



S10 Editor's report **Proposed Section 10 amendments 2020**

S10 Editor
Barney TOWNSEND (GBR)

S10 Committee
Rob HUGHES (GBR)
Petr JONAS (CZE)
Nayot KURUKITKOSON (THA)
Aref AL-SHAMMARI (KSA).

19/11/2020

S10 Editor's report, November 2019

Notes:

- A few minor editorial changes / updates to S10 have been made during the year as delegates have pointed them out. These are of a grammatical or punctuation nature and do not affect the meaning or implication of the text. Where they have been made will be indicated within the 2021 publication of S.10
- 4 S10 amendment proposals were received this year, either through the CIMA WIKI or directly to S10 Editor by email.
- Proposals in this document have been reordered from those uploaded to the CIMA Wiki; they are presented here in order of their occurrence in S10.
- Competition Directors must use the model local regulations and model task catalogue unless changes are approved by CIMA. This ensures a satisfactory standard of task setting and avoids numerous problems. Any changes to the model LR and TC must be clearly indicated when presenting the documents to CIMA.
- The voting guide for Sub-Committee Chairmen has been included in this report to help the Microlight and Paramotor Sub-Committee Chairmen.
- Sub-Committee Chairmen; please fill out the enclosed voting sheet



Sub-committee voting guide

For sub-committee Chairs

1. Votes must follow FAI rules

Paramotor and Microlight sub-committees shall vote on S10 proposed amendments, according to a decision taken during the CIMA 2013 plenary. These votes therefore have to be conducted according to FAI statutes and by-laws.

2. Votes are limited to S10 amendments

Votes are limited to S10 proposed amendments according to the list provided by the S10 Editor. Any new items must receive 2/3 majority support before being discussed. Any issue affecting CIMA in general must be raised during a plenary session and be voted on accordingly.

3. Eligible votes only

Only those who are eligible to vote will have their votes counted. SC Chairmen must ensure that only valid votes are counted. These will include (for example):

- NAC Delegates
- NAC Alternate Delegates if the Delegate is not present
- NAC Voting Representatives if neither the Delegate nor the Alternate is present.
- Proxies, if they have been accepted by the FAI office.

The FAI representative can confirm who is eligible and will provide country panels which should be distributed to eligible voters.

4. Record all decisions

All votes (and any amendments or other relevant comments) must be recorded. The SC Chairmen should ask someone to act as a meeting secretary and take Minutes. Any votes not recorded in Minutes are not valid. These Minutes shall be published and distributed to CIMA Delegates before the start of the Plenary sessions.

The Minutes can be short - just a list of the votes. Any further amendments or clarifications should be included in the Minutes. The Minutes should be sent out via the CIMA email lists as soon as the meetings have finished.

Barney Townsend
November 2020

Proposal 1

Proposal from

Gustavo Albrecht (BRAZIL)

Proposal title

02- Continental Records

Existing text

CHAPTER 3, Records

RECORDS CLASS R.

New text

CHAPTER 3, Records

WORLD AND CONTINENTAL RECORDS CLASS R.

Reason

On the CODE in CHAPTER 4, is registered the possibility of World and Continental Championships, however in the CHAPTER 3, there is no possibility of claiming registration of Continental Records, so we understand that exist a gap that deserves to be clarified. We are looking forward of having our proposal approved and, if possible, included in the CODE version of 2021.

Proposal 2

Proposal from

Richard Meredith-Hardy, CIMA President of Honour

Proposal title

Delete Normalization of Time in Championship Records

Existing text

S.10 3.17.5

If the value of the championship record is an elapsed time normalized to ISA sea level conditions then the

elapsed time flown shall be normalized according to the following formula:

Elapsed time normalized to ISA sea level conditions, in seconds = $T1 / (0.5331359 * (P1 / (t1 + 273))^{(1/2)})$

Where

T1 = Actual pilot performance in seconds.

P1 = Ambient pressure in mb.

t1 = Ambient temperature in degrees Celsius.

3.17.6 Elapsed times (after normalization, if required), if less than five minutes shall be rounded down to the nearest 0.01 second, otherwise to the nearest second. Distances shall be rounded down to the nearest 0.01 Km. A new championship record must simply exceed the previous record.

New text

S.10 1.3.1

3.17.5 ~~delete whole provision~~

3.17.6 Elapsed times ~~after normalization, if required,~~ if less than five minutes shall be rounded down to the nearest 0.01 second, otherwise to the nearest second. Distances shall be rounded down to the nearest 0.01 Km. A new championship record must simply exceed the previous record.

If approved, renumber 3.17.6 and following provisions under 3.17

Reason

When we had championship records like Clover Leaf Slalom where times were very short (a minute or less), the margin inevitably got smaller the faster people went, you could beat a record by 1/10th of a sec, and they were all flown in an environment with a known temperature and pressure, it was easy, and important, to make a performance directly comparable to performances at other championships by normalizing the elapsed times.

Today, CIMA defines only one championship record to which S10 3.17.5 could apply, S10 3.17.8.2 Endurance with Limited Fuel. In this type of record, better is longer (not shorter, like with the slaloms), and the elapsed time is likely to be quite long; 30 min or more.

Even if S10 3.17.8.2 did say the performance must be normalized, which it doesn't, then given that the pilot is positively looking for external sources of energy to extend the performance eg thermal or hill lift, and will likely be at considerable height variations (= temp & press) during the flight, the actual temp & press on the ground at the championship site is of very little significance to a performance.

In the interests of simplification this provision can safely be deleted as no longer required in S10.

Proposal 3

Proposal from

Jana Bobková (CZE)

Proposal title

Equipment and safety for the Paramotor Slalom Championships

Existing text

S.10 Annex 7: Model Local Regulations and Task Catalogue for Paramotor Slalom Championships

2. Equipment and Safety

2.9. Organisers shall provide shall provide adequate water rescue service and reliable rafts or pontoons to hold pylons securely.

New text

S.10 Annex 7: Model Local Regulations and Task Catalogue for Paramotor Slalom Championships

2. Equipment and Safety

2.9. Organisers ~~shall provide~~ **are required to secure** shall provide adequate water rescue service and reliable rafts or pontoons to hold pylons securely **for FAI championships of any category.**

Reason

Proposal 4

Proposal from

Jana Bobková (CZE)

Proposal title

Equipment and safety for the Paramotor Slalom Championships

Existing text

S.10 Annex 7: Model Local Regulations and Task Catalogue for Paramotor Slalom Championships

5. General Regulations

5.5 Circuit: all circuits are designed on a grid of 80m with 1, 2, 3, 4 or 5 inflatable pylons 10 or 12m height.

New text

S.10 Annex 7: Model Local Regulations and Task Catalogue for Paramotor Slalom Championships

5. General Regulations

5.5 Circuit: all circuits are designed on a grid of 80m 100m with 1, 2, 3, 4 or 5 inflatable pylons 10 or 12m height.

Reason

It is important to sort out the weight differences of the pilots flying in between the pylons also due to the safety reasons.