

FEDERATION AERONAUTIQUE INTERNATIONALE

COMMISSION INTERNATIONALE DE MICRO-AVIATION (C. I. M. A)
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INTERNATIONAL MICROLIGHT COMMITTEE (C.I.M.A.)
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Meeting to be held at F.A.I. Headquarters on Tuesday

17th November 1981, at 9 h 30

A G E N D A
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1. INTRODUCTION OF AND WELCOME TO DELEGATES.
2. STRUCTURE OF F.A.I., THE SPORTING CODE AND STATUS OF C.I.M.A.
3. DEFINITION OF A MICROLIGHT ; USE OF TERMS "MICROLIGHT" AND "ULTRALIGHT".
4. REVIEW OF MICROLIGHT ACTIVITIES IN DELEGATES' COUNTRIES
(Delegates are asked to come with information about legislative and other regulatory matters in their countries).
5. FUTURE WORK OF C.I.M.A.
Preliminary discussions on possible :
 - F.A.I. Pilot Proficiency Badges ;
 - Competitions ;
 - Records ;
 - Other matters.
6. F.A.I. ELECTION PROCEDURE
Future C.I.M.A. elections.
7. ANY OTHER BUSINESS
8. DATE AND PLACE OF NEXT MEETING

FEDERATION AERONAUTIQUE INTERNATIONALE
INTERNATIONAL MICROLIGHT COMMITTEE (C.I.M.A.)
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MEETING AT 6 RUE GALILEE, PARIS, ON TUESDAY 17th NOVEMBER 1981

M I N U T E S
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In the Chair : Mrs. Ann WELCH, President (UNITED KINGDOM)

BELGIUM	Mr. PARIDAENS Mr. P. MEZZAPESA
CANADA	Captain Ron DENNIS
FRANCE	Mr. Alain DREYER Mr. Paul BOURLANGES
GERMANY (FEDERAL REPUBLIC OF)	Mr. F. FRIEDEL
IRELAND	Mr. Tom HUDSON
JAPAN	Mr. Asahi MIYAHARA
LUXEMBURG	Mr. LEESCH
NETHERLANDS	Mr. Ron BROERE Mr. J. TIMMER
NORWAY	Mr. Odd H. JOHNSEN
SOUTH AFRICA	Mr. Noël OTTEN
SPAIN	Mr. Eduardo CASTELLANOS
SWITZERLAND	Mr. J.P. FREIBURGHaus Mr. Gion BEZZOLA
UNITED KINGDOM	Mr. Steve HUNT Mr. Nick REGAN
UNITED STATES OF AMERICA	Mr. Paul H. POBEREZNy

F.A.I. : Mr. Bertrand LARCHER, Director General
Mr. W.P. WELSH, Technical Counsellor

1. The President welcomed delegates to their first formal meeting of C.I.M.A., and reported that the committee had been approved by the recent General Conference in Japan.
2. The structure of F.A.I. was explained, with respect to the relationship between CIMA, CASI, the Council and General Conference. Copies of the Bulletin and the General Section were handed out.
3. The definition of a microlight and the use of the term ultralight was discussed. The F.A.I. definition had been approved at the General Conference and provided for a light, slow aircraft of low kinetic energy, which had plenty of wing, as it was only with a basically simple and safe aircraft that any freedom from regulations could be obtained (The F.A.I. definition is:

A one or 2 seat aeroplane having a dry (empty) weight not exceeding 150 kg, and a wing area in square metres of not less than $w/10$ and in no case less than 10 m^2).

The President said that it was hoped that as many governments as possible would accept the definition as if many different definitions existed this could lead to confusion. If a government wished to make modification it was better to add a limitation of use (such as fuel capacity) rather than alter the basic definition.

After considerable discussion there was general agreement that civil aviation authorities should be requested to accept the F.A.I. definition

4. Delegates reported on negotiations with authorities in their countries. These ranged from specific requirements on stall speed and noise levels to delegation of responsibility to the NAC. The F.A.I. definition had not been accepted entirely in many cases, though many authorities accepted a weight of around 100 kg. There was agreement on the need for common standards for pilot competence to try to avoid the imposition of licences.

5. Proposals for microlight operations

After full discussion on what recommendation should be made for microlight flying which could be used by NACs as F.A.I. proposals, the following was agreed:

- i) If registration of microlight aircraft was required it should be implemented in the simplest possible way consistent with making the aircraft identifiable only and looked after, preferably, by the NAC. The letters or numbers should be on the fuselage only as wings could be changed or flown as hang gliders.
- ii) The pilot should pass written exams on air law, map reading and elementary navigation and met, and should receive evidence of 'proof of knowledge'. These examinations could be looked after by NACs.
- iii) No medical examination should be required, a simple Declaration of Fitness signed by the pilot should be enough.

iv) First Level of Achievement

It was agreed that F.A.I. should produce a basic standard at a level which authorities could accept instead of imposing a licence. This should be called the F.A.I. Microlight Pilot Certificate (Bronze Badge), and would require the pilot to

- a) have 20 hrs on microlights including a minimum of 50 logged flights
- b) carry out 3 observed precision landings in a 20 m square.
- c) carry out 1 landing from 1000 ft (300 m) with the throttle fully closed. The landing to be made in a 40 m square.
- d) Two 75 km triangular cross country flights, one with a designated outlanding at some point along the route. Tasks b, c and d to be flown in this order.

The proposals for the MPC were accepted unanimously. It was agreed that F.A.I. should later set up higher standard certificates, and a sub-committee composed of Ron Dennis, Paul Poberezny and Steve Hunt would prepare proposals for the next meeting. They would also propose designs for the Badge.

v) Competitions

Discussion included the need for competitions to help microlights develop well, and the undesirability of pylon and similar races at present. It was agreed that during 1982 delegates would endeavour to organise competitions in their countries. These could include precision flying, navigation and/or soaring with a limited amount of fuel. In 1983 the aim should be to have an international competition based on the experience gained in 1982.

Tom Hudson would act as competition co-ordinator, collecting information in 1982 and reporting to the next meeting of C.I.M.A.

vi) Records

The category C1A-0 for aircraft under 300 kg AUW was available for use, but some records were not suitable for microlights. It was agreed to accept records for distance in a straight line and around a closed circuit, altitude, and time to climb to 3000 and 6000 m. Other records could be added later but were not necessary at this time. There would be no records for 2-seaters nor a separate category for women's records.

- vii) It was proposed and accepted that Mr. Paridaens of Belgium would act as co-ordinator on legislation problems. Delegates should send him reports on progress and problems dealing with civil aviation authorities and he would circulate this information at suitable intervals.

6. Election Procedure

This was explained and the President proposed that the first election for President, Vice-Presidents and Secretary should take

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place at the next meeting when delegates know each other better. This was agreed. The President also said that she would not stand for election as it was important that the Committee was run by people actively engaged in microlight flying.

7. No A.O.B.

8. Date of next meeting 14h00 20-21 September 1982 Paris.

The President thanked delegates for their hard and excellent work and the meeting closed at 16h15.

AW/ES

18/11/1981