loops and rolls, and in practice it has successfully resolved the assessment of those situations. A range of other Aresti figures exists however where rolls are placed adjacent to the start and/or end of a looping segment, and the principles of B.9.8.2 and B.9.8.3 apply equally to them all. In the current regulations the B.9.8 downgrading principle is referred to only three times (in B.9.12.4, B.9.13.2 and B.9.15.1) whereas a more thorough set of Aresti references would indicate that the same principle applies in all cases.

No objections, CIVA AGREED

E: New design for CIVA medals

The medals currently awarded at CIVA aerobatic championships are of two types –

- The larger type is the FAI 64mm medal, available in gold, silver and bronze versions
- The smaller types are FAI and CIVA 50mm medals, also available in gold, silver and bronze

These medals are all purchased by CIVA from FAI in Lausanne, whose source is the Swiss company Faude and Huguenin who have been providers of fine medals since 1868. CIVA underwrites a moderate stock of its own medals (i.e. not the ‘FAI’ variety) that is held by FAI. Planning to dedicate the appropriate medals for our championships each year starts many months in advance, though this ‘shopping list’ can be adjusted up to about six weeks prior to each event. Each medal has its dedication ‘engraved’ on the rear face, and this appears to be black printing or laser-etching; the dedications are removable with the correct solvent but leave behind a trace of the original letters. The lanyards are all the same style, with a 34mm wide flexible band in royal blue with ‘gold’ edging.

While we are not entitled to alter and presumably would prefer to continue to award the larger FAI medals, I propose that plenary authorises a design study to create an entirely new-style CIVA medal in place of all 50mm requirements. Such a study by a design specialist might be entirely free if we could find a suitably competent designer who would donate his services for nothing, though this might be a risky approach. I have discussed the project with the UK designer who was commissioned to create the World Unlimited and Advanced

aerobatic glider championship trophies funded by Roland Küng some years ago and have been extremely well received – his estimate for this medals project is just over £2,000 GBP and that amount can be funded from the CIVA reserve account. The design remit should allow considerable freedom to research and provide 4-5 concepts and would include consideration of the best solution to carry out the dedication on each medal and the most appropriate design of lanyard. I have also found that a small computer-driven engraving machine to physically engrave the dedications would cost less than £500 GBP. Clearly there are many aspects to be resolved.

In 2017 CIVA purchased from FAI 156 medals (36 x 64mm and 120 50mm) that were awarded at 5 World and European championships, at a total cost of approx. 5,800 EUR including the DHL shipping costs. My best estimate is that the 64mm medals cost 42 EUR and the 50mm versions 36 EUR each. I am confident that a realistic bulk purchase of alternative 'new design' CIVA medals (e.g. for 5 years) should bring the unit cost down to not more than 25 and possibly 20 EUR, providing a break-even timescale of less than 4 years before the shipping and occasional customs costs are added.

If approval is received we should expect this project to be handled by the bureau, with the initial concepts available for review during probably the second quarter of 2019. This review could be operated through an online exchange with all delegates, and the feedback used by the designer to refine the options down to a smaller number for presentation at the 2019 plenary. The successful solution could then be in place before the 2020 championship season begins and be introduced once the existing fairly low stock of CIVA medals has been run down.



SS: reminded that the topic of the medals is a delegate issue. This is a good approach, but there is a quite excessive handling process in Lausanne about this and managing the competitions. So please include the head office to the process.

MR: The notion that "what you get for free is of bad quality" might be valid in a business context, but certainly not in our CIVA, largely volunteer-based, context. Therefore I suggest that instead of paying a designer, CIVA invites the whole community to submit designs (based on a tbd specification), from which a selection could be made. We can make a better use of CIVA funds, and in addition such an approach would be more inclusive for the community.

A proposal will be distributed to delegates inviting graphic submissions for new CIVA medal designs. Following review by the bureau, preferred solutions will be circulated and a short-list derived from delegates' responses. Selected designs will be developed to final proof standard by their originators for assessment at the 2019 plenary, with the aim of procuring the successful solution for deployment from 2020 onwards.

F: Eligibility of competitors at CIVA European Championships

A recent hot topic in the CIVA bureau has been the potential for revising the status of our European Aerobatic Championships to 'Open', e.g. "The European Open Advanced Aerobatic Championship", with the aim of broadening the competitor base so that pilots from outside Europe would be eligible to compete without the need to fly Hors Concours – but on a specifically defined basis. This would follow the example provided by various other sporting genres such as golf, tennis etc. where national championships are 'open' to competitors from other nations, although such competitors are ineligible to win the "National Champion" title – they can be "Winner of the XXX Championship" etc. and the highest placed competitor of the host nation will become the event national Champion.

Our aim would be to retain the highly respected title and history of these FAI European (Continental) championships, some of which have been running since the 1970's and 80's, while broadening the competitor base so that non-Europeans would be entitled to compete and be fully ranked in the results. They would be eligible to receive medals for the top ranking individual and team positions but excluded from the "European"

individual and team titles – the winner, if a non-European national, would be for example “Winner of the European Open Advanced Aerobatic Championship”. This move would provide an extended range of championship opportunities for competitors outside the European region, and be of direct benefit to European championship organisers who sometimes face dwindling numbers of entrants and consequently increased difficulty in balancing their budget.

Discussions with US and various other non-European pilots has revealed that a small but valuable number would be very keen to enter these events, which for them would provide a well-organised and extremely attractive aerobatic competition environment in the intervening years between our World Championships. The option to run World events every year does not convey the same attraction and brings significant drawbacks, as it would in effect put an end to the great history that European Championships have compiled and in any case the prospect of organising World class competitions every year is probably beyond the means of most nations.

Discussions with FAI are ongoing, and we expect to present a workable solution for general discussion at the next plenary.

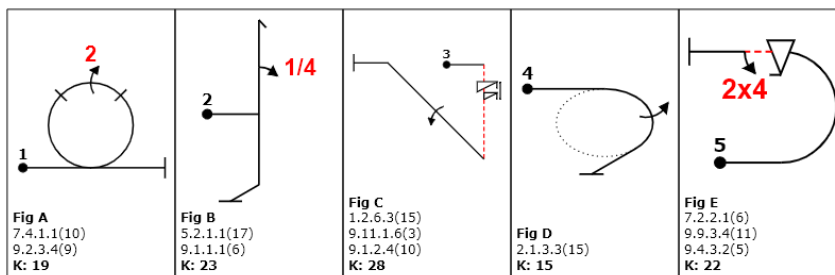
See Report of Agenda item 11.8

12 CIVA Free known figure selection for 2019

a) Power Intermediate & Yak-52 Free-Known Figures

Vote:	Option A	10
	Option C	9
	Option D	2

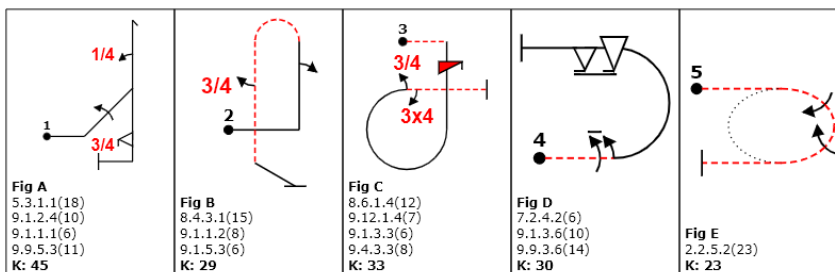
Max total K allowed = 200



b) Power Advanced Free-known Figures

Vote:	Option A	5
	Option C	12
	Option G	4

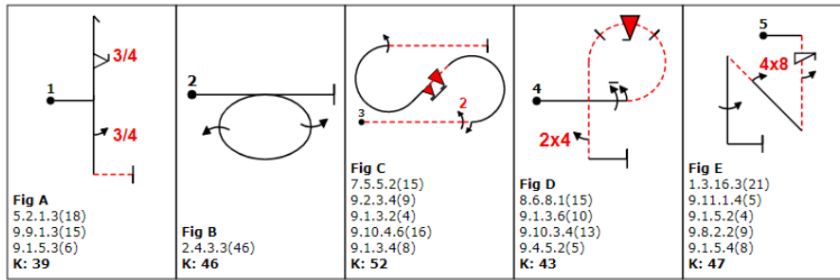
Max total K allowed = 320



c) Power Unlimited Free-known Figures

Vote:	Option A	14
	Option B	9

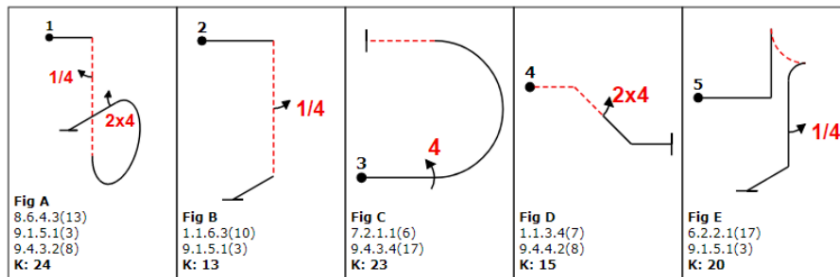
Max total K allowed = 450



d) Advanced Glider Free-known Figures

Vote:	Option 1	8
	Option 2	9
	Option 3	4
	Option 4	0
	Option 5	1

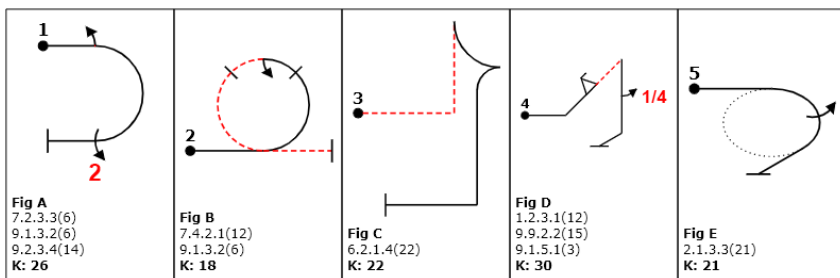
Max total K allowed = 175



e) Unlimited Glider Free-known Figures

Vote:	Option 1	3
	Option 2	6
	Option 3	1
	Option 4	4
	Option 5	4

Max total K allowed = 230



13 FAI Special Aerobic Events (FSAE) for 2018

13.1 Future FAI Special Aerobic Events

Report from Nick Buckenham and John Gaillard

Sky Grand Prix

During 2018 it had been hoped that one of the promising leads being pursued by John Gaillard would lead to another Sky Grand Prix event, but ultimately the commercial drive or some other key factors were insufficient, and this well proven format did not come to life.

John Gaillard has organised few Sky grand Prix events in the past and he is working now with Argentina and there are some serious conversations are on the way about something in middle east, but they are in a state that we cannot give out much.

Marcello: Yes, we are in negotiations in Qatar but there is no contract, but we are working towards on doing that in 2019

NB: we will inform you as soon as we have more information about this

The World Games:

FAI has continued to work at defining and developing the scope and practical basis of these events, which are generally modelled to fit into existing competition structures comprising other sporting genres. CIVA was a strong participant with a well-run Unlimited glider category at Wroclaw in Poland last year, though it was ultimately thought that the quiet and relatively unobtrusive start of each sequence was too challenging to present to the public and the techniques and skills displayed by pilots to meet the relevant accuracy criteria very difficult to convey in a meaningful way. A key organiser at this event was Grzegorz Pyzalka, who has now joined the FAI head office staff as their Events Manager.

The Air Games series:

This is a current discussion thread between FAI and the air sports commissions, with the aim of staging repeated categories of aviation sport in continental locations around the world, then a final Master event to determine overall champions. The series planning is at an early stage, seeking support from interested FAI air sport commissions (ASC's) with a view to assembling a viable structure. There appears to be a good level of interest in this type of event in the Far East, the emerging Asian Games providing a key example.

SS: The doors are open to partners and everyone and we already have some agreements from Australia and Japan about some events.

The World Air Games

The next of these events is set to take place at several locations across Turkey in early September 2020, and CIVA bureau member Phillippe Kuchler joined a small team of FAI staff and ASC representatives to survey all the nominated sites earlier this year. This will be the fifth FAI WAG, those previous being –

- 1997 – the inaugural event in Turkey when CIVA ran its European Aerobatic Championship and a parallel WGAC at Antalya.
- 2001 – this second event was held at several locations in Spain, our power WAC being part of this at Burgos and the WGAC was run at Cordoba
- 2009 – based around a principal airfield at Turin in Italy. Here CIVA ran a short series of programmes including a never-to-be-repeated power 5-minute Free programme (no max K) and a set of more normal glider programmes.
- 2015 – the most recent event, held in Dubai, UAE where CIVA fielded 8 power and 9 glider pilots who flew several formal Aresti programmes plus a Final Freestyle sequence.

While the logistics for competitors in many aviation sports to bring their flying machinery and support staff to a WAG (or for that matter to a WG or AGS) is relatively straightforward to assess, for some the time out, transit management and operating costs are a major consideration. After the Dubai event CIVA took the opportunity to evaluate realistic operating costs for unlimited power competitors, this pointing to a total commitment of between 20 and 30k EUR for a WAG; something around half of this value is probably pertinent for gliders. When considering Turkey 2020 we can also see that the September timing of the event will be well within the window reserved by many top power and glider pilots to service their display and sponsor commitments, and losing access to the aeroplane for the pre-event transit to Antalya, the on-site competitive activities and the post-event transit back to base plus the engineering tear-down and rebuild operations may render unlikely their desire to participate. Whereas World and European Aerobatic Championships are extremely desirable

targets for top-class pilots because of their competitive opportunity and significance, by comparison the value of participation at a restricted / selected entry WAG event is a good deal less. This combination of interruptive and expensive time-out and comparatively low event prestige will be a hard to sell.

Following this plenary in Poland the CIVA bureau will quickly finalise a cost plan to support the presence of 12-15 aerobatic pilots in both power and glider categories at WAG 2020, including best estimates for the pre-event and on-site attendance of a small management team and the necessary officials to operate the programmes to a good standard. This will be discussed with the FAI and THK organising teams, and hopefully some acceptable parameters can be agreed and approved. Our aim will be to make CIVA's presence at least cost neutral for everyone in order to present the most attractive prospect for pilots, sponsors and NAC's throughout.

With the 2020 WGAC/WAGAC already set for late July / early August in Italy but no bid received yet for the EAC that year it is not possible to forecast the response that CIVA will receive from NAC's and the top unlimited power and glider aerobatic pilots for the trip to Antalya. We have also seen that establishing a significantly different pattern of programmes adds its own level of uncertainty, thus a fairly normal set of tasks will be the most likely solution. We will therefore quickly finalise the programme formats for an aerobatic presence at WAG 2020 and make direct contact with the NAC's we feel most likely to consider supporting one or more pilots for this event. Provided the level of commitment we receive is sufficient to build viable teams for each category then the selection process can be completed, and individual pilots contacted to determine whether they will commit to the event itself.

NB: Philippe Kùchler spent some time at the location in Turkey and the aim is to send power and glider pilots to Karain in 2020 for the World Games. There will be more information in 2 weeks' time.

Stage 1 is to make a plan what to do, when and how. And then move forward afterwards.

EK: What happened with the event in Beirut?

JG: when the last moment when we asked the money in the bank, they withdrew

CIVA AGREED by acclamation

See Report of Agenda item 13.1.

14 List of FAI International Aerobatic Judges

The current list is outdated, and a major overhaul is required.

NB: I have been talking about the list with John and since we do keep record about what is going on and who have judges, when, where and how, so we would like to "upgrade" the list to maybe 3 different lists, according to their activity and so on.

EK: Do you still require that the assistants are international judges also?

JG: Elena raised very valid question about assistants. You must use an experienced person as a judge but also as an assistant.

NB: This is a good task for judging committee to make sure we have good teams

PV: This list is for international judges – and I believe it is the responsibility of the delegates to make sure the judges are able to go to contests.

ME: This will not work since people hardly are ready to pay since the TA is dependent on being on the list...

Nick and John will create a list of suggestions. From this time, no changes to the list.

15 Other Reports and Business

15.1 FAI/Aresti Committee Report 2018

Report from John Gaillard

No committee meeting this year, catalogue has been updated this year.

Report accepted

SMALL BREAK AT 1200 BECAUSE OF THE INDEPENDENCE DAY OF POLAND. MOMENT TO STAND AND LISTEN TO THE NATIONAL ANTHEM OF POLAND.

15.2 Contest Scoring Programme Report 2018

Report from Nick Buckenham

Software development continues, and work is done all the time.

Report accepted

See Report of Agenda item 15.2.

15.3 Championship Organiser of the Year Trophy for 2018

Report from Nick Buckenham

The trophy for the best contest organiser awarded to the Organiser of the 13th FAI World Advanced Aerobatic Championships hosted by Laszlo Ferenc and his team from Romania.



15.4 Leon Biancotto diploma

CIVA will submit a proposal and a rationale to FAI for the 2019 award.

15.5 The lost Strössenreuther Trophy – possible replacement

Report from Nick Buckenham

Years ago, the South African Aero club donated the Manfred Strössenreuther Memorial Floating Trophy to CIVA, to be awarded to the World Freestyle Champion at each successive FAI World Aerobatic Championships. Sadly, after US pilot Zach Heffley received it for winning the Final Freestyle at 2007 in Grenada Spain, the trophy was mislaid and despite of determined searching by all concerned it has never been found. CIVA asked should the trophy be replaced, maybe with the fund started with Nick Buckenham

CIVA Agreed

CIVA asked if we can use some of the fund money from FAI held CIVA money?

Plenary appointed Castor Fantoba to investigate the possibilities and to create a project to replace the trophy and investigate the possibilities to use the FAI Held CIVA money. More information will follow.

VM: We should also promote this fund that is started to get more money for the replacement

15.6 Other Reports / Business

None

16 CIVA Elections 2019

Roll Call: Argentina, Austria, Belarus, Canada, China, Czech Republic, Denmark, Finland, France, Germany, Hungary, Japan, Lithuania, Poland, Romania, Russia, Slovak Republic, Republic of South Africa, Spain, Switzerland, Turkey, Ukraine, USA

Total votes: 23 + 4 proxies = 27 votes. Absolute majority: 14

Officers of CIVA

Bureau:

President:

Nick Buckenham

elected 2017 for 2018 and 2019

Vice Presidents: Votes: 1st vote 2nd vote 3rd vote 4th vote

Matthieu Roulet

elected 2017 for 2018 and 2019

Philippe Kùchler

elected 2017 for 2018 and 2019

Castor Fantoba 19

elected 2018 for 2019 and 2020

Tamas Abranyi 3 7 10 15

elected 2018 for 2019 and 2020

Pavol Kavka	1	7	10	12
Elena Klimovich	1	6		
John Gaillard	3	7	7	

Secretaries:

Zuzana Danihelová		elected 2017 for 2018 and 2019
Hanna Rähä	by acclamation	elected 2018 for 2019 and 2020

Treasurer:

Jürgen Leukefeld	by acclamation	elected 2018 for 2019 and 2020
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Rules Committee

Chairman:

Matthieu Roulet	by acclamation for one year period
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Members:

	1 st vote	
Philippe Kuchler	23	elected for 1 year period
Elena Klimovich	22	elected for 1 year period
Nick Buckenham	21	elected for 1 year period
Pierre Varloteaux	24	elected for 1 year period
Jürgen Leukefeld	16	elected for 1 year period
Zuzana Danihelová	12	

Note: Lithuania left the meeting

Total votes: 22 + 4 proxies = 26 votes

Absolute majority: 14

Judging Committee:

Chairman:

	1 st vote	
Pierre Varloteaux	16	elected for 1 year period
John Gaillard	10	

Members:

Philippe Kuchler	by acclamation for 1 year period
Jürgen Leukefeld	by acclamation for 1 year period
John Gaillard	by acclamation for 1 year period
Mikhail Mamistov	by acclamation for 1 year period
Vladimir Machula	by acclamation for 1 year period

Glider Aerobatic Committee

Chairman:

Manfred Echter	by acclamation for 1 year period
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Members:

Madelyne Delcroix	by acclamation for 1 year period
Pekka Havbrandt	by acclamation for 1 year period
Philippe Kuchler	by acclamation for 1 year period
Jerzy Makula	by acclamation for 1 year period
Ferenc Toth	by acclamation for 1 year period

Catalogue Committee

Chairman:

Manfred Echter	by acclamation for 1 year period
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Members:

Madelyne Delcroix	by acclamation for 1 year period
Pekka Havbrandt	by acclamation for 1 year period
Pierre Varloteaux	by acclamation for 1 year period
Brian Howard	by acclamation for 1 year period

Anatoly Belov by acclamation for 1 year period

ICT Committee

Chairman:

Vladimir Machula by acclamation for 1 year period

Members:

Nick Buckenham by acclamation for 1 year period

Philippe K uchler by acclamation for 1 year period

Peter Rounce by acclamation for 1 year period

Kari Kempfi by acclamation for 1 year period

17 Appointment and Approval of Championships Officials

17.1 22nd FAI World Glider Aerobatic Championships and the 10th FAI World Advanced Glider Aerobatic Championships 2019, Deva Romania

President of the International Jury:

Manfred Echter by acclamation

Members of the International Jury: 1st vote 2nd vote

Madelyne Delcroix 19

Tamas Abranyi 10

Reserves:

Jurek Makula 10 withdrew

Kari Kempfi 9

Chief Judge:

Philippe K uchler by acclamation

17.2 30th FAI World Aerobatic Championships, Chateauroux, France

President of the International Jury:

Vladimir Machula by acclamation

Members of the International Jury: 1st vote

Pierre Varloteaux 14

Philippe K uchler 15

Reserve:

Elena Klimovich 13

J rgen Leukefeld 5

Ludmyla Zelenina 1

Chief Judge: 1st vote

Nick Buckenham 17

John Gaillard 9

17.3 11th FAI European Advanced Aerobatic Championships 2019, Torun Poland

President of the International Jury:

Nick Buckenham by acclamation

Members of the International Jury: 1st vote

Pierre Varloteaux 21

Elena Klimovich 16

Reserve:

J rgen Leukefeld 10

Ludmyla Zelenina 1

Note: Spain left the meeting

Total votes: 21 + 3 proxies = 23 votes

Absolute majority: 12

<u>Chief Judge:</u>	1 st vote	2 nd vote
Pavol Kavka	10	12
John Gaillard	10	11
Jerome Houdier	3	

Note: South Africa left the meeting

Total votes: 19 + 4 proxies = 23 votes

Absolute majority: 12

17.4 2nd FAI World Intermediate Aerobatic Championships 2019, Breclav, Czech Republic

<u>President of the International Jury:</u>	1 st vote
Philippe Kuchler	16
Elena Klimovich	7

Members of the International Jury:

Tamas Abranyi	by acclamation
Elena Klimovich	by acclamation

Chief Judge:

John Gaillard	by acclamation
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18 Any Other Business

Delegates are invited to ask questions or make suggestions on any matters not so far covered during the plenary. No other business.

19 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 somewhere else.

Bid from the UK.

Place: Hendon RAF Museum in London

Date: 8.-10.11.2019

CIVA AGREED

Submitted for approval,

Hanna Rähkä & Zuzana Danihelová, Secretaries of CIVA

20 Annexes

Name

Name	Abbr.	Country	position
Jorge Marcelo DUCA	JMD	ARG	Delegate
Esteban Pablo MOUSTEN	EPM	ARG	Alternate
Sandra WECHSELBERGER	SW	AUS	Delegate
Ivan Ivanovich KASIM	IKA	BEL	Alternate
Dzianis SHKARENDA	DSH	BEL	Delegate
Zhaofang HAN	ZHA	PRC	Delegate
Carole J. HOLYK	CJH	CAN	Delegate
Vladimir MACHULA	VM	CZE	Delegate
Kateřina MACHULA	KP	CZE	Observer
Kari KEMPPI	KK	FIN	Alternate
Jyri MATTILA	JM	FIN	Delegate
Madelyne DELCROIX	MD	FRA	Observer
Matthieu ROULET	MR	FRA	Delegate
Pierre VARLOTEAUX	PV	FRA	Alternate
Manfred ECHTER	ME	GER	Alternate
Jurgen LEUKEFELD	JL	GER	Delegate
Tamas ABRANYI	TA	HUN	Delegate
Miyako KANAO	MKA	JPN	Delegate
Aurimas BEZARAS	ABE	LIT	Alternate
Eltonas MELECKIS	EM	LIT	Delegate
Jerzy MAKULA	JM	POL	Delegate
Ferencz LASZLO	FL	ROM	Delegate
George ROTARU	GR	ROM	Observer
Anatoly BELOV	AB	RUS	Observer
Elena KLIMOVICH	EK	RUS	Delegate
Victor SMOLIN	VS	RUS	Alternate
Pavol KAVKA	PK	SVK	Delegate
John Louis GAILLARD	JG	RSA	Delegate
Castor FANTOBA	CF	ESP	Delegate
Philippe KÜCHLER	PK	SUI	Alternate
Hanspeter ROHNER	HPR	SUI	Delegate
Beatrice ECHTER	BE	SUI	Observer
Ali ACAN	AA	TUR	Alternate
Kamile YASDIMAN	KY	TUR	Delegate
Valeriy NALIVAYKO	VNA	UKR	Delegate

Olga ROMASHOVA	ORO	UKR	Observer
Alan CASSIDY	ACA	GBR	KAWG
Duncan KOERBEL	DK	USA	Observer
Nicholas BUCKENHAM	NB	GBR	Delegate / President of CIVA
Philip MASSETTI	PM	GBR	Alternate
Zuzana DANIHELOVA	ZD	CIVA	Secretary
Hanna RÄIHÄ	HR	CIVA	Secretary

End of Document