



*Fédération
Aéronautique
Internationale*



CIVA Rules Committee Report

Based on Rules & Judging Committees Joint Meeting

Agenda item 7.1

Version 1 / 29 September 2025

INTRODUCTION

The Rules Committee met on-line on 08 September 2024 15:00 CEST

The Rules, Judging and Glider Aerobatic Committees jointly met on-line on 08 September 2024 16:00 CEST.

In attendance:

Rules Committee (RC): Luca Andraghetti - Chairman (ITA), Philippe K  chler (SUI), Hanspeter Rohner (SUI), Steve Todd (GBR)

Judging Committee (JC): Madelyne Delcroix (FRA), Philippe K  chler (SUI)

Glider Aerobatic Committee (GAC): Madelyne Delcroix (FRA), Philippe K  chler (SUI),

Not present:

Rules Committee (RC): Mike Gallaway (USA)

Judging Committee (JC): Pierre Varloteaux (FRA), Quintin Hawthorne (RSA), Alex Moore (ESP)

Glider Aerobatic Committee (GAC): Pekka Havbrandt (SWE), Eugen Schaal (GER), Ferenc Toth (HUN), Thierry Fraise (FRA)

After the deadline of 6 August 2025 for the submission of Sporting Code “Normal Proposals”, the meeting package was assembled, distributed to the CIVA Bureau, RC / JC / GAC / CC members, and to all CIVA Delegates on August 15th and revised on August 18th.

In this report, we have summarized the actions taken by RC/JC Committees on the Power proposals (applicable to Section 6 Part 1). Actions on Glider proposals taken by the GAC (applicable to Section 6 Part 2) are reported in a separate Agenda report.

This year we propose the same simple and self-standing format for this report used last year, reproducing in full all proposals applicable to Part 1, from the “Normal Proposals” package (plus any other relevant items e.g. mandated by the previous CIVA Plenary), with an overlay of the Rules Committee conclusions easily identifiable by a stamp or notes highlighted in yellow. An [OK] stamp, for instance, means that the proposal shall be considered by the Plenary as originally proposed.

Passing the RC review is the result of a consensus or majority decision by the Committee, that those proposals shall be considered by the Plenary. Please note that passing this review does not necessarily imply that the RC recommends those proposals to be adopted.

Luca Andraghetti
Chairman, CIVA Rules Committee
29 September 2025



RULE PROPOSALS CHECKLIST

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

CIVA#	NAC	#	Subject	Allocation	Page
NP2026-9	FRA	3	Cloud Base Minimum for Unlimited	RC	3
NP2026-10		4	Cloud Base Minimum for Advanced	RC	4
NP2026-11		5	Gender Ranking	RC	5
NP2026-12		6	Rookie Ranking	RC	6
NP2026-13		7	Reduction of Number of figures in Free Unknowns	RC	7
NP2026-14		8	Training for Final Freestyle	RC	8
NP2026-15		9	Free Unknown Figures in Adv	RC	9
NP2026-16		10	World Championships	RC	10
NP2026-17	RSA	1	Registration to Unlimited Freestyle (Para 1.2.6.1. a) v))	RC	11
NP2026-18/25	ESP	1	Half loops with rolls	RC/JC/GAC	12
NP2026-19/26	ITA	2	Half loops with rolls	RC/JC/GAC	13
NP2026-20	ESP	3	Increase in the number of permitted figures in programmes 2, 3 and 4 in Unlimited Cat.	RC	14
NP2026-21		4	Reallocate Intermediate to Category II Event to provide viable future	RC	15
NP2026-22		5	Limit the maximum number of competitors per team to 6	RC	16
NP2026-23		6	Restriction of Competing Aircraft and Pilots	RC	17
NP2026-24		7	Modification for the Programmes 3 & 4, as UNKNOWNNS	RC	18

DECISIONS TAKEN BY RC

CIVA#	NAC	#	Subject	RC Decision	Page
NP2026-9	FRA	3	Cloud Base Minimum for Unlimited	OK	3
NP2026-10		4	Cloud Base Minimum for Advanced	OK	4
NP2026-11		5	Gender Ranking	Upheld	5
NP2026-12		6	Rookie Ranking	Upheld	6
NP2026-13		7	Reduction of Number of figures in Free Unknowns	OK	7
NP2026-14		8	Training for Final Freestyle	OK	8
NP2026-15		9	Free Unknown Figures in Adv	OK	9
NP2026-16		10	World Championships	Rejected	10
NP2026-17	RSA	1	Registration to Unlimited Freestyle (Para 1.2.6.1. a) v))	Amended	11
NP2026-18/25	ESP	1	Half loops with rolls	OK	12
NP2026-19/26	ITA	2	Half loops with rolls	Amended	13
NP2026-20	ESP	3	Increase in the number of permitted figures in programmes 2, 3 and 4 in Unlimited Cat.	OK	14
NP2026-21		4	Reallocate Intermediate to Category II Event to provide viable future	OK	15
NP2026-22		5	Limit the maximum number of competitors per team to 6	OK	16
NP2026-23		6	Restriction of Competing Aircraft and Pilots	Rejected	17
NP2026-24		7	Modification for the Programmes 3 & 4, as UNKNOWNNS	OK	18

NP2026-9

RC

**FRA PROPOSAL#3****Document:** Section 6 Part 1**Subject:** Cloud Base Minimum for Unlimited**Proposal**

Set cloud base minimum at 850m for Unlimited, i.e.:

In 3.6.4.6 b) for Unlimited change from: “no flying if lower than 800m” to:” no flying if lower than 850m”

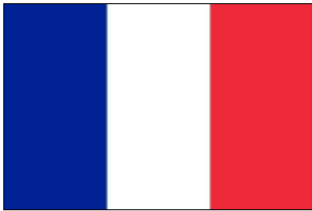
Rationale

700m of vertical range (100-800m) to fly Unlimited sequences appears to be too tight. For example, the spin figure of the 2025's Free Known set is more safely flown at 800m, therefore pilots have no margin if the ceiling (cloud base) is at 800m.

In addition, this is not about just one problematic figure. A sequence as a whole may require some more vertical energy margin – it is a matter of safety to prevent pilots either to enter into clouds or to fly too low. The loss of energy during a Free Unknown is often between 350 and 500m, and some figures like a tailslide with one flick upward and one downward will induce a loss of 150 to 200 meters. So even with the authorized break, with clouds around 800m the vertical energy margin could get too low for the rest of the sequence, especially in case of high density-altitude.

NP2026-10

RC



FRA PROPOSAL#4

Document: Section 6 Part 1
Subject: Cloud Base Minimum for Advanced

Proposal

Set cloud base minimum at 850m for Advanced, i.e.:
In 3.6.4.6 b) for Advanced change from: “no flying if lower than 800m” to: “no flying if lower than 850m”

Rationale

When flying with the minimum acceptable conditions, the Advanced pilots fly in a 600m vertical range box. We propose to increase this as a matter of safety, to prevent pilots either to enter into clouds or to fly too low. In addition, the logic in the cloud base minima table in 3.6.4.6. b) seems to be inconsistent for the Advanced case in the current version, with a delta of 350m between “break if lower than” and “no flying if lower than”, which is more than for Unlimited but also more than for Intermediate (see table below).

Category	Break if lower than:	No flying if lower than:
Unlimited	1050 m	800 m
Advanced	1150 m	800 m
Intermediate	1250 m	950 m

NP2026-11

RC

Upheld
After clarification**FRA PROPOSAL#5**

Document: Section 6 Part 1
Subject: Gender Ranking

Proposal

Bring back the gender ranking as it was before. 5 pilots of a gender minimum to have a gender-ranking, on top of the overall gender-less ranking.

Separately: Consider extending this move not only for Unlimited but also for Advanced.

Rationale

At a time when CIVA must critically find all means to encourage more participation to Championships and avoid any measure that would ultimately lead directly or indirectly to reduced participation, we have to acknowledge that removing the gender ranking a couple of years ago resulted in a negative trend, with less and less women competing in International events. CIVA should pursue a goal of more participation (to ensure championship viability for organisers), and more diversity. In that respect, competing for a gender trophy may give appropriate motivation. Also, it could be observed that female pilots have a tendency to bring a bit of extra visibility to our sport, both through regular media and social media. We should consider that as a win-win move.

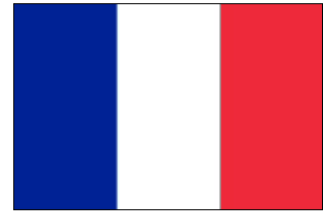
RC discussion: Proposal incomplete. No references to past S6 part1 and rules to be introduced or modified. This needs all paragraphs to be re-established or introduced to understand the proposal.

Clarification:

The proposal is about going back to a previous version, therefore consider Part 1 2022 as an attachment to the proposal. Received a file containing all amendments to be applied.

NP2026-12

RC

**FRA PROPOSAL#6**

Document: Section 6 Part 1
Subject: Rookie Ranking

Upheld
After clarification

Proposal

For all categories:

Add a ranking for the 3 best newcomers -- first participation in a Cat.1 CIVA championship of that category (Adv, Unl) -- if a minimum of 3 pilots are competing in this category.

Rationale

The rookie ranking is a way of rewarding a type of pilots, those who make their debuts in a category. Being strong in a category takes time and sometimes making the first step is the most difficult. We should encourage newcomers to join our competitions.

RC discussion: Proposal is not mature and not clear. No rule with definition of Rookie. No references to rules to be introduced. Needs all paragraphs to be introduced to understand the proposal.

Clarification:

- Insert after 5.1.1.3. a new paragraph:
 Overall Rookie Winner: The newcomer competitor who gains the highest total number of combined points in Programmes 1 to 4 (provided at least Programmes 1 and 2 are completed), regardless of gender, provided at least three newcomers participate in the competition.
 Newcomers are defined as competitors participating for the first time in a Category 1 CIVA championship.
- In 5.2.1.1., add a line to the table, with:
 Overall Rookie Winner / Unlimited Yes / Advanced Yes / Intermediate No.
- In 5.5.1.1, 5.5.3.1, 5.6.1.1, 5.6.2.1, add a line in the tables with:
 Overall Rookie Winner / CIVA medal Gold / FAI Diploma Yes
 Second place / CIVA medal Silver / FAI Diploma Yes
 Third place / CIVA medal Bronze / FAI Diploma Yes
 and a foot note for all three sub-lines mentioning:
 “Awarded provided at least three newcomers (as defined in 5.1.1.3) participate in the competition.

NP2026-13

RC

**FRA PROPOSAL#7****Document:** Section 6 Part 1**Subject:** Reduction of Number of figures in Free Unknowns**Proposal**

For all categories:

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

Accordingly:

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

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

Rationale

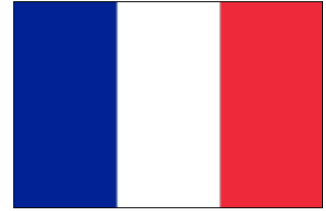
The proposed change pursues several objectives:

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

RC discussion: If adopted, a new time limit must be specified for these programmes in 3.10.1.1
 If adopted, Rule 2.3.1.4.d) must also be amended – Current wording - Sequences will consist of no more than fourteen (14) figures.

NP2026-14

RC

**FRA PROPOSAL#8****Document:** Section 6 Part 1**Subject:** Training for Final Freestyle**Proposal**

Make training for Final Freestyle mandatory, with two options at the discretion of the Organiser:

- Either with available time between the end of the regular competition and the Final Freestyle, so that each and every enlisted pilot has a training flight in the Final Freestyle conditions (i.e. box with deadline as applicable clearly visible; music available with two-way communicating radio system in addition to safety radio communication; smoke);
- Or give time for mandatory training during the Final Freestyle flight, prior to wing-rocking – for box and deadline proper consideration, smoke check, communication and music coordination check, in addition to freestyle moves. In this option the time limit for completion (with same definition as for other Programmes) is set at 12 minutes.

Rationale

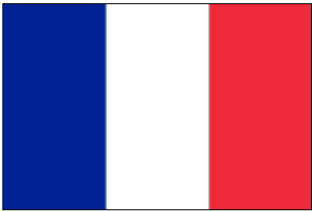
In terms of safety, it is important to train in real conditions. For the Final Freestyle, the box might be different, a deadline, music and smoke are added. It is important for the pilots to be familiar with all that.

Programme 5 is also quite different in terms of logistics for the Organiser. Ensuring that the Organiser is ready to handle the technical aspects required for the Final Freestyle seems mandatory.

RC discussion: Perhaps it would be better to review the complete management of Program 5

NP2026-15

RC



FRA PROPOSAL#9

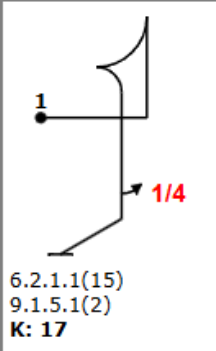
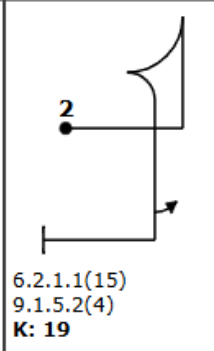
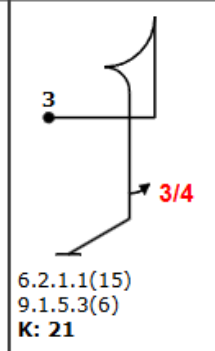
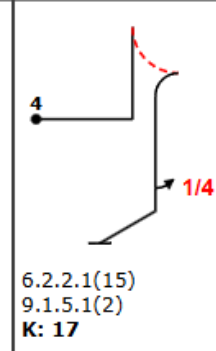
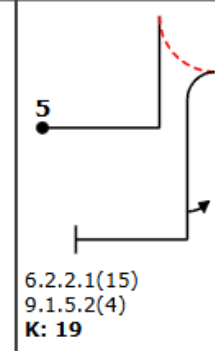
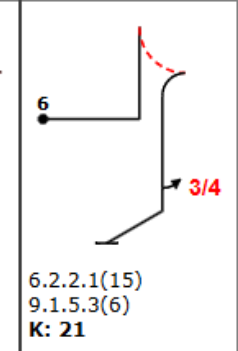
Document: Section 6 Part 1
Subject: Free Unknown Figures in Adv

Proposal

Allow rotations 9.1.5.1, 9.1.5.2, 9.1.5.3 on the vertical downline of figures 6.2.1.1 and 6.2.2.1 (tailslides) in Advanced Free Unknowns.

Rationale

Adding these rotations does not create any safety or technical issue. We believe it could help designing the Free Unknowns sequences.

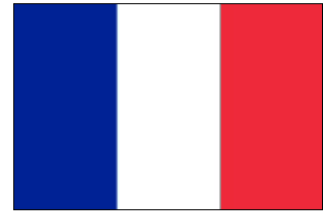
 <p>6.2.1.1(15) 9.1.5.1(2) K: 17</p>	 <p>6.2.1.1(15) 9.1.5.2(4) K: 19</p>	 <p>6.2.1.1(15) 9.1.5.3(6) K: 21</p>	 <p>6.2.2.1(15) 9.1.5.1(2) K: 17</p>	 <p>6.2.2.1(15) 9.1.5.2(4) K: 19</p>	 <p>6.2.2.1(15) 9.1.5.3(6) K: 21</p>
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RC discussion: This proposal is better if worded as below:

Remove	A.9.1.1. Advanced:	No rolls permitted, neither on the upward or on the downward lines.
Insert	A.9.1.1. Advanced:	No rolls permitted, on the upward line. In downward line of 6.2.1.1 and 6.2.2.1 only 9.1.5.1, 9.1.5.2, 9.1.5.3 are allowed.

NP2026-16

RC

**FRA PROPOSAL#10**

Document: Section 6 Part 1
Subject: World Championships

Dismissed
See notes below

Proposal

Change 1.2.1.1. a) to have World Championships every year instead of every two years.

As a consequence, remove “Continental Championships” paragraphs from Part 1.

In case this move would be considered too big, as a minimum make it temporary for two years (i.e. 2026 and 2027) so that lessons learned can be drawn before definitive adoption for future years.

Option: a Continental Champion and podium will be declared with the same minimum participation as today, for the Continent on which the World Championship takes place

Rationale

One of the most significant — and terrible — recent development in CIVA has been the community’s inability to organise three (out of four!) Cat.1 aerobatic championships this year. This poses an existential risk for CIVA and what it represents. CIVA’s focus shall now be to restore a healthy situation.

This means taking all measures to encourage Organisers to bid for Championships with the prospect of having a viable event, which in turn means taking all measures to encourage competitors’ participation.

While this would not be a magical solution (as exemplified by the situation in Gliders for Championships this year), this proposal obviously is a step in the right direction. In years of EAC for instance, even in the Open format, non-European pilots do not see participation as attractive as if they were full-fledged competitors.

Transforming those events into actual World Championships is bound to attract more participation. Maximizing official, full-fledged participation has now become a vital element of CIVA going forward. The more official competitors from the more number of official countries, the easier it will be to secure funding for championships, the easier it will be to maintain institutional support, and the stronger CIVA will be.

Many sports have a world championship every year and, based on the above, we came to the conclusion that it would also be a very good option for CIVA.

RC discussion: This proposal is not considered specific enough, but could be forwarded to CIVA Bureau for addition to the plenary agenda as a discussion from which a mature proposal could be formed and voted on.

NP2026-17

RC

Amended
Agreed with RSA

**RSA PROPOSAL#1****Document:** Section 6 Part 1**Subject:** Registration to Unlimited Freestyle (Para 1.2.6.1.a)v)**Proposal:**

Allow qualified entrants to compete exclusively in the Unlimited Freestyle category at the World Aerobatic Championship

Remove the paragraph 1.2.6.1.a)v):

- v) Any pilot thus nominated must have gained a medal in a previous FAI First Category Unlimited Power Aerobatic contest in the previous five (5) years.

Insert the paragraph 1.2.6.1.a)v):

- v) Any pilot thus nominated must have **previously competed in a World FAI Category 1 Aerobatic Competition and placed in the Top 10 in both the Freestyle and Aresti categories** in the previous five (5) years.

Rationale

enhance the prestige and accessibility of the World Aerobatic Championship while maintaining its high standards of competition.

- **Increasing Participation** – Many highly skilled pilots excel in Freestyle but may not have the ability to commit to all competition categories. This rule would allow more top-tier competitors to participate.
- **Expanding Audience Engagement** – A more competitive Freestyle category would generate greater excitement, attracting more spectators and increasing media coverage.
- **Encouraging Growth in the Sport** – Providing a clearer pathway for proven pilots to compete in Freestyle would contribute to a stronger, more diverse field of competitors.
- **Enhancing Inclusivity** – By recognizing achievements in both Aresti and Freestyle, the rule ensures that world-class pilots who have already demonstrated their abilities at the highest level can continue to contribute to the competition.
- **Attracting Sponsorship and External Support** – A more dynamic and competitive Freestyle category would appeal to sponsors, media, and aviation enthusiasts, helping to further elevate the sport's visibility and financial support.



RC discussion: Proposal OK with amendment by the RC:
in a **World** Aerobatic Competition → in a **FAI Category 1** Aerobatic Competition
otherwise, accessibility could be reduced

NP2026-18

RC

GAC

JC

ESP PROPOSAL#1

Document: Section 6 Part 1
Subject: Half loops with rolls

OK

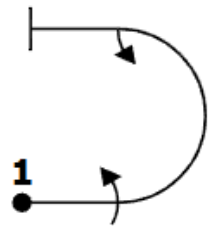
Proposal

Existing Rule

B.9.8.2.

... The half-loop follows immediately after the rolls without any visible line. Drawing a line requires a downgrade of:

- a) One (1) point for a short but visible line;
- b) Two (2) points for a more obvious line of length up to half the looping radius;
- c) Three (3) points for a longer line with length up to the full looping radius;
- d) Finally, four (4) points when the length of line exceeds the radius of the looping element.



New Rule

Add:

- e) If the visible line between wings levelled at the end of the half loop and the roll is started is greater than 2R or takes more than 2 seconds, then the figure must receive a mark of HZ, giving the reason 'Wrong figure, roll element missing (describe missing roll e.g. 2x4). If the roll element is subsequently flown to complete the figure, then this must be penalised as an insertion, as it gains the pilot an advantage by putting them back in the correct place to continue without taking a penalised break.

Rationale

Sometimes pilots forget that there is a rolling element to the figure after the part loop. This is characterised by an unusually long line after looping element is completed. As the pilot realises to have forgotten a part of the figure, they then insert the missing roll element which places them back in the correct attitude for the next figure or continuation of the current figure. On occasions this is obvious, but sometimes the call is marginal. The judges need to have a mechanism to indicate that the roll element was initially missed and a simple majority allows the Chief Judge to reflect the collective judgement of the panel.

If the decision is protested the video evidence should be clear enough for the Jury to decide if they agree with the majority decision.

This proposal gives clarity to a situation which has arisen a few times in recent years and ensures that pilots receive the correct mark in proportion to their error.

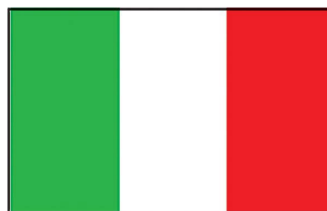
RC discussion: Also impacts figure families listed in B.9.8.4. For Harmonization, RC propose to introduce in S6 Part 2

NP2026-19

RC

GAC

JC

**ESP PROPOSAL#2****Document:** Section 6 Part 1**Subject:** Half loops with rolls

Amended
Agreed with ITA and ESP

Proposal

If Proposal #1 is accepted

Add:

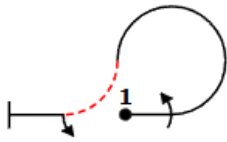
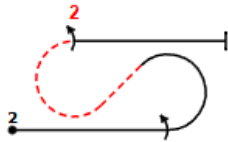
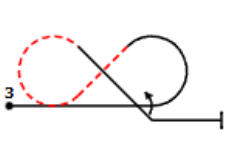
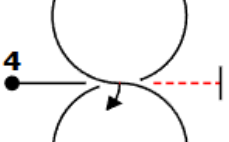
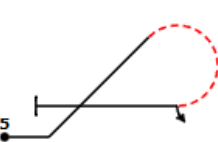

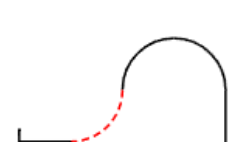
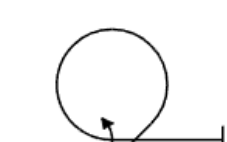
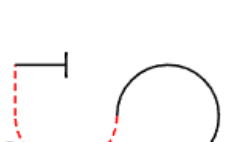
4.4.2.1. j) a line inserted between half loop and rolls in 7.2.1 – 7.2.4 Families is longer than 2R or takes more than 2 seconds.

Rationale

To keep rules consistent

Amended by RC

4.4.2.1. j) a line inserted between part loop and rolls in 7.2. Family and Families listed in B.9.8.4 is longer than 2R or takes more than 2 seconds.

 <p>7.4.8.1(11) 9.1.3.4(8) 9.1.3.2(4) K: 23</p>	 <p>7.5.1.1(16) 9.1.3.4(8) 9.2.3.4(9) K: 33</p>	 <p>7.8.1.1(20) 9.1.3.4(8) K: 28</p>	 <p>7.8.22.1(18) 9.1.3.2(4) K: 22</p>	 <p>8.5.3.1(12) 9.1.3.2(4) K: 16</p>
 <p>8.6.1.1(11) 9.1.3.4(8) K: 19</p>	 <p>8.6.10.1(12) 9.1.3.2(4) K: 16</p>	 <p>8.7.1.1(11) 9.1.3.4(8) K: 19</p>	 <p>8.10.1.1(19) 9.1.3.4(8) K: 27</p>	

RC discussion: Also impacts figure families listed in B.9.8.4. For harmonization, RC propose to introduce in S6 Part 2

NP2026-20

RC



ESP PROPOSAL#3

Document: Section 6 Part 1
Subject: Increase in the number of permitted figures in programmes 2, 3 and 4 in Unlimited Cat.

Proposal

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

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

A.24. Family 9.10, Negative Flick Rolls

Rationale

To increase the number of possible figures for the Free-Unknown programmes.
To increase the flexibility, diversity and interest of programmes and flights for sportsmen and audiences.
In recent years the Free Known included a figure with combination of rolls and flick rolls in three-line stall turns (Family 5.3.1 and 5.3.2 figures), demonstrating that is safe and technically possible.

			½	¾	1	1¼	1½	1¾	2	
1			17	17	17					
2			15	15	15					
3			13	13	13		16			
4			13	13	13					
5			13	13	13					
6			19	19	19					
7			17	17	17					
8			15	15	15					
9			15	15	15					
10			15	15	15					
			1	2	3	4	5	6	7	8

NP2026-21

RC

**ESP PROPOSAL#4****Document:** Section 6 Part 1**Subject:** Reallocate Intermediate to Category II Event to provide viable future**Proposal**

To reallocate Intermediate Category to a Category II event from its current standing as a Category I where it currently has World Championship, Open Continental Championship or Continental Championship First Category competition status with requirements and procedures in relation to the format that reduce options for contest organisers to host.

Existing rule:

- 1.2.2. Contest Categories
- 1.2.2.1. All flights carried out by competitors must be made solo; this applies to competition flights and training flights.
- 1.2.2.2. Contest categories are:
 - a) Unlimited (“U”)
 - b) Advanced (“A”)
 - c) Intermediate (“I”)

New rule:

- 1.2.2.2 d) remove the Intermediate “I” category
- 1.2.2.3 delete references to Intermediate and I competitions

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

Rationale

The waning success and ability of organisers to deliver robust WIACs and EIACs. Simplifying the attribution of “best” or Champion. It is not a reflection of fewer pilots in these categories.

Equally, logic prevailing would expect a single World Champion and European Champion per year, which reflects the best aerobatic pilot overall in the World or Europe. The difference between Unlimited and the other categories is the technical level of the pilots, and Unlimited pilots are the ones that have the biggest catalogue of figures to be flown and the most complex sequences. Therefore, based on skill they will be pilots with greater performance and skills than those in Intermediate.

Enabling Intermediate to be a Cat II event would facilitate and encourage NACs to arrange Category II events on a regional basis, where the travel to the event is shorter, the duration of the event is limited to 3-4 days and there judging staff can be provided locally, but to an international standard.

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

NP2026-22

RC

**ESP PROPOSAL#5****Document:** Section 6 Part 1**Subject:** Limit the maximum number of competitors per team to 6**Proposal**

Change wording in Sporting Code, 1.2.6. Competitors and Team Composition

Where it says:

1.2.6.1. World Championships

- a) "U" Every NAC shall notify the Organiser of a World Championships, not less than two (2) 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)**. If the resulting total number exceeds eighty (80) competitors, the Organiser shall have the right, without reference to CIVA, to reduce the maximum number of pilots per country down to no less than eight (8), and in this event shall at once notify NACs accordingly.

Proposed wording:

- a) "U" Every NAC shall notify the Organiser of a World Championships, not less than two (2) months before it is due to start, of the number of competing pilots to be entered from their countries **up to a maximum of six (6)**.

Rationale

Level the playing field and fairness for team sporting recognition.

NP2026-23

RC

**ESP PROPOSAL#6****Document:** Section 6 Part 1**Subject:** Restriction of Competing Aircraft and Pilots**Proposal**

Given the purely civilian nature of the CIVA competitions, the use of any type of emblem, uniform, or military equipment as it pertains to government is not permitted in the competitions and training sessions. By extension, military pilots competing must be doing so as civilians.

FAI Statutes: Ref: 1.1.2.

1 GENERAL PROVISIONS**1.1 ORGANISATION OF FAI**

- 1.1.1 The Fédération Aéronautique Internationale (FAI) is a world federation consisting of national and international aeronautic and astronautic organisations subscribing to the Statutes.
- 1.1.2 The FAI was founded in 1905. It is a non-governmental and non-profit making international organisation which refrains from involvement in racial, political, and religious differences in the course of its activities.
- 1.1.3 The FAI Constitution consists of the FAI Statutes and By-Laws, which are established by the General Conference, the Executive Board having delegated power to amend the By-Laws.
- 1.1.4 FAI activities include ballooning, powered flying, gliding, rotorcraft flying, parachuting, indoor skydiving, aeromodelling, aerobatics, hang gliding, microlight and paramotor flying, amateur building of aircraft, manpowered flying, paragliding and all other aeronautic and astronautic sporting activities. They are conducted under the FAI Sporting Code and the FAI Anti-Doping Rules.
- 1.1.5 FAI's official elements are:

RC discussion:

This should be referred to FAI for clarification of the status of military personnel when competing in FAI Category 1 or Category 2 events.

NP2026-24

RC

ESP PROPOSAL#7**Document:** Section 6 Part 1**Subject:** Modification for the Programmes 3 & 4, as UNKNOWNNS**Proposal****Actual** paragraph 2.3.1.5

“The contest Organiser shall provide copies of the list of figures to all competing NACs, and each NAC may submit to the International Jury a sequence, composed of these figures, for each Programme. The contest Organiser will determine the deadline for submitting proposed sequences. Computer files must be submitted, and must contain complete pages of all five Forms: A, B, C, R and L. Acceptable file formats and responsibility of submitting NACs in terms of up-to-date software are as described in rule 2.2.1.9.a).”

New paragraph 2.3.1.5

“The contest Organiser shall provide copies of the list of figures to all competing NACs, and each NAC may submit to the International Jury **a maximum of two sequences for programme 2 and only one sequence for programmes 3 and 4**, composed of these figures. The contest Organiser will determine the deadline for submitting proposed sequences. Computer files must be submitted, and must contain complete pages of all five Forms: A, B, C, R and L. Acceptable file formats and responsibility of submitting NACs in terms of up-to-date software are as described in rule 2.2.1.9.a).

And

Remove paragraph 2.3.1.6.c)

“At least 12 hours before the commencement of each Programme, each competitor will notify the Organiser which of the proposed sequences he/she will fly”

Insert paragraph 2.3.1.6.c)

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

And

Remove paragraph 2.3.1.6.e)

At least 1 hour before the start of Programme 2, the Organiser shall provide each NAC with a list of the Free Unknowns chosen by each competing pilot”.

The bases therefore are:

- Programme 2 remains as today
- For programmes 3 and 4, Each country proposes one sequence only.
- International Jury checks and approves all the sequences, as today.
- Drawing of lots of the proposed sequences, selecting one, at least 12 hours before it's first flight, as today.
- All pilots fly the same sequence in programmes 3 and 4.

Rationale:

To provide a logical and fair way to compare performance of all pilots in programmes 3 and 4, maintaining only one Free Unknown as it is today. With the present system, pilots choose the simplest and easiest sequence available or produce their own one.

This proposal aims to equalize the competition under the same terms and difficulty for all participants.

Additionally, it simplifies the competition paperwork and processes, reducing error.

It increases the attraction and understanding for fans and the ability to compare is significantly simplified.

Programme 2, remains as it is today, and only programmes 3 and 4 are modified by this rule.