



FAI MICROLIGHT COMMISSION (CIMA)

**Meeting to be held at the Bremen Airport Conference Room in
Bremen, Germany on 8 & 9 November 2002**

A G E N D A

1. **APOLOGIES FOR ABSENCE**
2. **DELEGATE INTRODUCTIONS AND REPORTS**
A representative from each delegation will introduce the country's delegation and present a brief synopsis of microlighting activity in their respective country over the past year. Each delegation will submit a written report of this activity to the secretary for distribution with the minutes.
3. **MINUTES OF THE LAST CIMA MEETING**
4. **REPORT FROM THE FAI GENERAL SECRETARY**
Mr. Max Bishop, FAI General Secretary, will provide an update on FAI activities.
5. **REPORT OF THE CIMA PRESIDENT**
Mr. Tormod Veiby, CIMA President, will report.
6. **FAI MICROLIGHT DEFINITION**
The German delegation will present its proposal to amend the FAI microlight definition.
7. **FAI SPORTING CODE SECTION 10**
Mr. Tomas Backman, Section 10 working group will present proposed changes for Section 10. Major proposed changes include:
 - A. New Annex 6: GNSS Flight Recorders
 - B. Establishment of a Flight Recorder Approval Committee
 - C. Team Scoring
8. **2002 CONTINENTAL CHAMPIONSHIPS**
The Hungarian delegation and jury presidents will report the 2002 European Championships.

9. **2003 WORLD CHAMPIONSHIPS**

The United Kingdom delegation will present final details of the 2003 World Microlight Championships.

10. **BIDS FOR 2004 CONTINENTAL CHAMPIONSHIPS**

11. **2005 WORLD AIR GAMES**

12. **COLIBRI DIPLOMA AWARD AND DIAMOND COLIBRI BIDS**

13. **CIMA BUDGET**

Mr. Gunnarson will report

14. **ANY OTHER BUSINESS**

- A. Microlight Acceleration Championships – Mr. Ordody
- B. U.S. Sport Pilot and Light Sport Aircraft – Mr. Gunnarson
- C. Italian Observer Course – Mr. Esteban
- D. World Ranking System – Mr. Gunnarson

15. **ELECTION OF OFFICERS**

- A. Bureau Members
- B. FAI Technical Commissions

16. **DATE AND VENUE FOR NEXT MEETING**

From: "Rudolf Schuegraf" <schuegraf@daec.de>
Sent: Wednesday, August 21, 2002 6:30 PM
Subject: Microlight Definition

Dear Chairman,

please accept the request of the German Aero Club to include the following issue for the CIMA agenda in 2002.

Sir,

on behalf of Deutscher Aero Club and after consultation of the Secretary General of FAI I kindly ask you to include the following issue in the agenda of the CIMA meeting 2002 in Bremen:

FAI Microlight definition

- Proposal for a change of the microlight definition
- Discussion
- Decision

The German Aero Club and his Microlight Commission ask for a change in the microlight definition as the problem is a fact for all NACs in the EU.

At present, the MTOW is limited, by the JAR 1 Definitions document, to 450 kg. This definition became direct european law by including the JAR 1 microlight definition in the annex of EU 3922 (Dec 2000).

Modern tree axis microlights with full tanks and two persons on bord can easily exceed the limit, especially during training flights. German authorities and insurance companies either ground microlights during supervision visits on airfields or do not pay liability sums in case of accidents. To prevent disadvantages for the microlight future we talked to our ministry of transport who recommended to have the sports definition modified by FAI and then approach JAA by Europe Airsports to modify JAR 1.

We believe that approach would strongly be supported by the new US sportsclass which introduces a MTOW of 1232 lbs. This is identical to the proposal we drafted.

The Deutsche Ultraleichtflugverband (DULV) supports strongly our position of increasing the MTOW to the US sportsclass limit.

I attach the proposal and thank you for your cooperation. In case you have any question do not hesitate to contact me.

Regards

Rudolf Schuegraf
Generalsekretär
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Proposal to change the Microlight definition as defined in JAR 1

'Microlight' is an aeroplane having no more than two seats, V_{so} not exceeding 39 knots (72 KM/h) CAS, and a maximum take-off mass of no more than:-

- 320 kg for a landplane, single seater; or
- 485 kg for a landplane, two-seater; or
- 330 kg for an amphibian or floatplane, single seater; or
- 495 kg for an amphibian or floatplane, two-seater, provided that a microlight capable of operating as both a floatplane and a landplane falls below both MTOM limits, as appropriate.

If the microlight is fitted with additional equipment of the following categories

- Rescue System and/or
- Comm/Nav and Flight Safety Equipment and/or
(e.g. Radio, VOR, XPDR, GPS, Anti Collision beacon)
- Environmental Protection Equipment
(e.g. Katalysator, additional silencer),

the additional mass of the fitted equipment must not exceed 5 % of the basic mass as defined above per category.

If the microlight landplane is equipped with items of each category the total MTOM is not to exceed 558 kg (1232 lbs.)

Note: Foot-launched aircraft are excluded from this definition. (Amended by Orange Paper Amendment [1/99/1](#))