Fédération
Aéronautique
Internationale

Minutes

of the Annual Meeting of the
FAI Microlight Commission

held in Lausanne, Switzerland
on 9 and 11 November 2006

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FAI Microlight Commission Meeting 9th-11th November 2006

Minutes of the Plenary Meeting of the FAI Microlight Commission held at the Olympic Museum, Lausanne on 9th 10th & 11th of November 2006

President:	Tomas Backman (SWE)
President of Honour	Tormod Veiby (NOR)
First Vice President:	Richard Meredith-Hardy (GBR)
Secretary:	Keith Negal (GBR)
FAI Secretary General	Max Bishop
Delegates:	Detailed in Annex 1

1. Classic & New Classes Sub-Committees

The meetings of the New Classes and the Classic Classes Sub-Committee took place in the evening of Thursday 9th November at the Hotel au Lac.

2. Opening

Tomas Backman, President, opened the plenary session of the FAI Microlight Commission at 9:00 am on Saturday 10th November and welcomed all present.

3. Apologies & Proxies

Detailed in Annex 1. It was determined that 15 valid votes were present. Tormod Veiby took the opportunity to point out that although they were not represented, Thailand now had a named CIMA delegate. An apology was received from Egypt although they did not have a named delegate.

4. Conflicts of Interest Declaration

No conflicts of interest were declared.

5. Minutes of meeting of 11th & 12th November 2005

The minutes of the 2005 CIMA meeting were accepted without amendment and duly signed by the President

6. Matters Arising

There were no matters arising from the minutes that were not already dealt with in the agenda.

7. Report of the FAI Secretary General

Max Bishop, FAI Secretary General, reported on the FAI General Conference in Santiago, Chile. He said that there had been a presentation by TSE Consulting of the new concept for the World Air Games. Unlike the previous two World Air Games this competition would be for the best of the best sports aviators. The event would take place on one main site and one satellite site and certain events from each participating sport would be selected for the competition. Bids from potential organisers were required by the 31st of December 2006 and a decision would be made by the first of June 2007 for the event, to be held in 2009. Richard Meredith-Hardy explained that the microlight tasks for the World Air Games would be two seat trike and paramotor and that approximately 20 entrants would be chosen from each class using the ranking system. Max Bishop then told the meeting that the FAI had signed a contract concerning the “ATMOS” flight data management project to enable simple but secure use of digital flight recordings. Naviter, a Slovenian company well known for its “SeeYou” software, had developed a system for portraying a 3-D image of a GPS trace, and that CIMA might wish to take advantage of this. Finally, he said that two decisions of particular significance to CIMA had been made at the Chile general conference. The first was that of the Ann Welch diploma had been approved. The second was that Richard Meredith-Hardy had been awarded the FAI Gold Medal. The President led the meeting in congratulating Richard on this magnificent achievement and Richard passed his medal around the meeting so that everybody could see it.

8. Delegate Reports

The delegates then reported on activity in the countries. In particular, Jan Bem of the Czech Republic said that the European legislation on third party and passenger insurance was a real problem, adding high costs to a low cost sport; many other European delegates agreed with this.

René Verschueren reported on two paramotoring fatalities during the year, Johan Bossuyt of Belgium and Carlos Cotoruelo of Spain and the meeting stood in silence for one minute.

Written reports were tabled by Hans Fritsche of Switzerland (Annex 2), Jacek Kibinski of Poland (Annex 3) and Alexis Peltier of Kenya (Annex 4). Keith Negal explained that the low number of responses to the request for the activity analysis spreadsheets meant that there was little point in a presentation of this data. He said that he would try to obtain more complete information from the delegates during the year ahead.

9. European Microlight Championships 2006 – Classic Classes – Nördlingen

Tomas Backman presented the Jury President's Report – (Annex 5). He declared the event successful. *(The FAI Monitor's report was not distributed to the meeting but is included for the sake of completeness (Annex 6)).*

10. European Microlight Championships 2006 – Chozas de Abajo, Spain

Jacek Kibinski presented the Jury President's Report – (Annex 7). He expressed his deep regret at the fatality, which, he emphasised, occurred during a free flight rather than a competition task. He declared that this was one of the best microlight competitions he had attended.

11. Amendments to Section 10 of the FAI Sporting Code

Richard Meredith-Hardy tabled the schedule of proposed amendments to Section 10 of the FAI Sporting Code. The recommendations of the Classic Classes Sub-Committee meeting and the New Classes Sub-Committee meeting held at the Hotel au Lac at 18:00 on Thursday 9th November were taken into account in the deliberations of the CIMA Plenary Meeting. The table summarising Voting and the Schedule of Amendments are attached (Annex 8 & 9).

Sunday 11th November

12. World Paramotor Championships 2007 – China

A letter from the Aero Sports Federation of China summarizing the proposed event was tabled (Annex 10)

Etsushi Matsuo then presented details on behalf of China of the 5th World New Classes Championship to be held at Shi San Ling, ChangPing, near Beijing and the Great Wall of China. He gave DVD and PowerPoint presentations (Attachment 1).

Richard Meredith-Hardy, FAI Monitor for the event, explained that although there had been many changes he was sure that event would go ahead successfully. He did, however, express his disappointment that the organisers had not come to the CIMA meeting. He explained that because the organisers feared that more that 100 competitors might wish to attend, and that this was the maximum they felt able to handle, the numbers permitted for each team would be limited in the Local Regulations. If, as a result, total entries fell below 100, further entries to make up the 100 would be accepted on a first-come first-served basis.

Richard explained that there had been some confusion with regard to the sanction fee because the entry fee included accommodation, transport and food which should not be used in the sanction fee calculation. He was awaiting a response to his email in which he had suggested a fee structure of which half was the true entry fee and half for facilities, as follows:

Total entry fee:
- EUR 630 each for pilot & co pilot.
- EUR 472.5 for each team leader
- EUR 450 for each assistant and others

The sanction fee element for pilot and co-pilot would be 30 EUR each and 22.5 EUR for each team leader.

Wolfgang Lintl said that he was very concerned to find that the Chinese organisers, the Air Sports Federation of China (ASFC), were not at the CIMA meeting. He said that the trip to China was a costly trip for competitors and that they had been provided with insufficient information. Hew felt that too many rules were being broken.

Joël Amiable said that rather than pay the high entry fee the French team would wish to camp and pay a reduced fee. Etsushi said that this would not be possible and that other things such as driving would not be possible. Joël said that he was not happy with such an arrangement. Etsushi explained that China was not like other countries and the price that must be paid for competing in China was that restrictions must be accepted.

Wojtek Domanski asked what the arrangements were for insurance. Etsushi said that there would be event insurance and that more details would be available later.

Wolfgang asked what experience the Chinese had with scoring and loggers. Richard said that they had no experience but they had shown that they could very quickly get up to speed in such things. He pointed out that José Luis Esteban was one of the Stewards and that he was confident that this would enable any problems to be overcome.

Given the concerns raised Max Bishop offered to write a letter from the FAI to the ASFC, making it clear that the event could become void if by 31 December they did not provide:

a. A signed Organiser Agreement;
b. Answers to specific questions raised by CIMA, and;
c. Satisfactory local regulations
d. Payment of the deposit of CHF2000

It was proposed by Richard Meredith-Hardy, seconded by Wolfgang Lintl, and agreed unanimously that such a letter be written. It was further agreed that a Committee comprising the Bureau plus Wolfgang Lintl and José Luis Esteban be tasked with dealing with these matters. (*Note: when, later, Wolfgang Lintl was elected to the Bureau Joël Amiable was added to the Committee).*

The election of the International Jury for the competition then took place and the following were elected:

Jury President	Tomas Backman (SWE)
Jury Member	Martin Mareček (CZE)
Jury Member	Richard Meredith-Hardy (GBR) (also Monitor)

13. World Microlight Championships 2007 – Czech Republic

Jan Bem and Martin Mareček tabled the Local Regulations and gave a PowerPoint presentation entitled “Check the Czech Bid”. (Attachment 2). The event had been moved from Most to Ústí nad Orlicí as the latter had better conditions. The FFPLUM had agreed to provide their MLRs for the event. Maps of the scale 1:200,000 would be available to purchase in advance of the event. Insurance arrangements had yet to be finalised. One outstanding issue was that of glass cockpits which were installed in some of the aircraft that might be competing.

Jacek Kibinski tabled his Monitor’s report (Annex 11). Various questions were asked of the organisers, following which it was unanimously agreed that acceptance of the bid, which had been provisionally accepted the previous year, should be confirmed.

The election of the International Jury for the competition then took place and the following were elected:

Jury President	Jan van der Helden (NED)
Jury Member	Carlos Trigo (PRT)
Jury Member	Rob Hughes(GBR)
FAI Monitor	Jacek Kibinski (POL)

14. Future Championships

a. **EMC2008 Microlight**
Jacek Kibinski (POL) tabled details of the preliminary bid to hold this event at Leszno in Poland. (Annex 12, Annex 13 & Attachment 3)

b. **EMC2008 Paramotor**
Wojtek Domanski (POL) presented a pre-declaration from Polish authorities for the 2008 European Microlight Paramotor Championships to be held at Łomża in Poland.

c. **WMC2009**
Statements of interest were received with regard to holding the 2009 World Championships in Poland (paramotor), Menorca (paramotor), Lebanon (microlight) and UK (microlight).

15. Honours, Medals and Awards

Ann Welch Diploma
Richard Meredith-Hardy explained that under the current arrangement the Ann Welch Diploma related to records achieved in a calendar year, which meant that for the CIMA plenary to make the award almost a year would have passed. He asked that the phasing of the year for the award be changed to come in line with the CIMA meetings. In the meantime, he suggested that instead the authority should be given to the Bureau to make a recommendation at the end of the year and then a vote should be taken by email. Max Bishop said that the FAI could ensure that the voting process was carried out. It was unanimously agreed that this procedure be adopted.

16. CIMA Financial Report and Budget

Keith Negal presented the draft Financial Report including actual results for the year 2005, an estimated results for 2006 and a draft budget for 2007. After discussion the draft budget was amended and agreed. (See Annex 14)

Following a discussion of the sanction fees from EMC2004, it was agreed that cheques be sent to those aero clubs whose pilots had not yet received the benefit of the discount.

17. Election of Officers

CIMA President (Thomas Backman)
Elected: Thomas Backman (SWE).

1st Vice President
Elected: Richard Meredith-Hardy (GBR)

2nd Vice President
Elected: Wolfgang Lintl (GER).

Secretary
Elected: Keith Negal (GBR)

Paramotor Sub-Committee President
Elected: Richard Meredith-Hardy (GBR)

Microlight Sub-Committee President
Elected: Thomas Backman (SWE).

The following posts were elected en bloc:

CIMA delegate to the FAI Medical Commission (CIMP)
Jan van der Helden (NED), Jacek Kibinski (POL).

CIMA delegate to FAI Amateur Built Aircraft Commission (CIACA)
Keith Negal (GBR), Carlos Trigo (PRT).

CIMA delegate to FAI Aerospace Education Commission
Roy Beisswenger (USA).

CIMA delegate to FAI Environmental Commission
Jacek Kibinski (POL)

Flight Recorder Approval Committee (FRAC)
Richard Meredith-Hardy (GBR, President)
José Luis Esteban (ESP)
Martin Mareček (CZE)

S10 Sub committee
Richard Meredith-Hardy (GBR, Editor)
Tomas Backman (SWE)
Carlos Trigo (PRT)
José Luis Esteban (ESP)

Paramotor Precision Committee
Roy Beisswenger (USA, President).
René Verschueren (BEL)
Richard Meredith-Hardy (GBR)

18. Any other business

a. Electric Paramotor
René Verschueren raised the subject of electric paramotors. This was discussed and it was generally agreed that such a development should be encouraged.

b. Standard Task Catalogue
José Luis Esteban raised the subject of the need for standard tasks in competitions so that competitors could plan, train and prepare their aircraft. The was general sympathy with this suggestion, but it was agreed that the mechanism for such a change was through amendments to Section 10.

19. Next Meeting
Lausanne, 15 - 17 Nov 2007:
18:00 hrs Thursday 15 November – Sub Committee Meetings, Hotel Au Lac
09:00 hrs Friday 16 & Saturday 17 November – Plenary Meeting, Olympic Museum

Tomas Backman (President) Keith Negal (Secretary)

Annexes

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Annex 6	Monitor's Report from EMC2006 Nördlingen
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Annex 8	FAI Sporting Code – Section 10 – Schedule of Voting on Proposals
Annex 9	FAI Sporting Code – Section 10 – Detailed Proposals
Annex 10	Letter from Aero Sports Federation of China re WMC2007 Paramotor
Annex 11	Monitor's Report from WMC2007 Usti nad Orlici
Annex 12	Letter from President of Leszno, Poland re EMC2008 Microlight
Annex 13	Preliminary bid for EMC2008 Microlight from Leszno, Poland
Annex 14	CIMA Financial Report & Budget

Attachments (downloadable from CIMA Web Site - http://www.fai.org/microlight/meetings/2006)

Attachment 1	WMC2007P China Presentation CIMA06a.ppt
Attachment 2	Check the Czech Bid WMC 2007 a.ppt
Attachment 3	EMC2008C Leszno Poland.ppt

FAI Microlight Commission Meeting 9th-11th November 2006

Delegates, Apologies & Proxies

Annex 1

FAI Member Country	Delegate	Alternate Delegate	In Attendance	Notes
Present:				
Austria	Helmut Stern			
Belgium		René Verschueren		
Czech Republic	Jan Bém	Jiri Koudela	Martin Mareček	
France	Joël Amiable			
Germany	Wolfgang Lintl			
Italy			Giovanni Fantini	Cesar Maldonado
Japan	Etsushi Matsuo			Proxy for China
Netherlands	Jan Van Der Heijden			
Norway	Tormod Veiby			
Poland	Jacek Kibinski		Wojtek Domanski	
Portugal	Carlos Trigo			
Spain		José Luis Esteban		
Sweden	Tomas Backman			
Switzerland		Hans Fritsche		
United Kingdom	Richard Meredith-Hardy	Keith Negal	Rob Hughes	
USA	Roy Beisswenger			
				Voting delegate =
Apologies:				
Egypt				
Finland	Tom Arppe			
Kenya	Alexis Peltier			
Spain	Antonio Marchesi			

Annex 2

CIMA Annual Report 2006 for Switzerland

Since July 1st, 2005 Switzerland has given the green light for microlight 3-axis planes. In the meantime B planes, 6 Ikarus G42 and 2 Eurostar are flying with HB-lmmatriculations and so called "Ecolights".
Unfortunately the homologation work for new types and products for Microlights 3-axis are going very slowly.
At the time we still have only the 2 above types with definitive Swiss homologation character. S more Microlight types are flying with provisional licenses.

Concerning Trikes, we are still banned from the sky. We are hopeful to find an acceptable long term solution with the Swiss Authorities.
Considering the fact, that Trikes are not allowed to fly, we started a project to build a Trike under the "experimental rools". Also this project was postponed due to prior Authority projects.

Since April 1, 2006, Switzerland is accepting Microlight 3-axis boarder flights for foreign planes under certain rools. (Details see www.ecolightch)

Due to this fact, on June 24/25, 2006 the Swiss Microlight Federation has organised the first Swiss International Microlight Fly-In at the airfield in Mollis. More than 100 Microlight guest pilots from all over Europe followed our invitation and it was a veiy successful 2 days meeting.

November 9, 2006
Hans Fritsche
Swiss Delegate

Annex 3

MICROLIGHT ACTIVITY IN POLAND, REPORT 2006

1. Legislation

A new Aviation Law considerably changed situation of users of trikes, being still majority of „classic" microlights in Poland.

Education and training, examination, licensing, airworthiness inspection and registration, recently were proceed by Aeroclub. Accidents were investigated by state institutions, the same way as road traffic accidents, with support of experts from Aeroclub and competent expert witnesses. Due to the Aviation Law, most of above activity principle belongs to new state Office (ULC) and State Commission of Air Accident Investigation.

Negotiations on establishing system similar to another European countries are continued, consuming lot of our time and energy providing some progress. We can say, that our situation is slowly going to some kind of normalisation. Nevertheless, relatively long period of legal instability slowed down enthusiastic development of popular aviation, continued for almost 25 years .

2. Microlight manufacturing

Light aeroplanes, including microlights, are produced in Poland by several manufacturers in Bielsko - Biala, Krosno, Lodz and others.

One professional manufacturer, Compol in Warsaw, produces complete "W" class microlights, including wings "Stratus". The second, WAM in Krakow stopped production of popular wings Libra 3 because of significant decrease of interest in new equipment last years.

Number of importers sell wings, engines, propellers, recovery systems and avionics from West Europe, Russia and Ukraina. Individual import of second hand equipment supplements the market. Several craftsman produce trikes, equipped with imported engines.

Firma Dudek in Bydgoszcz , worldwide known, is one of leading manufacturers of wings for paragliders. PPG power units are imported in complete sets or assembled in Poland using various types of engines.

3. Sport activity

Domestic Competitions

Open Championships of Poland in „classic" classes, Wloclawek

12 pilots including 2 foreign in classes WL1, WL2 participated the Champinships. Number of competitors decreased comparing last year Nationals in Poznan, where 19 pilots participated, including AL class microlights.

Experimentally, standard GAC flight recorders were used as loggers and Air Observer software. Protecting loggers against unauthorised usage has been done simply and effectively. The scoring of all crews was published couple hours after a task; two computers and were working. Our experience confirms, that various kind of GPS flight recorders can be successfully used in microlight competitions. Generating a problem in this matter is not really important, as the "problem" has been solved in other air sports many years ago.

PPG Nationals, Pinczow.: 19 pilots, 11 tasks in 5 days. Well prepared and managed competition, good marshalling, carefully selected tasks, compatible with CIMA task catalogue.

Polish Cup, introduced in 2002 was continued this year. 9 competitions were played in 8 airfields all the season. Winners of final scoring join the next year Selected Team. In 2005 six Polish Cup competitions were organized, 44 crews participated in AL2, WL1 in WL2. Polish Cup events are usually a popular weekend competition, dedicated for pilots looking for more than recreational flights.

Regional Championships and Cups:

Championships of Podlasie: 20 microlights WL class, 3 AL, 16 PPG.
Championships of Mazowsze: 13 AL.
Cup of Wielkopolska: four competitions in various aerodroms, 18 pilots.

Domestic rallies, local competitions and Air Picnics:

Rally Wielkopolska, Rally Kaszuby, Rally Gdansk
Competitions in Bydgoszcz, Oborniki, Chojno, Wolsztym – Powodowo, Bagicz,
Fly In Trzebicz,

Other domestic events:

Polish – German Air Show in Trzebicz, VLA and UL Fair in Katowice.

International Rallies

Rally to Lithuania and Latvia: 14 trikes, 1 UL aircraft , 2300 km, visiting 10 aerodromes.
Solo rally to Greece: one trike, 4200 km in 12 days.

FAI Championships

European Microlight Championships, classic classes, Noerdlingen, Germany:
Four crews: 2 * WL1, results 8 and 11 place, 2 * WL2 result 17 and 18 place.

European Microlight Championships, new classes, Chosas de Abajo, Spain:
Four pilots of PF1, results 14, 18, 23, 29 place.

CONCLUSIONS

Presented review shows decreasing interest in high performance sport flying, and, consequently, decreasing sport level and achieved results. From the other side increases. number of users of microlights interested in various kind of recreation events - picnics, local competitions and rallies, where popular, inexpensive types of microlights can be used and an owner gets satisfaction and pleasure with not much cost and risk. In my opinion it is a general trend in ultralight aviation.

4. Bid for European Championships 2008

The preliminary bid was submitted by Aeroclub of Wloclawek in December 2005. Presently we submit amendment of the bid, changing venue from Wloclawek to Leszno. The change is very fortunate, because Leszno, the main centre of gliding and another air sports in Poland, is the best place for the First Category FAI event.

Jacek Kibinski
CIMA Delegate
Aero Club of Poland

Krakow, Oct 31, 2006

Annex 4

Aero-News - 7 October 2006
No. 08/06

AVIATION NEWS BULLETIN OF THE AERO CLUB OF EAST AFRICA

Very Light Aircraft Operators Gather to Discuss their Future

Some 15 operators and pilots of very light aircarft, including microlights, gyrocopters, homebuilts and para-motors, met at the Aero Club on 5 October 2006 to discuss their future in Kenya and to bounce around ideas about forming an association. The Aero Club facilitated that meeting because the operators of light sports aircraft at the moment find themselves in a legal limbo. KCAA recognizes that some small aircraft exist, but the Authority simply regards them as 'just another airplane'. The 'one-size-fits-all' approach leaves no room for exceptions. That is what formed a basis for the debate at the meeting.

The meeting was moderated by ACEA Chairman, Harro Trempenau, who promised far-reaching support from the CLub. A Steering Committe was elected, to meet in the next two weeks and begin to hammer out a way forward. The Committee consist of Chris Hardisty (Chairman), Jonhnny Baxendale, William Carr-Hartley, and Elsen Karstad,

All VLA's, microlights, para-motors etc. are flown privately (i.e. not for hire and reward), and all European and American countries have recognized that the futture of sports aviation lies in these aircraft, which are affordable and make it easy for young people to go and fly. Particularly the flying training side of things has received a boost from the light sports aircraft that are now being used for instruction. Instead of paying $ 150/hour in a traditional Cessna 150 (50 year old technology still used in Kenya), in Flying Schools in South Africa, Europe, USA, Australia and other western countries, students pay only $ 50-60 per hour for their training in Light Sports Aircraft. Kenyan students could really benefit from this, but only if KCAA moves forward to the leading edge of technology. Kenya at the moment has a serious shortage of pilots, mainly because pilot instruction is virtually unaffordable for the average Kenyan.

It is hoped that the new Light Sports Aircraft Group will be able to convince the KCAA to take a fresh look at microlights and Sports Aircraft, and make flying easier in this country.

CORRECTION: Travel Advisories on Wilson NOT from USA

In the last Aero News (Oct. 5), we mentioned that Germany and the USA had issued a travel advisory, warning their nationals about using Wilson Airport. This was an unfortunate typo. The travel advisories were issued by several countries, including Germany and UK, but not USA. We regret the "slip of the finger".

Meanwhile, new heights are being reached in security at Wilson. Not only have all flights to/from Somalia been banned at Wilson, if the carry cargo and passengers, but the security staff is also focussing on other serious threats. One Aero Club member was not allowed to take his three Jack Russell dogs in his own private Cessna 206 a couple of days ago, UNLESS the animals were safely locked into those small cages that airlines use for transporting animals.

Meanwhile, we solicit your comments on the new KCAA Security Regulations and the new Aerodromes Regulations that have just beenpublished. Air operators and other stakeholders have been given until 31 October 2006 to submit their views.

Annex 5

The international Jury report from the 9:th European Microlight Championship Classic Classes, held at Nördlingen, Germany 29:th of July to 5:th of August 2006.

Jury
Tomas Backman (SWE, President)
Martin Mareček (CZ)
Jan van der Heij den (NL)

Site
The airfield of Nördlingen is about 10 minutes car drive from the town. The airfield has an asphalt runway and parallel to that a grass strip. Adjacent and parallel to the runway there is a taxi way leading up to the apron and the hangars. The surroundings are fairly flat and well suited for microlight competitions. In contact with the taxi way there are grass areas that were used for parking the microlights. Between the runway and the taxi way there was a grass area used as the quarantine. There are no control zones in the vicinity and the ceiling up to the TMA was high enough, not causing any restrictions for the competition. There was also a control tower, though not used during the competition and a main office building.

Facilities
The camping site for the competitors was close to the airfield buildings and near the aeroplane parking place, across a small stream with two bridges leading over it. The briefing was in one of the hangars and the restaurant in the other one. The briefing hangar was big enough to provide room for everybody, but a bit short of chairs. In the briefing hangar there were pigeon holes for every team as well as for the jury and the stewards The acoustics was poor and made it difficult to hear what was said. To fix that a microphone and loudspeaker was used. In the briefing hangar there were plenty of boards for score sheets and other messages to be put up. In the restaurant hangar three meals were served a day at a reasonable pricing and the food was very good. Close to the restaurant was the office of the scoring/computer personnel and the Jury room. The championship director had his office in the main building, where there also was an internet café. Power supply was sufficient and in order. Toilets and showers were in sufficient numbers, clean and well functioning. There was also washing facilities for the competitors laundry and there was even a Lost and Found shop. For those who made their own meals it was close to shops to buy food and other supplies.

Administration
The administrative staff was in sufficient number and had sufficient equipment. The distribution of task sheets and its posting was done at approximately one hour before briefing and in sufficient numbers, as was the distribution of the score sheets. The score sheets were not up to full standard at the beginning, they lacked important information like date and time of posting, was sometimes not signed by the competition director etc. All this was corrected when addressed and after a few days it ran as it should.

Briefings
The briefings were generally well laid out, but the task sheets were sometimes tricky and ambiguous and had to be explained and clarified during the briefing. This was improved later on with the help of one of the stewards. As an aid there was an over head projector. As said before, the acoustics were not so good, despite the loud speaker and especially for all those who not had English as their vernacular it was difficult to understand what was said. This is to be thought of in the future and perhaps the task sheets should be distributed several hours in advance for the team leaders to study under relative calm conditions

Tasks
The number of tasks flown was 10. This was more than the number needed to make it a Championship. The tasks presented where generally very good, imaginative and fun. The competitors seemed to like them.

Running the tasks
This championship had a staff of many marshals. They were well trained in their duties andm could make decisions of their own. The Chief marshal had a good hand with his "troops" and i.e changes of landing directions during precision landings was done in almost no time. Language was a minor problem as most of the marshals spoke at least a little English. The weather caused no big problem during the Championship. There were thunderstorms and heavy downfalls, but luckily it all happened when there was no task running and there was no day without flying

Complaints and protests
The system with complaints and protests and when and where to address one's lamentation, seemed to function fairly well. But even so, there where a few competitors that had to be guided. The Jury received 8 Protests where of one was upheld and seven were denied. CIMA is to receive 350.

Price giving ceremony
The price giving ceremony took place at the exact time. This is the first time in the history of CIMA competitions that this happens. The reason for this was the quick handling of complaints and the equally quick posting of the score sheets. Therefore the Jury received most of the protests in good time and could finish its work without any delay. The prize giving ceremony was held in a relaxed and joyful atmosphere and the evening was finished with dinner, dancing, singing and a spirit of good fellowship.

Conclusions
Nördlingen is an excellent place for a microlight World- or European championship, provided not both Classic Classes and the New Classes are run at the same time, as the space available on ground is thought to be to small for that. If the Deutsche Aero Club could manage to assemble the same staff again in Nördlingen, or an equal staff, the opinion is that they would very well qualiy for another European or World Championship.

Tomas Backman
President of the International Jury

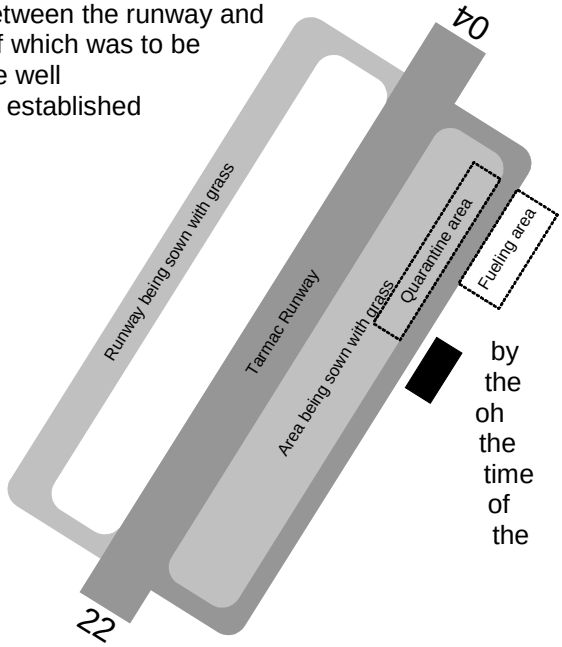
Annex 6

FAI Microlight Commission

Review of the arrangements for **EMC 2006C** to be held at Nördlingen, Germany between 29 July and 5 August 2006.

Introduction
I visited Nördlingen over the weekend of 22 and 23 April, when I met most of the key members of the team that would be running the event. All aspects of the event were discussed in detail.

Venue
Nördlingen is a fine airfield in flat countryside within a circle of hills that are the remnants of the meteorite crater 25km in diameter. While the town of Nördlingen is very close there is much open farmland near the airfield. There is one tarmac runway 04/22 and a second parallel grass runway to the northwest of this was being prepared as I visited. Between the runway and the tarmac taxiway another area was being sown, part of which was to be the quarantine area. Given the recent rain this should be well established by the oh the time of the event. I was assured that both areas would be rolled thoroughly. Clearly the potential difficulty will be mud in the event of rain but the organisers were well aware of this risk and confident it would not be a problem.



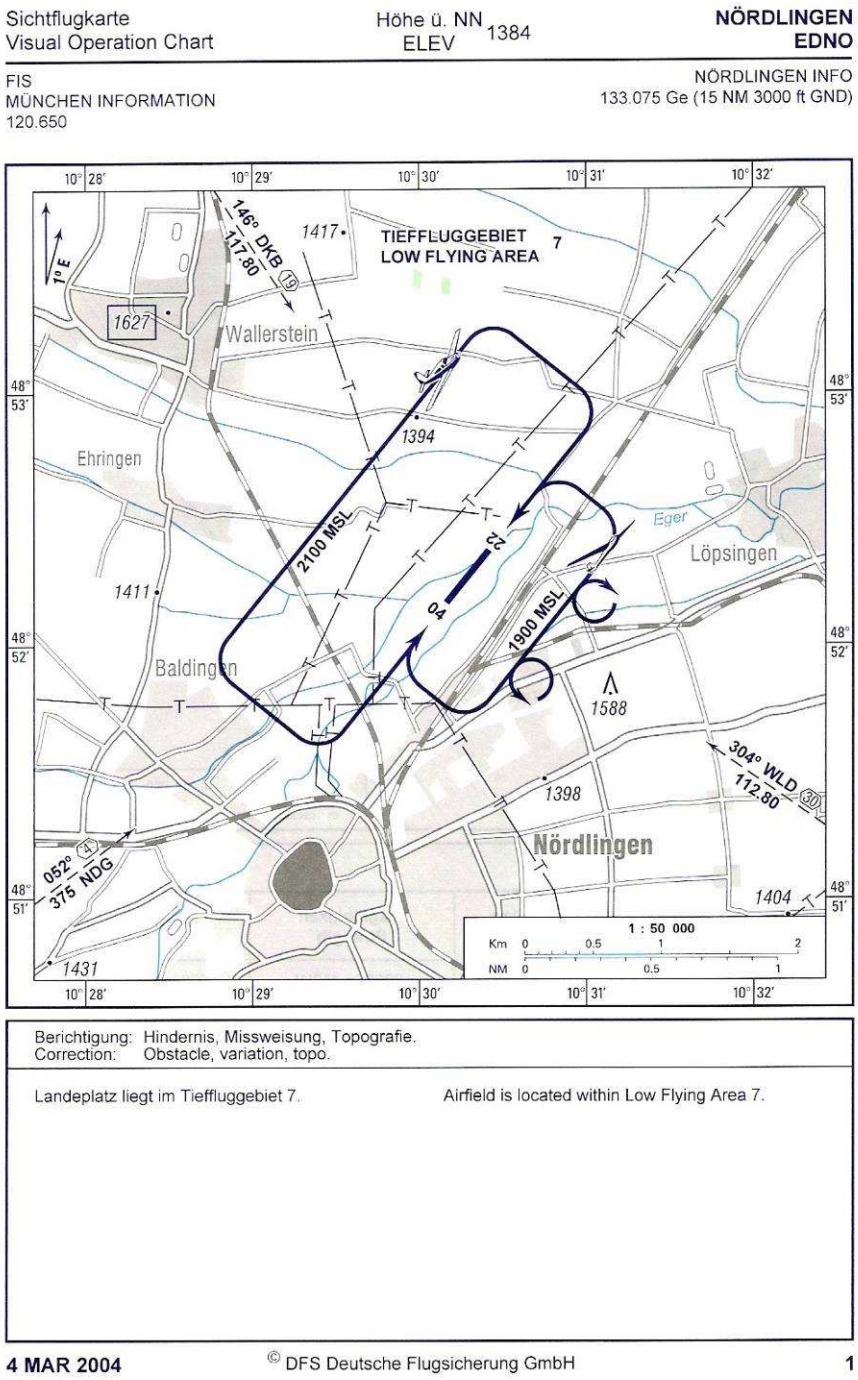
With the two runways parallel no provision has been made for a strong crosswind. This caused problems at both Matko and the European Championship at Levroux. The organisers assured me that local weather was extremely predictable. However, I would recommend getting a minimum number of tasks flown as early as possible in case the unthinkable happens and a strong crosswind halts flying.

To the south east of the airfield across a stream is the camping area. The whole site has been used for competitions before, in particular the 1999 Helicopter World Championship, so the infrastructure and facilities are proven. The separation of the camp site from the aircraft may annoy some competitors but will eliminate the dangers of an aircraft running amok amongst the tents.

Administration
The Local Regulations version 0.07 are complete and available on the web site, which itself contains comprehensive information. The local team, Jury and Stewards have all been confirmed.

Computers & Scoring
An impressive team of experts is prepared to run the computing and scoring. Although the computers are no yet available I was assured that their availability and quality has been verified. The sheer number and quality of the team gave me confidence that this are will not present a problem. However, **I recommend** that the Jury President satisfies himself of this a few weeks before arriving on site.

Turn Points
The library of turn points had not been confirmed by ground visits when I was there. Claims were made that the maps had proved to be extremely accurate. I would not like to have to put this to a test and **I recommend** that all turn points that might be used in the competition be visited and their GPS coordinates confirmed on the ground well before the event, regardless of the confidence placed in the maps.

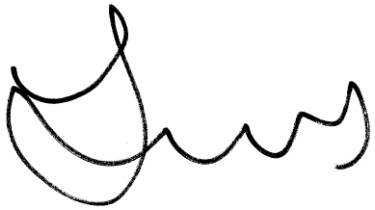


Experience
The only concerns that remain relate to the experience of the team when it comes to administering the day to day activities associated with the competition. For example, the German law prohibits flying to empty tanks. As a result for all fuel economy tasks fuel will have to be measured in and out of the aircraft. This has the potential to be a time-consuming administrative nightmare and the implications had not been fully considered at the time of my visit. Other issues like the mechanism by which spot landings will be organised, possibly using, say, left hand circuits for takeoff and right hand circuits for engine off landings, had not been thought out fully. I dare say that since my visit these areas have been thoroughly discussed and detailed operational practices established, However, it is possible that some other task, perhaps associated with marshalling, that more experienced organisers of modern microlight competitions might not give a second thought, could catch the organisers unawares.
I recommend that one day during the practice week be set aside for running the type of tasks that place greatest demands on the team. As a minimum this should include (1) an economy task, (2) a task involving the placing of markers, (3) a spot landing and (4) a task involving the use of flight recorders. I would suggest these take place on the Thursday if possible so that Friday is available to discuss the results and take any necessary action.

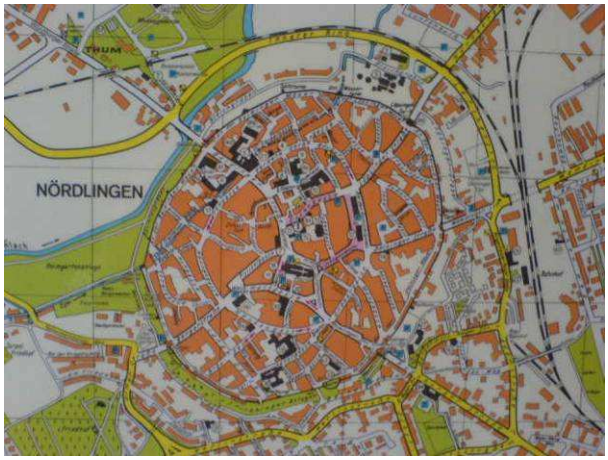
FAI Microlight Commission Meeting 9th-11th November 2006

Summary

I have every reason to believe that this strong team will succeed in running a successful and enjoyable event. The old walled town of Nördlingen and surrounding area are delightful and worth a visit in themselves. Despite their anaemic and peculiar appearance, **I recommend** the local sausages and beer. I only wish I could be there to enjoy them on the day!



Keith Negal
CIMA Monitor for EMC2006C



Annex 7

European Microlight Championships 2006, New Classes
Chozas de Abajo, Leon, Spain.
August 19-26, 2006.

International Jury Report

Jury
Jacek Kibinski, POL - President
Keith Negal, GBR
Wolfgang Lindl, GER

Participants
The participants included 34 pilots in class PF1, 13 in class PL1, one crew in class PL2, and one crew in class PF2. Only in classes PF1 and PL1 did the numbers of competitors fulfill the requirements of SC10, par 4.3.2. The crews of PL2 and PF2 were scored separately.

Venue
The airfield Chozas do Abajo is situated on the highland of the altitude of approx 900 m AMSL surrounded by mountains. Leon, the main town of the province Leon, is situated approx 15 km from the airfield used for the Championships. Small towns and villages are located within few kilometers. The land surrounding Chozas de Abajo is relatively flat, covered by farm fields and scattered groups of trees. The majority of the area is suitable for emergency landing.
For general aviation one grass runway is used (see Fig.1). For microlights classes PF and PL, requiring various takeoff directions depending on actual wind, three square decks were prepared. Other parts of the airfield were used for camping, parking and other facilities, including a swimming pool and resting places sheltered by trees and pavilion roofs. They were very helpful during hot and sunny weather.
The camping was not overcrowded because of a reasonable number of competitors and accompanying persons. Sanitary containers with toilets and showers were situated nearby the camping. However, when many guests and spectators visited the site, the lack of sanitary facilities was uncomfortable.
Other facilities: catering room, briefing room, scoring office, registration office, jury and stewards office - were located in the hangar divided by a number of partition walls. A large part of the hangar with separate gate was used for fueling.

Services
Worldwide known Spanish hospitality was supported by very well organized services for competitors, guests and officials.
The registration procedure was fast and efficient, similarly as information services. Competitors, beside maps and documents, received gift parcels containing useful souvenirs as a championship T-shirt, cap and electronic watch witch stopwatch function. Three Internet terminals were installed in the catering room for the public use, additionally, a wireless Internet connection was available.
The jury and stewards worked in small but sufficiently comfortable office. The room had permanent, solid walls, offering good protection against noise and hot weather. Two cars

were rented by the organizers, another two cars were brought by a steward and jury member. Good transport considerably improved the mobility of the stewards and jury.
The meals were delivered by an outside caterer and served in an adapted part of the hangar twice a day: lunch in the afternoon and dinner late evening. The quality of the meals was excellent, prices low comparing to similar facilities. Additionally, a bar serving cold and hot drinks was open all day.

Briefings
The sufficiently sized briefing room was well prepared with necessary equipment, no acoustic problems appeared except noisy music coming sometime from the catering room. The music, mostly "disco" type, occasionally could disturb normal-voice communication between people.
The new idea of the Competition Director was to begin competition with a long briefing, explaining all planned tasks. Additionally, a detailed description of the tasks was printed and distributed. The purpose was to make subsequent briefings shorter, but practically it was not achieved. Briefings were usually excessively talkative and prolonged by unnecessary details causing additional, more detailed questions and discussions. When briefing was finished after 2200, the competitors did not have enough time for rest.
Nevertheless, information given to the competitors was complete and clear. The basic publication was "General Flight Operation" (6 pages) including a safety notice and describing the organization of the event, take-off and landing procedures, low flight tasks: slalom and slow – fast. Instruction for MLR flight recorder and equipment inspection were added. Descriptions of 14 tasks of 3 types: navigation, economy and precision were published in a 24-page document "Task Sheets". A detailed description of every task was delivered to the competitors before each take-off. Changes in the tasks were immediately published and delivered.

Airspace
Airspace (Fig.2) around Chozas de Abajo was open up to 300 m AGL. It was sufficient for most tasks, except "Pure Economy" (duration) task 6 and "Distance with Limited Fuel", task 10.
Flights in the task 6 were planned in the direction of the airfield of Santa Maria del Paramo, where the competitors had to land (FP). They had to maintain the required altitude 300 m (+100 m as a margin of GPS accuracy) until they reached the border of the restricted airspace. Then they could climb up and fly as long as possible.
The takeoff for task 10 was planned within the time window 1430–1600, when airspace restrictions were suspended due to the agreement with Control Tower of the Airport Leon.

Tasks
Navigation tasks were prepared very carefully. A list of 79 ground features with coordinates measured by GPS was prepared. Waypoints, used in certain tasks, were clearly shown on the map and briefly described. The employed maps were considerably outdated: the new highway and associated junctions were not displayed, many country roads marked as unpaved were reconstructed and paved, a number of new water channel installations was found during the inspection of waypoints. Nevertheless, changes confusing for foreign drivers, caused no problems for pilots, because permanent objects used as waypoints (churches, cemeteries, chapels, road crossings), well visible from air, remained unchanged.

Ten tasks were flown in the Championships, more than a number needed to validate the event. All the tasks were compatible with the Task Catalogue officially accepted by CIMA and described in the above-mentioned document "Task Sheets".
Low flight tasks: precision take-off and landing, *Japanese slalom* and *Slow–fast* were observed by many guests visiting the airfield. Navigation and economy tasks were well prepared and interesting for the pilots. However, planning a long distance task immediately after the *Japanese slalom* or S*low–fast* was criticized by the pilots. A full tank of fuel and complete navigation equipment disturbs low flight maneuvers causing unnecessary risk. These remarks were considered by Director in planning the 11-th task, which finally was not implemented on the last day because of the weather conditions.
The jury members were every day present at take-off decks, as well as near landing targets during precision landing tasks. The *Japanese slalom* and S*low–fast* were carefully observed. Twelve waypoints from the list used in tasks were randomly selected and checked by the jury using GPS. No error in coordinates was found. Additionally, the midway waypoint of task 9 (No. 23) and the outlanding airfield for task 6, Santa Maria del Paramo, were visited by Jury.

Championships Records
During the Championships, in two tasks the best competitors in class PF1, PL1 and PL2 claim the World and Championship Record, see FAI Sporting Code, Sec. 10, par.11. The tasks were:

4. Precision Circuit in the Shortest Time (the *Japanese Slalom*), Sec10, par 3.11.8.5, claimed in classes PF1, PL1 and PL2.
5. Distance with Limited Fuel, Sec. 10 par 3.11 8.1, claimed in classes PF1 and PL1.

The documentation of record claims was prepared by Championship Director, verified by the jury and sent to FAI.

Scoring
CIMA-accepted GNSS flight recorders type MLR were used for scoring all navigation and economy tasks. Only few pilots had their own recorders, others could rent them in sufficient quantities from the French team. Generally, no problems appeared with recorders, one case was a matter of a complaint when GNSS record file was lost, but then was recovered using a special procedure. No protest was necessary, according to the new edition of SC10, par. 4.29.8.
The scoring office, working until provisional results were published, performed the readout of GNSS data, evaluation and scoring efficiently and fast. Usually it took only few hours. Comparing some recent experiences (an example - classic classes scoring during WMC 2005 in Levroux), scoring and publishing of the results were excellent. It is a significant achievement of Jose Luis Esteban, Championship Director, the author of *Micro FLAP* software used for data readout and scoring. His personal work in the scoring office eliminated possible problems with the new software he developed.

Publications
All preliminary documents were delivered to the competitors in the beginning of the Championships in a printed form and on CD. The second CD, prepared after finishing competition, contained all the public documents issued, tasks scoring, general, individual and team scoring and all tracks in the *.igc format. All current documents were distributed in pigeon boxes and displayed on large information board in the hangar. Tracks were available

on the website of the Championships. Generally, the publication service was arranged in an excellent manner in the contents, editorial quality and distribution.

Safety

Variable wind caused problems for takeoff, disturbing the timing and order. A number of failed takeoffs happened. Aircraft damage, mostly to propellers, occurred several times. A wing of PL1 was seriously damaged and had to be replaced in one case. Nobody was injured; the damaged aircrafts were repaired and continued competition.

A seriously looking crash happened during the *Japanese slalom*, when a PL1 trike hit the ground with a wheel. Fortunately, the pilot was all right and successfully repaired the damaged trike.

The *slow–fast* task was situated in two parallel routes along the main runway and arranged in the kicking–sticks version. Sticks of 2 m high, kicked close to the ground, were damaged in several cases; replacement took sometimes too long, causing delays in the running of the task. A spectacular case was observed, when broken part of the stick was carried up into the air by a PPG. The pilot landed, threw the stick away, took off again, and continued the task.

When the wind direction changed, the direction of takeoff from the *Blue* deck became perpendicular to the routes of the *slow–fast;* visibility for the pilots was partly obstructed by the hangar (see Fig 1). An observer from jury drew attention of the marshals to careful coordination of takeoffs and running the *slow–fast*, to avoid collision situations.

A general remark on the tasks using sticks is that using longer sticks (3 m instead of 2 m, for example) would reduce the risk of maneuvering extremely close to the ground (down to several centimeters).

Complaints and protests

Director received and held 17 complaints, one was turned to protest. It concerned the *slow-fast* task, where the marshal reported one stick not touched. The problem could have been solved on the complaint level, but the video record was delivered after the required time. The video, reviewed by Director and the jury, clearly displayed the movement of the kicked stick, which could be not seen by the marshal observing from another direction. The protest was upheld.

Fatal accident

The accident happened after task 10 - distance with limited fuel. Carlos Cotoruelo, a member of the Spanish National Paramotor team, successfully finished the task landing approx. 17.4 km from the initial gate. He could return to Chozas de Abajo using a service car, but he decided to refuel and return by air. On the flight, he crashed and died on site. The person who reported the accident described a type of “whirlwind” causing the canopy to fold.

In the evening, the Spanish team gathered for a meeting, after which the team leaders of the other teams joined them for common discussion. Finally, it was jointly decided to continue with the competition on the clear understanding that the best tribute to Carlos would be to continue flying.

Before midnight all the pilots and organizers held a highly impressive ceremony, during which they lowered official flags to half-mast as a tribute to Carlos.

During the closing ceremony, a short but impressive movie was presented, in remembrance of Carlos and his life.

Conclusions

Chozas do Abajo and the surrounding area is an excellent place for microlight championships. Airspace restrictions practically did not disturb flying class PF and PL, but could affect some tasks of classic classes, where using higher altitude is more convenient. I believe that such problems will be solved by the organizers if the next Championships would be organized there in the future. More important, however, is a human aspect of preparation and running the event.

Spanish organizers collected an exceptionally good team, led by Event Director Jose Luis Roldan, Competition Director Jose Luis Esteban and Deputy Director Francesco Setien.

Tremendous work was done not only during a several days of the competition, but for many months before. The cooperation of organizers, local authorities, sponsors and a great number of individual persons yielded remarkable results, an event to be remembered.

In view of the few remarks written in this report, the Championships in Chozas do Abajo are a good example to be followed in the future.

Jacek Kibinski
President of the International Jury

FAI Microlight Commission Meeting 9th-11th November 2006

Section 10 - Voting on Proposals

Annex 8

	Topic	Proposed by	Sub-Committee Recommendation		Vote on Proposal			Result
			Microlight	Paramotor	For	Against	Abstain	
1	The Ann Welch Diploma	S10	-	-	15			Accepted
2	Calibration certificates for flight recorders	S10	-	-	14		1	Accepted
3	Absolute microlight records	GBR	-	-	5	6	4	Rejected
4	Rules for microlight World records	S10	-	For	15			Accepted
5	Clarification of gates	S10	-	-	15			Accepted
6	Rules for Championship records	S10	-	For	a.12 b.14		3 1	Accepted Accepted
7	Description of ground markers	GBR	-	-	2	4	9	Rejected
8	Prohibited electronic equipment	GBR & ESP	-	-	a.12 b.11		3 4	Accepted Accepted
9	Errors occurring in FR analysis or scoring	GBR	-	-	12		3	Accepted
10	Clarification of score sheets	GBR	-	-	10		5	Accepted
11	Precision landings to include bounces	FRA	Against	-	12	2	1	Accepted
12	New precision landing task for PL1 & PL2	FRA	-	Against				Withdrawn
13	Delete tasks 3.C3 and 3.C10 from the catalogue	FRA	-	Against	2	5	8	Rejected
14	Make emergency parachutes mandatory	FRA	Against	Against	3	12		Rejected
15	Amendment to task proportions	ESP	Against	For	12	1	2	Accepted
16	Homogeneous maximum value for slalom tasks	ESP	-	For	14		1	Accepted
17	Amendment to task proportions (follow on to 15)	ESP	-	For b.	b.15			Withdrawn Accepted
18	Time of crossing points or gates using GNSS	ESP	For	-	13	1	1	Accepted
19	Definitions and criteria for flight analysis	ESP	-	-	13	1	1	Accepted
20	Number of stewards	ESP & PRT	For a.	- -	15 6	13	2 9	Accepted Rejected Accepted
21	DNF and DSQ in score sheets	ESP	For	-	14		1	Accepted
22	Deadline for issuing official scores	ESP	For	-	13	1	1	Accepted
23	Publishing overall and team scores	ESP	-	-	9	5	1	Accepted
24	Editorial change (scoring)	ESP	For	-	15			Accepted
25	Amendment to advice about maps	ESP	For	-	15			Accepted

FAI Microlight Commission Meeting 9th-11th November 2006

	Topic	Proposed by	Sub-Committee Recommendation		Vote on Proposal			Result
			Microlight	Paramotor	For	Against	Abstain	
26	Alternative scoring for slalom tasks	ESP	-	For	10	3	2	Accepted
27	Mandatory inspections	FRA	Against	Against				Withdrawn
28	Increase the number of windsocks near decks	PRT	-	Against	3	8	4	Rejected
29	Increase the height of kicking sticks	PRT	-	Against	6	8	1	Rejected
30	Amendment to the Slow-Fast tasks	PRT	-	Against	5	4	6	Accepted
31	Creation of a Safety Officer	PRT	-	-	7	4	4	Accepted
32	Tidy up Annex 5, 3 Stewards	S10	For	-	15			Accepted
33	Define the minimum widths for gates	FRAC	-	For	14	1		a & b Accepted
34	Reduce the size of the scoring zone	FRA DEU & ESP	-	For d.	13	2		a. Withdrawn b. Withdrawn c. Withdrawn
35	Championship director qualifications	POL	For b.	Against	1 15	9	5	Rejected Accepted
36	Amendment to the slow-fast tasks	BEL	-	Against				Withdrawn
37	Powered weight shift and paraglider control	USA	Against	Against				Withdrawn & CASI
38	Precision Championship for classes PF and PL	USA	-	For	15			Accepted
39	Economy tasks based on weight of fuel	GBR	-	Against		12	3	Rejected
40	Scoring economy tasks & pilots' bodyweight	GBR	-	Against		12	3	Rejected
41	Task proportions	BEL	For	Against	a.14 b.3	1 9	3	c. Withdrawn d. Withdrawn e. Withdrawn
42	Number of stewards	BEL	-	-				Withdrawn
43	Editorial change (scoring)	BEL	Against	Against	4	9	2	Rejected
44	Deleting S10, Annex 6	BEL	Against	Against		13	2	Rejected
45	Improve the description of ground markers	BEL	Against	-	2	2+Chm	11	Rejected
46	Economy to respect the weight of pilot	BEL	-	Against	a.1 b.1	12 12	2 2	Rejected Rejected
47	Director fly with you	BEL	Against	Against	1	10	4	Rejected

Annex 9

Proposals for amendments to FAI Section 10.

Editor's Note - management in the Plenary.

Proposals are numbered in the order they were received from delegates. As there are so many proposals this year the editor proposes to manage this in the plenary by asking all delegates to accept *en-bloc* all proposals which are marked as "Unanimously supported" by the S10 Sub-committee which has studied all proposals in detail and considers them uncontroversial. Any delegate may request any one of these to be 'withdrawn' from this bloc and then they will be discussed in the normal way, but it does offer the plenary the opportunity to deal with a large number of proposals in an efficient way. In order for this to work, ALL delegates are requested to study these proposals in advance: 1a, 1b, 1c, 2a, 2b, 5, 7, 9, 10, 16, 18, 19, 20a, 21, 22, 23, 24, 25, 32, 33a.

For the remainder, the editor will present a suggested "order of discussion" to the plenary meeting so that proposals are grouped together under common headings which might help to speed up the proceedings a little.

Sub committees

Of course sub-committees may discuss all proposals but some proposals affect all classes of microlight or are of an administrative nature, however in order to make faster decisions in the Plenary it is suggested each sub-committee consider proposals which directly affect them in advance of the plenary meeting. Suggested are at least:

Classic classes: Proposals: 4, 7, 11, 14, 15, 27, 33, 34, 37

Soft wing classes: Proposals: 4, 6, 12, 13, 14, 15, 16, 17, 26, 27, 28, 29, 30, 33, 34, 36, 37, 38

How amendments were submitted

This year, 2006, Richard Meredith-Hardy is the coordinating editor for Section 10 and its annexes.

Only CIMA delegates may submit proposals for inclusion here. Anyone else must have submitted their proposal to their delegate first. The full list of delegates is on the FAI website.

The amendment scheme operated as it was done last year, all proposals from CIMA delegates should have been sent to Richard Meredith-Hardy with:
1) The number of the affected paragraph (or where it should go, if it is something new).
2) The reason for the proposed change.

Each proposal will be put to the vote **in it's exact wording** at the CIMA Plenary meeting 9-11 November 2006 on the basis of a YES or a NO. It is not usual for the wording of proposals to be amended at the meeting itself.

The deadline for proposals for amendments was **23:59:59 UTC WEDNESDAY 20 SEPTEMBER 2006**.

FAI Microlight Commission Meeting 9th-11th November 2006

Comment from the S10 Sub-Committee was inserted before the final agenda deadline when it was passed to the CIMA Secretary for inclusion in the agenda.

Changes

- This is the FINAL draft: Draft 16, 26 September 2006, Addition of proposals 41 - 47 (which were received just before the deadline), the insertion of 20c by the S10 Subcommittee and insertion of comment by the committee to all proposals.
- Draft 15, MIDNIGHT UTC 20 September 2006. Amendment to proposal 12, Addition of proposals 36, 37, 38, 39 & 40
- Draft 14, 20 September 2006**.** Addition of proposals 34c & 34d, comment moved to reason.
- Draft 13, 20 September 2006. Addition of comment to proposal 34.
- Draft 12, 20 September 2006. Addition of proposal 35
- Draft 11, 19 September 2006. Addition of proposal 34b
- Draft 10, 19 September 2006 Amendments to proposals 19 & 32, Addition of proposals 33 & 34
- Draft 9, 18 September 2006. Addition of proposals 20b, 28, 29, 30, 31 and 32.
- Draft 8, 16 September 2006. Amendments to proposals 1, 25, 26. Addition of proposal 27.
- Draft 7, 15 September 2006. Amendment to proposal 3. Addition of proposals 3b, 25 and 26.
- Draft 6, 13 September 2006. Amendments to proposals 3, 4 and 8, addition of proposal 8b.
- Draft 5, 12 September 2006. Amendments to proposals 4, 5 and 8.
- Draft 4, 10 September 2006. Addition of Proposals 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23 & 24.
- Draft 3, 9 September 2006. Addition of Proposal 6.
- Draft 2, 7 September 2006. Addition of proposals 2a, 4 & 5.
- Draft 1, 2 September 2006

Contents

- **Proposal 1 The Ann Welch Diploma, renaming & renumbering of S10 Chapter 2.** *from* Richard Meredith-Hardy CIMA S10 Editor.
- **Proposal 2 Amendment to S10, Annex 6 regarding calibration certificates for flight recorders.** *from* Richard Meredith-Hardy CIMA S10 Editor.
- **Proposal 3 Introduction of 'absolute' microlight records**. *from* Richard Meredith-Hardy GBR delegate.
- **Proposal 4 Simplification and clarification of the rules for microlight World records.** *from* Richard Meredith-Hardy CIMA S10 Editor.
- **Proposal 5 Amendment to S10 5.7.2 clarification of gates.** *from* Richard Meredith-Hardy CIMA S10 Editor.
- **Proposal 6 Amendment to the rules for Championship records**. *from* Richard Meredith-Hardy CIMA S10 Editor.
- **Proposal 7 Improve the description of ground markers in the local regulations** *from* Richard Meredith-Hardy, GBR Delegate
- **Proposal 8 Tighten the rules for prohibited electronic equipment.** *from* Richard Meredith-Hardy, GBR Delegate & Jose Luis Esteban, ESP Delegate.

- **Proposal 9** **Clarification of what happens when an error occurs in FR analysis or scoring.** *from* Richard Meredith-Hardy, GBR Delegate
- **Proposal 10** **Clarification of score sheets.** *from* Richard Meredith-Hardy, GBR Delegate
- **Proposal 11** **To change precision landings to include bounces in the scoring.** *From* Joel Amiable, FRA Delegate.
- **Proposal 12** **New precision landing task for PL1 & PL2.** *From* Joel Amiable, FRA Delegate.
- **Proposal 13** **To delete tasks 3.C3 and 3.C10 from the task catalogue.** *From* Joel Amiable, FRA Delegate.
- **Proposal 14** **To make emergency parachutes mandatory.** *From* Joel Amiable, FRA Delegate.
- **Proposal 15** **Amendment to S10 4.24.3, task proportions.** *From* Jose Luis Esteban, ESP Delegate.
- **Proposal 16** **Homogeneous maximum value for slalom tasks.** *From* Jose Luis Esteban, ESP Delegate.
- **Proposal 17** **Amendment to S10 4.24.3, task proportions (if proposals 15 & 16 are accepted).** *From* Jose Luis Esteban, ESP Delegate.
- **Proposal 18** **Time of crossing points or gates using GNSS.** *From* Jose Luis Esteban, ESP Delegate.
- **Proposal 19** **Definitions and criteria for flight analysis.** *From* Jose Luis Esteban, ESP Delegate.
- **Proposal 20** **Number of stewards.** *From* Jose Luis Esteban, ESP Delegate and Carlos Trigo, PRT Delegate.
- **Proposal 21** **DNF and DSQ in score sheets.** *From* Jose Luis Esteban, ESP Delegate.
- **Proposal 22** **Deadline for issuing official scores.** *From* Jose Luis Esteban, ESP Delegate.
- **Proposal 23** **Publishing overall and team scores.** *From* Jose Luis Esteban, ESP Delegate.
- **Proposal 24** **Editorial change. Move S10 4.5.6 and 4.5.7 to S10 4.29 (scoring).** *From* Jose Luis Esteban, ESP Delegate.
- **Proposal 25** **Amendment to advice about maps.** *From* Jose Luis Esteban, ESP Delegate and Richard Meredith-Hardy, S10 Editor.
- **Proposal 26** **Alternative scoring for slalom tasks.** *From* Jose Luis Esteban, ESP Delegate.
- **Proposal 27** **Mandatory inspections.** *From* Joel Amiable, FRA Delegate.
- **Proposal 28** **Increase the number of windsocks near PF & PL decks.** *From* Carlos Trigo, PRT Delegate.
- **Proposal 29** **Increase the height of kicking sticks.** *From* Carlos Trigo, PRT Delegate.
- **Proposal 30** **Amendment to the Slow - Fast tasks.** *From* Carlos Trigo, PRT Delegate.
- **Proposal 31** **Creation of a Safety Officer.** *From* Carlos Trigo, PRT Delegate.
- **Proposal 32** **Tidy up Annex 5, 3 Stewards.** *From* Richard Meredith-Hardy, S10 Editor.
- **Proposal 33** **Define the minimum widths for gates.** *From* Richard Meredith-Hardy, FRAC Chairman.

- **Proposal 34 Reduce the size of the scoring zone.** *From* Joel Amiable FRA Delegate, Wolfgang Lintl, DEU Delegate, Jose Luis Esteban ESP Delegate.
- **Proposal 35 Championship director qualifications.** *From* Jacek Kibinski, POL Delegate.
- **Proposal 36 Amendment to the slow-fast tasks.** *From* Rene Verschuren BEL Delegate
- **Proposal 37 Amendment to S10 1.3, Inclusion of all powered weight shift control and paraglider control in S10.** *From* Roy Beisswenger, USA Delegate
- **Proposal 38 Amendment to S10 4.23.3, Provisions for Precision Championship for classes PF and PL.** *From* Roy Beisswenger, USA Delegate.
- **Proposal 39 Economy tasks based on weight of fuel used in flight.** *From* Richard Meredith-Hardy, GBR Delegate.
- **Proposal 40 Scoring economy tasks taking into account pilots' bodyweight.** *From* Richard Meredith-Hardy, GBR Delegate.
- **Proposal 41 Amendment to S10 4.24.3, task proportions.** *From* Rene Verschuren BEL Delegate
- **Proposal 42 Number of stewards.** *From* Rene Verschuren BEL Delegate
- **Proposal 43 Editorial change. Move S10 4.5.6 and 4.5.7 to S10 4.29 (scoring).** *From* Rene Verschuren BEL Delegate
- **Proposal 44 Deleting S10, Annex 6. For all competition.** *From* Rene Verschuren BEL Delegate
- **Proposal 45 Improve the description of ground markers in the local regulations.** *From* Rene Verschuren BEL Delegate
- **Proposal 46 Annex 4 S 10 2 B 11 Economy to respect the weight of pilots.** *From* Rene Verschuren BEL Delegate
- **Proposal 47 Director fly whith you ! ! !.** *From* Rene Verschuren BEL Delegate

Attachments

All attachments are included with this document. Otherwise they are available from the hyperlinks below.

Re. proposal 4 **Version 3, 13 Sept 2006**: proposed_S10_ch3_v3.pdf
Re. Proposal 34 gps_errors.xls
Re. Proposals 39 & 40 proposals_39_and_40_tasks.pdf
Re. Proposals 41 - 47 proposals_41-47.pdf

PROPOSAL 1

Proposal title

The Ann Welch Diploma, renaming & renumbering of S10 Chapter 2.

Proposal from

Richard Meredith-Hardy, CIMA S10 Editor.

Existing text

Proposal 1a Chapter title: Colibri Diplomas and Badges.

Proposal 1b Concerns the renumbering of sections 2.2, 2.3, 2.4 & 2.5
Proposal 1c None; Insert new addition to S10

New text

Proposal 1a

Chapter title: **Diplomas and Badges**.

Proposal 1b

Renumber paragraph 2.2 to 2.3 COLIBRI PROFICIENCY BADGES and existing 2.3, 2.4 and 2.5 so they appear logically under the existing heading 2.3 COLIBRI PROFICIENCY BADGES.

Proposal 1c None; Insert new addition to S10

2.2 Ann Welch Diploma *(ref. FAI bye-laws 12.11.2)* 2.2.1 Ann Welch, having previously played leading international roles in the development of gliding and hang-gliding, was instrumental in creating the FAI microlight commission (CIMA) and formulating the microlight sporting code and worked tirelessly for many years in the cause of the sport. 2.2.2 One diploma may be awarded each year by the FAI Microlight commission (CIMA) to the pilot or crew of a microlight who, in the opinion of CIMA, made the most meritorious flight which resulted in a microlight World record claim ratified in the previous 12 months.

Reasons

Proposal 1a. Re-naming the chapter.
With the introduction of the Ann Welch Diploma, S 10 Chapter 2 does not just include Colibris. It would therefore be more sensibly re-named just "Diplomas and Badges".

Proposal 1b. Re-numbering.
In the new order of importance, it can be considered the order should be Colibri Diploma, then the Ann Welch Diploma and then Colibri badges, therefore the numbering of Chapter 2 should reflect this.

Both the existing 2.3, 2.4 and 2.5 are directly relevant to Colibri badges which are the subject of existing section 2.2, they should therefore be numbered as part of it, not as separate items.

In this proposal the Ann Welch Diploma is inserted at 2.2, the existing 2.2 becomes 2.3 and the existing 2.3, 2.4 and 2.5 are all dropped down a level so they appear logically under the new heading: 2.3 Colibri badges.

Proposal 1c. Introduction of the Ann Welch Diploma.
Subject to a FAI bye-law approved by the FAI Executive Board, the plenary agreed in 2005 the text to be included in S10. This vote is therefore NOT a discussion of the

context of the award or its text, but simply to agree (in conjunction to the above two proposals) where it should be put in FAI Section 10.

Comments from S10 Sub Committee

1a Supported unanimously.
1b Supported unanimously.
1c Supported unanimously.

Comments from CIMA delegates

None

CIMA decision

Proposal 1a Votes: For 15, Against. 0, Abstain 0, Accepted

Proposal 1b Votes: For 15, Against. 0, Abstain 0, Accepted

Proposal 1c Votes: For 15, Against. 0, Abstain 0, Accepted

PROPOSAL 2

Proposal from

Richard Meredith-Hardy, S10 Editor

Proposal title

Amendment to S10, Annex 6 regarding calibration certificates for flight recorders.

Existing text

Proposal 2a
S10 Annex 6 2.2.1.1 The FR must have an Integral Pressure Altitude Sensor and be capable of recording atmospheric altitude and must have a valid calibration certificate.

Proposal 2b
S10 5.6.5 Where no height performance is involved no barograph calibration is required. For GNSS Flight Recorders, see Annex 6.

New text

Proposal 2a

AMEND: S10 Annex 6 2.2.1.1 The FR must have an Integral Pressure Altitude Sensor and be capable of recording atmospheric altitude.

Proposal 2b

AMEND: S10 5.6.5
Where no height or altitude performance is involved no barograph calibration is required.

Where height or altitude performance is involved, an atmospheric altitude calibration certificate for the Barograph or FR is required. It must be dated within the period 24

months prior to the flight to 2 months after the flight and show corrections to the ISA standard atmosphere across the full range of altitude relevant to the performance.

Reason

It is accepted that a pressure altitude calibration certificate is not required in distance or speed record claims as the proof is simply "did not land" during the flight .

Proposal 2a corrects an anomaly in respect of "type 2 FR's" (ie IGC approved ones) where S10 Annex 6 says they MUST have a valid calibration certificate whatever type of record claim it is.

Proposal 2b states the requirements for all barograph and FR atmospheric altitude calibration certificates which although "understood" to be the practice has never actually been in S10 and it isn't in the general section. The reference to S10 annex 6 is no longer necessary.

Comments from S10 Sub Committee

Supported unanimously.

Comments from CIMA delegates

None

CIMA decision

Proposal 2a Votes: For 14, Against. 0, Abstain 1, Accepted

Proposal 2b Votes: For 14, Against. 0, Abstain 1, Accepted

PROPOSAL 3

Proposal title

Introduction of 'absolute' microlight records.

Proposal from

Richard Meredith-Hardy, GBR Delegate

Existing text

None.

New text

Proposal 3a

S10 3.3.4 Absolute records represent the best performance achieved in records across all microlight classes.

3.3.4.1 Absolute distance: The greatest distance achieved in any distance related record category.

3.3.4.2 Absolute altitude: The greatest altitude achieved in any altitude or height related record category.

3.3.4.3 Absolute speed: The greatest speed achieved in any speed related record category.

Proposal 3b

No new text, however if proposal 3a is accepted, the plenary should confirm that these three absolute records shall be filled with the performances as they exist at the moment this provision is promulgated (ie 1 Jan 2007)

Reason

People often ask "what's the highest a microlight can fly?" The answer to this can be found on the FAI website at http://records.fai.org/microlight/ but the user than has to trawl through many classes to find that it's 9,720 m achieved by Serge ZIN (France) in 1994.

Absolute records are described in the FAI General section:

GS 6.2 ABSOLUTE RECORDS. The types of records recognised by FAI as Absolute records shall be determined by the Air Sport Commissions and shown in the specialised sections of the Sporting Code.

Within this there are various possibilities for absolute microlight records. One option would be to have one absolute microlight record for each record category representing the best performance in that category across all microlight classes, but as the purpose of these records is to be really simple, it could be confusing to have an absolute record for distance in a closed circuit and another for distance in a straight line. The alternative, presented in this proposal is to simply show the best performances across all distance, or altitude, or speed related performances, so in total there are only three absolute records for microlights.

An interesting by-product of introducing these records is that any microlight pilot who achieves one may (to be confirmed by FAI) automatically become eligible to join that rather elite group of people who have been awarded the FAI De La Vaulx Medal (see http://www.fai.org/awards/award.asp?id=2 and FAI By-Laws 11.4).

Proposal 3b simply states what should happen once these records are created. The alternative would be for them to be blank until a new absolute record claim is ratified which could ruin the point of having them for some time.

As at 15 Sept 2006 the absolute microlights records would be:

Distance:
AL1, 1,369.00 km, 6 Sept 1988, Bernard d'OTREPPE (BEL), Fréjus La Palud (France), Aviasud Engineering - Albatros

Altitude:
WL1, 9,720 m, 18 Sept 1994, Serge ZIN (FRA), Saint-Auban (France), Air Création Norgil

Speed:
AL2, 274.78 km/h, 19 Oct 2005, Jiri UNZEITIG (CZE) and Vera VAVRINOVA (CZE), Horovice (Czech Republic), Vanessa Air Klenor VL-3

Note that the FAI De La Vaulx medal is only awarded to holders of absolute world records *established during the previous year* so even if FAI confirms that absolute microlight records are eligible for this medal then it cannot be awarded for these three 'initial' records.

Comments from S10 Sub Committee

Supported.

Comments from CIMA delegates

None

CIMA decision

Proposal 3a Votes: For 5, Against 6, Abstain 4, Rejected

Proposal 3b Votes: For 5, Against 6, Abstain 4, Rejected

PROPOSAL 4

Proposal title

Simplification and clarification of the rules for microlight World records.

Proposal from

Richard Meredith-Hardy, GBR Delegate

Existing text

See S10 Chapter 3.

New text

See document **Version 3, 13 Sept 2006** proposed_S10_ch3_v3.pdf

Reason

General:
Basically the objectives of a record are rather simple; take *Speed over a closed circuit of 50 Km* for example, all a pilot has to do is blast round a 50km out and return or triangle as fast as he can. Of course complete proof has to be supplied to FAI in order to make a successful claim, but at its simplest all the official observer has to oversee is:

1) A weighing of the whole aircraft immediately before takeoff to prove it was a microlight at takeoff.
2) That a CIMA Type 2 FR was on board for the flight.

All other required evidence is derived from the secure FR track log or can be collected after the attempt.

Why then do we have to make it so complicated, for example by requiring the route to be declared in advance? Is this really necessary for a record? This proposal says pre-

declaration is not necessary, and tries to make the whole business of making World records simpler but without devaluing the underlying 'worth' of each one.

The purpose of these proposals are:

a) Given that the rules for records have not been amended for many years, to examine them in the light of the way they are most likely to be done these days using FR's of one kind or another.
b) Given that there are rather few record claims every year, mainly because the paperwork associated with a claim is so complicated; to examine all the requirements and ask whether each is really necessary, but without devaluing the 'worth' of each particular record.
c) To try to clarify the current 'maze' of requirements for each type of record.

In doing this revue, initially I tried to do the normal thing and try to achieve a) and b) above by amending the existing text as little as possible. The end result however simply did not satisfy c) at all. I have therefore taken the risk of totally rewriting a substantial section of S10 chapter 3 with the hope it will be accepted by the CIMA plenary as a single amendment.

It is intended that this re-write does NOT substantially change the rules for each record, however in the old rules, if you study them enough, there are a surprising number of exceptions, for example the general 'altitude – distance relationship' is 2% (S10 5.3). This applies to a record with limited fuel, but for a record without engine power it's 1% (S10 3.4.12.1). Why so complicated? Surely the logical thing to say, (for records where it matters) is "The altitude of the aircraft at the finish line shall not be less than its altitude at the start line" and leave it at that? This is slightly more severe than the old requirement, but much simpler to manage both from the pilot's point of view when he's actually flying the record attempt and from the NAC's and FAI's point of view when they check the claim against the rules. In fact with this simple provision we don't need the altitude – distance relationship thing in chapter 5 at all, the provision is already excluded from championships, isn't used in badge flights and isn't now required for records.

The attached document is colour coded. Black items are unchanged text, green items are basically unchanged text but moved to a better place, blue items are these slightly more controversial items.

According to the revised numbering, below is a brief discussion of every blue item.

3.6.2 Existing rules for records without engine power say the engine may not be restarted at all after the start line is passed. This practice of un-forced landing out is illegal in some countries. Why not then say the engine may be re-started after the finish line? It makes no difference to the final result.

3.6.3, 3.7.2, 3.10.3 & 3.11.3 The business of "altitude – distance relationship" is discussed above and a much simpler formula suggested here which is the same as the one used in speed over closed circuit records.

3.8 Existing rules say a closed circuit can be an out and return or a triangle and triangles must be quite equal in as much as no leg can be less than 28% of the total distance. In reality, while there is no problem with a 50 or 100Km triangle, pilots, especially those in smaller countries, may have difficulty in actually planning a triangle of 500 or 1000 Km without it being an international flight or going through controlled airspace or extending over the sea. This proposal therefore allows more turnpoints for closed circuits longer than 100 Km. Up to 6 turnpoints are proposed, but leg length must still be more or less equal. To prevent repeated legs along the same track, the course change must not exceed 145 deg which just permits a 5 point star. The length deviation of up to ± 5% per leg is an insignificant 0.33% more severe than the existing 28% rule.

3.14.2 Existing rules say the 2 runs must be completed in 45 min. Given that the shortest course is 15km, it is impossible to complete the task in any aircraft which goes slower than a little more than 40 Km/h. Whilst most microlights are faster than this these days, it would seem more reasonable to change this to a 'round number' of one hour which is the standard for FIA land speed records and which then would permit any aircraft which can go a little over 30 Km/h the opportunity to attempt a record.

3.16.1 BMAA has for many years provided a standard form to assist pilots and observers complete all the requirements of a record. See http://www.flymicro.com/records/index.cfm?record=claimfm It is proposed CIMA has a set of claim forms (revised appropriately for these amended rules) which MUST be used in any record claim. Other FAI commissions do this, and by asking all the right questions pertinent to each record they make the job of making a valid claim easier for the observer, the pilot, the NAC controlling the claim and FAI office. Advice can also be included in these forms and their use also makes the requirement for a checklist in S10 obsolete; this is therefore deleted in the proposal above.

Rather than building these forms into S10, it is proposed they are separate documents available from the FAI website and maintained as necessary by the S10 editor so they are compatible with the requirements of S10. It is therefore proposed that work does not start on this until after the 2006 plenary meeting when [hopefully] these proposals are accepted and the forms can be edited to suit, and published on 1 Jan 2007 at the same time as the 2007 version of S10.

S10, Chapter 5, 5.3. Delete as discussed above.

PLEASE NOTE THAT AS THIS IS RATHER A COMPLEX PROPOSAL: There is no doubt this needs to be done, but it would be a shame for it to fail as a result of technical argument or omission on my part. If you have any comment PLEASE address it to me (S10 editor) as soon as possible so any problems can be resolved before this proposal is inserted in the Agenda.

Comments from S10 Sub Committee

Supported.

Comments from CIMA delegates

None at this time

CIMA decision

Votes: For 15, Against. 0, Abstain 0, Accepted

PROPOSAL 5

Proposal from

Richard Meredith-Hardy, S10 Editor

Proposal title

Amendment to S10 5.7.2 clarification of gates.

Existing text

5.7.1 Start and Finish consist of gates of maximum 1 km in length and maximum 1000 m in height. The gates are marked with lines on the ground. For Championships any dimensions shall be detailed in the Local Regulations or given at briefing.

New text

AMEND: 5.7.1 Start and Finish lines are gates of maximum 1 km in width and of unlimited height. For Championships any dimension or orientation shall be detailed in the Local Regulations or given at briefing.

Reason

Start and finish *lines* are clearly defined in the General section A8 & A12 as "A gateway of a designated width and height", and goes on to describe how they should be oriented, what "Crossing a Start Line" or a finish line is Etc.

Given that GNSS flight recorders are most likely to be used in record attempts, it is not necessary to have the arbitrary limit of 1000m on gate height, this proposal therefore allows them to be of unlimited height the same as 'scoring zones' as used in championships. (Start and Finish lines are an important feature of records).

This provision gives the default size of gates which is important for records but *The gates are marked with lines on the ground* is clearly complete nonsense and should be deleted.

Comments from S10 Sub Committee

Supported unanimously.

Comments from CIMA delegates

None

CIMA decision

Votes: For 15, Against. 0, Abstain 0, Accepted

PROPOSAL 6

Proposal from

Richard Meredith-Hardy, S10 Editor

Proposal title

Amendment to the rules for Championship records.

Existing text

Proposal 6a

3.11.1 If performance in a task in championship can be directly compared to the performance in a task at a different championship, then World and Continental championship records in class may be established for that performance.

Proposal 6b

No existing text

New text

Proposal 6a

AMEND: 3.11.1 If performance in a task in championship can be directly compared to the performance in a task at a different championship, then World championship records in class may be established for that performance.

Proposal 6b

No new text, however, if proposal 6a is accepted the Plenary should confirm the Championship Records established at EMC2006 were indeed World 'Championship Records' and not Continental 'Championship Records'.

Reason

The concept of 'Championship Records' was introduced into S10 on 1 Jan 2006 so the 2006 season is the first time they have been tried. In practice, there was considerable debate at EMC 2006 in Chozas, Spain as to how a Continental 'Championship Record' is precisely defined, this being missing from S10. For example:

1. Can a World 'Championship Record' be established at a Continental Championship as well as at a World Championship? If so, why, where is the logic?

2. Can a Continental 'Championship Record' be established at a World Championship held outside that Continent? In other words, are Continental Records geographically dependent or dependent only on the country that issued the claimant's Sporting Licence?

Continental records of any kind are not a normal practice in other FAI commissions so there is no precedent to turn to and since they were tried for the first time this season it has become clear the whole subject is a bit of a minefield. Proposal 6a is therefore to simply delete the notion of Continental 'Championship Records' from S10. In future then, there are World 'Championship Records', and they may be claimed at any FAI Category 1 Microlight championship, whether Continental or World, or at a World Air Games. (S10 3.11.2)

Should proposal 6a be accepted by the plenary, then proposal 6b is something of a formality as there were no existing World 'Championship Records' to beat and the records claimed in Spain were consequently considered to be World 'Championship Records' at the time, but it tidies things up and makes it clear the records which were

established were indeed World 'Championship Records' and that effectively Continental 'Championship Records' never existed.

Comments from S10 Sub Committee

6a Supported.
6b Supported.

Comments from CIMA delegates

None

CIMA decision

Proposal 6a Votes: For 12, Against 0, Abstain 3, Accepted

Proposal 6b Votes: For 14, Against 0, Abstain 1, Accepted

PROPOSAL 7

Proposal from

Richard Meredith-Hardy, GBR Delegate

Proposal title

Improve the description of ground markers in the local regulations

Existing text

S10 An 3, 1.12.4 GATES, TURNPOINTS AND MARKERS
Gates are normally a straight line 250m wide perpendicular to the briefed track.
Gates may be:
- Known gates. Their position and height to be crossed will be briefed.
- Hidden gates. The height to be kept along the sections of the course where they are situated will be briefed.

Proof of passing a gate and it's timing will be by Marshals report or GNSS flight recorder evidence, as briefed.
Control points may be: A geographical point, a ground marker, a landing marker or a kicking stick.
Control points may be:
- Known control (turn) points. Their position and description will be briefed.
- Hidden control points. The track along which they will be found and their description will be briefed.

Proof of reaching a control point may be:
- by photography
- by the competitor recording the symbol and position on the declaration sheet
- by a Marshall's report.
- by flight recorder evidence

The precise requirements will be described in the Task Description.

New text

S10 An 3, 1.12.4 GATES, TURNPOINTS AND MARKERS
Gates are normally a straight line 250m wide perpendicular to the briefed track.
Gates may be:

- Known gates. Their position and height to be crossed will be briefed.
- Hidden gates. The height to be kept along the sections of the course where they are situated will be briefed.

Proof of passing a gate and it's timing will be by Marshals report or GNSS flight recorder evidence, as briefed.
Control points may be: A geographical point, a ground marker, a landing marker or a kicking stick.
Ground marker size, colour and shape must be pre-declared by the organiser. Each must be at least 1.5m in its smallest dimension and of a colour and shape not easily confused with existing features on the ground or any other marker in the catalogue.
Control points may be:

- Known control (turn) points. Their position and description will be briefed.
- Hidden control points. The track along which they will be found and their description will be briefed.

Proof of reaching a control point may be:

- by photography
- by the competitor recording the symbol and position on the declaration sheet
- by a Marshall's report.
- by flight recorder evidence

The precise requirements will be described in the Task Description.

Reason

In response to two areas of confusion at EMC2006 – Nordlingen.

1. – competitors incorrectly identified a letter I made up of farming equipment (pipes).

2. On a sequential task a letter "L" (again rogue symbol) was identified wrongly by a large number of competitors – it was adjudged to be a V and therefore was not in the original list of symbols given out by the competition director.

By having pre declared size / colour and orientation this would have been avoided.

Comments from S10 Sub Committee

Supported unanimously.

Comments from CIMA delegates

None

CIMA decision

Proposal 7 Votes: For 2, Against 4, Abstain 9, Rejected

PROPOSAL 8

Proposal from

Richard Meredith-Hardy, GBR Delegate & Jose Luis Esteban ESP delegate.

Proposal title

Tighten the rules for prohibited electronic equipment.

Existing text

Proposal 8a

S10 4.22.3 ELECTRONIC EQUIPMENT
Radios, GPS and similar electronic navigation aids are prohibited and may not be carried. CIMA approved GNSS flight recorders and ELTs without voice transmission capability are permitted. Sealed mobile phones may be carried for use after landing or in an emergency. Misuse of this rule may result in disqualification.

S10 Annex 3 1.10.11 ELECTRONIC APPARATUS:
Radios, VOR, GPS and similar electronic navigation aids are prohibited. The normal penalty is disqualification from the competition. CIMA approved GNSS flight recorders and ELT's without voice transmission capability are permitted. Mobile phones may be carried in a pre-declared sealed container for use solely in the event of an emergency. The director must be immediately informed if the seal is broken. (S10 Chapter 4, 4.22.3)
Before each task the Director will ask marshals to check for infringements. The penalty is disqualification from the competition.

Proposal 8b

None, new text added to the two provisions S10 4.22.3 & S10 Annex 3 1.10.11

New text

Proposal 8a

S10 4.22.3 ELECTRONIC EQUIPMENT
CIMA approved GNSS flight recorders and ELT's without voice transmission capability are permitted and may be carried. Sealed mobile phones may be carried for use after landing or in an emergency. All other electronic devices with real or potential communication or navigation capabilities must be declared and approved for carriage by the Championship Director. Failure to declare such devices or misuse of this rule may result in disqualification.

S10 Annex 3 1.10.11 ELECTRONIC EQUIPMENT
CIMA approved GNSS flight recorders and ELT's without voice transmission capability are permitted and may be carried. Sealed mobile phones may be carried for use after landing or in an emergency, the director must be immediately informed if the seal is broken. All other electronic devices with real or potential communication or navigation capabilities must be declared and approved for carriage by the Championship Director.

Before each task the Director will ask marshals to check for infringements. The penalty is disqualification from the competition.

Proposal 8b

S10 4.22.3 ELECTRONIC EQUIPMENT
Existing text, plus:

The director will establish a document-based method for sealing and unsealing that will enforce seal checking after each task.

S10 Annex 3 1.10.11 ELECTRONIC EQUIPMENT
Existing text, plus:

A document describing the device will be signed by the competitor when it is being sealed, and the document will be retained by the organization. After the task, provided the seal is not broken, documents will be returned to each competitor when he comes to unseal the device. If a document is still in the possession of the organization at the time of issuing the scores, the competitor will get a 100% task penalty.

Reason

There are so many variations of electronic navigational or communication devices now available it is impossible to be prescriptive in any set of rules. Proposal 8a tightens the rules to now say ALL electronic equipment with real or potential navigational or communication capability must be approved by the competition director before it may be carried during a championship.

Proposal 8b deals with the practicalities of managing electronic equipment. It is very common in championships that electronic devices are sealed, but seals are never checked after the task. As a team leader I have found myself going to the main office asking for permission to break the seals, and permission was granted without making any kind of check.

This makes paragraph 4.22.3 totally useless. Therefore, the competition director must enforce this rule by establishing a systematic and documented procedure for sealing and unsealing electronic devices.

The method used during last EMC in Chozas is proposed for Annex 3 (master Local regulations).

Comments from S10 Sub Committee

8a Supported.
8b Supported.

Comments from CIMA delegates

None

CIMA decision

Proposal 8a Votes: For 12, Against 0, Abstain 3, Accepted

Proposal 8b Votes: For 11, Against 0, Abstain 4, Accepted

PROPOSAL 9

Proposal from

Richard Meredith-Hardy, GBR Delegate

Proposal title

Clarification of what happens when an error occurs in FR analysis or scoring.

Existing text

S10 4.29.8 If a failure in GNSS flight analysis or scoring is discovered before the end of the championship and the failure is due to a technical error emanating from the Competition Director or the scoring staff or the equipment being used for the GNSS flight analysis or scoring, this failure must be corrected regardless of time limits for complaints and protests in S10 and the Local Regulations.

New text

S10 4.22.3
If a failure in GNSS flight analysis or scoring is discovered before the end of the championship and the failure is due to a technical error which emanates from either the Competition Director, or the scoring staff, or the equipment being used for the GNSS flight analysis or scoring, this failure must be corrected regardless of time limits for complaints and protests in S10 and the Local Regulations.

Reason

This was a new provision inserted in 2006. It was however the subject of a protest in Nördlingen suggesting it could be interpreted as 'a failure due to a technical error emanating from the Competition Director, or a failure due to the scoring staff, or a failure due to the equipment being used for the GNSS flight analysis or scoring'. In Nördlingen, the Jury ruled that this interpretation was incorrect, but this proposal is a subtle change to the text to try to prevent such a protest in future.

Comments from S10 Sub Committee

Supported unanimously.

Comments from CIMA delegates

None

CIMA decision

Proposal 9 Votes: For 12, Against 0, Abstain 3, Accepted

PROPOSAL 10

Proposal from

Richard Meredith-Hardy, GBR Delegate

Proposal title

Clarification of score sheets.

Existing text

S10 4.29.1 The scoring system to be used shall be approved by the FAI Microlight Commission and attached to the Local Regulations. Score sheets shall state the Date when the task took place, and the Date and Time when the score sheet was issued, the Task description. Task number, classes involved in the Task, Competitor names, Country of the Competitors, the Competitors number and score. Score sheets shall be marked Provisional, and Official, or if a protest is involved, Final. The time of issue is the moment when a score sheet is posted on the official score board and carries the time

when this is done, together with the signature of the Championship Director. The Provisional Score sheet must be posted within 6 hours after finishing the task. The Official score sheet must be posted before briefing the next day, except for the last task when the time limit is 2 hours after the posting of the Provisional score sheet.

New text

S10 4.29.1 The scoring system to be used shall be approved by the FAI Microlight Commission and attached to the Local Regulations.

Score sheets shall state the date when the task took place, and the date and time when the score sheet was issued, the task description, task number, classes involved in the task, competitor names, country of the competitor, the competitor number and score.

Score sheets shall be marked Provisional, and Official, or if a protest is involved, Final. A Provisional score sheet may only become Official after all complaints have been addressed. Scores may not be altered when the Provisional sheet is made Official.

The time of issue is the moment when a score sheet is posted on the official score board and carries the time when this is done, together with the signature of the Championship Director.

The Provisional Score sheet must be posted within 6 hours after finishing the task. The Official score sheet must be posted before briefing the next day, except for the last task when the time limit is 2 hours after the posting of the Provisional score sheet.

Reason

After experience at the 2006 championships, yet another attempt to clarify the way in which score sheets are issued. This proposal adds the points that a task score sheet can only become official after all complaints have been dealt with, and the official scores must be exactly the same as the last published provisional score sheet.

Comments from S10 Sub Committee

Supported unanimously.

Comments from CIMA delegates

None

CIMA decision

Proposal 10 Votes: For 10, Against 0, Abstain 5, Accepted

PROPOSAL 11

Proposal from

Joel Amiable, FRA Delegate

Proposal title

To change precision landings to include bounces in the scoring.

Existing text

As this proposal is just deletions from the existing text, see the struck through items in *New text* below.

New text

S10 Annex 4 2.C1 Summary
This task simulates a landing on an aircraft carrier deck, the deck being a deck 100 metres long and 25 metres wide. The first 25-metre section of the deck is divided into five 5 metre strips which are scored from 250 to 50 points as shown. The remainder of the deck scores 25 points. In order to score the main wheels must touch down ~~and stay down~~ in a particular strip and the aircraft must come to a complete halt within the 100-metre deck, as close to the start of the deck as possible.

S10 Annex 4 2.C1 Scoring
The score will be the value of the strip in which both main wheels touch down ~~and remain in contact~~ with the ground (PS) plus the distance between the finish of the deck and the closest wheel, scored 1 point per whole metre (PD). ~~If the aircraft bounces the score will be the lowest value of the strips entered~~. Touching down on a dividing line scores the higher of the two strips. The pilot will be scored zero if: [….]

S10 Annex 4 2.C2 Summary
This task simulates a landing on an aircraft carrier deck, the deck being a deck 100 metres long and 25 metres wide. The first 25-metre section of the deck is divided into five 5 metre strips which are scored from 250 to 50 points as shown. The remainder of the deck scores 25 points. In order to score the main wheels must touch down ~~and stay down~~ in a particular strip and the aircraft must come to a complete halt within the 100-metre deck, as close to the start of the deck as possible. Additional points may be scored if the scoring touchdown takes place at or near an exact full minute as indicated by the competition clock, eg 11:31:00 hrs is a full minute, 11:31 17 hrs is not.

S10 Annex 4 2.C2 Scoring
The score will be the value of the strip in which both main wheels touch down ~~and remain in contact with the ground~~ (PS) plus the distance between the finish of the deck and the closest wheel, scored 1 point per whole metre (PD). ~~If the aircraft bounces the score will be the lowest value of the strips entered.~~ Touching down on a dividing line scores the higher of the two strips. If the aircraft touches down on a full minute, the time being taken from the official clock, ±5 seconds a further 100 points is scored (PT). This score will be reduced by 5 points for every second outside ±5 seconds from a full minute. The pilot will be scored zero if: [….]

S10 Annex 4 2.C3 Summary
This task simulates a landing on an aircraft carrier deck, the deck being a deck 100 metres long and 25 metres wide. The first 25-metre section of the deck is divided into five 5 metre strips which are scored from 250 to 50 points as shown. The remainder of the deck scores 25 points. In order to score the main wheels must touch down ~~and stay down~~ in a particular strip and the aircraft must come to a complete halt within the 100-metre deck, as close to the start of the deck as possible.

S10 Annex 4 2.C3 Scoring

The score will be the value of the strip in which both main wheels touch down ~~and remain in contact with the ground~~ (PS) plus the distance between the finish of the deck and the closest wheel, scored 1 point per whole metre (PD). ~~If the aircraft bounces the score will be the lowest value of the strips entered.~~ Touching down on a dividing line scores the higher of the two strips. The pilot will be scored zero if: [….]

S10 Annex 4 2.C4 Summary
This task simulates a landing on an aircraft carrier deck, the deck being a deck 100 metres long and 25 metres wide. The first 25-metre section of the deck is divided into five 5 metre strips which are scored from 250 to 50 points as shown. The remainder of the deck scores 25 points. In order to score the main wheels must touch down ~~and stay down~~ in a particular strip and the aircraft must come to a complete halt within the 100-metre deck, as close to the start of the deck as possible. . Additional points may be scored if the scoring touchdown takes place at or near an exact full minute as indicated by the competition clock, eg 11:31:00 hrs is a full minute, 11:31 17 hrs is not.

S10 Annex 4 2.C4 Scoring
The score will be the value of the strip in which both main wheels touch down ~~and remain in contact~~ with the ground (PS) plus the distance between the finish of the deck and the closest wheel, scored 1 point per whole metre (PD). ~~If the aircraft bounces the score will be the lowest value of the strips entered.~~ Touching down on a dividing line scores the higher of the two strips. If the aircraft touches down on a full minute, the time being taken from the official clock, ±5 seconds a further 100 points is scored (PT). This score will be reduced by 5 points for every second outside ±5 seconds from a full minute. The pilot will be scored zero if: [….]

Reason

Precision landing: To remove the rebound and to integrate the stopping distance in the formula. Thus one will count the first touch the ground and the stopping distance. We will not thus have any more problems if the wheel bounced or not.

Comments from S10 Sub Committee

No decision.

Comments from CIMA delegates

None

CIMA decision

Proposal 11 Votes: For 12, Against 2, Abstain 1, Accepted

PROPOSAL 12

Proposal from

Joel Amiable, FRA Delegate

Proposal title

New precision landing task for PL1 & PL2.

Existing text

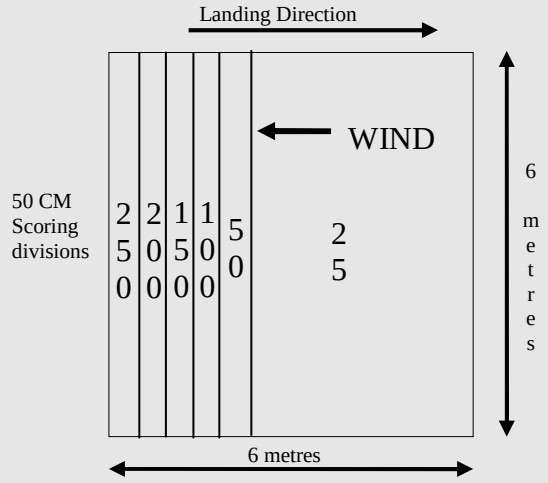
None.

New text

S10 Annex 4 3.C11 SPOT LANDING (PL1 & PL2 Only)

Objectives
The objective is for the aircraft to touch down within a marked deck, as close to the start of the deck as possible, coming to a halt in as short a distance as possible.

Summary
This task simulates a landing on an aircraft carrier deck, the deck being a deck 6 metres long and 6 metres wide. The deck is divided into a 0.5 m grid which are scored from 250 to 50 points as shown. The remainder of the deck scores 25 points. In order to score the main wheels must touch down in a particular strip and the aircraft must come to a complete halt within the 6 metre deck.



Takeoff
The takeoff order will be specified at the task briefing. The pilot must position his aircraft to the satisfaction of the marshal and must not take off until instructed to do so by the marshal. The form of signal to be used by the marshal for this purpose will be specified at the briefing.

Climbing Circuit
The procedure for the climbing circuit will be specified at the task briefing.

Engine to Stop or Idle
The aircraft must approach the deck in the landing direction at a height of 500 ft. Before passing over the start of the deck the engine must be switched off or the throttle must be closed and the engine set to idle, as specified in the briefing. The aircraft must then fly over the full length of the deck before starting the descending circuit.

Descending Circuit
The procedure for the descending circuit will be specified at the briefing.

Landing
Once the aircraft has started its final approach no deviation of over 90deg from the deck centre line either in the air or on the ground is permitted and the engine must remain at idle or may be switched off. The aircraft must come to a complete standstill and must not move until instructed to do so by a marshal.

Scoring
The score will be the value of the strip in which both main wheels touch down with the ground (PS) plus the distance between the finish of the deck and the closest wheel, scored 1 point per 10cm (PD). Touching down on a dividing line scores the higher of the two strips.
The pilot will be scored zero if:
- The aircraft commences takeoff before instructed to do so by the marshal
- The engine is not stopped or the throttle is not closed before passing over the deck
- The aircraft does not pass over the entire length of the deck before turning to descend.
- The engine does not remain at idle once final approach has started if engine idle permitted
- The aircraft turns by more than 90 degrees from the deck centreline between starting the landing approach and coming to a standstill
- Any part of the aircraft touches the ground before the deck.
- The aircraft does not stop within the limits of the deck.
- The aircraft moves from the deck before instructed to do so by a marshal
- The aircraft is unable to taxi or take off unaided following the touchdown although failure to start the engine will not incur a penalty.

Thus the score calculation will be (PS + PD) x 250/310 with a maximum score of 250

Reason

PL1: Precision landing, it is necessary to do a box of 6m * 6m with lines every 50 cm (as for the classic)

Comments from S10 Sub Committee

Not supported.

Comments from CIMA delegates

None

CIMA decision

Proposal 12 Withdrawn

PROPOSAL 13

Proposal from

Joel Amiable, FRA Delegate

Proposal title

To delete tasks 3.C3 and 3.C10 from the task catalogue.

Existing text

3.C3. SLOW / FAST SPEED

Objective
To fly a course as fast as possible and then return along the course as slow as possible.
Description
A straight course between 250m and 500m long and 25m wide is laid out with gates at each end. The pilot makes a timed pass along the course as fast as possible, returns to the start, and makes a second timed pass in the same direction as slow as possible.

Special rules
- For each leg, the clock starts the moment the pilot passes the first gate and stops the moment he passes the second.
- If the pilot or any part of his PARAMOTOR touches the ground during the first leg: VP1 = zero and EP = zero
- If the pilot or any part of his PARAMOTOR touches the ground during the second leg: VP2 = zero and EP = zero
- If the pilot zigzags or if the body of the pilot overflies a side of the course or exceeds 2m above ground: Score zero.
- The maximum time allowed for a pilot to complete each leg of the course is 5 minutes.

Scoring

Pilot score = $\left(125 \times \frac{Vp_1}{Vmax}\right) + \left(125 \times \frac{Vmin}{Vp_2}\right) + \left(250 \times \frac{Ep}{EMax}\right)$

Where:
Vmax = The highest speed achieved in the task, in Km/H
Vp1 = The speed of the pilot in Km/H in the first leg of the task
Vmin = The lowest speed achieved in the task, in Km/H
Vp2 = The speed of the pilot in Km/H in the second leg of the task
Ep = The difference between the pilot's slowest and fastest speeds, in Km/H
Emax = The maximum difference between slowest and fastest speeds, in Km/H

3.C10 SLOW / FAST SPEED (variant)

Objective
To fly a course as slow as possible and then return along the course as fast as possible.
Description
A straight course consisting of four equally spaced ‘kicking sticks’ between 250m and 500m long is laid out facing approximately into wind.
The pilot makes a timed pass along the first course as slow as possible, returns to the start, and makes a second timed pass in the same direction along the course as fast as possible and then returns to the deck.
Special rules
- A valid strike on any stick is one where the pilot or any part of the aircraft has been clearly observed to touch it.

- For each leg, the clock starts the moment the pilot kicks the first stick and stops the moment he kicks the fourth stick.
- The pilot may have 3 attempts at kicking the first stick on each run.
- If the pilot misses the second or third stick then he is considered 'too high', penalty 50% leg score for each stick missed.
- The maximum time allowed for a pilot to complete each leg of the course is 5 minutes.

In the slow leg;

- If the pilot or any part of his PPG touches the ground or the fourth stick is missed: VP1 = zero and EP = zero
- If the pilot zigzags: Score zero.

In the fast leg;

- If the pilot or any part of his PPG touches the ground: VP2 = zero and EP = zero
- The pilot may have three attempts at kicking the fourth stick.

Pilot score = $\left(125 \times \frac{Vp_1}{Vmax}\right) + \left(125 \times \frac{Vmin}{Vp_2}\right) + \left(250 \times \frac{Ep}{EMax}\right)$

Where:

Vmax = The highest speed achieved in the task, in Km/H
Vp1 = The speed of the pilot in Km/H in the first leg of the task
Vmin = The lowest speed achieved in the task, in Km/H
Vp2 = The speed of the pilot in Km/H in the second leg of the task
Ep = The difference between the pilot's slowest and fastest speeds, in Km/H
Emax = The maximum difference between slowest and fastest speeds, in Km/H

New text

S10 Annex 4, 3.C3 none (delete)

S10 Annex 4, 3.C10 none (delete)

Reason

The test mini/maxi does not have any interest, I propose to remove it.

Comments from S10 Sub Committee

Not supported.

Comments from CIMA delegates

None

CIMA decision

Proposal 13 Votes: For 2, Against 5, Abstain 8, Rejected

PROPOSAL 14

Proposal from

Joel Amiable, FRA Delegate

Proposal title

To make emergency parachutes mandatory.

Existing text

See the struck through items in *New text* below.

New text

S10 4.13.4 An emergency parachute is excluded from the aircraft gross mass requirements ~~and in the case of a PF or PL aircraft is not to be considered as a part of the structural entity and may be removed or added during a competition.~~

S 10 4.20.1 Safety systems. A protective helmet must be worn on all flights unless this restricts vision from within an enclosed cockpit canopy with supine seating. An emergency parachute is ~~highly recommended~~ mandatory.

S10 Annex 3 2.1.5 PROTECTIVE EQUIPMENT
A protective helmet must be worn on all flights unless this restricts vision from within an enclosed cockpit canopy with supine seating. An emergency parachute system is ~~highly recommended~~ mandatory. (S10 Chapter 4, 4.20.1)

S10 Annex 3, 3.1.6 ~~EMERGENCY EQUIPMENT~~
~~An emergency parachute is not to be considered as a part of the structural entity of a PF and may be removed or added during a competition.~~ [Delete entire provision]

S10 Annex 3, 3.1.7 PROTECTIVE EQUIPMENT
A protective helmet must be worn whenever the pilot is strapped into the harness of a PF. An emergency parachute system is ~~highly recommended~~ mandatory.

Reason

It is necessary to make the parachute of help obligatory (Classic and PPG)

Comments from S10 Sub Committee

Unanimously not supported.

Comments from CIMA delegates

None

CIMA decision

Proposal 14 Votes: For 3, Against 12, Abstain 0, Rejected

PROPOSAL 15

Proposal from

Jose Luis Esteban, ESP Delegate

Proposal title

Amendment to S10 4.24.3, task proportions

Existing text

S10 4.24.3 Tasks should, as far as practicable, conform to the following guidelines:

For Microlight aircraft classes AL, WL and WF
A Tasks for flight planning, navigation, etc with no fuel limit: 50% of the total tasks flown.
B Tasks for fuel economy, speed, duration, etc with limited fuel: 25% of the total tasks flown.
C Tasks for precision landing: 25% of the total tasks flown.

For Microlight aircraft classes PF and PL
A Navigation: 33% of total competition tasks.
B Economy: 33% of total competition tasks.
C Precision: 33% of total competition tasks.

New text

S10 4.24.3 Tasks should, as far as practicable, conform to the following guidelines:

For Microlight aircraft classes AL, WL and WF
A Tasks for flight planning, navigation, etc with no fuel limit: 60% of the total value of the tasks flown.
B Tasks for fuel economy, speed, duration, etc with limited fuel: 30% of the total value of the tasks flown.
C Tasks for precision landing: 10% of the total value of the tasks flown.

For Microlight aircraft classes PF and PL
A Navigation: 40% of the total value of the tasks flown.
B Economy: 40% of the total value of the tasks flown.
C Precision: 20% of the total value of the tasks flown.

Reason

When counting number of tasks to calculate task proportions, we get into some inconsistencies. For example, a paramotor championship with nine tasks having three precision tasks is perfectly valid. However, if they are "precision landing" tasks (3.C5), the total precision value is 750, but if they are "classic slalom" tasks (3.C2), the total precision value is 3000.

Each task in the catalogue has a maximum value, and this reflects the relevance of each task in the overall scoring. If there is any reason for giving specific maximum values to different kinds of tasks, this should be reflected in how the competition director selects them. In the present situation, a competition director could get a valid championship in just four flights: two navigations ending in precision landing (computed as independent tasks) and two economy tasks.

The proposed proportions are calculated with the objective of being consistent with the average distribution of tasks in past championships:

Classic classes:
Average points in a championship with 8 tasks:

Navigation 4*1000, Economy 2*1000, Precision 2*250
Total: 4000 + 2000 + 500 = 6500
Point proportions:
Navigation: 4000 / 6500 ~ 60%
Economy: 2000 / 6500 ~ 30%
Precision: 500 / 6500 ~ 10%

New classes:
Average points in a championship with 9 tasks:
Navigation 3*1000, Economy 3*1000, Precision 3*500
Total: 3000 + 3000 + 1500 = 7500
Point proportions:
Navigation: 3000 / 7500 ~ 40%
Economy: 3000 / 7500 ~ 40%
Precision: 1500 / 7500 ~ 20%

Basically, nothing changes with this proposal, but it forces directors to run a balanced set of precision tasks.

Comments from S10 Sub Committee

Supported.

Comments from CIMA delegates

None

CIMA decision

Proposal 15 Votes: For 12, Against 1, Abstain 2, Accepted

PROPOSAL 16

Proposal from

Jose Luis Esteban, ESP Delegate

Proposal title

Homogeneous maximum value for slalom tasks

Existing text

S10 Annex 4, 3.C2. PRECISION CIRCUIT IN THE SHORTEST TIME
Pilot Score = 1000 * Q / Qmax

S10 Annex 4, 3.C7. PRECISION CIRCUIT IN THE SHORTEST TIME ('Clover leaf slalom')
Pilot Score = 500 * Q / Qmax

S10 Annex 4, 3.C8. PRECISION CIRCUIT IN THE SHORTEST TIME ('Japanese slalom')
Pilot Score = 500 * Q / Qmax

S10 Annex 4, 3.C9 PRECISION CIRCUIT IN THE SHORTEST TIME ('Chinese slalom')
Pilot Score = 500 * Q / Qmax

New text

S10 Annex 4, 3.C2. PRECISION CIRCUIT IN THE SHORTEST TIME
Pilot Score = 1000 * Q / Qmax [NOT CHANGED]

S10 Annex 4, 3.C7. PRECISION CIRCUIT IN THE SHORTEST TIME ('Clover leaf slalom')
Pilot Score = 1000 * Q / Qmax

S10 Annex 4, 3.C8. PRECISION CIRCUIT IN THE SHORTEST TIME ('Japanese slalom')
Pilot Score = 1000 * Q / Qmax

S10 Annex 4, 3.C9 PRECISION CIRCUIT IN THE SHORTEST TIME ('Chinese slalom')
Pilot Score = 1000 * Q / Qmax

Reason

Classic slalom (3.C2) is seldom used because it has a very large pattern that makes it difficult to set up, not to talk about setting up two or three simultaneous slalom areas.

Newer slaloms were designed with a much simpler layout, but having the same complexity for a pilot (approximately the same number of strokes or turns). Therefore all slaloms should have the same value as the classic one.

Comments from S10 Sub Committee

Supported unanimously.

Comments from CIMA delegates

None

CIMA decision

Proposal 16 Votes: For 14, Against 0, Abstain 1, Accepted

PROPOSAL 17

Proposal from

Jose Luis Esteban, ESP Delegate

Proposal title

Amendment to S10 4.24.3, task proportions (if proposals 15 & 16 are accepted)

Existing text

See proposal 15.

New text

Proposal 17a:

S10 Annex 4, 4.24.3
For Microlight aircraft classes PF and PL
A Navigation: 35% of the total value of the tasks flown.
B Economy: 35% of the total value of the tasks flown.
C Precision: 30% of the total value of the tasks flown.

Proposal 17b:

S10 Annex 4, 4.24.3
For Microlight aircraft classes PF and PL
A Navigation: 33% of the total value of the tasks flown.
B Economy: 33% of the total value of the tasks flown.
C Precision: 33% of the total value of the tasks flown.

Reason

Average points in championships with 9 tasks:
Navigation 3*1000, Economy 3*1000, Precision 1000+1000+250
Total: 3000 + 3000 + 2250 = 8250
Point proportions:
Navigation: 3000 / 8250 ~ 35%
Economy: 3000 / 8250 ~ 35%
Precision: 1500 / 8250 ~ 30%

Otherwise, there will be less precision tasks than before.

Option B slightly increases the proportion of precision tasks. This is something many competitors want, and we get back to the original 1/3, 1/3, 1/3 easy to remember proportions (although meaning different things).

Comments from S10 Sub Committee

Supported.

Comments from CIMA delegates

None

CIMA decision

Proposal 17a Withdrawn

Proposal 17b Votes: For 15, Against 0, Abstain 0, Accepted

PROPOSAL 18

Proposal from

Jose Luis Esteban, ESP Delegate

Proposal title

Time of crossing points or gates using GNSS

Existing text

S10 Annex 6, 6.3.3 A Start line, IP or gate time is taken from the fix immediately before the line is crossed. A Finish line or FP time is taken from the fix immediately after the line is crossed.

New text

S10 Annex 6, 6.3.3 Gate or point time is taken from the fix immediately before it is crossed.

Editor note: If this proposal is accepted then S10 Annex 3, 1.13.8 should be amended accordingly.

Reason

1. The proposed procedure is statistically unbiased. The old procedure increases flight time an average of 2.5 s (in a 5 s period logger).

2. Analysis programs can easily mark any well defined condition like a fix before or after a gate, but scorers need to pay special attention if end gates or points are treated in a different way.

3. A pilot may try to block the satellite view of his GNSS device so that the last valid fix is much before the gate. However, in this case the pilot will most probably miss the gate due to noisy fixes before and after the gate.

Comments from S10 Sub Committee

Supported unanimously.

Comments from CIMA delegates

None

CIMA decision

Proposal 18 Votes: For 13, Against 1, Abstain 1, Accepted

PROPOSAL 19

Proposal from

Jose Luis Esteban, ESP Delegate

Proposal title

Definitions and criteria for flight analysis.

Existing text

None.

New text

S10 Annex 6, New section 8

8 Definitions and criteria for flight analysis.

Designers of track analysis programs and their users should follow these guidelines.

8.1 Flight log elements

Flight logs, also known as tracks are basically composed of a sequence of fixes. Each fix is composed of a pair of coordinates (latitude and longitude), altitude and a time mark.

The interval between two consecutive fixes is the logging period.

The track can be viewed as a sequence of points (track points), but for the purpose of its analysis it is also convenient to think of it as a sequence of segments (track segments) defined by pairs of consecutive points.

Speed can be calculated for each segment:

S = segment length / logging period

Acceleration can be calculated for every point (except the first and last ones)

A = speed difference between adjacent_segments / logging_period

(Note this is longitudinal acceleration, it doesn't include normal acceleration)

8.2 Invalid fixes

Checking acceleration at every fix is an easy way to detect noise due to signal reception problems. Longitudinal accelerations higher than 2 m/s are very strange in microlights or paramotors.

High acceleration points and adjacent segments should be discarded during flight log analysis.

8.3 Crossing gates

Gates are defined by two end points forming a segment.

When a track segment cuts the segment formed by the two gate ends, the gate is said to be crossed. This can be done in two different directions. When a task specifies a certain direction for crossing a gate, the inverse crossing is considered incorrect.

8.4 Timing in gates

Crossing time will be taken from the oldest point defining the track segment that crosses the gate. This is the track point just before crossing the gate.

When crossing time is to be checked against an estimation given by the pilot or calculated by the scoring team, a margin equivalent to the logging period (P) must be applied. If a pilot crosses the gate up to P seconds too early or too late, he gets a zero (0) time error in the gate. If a pilot crosses the gate one more second too early or too late, he gets 1 second error in the gate.

8.5 Crossing turn-points

Turn points are defined by a central point, referenced to a ground feature, and a certain radius forming a circle, this is known as the scoring zone.

When a track segment cuts, enters or exits the scoring zone or it entirely lies inside of it, the turn point is said to be crossed. Normally, more than one track segment crosses the scoring zone.

The scoring zone radius is a margin to absorb a number of error sources: GPS error when taking the fix by the organization, GPS error when pilot flies over the point, size of the ground feature, cartographic precision,...

If a pilot is flying to and from a certain turn-point, and he decides to turn back at some distance before the actual ground feature, he is taking chances. The only way for a pilot to be sure of flying through a turn-point scoring zone is to fly exactly above the reference ground feature.

8.6 Timing in turn-points
One of the segments that crosses the scoring zone is nearest to the centre. Crossing time will be taken from the oldest point defining this track segment. This it is the track point just before reaching the nearest distance to the ideal centre of the turn-point.
When crossing time is to be checked against an estimation given by the pilot or calculated by the scoring team, a margin equivalent to the logging period (P) must be applied. If a pilot crosses the turn-point up to P seconds too early or too late, he gets a zero (0) time error in the turn-point. If a pilot crosses the turn-point one more second too early or too late, he gets 1 second error in the turn-point.

8.7 Take off and landing time or position
The best method for measuring start or finish times is by using a start or finish turn-points or gates. However, in the case that take-off or landing times or positions are needed, the following procedures can be used:

8.7.1 Classic classes
- Take-off time: A take-off gate is placed at the end of the take-off deck.
- Landing time: A landing gate is placed at the beginning of the landing deck.

Take-off and landing gates will be defined by a central point obtained from a GNSS fix and sufficient margin on both sides to avoid problems with noise. A total width of 100 m has been proven to be enough.

Basically, the idea is to make measurements while the microlight has a speed compatible with flight. Otherwise, random measurements are obtained with lower speeds.

8.7.2 Classes PF & PL
- Take-off: Time or position of the oldest fix in the first segment with a speed compatible with flight, which is maintained in the next segments.
- Landing: Time or position of the oldest fix in the last segment with a speed compatible with flight, which was maintained in the previous segments.

Reason

When coming to the fine detail in task analysis, strict, or at least reasonable criteria must be applied.
- Unbiased measurements.
- Measuring time must not be done with higher resolution than the logging period.
- Measurements in noisy situations must be avoided.

Designers of track analysis programs and their users should be encouraged to follow these guidelines.

Comments from S10 Sub Committee

Supported unanimously.

Comments from CIMA delegates

None

CIMA decision

Proposal 19 Votes: For 13, Against 1, Abstain 1, Accepted

PROPOSAL 20

Proposal from

Jose Luis Esteban, ESP Delegate, Carlos Trigo, PRT Delegate, Richard Meredith-Hardy, S10 Editor

Proposal title

Number of stewards

Existing text

S10, 4.9.1 The organisers shall appoint not less than 3 stewards of 3 different nationalities excluding that of the organiser, except that in the event of a last minute failure to attend a replacement steward of any nationality and acceptable to the other stewards may be invited. Stewards must be able to speak a common language, preferably English and have extensive experience of international microlight or other FAI competitions. One steward should if possible be able to speak the language of the organisers.

S10 Annex 5, 3.1 APPOINTMENT AND QUALIFICATIONS
Requirements for stewards at events sanctioned by CIMA are defined in paragraph 4.9 of Section 10 as follows:

The organisers shall appoint not less than 3 stewards of different nationalities excluding that of the organiser, except that, in the event of last-minute failure to attend, a replacement of any nationality, and acceptable to the other stewards, may be invited. Stewards must be able to speak a common language, preferably English, and have extensive experience of international microlight or other FAI competitions. One steward should, if possible, be able to speak the language of the organisers.

At least one steward shall be present at the championships site or contest area throughout all operational activities." (G.S. 4.3.4.2)

New text

Proposal 20a Jose Luis Esteban, ESP Delegate

S10, 4.9.1 The organisers shall appoint not less than 2 stewards. If classic and new classes are competing in the same venue at the same time, there will be a minimum of 3 stewards.

All stewards will be of different nationalities excluding that of the organiser, except that in the event of a last minute failure to attend a replacement steward of any nationality and acceptable to the other stewards may be invited.

Stewards must be able to speak a common language, preferably English, and have extensive experience of international microlight or other FAI competitions.

One steward should if possible be able to speak the language of the organisers.

S10 Annex 5: 3.1 APPOINTMENT AND QUALIFICATIONS
Requirements for stewards at events sanctioned by CIMA are defined in paragraph 4.9 of Section 10.

At least one steward shall be present at the championships site or contest area throughout all operational activities. (G.S. 4.3.4.2)

Proposal 20b Carlos Trigo, PRT Delegate

S10, 4.9.1 The organisers shall appoint not less than 2 stewards. If classic and new classes are competing in the same venue at the same time, there will be a minimum of 3 stewards.
All stewards will be of different nationalities excluding that of the organiser, except that in the event of a last minute failure to attend a replacement steward of any nationality and acceptable to the other stewards may be invited.

Stewards must be able to speak a common language, preferably English, and have extensive experience of international microlight or other FAI competitions.

One steward should if possible be able to speak the language of the organisers.

One steward **must** be a pilot of the type of aircraft being flown in the championships preferably with experience as a competitor in that type at an international level.

S10 Annex 5: 3.1 APPOINTMENT AND QUALIFICATIONS
Requirements for stewards at events sanctioned by CIMA are defined in paragraph 4.9 of Section 10.

At least one steward shall be present at the championships site or contest area throughout all operational activities. (G.S. 4.3.4.2)

Proposal 20c Richard Meredith-Hardy, S10 Editor

S10, 4.9.1 The organisers shall appoint not less than 2 stewards. If classic and new classes are competing in the same venue at the same time, there will be a minimum of 3 stewards.
All stewards will be of different nationalities excluding that of the organiser, except that in the event of a last minute failure to attend a replacement steward of any nationality and acceptable to the other stewards may be invited.

Stewards must be able to speak a common language, preferably English, and have extensive experience of international microlight or other FAI competitions.

One steward should if possible be able to speak the language of the organisers.

One steward **should if possible** be a pilot of the type of aircraft being flown in the championships preferably with experience as a competitor in that type at an international level.

S10 Annex 5: 3.1 APPOINTMENT AND QUALIFICATIONS
Requirements for stewards at events sanctioned by CIMA are defined in paragraph 4.9 of Section 10.

At least one steward shall be present at the championships site or contest area throughout all operational activities. (G.S. 4.3.4.2)

Reason

During some recent championships not all classes competed at the same venue or at the same time, and CIMA accepted that only two stewards should be appointed. So this should be written in S10.

Proposal 20b adds to the text of 20a because: With the separation of championships for Classic classes and New classes, 2 stewards are enough in each competition, but also it's becoming evident that at least one of the stewards must be specialised in the respective type of classes, therefore we should force that he must be a pilot of the competing type of aircraft and seek to nominate someone who has specific experience in previous competitions of that group of classes.

Proposal 20c. The S10 sub committee agreed that 'must' is a difficult requirement in this context as it is often difficult to find stewards at all, so "should if possible" is the better phrase compared to the "must" of 20b.

Comments from S10 Sub Committee

See also Proposal 32 ref. an amendment to the text on this same subject in S10 Annex 5.
20a Supported unanimously.
20b Not supported.
20c Supported.

Comments from CIMA delegates

None

CIMA decision

Proposal 20a	Votes: For 15, Against 0, Abstain 0, Accepted
Proposal 20b	Votes: For 0, Against 13, Abstain 2, Rejected
Proposal 20c	Votes: For 6, Against 0, Abstain 9, Accepted

PROPOSAL 21

Proposal from

Jose Luis Esteban, ESP Delegate

Proposal title

DNF and DSQ in score sheets

Existing text

S10, 4.29.5 A pilot who did not fly scores zero and is indicated DNF on the score sheet. A pilot who is disqualified will be indicated DSQ on the score sheet.

S10 Annex 2, 4.2 SCORE SHEETS
Task score sheets to have column for penalties, and to use DNF for a pilot who Did Not Fly (not zero), and DSQ for Disqualified.

S10 Annex 3, 1.14.1 GENERAL
A pilot who did not fly scores zero and will be marked DNF on the score sheet. A pilot who is disqualified will be marked DSQ (S10 Chapter 4, 4.29.5)

New text

S10 4.29.5 A pilot who did not fly scores zero and is indicated DNF or "Did Not Fly" on the score sheet. A pilot who is disqualified will be indicated DSQ or "Disqualified" on the score sheet.

S10 Annex 2, 4.2 SCORE SHEETS
Task score sheets to have column for penalties, and to display DNF or "Did Not Fly" for a pilot who Did Not Fly, and DSQ or "Disqualified" for Disqualified.

S10, Annex 3: 1.14.1 GENERAL
A pilot who did not fly scores zero and will be marked DNF or "Did Not Fly" on the score sheet. A pilot who is disqualified scores zero and will be marked DSQ or "Disqualified" (S10 Chapter 4, 4.29.5)

Reason

It is important to label a "Did Not Fly" or a "Disqualified" condition in a score sheet, and when score sheets were written by hand it was easy to write DNF instead of zero. However, when using spreadsheets this adds unnecessary complexity to the formulas.

It is easier to display a zero along with the specific text somewhere else like the “observations" column. Also, the value that has to be transferred to the calculation of overall scores is zero.

Comments from S10 Sub Committee

Supported unanimously.

Comments from CIMA delegates

None

CIMA decision

Proposal 21 Votes: For 14, Against. 0, Abstain 1, Accepted

PROPOSAL 22

Proposal from

Jose Luis Esteban, ESP Delegate

Proposal title

Deadline for issuing official scores.

Existing text

4.29.1 [...] The Official score sheet must be posted before briefing the next day, except for the last task when the time limit is 2 hours after the posting of the Provisional score sheet.

New text

S10 4.29.1 […] The Official score sheet must be posted as soon as possible. In the case of the last task, the time limit is 2 hours after the posting of the Provisional score sheet.

Reason

The rule is completely unrealistic and no director has ever complied with it.

Comments from S10 Sub Committee

Supported unanimously.

Comments from CIMA delegates

None

CIMA decision

Proposal 22 Votes: For 13, Against. 1, Abstain 1, Accepted

PROPOSAL 23

Proposal from

Jose Luis Esteban, ESP Delegate

Proposal title

Publishing overall and team scores

Existing text

None

New text

S10 *New paragraph at the end of 4.29.1*
Overall scores will be posted as soon as the provisional scores for the second task are available.
Team scores will be posted as soon as the provisional scores for the first task are available.
Overall scores and team scores will be updated at least:
- When the first provisional scores for a new task are posted.
- When a task scoring goes official or final.
- Once a day if there are changes in provisional scores.

Overall scores will reflect the status of each individual task (provisional, official, final).

Reason

Pilots and team leaders are always expecting overall and team scores. Both individual and team strategies depend on them, so it is very important for competitors to have them available and continuously updated.

At some moment, the scoring marshals will need to issue overall and team scores. If they do the job of preparing their scoring system *before* the championship starts, there is no reason against issuing overall and team scores along with individual tasks' scores.

Comments from S10 Sub Committee

Supported unanimously.

Comments from CIMA delegates

None

CIMA decision

Proposal 23 Votes: For 9, Against. 5, Abstain 1, Accepted

PROPOSAL 24

Proposal from

Jose Luis Esteban, ESP Delegate

Proposal title

Editorial change. Move S10 4.5.6 and 4.5.7 to S10 4.29 (scoring).

Existing text

S10 4.5.6 The team score shall be computed from the sum of the scores of the top three pilots of each country in each class in each task grouped together in:
- Classes AL1, AL2, WL1, and WL2
- Classes PL1 and PL2
- Class PF

S 10 4.5.7 The task score for which a pilot was disqualified shall not count for team scoring. Other valid tasks flown by this pilot are not affected.

New text

S10 4.29.3 The team score shall be computed from the sum of the scores of the top three pilots of each country in each class in each task grouped together in:
- Classes AL1, AL2, WL1, and WL2
- Classes PL1 and PL2
- Class PF

S 10 4.29.4 The task score for which a pilot was disqualified shall not count for team scoring. Other valid tasks flown by this pilot are not affected.

Reason

Whenever I try to find the rule for team scoring I get lost. I always need to search the file!
It seems reasonable to have "team scoring" under "scoring" chapter, instead of having it under "general organisation" chapter.

Comments from S10 Sub Committee

Supported unanimously. There are a lot of proposals concerning S10 section 4.29. It would be logical to re-order the section after we have seen which proposals are accepted.

Comments from CIMA delegates

None

CIMA decision

Proposal 24 Votes: For 15, Against 0, Abstain 0, Accepted

PROPOSAL 25

Proposal from

Jose Luis Esteban, ESP Delegate & Richard Meredith-Hardy, S10 Editor.

Proposal title

Amendment to advice about maps.

Existing text

S10, Annex 2, 5.3 MAPS
All pilots must be supplied with air maps of approximately 1:250,000 scale to cover the whole task area. Jury Members and Stewards need copies of the same maps. A wall map of the same scale should be on permanent display.

The organisers should have larger scale maps for use in locating outlanding pilots.

New text

S10, Annex 2, 5.3 MAPS
All pilots must be supplied with air maps of between 1:100,000 and 1:250,000 scale (classic classes) or between 1:50,000 and 1:100,000 scale (new classes) to cover the whole task area. Jury Members and Stewards need copies of the same maps. A wall map of the same scale should be on permanent display.

The organisers should have larger scale maps for use in locating outlanding pilots.

A glossary in English including frequent terms found on the official map is highly recommended.

Reason

The map scale item simply brings this provision up to date with normal practice in championships.

Glossary: When writing tasks for last EMC I found myself translating a number of terms from the map into English, so I decided to compile them all in a glossary. The feedback from competitors was very good.

Comments from S10 Sub Committee

Supported unanimously.

Comments from CIMA delegates

None

CIMA decision

Proposal 25 Votes: For 15, Against 0, Abstain 0, Accepted

PROPOSAL 26

Proposal from

Jose Luis Esteban, ESP Delegate

Proposal title

Alternative scoring for slaloms.

Existing text

Scoring formulas in S10 Annex 4:
3.C2. PRECISION CIRCUIT IN THE SHORTEST TIME
3.C7. PRECISION CIRCUIT IN THE SHORTEST TIME ('Clover leaf slalom')
3.C8. PRECISION CIRCUIT IN THE SHORTEST TIME ('Japanese slalom')
3.C9 PRECISION CIRCUIT IN THE SHORTEST TIME ('Chinese slalom')

Scoring

$$Q = \frac{NQ^3}{Sp}$$

$$\text{Pilot score} = \left(1000 \times \frac{Q}{Qmax}\right)$$

Where:
NQ = The number of targets struck by the pilot
Sp = The pilot's elapsed time in seconds between striking target 1 and target 10

New text

S10, Scoring formulas in S10 Annex 4:
3.C2. PRECISION CIRCUIT IN THE SHORTEST TIME
3.C7. PRECISION CIRCUIT IN THE SHORTEST TIME ('Clover leaf slalom')
3.C8. PRECISION CIRCUIT IN THE SHORTEST TIME ('Japanese slalom')
3.C9 PRECISION CIRCUIT IN THE SHORTEST TIME ('Chinese slalom')

Replace existing scoring in all 4 tasks with:

$$Q = \frac{NQ^3}{Sp}$$

Each pilot's rank R is calculated using Q (best pilot: R = 1)

Pilot score = 500 * Q / Qmax + 500 * 0.8^(R-1)

Where
NQ = The number of targets struck by the pilot
Sp = The pilot's elapsed time between striking first and last targets
R = Pilot's rank using Q

Reason

During any high level competition, like EMC Chozas, time differences between the top pilots in slalom tasks are very small and inevitably the better the competitors become, the smaller the difference. It is very difficult for the winning pilot to achieve a one second difference these days and one second difference, which is a big difference, produced a score difference of only 9 points.

The winning pilot is known to be able to fly the task 3 seconds faster than he did, but there's a lot more risk and he would have been rewarded with just 34 more points. The consequence is that pilots prefer to fly conservatively to get a reasonable score because there is not the reward equivalent to the risk if they try harder.

The proposed solution is to establish a bonus based on a pilot's position (or rank) in the normal scoring for the task. This bonus calculation is based on a concept already presented to CIMA in the COMPS ranking system, the idea is that the winning pilot according to the regular scoring system gets a fixed bonus and every position below gets x% less bonus than the one in the position above.

A 500 point bonus with a 20% reduction for every place below is proposed, the bonuses for the first 10 places would thus be: 500, 400, 320, 256, 205, 164, 131, 105, 84, 67….

This bonus can be calculated with the formula 500*0.8^(R-1) rounded to an integer value.

This formula and the rank based on Q can easily be calculated using any spreadsheet program in the normal way.

Note this proposed formula is also written as: $\text{Pilot score} = \left(500 \times \frac{Q}{Qmax}\right) + \left(500 \times 0.8^{(R-1)}\right)$

This proposal does not affect Championship records for these tasks as they are based on pure time taken to complete the task (corrected to ISA standard atmosphere).

Comments from S10 Sub Committee

Supported.

Comments from CIMA delegates

None

CIMA decision

Proposal 26 Votes: For 10, Against 3, Abstain 2, Accepted

PROPOSAL 27

Proposal from

Joel Amiable, FRA Delegate.

Proposal title

Mandatory inspections.

Existing text

None

New text

S10, 4.25.4
Immediately before each navigation or economy task at least two aircraft chosen at random shall be subjected to a detailed inspection for the presence of prohibited equipment and, in the case of economy tasks, that they are carrying the correct quantity of fuel. This action shall not disadvantage the selected competitors in any way, any declared times Etc. may be amended by the competitors as a result of any delay caused by the inspection.

S10, Annex 3, 1.11.11 MANDATORY INSPECTIONS
Immediately before each navigation or economy task at least two aircraft chosen at random shall be subjected to a detailed inspection for the presence of prohibited equipment and, in the case of economy tasks, that they are carrying the correct quantity of fuel. This action shall not disadvantage the selected competitors in any way, any declared times Etc. may be amended by the competitors as a result of any delay caused by the inspection.

Reason

We never do that, but now we have to do it systematically to accustom the pilots and to avoid suspicions.

Comments from S10 Sub Committee

Not supported.

Comments from CIMA delegates

None

CIMA decision

Proposal 27 Withdrawn

PROPOSAL 28

Proposal from

Carlos Trigo, PRT Delegate.

Proposal title

Increase the number of windsocks near PF & PL decks.

Existing text

S10, Annex 3, 3.1.4 THE LANDING DECK

…

- A landing deck will have a windsock within 100m of its boundary.

…

New text

S10, Annex 3, 3.1.4 THE LANDING DECK

…

- A landing deck will have four windsocks or wind streamers, one at each corner.

…

Reason

Due to local conditions, it has happened several times, like in the EMC2006, the winds being different across the big landing decks which are being established for the paramotor classes nowadays, therefore the adoption of this rule, with a little cost, will considerably improve safety, both on take-off and landings.

Comments from S10 Sub Committee

Supported.

Comments from CIMA delegates

None

CIMA decision

Proposal 28 Votes: For 3, Against 8, Abstain 4, Rejected

PROPOSAL 29

Proposal from

Carlos Trigo, PRT Delegate.

Proposal title

Increase the height of kicking sticks.

Existing text

S10, Annex 3, 3.2.4 FLIGHT ACCURACY MEASUREMENT; Kick sticks

…

- The stick should be approx. 2m in height, visible from a range of at least 250 meters, and of a construction such that it is unlikely to enter a PF's propeller once struck. (Standard ski slalom posts are recommended).

…

New text

S10, Annex 3, 3.2.4 FLIGHT ACCURACY MEASUREMENT; Kick sticks

…

- The stick should be approx. 3m in height, visible from a range of at least 250 meters, and of a construction such that it is unlikely to enter a PF's propeller once struck.

…

Reason

Making the sticks at least 1 meter higher will permit the pilots to fly a bit more away from the ground in this kind of tasks, which will surely improve flight safety.

Comments from S10 Sub Committee

Not supported.

Comments from CIMA delegates

None

CIMA decision

Proposal 29 Votes: For 6, Against 8, Abstain 1, Rejected

PROPOSAL 30

Proposal from

Carlos Trigo, PRT Delegate.

Proposal title

Amendment to the Slow - Fast tasks.

Existing text

S10, Annex 4, 3.C3. SLOW / FAST SPEED

Objective
To fly a course as fast as possible and then return along the course as slow as possible.
Description
A straight course between 250m and 500m long and 25m wide is laid out with gates at each end. The pilot makes a timed pass along the course as fast as possible, returns to the start, and makes a second timed pass in the same direction as slow as possible.
…

S10 Annex 4, 3.C10 SLOW / FAST SPEED (variant)
Objective
To fly a course as slow as possible and then return along the course as fast as possible.
Description
A straight course consisting of four equally spaced 'kicking sticks' between 250m and 500m long is laid out facing approximately into wind.
The pilot makes a timed pass along the first course as slow as possible, returns to the start, and makes a second timed pass in the same direction along the course as fast as possible and then returns to the deck.
…

New text

S10, Annex 4, 3.C3. FAST / SLOW SPEED
Objective
To fly a course as fast as possible and then a course as slow as possible.
Description
A straight course of between 250m and 500m long and 25m wide is laid out approximately into wind with gates at each end.

The pilot makes a timed pass along the first course as fast as possible, returns to the start, and makes a second timed pass in the same direction as slow as possible.

There may be two courses but they must be of equal dimensions and orientation and separated by at least 200m flying distance.
…

S10 Annex 4, 3.C10 FAST / SLOW SPEED (variant)
Objective
To fly a course as fast as possible and then a course as slow as possible.
Description
A straight course consisting of four equally spaced 'kicking sticks' between 250m and 500m long is laid out facing approximately into wind.

The pilot makes a timed pass along the first course as fast as possible, returns to the start, and makes a second timed pass in the same direction along the course as slow as possible.

There may be two courses but they must be of equal dimensions and orientation and separated by at least 200m flying distance.
…

Reason

In the last championships, this task has been established, in order to speed up the procedures with many competitors, not complying with the present description, which states that the same course shall be used for the slow and fast speed. When setting the 2 courses in line and sequential, we shall prevent the courses from being dangerously near to one another, and also from making the slow speed first, which would lead, in the transition to the sequent fast speed, to a dangerous loss of altitude.

Comments from S10 Sub Committee

Supported

Comments from CIMA delegates

None

CIMA decision

Proposal 30 Votes: For 5, Against 4, Abstain 6, Accepted

PROPOSAL 31

Proposal from

Carlos Trigo, PRT Delegate.

Proposal title

Creation of a Safety Officer.

Existing text

See below, red text is deleted, blue is added.

New text

S10, Annex 2, 3.4 Key Officials:
A specialist key official is needed to take charge of the following departments:
- Completion of flying operations
- The airfield and ground services
- Office administration, including accounts
- Public relations and publicity
- Construction of championship equipment prior to the championships.
- Safety officer.

However the work is divided up, the key officials' responsibilities have to be covered. They include:
…
3.6 Airfield Manager:
The work and responsibilities will depend on whether or not there is an existing airfield management structure in operation. ~~In this case the championships airfield manager may not have to look after airfield security, public access and control, signposts and safety notices,~~ but none the less is responsible for liaison between the championship organizer and the airfield operator and with police and local authorities. He will~~,~~ ~~however,~~ need to liaise on matters such as hangar and workshop space, camp sites and car parks.

3.10 Safety Officer
Responsible for the security of the facilities and for the safety of all ground and flight operations. Liaison with the Airfield Manager in matters such as airfield security, public access and control, signposts and safety notices and with the Competition Director and Chief Marshal in matters such as aircraft movement around the airfield, deck operations, and everything else concerning the safety of competitors, team members, officials or spectators.
…
[Existing 3.10, Conclusion, re-numbered to 3.11]

Reason

Very obvious, in the present global world conditions (security) and important as ever (safety).

Comments from S10 Sub Committee

Supported

Comments from CIMA delegates

None

CIMA decision

Proposal 31 Votes: For 7, Against 4, Abstain 4, Accepted

PROPOSAL 32

Proposal from

Richard Meredith-Hardy, CIMA S10 Editor.

Proposal title

Tidy up Annex 5, 3 Stewards.

Existing text

S10, Annex 5, 3 THE STEWARDS OBJECTIVES
The role of the steward(s) is defined in the General Section paragraph 4.3.6 as follows:
"Stewards are advisers to the Event Director. They watch over the conduct of the event and report any unfairness or infringement of the Rules and Regulations or behaviour prejudicial to the safety of other competitors or the public or in any way harmful to the sport. They assemble information and facts concerning matters to be considered by the International Jury. They advise the Event Director on interpretation of the rules and regulations and on penalties."
3.1 APPOINTMENT AND QUALIFICATIONS
Requirements for stewards at events sanctioned by CIMA are defined in paragraph 4.9 of Section 10 as follows:
"The organisers shall appoint not less than 3 stewards of different nationalities excluding that of the organiser, except that, in the event of last-minute failure to attend, a replacement of any nationality, and acceptable to the other stewards, may be invited. Stewards must be able to speak a common language, preferably English, and have

extensive experience of international microlight or other FAI competitions. One steward should, if possible, be able to speak the language of the organisers.
At least one steward shall be present at the championships site or contest area throughout all operational activities." (G.S. 4.3.4.2)
…

New text

S10, Annex 5, 3 STEWARDS

Appointment and qualifications; S10 4.9

3.1 THE STEWARDS OBJECTIVES

Stewards are advisers to the Event Director. They watch over the conduct of the event and
report any unfairness or infringement of the Rules and Regulations or behaviour prejudicial
to the safety of other competitors or the public or in any way harmful to the sport. They assemble information and facts concerning matters to be considered by the International Jury. (GS 4.3.4.2)

As stewards should be able to easily communicate with the organizers and should be experienced in competing themselves, preferably in the types of aircraft being flown in the championships, then they are expected to provide independent advise to the organizers on 'normal practice' in the way tasks are designed and run and the interpretation of the rules, regulations and penalties.
…

Reason

This re-numbering makes this section on Stewards consistent with the layout of other sections in Annex 5.

Re. Appointment and qualifications, it is always a bad thing to repeat great blocks of text from elsewhere in S10. Better to have a cross reference instead.

The objectives section updates what is currently said in GS 4.3.4.2 and some new text expanding on this is added.

Comments from S10 Sub Committee

Supported unanimously.

Comments from CIMA delegates

None

CIMA decision

Proposal 32 Votes: For 15, Against 0, Abstain 0, Accepted

PROPOSAL 33

Proposal from

Richard Meredith-Hardy, Chairman FRAC

Proposal title

Define the minimum widths for gates.

Existing text

None.

New text

Proposal 33a

S10, Annex 6

6.3.6 The central point of all briefed turn-points and gates will be defined by a central point obtained from a GNSS fix and must correspond to features appearing both on the ground and on the official map.

6.3.7 Take-off and landing gates close to decks must be min.100m wide.

6.3.8 The width of other gates deployed in tasks is at the discretion of the competition Director, but must not be less than 200m. This should be increased if the ground feature the gate is fixed on is larger than 200m wide or when the task requires in-flight planning where lines are drawn in flight. In this case the equivalent of at least 1mm on the official map must be added to the minimum gate width (a gate would thus be min. 250m wide with a 1:50,000 map or min. 450m wide with a 1:250,000 map).

Proposal 33b

If proposal 33a is accepted it is proposed the editor re-orders and re-numbers all items in Annex 6 Section 6.3 so they appear in a logical order.

Reason

Item 6.3.6 is a reinforcement of existing 6.3.1: The pilot only uses a map, the scoring only uses a FR trace. There must always be some kind of physical 'reconciliation' between the two.

Recommended gate widths for use with FR's have never been defined in S10. Items 6.3.7 and 6.3.8 are now inserted as a result of several years experience. See the technical reasoning in proposal 19.

Proposal 33b is a simple housekeeping exercise to put the provisions about gates together and the provisions about turnpoints together in a logical order.

Comments from S10 Sub Committee

33a Supported unanimously.
33b Supported unanimously.

Comments from CIMA delegates

None

CIMA decision

Proposal 33a Votes: For 14, Against 0, Abstain 1, Accepted

Proposal 33b Votes: For 14, Against 0, Abstain 1, Accepted

PROPOSAL 34

Proposal from

Joel Amiable FRA Delegate, Wolfgang Lintl, DEU Delegate, Jose Luis Esteban ESP Delegate.

Proposal title

Reduce the size of the scoring zone.

Existing text

S10 Annex 6, 6.3.2 A scoring zone will normally be a cylinder of 250m radius and of infinite height. To score, a fix point must either be within this circle or the line connecting two sequential track fixes must pass through the circle. Additionally the task may require one of these fixes to be associated with a PEV "mark".

New text

Proposal 34a (Joel Amiable)

S10 Annex 6, 6.3.2 A scoring zone will normally be a cylinder of 50m radius and of infinite height. To score, a fix point must either be within this circle or the line connecting two sequential track fixes must pass through the circle. Additionally the task may require one of these fixes to be associated with a PEV "mark".

Proposal 34b (Wolfgang Lintl)

S10 Annex 6, 6.3.2 A scoring zone will normally be a cylinder of 100m radius and of infinite height. To score, a fix point must either be within this circle or the line connecting two sequential track fixes must pass through the circle. Additionally the task may require one of these fixes to be associated with a PEV "mark".

Proposal 34c (Jose Luis Esteban)

S10 Annex 6, 6.3.2 A scoring zone will normally be a cylinder of 150m radius and of infinite height. To score, a fix point must either be within this circle or the line connecting two sequential track fixes must pass through the circle. Additionally the task may require one of these fixes to be associated with a PEV "mark".

Proposal 34d (Jose Luis Esteban)

S10 Annex 6, 6.3.2 A scoring zone will normally be a cylinder of 200m radius and of infinite height. To score, a fix point must either be within this circle or the line connecting two sequential track fixes must pass through the circle. Additionally the task may require one of these fixes to be associated with a PEV "mark".

Editor note: If any of these proposals are accepted then S10 Annex 3, 1.13.7 should be amended accordingly.

Reason

Proposal 34a The Best pilot fly with the best precision, and I think that gates with 250 m are to big. Now we can fly with 50m radius. The objective is to fly above the ground feature, so competitors must fly with the highest degree of accuracy. 250m is too much. If we oblige the pilots to fly to the vertical of the centre (ground feature) with +/- 50m, we will have less problems to evaluate the time.

Proposal 34b: With help of FR planned task, competition director is able to set tasks with many gates (scoring zones. To reduce the pilots with the same result in one task it might be helpful to reduce the total width of a waypoint/gate/scoring zone from 500 to 200 m. The proposed reduction to 50 m radius as proposal 34a will force pilots to fly below minimum altitude for better precision.

Proposals 34c & 34d: To have all the options available to discuss in the meeting.

Some thoughts

- If a turn point corresponds to a precise ground feature (an antenna, for example).
- If the organiser has been able to get a fix exactly on the same place.
- If all pilots fly exactly above the ground feature.
- If dilution of precision is near the median of 2.5
  DOP (Dilution Of Precision) is a measurement of degradation of accuracy due to unfortunate satellite positions (which change continuously). This number is displayed un common GPS units.

If we are using a 50 m radius for the turn point, then 2.7% of the pilots will be seen to fly outside the scoring zone. This can be calculated using my spreadsheet.
gps_errors.xls

The consequences of a 2.7% probabilities are very important: Think of a turn-point hunt where a pilot flies to 10 TPs and crosses each one of them exactly over the ground feature. The probability of not missing any TP is (1-0.027)^10 = 0.76, so the probability of missing at least one is 0.24.

So one out of 4 pilots will have a wrong score and will be complaining because they know they flew exactly over each TP, and they are right.

The above situation happens when both organisers and pilots do everything perfectly well.

But:

- Organisers almost never use such precise ground features,
- organisers almost never get a fix on the exact centre of the ground feature,
- pilots normally fly a few metres away,
- and sometimes DOP rises, increasing error for all competitors.

My opinion:

75 m is a good radius to absorb GPS errors PROVIDED pDOP IS SMALLER THAN 2.5
because this is not a random situation. If DOP rises, error will be increased for all pilots giving problems to organisers.

DOP can be monitored on a fairly local scale, but it would be quite a job to apply this continuously changing error to each track as a precursor to analysing it against the task. If we don't want to monitor DOP, 100 m may be enough.

We should add A = 25 m for the "feature radius", which allows a pilot to guess the centre of the feature.

We should add another B = 25 m for not getting the fix exactly over the centre. If fixes are taken in flight, this margin should be increased.

We get an accumulated distance of 150 m.

In any case, if the ground feature is larger than 50 m (it doesn't fit in a 25 m radius circle) the margin must be increased.

For hidden gates placed on lines drawn on maps while in flight, an additional distance must be added to the radius:

- At least 1 mm on the map. In a 1:250,000 scale map, this is 250m.
- So the margin of error on such kind of gates must be 250 + 150 = 400 m (a total of 800 m wide).

This discussion is also affected by point 6.3.5:

"*Complaints about the physical mis -positioning of a scoring zone relative to EVERY location which could affect the scoring (eg turnpoints, hidden gates, timing gates, IP or FP points..) will not be accepted unless it can be shown that the physical position of the location is outside a circle of radius R= Rp/2 where Rp= Radius or size of the scoring zone defined by the Organizers (ie the physical location must lie inside an inner circle half the width of a gate or radius of a scoring zone)*"

Warning for organisers: If R is very small, they will get themselves into big trouble.

Comments from S10 Sub Committee

34a Unanimously not supported.
34b Not supported.
34c Supported.
34d Not supported.

Comments from CIMA delegates

None

CIMA decision

Proposal 34a Withdrawn

Proposal 34b Withdrawn

Proposal 34c Withdrawn

Proposal 34d Votes: For 13, Against 2, Abstain 0, Accepted

PROPOSAL 35

Proposal from

Jacek Kibinski, POL Delegate

Proposal title

Championship director qualifications.

Existing text

S10, 4.4.2 Where the candidate competition director for a Cat. 1 championship has not previously organized a successful FAI Category 1 microlight championship he/she must as a minimum:
1) Have flown as a competitor in an FAI Category 1 microlight championship, and;
2) Have organized national competitions.
Evidence of this experience should be provided to CIMA in the form of a comprehensive CV supported by the National Aero Club presenting the bid and verified by the CIMA Bureau or a nominated CIMA representative.

New text

Proposal 35a

S10, 4.4.2 *Delete entire provision.*

Proposal 35b

S10, 4.4.2 Where the candidate competition director for a Cat. 1 championship has not previously organized a successful FAI Category 1 microlight championship he/she must as a minimum:
1) Have actively participated in an FAI Category 1 microlight championship as a competitor, team leader or a key person listed in the Local Regulations, and;
2) Have organized national competitions.
Evidence of this experience should be provided to CIMA in the form of a comprehensive CV supported by the National Aero Club presenting the bid and verified by the CIMA Bureau or a nominated CIMA representative.

Reason

1. It is no logic relation between pilots and good manager's qualifications. Experience of several last Championships clearly show, that we have had excellent directors being no competitors and opposite - top competitor who failed as director.

2. Duty of the Director and relevant requirements are widely described in Annex 2, par. 3 and Annex 5 par. 1 - (more than one page). If all of this requirements and recommendations would be fulfilled, we would always have perfect championships. No new regulations are needed.

Comments from S10 Sub Committee

35a Unanimously not supported.
35b Not supported.

Comments from CIMA delegates

None

CIMA decision

Proposal 35a Votes: For 1, Against 9, Abstain 5, Rejected

Proposal 35b Votes: For 15, Against 0, Abstain 0, Accepted

PROPOSAL 36

Proposal from

Rene Verschuren BEL Delegate

Proposal title

Amendment to the slow-fast tasks

Existing text

See S10, Annex 4, 3.C3 and S10, Annex 4, 3.C10 but the entire texts are repeated below, red is deletions and blue is insertions.

New text

S10, Annex 4, 3.C3 FAST SLOW SPEED

SLOW / FAST SPEED
Objective
To fly a course as fast as possible and then return along the course as slow as possible.
Description
A straight course ~~between 250m and~~ of minimum 500m long and 25m wide is laid out with gates at each end. The pilot makes a timed pass along the course as fast as possible, returns to the start, and makes a second timed pass in the same direction as slow as possible.

Special rules
- For each leg, the clock starts the moment the pilot passes the first gate and stops the moment he passes the second.
- If the pilot or any part of his PARAMOTOR touches the ground during the first leg: VP1 = zero and EP = zero
- If the pilot or any part of his PARAMOTOR touches the ground during the second leg: VP2 = zero and EP = zero

- If the pilot zigzags or if the body of the pilot overflies a side of the course or exceeds 2m above ground: Score zero unless it is clear that the cause was exclusively meteorological, and the pilot is observed to have taken immediate action to return to the course.
- The maximum time allowed for a pilot to complete each leg of the course is 5 minutes.

Scoring
Pilot score = 1000 / (best pilot time (Time slow(in seconds) – time fast (in seconds)) = X time pilot (Time slow(in seconds) – time fast (in seconds))

~~$$\left(125\times\frac{Vp_1}{Vmax}\right)+\left(125\times\frac{Vmin}{Vp_2}\right)+\left(250\times\frac{Ep}{EMax}\right)$$~~

~~Where:~~
~~Vmax = The highest speed achieved in the task, in Km/H~~
~~Vp1 = The speed of the pilot in Km/H in the first leg of the task~~
~~Vmin = The lowest speed achieved in the task, in Km/H~~
~~Vp2 = The speed of the pilot in Km/H in the second leg of the task~~
~~Ep = The difference between the pilot's slowest and fastest speeds, in Km/H~~
~~Emax = The maximum difference between slowest and fastest speeds, in Km/H~~

3.C10 SLOW / FAST SPEED (variant)
Objective
To fly a course as slow as possible and then return along the course as fast as possible.
Description
A straight course consisting of four equally spaced 'kicking sticks' ~~between 250m and~~ of minimum 500m long is laid out facing approximately into wind.
The pilot makes a timed pass along the first course as slow as possible, returns to the start, and makes a second timed pass in the same direction along the course as fast as possible and then returns to the deck.

Special rules
- A valid strike on any stick is one where the pilot or any part of the aircraft has been clearly observed to touch it.
- For each leg, the clock starts the moment the pilot kicks the first stick and stops the moment he kicks the fourth stick.
- The pilot may have 3 attempts at kicking the first stick on each run.
- If the pilot misses the second or third stick then he is considered 'too high', penalty 50% leg score for each stick missed unless it is clear that the cause was exclusively meteorological.
- The maximum time allowed for a pilot to complete each leg of the course is 5 minutes.

In the slow leg;
- If the pilot or any part of his PPG touches the ground or the fourth stick is missed: VP1 = zero and EP = zero
- If the pilot zigzags: Score zero.

In the fast leg;
- If the pilot or any part of his PPG touches the ground: VP2 = zero and EP = zero
- The pilot may have three attempts at kicking the fourth stick.

Scoring
Pilot score = Pilot score = 1000 / (best pilot time (Time slow(in seconds) – time fast (in seconds)) = X time pilot (Time slow(in seconds) – time fast (in seconds))

~~$\left(125 \times \frac{Vp_1}{Vmax}\right) + \left(125 \times \frac{Vmin}{Vp_2}\right) + \left(250 \times \frac{Ep}{EMax}\right)$~~

~~Where:~~

~~Vmax = The highest speed achieved in the task, in Km/H~~
~~Vp1 = The speed of the pilot in Km/H in the first leg of the task~~
~~Vmin = The lowest speed achieved in the task, in Km/H~~
~~Vp2 = The speed of the pilot in Km/H in the second leg of the task~~
~~Ep = The difference between the pilot's slowest and fastest speeds, in Km/H~~
~~Emax = The maximum difference between slowest and fastest speeds, in Km/H~~

Reason

If you have a minimum of 500m you will see more the difference between the pilots. On our Belgian championship I've do it with a distance of 900m and you see directly the difference.

The 'thermals' provision used to be in the rules, where did it go?

For scoring, you don't must to calculate the speed, you have the time in seconds and it will more easy to calculate. It's only a rules of 3.

Comments from S10 Sub Committee

Not supported.

Comments from CIMA delegates

None

CIMA decision

Proposal 36 Withdrawn

PROPOSAL 37

Proposal from

Roy Beisswenger, USA Delegate

Proposal title

Amendment to S10 1.3, Inclusion of all powered weight shift control and paraglider control in S10.

Existing text

S10, 1.3 DEFINITION OF A MICROLIGHT AIRCRAFT

1.3.1 A one or two seat powered aircraft whose minimum speed at Maximum Take Off Weight (MTOW) is less than 65 km/h, and having a MTOW of:
- 300 kg for a landplane flown solo
- 330 kg for an amphibian or a pure seaplane flown solo;
- 450 kg for a landplane flown with two persons
- 495 kg for an amphibian or a pure seaplane flown with two persons

Note. These definitions also apply to foot-launched microlight aircraft and microlight aircraft with wings of a non-rigid structure.

New text

S10, 1.3 DEFINITION OF A MICROLIGHT AIRCRAFT
1.3.1 A one or two seat powered aircraft with a movable aerodynamic control system whose minimum speed at Maximum Take Off Weight (MTOW) is less than 65 km/h, and having a MTOW of:
- 300 kg for a landplane flown solo
- 330 kg for an amphibian or a pure seaplane flown solo;
- 450 kg for a landplane flown with two persons
- 495 kg for an amphibian or a pure seaplane flown with two persons

1.3.2 Any powered aircraft with either a weight-shift control system or paraglider control system.

Reason

Currently, any weight-shift control or paraglider control powered aircraft that doesn't meet the definition of a microlight aircraft has nowhere else in the FAI system in order to establish records or compete. In the US, the regulations have changed to allow the building and piloting of aircraft in these categories with no limitations in weight, speed, or seating. Already, three seat machines have been produced and delivered for special purposes such as air tours in China.

With the change in rules, the US government has logically kept the management of pilot certification programs for all weight shift control and paraglider control within the same office that manages the US equivalent of microlight activity. This proposal follows that same logic since there is not another FAI commission that is better prepared to manage programs for this type of aircraft and the numbers of aircraft concerned don't justify their own commission.

Comments from S10 Sub Committee

Unanimously not supported.

Comments from CIMA delegates

None

CIMA decision

Proposal 37 Withdrawn and referred to CASI

PROPOSAL 38

Proposal from

Roy Beisswenger, USA Delegate

Proposal title

Amendment to S10 4.23.3, Provisions for Precision Championship for classes PF and PL.

Existing text

S10, 4.24.3 Tasks should, as far as practicable, conform to the following guidelines:
For Microlight aircraft classes AL, WL and WF
A Tasks for flight planning, navigation, etc with no fuel limit: 50% of the total tasks flown.
B Tasks for fuel economy, speed, duration, etc with limited fuel: 25% of the total tasks flown.
C Tasks for precision landing: 25% of the total tasks flown.
For Microlight aircraft classes PF and PL
A Navigation: 33% of total competition tasks.
B Economy: 33% of total competition tasks.
C Precision: 33% of total competition tasks.

New text

S10, 4.24.3 Tasks should, as far as practicable, conform to the following guidelines in standard championships:
For Microlight aircraft classes AL, WL and WF
A Tasks for flight planning, navigation, etc with no fuel limit: 50% of the total tasks flown.
B Tasks for fuel economy, speed, duration, etc with limited fuel: 25% of the total tasks flown.
C Tasks for precision landing: 25% of the total tasks flown.
For Microlight aircraft classes PF and PL
A Navigation: 33% of total competition tasks.
B Economy: 33% of total competition tasks.
C Precision: 33% of total competition tasks.
In "Precision Championships" for Microlight aircraft classes PF and PL, 100% of the tasks will be Precision tasks.

Reason

Currently, if someone wants conduct an FAI sanctioned Continental or World competition for paramotors, the competition has to have an equal proportion of navigation, economy, and accuracy tasks. In the United States, Australia, and other places, those types of competitions are seen as inappropriate contests for the canopy sports. Paramotors are almost never used as modes of transportation due to natural limits of speed and duration. Pilots instead prefer to "carve the sky", that is, to fly low altitude, precision tasks.

Navigation and Economy tasks are very unpopular since they are seen to be completely counter to the reason that people fly in the powered canopy sports. That unpopularity can be seen in the last two USA Nationals where paramotors were invited, but only one or two participated. On the other hand, challenging competitions that focus on precision events are well attended by both pilots and spectators. CIMA should take advantage of this popularity and create a provisional venue for those wanting to compete in ways that their chosen form of equipment is naturally suited to do.

Comments from S10 Sub Committee

Not supported.

Comments from CIMA delegates

None

CIMA decision

Proposal 38 Votes: For 15, Against 0, Abstain 0, Accepted

In addition it was agreed that a CIMA sub-committee be formed to pursue this matter

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PROPOSAL 39

Proposal from

Richard Meredith-Hardy GBR Delegate

Proposal title

Economy tasks based on weight of fuel used in flight.

Existing text

S10 Annex 3 3.2.3 FUEL MEASUREMENT
Fuel will be measured by weight or volume but will be consistent for any given refuelling session. Refuelling will be in the order and in accordance with the instructions given at briefing. Failure of the aircraft to be present on time may result in penalty for the pilot.
Competitors must be able to demonstrate that their entire fuel system is empty.

New text

S10 Annex 3
3.2.3 FUEL MEASUREMENT IN TASKS WITH A STANDARD FUEL QUANTITY

Fuel will be measured by weight or volume but will be consistent for any given refuelling session. Refuelling will be in the order and in accordance with the instructions given at briefing. Failure of the aircraft to be present on time may result in penalty for the pilot.
Competitors must be able to demonstrate that their entire fuel system is empty.

3.2.4 FUEL MEASUREMENT IN TASKS BASED ON WEIGHT OF FUEL USED IN FLIGHT

This is an alternative method of flying and scoring fuel economy tasks in the PF1 class by:
- weighing pilot and machine (not the wing) before and after the flight to measure the amount of fuel used in the task.
- allowing pilots to carry as much fuel as they want, to ensure full task participation.

For the purpose of scoring: One litre of fuel = 0.74kg = 740 grams

3.2.4.1 Weighing of pilot and machine before launch.

The weighing scale(s) must be capable of an accuracy of +/-20g, and must be located next to the launch deck.
The pilot should only get weighed when he/she is intending to launch.
The combined pilot + paramotor + all supplementary items is weighed, with the exception of the wing.
The wing must be detached from the paramotor unit, and can be already prepared in the launch deck. Wing bags, if used, must either be carried by pilots when weighed or not be taken on the flight.

The pilot should carry the paramotor on his/her back, as well as all equipment and accessories when stepping up onto the scale.
If the pilot is moving too much on the scale, the readout will fluctuate and the highest value will be recorded.

The pilot should then proceed to his/her wing with a view to launch as soon as possible.

Marshals should ensure that pilots spend as little time as possible between the weighing and the launching, and may demand for a pilot to be re-weighed if necessary. Any pilot (or equipment) leaving the deck must re-weighed before re-entering.

Marshals should ensure that pilots are not "ballasting" themselves by grabbing soil or stones as they get ready to launch.

Food and drink weigh the same whether in the pilot's pockets or consumed.

3.2.4.2 Weighing of pilot and machine after landing.

As soon as a pilot lands back on the deck, a Marshal will direct him/her to the scale, to be weighed immediately. The wing is detached and as before, the combined pilot + paramotor + all supplementary items is weighed, with the exception of the wing.

Once more, Marshals should be vigilant with pilots not "ballasting" themselves with stones etc.

If the pilot is moving too much on the scale, the readout will fluctuate and this time, the lowest value will be recorded.

If the pilot appears to be abnormally wet, then the Marshal may ask for the flying suit and boots to be weighed separately as well for investigation and possible later adjustment.

See attachment proposals_39_and_40_tasks.pdf for the new tasks associated with this proposal.

S10 Editor's note: Existing 3.2.4 is renumbered 3.2.5 if this proposal is accepted.

Reason

Current problems:
- Emptying machines of all fuel is a tedious exercise that often wastes precious flying time.
- An economy task cannot be set at short notice.
- There is inconsistency in the way pilots are supervising each other's fuelling and to get away with keeping some fuel in pipes (or priming bulb) is not really seen as cheating.
- Pilots have to modify their machines with complicated fuel systems and header tanks.
- Pilots with thirsty engines not only score badly but are also denied full task participation.
- Running out of fuel and landing out is a problem with retrieve.

The new proposal addresses all of these problems plus it allows an optional "Fuel in proportion to bodyweight" system (see separate proposal) to level the playing field.. It was tested very successfully in the 2006 UK National Championships and was popular with Pilots and Organisers alike. It is now expected to be adopted permanently in the UK.

Comments from S10 Sub Committee

Not supported.

Comments from CIMA delegates

None

CIMA decision

Proposal 39 Votes: For 0, Against 12, Abstain 3, Rejected

PROPOSAL 40

Proposal from

Richard Meredith-Hardy GBR Delegate

Proposal title

Scoring economy tasks taking into account pilots' bodyweight

Existing text

S10 Annex 3 3.2.3 FUEL MEASUREMENT
Fuel will be measured by weight or volume but will be consistent for any given refuelling session. Refuelling will be in the order and in accordance with the instructions given at briefing. Failure of the aircraft to be present on time may result in penalty for the pilot.
Competitors must be able to demonstrate that their entire fuel system is empty.

New text

S10 Annex 3
3.2.3 FUEL MEASUREMENT IN TASKS WITH A STANDARD FUEL QUANTITY

Fuel will be measured by weight or volume but will be consistent for any given refuelling session. Refuelling will be in the order and in accordance with the instructions given at briefing. Failure of the aircraft to be present on time may result in penalty for the pilot.
Competitors must be able to demonstrate that their entire fuel system is empty.

3.2.4 FUEL MEASUREMENT IN TASKS BASED ON WEIGHT OF FUEL USED IN FLIGHT

This is an alternative method of flying and scoring fuel economy tasks in the PF1 class by:
- weighing pilot and machine (not the wing) before and after the flight to measure the amount of fuel used in the task.
- allowing pilots to carry as much fuel as they want, to ensure full task participation.
- allows a "Fuel in proportion to bodyweight" system to level the playing field.

For the purpose of scoring: One litre of fuel = 0.74kg = 740 grams

3.2.4.1 Weighing of the pilot's bodyweight at registration

- The pilot should wear minimal attire: no shoes, light trousers and shirt only.
- No belt, no heavy jewellery. Pockets should be emptied.
- The pilot may choose to be weighed with full stomach and bladder.
- If the readout on the scale fluctuates, the lowest value is recorded.
- The pilot is then given a Bodyweight Index to be used in all scoring formulae and that corresponds directly to his/her bodyweight then divided by 100. (eg 110kg = 1.10 and 65kg = 0.65)

Scoring of economy tasks then give equal score to a 100kg pilot burning 1 litre and an 80kg pilot burning 0.8 litres.

3.2.4.2 Weighing of pilot and machine before launch.

The weighing scale(s) must be capable of an accuracy of +/-20g, and must be located next to the launch deck.
The pilot should only get weighed when he/she is intending to launch.
The combined pilot + paramotor + all supplementary items is weighed, with the exception of the wing.
The wing must be detached from the paramotor unit, and can be already prepared in the launch deck. Wing bags, if used, must either be carried by pilots when weighed or not be taken on the flight.

The pilot should carry the paramotor on his/her back, as well as all equipment and accessories when stepping up onto the scale.
If the pilot is moving too much on the scale, the readout will fluctuate and the highest value will be recorded.

The pilot should then proceed to his/her wing with a view to launch as soon as possible.

Marshals should ensure that pilots spend as little time as possible between the weighing and the launching, and may demand for a pilot to be re-weighed if necessary. Any pilot (or equipment) leaving the deck must re-weighed before re-entering.

Marshals should ensure that pilots are not "ballasting" themselves by grabbing soil or stones as they get ready to launch.

Food and drink weigh the same whether in the pilot's pockets or consumed.

3.2.4.3 Weighing of pilot and machine after landing.

As soon as a pilot lands back on the deck, a Marshal will direct him/her to the scale, to be weighed immediately. The wing is detached and as before, the combined pilot + paramotor + all supplementary items is weighed, with the exception of the wing.

Once more, Marshals should be vigilant with pilots not "ballasting" themselves with stones etc.

If the pilot is moving too much on the scale, the readout will fluctuate and this time, the lowest value will be recorded.

If the pilot appears to be abnormally wet, then the Marshal may ask for the flying suit and boots to be weighed separately as well for investigation and possible later adjustment.

See attachment proposals_39_and_40_tasks.pdf for the new tasks associated with this proposal.

S10 Editor's note: Existing 3.2.4 is renumbered 3.2.5 if this proposal is accepted.

Reason

Pilots can choose which equipment they use but they cannot help greatly with their bodyweight. The heavier the pilot, the greater the fuel used.

This proposal takes a step towards levelling the playing field and giving all pilots a more equitable chance to perform well in economy tasks.

With traditional measuring of fuel by volume, you would need to use a measuring glass and give each pilot a different amount. In practice this method would be problematic.

It is easier with the other method of measuring fuel by weight, as used in EMC 2006.

With the proposed new fuelling procedure it is only a simple modification in the formulae to compute the amount of fuel used in proportion to the pilot's bodyweight.

n.b. There is a common belief that heavier pilots gain in speed. This is not true as clearly evidenced in both flight theory and actual competition results. Pilots can choose a wing to give them an acceptable launch speed and speed range to meet the needs of the various tasks.

Comments from S10 Sub Committee
Not supported.

Comments from CIMA delegates
None

CIMA decision
Proposal 40 Votes: For 0, Against 12, Abstain 3, Rejected

PROPOSAL 41

Proposal from
Rene Verschuren BEL Delegate

Proposal title
Amendment to S10 4.24.3, task proportions

Existing text
See item 15x in attachment proposals_41-47.pdf

New text
See item 15x in attachment proposals_41-47.pdf

Reason
See item 15x in attachment proposals_41-47.pdf

Comments from S10 Sub Committee
Not supported.

Comments from CIMA delegates
None

CIMA decision
See item 15x in attachment proposals_41-47.pdf

Comments from S10 Sub Committee
None at this time

Comments from CIMA delegates
None at this time

PROPOSAL 15x

Proposal from
René Verschueren Belgian delegate

Proposal title
Amendment to S10 4.24.3, task proportions

Existing text

S10 4.24.3 Tasks should, as far as practicable, conform to the following guidelines:
For Microlight aircraft classes AL, WL and WF
A Tasks for flight planning, navigation, etc with no fuel limit: 50% of the total tasks flown.
B Tasks for fuel economy, speed, duration, etc with limited fuel: 25% of the total tasks flown.
C Tasks for precision landing: 25% of the total tasks flown.
For Microlight aircraft classes PF and PL
A Navigation: 33% of total competition tasks.
B Economy: 33% of total competition tasks.
C Precision: 33% of total competition tasks.

New text 1 change for classic

S10 4.24.3 Tasks should, as far as practicable, conform to the following guidelines:
For Microlight aircraft classes AL, WL and WF
A Tasks for flight planning, navigation, etc with no fuel limit: 50% of the total value of the tasks flown.
B Tasks for fuel economy, speed, duration, etc with limited fuel: 20% of the total value of the tasks flown.
C Tasks for precision landing: 30% of the total value of the tasks flown.
For Microlight aircraft classes PF and PL
A Navigation: 33% of the total value of the tasks flown.
B Economy: 33% of the total value of the tasks flown.
C Precision: 33% of the total value of the tasks flown.

Reason

Precision is where you can see good pilots

New text 2 change for New Classes

S10 4.24.3 Tasks should, as far as practicable, conform to the following guidelines:
For Microlight aircraft classes AL, WL and WF
A Tasks for flight planning, navigation, etc with no fuel limit: 50% of the total value of the tasks flown.
B Tasks for fuel economy, speed, duration, etc with limited fuel: 25% of the total value of the tasks flown.
C Tasks for precision landing: 25% of the total value of the tasks flown.
For Microlight aircraft classes PF and PL
A Navigation: 50% of the total value of the tasks flown.
B Precision: 50% of the total value of the tasks flown.

Reason

Deleting economy because of arrival of electric motors in few years (in Italy they have build this engine whith a battery of 12kg and have the capacity of 4 hours flying but the brevets of this battery was taken by US army)

New text 3 change for New Classes

S10 4.24.3 Tasks should, as far as practicable, conform to the following guidelines:
For Microlight aircraft classes AL, WL and WF

A Tasks for flight planning, navigation, etc with no fuel limit: 50% of the total value of the tasks flown.
B Tasks for fuel economy, speed, duration, etc with limited fuel: 25% of the total value of the tasks flown.
C Tasks for precision landing: 25% of the total value of the tasks flown.
For Microlight aircraft classes PF and PL
A Navigation: 40% of the total value of the tasks flown.
B Economy: 20% of the total value of the tasks flown.
C Precision: 40% of the total value of the tasks flown.

Reason

If proposal 2 is not accepted, i suggest to decrease Economy for heavy pilots
Precision must be more because of all possibility of task : précision landing, japanese Slalom, Chinese Slalom, Slow/fast, The four sticks, Clover leaf Slalom…
Precision is mostly attractif for media.

New text 4 change for New Classes

S10 4.24.3 Tasks should, as far as practicable, conform to the following guidelines:
For Microlight aircraft classes AL, WL and WF
A Tasks for flight planning, navigation, etc with no fuel limit: 50% of the total value of the tasks flown.
B Tasks for fuel economy, speed, duration, etc with limited fuel: 25% of the total value of the tasks flown.
C Tasks for precision landing: 25% of the total value of the tasks flown.
For Microlight aircraft classes PF and PL
A Navigation: 30% of the total value of the tasks flown.
B Economy: 20% of the total value of the tasks flown.
C Precision: 50% of the total value of the tasks flown.

Reason

Precision must be more because of all possibility of task : précision landing, japanese Slalom, Chinese Slalom, Slow/fast, The four sticks, Clover leaf Slalom…
Precision is mostly attractif for media.

New text 5 change for New Classes

S10 4.24.3 Tasks should, as far as practicable, conform to the following guidelines:
For Microlight aircraft classes AL, WL and WF
A Tasks for flight planning, navigation, etc with no fuel limit: 50% of the total value of the tasks flown.
B Tasks for fuel economy, speed, duration, etc with limited fuel: 25% of the total value of the tasks flown.
C Tasks for precision landing: 25% of the total value of the tasks flown.
For Microlight aircraft classes PF and PL
A Navigation: 30% of the total value of the tasks flown.
B Economy: 10% of the total value of the tasks flown.
C Precision: 60% of the total value of the tasks flown.

Reason

Precision must be more because of all possibility of task : précision landing, japanese Slalom, Chinese Slalom, Slow/fast, The four sticks, Clover leaf Slalom…
Precision is mostly attractif for media.
Pure Economy or navigation with limited fuel avantage light pilots

CIMA decision

Proposal 15 X1 Votes: For 14, Against 1, Abstain 0, Accepted

Proposal 15 X2 Votes: For 3, Against 9, Abstain 3, Rejected

Proposal 15 X3 Withdrawn

Proposal 15 X4 Withdrawn

Proposal 15 X5 Withdraw

PROPOSAL 42

Proposal from
Rene Verschuren BEL Delegate

Proposal title
Number of stewards

Existing text
See item 20x in attachment proposals_41-47.pdf

New text
See item 20x in attachment proposals_41-47.pdf

Reason
See item 20x in attachment proposals_41-47.pdf

Comments from S10 Sub Committee
Not supported.

Comments from CIMA delegates
None

CIMA decision
See item 20x in attachment proposals_41-47.pdf

Proposal 42 Withdrawn

PROPOSAL 43

Proposal from
Rene Verschuren BEL Delegate

Proposal title
Editorial change. Move S10 4.5.6 and 4.5.7 to S10 4.29 (scoring).

Existing text
See item 24x in attachment proposals_41-47.pdf

New text
See item 20x in attachment proposals_41-47.pdf

Reason
See item 20x in attachment proposals_41-47.pdf

Comments from S10 Sub Committee
Not supported.

Comments from CIMA delegates

None

PROPOSAL 20X

Proposal from

René Verschueren Belgian Delegate

Proposal title

Number of stewards

Existing text

S10, 4.9.1 The organisers shall appoint not less than 3 stewards of 3 different nationalities excluding that of the organiser, except that in the event of a last minute failure to attend a replacement steward of any nationality and acceptable to the other stewards may be invited. Stewards must be able to speak a common language, preferably English and have extensive experience of international microlight or other FAI competitions. One steward should if possible be able to speak the language of the organisers.
S10 Annex 5, 3.1 APPOINTMENT AND QUALIFICATIONS
Requirements for stewards at events sanctioned by CIMA are defined in paragraph 4.9 of Section 10 as follows:
The organisers shall appoint not less than 3 stewards of different nationalities excluding that of the organiser, except that, in the event of last-minute failure to attend, a replacement of any nationality, and acceptable to the other stewards, may be invited. Stewards must be able to speak a common language, preferably English, and have extensive experience of international microlight or other FAI competitions. One steward should, if possible, be able to speak the language of the organisers.
At least one steward shall be present at the championships site or contest area throughout all operational activities." (G.S. 4.3.4.2)

New text

Proposal 20xa
S10, 4.9.1 The organisers shall appoint not less than 2 stewards. If classic and new classes are competing in the same venue at the same time, there will be a minimum of 3 stewards.
All stewards will be of different nationalities excluding that of the organiser, except that in the event of a last minute failure to attend a replacement steward of any nationality and acceptable to the other stewards may be invited.
Stewards must be able to speak a common language, preferably English, and have extensive experience of international microlight or other FAI competitions.
One steward should if possible be able to speak the language of the organisers.
S10 Annex 5: 3.1 APPOINTMENT AND QUALIFICATIONS
Requirements for stewards at events sanctioned by CIMA are defined in paragraph 4.9 of Section 10.
At least one steward shall be present at the championships site or contest area throughout all operational activities." (G.S. 4.3.4.2)
Proposal 20xb
S10, 4.9.1 The organisers shall appoint not less than 2 stewards. If classic and new classes are competing in the same venue at the same time, there will be a minimum of 3 stewards.
All stewards will be of different nationalities excluding that of the organiser, except that in the event of a last minute failure to attend a replacement steward of any nationality and acceptable to the other stewards may be invited.
Stewards must be able to speak a common language, preferably English, and have extensive experience of international microlight or other FAI competitions.
One steward should if possible be able to speak the language of the organisers.
One steward must be a pilot of the type of aircraft being flown in the championships preferably with experience as a competitor in that type at a continental level. S10 Annex 5: 3.1 APPOINTMENT AND QUALIFICATIONS Requirements for stewards at events sanctioned by

CIMA are defined in paragraph 4.9 of Section 10. At least one steward shall be present at the championships site or contest area throughout all operational activities."
(G.S. 4.3.4.2)

Reason

Idem like Spanish delegate but a continental will be enought (i'm thinking about Roy Beisswenger from USA)

Comments from S10 Sub Committee

See also Proposal 32 ref. an amendment to the text on this same subject in S10 Annex 5.

Comments from CIMA delegates

None at this time

CIMA decision Proposal 20Xa ACCEPTED DENIED Proposal 20Xb ACCEPTED DENIED

Comments from S10 Sub Committee **CIMA decision**

See item 20x in attachment proposals_41-47.pdf

Proposal 43 Votes: For 4, Against 9, Abstain 2, Rejected

PROPOSAL 44

Proposal from

Rene Verschuren BEL Delegate

Proposal title

Deleting S10, Annex 6. For all competition

Existing text

See item 2x in attachment proposals_41-47.pdf

New text

See item 2x in attachment proposals_41-47.pdf

Reason

See item 2x in attachment proposals_41-47.pdf

Comments from S10 Sub Committee

Not supported.

Comments from CIMA delegates

None

CIMA decision

See item 2x in attachment proposals_41-47.pdf

Comments from S10 Sub Committee

None at this time

Comments from CIMA delegates

None at this time

PROPOSAL 2X

Proposal from

René Verschueren Belgian delegate

Proposal title

Deleting S10, Annex 6. For all competition

Existing text

All the annexe for competition

New text

None

Reason

You have now GPS in a clock, you may have glasses whith video, a camera could be inside a stylo (offen used on motorbike competition)…

All new electronical may be connected by hertzian or lazer or…
Marchals could not control every body or you must ask to make a 'nudist' championschip…

Comments from S10 Sub Committee

None at this time

Comments from CIMA delegates

None at this time

CIMA decision

Proposal 2X ACCEPTED DENIED

CIMA decision

Proposal 2 X Votes: For 0, Against 13, Abstain 2, Rejected

PROPOSAL 45

Proposal from

Rene Verschuren BEL Delegate

Proposal title

Improve the description of ground markers in the local regulations

Existing text

See item 7x in attachment proposals_41-47.pdf

New text

See item 7x in attachment proposals_41-47.pdf

Reason

See item 7x in attachment proposals_41-47.pdf

Comments from S10 Sub Committee

Not supported.

Comments from CIMA delegates

None

CIMA decision

See item 7x in attachment proposals_41-47.pdf

PROPOSAL 7X

Proposal from

René Verschueren Belgian Delegate

Proposal title

Improve the description of ground markers in the local regulations

Existing text

S10 An 3, 1.12.4 GATES, TURNPOINTS AND MARKERS
Gates are normally a straight line 250m wide perpendicular to the briefed track.
Gates may be:
- Known gates. Their position and height to be crossed will be briefed
- Hidden gates. The height to be kept along the sections of the course where they are situated will be briefed.
Proof of passing a gate and it's timing will be by Marshals report or GNSS flight recorder evidence, as briefed.
Control points may be: A geographical point, a ground marker, a landing marker or a kicking stick.
Control points may be:
- Known control (turn) points. Their position and description will be briefed.
- Hidden control points. The track along which they will be found and their description will be briefed.
Proof of reaching a control point may be:
- by photography
- by the competitor recording the symbol and position on the declaration sheet
- by a Marshall's report.
- by flight recorder evidence
The precise requirements will be described in the Task Description.

New text

S10 An 3, 1.12.4 GATES, TURNPOINTS AND MARKERS
Gates are normally a straight line 250m wide perpendicular to the briefed track.
Gates may be:
- Known gates. Their position and height to be crossed will be briefed.
- Hidden gates. The height to be kept along the sections of the course where they are situated will be briefed.
Proof of passing a gate and it's timing will be by Marshals report or GNSS flight recorder evidence, as briefed.
Control points may be: A geographical point, a ground marker, a landing marker or a kicking stick.
Ground marker size, colour and shape must be pre-declared by the organiser. Each must be at least (0.75m X 1m) in its smallest dimension and of a colour and shape not easily confused with

existing features on the ground or any other marker in the catalogue. In Case of marking on field min largest is 1m
Control points may be:
- Known control (turn) points. Their position and description will be briefed.
- Hidden control points. The track along which they will be found and their description will be briefed.
Proof of reaching a control point may be:
- by photography
- by the competitor recording the symbol and position on the declaration sheet
- by a Marshall's report.
- by flight recorder evidence
The precise requirements will be described in the Task Description.

Reason

This WE i've make as Director of course our Belgian Championschip and peopel can see this at 150m high (letters where 1mX 75 cm) but only marked on street. Orange Painting is the best… No dubt if the mark are letters oriented on North. So if you see a N and you mark a Z, you mist the gate… (same with W an M)

Comments from S10 Sub Committee

None at this time

Comments from CIMA delegates

None at this time

CIMA decision

Proposal 7X Votes: For 2, Against 2 + Chairman, Abstain 11, Rejected

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PROPOSAL 46

Proposal from

Rene Verschuren BEL Delegate

Proposal title

Annex 4 S 10 2 B 11 Economy to respect the weight of pilots

Existing text

See item Ex in attachment proposals_41-47.pdf

New text

See item Ex in attachment proposals_41-47.pdf

Reason

See attachment Ex

Comments from S10 Sub Committee

Not supported.

Comments from CIMA delegates

None

PROPOSAL EX

Proposal from

René Verschueren Belgian Delegate

Proposal title

Annex 4 S 10 2 B 11 Economy to respect the weight of pilots

Annex 4 S 10 3 B 11 Economy to respect the weight of pilots

Existing text

Not at this moment

New text

If all competitors recive 4 liters or 6 or 8 for PF1
If all competitors recive 8 liters or 12 or 16 for PF2
If all competitors recive 4 liters or 6 or 8 for PL1
If all competitors recive 8 liters or 12 or 16 for PL2
For all economy task the scoring will be :
Best pilot (pilot+co-pilot) = Kg b
Kg M= Kg of Heavy pilot (or pilot + co-pilot) – Kg light pilot (or pilot + co-pilot)
Kg pilot = Kgp
Rcl= Rest of centiliters= rest in the fuel tank
Scoring= ((Kg m / Kg b) X Kgp) X rcl (or km) (X Scoring) or (Xscoring reduce on 1000)

Reason

I'm sure it's more reasonabel to give more fuel (except for the longer distance whith limited fuel)
So the competitor could land in safety (eaven if a heavier pilot need 4 liters / Hours)
It was accepted on the Classical Eurpéan Championship this year (minimu 45 minute fuel for safety)
More facilities for refueling , you don't need to have a empty carburator, only cheking the tank.

Comments from S10 Sub Committee

None at this time

Comments from CIMA delegates

None at this time

CIMA decision

Proposal XXX 1 ACCEPTED DENIED
Proposal XXX 1 a All in red accepted ACCEPTED DENIED
Proposal XXX 1 b only red 1 is accepted ACCEPTED DENIED
Proposal XXX 1 c only red 2 is accepted ACCEPTED DENIED
Proposal XXX 1 d only red 3 is accepted ACCEPTED DENIED
Proposal XXX 1 e only red 4 is accepted ACCEPTED DENIED
Proposal XXX 1 f only red 1and 2 is accepted ACCEPTED DENIED
Proposal XXX 1 g only red or a combination who will is accepted ACCEPTED DENIED
…..h, i, j, ….
Proposal XXX 2 only in black is accepted ACCEPTED DENIED

CIMA decision

Proposal 46a Votes: For 1, Against 12, Abstain 2, Rejected

Proposal 46j Votes: For 1, Against 12, Abstain 2, Rejected

PROPOSAL 47

Proposal from

Rene Verschuren BEL Delegate

Proposal title

Director fly whith you ! ! !

Existing text

See item xxx in attachment proposals_41-47.pdf

New text

See item xxx in attachment proposals_41-47.pdf

Reason

See item xxx in attachment proposals_41-47.pdf

Comments from S10 Sub Committee

Not supported.

Comments from CIMA delegates

None

PROPOSAL XXX

Proposal from

René Verschueren Belgian Delegate

Proposal title

Director fly whith you ! ! !

Existing text

Not at this moment

New text

S 10 4.7.3
Recommandation (so not obligation)
Director must fly whith competitors at least 25% of the Navigation, économy (if it's still on % of ranking) and precision task.
If Director start and do all the task, all the task must be valid.
No points of course will be gived to the director.

Reason

At Levroux, Director ask to have a airplane to chek the wind and weather conditions.
If the director start on the begining or in the middel of the starting open door, all pilots will be on the air.
It give more credibility to the director.
I've do all our championschip last WE and it give to the director more power to avoid protest and complains.
But it takes more health power to do it, so be calm and fresh (good sleeping…) if you do it.

Comments from S10 Sub Committee

None at this time

Comments from CIMA delegates

None at this time

CIMA decision

Proposal XXX 1 All in red accepted ACCEPTED DENIED
Proposal XXX 2 a only first in red accepted ACCEPTED DENIED
Proposal XXX 2 b only second in red accepted ACCEPTED DENIED
Proposal XXX 3 only in black is accepted ACCEPTED DENIED

CIMA decision

Proposal 47 Votes: For 1, Against 10, Abstain 4, Rejected

Annex 10

中華人民共和國航空運動協會
AERO SPORTS FEDERATION OF CHINA
A-14, TIANTAN DONGLI ZHONGQU, BEIJING 100061, CHINA
中国北京天坛东里中区14号 邮编:100061
TEL:(86-10)67018156 FAX:(86-10)67025289 67027893 67027894 67029652
E-mail:asfc@public3.bta.net.cn

A Letter to CIMA/FAI

From Aero Sports Federation of China

November 8, 2006

Dear distinguished CIMA Presidents, Committee members and all the delegates:

First of all, Aero Sports Federation of China appreciates the trust from CIAM, FAI, for conducting the 5th World Paramotor Championships in China, 2007. It is our pleasure to be able to organize this world event, and at the same time, we are actively doing all the preparation for this Championship. We have full confidence to make this world championship the most successful and unforgettable microlight paramotor event.

Following are the main items concerning this championship:

1. **PROGRAMME DATES:**

Training, aircraft inspection, registration:	**Tuesday 04th to Friday 07th September 2007**
First competition Briefing and Exhibition:	**Friday 07th September 2007**
Opening Ceremony, Exhibition and competition:	**Saturday 08th September 2007**
Contest Flying Days:	**Sunday 09th to Friday 14th September 2007**
Competition and Exhibition:	**Saturday 15th September 2007**
Exhibition, Closing Ceremony and Prize-giving:	**Sunday, 16th September 2007**
Official departure:	Monday, 17th September 2007

2. **Event Location:**
Shi San Ling, ChangPing, Beijing, China. Coordinates: N 40°15′57″, E 116°15′11″. It is about 45 KM from downtown of Beijing, and 35 KM from Beijing Capital International Airport. We are now expecting the permission of the contest flying space from our National Aviation Administration.

3. **Entry Fee:**
EUR600 € for each pilot
EUR600 € for each co-pilot (navigator)
EUR450 € for each Team Leader
EUR450 € for each assistant and others

The entry fee includes:

- Competition operations (setting, controlling and evaluating the tasks)

Annex 11

Sept. 14, 2006

World Microlight Championships 2007, Classic Classes. Usti nad Orlici, Czech Republic.

Preliminary report of CIMA Monitor.

A short visit in Usti nad Orlici on return way from Germany, took place Aug. 4 - 5. The time was unfortunate because of very bad weather. Heavy rain, just starting, a few days later caused severe flood in area of Karkonosze. Low clouds reduced visibility down to 1 km or less, ceiling to zero.

I meet Ing Jizi Svatos, President of the local Aero Club and had opportunity to visit hangars, buildings an and other ground installations.

The aerodrome LKUO is situated in the valley of river Orlica. It is a standard Czech domestic civil airport, used by sailplanes, microlights, parachutes, baloons, helicopters and aitcrafts of general aviation up to 5700 kg.

Basic information on LKUO:

Administrator: Aero Club Usti n. Orlici

Location: 2.5 km from the town of Usti, altitude 409 m AMSL

Coordinates: N 49. 58' 43", E 016. 25' 35"

Runway: 14/32 887/100; 5700kg / 0.4 Mpa

Info: 122.200 Mhz,

Well developed infrastructure ensures good base for future Championsips. No bureau containers will be needed, bacause registration office, computer center, scoring office rooms for jury, stewards and director will be located in the main building. Part of this building is occupied by 24-hour operating meteo station.

Briefing and catering will be situated in adapted hangars. Camping area including sanitary containers will be located in lower part of the aerodrome. Camping can be extended by renting a farm field next to the border of the aerodrome. Electricity line delivers power of 200 kW but could be additonally supported by a generator. Water supply is connected to a public water supply system. As water consumption by sanitary installations of the camping and catering services will considerably increase, a new water intake installation is planned. All area will be covered by wireless internet.

Ing. Jizi Svatos, President of the Aero Club, Vice-president Mr Jaroslav Hrdina, as well as many other members of flying community of Usti are seriousely engaged in preparation of the event, many months in advance.

I plane to visit in Usti again this year to see land surrounding Usti. The next report will be delivered before the next CIMA meeting, Nov. 10 -12, 2006 in Lausanne.

Jacek Kibinski

CIMA Monitor

World Microlight Championships 2007, Classic Classes. Usti nad Orlici, Czech Republic.

Preliminary report of CIMA Monitor - PART 2.

The visit

The second visit in Usti was arranged Sept 10 – 11, after appointment made in advance with Ing Jiri Svatos, president of the Aero Club Usti n.Orlici. Excellent weather and - first of all -a very friendly reception from officials and members of the Aero Club caused the visit fruitfull and fully successful. During those two days I visited existing facilities of the airport, and took under consideration using them for the WMC 2007. Important part of the visit were flights over the area of the future contest.

First flight was performed on OK LUU T9 Dynamic manufactered in Czech Republic. This excellent aircraft allowed to fly around large area of planned tasks, flying total distance of almost 400 km in 1h 57 min. While Jiri Bezdicek, owner of the aircraft was the pilot, I was taking pictures of the surrounding land.

The second flight was done on the trike, flown by Lukas Hynek, member of the Czech selected team, competitor on EMC 2006 Noerdlingen (3-rd place) and WMC 2005 Levroux (5-th place). He demonstrated approaching and landing procedure, planned for microlights during WMC 2008, taking into consideration local conditions.

CONCLUSIONS

Aerodrome

Aerodrome Usti n. Orlici is a large center of airsports, including gliding, balooning, aeromodelling and microlights. Well developed infrastructure will be a good base for World Championships. Most facilities of the event : briefing room, reception office, director's offices , jury and stewards can be situated in existing buildings and hangars.

Catering room, showers and toilets will be in provisional tent pavilon and containers, rented for the time of championships.

Necessary investments to be made are: new water intake, preparation of camping area – electricity, water supply ana wireless internet facility covering all area

The camping area is a large field directly adjacent to the aerodrome. Important problem is a good road access to the camping, usable for trailers and caravans. The road, as well as camping field must not be affected by heavy rains.

Main hangar of the airport is permanently used by aircraft servicing company, but number of rooms in the hangar would be useful during the event. Sanitary containers will be situated along one of the walls of the hangar.

Land and airspace

Land surrounding Usti n.Orlici looks different than vicinity of some previous microlight events, for example Levroux or Noerdlingen. It is a highlang crossed by valleys, some of them are deep and have steep slopes. Such kind of landscape, observed from the ground, raises question of safety in a case of emergency landing. Recognition of this problem was purpose of approx. 400 km long flight, displayed on attached flight track.

Conclusions are positive: except for a short part of the flight over the mountains (Orlickie Hory), places suitable for landing were visible along most parts of the route. There are farm fields, meadows and country roads having no trees or posts on sides. Number of pictures taken from OK - LUU are displayed on the presentation.

Nevertheless, planning of the tasks should be done carefully, to avoid flights above any dangerous terrain.

Another safety recommendation concerns approaching and departing from or to north – west direction, where a deep valley is situated close to the boundary of aerodrome. As decks for microlights are 100 m long they have to be placed near to south – east end of a 1000 m long runway.

Boundaries of retstricted airspace zones are shown on the map. In MTMA Pardubice the altitude is limited to 300 m AGL, in zones LKR 15, 9, 27 where limit is at 900 m or 1500 m AMSL. The aerodrome Usti n.Orlici and adjacent aerodroms Ceska Trebova, Zamberk, Litomysl, Moravska Trebova are situated in free airspace.

Attached presentation of 33 slides is a part of the report

Jacek Kibinski

CIMA Monitor

Leszno, 2006.11.06

Ladies and Gentlemen,

As the representative of the inhabitants of Leszno I am proud to invite the competitors and fans of microlight flying to visit our beautiful town for the event of the European Microlight Championships in August 2008.

Leszno is a town with a rich air sports tradition. The largest gliding airfield in Europe has hosted many gliding and ballooning competitions. We have organized three World Gliding Championships and several European and national championships. The air sports tradition in the region has been kept up by Centralna Szkoła Szybowcowa (Central Gliding School) and Areoklub Leszczyński (Leszno Aero Club) which have reared very successful sports people.

The European Microlight Championships is a special event for our town since the Leszno inhabitants are not only interested in watching professional sportsmen but they also actively participate in all kinds of sports activities.

Leszno has had many opportunities to demonstrate its organizational skills of big sports events not only in aviation but also in European and world championships in speedway, fencing, horse riding and handball. We are not only experienced but also hospitable and open to other people. I am certain that this time we will also show our full potential. That is why I warmly invite you to come to Leszno – the place to live!

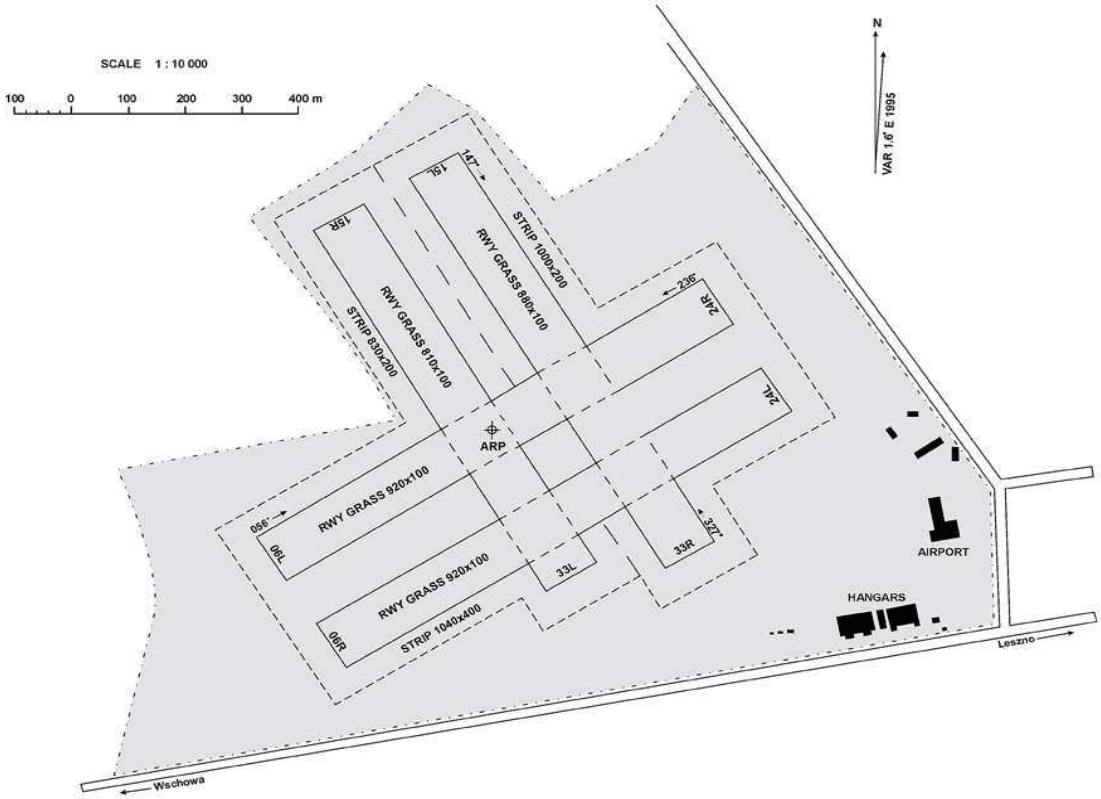
Yours sincerely

Tomasz Malepszy
President of Leszno

Annex 13

EUROPEAN MICROLIGHT CHAMPIONSHIPS 2008 CLASSIC CLASSES

LESZNO, POLAND


SCALE 1 : 10 000
100 0 100 200 300 400 m
N
VAR 1.6° E 1995
RWY GRASS 920x100
STRIP 1040x400
RWY GRASS 880x100
STRIP 1000x200
RWY GRASS 810x100
STRIP 930x200
ARP
06L
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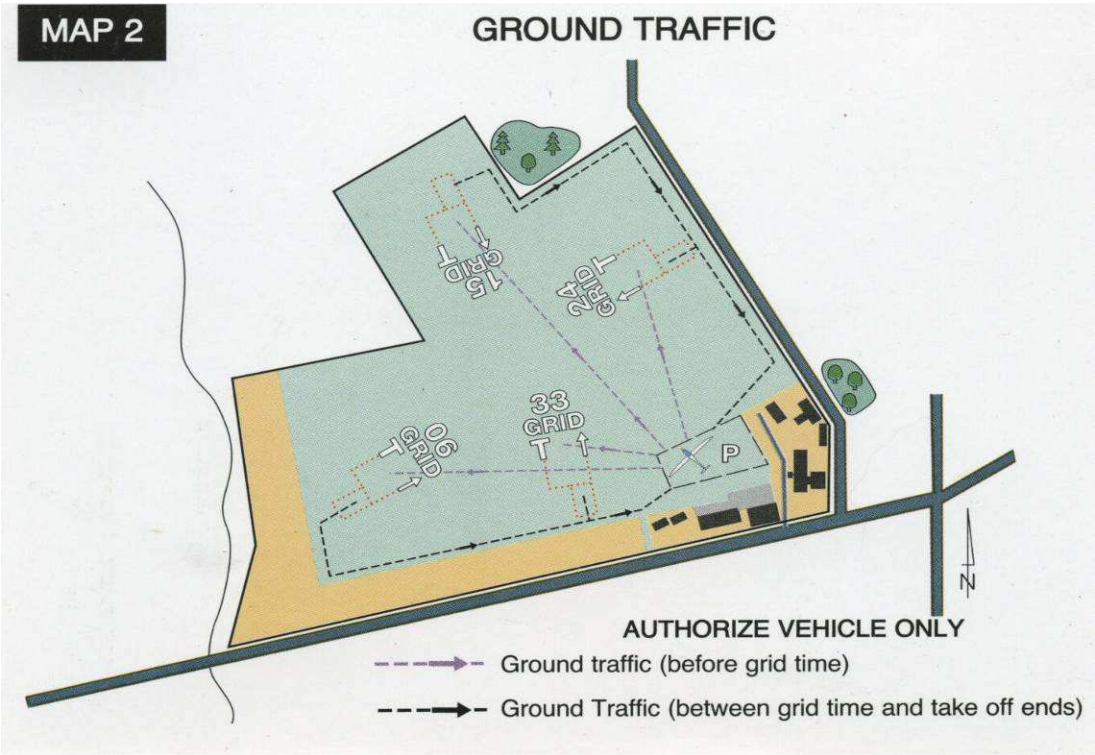
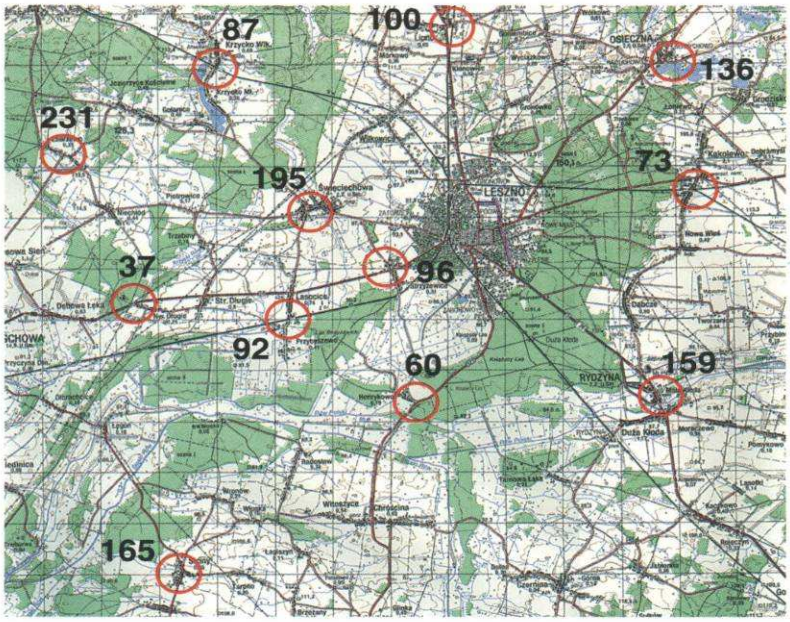
15L
15R
24L
24R
33L
33R
AIRPORT
HANGARS
Leszno
Wschowa


MAP 2
GROUND TRAFFIC
15 GRID T
24 GRID T
33 GRID T
06 GRID T
P
N
AUTHORIZE VEHICLE ONLY
Ground traffic (before grid time)
Ground Traffic (between grid time and take off ends)

DEPARTURE POINTS



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136

OSIECZNA
SCHOOL

LAT: N 51° 54, 33'
LONG: E 16° 41, 00'

Nº	NAME	OBJECT	LATITUDE N	LONGITUDE E	ELEVATION metres / feet AMSL
221	WILKÓW	ROAD CROSS	51° 41, 77'	16° 12, 18'	089 / 292
222	WIŃSKO	SCHOOL	51° 28, 18'	16° 36, 56'	138 / 453
223	WŁOSZCZOWA	RAIL STATION	50° 50, 26'	20° 00, 89'	255 / 837
224	WOŁÓW	RAIL STATION	51° 20, 01'	16° 38, 03'	110 / 361
225	WRONKI	ROAD BRIDGE (O/WARTA RIV.)	52° 42, 70'	16° 22, 77'	050 / 164
226	WRZEŚNIA	RAIL BRIDGE (O/WRZEŚNICA RIV.)	52° 20, 42'	17° 32, 45'	099 / 325
227	WSCHOWA	ROAD VIADUCT (O/RAIL)	51° 47, 62'	16° 18, 87'	110 / 361
228	WYMIARKI	ROAD Y JUNCTION	51° 30, 84'	15° 05, 34'	140 / 459
229	ZAGORÓW	SQUARE	52° 10, 10'	17° 54, 13'	080 / 262
230	ZANIEMYŚL	STADIUM	52° 09, 68'	17° 09, 61'	095 / 312
231	ZBARZEWO	ROAD T JUNCTION	51° 52, 52'	16° 22, 45'	115 / 377
232	ZBĄSZYŃ	RAIL STATION	52° 15, 60'	15° 53, 67'	077 / 253
233	ZBIERSK	ROAD CROSS	51° 57, 17'	18° 07, 97'	125 / 410
234	ZEBRZYDOWA	RAIL BRIDGE (O/KWISA RIV.)	51° 15, 23'	15° 24, 73'	185 / 607
235	ZGORZELEC	ROAD CROSS	51° 09, 24'	15° 01, 73'	220 / 722
236	ZŁOCZEW	CHURCH	51° 24, 95'	18° 36, 31'	180 / 591
237	ZŁOTORYJA	RAIL - ROAD CROSS	51° 07, 73'	15° 54, 64'	250 / 820
238	ZŁOTÓW	CASTLE	53° 22, 05'	17° 01, 78'	120 / 394

HOTEL

Restauracja

WELCOME TO LESZNO

EMC 2008

CIMA Financial Report & Budget

Annex 14

	Budget 2007 CHF	Draft 2006 CHF	2005 CHF	2004 CHF	Actual 2003 CHF	2002 CHF	2001 CHF
Income							
Sanction fee	7,000	7,375	9,602	8,472	7,754	3,614	4,999
Protest fee	232	398		533	243	218	259
Colibri sales				748			
Total Income	7,232	7,773	9,602	9,753	7,997	3,832	5,258
Expenditure							
Medals	2,240	2,080	2,080	2,080	2,125	2,080	1,440
Rebate 36 x CHF235				8,460			
Colibris				2,760			
Ann Welch Diploma		500					
Expenses	3,500	2,863	2,874	3,465	6,556	392	
Total Expenditure	5,740	5,443	4,954	16,765	8,681	2,472	1,440
Net Income	1,492	2,330	4,648	(7,012)	(684)	1,360	3,818
Brought forward	20,427	18,097	13,449	20,461	21,145	19,785	15,967
Carried forward	21,919	20,427	18,097	13,449	20,461	21,145	19,785
Cash held by FAI		27,934	29,431	21,908	20,461	21,145	14,785
Receipts due							
Sanction fee		(167)					5,000
Protest fee		398					
Payments yet to be made							
Rebate 21 x CHF235		(4,935)	(8,460)	(8,460)			
Expenses		(2,636)	(2,874)				
EMC2006P refund		(167)					
Net Assets		20,427	18,097	13,448	20,461	21,145	19,785