



*Fédération
Aéronautique
Internationale*

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

Held on
Saturday 7th and Sunday 8th November 2020
via the ZOOM online meeting system

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CIVA President's introductory remarks

President Nick BUCKENHAM wished everyone welcome to the online Zoom meeting and the FAI anthem was played. He explained formal issues of the meeting, and Hanna Râihä explained the voting procedure to be used throughout.

Bureau 2019:

Nick BUCKENHAM	CIVA President	(NB)
Matthieu ROULET	Vice President	(MR)
Philippe KÜCHLER	Vice President	(PIK)
Tamas ABRANYI	Vice President	(TA)
Hanna RÄIHÄ	Secretary	(HR)
Zuzana DANIHELOVA	Secretary	(ZD)
Jürgen LEUKEFELD	Treasurer	(JL)

FAI Head Office

Markus HAGGENEY	(MH)
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Honorary president

James M. BLACK	(JMB)
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1. In Memoriam

A moment of silence was held to remember friends and colleagues who passed away in 2020:

Mark Nowosielski	USA	January 2020
Donaldas Bleifertas	LTU	May 2020
Tom Adams	USA	May 2020

2. Meeting Introduction

2.1. Roll Call of delegations

Present: Argentina, Belgium, Canada, Czech Republic, Denmark, Finland, France, Germany, Hungary, Ireland, Japan, Lithuania, Luxemburg, Netherlands, Norway, Poland, Romania, Republic of South Africa, Russia, Slovak Republic, Spain, Sweden, Switzerland, Turkey, Great Britain, United States of America

The following Proxy Votes were tabled:

- Brazil to Argentina

TOTAL VOTES: 27 (26 present, 1 proxy) Absolute majority: 14, 2/3 majority: 18

2.2. Minutes of the 2019 Meeting

John Gaillard drew attention in the Minutes from 2019 Plenary regarding his quoted remark on the recommendation for having world championships outside Europe every 4 years. This was not his recommendation but a CIVA recommendation decided at 2011 plenary meeting. Nick Buckenham explained the difficulty of the situation; it was the decision of the delegates to hold the championship in Europe. What will be your recommendation?

JG – Look at the 2011 decision. This recommendation was never removed, and it was a surprise that the RSA proposal for the next World Advanced Championships was rejected. It should be part of the record that Carol Holyk also pointed at this fact.

NB – we should maybe create a working group to look into the issue of regular World Championship events outside Europe.

The minutes of the 2019 minutes have to be adjusted to meet John Gaillard's comment.

After meeting note from EK:

Every 4th World Championships

2011 CIVA introduces a system where every fourth championship in the series of the various CIVA championships to be held outside of Europe or preference be given to a bid from outside of Europe, providing the evaluation envisaged in a) above is positive. This proposal to be retrospective, effective January 1, 2012.

2.3. Declaration of Conflicts of Interest

There were no declarations of conflict.

3. Report from the President of CIVA – Nick BUCKENHAM

Nick Buckenham presented a short report.

During this exceptional year there have been several online meetings, otherwise no CIVA Championships could be organised due to strict Covid-19 restrictions. All the Championships were postponed to 2021.

There were some competitions / events organised and run regionally or nationally (France, Germany, Spain, Czech Republic...). Training was very limited in most countries, the crisis has had an impact on personal finances, and there are still travel restrictions.

The CIVA JC & RC meeting was held online.

Several CIVA Extended Bureau meetings have been held online during the year.

He referred to the agreements that all the previously planned 2020 Championships will now be held in 2021, and that the FAI General conference would be held in the next few weeks.

4. Report from FAI General Secretary

Markus Haggenev gave a presentation on the following topics:

- FAI went through a very extensive audit of 2019 after last years' GC.
- Budget 2021 -
 - FAI has had issues with subscriptions
 - 2020 invoiced 1'046.050
 - pending as of 6.11.2020 = 134'000
 - Requested Class changes from 7 members, 6 of them are requesting the change from 1st of January onwards, and if the GC will approve these changes because of lower membership numbers in their countries the loss of income will be around 80 000.
 - Basic assumptions for 2021: The pandemic will continue to reduce FAI activities.
 - A possibility to have no, or very few events on the 1st half of 2021.
 - All the meetings in Lausanne have been cancelled.
 - The FAI Office is supporting organisers: There are no in-person meetings of commissions, executive board, NAC Presidents, GC. It is bad we do not get to meet face to face, but also good since the cost associated with these meetings are less than usual.
 - 2021 will be a minimalistic year. Even if the pandemic should allow travel, we will still run 2021 in a minimalistic sense with no FAI paid travel.
 - The message: recover FAI finances and assist stakeholders to recover.
- The FAI General Conference is to be held electronically in December
- Finances Project: this follows the demand expressed of many stakeholders since a long time -
 - FAI has a new finance system and a new provider for accounting.
 - Expected cost savings yearly are around 50% (bookkeeping and auditing)
 - All banks are now connected in real time
 - The system has an invoicing module attached
 - The FAI Calendar and Application manager has been implemented
 - VAT declarations are made electronically
- Project timeline: We are on schedule and within budget -
 - Closing the old and introducing the new systems
 - Improving workflows with AMS - Application Management System
 - Can be used for Cat 1 as well and will be introduced to all commissions.
 - Shows all our events and when used by CIVL and CIAM which are responsible for about 600-650 calendar events per year. The payment processes go along for the registration and the approval.
- Office staff and secretariat -
 - No office days since mid-March until August. Now 1-2 days/week in the office.
 - Liquidity effect -
 - Approx. 15 000 CHF/month is coming from the state
 - Applied regularly, up to 18 months

- The team 4 full time (Sec. Gen, Events, IT and Finances), 2 persons 4 days (Commissions and Administration) a week and 1 person 3 days a week (Communications)
 - Reduced from 10 full time equivalent from 2 years back to 6.2 FTE today.

Nick asked about the connection between CIVA and the World Grand Prix of Aerobatics Fund that has been associated with CIVA's account for many years now.

Markus Haggenev explained that all the reserves and provisions have been audited and reported over the years. And as it can be seen from the report from few weeks ago, the WGPFA provision remains at circa. 100k CHF and that is audited, it is CIVA's money. There is a story behind it, and Nick, Jürgen and I had a communication the other day; we need to dig into this because obviously the established provision on the audited accounts does not match your expectations. Luckily, they are on the higher side and not on the lower side. We need to dig into this to see what the reason for it was to be created, how it was documented, are there strings attached when we want to dissolve it and we agreed we will go through the evolution of this account to see if it needed any adjustments. This provision is earmarked and as it has been audited, as other commission reserves – CIVA has another “normal” provision, it is established in the report shared with our stakeholders.

Alex Moore asked about the online registration system and if it is also for both CAT 1 and CAT 2 events? And if it is for CAT2 events, could they use it?

MH: At the moment it is aimed for the CAT2 events. Functionally allows all kinds of registrations, so it can be used for all kinds of FAI events just the same automated way I just presented. And yes, it can be used with some technicalities agreed with sanction fees and workflows.

AM: You mentioned income through subscriptions, are they purely licenses or are they also CAT 2 sanction fees?

MH: Good question, maybe I was not clear enough. When I speak about the subscription fee, that is the membership fee. It is what our members pay per year to the FAI for being a member. It is not connected to events.

AM: So, the more federated members we have, the more money goes to FAI?

MH: yes, we have 10 classes, and it is a self-declaration which is an accepted way now, but I am not comfortable since members can change their classes, I hope they don't do this to optimize their own budget but that is the way we have it right now. I believe it needs a closer look in the future, since we need to work in a reasonably stable environment, we can't be exposed to the jumps we see in 4 weeks, 80 000 up and down is a lot! It reflects to 10 different classes and they reflect to different airports persons in that membership environment.

JG: In one of the first slides, you spoke about CAT 1 event which I assume is financial reporting. My question, or almost a statement, did you see the sanction fees paid to FAI by the organiser?

MH: You are pointing at areas we have to look at. We report on what goes through our accounts. So, when entry fees are paid by a competitor to an organiser, we don't of course see that. We report what FAI invoiced to the organiser which is usually the sanction fee, and we see the expenditures, which are connected to our people doing a job during the competition, which is usually judging or officiating. That is a commission related providential statement. Sometimes like in (ASC) skydiving, the competitor pays the sanction fee, and the organiser takes that money from the participants and then it is the income for the ACS and ACS pays the judges. In some commissions, they never see the cost of their judges because it is a “direct deal” between the organiser and our FAI commission people doing their job. So, there is no consistent way in how we invoice and

reimburse people because sometimes the FAI Commission is involved and sometimes it is not.

JG: OK, so there is no immediate plan to change this system in regard to entrance fees?

MH: I think this is the commission to look at this and what I can do from the office is that we share across the commissions on how others do it – the “best practice”. I believe there is a merit to look at it on how others do it to see if we can learn from it. In the end it is not my decision. It is CIVA’s decision on how it wants to do it.

PM: Apologies if I missed that, it looks like you are doing some great changes on reducing costs and obviously the revenues have been reduced, what is the survivability of FAI?

MH: Liquidity will be the key item to look at. For the time being we sit comfortably with the funds that take us to the next year, we need to survive if it comes to the worst (spring 2022). The liquidity analysis is to go beyond next year unless we see signs that our business gets back in difficulty in the second half of next year. There is no immediate threat, but the reserves that before were really comfortable are now much less. I would say 3 years ago we would have survived through the corona years easily, but now we are not in such a good position. There is no immediate threat. We have to urge for members to pay their subscriptions. We contribute by cutting the costs like never before in FAI history and members do the same, but it is a joint effort.

5. Online Voting System Trial

The voting system to be used for Free Known figure selection was tested.

HR explained the trial vote.

6. CIVA Committee and Working Group Reports

6.1. Information and Communication Technology Committee Report

Vladimir Machula provided information on the committee work.

Drone measurement certification – a professional license – Drone pilot certification, Operation manual and insurance will be needed to do the wind measurement. The operations manual has already been created. The view is optimistic at least with EASA countries.

HMD – upgraded to 3D positioning, agreed with Jurek Makula to go to Poland in 2021. Intention to use it also in Břeclav at the WAAC.

Requirements for “distance aerobatics” will need a more thorough review.

NB: remark on the quality of the video and accuracy with which the equipment can follow the airplane; stabilising the camera, improving the quality.

VM: three ways of improving it. First one is automated following and connected with a device in the plane which we do not use. Second one is really expensive equipment, which is impossible in our conditions. Third one is investing more money into more quality equipment.

NB: suggesting the intention of plan B “distance aerobatics” if the situation next year is difficult like this year – competitors flying in their countries and comparing the results.

VM: had a conversation with Pik. Plan is to assemble a working group with people who can contribute to this topic from the technical point of view, and discuss where the focus will be placed, how this should be done. Anybody who can contribute is welcome.

AM: suggesting a less regulated, more promotional format of competitions and not link it to the real championships.

NB: it has to be attractive, worth doing.

VM: at the end of EAC I would like to do a short event and promote some functionalities of the new 3D positioning system, which can be available later, to give people an idea how this could be done and provide space for future discussion.

EB: include also judges into this process.

Presentation approved by CIVA

6.2. Strategic Planning Group Report

There was no report of the Working Group.

7. Report on Finances

7.1. 2020 Financial Results

Jürgen Leukefeld presented the CIVA Financial reports.

He noted that there is a difference between the numbers in the Credit Suisse account that CIVA has run in the past and the numbers that are prepared by FAI. This difference is about 30 000 euros between those numbers at the end of 2019. CIVA was talking about 32 000 EUR on the credit Suisse account and FAI showed about 66 000 EUR.

Markus Haggenev confirmed that the CIVA bank account has now 31.926,43 EUR and explained the difference. The CIVA's provisions right now are established as of last year, which was 66 000. So, this (31.926,43 EUR) shows only CIVA's bank account. There is a difference between having provision and having a bank account. The Bank account handles liquidity issues, provisions are the result of booking together all the accounts.

CIVA BUDGET AND FINANCIAL MANAGEMENT SUMMARY

Other items	Other items		
Fees	CIVA News, CIVA Results renewals etc.	75	
Medals	cost & shipping	4250	
President	travel & admin	2000	801
a.o.b.	expenses	250	144
<i>Video for WAC, RSA</i>			
<i>Red Van at Wroclaw WG</i>			
rojects (towards reserve)			0
	<i>New CIVA medals design</i>		
Banking			17,4
Experts			
Development			
any other	payment towards FAI		
Result			
	Result	962	4.320
Credit Suisse		actual balance =	35.270
		(by 24.May.20)	

Opening balance = 31.911,99
(by 31.Dec.19)

	Budget		Actual	
	Debit	Income	Cost	Received
2020				
Championships				
FAC				
Yak52	-			
WG	-			
WGAC	canceled			
WAGAC	canceled			
WIAC	canceled			
EAAC	-			
WAAC	cancaled			
EAC	canceled			
WAC	-			
	0	0	0	4.320
	0	0	0	4.320

7.2. 2021 Travel Allowance Programme

In 2020 all Championships were cancelled due to the COVID 19 situation. Therefore, the travel allowance was drawn and no assistance from Madelyne Delcroix (CIVA TA Officer) was required. Mady pointed to the fact that in 2 or 3 years another person will need to take this work over.

Agenda report 7.2c

7.3. 2021 Budget

Jürgen Leukefeld prepared a budget for 2021:

The total Budgeted income: 78.600,00€

Sanction fees	
EIAC	3.200,00
WGAC	2.400,00
WAAC	5.600,00
EAC	6.400,00
WAGAC	4.000,00
WACR	32.000,00
Revenue from Services (WCAR)	25.000,00
Total:	78.600,00

Total Budgeted expenses: 74.790,00€

Expences for services	Medals/diplomas	Commission services	Experts	Total
		Juries	Judges	
EIAC	558,00	1 000,00	2 500,00	4 058,00
WGAC	483,00	500,00	1 250,00	2 233,00
WAAC	558,00	1 000,00	2 500,00	4 058,00
EAC	558,00	1 000,00	2 500,00	4 058,00
WAGAC	483,00	500,00	1 250,00	2 233,00
WACR	-		57 000,00	57 000,00
				73 640,00
Other operating expences				
General expences	1 150,00			1 150,00
IT-expences, hosting & maintenance	150,00			150,00
				1 300,00
Total:				74 940,00

Jürgen and Nick extended thanks to Mady for taking care of the TA's for many years

Nick explained the World Grand Prix of Aerobatics money, that came from series of events a long time ago started by Jean-Louis Monnet. That sum is approximately 100 000 EUR and the long-standing agreement is that CIVA is entitled to use that money when approved for projects. There have been a few of these, e.g. the video we made in the WAC in 2017 in South Africa which was about 8,000 EUR, the special CIVA medals which have been produced for this year but will be used next year for a couple of thousand and some other things. That money has been taken from the normal CIVA reserve on each occasion and we make a clear effort to log those things and talk to Markus and Mary Ann Stevens (FAI financial director) in order to transfer the money from the World Grand Prix of Aerobatics account back to the CIVA normal reserve, because that is where the money should have come from.

AM: the new air race is a CAT1 or CAT2 event? How much the sanction fee will be, so how much are we forecasting that income to be?

JL: The Air race was CAT 2 event in my budget, factually it is world championships so it should be CAT 1 event

NB: This will be covered in the next session. FAI approached me for CIVA some months ago with the news that a Hongkong company, which we now know as World Championships Air Race (WCAR) has purchased all the equipment and rights from Red Bull Air Race series and they intend to run something that looks very similar, but they intend to make is much more of a sporting event. There will be a delegate from CIVA at each event to monitor, supervise and provide a safety officer (Pierre V.). There will be a sanction fee, not much, but with several events during the year which should build the money.

AM: what's the forecast income?

NB: Can't specify it yet, there is some money coming in which isn't huge, we hope it will build, but it is success based. All I can say that if we look in the long run, there is a good prospect, and it could be very significant.

AM: is it a CAT1 and CAT2 event?

MH: Negotiations are not finalised, but it should technically be CAT1 event.

AM: what is the economic impact for CIVA?

NB: It is success based so we can't tell yet.

EK: RBAR was run under general aviation commission. Does this go under CIVA not general aviation?

NB: yes.

EK: what about the rules and procedures?

NB: set of draft rules are not finalised yet. When it will be realistic, it will be published.

MH: RBAR has been seen as FAI central project. This will also be and since it was a "stand alone project" it has not been specifically under any commission, and this WCAR will be really similar.

AM: Clearly the race DNA is Aerobatics.

8. CIVA Free Known power figure selection

Elena Klimovich explained the reviewing process of the submitted figures by the experts of the Working Group. After the process 10 sets were submitted to delegates for vote in Advanced and Unlimited categories and 7 in Yak 52 / Intermediate category.

The voting was carried out using the Election Runner system outside the session and the results announced the next day (Item 15).

9. Reports of other Committees and Working Groups

9.1. Report of the CIVA Judging Committee

Pierre Varloteaux explained the update of the list of international judges. Organisers of all 2020 Championships agreed to support 7 judging teams. The selection process was carried out in 3 stages, whereas the third stage did not take place due to the COVID 19 crisis and all Championships were postponed to 2021.

After the agreement, the CIVA Bureau decided to carry forward the judges selected in 2020 into 2021 if two conditions are met: 1) the judges are still available; 2) the judge is still current. If some positions are open, new application will be invited.

Remark on the number of judges for contests – 7 judging teams for all championships, better would be more judging teams because the more judges the fairer the judging. There is a low number of current judges – difficult to choose from; in 2019 there were only 4 new judges.

MG: Question on selection process and asking for clarification why the US judge was not selected.

PV: explained the situation.

AM: if you are short of judges in 2021 season, the Spanish federation has a support policy for international judges and Spain can provide international judges. If there is need for need more judges the JC keep in mind that the Spanish federation can support them.

NB: presented the ranking of judges available on civa-results.com and new facility for judges training will be made available on civa-news.com

Agenda report 9.1

9.2. Report of the CIVA Catalogue Committee

Manfred Echter presented his report.

Agenda report 9.2

9.3. Report of the CIVA Glider Aerobatics Committee

Manfred Echter presented his report.

The Glider Aerobatic Committee met online on 11 October 2020. In attendance: Madelyne Delcroix (FRA), Pekka Havbrandt (SWE), Philippe Kuchler (SUI), Ferenc Tóth (HUN), Manfred Echter (Chairman, GER). Absent: Jerzy Makula (POL).

Proposals submitted to the GAC were considered and reviewed by the present committee members. Proposals put forward to the plenary for voting include:

NP2021-13:

Source: RUS #2

Document: Section 6, Part 2

Subject: Increasing the number of Free Unknowns

ME: explained the background of the programme composition in glider competitions, the time problem for submission and selection was the reason for having only 1 free unknown programme.

- Amend para 2.1.1.1:
The Championship consists of the following six programmes:
 - a) Free Known Programme (Programme 1)
 - b) Unknown Compulsory 1 (Programme 2)
 - c) Free Unknown Programme 1 (Programme 3)
 - d) Free Unknown Programme 2 (Programme 4)
 - e) Unknown Compulsory 2 (Programme 5)
 - f) Free Unknown Programme 3 (Programme 6)

The voting for this item was completed the next day along with rule proposal changes of RC.

NP2021-26:

Source: GAC #1

Document: Section 6, Part 2

Subject: New Concept for Unknown Programmes

ME explained the background for the new procedure which has been carried out in powered aerobatic championships for many years.

EB: question on the order of teams to draw the figures. Concern that the teams with only one member will not have a chance to draw figures.

ME: explaining the process. NACs with larger teams should have the right to propose more figures than NACs with only one pilot.

EK: in power we have the priority of larger teams over smaller ones. If there are several teams of 1 member it is the drawing of lots that determines the selection of figures. The Jury has nothing to do with the selection process. The GAC proposal is different, the Jury has a certain role in the selection process, which is not clear from the proposal.

ME: in power you select 10 figures; in glider we select only 7 figures. Therefore, the process is slightly different.

EK: in the proposal is not clear what the Jury is going to do. It is different from the power.

NB: advised Elena and Manfred to discuss it outside the session and maybe provide some further info later.

Agenda report 9.3

9.4. Report on the FairPlay System

Nick Buckenham presented his report.

The FPS Working group has been inactive with no Championships run in 2020.

Agenda report 9.4

10. Reports of the 2020 Championships

Nick Buckenham presented a review of the Championships deferment process – 2020 to 2021

11. Future FAI Aerobatics Championships

11.1. The 23rd FAI World Glider Aerobatic Championships and the 11th FAI World Advanced Glider Aerobatic Championships, Leszno, Poland (July 28 – August 8, 2021)

Jerzy Makula reported that they are prepared, there are no changes, and a new hangar has been built at the Leszno airfield.

11.2. The 14th FAI World Advanced Aerobatic Championships, Hosín, Czech Republic (July 15 – July 23, 2021)

Martin Vecko, the new CZE delegate, reported their goal is to have a successful championship despite the changes in the management of the Czech National Aeroclub. The CD is still Vladimír Machula.

VM: there are new dates, which will change maybe. Besides this change, everything else remains the same. The dates on the civa-news.com are correct.

JM: reminder about the HMD rental for the glider Championships in Leszno, which was already mentioned by VM in the morning session, the Czech HMD will be available for the Glider championships.

NB enquired about the Red Van system; however, no information is available.

11.3. The 22nd FAI European Open Aerobatic Championships, Břeclav, Czech Republic, (August 21 – August 27, 2021)

Czech delegate Martin Vecko and Vladimír Machula reported no changes to the championships.

11.4. The 1st FAI European Open Intermediate Aerobatic Championships, Deva, Romania, (July 4 – July 10, 2021)

László Ferenc reported that Deva airfield and the Organiser are ready, there are two hangars. Flying was permitted in Romania also this year. Next year's prospects are unknown.

11.5. The 24th FAI World Glider Aerobatic Championships and the 12th FAI World Advanced Glider Aerobatic Championships 2022, Issoudun, France, (August 17 – August 27, 2022)

Brian Spreckley reported that the Organiser is working on fulfilling the details presented in the bid. Everything so far looks on the right track.

11.6. The 25th FAI World Glider Aerobatic Championships and the 13th FAI World Advanced Glider Aerobatic Championships, Pociunai, Lithuania, (July 26 – August 5, 2023)

Eltonas Meleckis reported that no changes are planned.

11.7. The 15th FAI World Advanced Aerobatic Championships, Las Vegas, USA, (October 10 – October 20, 2023)

Mike Gallaway reported that the US are still planning on hosting the contest, however the dates may change.

11.8. The 6th FAI Yak52 World Aerobatic Championships, Mogilev Region, Belarus (approval pending)

No information was provided, this uncompleted bid may now be considered closed.

11.9. Other future events (bids invited)

Alex Moore reported that in 2-3 months Spain will be able to confirm a bid for WAC in 2023. Spain have been working on this for a long time, there will be great visibility of the contest.

For more detailed information please refer to <https://www.civanews.com/civa-championships/>

12. FAI Special Aerobatic Events (FSAE) for 2021

Nick Buckenham presented his report.

For next year there is currently no prospect for Special Aerobatic Events (SAE). The World Air Race Championship (WCAR) will hopefully come to life, this is work in progress. Although it is not a CIVA event, CIVA will provide some guidance.

HR: Reminder to vote for the Free Known Figures.

The online meeting was adjourned until Sunday 10:30 UTC

PV: some remarks on what was said yesterday regarding judges; currently collecting info if the judges selected for 2020 will be available also for 2021. One US judge was selected for one championship (re: Mike Gallaway's question). If the judges are not available, the whole selection process will start again.

HR: remarks on nominations and elections. Providing the overview of received nominations.

PK: surprised by the number of NACs submitting the nominations.

AM: agrees with Pik, that there's something wrong that still the same people are being nominated. It would be better if CIVA could see more people circulating and nominated for the posts.

NB: making sure that every Delegate who wished to place nominations has done so.

EK: question on the results of the selection of the free known figures, if there needs to be a second round.

HR: does not know yet, since not all the votes have been submitted.

EK: requiring a deadline for each voting session.

HR: remark re: the election via Election Runner – completely anonymous. The deadline for the vote for F/K figures will be the end of this session. If a second round is required a new election will be created and sent out.

13. Proposed CIVA rule changes

Present: Argentina, Belgium, Canada, Czech Republic, Denmark, Finland, France, Germany, Hungary, Ireland, Japan, Lithuania, Luxemburg, Netherlands, Norway, Poland, Romania, Republic of South Africa, Russia, Slovak Republic, Spain, Sweden, Switzerland, Turkey, Great Britain, United States of America

1 Proxy was tabled: Brazil to Argentina

TOTAL VOTES: 27 (26 present, 1 proxy) Absolute majority: 14 2/3 majority: 18

13.1. Part 1 Proposals

Report from Matthieu Roulet

The CIVA Rules and Judging Committees jointly met online (using ZOOM) in two sessions on 5th and 6th August 2020.

In attendance:

Rules Committee:

Chair: Matthieu Roulet (FRA), members: Nick Buckenham (GBR), Elena Klimovich (RUS), Philippe K  chler (SUI), Hanspeter Rohner (SUI) and Pierre Varloteaux (FRA)

Judging Committee:

Chair: Pierre Varloteaux (FRA), members: John Gaillard (RSA), Elena Klimovich (RUS), Philippe K  chler (SUI), Vladim  r Machula (CZE) and Mikhail Mamistov (RUS)

Observers:

Mike Gallaway (USA), Quintin Hawthorne (RSA), Carole Holyk (CAN), Steinar   stby (NOR)

Normal Proposals (NPs): These are proposals submitted each year by Delegates in accordance with our normal rules process and deadlines. They are considered by the RC/JC and recommendations made to plenary. The report does include proposals which did not survive the RC / JC review. NPs are also proposals submitted after Championships that the President has decided should be placed in the normal rules cycle and considered by Sub-Committees.

All Rule changes are explained in detail in Agenda item 13.1 Report of the Rules Committee.

MR: explained how the discussion and voting will be run.

NP2021-1:

Source: ARG #1

Document: tbd

Subject: List of available aircraft for rent

- The organisers of World or Open Continental Championships to publish a list of aircraft available for rent by foreign pilots planning to participate. The list must be published together with Bulletin #1 and must at least specify number of aircraft available, types and estimated cost of rental. The list must also indicate the conditions under which the aircraft may be rented and operated (licenses, insurances etc.). It's suggested to include the list with at least type, number available and estimated cost in the bids to be voted by the CIVA meeting,

MR: Some proposals were in their nature not related to the sporting code itself. It doesn't mean that they are wrong or not relevant, but the RC doesn't feel competent to decide about such proposals.

NB: suggest asking the delegates.

AM: We can say this is a kind of recommendation for the host country to include these things because it's critical for those countries, which are not going to be able to travel with their aircraft and set a deadline (e.g. 2022) when this could be implemented.

PK: we don't need a WG on this. Suggestion – put this into the organiser guide, I don't think we can oblige anyone to do this, however it's in the interest of the organiser. The Polish NAC has already done it and offered 1-2 aircraft for Leszno.

NB: the organiser guide needs an update anyway.

JG: it's important to have the proposals in appropriate form. The same problem is with South African proposal 11 years ago, different format but the same concern. Don't put it in the organiser's guide; the problem is that most organisers are in Europe, so it is not in their interest. Suggestion to create a working group.

TA: agrees that it is not a part of the sporting code. From the point of view of the organiser, we try to force the organiser to deliver more and more services, on the other hand trying to reduce entry fees. In SA it was a private agreement with the aircraft owners; the organiser did not provide much. In some countries it is difficult to look around and provide service. For the organiser this would mean additional cost, additional time. It's difficult to find a country ready to organise something. It's nice to make a wish but somebody has to pay for that.

JG: it's not an easy problem. We need to talk about this in a wider context. There is no magic solution but CIVA needs to look into this. Countries outside Europe are still at disadvantage.

NB: it would be easy to run a web page collecting info on aircraft for hire, to make a centralised platform.

JG: it's a very proactive step.

AM: the proposal says that the organiser will publish a list of aircraft available for rent; it does not say that we have to provide aircraft; it's not forcing the organiser to provide aircraft. It's making them more considerate to people who may have hard time finding aircraft and taking part in a competition in Europe.

JG: example from the intermediate world championships in SA, it was difficult to get aircraft and the entry fee was really low. In the Czech Republic we faced the same problem. Nick's approach is the right approach.

NB: this is a definite offer to implement the information at civa-news.com. We need to receive emails from organiser and pilots/owners.

EB: This information should be implemented also in the bids before the delegates make their decision to award the championships.

NB: suggests putting it to bureau and consider it as a task for them.

Proposal forwarded to the CIVA Bureau, required information to be published on www.civa-news.com

NP2021-2:

Source: ARG #2

Document: tbd

Subject: Nominating a point of contact for overseas participants

- Organisers of the World or Continental Championships to nominate a person to serve as point of contact for overseas participants. This person should assist participants in obtaining documentation required in the organising country in order to be able to fly with rented aircraft or to operate a foreign aircraft in the organising country.

MR: again, it's not a question of the sporting code itself.

EB: agreed to proceed in the same way as the proposal #1 by Argentina.

Proposal forwarded to the CIVA Bureau, required information to be published on www.civa-news.com

NP2021-3:

Source: ARG #3

Document: tbd

Subject: Create a Fund to subsidize participants from overseas

- Organised of Open Continental Championships to use 10% of entry fees to create a fund to subsidize participants from overseas. The money will be used to cover a maximum of 50% of their entry fees.

RC recommends crating a Working Group dedicated to this issue.

NB: there would be a significant sum of money involved and if you are the organiser there's the concern that a certain part of the collected entry fee will be side-lined where you can't control it. It's a good idea but involves responsibility and money and it may be difficult to accommodate.

EB: explaining the background. It's related to the concern of the organisers of continental championships of having a small number of participants. It must be taken with care. With the limit of 50% of only the entry fee it's not that much money. It can be a win-win situation, event will have more participants and participants from overseas will have slightly reduced costs. This applies only for continental championships.

SO: In favour of creating a WG to see their recommendations. Not acceptable to let other members of CIVA or other participants contribute into such fund. Are there any other FAI parts to have similar funding?

NB: will ask and come back with the info later.

PM: firstly – we would probably want to start means testing – some competitors from outside of the continent can afford it more than others. Probably we'll have to build a fund because if you want to make contribution in the particular year the contest take place, applications tend to come quite late, so the participants from overseas don't know if the funding will be there to enable them to make the entry.

AM: Difficult as it's structured now. It should not come from CIVA; it should come from bottom up, from the countries.

VM: There are not many countries organising the continental championship, you know why. If the organiser of the continental championships will have to create such a fund it will mean to increase the entry fee. The way Alex mentioned it could work.

MR: not an easy subject. Maybe a WG should look into this. Not an RC thing.

AM: let's create an informal discussion on this and come back to the Bureau with it in few months.

MR: the WG could make the task.

JG: agrees with Alex, will be happy to start working on this issue before the next year.

MR: There will be a WG and in the minutes there will be names of people expressing the will to work on this.

MV: WG is a good idea. But if we want to have subsidizing, we need more money, if we need more money; we need to raise the entry fee. It's a closed circle.

MR: it will be the task of the group to find the ideas to make it happen. It requires offline thorough discussion.

EK: question for Alex. When you said you don't want to wait another year, does it mean that the decision is going to be implemented for the next year's competitions? It's not right. The entry fees for the next year are set. I'm for the WG, but it shouldn't be implemented next year.

AM: we need to address these issues in the timely manner because people need to train and to make plans. I don't want to wait. Maybe it's not going to be for the continental championships in the CZE for the next year, but it has to be focused on. It should be CIVA's priority and not shelved until next year.

EK: agrees with the bottom-up approach. It should be addressed right away. My point was that it should not affect the next year's organisers and participants.

VM: during normal situations, pilots register later and later for the event. This makes difficult to set up any subsidizing. For the next year we plan to give pilots the possibility of very late entry. Even if the situation is normal, the organisers don't know few months before the event how many pilots will show up.

EB: I will work with people who want to participate in this discussion. The goal is to increase the number of participants.

PK: suggest nominating Eduardo a chair of this working group. Everyone who wants to participate can join.

AM: agrees with Pik. Remark on Vladimir registration issue - it's a problem at the national level of all the aerobatic pilots, as well. The NACs should educate their pilots to meet the deadlines.

CIVA agreed to create a WG chaired by Eduardo Bolster (Alex Moore, John Gaillard).

NP2021-6

Source: GBR #1
 Document: Section 6 Part 1
 Subject: Competitor eligibility in Intermediate

- Modify 1.2.4.1. as follows
- 1.2.4.1. A competitor who achieves an aggregate score of 60% or more in the programmes he/she flew (excluding the Final Freestyle Programme) at a World or Continental **Unlimited** aerobatic championship for powered aircraft, may subsequently participate in a **lower category power World or Continental Advanced** championship only in an Hors Concours capacity during that calendar year and the following two calendar years, subject to acceptance by the organiser as per 1.2.6.4.
- A competitor who has previously **competed completed at least one Programme** in a World or Continental aerobatic championship for powered aircraft in the Unlimited or Advanced **class category** at any time, may subsequently participate in an Intermediate category power championship only in an Hors Concours capacity, subject to acceptance by the organiser as per 1.2.6.4.

Delete 1.2.4.2. accordingly.

1.2.4.2. The ranking of championship categories (higher to lower) for the purpose of rule 1.2.4.1 shall be:
 a) ~~Unlimited~~
 b) ~~Advanced~~

PM: explaining the background to this proposal.

CT: thinks this rule already exist for the UNL who want to compete in ADV.

MR: it's not exactly the same. This rule is different.

CT: finds this a bit blocking, the "never come back" to lower category.

NB: the voting will be done through election runner.

IN FAVOUR: 20 AGAINST: 4 ABSTAIN: 2

CIVA Agreed

NP2021-7

Source: GBR #2
 Document: Section 6 Part 1
 Subject: Time limit Programme 1

- Modify 3.10.1.1. as follows (changes underlined).

3.10.1. Time Limits

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

IN FAVOUR: 18 AGAINST: 6 ABSTAIN: 2

CIVA Agreed

NP2021-8

Source: GBR #3
 Document: Section 6 Part 1
 Subject: Time limit Programmes 2-4

- Modify 3.10.1.2. as follows (changes underlined).

3.10.1.2. Programmes 2-4 will have a time limit of 12 minutes.

IN FAVOUR: 16 AGAINST: 9 ABSTAIN: 1

CIVA Agreed

NP2021-11

Source: HUN #1
 Document: Section 6 Part 1
 Subject: Team competition

- Modify 1.2.6.1. (and other subsequent paragraphs so that these modifications apply to all championships) as follows (changes underlined).

1.2.6.1.a)i) Every NAC shall notify the Organizer of a World Championships, not less than two months before it is due to start, of the number of competing pilots to be entered from their countries up to a maximum of twelve (12). Of these pilots, no more than eight (8) may be of the same gender. Of these pilots, a maximum of three (3), regardless of gender, can be eligible to a team medal. The names of these three (3) pilots will have to be given, at registration on site, by every NAC composed of four (4) pilots or more (regardless of gender) before the official start of the competition. All NAC composed of three (3) pilots (or less, when applicable) will have all pilots eligible for team medal without the need of any notification (...)

[Detailed wording tbd to take into account case of gender teams vs mixed teams, and perhaps case of teams of two vs teams of three]

- Modify chapter 5 (Awards) accordingly.

MG: In the US we have 6 pilots. If we have to declare 3 of them to be eligible for the team medal, it does not motivate the others.

PK: remark on the voting procedure.

MR: we have 2 issues with this proposal. We think it is counterproductive for the participation. From the sporting perspective we find it difficult to enter a competition with pre-declared team members.

IN FAVOUR: 7 AGAINST: 15 ABSTAIN: 4

CIVA Rejected

NP2021-15

Source: RUS #4

Document: tbd

Subject: Separation of Advanced and Unlimited events

Proposal:

Advanced and Unlimited Championships (in any order) to be separated at least by two weeks.

CIVA Agreed to put this into the Governance document.

NP2021-16

Source: RUS #5

Document: Section 6 Part 1

Subject: Ambient air temperature limitations

- Add 3.6.2.7. (In Meteorological Conditions / Minima) as follows,

3.6.2.7. The lowest maximum ambient air temperature operational limit of participating airplanes type has to be set as an overall limit.

MR: we cannot oblige all competitors to fly their aircrafts at the same temperature. It's a complex subject; we need expert advice on this. We need to find those experts. Vladimir was keen to participate in this. Vladimir can create the WG, we need to find 2-3 more people.
 VM: the issue was with Russian made AC; it will be good if someone from Russia will participate.

CIVA Agreed to create a WG led by Vladimír Machula to investigate this issue.

NP2021-17

Source: ZAF #1

Document: Section 6 Part 1 / Part 2

Subject: Accommodation of judges for judges briefing

- Add in 1.3.2.3 (Representation on the Board of Judges) the following.

The organisers shall take into consideration the travel schedules of judges and officials when making allowance for their hotel accommodation, ensuring that their arrival is in time to attend the compulsory judges briefing. The organisers must allow for an additional night's hotel accommodation if needed.

e

No objections

CIVA Agreed

NP2021-19

Source: SPA #1

Document: Section 6 Part 1

Subject: Remove Gender Distinction from Unlimited World and Continental Aerobatic Championships (Power)

- Remove all references to gender distinction (male v. female) from the Sporting Code, Section 6, Part 1. That would include, but not necessarily be limited to: Unlimited team composition, Final Freestyle selection criteria, Unknown figure nominations, awards, and titles.

MR explained the history of this proposal; it was rejected twice in the RC/JC in previous years. The RC/JC still has the same opinion today on this proposal, but you can read in the report why we decided to include it for Plenary debate.

MG: this proposal keeps resurfacing because it's matter of mentality. It's going to continue to come up. The official US position supports the proposal. There's no disrespect to women, there is no reason to have gender distinction.

AM: Spain does not want to change the history, no one wants to take medals away. We want to be relevant to today's sporting world. We want men and women to be considered exactly the same, include the gender neutrality into the sport narrative and demonstrate it regarding regulatory and sporting perspective. There is respect to every single aerobatic pilot regardless the category which they fly. Highlighting the fact that this is a strategic proposal, not technical or logistical one. Similar topics cannot and should not be stopped by the Rules committee. These decisions must be taken to Plenary.

PM: it's very difficult to attract women to aerobatics due to various reasons. Those who already are in the sports are to be celebrated. If we are to encourage more women in our sport, we need to nurture their progress. Motor sport is very male dominated and in other sports no light is shone on participating women. The current gender distinction is for the good of our sport.

MR: this proposal and the subsequent e-mail exchanges have created a confusing picture. There were many off-topic discussions and misperceptions of this proposal, perceiving that gender equality in this case is rather focused on women taking away the attention of media and sponsors. What is the strategy of CIVA – increase the participation – look at the low number of female participations. UNL category is the only one with the gender distinction having much more women participation than in other categories or in gliders. Before 2013 there was a rule specifying the number of participants of the same gender within a team (no more than 6) in 2013 it changed to no more than 8 – reducing women participation. The Rule Book is totally gender neutral. We believe that it is strategic to encourage the number of women participations.

PV: very surprised that in this situation we are discussing things that can discourage some participants. The Spanish proposal means fewer medals, fewer sponsors, less media, less everything. For our sport it's not healthy. I would like to have a gender distinction even in advanced. The proposal seems that the Spanish don't want women to cast shadows on the male participants. We need more pilots, more judges; we want the sport to be healthy and not to discourage some pilots.

CH: agrees with Alex and Mike, does not this that this proposal will decrease the number of women competing. If women want to compete is for their own satisfaction that they are able to compete against men, against themselves, against other women. Women have different priorities. We have to find other ways of supporting women.

EK: agrees with French delegate. Would like to come back to the original proposal. The main reasoning was related to financing the doubled medals and cheapening the value of the prestigious award. Is this expense to CIVA so valuable that you want to remove the gender distinction? Is this group going to grow if you remove it? Maybe we should try to make everything possible to enlarge the group of females as much as possible. The question of

making women equal to men is in this case out of topic. Many top pilots competing in world unlimited aerobatics were against this proposal. If you want to defend their rights, you should take it into consideration.

JM: In Poland women don't have any problem with winning the competitions. Last year Patrycja Pacak was the Advanced Glider World Champion, women can perform very well, and we don't need to talk about the gender distinction because it doesn't make any sense.

SO: quite clear opinion on this despite not having any UNL female pilots in Norway but having female pilots in lower categories, supportive to gender equality but admitting the physical differences between men and women, taking into account bearing of children, some aircraft require more physical strength, withstanding the G forces. The majority of female pilots support the gender distinction, supportive to this position. Recommendation to reject this proposal.

PH: for gender equality but reducing the number of medals is counterproductive. Agrees with rejection of this proposal.

CH: re the numbers, the number is decreasing also in the male category. Talking about the typically male professions, lack of sponsors, money spent on women education, childbearing and kidney stones.

AM: two things to add. The proposal has nothing to do with shadow generated by female on the male. I think that more medals do not generate more pilots. They simply generate more medals. It has nothing to do with shadowing, it has to do with recognition.

MR: I don't know how this discussion ended up with labour and kidney stone. In Unlimited we have more female pilots than other categories which do not have gender distinction. The rules are gender equal. We have to think what is in the best interest of CIVA. You know the opinions of current female competitors. I respect all opinions but make sure your opinions are based on true things and not fantasy.

PV: It looks like you are fighting because some female pilots get more media attention. At the end it is good for our sport. Re Jurek's remark about the world champion in glider – the idea is to give some medals to men and women as well. The best pilot gets the Aresti cup, the best man has a medal the best woman has a medal.

PM: Very difficult for men to argue for women. Easy to argue for something that will help promote the sport. In the 24 hour of Le Mans and in the GT4 race there is a female section to award medals. They can of course win also the overall but also get medals.

EK: We asked top male pilots in Russia to give their word. They wanted to keep the separate medals for women.

DA: lot of those who want to reject the proposal mention the publicity reason, but it's strange to me. We have to defend CIVA. Keeping the gender distinction just for the publicity reason is fallacy. We will never have 50% of women. It should only be considered at the sport level.

MR: look at the number of participating pilots 2-3 times more with the gender distinction rule.

IN FAVOUR: 8 AGAINST: 15 ABSTAIN: 3

CIVA Rejected

NP2021-20

Source: SPA #2
 Document: Section 6 Part 1
 Subject: 45° up rotations in Unknown figures

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

- Modify A.2.2.4. as follows (changes underlined).

A.2.2.4. Combinations of aileron roll first, and then flick roll, may be added in Families 1, 7 and 8 on 45° up lines ~~set initially with a positive attitude from a positive looping segment. Flick rolls must be from wings level and have the lower co-efficient.~~ The combined extent of rotation shall not exceed 540° with not more than ~~3~~ **4** stops.

MR: there may be some physiological effects. More changes in attitudes direction may become more difficult, thus unlimited may become more inaccessible for pilots.

CF: technical remark on figures which should be excluded from the change 1.1.10.1 and 1.1.11.1.

AM: strategically competitive pilots want to be tested.

Proposal amended: 1.1.10.1/1.1.11.1 family excluded from the change

IN FAVOUR: 14 AGAINST: 8 ABSTAIN: 4

CIVA Agreed

NP2021-21

Source: SPA #3
 Document: Section 6 Part 1
 Subject: 8-point roll at bottom of loop in Unknown figures

- Modify A.11.1.3. as follows (changes underlined).

A.11.1.3. Unlimited: Flick rolls are not permitted in figures in columns 3 and 4 of 7.4.1 to 7.4.4, nor on the lower lines of any figure in 7.4.5. ~~Eight-point rolls (9.8.3.4) are not permitted on 7.4.1.3 or 7.4.1.4.~~

CF: reason – to make the unknown sequences more interesting, to increase the number of figures in UNL.

EK: These figures were removed from the unknown because they were not judged properly. There's no benefit in putting them back. They are not high enough K to make a difference. The pilots who try to make them properly never get benefit from that. Judges are paying attention to the number of stops and the shape is kind of disregarded.

CF: the judges' point of view should not be important. Of course, it is difficult to fly.

AM: we should include them in the judging seminar to make sure that the judges can judge it properly.

EK: I see your point, but I don't think these figures will benefit the unlimited category.

JG: agrees with the judging perspective of the issue.

IN FAVOUR: 8 AGAINST: 14 ABSTAIN: 4

CIVA Rejected

NP2021-22

Source: SPA #4

Document: Section 6 Part 1

Subject: Standardised unlinked and opposite aileron rolls in Unlimited

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

- Modify A.2.2.2. as follows and remove A.2.2.3 (changes underlined).

A.2.2.2. On vertical and 45° **up** lines, opposite aileron rolls may be added as long as neither the total extent of rotation nor the number of stops exceed the limits shown in the table below.

Line Direction	Total Rotation	Stops
Vertical Up	450°	4
45° Up	540°	4
<u>45° Down</u>	450° 360° 540° *	<u>3</u>
Vertical Down	360°	3

~~A.2.2.3. Unlinked and opposite rolls are not permitted on 45° down lines.~~

EK: I am in favour of making unlimited more unlimited, but we should exclude some figures from this proposal 1.1.10.4 / 1.1.11.4 / 7.4.5 family 8.4.15 – 8.4.18 lay down humpties (issue with altitude or excessive negative G).

AM: agrees with Elena.

MR: Hanna will implement the change in the proposal for voting in ER.

IN FAVOUR: 15 AGAINST: 8 ABSTAIN: 3

CIVA Agreed

NP2021-23

Source: SPA #5

Document: Section 6 Part 1

Subject: Permit combination of flick rolls followed by aileron rolls on 45° line down

- Add A.2.2.6. as follows (changes underlined).

A.2.2.6. Combinations of flick roll first and then aileron rolls, may be added in Families 1, 7 and 8 on 45° down lines. The combined extent of rotation shall not exceed 540° with not more than 3 stops.

EK: the same issue with the same figures as the previous proposal.

MR: a change in the proposal will be made for voting in the ER.

IN FAVOUR: 18 AGAINST: 5 ABSTAIN: 3

CIVA Agreed

NP2021-24

Source: SPA #6

Document: Section 6 Part 1

Subject: Permit flick rolls and aileron roll combinations

- Modify A.10.1.1. as follows (changes underlined).

A.10.1.1. All Categories: Flick rolls are not permitted on the horizontal entry lines of figures in columns 1 and 2, nor on the horizontal exit lines of figures in columns 3 and 4, of 7.2.1 to 7.2.4.

EK: we had such snaps when we flew with airplanes that had not that strong like today's airplanes. In favour of the proposal.

MR: we can control the speed, but we are not in favour of this proposal as it will lead to an increase in flick speed, which is not good. We don't believe this is something that displays a specific competence.

CF: reason of the proposal was to increase the number of figures. From my point of view, very safe figure.

CT: you have to cut the engine during the half loop, you lose energy. What will happen is that you lose altitude. It will degrade energy of the plane which is important for the programme.

CF: you can reduce the energy by pulling more Gs.

IN FAVOUR: 11 AGAINST: 11 ABSTAIN: 4

CIVA Rejected

NP2021-25

Source: SPA #7

Document: Section 6 Part 1

Subject: Remove the limitation in the number of flick rolls permitted in Programmes 2, 3 & 4

- Remove paragraph in 2.3.1.4.a) "Total of Families 9.9 and 9.10 not to exceed six, at least one of which must be vertically climbing".

CF: explaining the context – you can have a snap roll in every figure in the unknown. In the past it was limited, this will increase the competition.

MR: if we adopt the proposal, we will move from 6 to 8 flicks.

CT: if we adopt this change it will be all flicks and it will be boring.

PM: Is there a danger that we are pushing the aircraft and the pilot near the limit or to exceed the limit?

EK: having 8 snaps is not going to make it all snaps and boring. The pilots are not pushed to the limits. It's up to the pilot to make the snap within the G limits.

FM: question about the deadline on the votes since there have been some modifications to the proposals.

MR: usually we vote during the meeting, there is no extension of the deadline. In this case the modifications are not extension of the change.

FM: how do the other delegates feel about voting on changes without having the chance to consult with the pilots.

MR: in general, if the delegates would agree with the proposals in the form they were submitted they probably have no problem with accepting with the changes.

HPR: In this proposal we are talking about removing all limitations, you can have 10 figures proposed each one with a flick roll. Is that correct?

MR: No, proposal is to remove the test on the screen. There is another rule – maximum of 4 positive and maximum 4 negative flicks.

AM: responding to Farrell – when in doubt the vote should be abstain.

MV: remark on the NP2021-17 – there should be some kind of limit on how many nights maximum...

MR: the proposal was 1 night extra.

MV: it should be stated.

MR: in the original report it's mentioned. It's one extra night.

IN FAVOUR: 13 AGAINST: 8 ABSTAIN: 5

CIVA Rejected

Agenda report 13.1

13.2. Part 2 Proposals

NP2021-13:

Source: RUS #2

Document: Section 6, Part 2

Subject: Increasing the number of Free Unknowns

- Amend para 2.1.1.1:

The Championship consists of the following six programmes:

- g) Free Known Programme (Programme 1)
- h) Unknown Compulsory 1 (Programme 2)
- i) Free Unknown Programme 1 (Programme 3)
- j) Free Unknown Programme 2 (Programme 4)
- k) Unknown Compulsory 2 (Programme 5)
- l) Free Unknown Programme 3 (Programme 6)

MD: it's more time consuming.

EB: the time issue is from the organiser perspective, not from the point of view of pilots.

IN FAVOUR: 10 AGAINST: 9 ABSTAIN: 7

CIVA Rejected

NP2021-26:

Source: GAC #1

Document: Section 6, Part 2

Subject: New Concept for Unknown Programmes

2.3. Unknown Compulsory and Free Unknown Programmes (Programmes 2 through 6)

- 2.3.1.1 For Programmes 2 through 6, figures will be chosen separately for each Programme from Appendix A. A total of 7 figures must be selected. A representative of every NAC which has a pilot (or pilots) competing (except as *Hors Concours*) may submit one figure, unless there are more than 7 NACs participating.
- 2.3.1.2 If there are pilots competing from more than 7 NACs, 7 such NACs will be selected to nominate figures for each Unknown Programme.
- b) The first priority to be selected for this group will be those NACs that have at least 3 pilots.
 - c) The second priority to be selected for this group will be those NACs that have 2 pilots.
 - d) The International Jury, guided by this system of priorities, shall draw lots as necessary to determine which NACs shall choose figures and in which order.
- 2.3.1.3 If there are pilots from fewer than 7 NACs participating, their representatives will still select only one figure each. The remaining figures will be selected by the International Jury. These figures must be of the average difficulty of the figures submitted by the NACs and cover Families not represented by them.
- 2.3.1.4 The 7 selected figures must comprise:

Family	Advanced	Unlimited
2		at least one rolling turn
5 or 6	at least one	at least one
9.9 or 9.10		at least one full or two half flicks

The minimum acceptable K for each figure is 17 ("AG" 10)

No figure may be selected with a K higher than 43 ("AG" 37)

The sum K-Factor of the 7 figures must not be less than 180 and more than 200 ("AG" 150-170).

Repetition of any manoeuvre with the same catalogue number is not allowed within any one Programme except Families 1.1.1 and 9. Repetition of complete figures from previous Programmes is not allowed in subsequent Programmes (except Families 5 and 6 "AG" only).

- 2.3.1.5 Figures shall be selected taking into account the flight characteristics and operating limits of competing gliders and the safety of all pilots. If the representative of a team or an individual competitor is able to show within 30 minutes from the completion of figure selection that a selected figure may exceed the operating limits of competing gliders, the International Jury will ask the team which proposed this figure either to replace or modify it. After this time (30 min.) the figure selection is considered final.

- 2.3.1.6 If in the course of figure selection it becomes obvious that with the figures proposed it will not be possible to fulfill either the minimum or maximum total K-factor, the jury will advise NACs to replace either the lowest or highest K figures.
If it is obvious that with the proposed figures no reasonable sequence can be composed, the jury will encourage NACs to modify their figures accordingly.
- 2.3.1.7 Teams will submit sequences using the 7 figures officially selected. One or two linking figures from the current Aresti System (Condensed) Glider Version must be added. The K-Factor of the linking figures is 5 K each for two figures or 10 K for one figure. In sequence composition, figures may be used starting from one or the other axis. Nevertheless, figures with their entry and exit on the same axis must maintain their construction as submitted, i.e.
- 2.3.1.8 The Contest Director will announce the deadline for submitting sequences. Proposals must contain complete pages of all five forms A, B and C as well as L and R. Computer files must be submitted, using a CIVA-approved software.

2.3.2. Unknown Compulsories (Programmes 2, 4, 5 and 6)

2.3.2.1 Selection and Publication of Unknown Compulsory Sequences:

- a) The International Jury will select one of the submitted sequences for use.
- b) The International Jury may alter the selected sequence if necessary for safety reasons.
- c) Chief Delegates or their representatives may object to the published sequence within one hour after publication for safety reasons only. In this case, the International Jury will modify the sequence in order to remove the objection without changing the figures selected under rule 2.3.1.4
- d) If it is found that the sequence selected cannot be safely flown within the height available, the International Jury may delete one figure, consulting the Chief Delegate of the NAC which proposed this figure.
- e) Sequences, after having been approved by the Chief Delegates or their representatives, will be announced to competitors by the International Jury not later than 12 hours before the scheduled start of each programme.

2.3.3. Free Unknown (Programme 3)

2.3.3.1 Publication and Selection of Free Unknown Sequences:

- a) All proposed sequences received by the deadline must be checked, and corrected if necessary by the International Jury. Sequences will be identified by letters.
 - b) The International Jury shall publish all sequences received from the NACs not later than 24 hours before the start of Programme 3.
 - c) At least 12 hours before the scheduled start of Programme 3, each competitor will notify the Organisers which of the proposed sequences they will fly.
 - d) Prior to the flight order and paperwork being issued to the judging line, Team Managers or individual competitors as appropriate shall verify the correctness of the allocation of selected sequence per pilot; this verification shall be recorded by the Organisers.
 - e) At least 1 hour before the start of Programme 3, the Organisers shall provide each NAC with a list of the Free Unknowns chosen by each competing pilot.
- 2.3.3.2 Prior to the commencement of each competition flight, the Chief Judge verifies by radio with the competitor the sequence to be flown. Example: "Competitor 5 radio check and confirm sequence B".

CIVA Agreed by acclamation in modified form

Agenda report 13.2

Agenda Item 13.2

13.3. Safety, Expedited and Urgent Proposals

Report from Nick Buckenham

No proposals.

14. A draft new CIVA Governance document

Presentation and discussion

MR: in the past there were remarks that not all CIVA operations were written and we missed an official document. We need a proper reference. If there is a topic you would like to be addressed in the governance document send it to the Bureau. In the first draft and the topics are not backed by any reference to how we work. There are two drawbacks of not having this kind of document, firstly, people who join CIVA will not know how we operate, secondly, the missing document prevents most of the discussions related to the governance itself. The presented outline is not the document itself; we try to list all the topics that should be included in such a document. If you see any things that are missing and should be included in the governance document inform the Bureau. We want to make sure we address everything in this document. After we finalise the first draft, we need to find out how we move on with the first draft. Number of topics is not fully backed by the way we do things today. Modifications to this document in the future will be probably done in the same way as are rules proposals done.

PM: We should see some clarification how to submit proposals to that document that you are doing at the moment.

MR: the document will specify how we operate today, e.g. we have a RC which takes/rejects/amends proposals with a certain objective. If we have a clear reference on how we work, this is what we will write down. It doesn't mean forever. From that point we can make any modifications as long as it is based on thorough debate. If someone is not happy with the operations, they will submit a proposal for change, the consequences of such change will be reviewed, and plenary will vote.

PH: who is working with this?

MR: so far, it's been the Bureau and mostly myself. The main aim is to cover the main points and every section will have a person responsible for that to cover all the details, e.g. the things related to RC will be provided by me, the operation of the JC by Pierre, the known figure analysis working procedures will be specified by Elena. If there's anyone who would like to contribute to the individual chapters, feel free to join. We will also seek feedback when something is substantial. Even if you don't contribute to drafting you will have the opportunity to give feedback.

AM: we're not approving anything?

MR: we are reviewing the current outline.

AM: we can add to what you have circulated.

MR: absolutely.

CT: in the future will these kinds of virtual meeting be possible? For the next year? It looks like it works quite well.

MR: for a number of things, we don't have any background reference on how we work today. This ZOOM thing is very new, from the start of the governance document we cannot say that the plenary will be in person for ever. We need to make an initial assumption of what is

sensible and reasonable to do. We have no legitimacy to say we operate this way and there should be no other way – it's physical meeting.

HPR: you said you have to have a base line, but we can already add to the baseline additional chapters which would be nice to have.

MR: if you can do that that's fine.

PH: re meeting next year (regardless the way), I think having emails before the meeting is very fruitful. In terms of saving time at the meeting having discussion we've had before this meeting have been very fruitful.

PK: maybe it would be a good idea to create a wiki on the civa-news with all the content points of the governance document and anyone could edit it.

MR: I'm not familiar with the wiki process so I cannot say by now. But we should look at it for sure.

AM: it's important when we get peoples feedback or contributions that it is not selected, and it is not filtered in an individual way. People have to be able to share their opinions. A shared drive would be very good. Just give people a deadline.

KK: I think physical meetings are very important, but we can add the possibility to have a remote attendance. We would have more countries, more delegates. Also, Pik's idea with the wiki page is very good. Or as Pekka said increase the debate.

RM: Good ideas, set up a forum would be a good idea. Create a post with a proposal and people could comment on that.

NB: wiki sounds like a good idea or forum. We can use civa-news for that, will talk to the developers. Another thing is that the draft document from Matthieu was quite a surprise; it has a huge structure, very governance oriented, very comprehensive. Zoom has been a great thing for the Bureau lately, we can create a schedule and have e.g., 4 of these ZOOM events per year, one every quarter. It will enable a targeted approach.

PV: we are talking about various tools (forum, shared doc, wiki), but we need to have the DOCUMENT and structure in it. I don't know how it can work if anybody provides some input, at the end we can have opposite views. We need to have a person in charge for each chapter.

CH: wanted to point to the opinions that it's great to have the ZOOM meeting. It was a part of the Spanish strategic proposal to have several meetings during the year.

PM: having our meeting via ZOOM is absolutely excellent today. But some people say that you cannot get a real debate via ZOOM. I think this is great. I would love to see this 4 times a year and can even imagine that we don't meet for the plenary anymore. We can consider it.

AM: there's a value to face to face meeting as well. A combination of both ways would be great. The advantage online is that a lot of people can see us and listen to us, out stakeholders, pilots were watching. It's a huge step forward and technology can help us.

MR: we take all these comments as Bureau and move forward.

Agenda report 14.1.

15. Announcement of 2021 Power Free Known figure selections

The voting was carried out using the Election Runner system.

a) Yak 52 and Power Intermediate Free-Known figures

	Vote 1
Option A	2
Option C	3
Option D	2
Option E	6
Option H	2
Option I	3
Option K	4

b) Power Advanced Free-Known figures

	Vote 1
Option A	10
Option D	1
Option E	0
Option F	2
Option G	3
Option H	0
Option I	2
Option K	3
Option M	2
Option N	2

c) Power Unlimited Free-Known figures

	Vote 1
Option B	3
Option C	14
Option F	2
Option G	1
Option H	1
Option J	2
Option L	0
Option M	0
Option N	1
Option P	0

16. CIVA Elections 2020

Present: Argentina, Belgium, Canada, Czech Republic, Denmark, Finland, France, Germany, Hungary, Ireland, Japan, Lithuania, Luxemburg, Netherlands, Norway, Poland, Romania, Republic of South Africa, Russia, Slovak Republic, Spain, Sweden, Switzerland, Turkey, Great Britain, United States of America

1 Proxy was tabled: Brazil to Argentina

TOTAL VOTES: 27 (26 present, 1 proxy) Absolute majority: 14 2/3 majority: 18

Officers of CIVA

Bureau:

President:

Nick Buckenham

Elected by acclamation 2019 for 2020 & 2021

Vice Presidents:

	Votes: 1 st	2 nd
Philippe Kuchler		Elected 2019 for 2020 and 2021
Matthieu Roulet		Elected 2019 for 2020 and 2021
Hanspeter Rohner	17	Elected 2020 for 2021 and 2022
Elena Klimovich	17	Elected 2020 for 2021 and 2022
Pierre Varloteaux	12	

Secretaries: Votes: 1st

Hanna Räiha

Elected 2020 by acclamation for 2021 & 2022

Treasurer:

Jürgen Leukefeld

Elected 2020 by acclamation for 2021 & 2022

Rules Committee

Chairman:

Matthieu Roulet

Elected by acclamation for 1-year period

Members: Votes: 1st

Elena Klimovich	17	Elected for a 1-year period
Hanspeter Rohner	18	Elected for a 1-year period
Nick Buckenham	23	Elected for a 1-year period
Philippe Kuchler	17	Elected for a 1-year period
Mike Gallaway	22	Elected for a 1-year period
Pierre Varloteaux	16	

Judging Committee:

Chairman:

Pierre Varloteaux

Elected by acclamation for 1-year period

Members:

Votes:

John Gaillard	20	Elected for a 1-year period
Madelyne Delcroix	17	Elected for a 1-year period
Elena Klimovich	16	Elected for a 1-year period
Mikhail Mamistov	16	Elected for a 1-year period
Philippe K��chler	15	Elected for a 1-year period
Vladimir Machula	12	
Romain Fhal	8	

Glider Aerobatic Committee

Chairman:

Manfred Echter

Elected by acclamation for a 1-year period

Members:

Votes:

Madelyne Delcroix	22	Elected for a 1-year period
Jerzy Makula	20	Elected for a 1-year period
Philippe K��chler	18	Elected for a 1-year period
Ferenc Toth	17	Elected for a 1-year period
Pekka Havbrandt	17	Elected for a 1-year period
Oleg Larionov		

Catalogue Committee

Chairman:

Manfred Echter

Elected by acclamation for a 1-year period

Members:

Romain Fhal	Elected by acclamation for a 1-year period
Pekka Havbrandt	Elected by acclamation for a 1-year period
Brian Howard	Elected by acclamation for a 1-year period
Pierre Varloteaux	Elected by acclamation for a 1-year period
Anatoly Belov	Elected by acclamation for a 1-year period

ICT Committee

Chairman:

Vladimir Machula

Elected by acclamation for a 1-year period

Members:

Nick Buckenham	Elected by acclamation for a 1-year period
Philippe K��chler	Elected by acclamation for a 1-year period
Peter Rounce	Elected by acclamation for a 1-year period
Kari Kemppi	Elected by acclamation for a 1-year period
Ringo Massa	Elected by acclamation for a 1-year period

17. Appointment and Approval of Championships Officials

17.1. The 23rd FAI World Glider Aerobatic Championships and the 11th FAI World Advanced Glider Aerobatic Championships 2021

17.2. The 22nd FAI European Aerobatic Championships 2021

17.3. The 14th FAI World Advanced Aerobatic Championships 2021

17.4. The 1st FAI European Intermediate Aerobatic Championships 2021

A questionnaire was sent to all Championships officials elected last year (jury, chief judges) and all names are moved to the championships next year.

18. List of International Aerobatic Judges

PV: we have decided to keep the judges from 2020 to 2021. In this situation it's difficult to ask judges if they are available. If one CJ is unable then we can go to the delegates and ask for proposals. There is no other solution for the moment.

NB: The CJs have already indicated that they are available.

AM: question about a specific judge from Spain, with continued domestic experience not being on the reserve list. Experience over 16 years; he judges with other international judges and yet he is not eligible for international judges. We have on the CIVA reserve list 3 UNL pilots, 2 are no longer flying, and they are not actually judging at all. We have to create flexibility where new judges, who are judging at domestic competition, are able to go to international competitions, to get the international experience not as a scribe or assistant to other international judges. We need to come up with an alternative.

PV: two topics – international list is supposed to be edited during March/April. The list for 2021 will be updated. Be sure that I have absolutely nothing against young judges, in 2019 we had 4 new judges. Some people don't want to see many new judges on the judge line, so what we decided in the judging committee is to add one by one, two by two depending on the organiser. A new judge must come with an assistant who can give some advice about the rules and other things like marks. I ask you, Alex, if you want a new judge you need to provide an experienced assistant with RI less than 5. There was no assistant for your judge, so unfortunately, he could not be on the judge line.

MG: how do you select the judges? I was surprised that for the WAAC 2021 the US judge was not chosen. We had submitted a judge and I was perplexed that he was not chosen.

PV: when you propose a judge, it does not mean that the judge has to be selected. I explained the process yesterday. Every member in the judging committee can choose the panel of judges. No one has anything against USA.

MG: Got the point, just wanted to make sure that we have done all the steps that we were required to.

PH: Markus talked about best practice. In paragliding there is a rule that at every championship there has to be 1 new judge who hasn't judged in the past. This could create the chance to get new judges.

PV: this is the case now. The rule is that the new judge has to come with an assistant who knows how it works. By providing an experienced assistant we can avoid a lot of problems. That's what we decided in the judging committee. The idea is to have more new judges each year. It worked in 2019 with 4 new judges. We have some new judges that were selected for 2020, so will see how it will work next year.

JG: some new judges want to go straight to the unlimited level, which was the case last year and judges for the intermediate level were needed. I suggest to Spain to send the judge

there to gain experience and it was declined. When you go to the intermediate level and get a good RI score, it's a good indicator and you can move on to a higher level. Going straight to the unlimited level without sufficient experience from international contest is not a good way. We must try the new judges at the lower level, first.

PV: We are doing exactly this in France. I think it's a good way. When the judge proves in the lower category, they can move on the higher one. First just follow the procedure, come with an experienced assistant.

RM: as I understood the problem was to get enough judges?

PV: all organisers provided support for 7 judging teams. We were happy with the number with it because we cannot fill more places. Another rule specifies one judge per country (at least with a panel of 7 judges).

RM: there could be a possibility to match single experienced judges from different countries to create a team.

PV: I get the point; you can do it. For the next selection process this can be a good idea. There could be the language problem.

PH: 7 judges supported by the organiser is an economic restriction. If the funding would be there could there be more judges?

NB: any country can support their own judge; it's already established practice.

AM: re John's remark, it's important for judges to work up the experience. But you cannot ask people to get 2 weeks of holiday at quick notice to judge just for the practice and not count it as experience. We offered to subsidise our judge for the unlimited contest, which was his reservation for the holiday and not to count his judging, it would be just as practice. But this proposal was also rejected. The selection process is very strict, I understand. I'm not convinced that we are addressing the issue of getting new judges on the judging line correctly. All our proposals were rejected. Netherland has a great idea. We will take any offer of having new judges on the judging line. We should put this on the quarterly agenda as well. Re Pierre's point of the judging list not being updated, the list on the civa-news says authorised 2019 judges list, our judge is still missing.

JG: the judging process is a team process, and you need judges who know each other. You cannot just throw two people together.

AM: We have a Spanish judge and an assistant who have been working together for then years, but this combination is not valid for an international contest. Whatever combination we propose, there is a problem.

PV: The judge AM was talking about is added to the current list, it's just not published, it will be online in few days. Re the US judge, there are some rules in the JC, there is only one new judge for the WAC since we have only 7 judges, and the judging committee has selected RSA judge Johnnie Smith, it was the question of voting, nothing against any country.

MG: Pierre, you answered my question, thank you.

NB: commenting on the work of the judging committee and judging teams.

19. Other reports

Contest Scoring Programme report

NB: The ACRO contest results software has been used since 2008, with very large number of competitions successfully completed. It's quite large and comprehensive software and it has grown over the years. Last year there were some problems with international characters for names. A copy of the software that was used last year at WAC is now available from the ACRO website, if there are any issues with a new version. More people should be involved in

testing of new versions and updates. This year there were few competitions, the database underneath the software is completely being changed, it will be finished maybe in 3-4 months' time. The issue of international characters should then be solved. The software is a crucial part of the contest and I will come to some of you and ask for help with the testing.

JG: congratulations to Nick for the software, there will be a contest in February in South Africa, and we will be happy to test the new version.

PM: the software is published on a website, is the web page safe? Can anybody from other sport come and steal it?

NB: it's very specific for aerobatics, and the website is secure. Anybody can have a copy but they cannot have the underlying code.

Agenda report 19.1

FAI/ Aresti Committee report

JG: has tried to contact the Aresti family twice this year with no response. The catalogue works very well. The issue with the Aresti Trophy is something else, they believe that the trophy is theirs and there is probably no hope to get it back for the unlimited contest.

MH: re John's comment suggesting having a dossier, which could be useful in potential future legal case with Aresti family, providing evidence of all the arrangements in arriving at some kind of agreement. We might be forced to establish a position and it would be handy to have the evidence.

JG: the dossier would start with the contract which the FAI entered into with the Aresti family, not favourable to CIVA. On the other hand, we have the rights to the catalogue. It is working quite well. I can attempt to give you a dossier, but hopefully we won't need to use it.

AM: agrees with John, complex situation, better to keep the present situation for short term. Over the next 6-8 months there are going to be significant changes in Spain due to some legal proceedings. We just let things lie for the moment. It's a huge embarrassment to the Spanish delegation, losing the trophy for the freestyle, apologies for the situation not being settled. As soon as there is something new, FAI and CIVA will be updated.

JG: Thanks Alex, let's let it lie for the moment.

Contest Organization Working Group

NB: nothing to report. Point at the Friday's discussion – if we are unable to have traditional championships, we need to come up with something to provide for our pilots in a media friendly way. We haven't found a good answer yet, if you have an idea, let us know.

Agenda report 19.3

20. Diplomas and Awards

Leon Biancotto Diploma

A vote is required to select one of the two nominated candidates.

The votes were -

Tamás Abrányi	7
Alan Cassidy	18

The Leon Biancotto Diploma will be awarded to Alan Cassidy.

Open proposal to make LG Arvidson a President of Honour of CIVA. In due course President Nick Buckenham will talk to FAI and make sure LG will become a President of Honour of CIVA. *(post-plenary note: this is not necessary, LG already has this honour).*

21. Date and Place of Future Meetings

The US delegate Mike Gallaway confirmed that the US is happy to welcome the delegates to Dallas in 2021.

Plenum agrees.

NB: In the Bureau we will discuss the possibilities of having more of such meetings during the year.

EK: suggestion to award the Leon Biancotto diploma next year to the other person who is not the winner of today's vote.

NB: it's not really in our hands, as anybody send a nomination for the Diploma.

AM: In December, the first and second week, we have a judges' course if anyone is interested in joining, let us know. Part of it will be streamed, we are trying to figure out the best way to do it.

Recognition to the materials on the civa-news, which are used a lot by the Spanish judges. First Sunday of December there will be a live stream from the museum of historic aircraft.

PH: make open online judging classes, especially in these times.

Submitted for approval,

Hanna Rähkä & Zuzana Danihelová
Secretaries of CIVA

Annexes

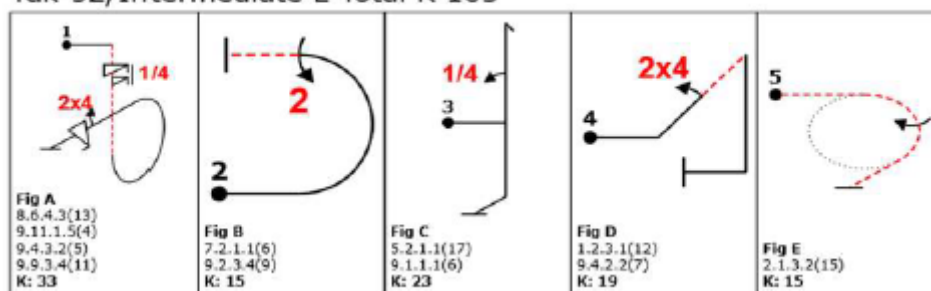
List of plenary Participants:

Name	Abbr.	Country	Position
Eduardo BOLSTER	EB	ARG	Delegate
Aarron DELIU	AD	AUS	Alternate
Didier AMELINCKX	DA	BEL	Delegate
Carole HOLYK	CH	CAN	Delegate
Andy ERNEWEIN	AE	CAN	Alternate
Martin VECKO	MV	CZE	Delegate
Zuzana DANIHELOVA	ZD	CZE	Alternate / secretary
Vladimir MACHULA	VM	CZE	Observer
Paul E.B. NIELSEN	PN	DEN	Delegate
Castor FANTOBA	CF	ESP	Alternate
Alexandra MOORE MAYORGA	AM	ESP	Delegate
Markus HAGGENEY	MH	FAI	FAI General Secretary
Kari KEMPPI	KK	FIN	Alternate
Jyri MATTILA	JYM	FIN	Delegate
Hanna RÄIHÄ	HR	FIN	Secretary
Matthieu ROULET	MR	FRA	Delegate
Pierre VARLOTEAUX	PV	FRA	Alternate
Jerome HOUDIER	JH	FRA	Observer
Loic LOGEAS	LL	FRA	Observer
Madelyne DELCROIX	MD	FRA	Observer
Brian SPRECKLEY	BS	FRA	Observer
Nicholas BUCKENHAM	NB	GBR	President of CIVA
Philip MASSETTI	PM	GBR	Delegate
Steve TODD	ST	GBR	Observer
Melanie ASTLES	MA	GBR	Observer
Chris SILLS	CS	GBR	Observer
Peter ROUNCE	PR	GBR	Moderator
Jurgen LEUKEFELD	JL	GER	Delegate
Manfred ECHTER	ME	GER	Alternate
Tamas ABRANYI	TA	HUN	Delegate
Peter SZABO	PS	HUN	Observer
Farrell McGee	FM	IRL	Delegate
Eddie GOGGINS	EG	IRL	Alternate
Miyako KANAO	MK	JPN	Delegate
Yuichi TAKAGI	YT	JPN	Observer
Eltonas MELECKIS	EM	LIT	Delegate
Cyrial TALON	CT	LUX	Delegate
Ringo MASSA	RM	NLD	Delegate
Edward WAASDORP	EW	NLD	Alternate
Ulrik HASLE	UH	NOR	Alternate

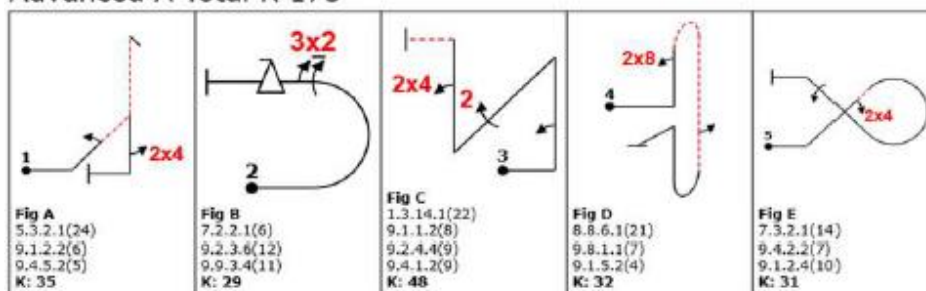
Steinar OSTBY	SO	NOR	Delegate
Arne STRÖM	AS	NOR	Observer
Jerzy MAKULA	JUM	POL	Delegate
Michal GRACZYK	MG	POL	Observer
Lászlo FERENC	LF	ROM	Delegate
Christian IOGOROV	CI	ROM	Alternate
John Louis GAILLARD	JG	RSA	Delegate
Quintin HAWTHORNE	QH	RSA	Alternate
Elena KLIMOVICH	EK	RUS	Delegate
Pavol KAVKA	PK	SVK	Delegate
Hanspeter ROHNER	HPR	SUI	Delegate
Philippe KÜCHLER	PIK	SUI	Alternate
Pekka HAVBRANDT	PK	SWE	Alternate
Kamile YASDIMAN	KY	TUR	Delegate
Mike GALLAWAY	MG	USA	Delegate

The “Known” figures specified by CIVA for Free Known programmes in 2021 are:

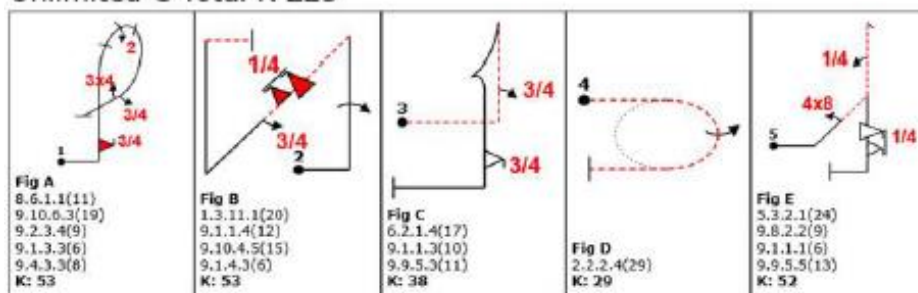
Yak-52/Intermediate E Total K 105



Advanced A Total K 175



Unlimited C Total K 225



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