



## **S10 Editor's report** **Proposed Section 10 amendments 2024**

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20/02/2024

## **S10 Editor's report, November 2024**

### Notes:

- Due to the shift from a November plenary in 2023, to a February plenary in 2024, the 2023 plenary meeting was held online and no S10 proposals were considered.
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- 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 2024 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 and ALL 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  
February 2024

# Proposal 1

## Proposal from

Rob HUGHES (GBR)

## Proposal title

CIMA Awards:

## Existing text

None

## New text

S10. 2.3 (and subsequent renumbering of rest of section)  
+ relevant FAI By-laws

Options:

**CIMA Gold Medal:** awarded to individuals who have displayed distinguished leadership or eminent service to the sport over an extended period of time.

Or

**CIMA Hall of Fame:** recognises individuals who have advanced the sport at the highest level through their contribution and dedication over an extended period of time for the benefit of Microlighting or paramotoring.

Also: create a list called **CIMA Champions** of all competitors who have won at least 3x gold medals at continental or world CAT1 championships.

## Reason

It is proposed that CIMA creates a general top-level award to recognise individuals who have contributed greatly to the sports of microlighting and paramotoring.

CIMA current awards are:

**Colibri Diploma:** Eligibility. It may be awarded each year to an individual who has made an outstanding contribution to the development of microlight or paramotor aircraft.

**Ann Welch Diploma:** Diplomas may be awarded each year to the pilot or crew of a Microlight or Paramotor who, in the opinion of CIMA, made the most meritorious flight which resulted in a Microlight or Paramotor World record claim ratified in the year in question.

Many other FAI commissions recognise general long service to their sport or commission, or other high achievement. Examples:

CIA (ballooning) Montgolfier - a major contribution to the development of the sport of Ballooning in general.

GAC (General Aviation) Charles Lindbergh - individuals or organisations that have contributed significantly over a period of not less than ten years to the progress and success of General Aviation in either air sport or transportation, or in the work of international bodies concerned with General Aviation

IGC (gliding) Lilienthal - rendered eminent service to the sport of gliding over a significant period of time.

CIG (rotorcraft) Gold - eminent services to the development of rotorcraft over an extended period of time.

ISC (skydiving) – Hall of Fame, <https://skydivingmuseum.org/hall-of-fame>  
- recognizes those individuals who through leadership, innovation and/or outstanding achievements, have defined, promoted, and advanced skydiving at the highest and sustained levels such that they have made it possible for generations of skydivers to enjoy the sport.

CIAM (aeromodelling) Gold – various criteria. Also, Legends – 3x world champion

CIVL (aerobatics) – Leon Biancotto - to individuals or organisations that have contributed significantly to the sport of aerobatics.

ICARE (astronautics) Gold - to have made the greatest achievement in Man's conquest of Space.

CIVL (hang- & paragliding) - for outstanding contributions to sportsmanship or international understanding in the sport of hang-gliding and paragliding.

EnvC (environmental) - to individuals or organisations that have contributed significantly to the defence of and respect for the environment affected by air sports.

Edu (education) - awarded to a person, group of persons or organization to reward distinguished work in the field of aviation and space education

CIMP (medical) - to individuals, groups or organisations that have contributed significantly to flight safety and sport pilot performance in a broad sense.

## **Proposal 2**

### **Proposal from**

Wolfgang LINTL (GER)

### **Proposal title**

CIMA Legends Medal

### **Existing text**

None

### **New text**

S10. 2.3 (and subsequent renumbering of rest of section)  
+ relevant FAI By-laws

#### 2.3 THE CIMA LEGENDS MEDAL

2.3.1 History: This Medal was established in 2024 and first awarded in 2024.

2.3.2 Eligibility: The medal is reserved for those who have, in the past, obtained at least three 3 times the title of FAI World Champion in any microlight or paramotor class.

The World Champion title may be gained in different classes. This medal is for individuals only. Proposals may cover any period of time up to 31st December of the preceding year.

2.3.3 Frequency and Number: No restrictions other than no athlete shall be awarded with this medal more than once.

2.3.4: Nomination and Approval process: Nominations, giving full information about the candidate's achievements up to 31st December of the preceding year, must be submitted on standard forms, available from the FAI Secretariat, and must arrive at the FAI Secretariat by 15th November of each year. In other respects, procedures shall be as described in Chapter 9 of the Statutes.

The award is automatic. A vote from the Plenary will not be required as the nominations will be based on World Championships results.

### **Reason**

So far CIMA has only one specific award - the Ann Welsh-Diploma. Although our pilots are eligible for other general FAI awards these are difficult to achieve. It is a great achievement to win the World Champion title in one of our championship. To win this title three times is a testament to extraordinary ambition, great flying performance, and dedication to our sport. This need to be acknowledged with such a medal.

This significant award aims to acknowledge the exceptional contributions of the most skilled microlight and paramotor pilots. It also seeks to recognize these individuals as icons of their sport for all aspiring pilots, who demonstrate the hard work, dedication, and passion required to achieve greatness in air sports.

## **Proposal 3**

### **Proposal from**

Jiri KRAJKA (CZE)

### **Proposal title**

Young Pilot's Trophy

### **Existing text**

S10 4.3.4

In each Championship class may be established a special sub class for young pilots (crew) no older, than XX years (In two-seater classes both members must be younger than XX years). This subclass may be valid, if more than 3 crews from at least two countries will be registered and will start in the first task. The age will be judged by age at the opening ceremony date.

### **New text**

In each Championship class may be established a special sub class for young pilots (crew) no older, than ~~XX~~ 26 years (In two-seater classes both members must be younger than ~~XX~~ 26 years). This subclass may be valid, if more than 3 crews from at least two countries will be registered and will start in the first task. The age will be judged by age at the opening ceremony date.

### **Reason**

Increase interest and attract young pilots. Unification of the ages with other air sports. IGC etc. under 26 years of age. Having young pilot class up to 26 years of age in our national contests as well.

## **Proposal 4**

### **Proposal from**

Wolfgang LINTL (GER)

### **Proposal title**

Format of championship results for submission to FAI head office

### **Existing text**

None

### **New text**

S.10 Annex 3, Part 4: Official Documents

Format of championship results for submission to FAI head office

- Full name of the competition (as per the official FAI naming policy):

Example:

The XX th FAI World/European Microlight/Paramotor/ Paramotor Slalom/ Paramotor Endurance Championships

- place and official dates of the competition

- subclass

Example: see Sec. 10, Chapter 1.5.1 Organisation of class names.

First character: FAI class

Second character: Type of control system

Third character: Type of landing device

Fourth character: Number of persons

Fifth character: Power source \*

Sixth character: Gender

First character : FAI class	Second character: Type of control system	Third character: Type of landing device	Fourth character: Number of persons	Fifth character*: Power source	Sixth character : Gender
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<b>R</b>	<b>A</b> = Movable aerodynamic control system	<b>L</b> = Landplane	<b>1</b> = Flown solo <b>2</b> = Flown with two persons	<b>E</b> = Electric engine <b>T</b> = Thermal engine	<b>m</b> = Male <b>f</b> = Female
	<b>W</b> = Weight-shift control system	<b>S</b> = Seaplane			
	<b>P</b> = Paraglider control system	<b>M</b> = Amphibian			
	<b>G</b> = Autogyro	<b>F</b> = Foot-launched			

\* Fifth character not necessary as long we have no electric engine

- gender or junior if you have separate gender or ages
- full name and surname of the competitors
- nationality (as the FAI SL)
- ranking in order
- both overall results and task results to be included (they can all be on one page) and nation/team results

It is not an official rule, but signed results are appreciated. That make the results official and final.

- Format may be PDF or Excel

Results must be submitted to FAI Head Office no later than 3 days after closing the event. Send to FAI competitions

**manager Christine Rousson:** [christine@fai.org](mailto:christine@fai.org)

## Reason

To keep an searchable archive of all FAI events and to have a history of CIMA events easy to understand, there is a need of a common format of task and final result of a Cat. 1 event. It is also important for an organiser, to adjust his scoring software accordingly. After consultation with FAI Head office the following format requirements are necessary.

## **Proposal 5**

### **Proposal from**

Wojtek DOMANSKI (POL – CIMA Paramotor Subcommittee)

### **Proposal title**

S10 Annex 7 - Model local regulations and sample task for paramotor slalom championships

### **Existing text**

The actual Section 10 – Microlights and Paramotors, Annex 7  
MODEL LOCAL REGULATIONS AND TASK CATALOGUE FOR  
PARAMOTOR SLALOM CHAMPIONSHIPS, To Take Effect on 01 January 2023  
The actual *Section 10 – Microlights and Paramotors, Annex 7 MODEL LOCAL  
REGULATIONS AND TASK CATALOGUE FOR PARAMOTOR SLALOM  
CHAMPIONSHIPS, To Take Effect on 01 January 2023*

### **New text**

The 6th FAI World Paramotor Slalom Championships 2024 Local Regulations as a draft for adaptation by the S10 sub-committee to a new S10 Annex 7 - Model local regulations and sample task for paramotor slalom championships

### **Reason**

The current *S10 Annex 7 - Model local regulations and sample task for paramotor slalom championships* were created in 2013 upon an elementary set of rules for the 1st World Paramotor Slalom Championship in Aspres sur Buech in France.

Since then, a few amendments have been added to the document, but it never went through more deep revision. The sport has developed, and some new rules not included in the document are often applied. The most profound of them are caused by moving slaloms from over-the-ground stadiums to the ones on the water. This has an impact on safety regulations, as well as on a scoring system.

The present document is condensed but thus needs more points and phrases, which LOCs add later. The model local regulations has become less model now.

In preparation for the 6th World Paramotor Slalom Championship in Doha (a high-budget event), the Quatrain Local Organising Committee has put a significant amount of effort into creating an exhaustive and well-organized local regulation that covers all the topics necessary to hold CIMA World Paramotor Slalom Championships's up to the state of the art of the discipline.

In light of the circumstances mentioned above, the Paramotor Subcommittee suggests using the result of the Quatrain Local Organising Committee work as a draft for the new S10 Annex 7 – Model local regulations and sample task for paramotor slalom championships.

The adaptation should assume the following:

- anonymisation of the document

- removal of special provisions relating only to the 6th WPSC
- correction of possible faults discovered during the 6th WPSC
- formatting to the usual CIMA/FAI document format.

The job can be done by the Section 10 sub-committee in co-operation with the Paramotor Subcommittee upon the authorisation of the plenary and CIMA bureau.

## **Proposal 6**

### **Proposal from**

Wojtek DOMANSKI (POL – CIMA Paramotor Subcommittee)

### **Proposal title**

Paraglider maximum load limit

### **Existing text**

#### **S.10 Annex 7: 11.3. PARAMOTOR AND ASSOCIATED EQUIPMENT**

Paramotor and equipment provided by the competitor must be of a performance and standard suitable for the event.

Every pilot upon registration will be subjected to control of the total weight in flight. Total weight is counted with all equipment ready to fly (pilot, paramotor, protections, paraglider, fuel, clothing). Pilots who exceed the limit of the paraglider certificate will not be permitted to fly.

During competition there will be technical controls performed on pilots selected by draw.

### **New text**

#### **11.3. PARAMOTOR AND ASSOCIATED EQUIPMENT**

Paramotor and equipment provided by the competitor must be of a performance and standards suitable for the event.

Maximum wing load in paramotor slalom tasks is related to the wing area and is given with the following formula:

$$\text{MaxLoad} = \text{WingArea} \times 10 \text{ kg/m}^2 - 20 \text{ kg}$$

Examples of maximum load for a few typical wing sizes are given in the table below:

WingArea	m2	13	13.5	14	15	16	18	20	24
Load limit	kg	110	115	120	130	140	160	180	220

Upon registration, every pilot will be subjected to control of the total weight in flight. Total weight is counted with all equipment ready to fly (pilot, paramotor, protection, paraglider, fuel, clothing). Pilots who exceed the limit of the paraglider certificate **or the maximum load calculated upon the wing area measured**, will not be permitted to fly.

During competition, there will be technical controls performed on pilots selected by draw.

### **Reason**

For ten years of Paramotor Slaloms as CIMA/FAI official discipline, the constant progress of flying equipment has been observed. Pilots improve their skills and seek more performance.

More powerful engines are getting heavier but still powerful enough to keep the flight level on a tiny wing. More weighty pilots can reach speeds exceeding 100 km/h.

In the search for more performance, pilots happen to overstep the bounds of common sense and choose such tiny wings that they cannot traverse the slalom course smoothly. This leads to chaotic handling and sometimes ends in a spectacular splash into the water.

Another, even more critical, negative effect of wing area reduction is the take-off procedure. The airborne speed of a tiny paraglider becomes so high that the launch requires perfect skills and long runway-ups. In the emotions of the competition, making mistakes is easy, and even if a stadium is over the water, take-off decks are on solid ground.

The discussion about setting the maximum load limit for wings has been led for many years. The idea seems obvious, although the subject is sensitive. A solution that is too restrictive might cause heavier pilots to be unable to compete.

In 2023, a group of paraglider manufacturers (Dudek, Flow, Niviuk and Ozone) voluntarily, and each one independently, declared to set the maximum load for wings used in slaloms at the value given by the formula:

$$\text{MaxLoad} = \text{WingArea} \times 10 \text{ kg/m}^2 - 20 \text{ kg}$$

The formula has been conceived based on the experience gathered during several dozen slalom competitions and trainings. It yields load restriction at the level above, which causes the flight control to become too nervous to be smooth, still allowing loads above 8 kg/m<sup>2</sup>, which dynamically flying pilots like.

It also addresses the objections of heavier pilots by increasing the maximum load per square meter for the larger wing sizes. Here are a couple of examples:

WingArea	m2	13	13.5	14	14.5	15	16	17	18	19	20	22	24
Load limit	kg	110	115	120	125	130	140	150	160	170	180	200	220

The self-imposed by paraglider manufacturers limits, in combination with the existing FAI sporting code:

*Section 10 4.17.4:*

*An aircraft shall fly throughout the championships as a single structural entity using the same set of components used on the first day. However, propellers or in the case of paramotors also carburettor jets may be changed (before a task) to enhance performance providing that the weight limit of the aircraft is not exceeded, and that the certificate of airworthiness is not prejudiced.*

provides event organisers with a tool to limit unsafe flying, however, only on paragliders, with load limits set reasonably.

This proposal aims to include described load limits as a part of S10 Annex 7, so the limits will become effective for pilots participating in all sanctioned by CIMA/FAI Paramotor Slalom Championships, regardless of the paraglider brand.

When the amendment is voted on, the solution has already been tested at the 6th World Paramotor Slalom Championships in Qatar. Based on this experience, delegates can confirm its effectiveness and decide to include the proposal.

## **Proposal 7**

### **Proposal from**

New Format Working Group (Chairman - Yago Osset)

### **Proposal title**

S.10 Annex 8:  
New competition format: AirSport Challenge

### **Existing text**

None

### **New text**

Proposed new Annex 8 to S.10. document available at:  
[http://wiki.fai.org/download/attachments/44204213/RULES+\\_TASK+CATALOGUE+AIRSPORT+CHALLENGE+.pdf](http://wiki.fai.org/download/attachments/44204213/RULES+_TASK+CATALOGUE+AIRSPORT+CHALLENGE+.pdf)

### **Reason**

A need to create a new competition format has been identified since in the last 10 years there's a decrease of new competitors mainly in microlights, but also in paramotors. ANR is a good point of start as we experienced this new competition has been very popular in many countries because of its simple understanding, easy competition organisation, and still very challenging for competitors, but mainly it gives the possibility watch it in real time with internet connection. After 5 years and 2 ANR world championships (2017 and 2019), some NACs have implemented annually their ANR championships increasing experience, including TV broadcasting events with national channels, promoted by both GAC or microlight commissions.

New format Working Group has developed and discussed how this new format should after gathering up all this experience.

Proposal of new rules competition text.

Proposal of optionally include both GAC and Microlight aircraft.

Proposal of initially financing from FAI and NACs AirSports Software as it is key factor for promoting this new competition. This economic help should lead the project to self sustainability state final point in 3 to 4 years.

Proposal of sending bids for ASC CAT 1 or 2 events for 2025

New format Working Group has developed and discussed how this new format should after gathering up all this experience.

New competition has been named AirSport Challenge. We had 2023 to test this rules text implementing at national level. We organised national championships to get experience and made a debriefing at the end of the year to make final changes. Results are definitely high valued in terms of audience achieved and economic results. It is proven that this sport model may convert content into a good product to be consumed by aviation enthusiasts, both the on-

site viewer and the television or social network viewer. Good examples have been Spain and Norway during their national ASC competitions in 2023.

Basically rules are oriented around BROADCASTING. This is the main goal, a new competition that suits the broadcasting format, giving spectator the experience of following in real time the competition with commentators and a broadcasting production to gain as much audience as possible. To comply with this goal competition should be dynamic enough to give a fun experience, short enough to not boring spectator, good communicators as commentators to catch spectator's attention during 2 hours. WG also kept the premise of adapting the rules text to technology available, not the opposite. This guarantees technology affordability and keeping low development extra expenses.

Proposal of optionally include both GAC and Microlight aircraft. Right now it is very difficult for most of the countries to categorise microlights under the same and unique specification. In the USA it is used LSA definition, and amateur construction aircraft may not be under microlight categorisation but complying at the same time with the technical definition. These are some examples of how difficult is today creating differentiation. In the WG we suggest to give the option of including GAC and CIMA aircraft to allow them participate within the new competition. For this GAC and CIMA boards should agree this possibility.

Proposal of initially financing from FAI and NACs AirSports Software as it is key factor for promoting this new competition. This economic help should lead the project to self sustainability state final point in 3 to 4 years. It is crucial at least the first 3 years or 4 that CIMA and also GAC help economically funding AirSports Software until new competition gets enough income to cover costs.

Proposal of sending bids for ASC CAT 1 or 2 events for 2025: WG sees urgent to give possibility to organise as soon as possible CAT 1 and 2 events to gain branding and audience as soon as possible.

As result of all WG work we suggest to create a permanent sub-commission to deal with ASC issues, as well as having a unique world wide website ([www.airsportchallenge.com](http://www.airsportchallenge.com) has already been reserved). This sub-commission should have enough dynamism and low level decision power to guarantee sport needs. Talking about economic exploitation we need to find a world wide route map for promoting ASC. USA should be a key country to be attracted in ASC expansion strategy as gives a perfect market to be consumed. Business sport exploitation company should be found to find this self sustainability in the medium term having an agreement signed with FAI, like F1 and FIA do.