



*Fédération  
Aéronautique  
Internationale*

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# Minutes

of the **Paramotor Subcommittee** meeting

at the Annual Meeting of the

**FAI CIMA Commission**

To be held in a **Maison du Sport International (Salle Rouge)**

**on Thursday, February 22<sup>nd</sup>, 2024 at 1300 UTC**

*Maison du Sport International  
Av. de Rhodanie 54  
CH-1007 Lausanne  
(Switzerland)  
Tél. +41 (0)21 345 10 70  
Fax +41 (0)21 345 10 77  
E-mail: [sec@fai.org](mailto:sec@fai.org)  
Web: [www.fai.org](http://www.fai.org)*

# Agenda

## 1. Opening & introduction of delegates

Present:

GBR Barney Townsend (proxy Romania)

Finland - Mika Virolainen

France - Pascal Noirot (Proxy Italy)

Lithuania (Proxy Latvia)

Japan - Ryoya Igarashi (proxy Thailand)

Poland - Krzysztof Romicki (proxy Canada)

Czech Republic - Jana Bobkova (Proxy Netherlands confirmed half way through meeting)

Spain - Martin Carpio

Qatar - Kamil Mankowski + Saeed AlMarri

6 proxies in total

14 votes initially, then 15.

Conflicts of interest:

Krzysztof ROMICKI (POL) is a manufacturer of paramotors

Mika VIROLAINEN (FIN) is a paramotor dealer.

## 2. Matters arising - none

## 3. Future competitions – bids, indications, remarks on LR&TC, ...

**2024**

a) GBR

### **1st FAI World Paramotor Endurance Championships**

Barney Townsend presented an update on progress for the WPEC, and further explained the format and scoring of tasks to delegates, with specific reference to recent changes to the scoring formulae that revoke the normalization of navigation task scores as previously proposed.

A few amendments were proposed and agreed:

1:100k map option to be made available.

No turnpoints within 20km of the airfield to be reused from previous championships

A safety committee to be established to make final decision on task windows with relation to weather.

Maximum deck windspeed limited to 5m/s for trikes

Turnpoint navigation task can be finalized at the end of each day

Confirm penalty for below minimum height

Clarify procedure for team scoring.  
The presentation is available on the CIMA wiki.

The committee voted unanimously to accept the bid (14 votes in favour)

b) POL **Polish Open Endurance Championships**

Championship to take place in Leszno Airfield at the end of May. This will be registered as FAI Cat.2.  
Adam Paska? Directing

c) CZE **Czech Open Paramotor Championships**

Czech Open Paramotor Championship will be classic format and run 408 June at Polepiy Airfield.

**2025**

d) FRA **7th European Paramotor Championships**

Pascal Noirot presented the bid to host the championships. An experienced organization team are leading it, at a large airfield with extensive infrastructure resources, including 2 huge hangars and transport to move paramotors around the site. The airfield will sequentially host a large ballooning event during the first week of August, then the microlight championships, then the paramotor championships. Microlight and paramotor championships will not overlap but there will be conflict during paramotor training days as microlights are leaving so circuit patterns will be carefully controlled. Scoring will be conducted using the French ACOL system.  
The presentation is available on the CIMA wiki.

The committee voted to accept the bid (14 votes in favour, 1 abstention)

4. FAI Sporting Code, Section 10 proposals – Paramotor Committee recommendations  
Proposal 1: CIMA Awards. **14 votes in favour**  
Proposal 2: CIMA Gold Medal. **14 votes in favour**

The above proposal a both voted in favour for the principle, pending further discussion at plenary of precise wording and arrangement.

Proposal 3: Young Pilots Trophy

An amendment to 30 years old for WPSC was proposed but refused and age kept at 26. This meant that no pilots were eligible, when otherwise there would have been 11.

Propose to amend text to 30 not 26 years: **15 votes in favour**

Proposal 4: Format of championship results: **15 votes in favour**

Proposal 5: New S10 Annex 7: **15 votes in favour**

Proposal 6: Wing loading formula

This has resulted from the detailed work and research of the paramotor safety working group who are congratulated on their progress.

**15 votes in favour.**

Proposal 7: **Abstain** as this relates to microlights

## 5. World League Cup: Results, comments

5 eligible championships of 9 potential Cat. 2.

Only PF1 class valid. 79 Pilots from 20 countries participated.

Results:

	Individual	Nations
1	Eissa Al-Hajjaji (QAT)	Qatar
2	Lubos Halama (CZE)	Czech Republic
3	Naif Al-Baloshi (QAT)	Lithuania

Number of competitions and mix of modalities - slalom vs classic, endurance. Mixing up together doesn't not really work for the results.

Hopefully in future a new type of league in future will encourage more people to take part in the league. Cat 2 events need to be encouraged .

Big slalom events like WPSC can be very difficult to organize because of infrastructure expense.

The presentation is available on the CIMA wiki.

## 6. Comments: Last year's FAI Cat.1 competition:

6<sup>th</sup> World Paramotor Slalom Championships, Qatar

Kamil Mankowski reported on the outcome of the championships

A number of countries that were expected, didn't come, which reduced the numbers. There was huge investment in the competition with team, live streaming, infrastructure etc.

11000 visitors to competition website through the period

KTO productions did the live streaming, with Reagan Tetlow commentating.

Extensive research was conducted for the Paramotor Safety committee into the variation between wing sizes and models for wing loading calculations.

The presentation is available on the CIMA wiki.

#### 7. Ann Welch Diploma:

The committee voted to award the Ann Welch Diploma for Microlights to:

Krzysztof Romicki and Dariusz Brzostowicz for Distance in a Straight Line Without Landing – 620.28km

#### 8. AOB: Future of Paramotor Competitions - discussion

Kamil Mankowski presented Dice Flights

This is a new proposal for the future of slalom competitions to create a unified and common system of logging results for a proper world league. This has involved the development of new tools and software.

Serial class - use weight limitation for different classes

Massive data set was gathered on wing profiles from WPSC 6

Standardising equipment requires standardised equipment!

Why are there differences between wings that are nominally exactly the same?

We need to divide the discussion between engines and wings. Wings are easy.

Engines very hard to know how standardised they are or not.

The presentation is available on the CIMA wiki.