



*Fédération
Aéronautique
Internationale*

Minutes

of the **Paramotor Subcommittee** meeting
at the Annual Meeting of the
FAI CIMA Commission

Held on
Thursday 22 November 2018
From 0900 to 1700
At
At Millennium Copthorne Hotel
Riyadh (KSA)

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version 1

Minutes

1. Opening & introduction of delegates

Present:

Wojtek DOMANSKI (POL) – chair with proxy for Iceland (ICE)

Barney TOWNSEND (GBR) with proxy for Hungary (HUN)

Nayot KURUKITKOSON (THA) with proxy for China

Aref AL-SHAMMARI (KSA)

Alf NIPE (NOR) with proxy for Sweden

Toon HYLEBOS (BEL)

Didier EYMIN (FRA)

Krzysztof ROMICKI (POL)

Ricardo MACIEL (BRA) with proxy for Italy

13 votes

2. Matters arising – none

3. Future competitions – bids, indications, comments,

Competition calendar is now not synchronized because of lack of countries bidding for championships.

a) 2019 - 7th European Paramotor Championships

2019 should be a European championship but there have been no confirmed bids.

b) 2019 – 4th Asia-Oceania Paramotor Championships. India have submitted a document today with an expression of definite intent but cannot fully commit the bid yet until full approval is granted from their NAC. Presentation will be shown to plenary tomorrow.

c) 2019 – World Paramotor Slalom Championships

Bid from EGYPT; to be held in Luxor, over the Nile. Although technically it should be a continental championship, they bid to host another World championship because there are not enough pilots for a continental African championship.

Dates: 21-30 October 2019 (9 nights)

Luxor is a much more touristic area than Fayoum.

A new scoring system is based on summing up the times from cumulative runs, not positional points.

Organisation team is the same as 2018 championship. FRA note that Joel Amiable and Jose Ortega are not part of FFPLUM as advertised on their credentials in the bid.

A photo of the actual take-off-landing zone would be helpful.

How “powerful” is “powerful” wifi?

Same timing system as in 2018. Noted that pilots and spectators would appreciate a large screen display so that they can see their time from the air and spectators can see from the beach.

Task catalogue new layout of pylons in the stadium – not 5 dice. This might be confusing for pilots. Large number of different tasks will be cut down to more runs on smaller numbers of different task shapes. Track shapes will be published in advance.

Fees €400 include air travel but not the hotel. Last year this was the fee advertised and it went up to €600. Hotel prices not published but it looks like about €100 euro per night. Currently the hotel is showing as fully booked during that period. Therefore costs could run to €2000 per person. Classes: same classes are offered as last year. This reduces the impact of PL1 class which is unbalanced. POL has proposed an amendment to S10 in relation to this and Jose Ortega has agreed to amend it if we vote for the proposal.

Local regulations have rule that touching water with wingtip will be penalized. Noted that touching the water in 2017 was usually a result of pilot error and flying in wind – not as a result of pilots trying to gain advantage. There is a general feeling that penalties for touching the water are unnecessary and opens the gates for misinterpretation by juries when it penalizes pilots anyway in their time if they touch. The important point is that 12 pilots landed in water with no serious injuries.

Discussion of safety issues relating to the 360 degree turn in task catalogue with the wing tip touch:

Vote: to remove the 360 degree turn aspect from the task catalogue:

For 6, Against 7

Proposed amendment:

Change of line

“A pilot does not do the 360 degree turn: his time +8 seconds”

to:

“A pilot does not do the 360 degree turn: maximum score + 4 points “error”

For: 13, against: 0, abstain, 0

Therefore we have a vote to keep the 360 degree turn with an amendment to the scoring but need to vote on whether to include the wing tip touch penalty

Vote: to keep the requirement for the wing tip to touch in the 360 turn

For: 1, against: 12, abstain: 0

Therefore the last two lines of this section are to be removed from the catalogue:

“A pilot does the 360 degree turn without ever approaching the water: his time + 4 seconds”

“A pilot fails to touch the water with his wingtip: his time + 2 seconds”.

Note: POL proposal to change nation scoring system in S.10. If voted for in S.10 then that system should be applied to this championship.

Relay system has been dropped for logistical reasons but subcommittee recognizes that these types of tasks are good for spectators and almost as a separate competition for teams.

We would like the local regulations to define the length from the gate to the first turn, and the last turn back to the gate.

There was some confusion with the flag system – it was confusing. Green to come into the course, White if a problem with the clock. Pilot waiting to come in does not see white flag and comes in ahead of outgoing pilot. The problem is with the holding area and the briefing and should be handled by the organisers, not by CIMA.

Scoring system: qualification to final rounds. Current system of scoring has 3 pilots in the main final scored by the sum of their times. Discussion questioned whether 2 pilots head to head in the main final would be better. Voted on whether to propose a change to the system:
For 1, against 9, Abstain 1.

Ask the organizer to review the rules concerning the penalties for final rounds, taking into considerations that when we add times for two tasks, the penalties should be reflected in seconds not points.

In summary, there are a number of reservations about the Egypt competition after 2018. The alternative is that we have no competition in 2019. We have World Air Games in 2020 and holding these competitions is a good way to gain data on quality of pilots for selection to WAG. Also, sponsored pilots need Cat1 competitions to keep sponsors happy.

We conclude that we will write to express the concerns discussed and request an official response to us. Everybody agreed that we don't want another championship in Fayoum but Luxor should be acceptable

d) 2020 - 4th World Paramotor Slalom Championships ◦ FRANCE
France are definitely planning a bid

e) 2020 - 1st World Paramotor Endurance Championships ◦ ESTONIA
Paap Kolar is definitely planning a bid for this, possibly to take place in Sweden.

f) 2020 - 5th World Air Games ◦ TURKEY
Paramotors will have an opportunity to run a task of a slalom variety, probably Jose Ortega organizing it. We will need to decide on the selection procedure. Krystoff ROMICKI is interested in being competition director.

g) 2021 - World Games ◦ USA, Birmingham, Alabama
Same competition as in Wroclaw in Poland 2017, but it looks as though paramotors have not been included in this.

h) Other...

- 2020 / 21 / 22 - World/Continental Paramotor Slalom Championships
2020 World Paramotor Championships (classic) bid panned by Brazil.
More news will be available from Feb 2019 after the elections when new budgets will be available. Best weather would be June/July/August.
- 2020 / 21 / 22 - World/Continental Paramotor Championships – no news

4. FAI Sporting Code, Section 10 proposals

Paramotor Committee abstained from voting on microlight specific proposals. Our recommendations on those points that relate to us are as follows (with notes on proposed amendments):

	For	Against	Abstain	Notes
5	13	0	0	(a)
6	13	0	0	(b)
8	12	0	1	
9	13	0	0	
10	0	0	13	(c)

- a) Amendment to proposal 5 (2/3 majority vote in favour of further discussion). This proposal was already amended in 2017 with the relevant text already incorporated into the specific task descriptions in A4 rather than in the safety aspects of S.10. Subcommittee voted to shorten this proposal to simply incorporate the final sentence “in tasks with more than one possible active track line, (eg cog wheel navigation with unknown legs), all track lines shall be considered as active) into S10 because that is safety related.

Voted: 13 in favour, 0 against, 0 Abstentions

- b) Amendment to proposal 6 (2/3 majority vote in favour of further discussion).

Subcommittee do not like this proposal as phrased because it applies to paramotors as well and we prefer to retain freedom for a paramotor director to specify. We propose amending final sentences to:

“Take offs **for microlights** shall always be made from the marked deck and failure to take off from the deck shall be penalised. **Take offs for paramotors shall normally be made from the marked deck unless otherwise defined by the director**”

Voted: 13 in favour, 0 against, 0 Abstentions

- c) This is not really a proposal for changes but simply an editorial issue in numbering. We have abstained on the basis that S10 editor does not need plenary approval to amend.

5. World League Cup

Presentation from Wojtek Domanski. Reminder that the world league cup dates run annually from 1st October to 30th September.

Unfortunately there were only 3 eligible events in Egypt, Thailand, Estonia, which does not meet the minimum limits for valid rankings in 2018.

- future evolution: Already there are two WLC valid events lined up for 2019 and so it is anticipated that the cup will be valid

6. Qualification system for 2020 World Air Games.

Two key constraints:

- Pilots represented from possibly many countries
- A threshold of skills required

The most important decision is: do we spread the balance of pilots between as many countries as possible or do we want to select only the best pilots in the world – even if they all come from one country.

Previous system was a balance between these constraints with selection from the WLC rankings with a maximum of pilots per country as well and the inclusion of a minimum number of women.

Given the increasing commonality between PL1 and PF1 classes and the improving skill level of PL1 pilots we need to consider inclusion of PL1 class in the rankings as well.

We need more than 18 pilots in total.

Approximate proportions of current competitors who are eligible are about 10% female, 25% PL1 and 65% PF1 pilots.

Scoring from championships ranking should only be those competition that included slalom tasks, and if other tasks are flown they should be excluded so that only results from slalom tasks make up the rankings.

7. Gear limitations – canopy, lines, etc.

Some pilots raised this issue but did not provide any more precise indications of what they meant by this. A suggestion that canopies are becoming too small and too fast. Should we consider a maximum wing loading per m² limit. This assumes that the area of the wing is measured accurately – the procedure for measurement needs to be defined.

Should we try to regulate now in advance of an accident or should we wait until after an accident happens in order to regulate these things?

This is not just a safety issue, it is also possibly a way of levelling the playing field between heavy and light pilots.

Propose that we request all competition organisers to gather data on wing loading for pilots so that we have data upon which to base future decisions. Need:

- Area of wing measured according to procedure
- Total take off weight with motor empty and including wing

Some pilots have requested to limit the maximum amount of fuel carried in slalom championships

8. Any other business:

- Ann Welch Diploma –

Records set by pilots and ratified this year

Eligible records:

Julien Barbier, PL1, Altitude of 5703m, beating previous record of 5386m (set in 2000) (7 votes)

Andrez Francisco Sanchez Martinez, Distance in a straight line without landing 406.99km, beating previous record of 291.32 (set in 2005) (6 votes)

Committee recommends Julien Barbier for the Ann Welch diploma in paramotors.