

Records and Classes Working Group Report

CASI Meeting, October 24, 2017, Lausanne

The Records and Classes Working Group was tasked with identifying the overlap that exists between the various sections of the sporting code and then making a recommendation to CASI on how best to eliminate those areas of overlap.

During the review of all the sections of the Sporting Code where it is believed that overlap exists, a spreadsheet was used to illustrate existing areas of overlap in record classes and definitions. The version of the spreadsheet distributed at the CASI meeting in Wroclaw was subsequently updated with several modifications and the latest version is included in the CASI meeting agenda for the meeting in Lausanne. While the spreadsheet shows several areas where overlap currently exists (and is confirmed through records set in different classes with a single aircraft), it can be argued that other areas of overlap shown on the spreadsheet are not very likely to occur.

As a result of the findings, one member of the working group, the President of the Microlight and Paramotor Commission (CIMA), has said that he will address the areas of overlap during the next CIMA plenary meeting and will ask the Section 10 Subcommittee to amend the Sporting Code accordingly. Also, as a result of the working group discussions, ambiguity in paragraph 7.7 of the General Section was noted and changes to that paragraph are being proposed in a separate annex. If approved, those changes to paragraph 7.7 will eliminate some overlap that is occurring now with records.

While it would be possible to ask the Air Sport Commissions to follow CIMA's lead and make amendments to their respective Sporting Codes, or to add more restrictions to the General Section, there is a more fundamental issue that should first be addressed: the authority granted to the commissions by the General Conference. Those specific duties and powers of the Air Sport Commissions are detailed in the FAI Statutes, "Chapter 5—Commissions and Other Bodies," and are reprinted here as follows:

5.2.3.3.7.1. FAI BALLOONING COMMISSION

All matters relating to balloons and airships.

5.2.3.3.7.2. FAI GENERAL AVIATION COMMISSION

Matters relating to general aviation (except rotorcraft).

5.2.3.3.7.3. FAI GLIDING COMMISSION

All matters (except aerobatic competition) relating to gliding.

5.2.3.3.7.4. FAI ROTORCRAFT COMMISSION

All matters relating to rotary wing aircraft.

5.2.3.3.7.5. FAI PARACHUTING COMMISSION

All matters relating to parachuting.

5.2.3.3.7.6. FAI AEROMODELLING COMMISSION

All matters relating to flying aeromodels and spacemodels.

5.2.3.3.7.7. FAI AEROBATICS COMMISSION

All matters relating to aerobatics, including aerobatic competition for gliders.

5.2.3.3.7.8. FAI ASTRONAUTIC RECORDS COMMISSION

All matters pertaining to space and aerospace records.

5.2.3.3.7.9. FAI HANG GLIDING AND PARAGLIDING COMMISSION

All matters relating to hang gliding and paragliding.

5.2.3.3.7.10. FAI MICROLIGHT AND PARAMOTOR COMMISSION

All matters relating to microlight and paramotor aircraft.

5.2.3.3.7.11. FAI AMATEUR BUILT AND EXPERIMENTAL AIRCRAFT COMMISSION

Matters relating to amateur and home built experimental aircraft, and the restoration of vintage aircraft.

Much of the overlap that exists in records and classes in the Sporting Codes can be traced back to duties and powers of the commissions. While it is understandable that broadly-defined duties and powers might help foster the development of air sports within a commission, those same broadly-defined duties and powers have attributed to the records and classes overlap.

For example, making a cursory comparison of the duties and powers listed above to the content found in the respective Sporting Codes, the following observations and questions can be raised:

General Aviation Commission (GAC)

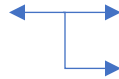
GAC is tasked with “matters relating to general aviation (except rotorcraft).”

While FAI does not define the term “general aviation,” Wikipedia defines it as follows:

“General aviation (GA) is the term for all civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire. General aviation flights range from gliders and powered parachutes to corporate business jet flights.”

Certainly, the popular definition of General Aviation far exceeds the scope of GAC’s work, and in fact would infringe on other Air Sport Commissions. Perhaps it would be more appropriate if GAC were tasked with “matters relating to powered airplanes?”

Microlight and Paramotor Commission (CIMA)



General Aviation Commission (GAC)

Rotorcraft Commission (CIG)

CIMA is tasked with “All matters relating to microlight and paramotor aircraft.” For the ease of this discussion, CIMA defines a microlight as:

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 [in all cases] less than 495 kg.

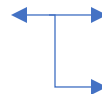
Wikipedia defines a microlight as a:

“... lightweight, 1- or 2-seat fixed-wing aircraft.”

The more obvious conflicts here are with GAC Classes C-1, C-2, and C-3 (Landplanes, Seaplanes, and Amphibians), in the two lowest weight subclasses, a and a/o; and the Rotorcraft Commission’s Class E-3 (Autogyros), in its lowest weight subclass a.

Adopting the Wikipedia definition of microlight would solve the overlap with CIG, but the overlap with GAC would still need to be addressed.

Amateur Built and Experimental Aircraft Commission (CIACA)



General Aviation Commission (GAC)

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CIACA is tasked with “Matters relating to amateur and home built experimental aircraft, and the restoration of vintage aircraft.”

When looking at records that have been set previously, the most obvious overlap that exists here is with GAC. Both Commissions maintain classes that allow Solar Powered airplanes to set records. However, one cannot overlook the overlap in authority that exists between CIACA and nearly every other commission whose competitors are flying home built experimental aircraft.

Some of the current records and classes overlap can be directly attributed to Commissions that have expanded their work to include segments of aviation deemed to be “underserved” by other Commissions. Again, this has led to more overlap which could have been avoided if those commissions had had better defined duties and powers.

As chair of the working group, I recommend that the Executive Board work with the various commissions on re-defining their duties and powers and proposing changes to the FAI Statutes. After the necessary Statute changes are in place, then perhaps the focus can be turned back to eliminating the overlap in the various sections of the sporting code that the working group has identified in the spreadsheet.