Fédération
Aéronautique
Internationale

Minutes

of the Annual Meeting of the
FAI Microlight Commission

held in Lausanne, Switzerland
at the Olympic Museum and Hotel Aulac
on 15th and 16th November 2007

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FAI Microlight Commission Meeting 15th-17th November 2007

President:	Tomas Backman (SWE)
President of Honour	Tormod Veiby (NOR)
First Vice President:	Richard Meredith-Hardy (GBR)
Second Vice President:	Wolfgang Lintl (GER)
Secretary:	Keith Negal (GBR)
FAI Secretary General	Max Bishop
FAI World Air Games Coordinator	Jean-Marc Badan
Delegates:	Detailed in Annex 1

1. Classic & New Classes Sub-Committees

The meetings of the New Classes and the Classic Classes Sub-Committee took place during the evening of Thursday 15th November.

2. Opening

Tomas Backman, President, opened the plenary session of the FAI Microlight Commission at 9:00 am on Saturday 16th November and welcomed all present. He asked the meeting to observe 1 minute of silence in memory of colleagues who had died since the last meeting. The President then welcomed Dominique Méreuze, President of the Fédération Française de Planeur Ultra-léger Motorisé and the European Microlight Federation, to the meeting.

3. Apologies & Proxies

Apologies were received from:

Chinese Taipei:	Delegate	James N. S. Dao
Chinese Taipei:	Alternate Delegate	Hsun-Yin (Howard) Chiang
Finland	Alternate Delegate	Tom Arpe
Kenya:	Delegate	Alexis Peltier
Luxemburg:		Gerhart Gerecht
Netherlands:	Delegate	Jan van der Heijden
Turkey:		Özlem Koç

It was confirmed that the Aero Club D'Italia had approved Flavio Giacosa as its Delegate and the Hungarian Aeronautical Association had nominated Márton Ordódy as Delegate and Helmut Stern as Alternate Delegate. It was determined that 18 valid votes were present.

4. Conflicts of Interest Declaration

No conflicts of interest were declared.

5. Minutes of meeting of 9th, 10th & 11th November 2006

It was noted that Cesar Maldonado who had been shown as in attendance on behalf of Italy was in fact from Spain. Following this amendment the minutes of the 2006 CIMA meeting were accepted and duly signed by the President

6. Matters Arising

There were no matters arising from the minutes that were not already dealt with in the agenda.

7. Changes to the Agenda

It was agreed that the following items be added to the Agenda:

- the 2009 World Air Games
- the Introduction of a Female Class to the PF1 Competitions

8. Report of the FAI Secretary General

Max Bishop, FAI Secretary General, reported on the FAI General Conference in Rhodes, Greece. He said that this had been the first General Conference after the 2009 World Air Games had been awarded to Turin. The contract with Red Bull had improved the financial position of the FAI. However, sponsorship was hard to obtain and there remained the need to own a high profile event. Nevertheless the improvement allowed the FAI to give a 5% discount to FAI Members. Now the bidding had been launched for the 2011 World Air Games and there was much interest. Two TV companies wanted to cover the event and there was the possibility of Breitling offering sponsorship.

Also at the FAI General Conference a new Technical Commission had been provisionally created to deal with Navigation and Airspace issues. In addition Pierre Portman, President of the FAI, had become directly involved in the issue of language proficiency following the revised ICAO requirement. A working group had been formed to deal with the increasingly important issue of Unmanned Aerial Vehicles.

The handling of FAI Sporting Licences was to be computerised, starting in January 2008. From January 2009 it would be mandatory that competitors' details be held on the FAI computer if they were to compete in an FAI Category 1 or 2 competition.

Finally, an important new appointment had been made; Rob Hughes of the UK was to be appointed General Projects Manager at the FAI.

Richard Meredith-Hardy (GBR) said that, with regard to the WAG, it was important that TV companies worked with the technical aspects of the air sports, in particular flight recorders, which could be used for the benefit of the sport and to enhance the spectacle.

8. Delegate Reports

The delegates then reported on activity in their countries.

Written reports were tabled by Hans Fritsche of Switzerland (Annex 2) and Jacek Kibinski of Poland (Annex 3).

Karen Skinner (ESP) took the opportunity to present the case for the **Introduction of a Female Class to the PF1 Competitions**. She said that the number of female competition paramotor pilots was increasing. She pointed out that France had 2 female competitors in the Nationals but that there were no female competitors in the World Championships in China because there was no female category. She explained that the bulky nature of the paramotor gave men a physical advantage on the ground although not in the air. It was agreed that if this was to progress it should be by means of a proposed change to Section 10.

9. World Microlight Championships 2007 – Ústí nad Orlicí, Czech Republic

Jan van der Heijden of the Netherlands, the Jury President, was unable to attend the CIMA meeting but sent his apologies. His report (Annex 4) in which he assessed the competition to have been excellent, was presented by Rob Hughes of the UK. Jacek Kibinski presented his Steward's Report (Annex 5) and Gerhart Gerecht of Luxemburg also sent his apologies and his Steward's Report (Annex 6). Jacek Kibinski also presented his Monitor's Report (Annex 7).

Alain Barthère (FRA) said that the French Team had not been happy with the competition. He said that, for example, of the five precision landings four had been under power and in none was the stopping distance measured as laid down in Section 10. He said that in addition there had been four very similar navigation tasks. The total flying time had been between 5 and 6 hours. As a result this had not been a competition to test World Champions. He added that it had not been possible to question the Competition Director and the Jury were inconsistent in their application of the rules.

10. World Paramotor Championships 2007 – Shi San Ling, ChangPing, China

Tomas Backman presented the Jury President's Report – (Annex 8). He declared the event successful.

Richard Meredith, FAI Monitor for the event, then talked about some of the problems which had been experienced in the run-up to the competition. He explained that the Bureau was given the authority to approve the event under certain conditions and did so. However, in March the competition map was found to be inadequate. Max Bishop, FAI Secretary General, had visited China and during this visit a satisfactory map was promised. Then, during RMH's visit in June it was discovered that there was still no map. Then a map was produced but with too little airspace for a satisfactory event. At this stage an instruction went out to competitors from the CIMA President advising competitors not to pay their fees until the airspace problem had been solved. Again a satisfactory map was promised and the entries resumed. However, when the competition started there was still no satisfactory map. Richard said that there had been two opportunities to cancel the event but on both occasions assurances were given that stopped such action being taken.

Joël Amiable said that there were major problems with the event. The Chinese had never sent a delegate to CIMA. As a result of delays in the Organiser meeting the basic requirements CIMA decisions were made by a small group. Then the Competition Director was changed at the last minute. By the time the competitors arrived it was too late for them to change their minds and they were, in effect, held hostage.

Keith Negal said that the risk associated with this event had always been known by CIMA delegates. The absence of the Chinese delegate from the CIMA meeting, the absence of Local Regulations and the selection of an Organiser who was not a current microlighter were all factors that CIMA could have used to withhold its approval from the event. In asking the Bureau to make a decision CIMA had accepted these shortcomings. Thus the responsibility for the event was shared and could not be laid at the door of the Bureau. Wolgang Lintl said that the Bureau had received assurances and had accepted them. Richard said that they had simply been misled.

Jacek Kibinski said that the event could and should have been stopped. Tomas Backman agreed and said that CIMA must adjust its thinking to accept more readily the idea of cancelling a competition.

Dominique Méreuze then read a prepared statement (Annex 9).

11. World Air Games

Jean-Marc Badan, FAI World Air Games Coordinator said that the 2009 World Air Games would be in Turin and that the specific venues and infrastructure were now being reviewed. He said that the World Air Games would be held every two years and that bidding had now opened for the 2011 World Air Games.

Richard Meredith-Hardy, CIMA World Air Games Representative, said that the local organiser was Flavio Giacosa and that RMH and Tomas Backman had visited Turin. The two microlight classes competing would be PF1 and WL2. 22 paramotors and 12 flexwing microlights with crews of 2 pilots would be chosen by means of qualifying events. The PF1 tasks were already suited to an arena setting but a new WL2 task would be needed. The two suggested tasks were pylon racing and a 2000 km race to Turin from wherever the competitors chose. It was planned that a practice would take place in Turin in June 2008. Countries which wished to be involved would be expected to run a local competition.

Tomas Backman said that persons fit to be Competition Directors, Jury Members and Stewards needed to be found. The election of the CIMA World Air Games Sub-Committee for WAG2009 then took place and the following were elected:

President	Tomas Backman (SWE)
Member	Richard Meredith-Hardy (GBR)
Member	Flavio Giacosa (ITA)

It was agreed that their task was to establish the Qualifying Method, to arrange for Qualifying Events, to establish Selection Rules & Procedures and to Determine Tasks to be flown. Richard Meredith-Hardy said that a Qualifying Round would be held in Italy and then asked which delegates believed that Qualifying Events could be held in their countries. The following responded positively:

Jan Bém	Czech Republic
Joël Amiable	France
Wolfgang Lintl	Germany
Márton Ordódy	Hungary
Etsushi Matsuo	Japan
Jerzy Wojciech Domanski	Poland
Robert Gassmann	South Africa
Antonio Marchesi	Spain
Richard Meredith-Hardy	United Kingdom
Roy Beisswenger	USA

Richard said that they would aim to circulate the rules by February 2008 with 4 tasks for paramotors plus a backup task for windy conditions.

12. Amendments to Section 10 of the FAI Sporting Code

Richard Meredith-Hardy tabled the schedule of proposed amendments to Section 10 of the FAI Sporting Code. The recommendations of the Classic Classes Sub-Committee meeting and the New Classes Sub-Committee meeting held at 18:00 on Thursday 15th November were taken into account in the deliberations of the CIMA Plenary Meeting. The table summarising voting and the Schedule of Amendments are attached (Annex 10 & 11).

13. EMC2008 Microlight – Leszno, near Poznan, Poland 12th – 24th August

Jacek Kibinski gave a presentation on Leszno (Annex 12) and circulated the Local Regulations for the proposed event. The election of the International Jury for the competition then took place and the following were elected:

Jury President	Jean Pierre Pouleau (FRA)
Jury Member	Wolfgang Lintl (GER)
Jury Member	Carlos Trigo (POR)
FAI Monitor	Antonio Marchesi (ESP)

The meeting then confirmed the selection of Leszno as the venue for EMC 2008 Microlights.

14. EMC2008 Paramotor – Łomża, Poland 30th July – 1st August

Jerzy Wojciech Domanski (POL) said that it was planned to hold the event at this location some 125 km NE of Warsaw. He said that it had not been possible to undertake the preparation necessary for a CIMA meeting but that he was confident that a satisfactory event could be held if CIMA so wished.

Wolfgang Lintl pointed out that this was not in accordance with the rules, and a breach of these rules had been cited as a contributing factor in the difficulties experienced in 2007 events described earlier in the meeting. Joël Amiable and René Verschueren each supported the event on the basis that the Polish delegate was present and well known to the meeting and that Poland was experienced in the sport. It was agreed that the bid be accepted (For 12, Against 0, Abstain 2). The election of the International Jury for the competition then took place and the following were elected:

Jury President	Joël Amiable (FRA)
Jury Member	José Luis Esteban (ESP)
Jury Member	Richard Meredith-Hardy (GBR)
FAI Monitor	José Luis Esteban (ESP)
Steward	René Verschueren (BEL)
Steward	Janet Haines (GBR) (if available)

Tomas Backman asked if the Competition Director spoke English. Wojciech said that he did not but a Deputy Director who spoke English would be appointed. He undertook to provide Local Regulations, Task Catalogue, details of Officials and an Invitation from the Polish Aero Club by 1 December if that would be satisfactory. Tomas said that it would and the meeting agreed.

15. Future Championships

a. **WMC2009 Microlight**
Joël Amiable said that the provisional bid from the Lebanon had been withdrawn. Rob Hughes said that the UK would now not be able to host WMC2009. There were no other bids to hold WMC2009 Microlights.

b. **WMC2009 Paramotor**
There were no bids to hold WMC2009 Paramotor.

c. **Beyond 2009**
Statements of interest were received with regard to holding the **WMC2011** from the UK (microlights) and South Africa (microlights and paramotors). There were no provisional bids received for events in 2010.

The President noted that there seemed no prospect of holding competitions in 2009 unless bids were received by the 2008 CIMA meeting and even these would be late.
He urged delegates to encourage their microlighting organisations to consider hosting a future championship. Ideally there should be competition to hold such a prestigious event.

16. Honours, Medals and Awards

Ann Welch Diploma
It was unanimously agreed that the Ann Welch Diploma be awarded to Ramon Morillas (ESP) for his flight of 1,105 km from Jerez in Spain to Lanzarote in the Canaries in a paramotor. The Bureau was asked to report back if a more meritorious record was achieved before 31 December, in the absence of which the award to Ramon Morillas would be considered to have been confirmed.

Gold Air Medal
The following citation was tabled:

"Paul Dewhurst is the holder of 9 FAI Gold Medals in microlights, being six times World Champion and thrice European Champion. He has the unique distinction of have an FAI Gold Medal in each of the four Classic Microlight classes, namely, solo flexwing, dual flexwing, solo fixed wing and dual fixed wing. It is unlikely that this feat will ever be repeated.

Paul's first solo flight in a glider was on 30th April 1980 at the age of 16 but in November 1981 he flew his first Microlight and was hooked! He completed his Microlight Instructors course in 1987 and gained his AFI rating in December 1987 at the age of 21 and his QFI rating the following year.

In 1988 he first flew in the British Microlight Championships and in 1989 came 4th in his first International Competition, the Microlight World Cup in France. A year later he won his first FAI medal, taking the World Bronze in Hungary 1990, then European Solo Flexwing Gold in Hungary 1991, World Solo Flexwing Gold in Spain 1992, European Dual Flexwing Gold in the Czech Republic 1993, World Dual Flexwing Bronze in Poland 1994, World and World Air Games Solo Fixed Wing Gold in Turkey 1997, World Dual Fixed Wing Bronze in Hungary 1999, World and World Air Games Dual Fixed Wing Gold in Spain 2001, European Dual Fixed Wing Silver in Hungary in 2002, World Dual Fixed Wing Gold in England in 2003, European Dual Fixed Wing Silver in Portugal in 2004, World Dual Fixed Wing Gold in France in 2005, European Dual Fixed Wing Gold in Germany in 2006, World Dual Fixed Wing Gold in Czech Republic in 2005.

Paul is CFI of Flylight Microlight School at Sywell and has over 8,000 hours in his log book. His school has become the focus for competition development in the UK with many members of the British Microlight Team, including current World Dual Flexwing Champion, Rob Grimwood, having been trained there. He has served as Vice-Chairman of the British Microlight Aircraft Association council and a past member of the Popular Flying Association executive committee. He is a member of the UK Civil Aviation Authority Panel of Microlight Examiners and is a Microlight examiner for the Irish Aviation Authority. He is a Microlight test pilot and also holds a PPL (A) licence. He is Chairman if the British Microlight Aircraft Association Training Committee.

In 1997 he was awarded the Royal Aero Club Silver Medal and in 2004 the Royal Aero Club Gold Medal. He holds the FAI Diamond Colibri."

It was unanimously agreed that Paul Dewhurst (GBR) be nominated for the FAI Gold Air Medal.

17. CIMA Financial Report

Keith Negal presented the draft Financial Report including actual results for the year 2006, and estimated results for 2007 (Annexes 14 & 15)

Following a discussion of the sanction fees from EMC2004, it was agreed that one last attempt be made to return the fees to the nations concerned.

18. Other Reports

It was noted that Jacek Kibinski, CIMA Delegate to the FAI Medico-Physiological Commission (CIMP) and FAI Environmental Commission (ENV) had circulated brief reports of both meetings (Annex 13).

19. Election of Officers

CIMA President (Thomas Backman)
Elected: Thomas Backman (SWE).

1st Vice President
Elected: Richard Meredith-Hardy (GBR)

2nd Vice President
Elected: Wolfgang Lintl (GER).

Secretary
Elected: Roy Beisswenger (USA)

Paramotor Sub-Committee President
Elected: Richard Meredith-Hardy (GBR)

Microlight Sub-Committee President
Elected: Thomas Backman (SWE).

The following posts were elected en bloc:

CIMA delegate to the FAI Medico-Physiological Commission (CIMP)
Jacek Kibinski (POL).

CIMA delegate to FAI Amateur-Built Aircraft Commission (CIACA)
Carlos Trigo (POR).

CIMA delegate to FAI Aviation and Space Education Commission (CIEA)
Keith Negal (GBR).

CIMA delegate to FAI Environmental Commission (ENV)
Jacek Kibinski (POL)

Flight Recorder Approval Committee (FRAC)
Richard Meredith-Hardy (GBR, President)
José Luis Esteban (ESP)
Martin Mareček (CZE)

S10 Sub committee
Richard Meredith-Hardy (GBR, Editor)

Tomas Backman (SWE)
Carlos Trigo (POR)
José Luis Esteban (ESP)

Paramotor Precision Committee
Roy Beisswenger (USA, President).
René Verschueren (BEL)

20. Any other business

Carlos Trigo (POR) said that the discussion of the past two days led him to the conclusion that a review of CIMA's internal regulations was required. It was agreed that an **Internal Regulation Review Committee** be formed and that its members should be:

Carlos Trigo (POR, President)
Tormod Veiby (NOR)
Wolfgang Lintl (GER)

Carlos Trigo then proposed that a survey of national championships be undertaken and it was agreed that this be done.

21. Next Meeting
Lausanne, 13 - 15 Nov 2007:
16:00 hrs Thursday 13 November – Sub Committee Meetings, Hotel Au Lac
09:00 hrs Friday 14 & Saturday 15 November – Plenary Meeting, Hotel Au Lac

Tomas Backman (President) Roy Beisswenger (Secretary)

Annexes

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FAI Microlight Commission Meeting 15th-17th November 2007

Delegates, Apologies & Proxies

Annex 1

FAI Member Country	Delegate	Alternate Delegate	In Attendance	Notes
Austria	Peter Metzger			
Belgium		René Verschueren		
Czech Republic	Jan Bém		Jiri Koudela	
Denmark	Hans Havsager			
France	Joël Amiable	Alain Barthere	Dominique Méreuze, José Ortega	
Germany	Wolfgang Lintl			
Hungary	Márton Ordódy	Helmut Stern		
Italy	Flavio Giacosa			
Japan	Etsushi Matsuo			
Lithuania	Kestutis Jurkenas		Arunas Rupkus	
Norway	Tormod Veiby			
Poland	Jacek Kibinski	Jerzy Wojciech Domanski		
Portugal	Carlos Trigo			
South Africa		Robert Gassman		
Spain	Antonio Marchesi	José Luis Esteban	Karen Skinner, Jason Whitehead	
Sweden	Tomas Backman			
Switzerland	Hans Fritsche			
United Kingdom	Richard Meredith-Hardy	Rob Hughes	Keith Negal	
USA	Roy Beisswenger			
			Voting delegate =	

Apologies:

Chinese Taipei	James N. S. Dao			
Chinese Taipei	Hsun-Yin Chiang			
Finland	Tom Arppe			
Kenya	Alexis Peltier			
Luxemburg	Gerhart Gerecht			
Netherlands	Jan Van Der Heijden			
Turkey:	Özlem Koç			

Annex 2

CIMA Annual Report 2007 for Switzerland

The actual situation in Switzerland for microlights (or as we call them, ecolight aircraft) is still unsatisfactory. The homologation work still goes slowly and is not efficient enough to serve the Swiss market demands successfully.

Actually we have

- *4 models with final Swiss homologation Certification: Eurostar, Ikarus C42, Remos G3 and CT 2K.*
- *3 models have the provisional concession: MCR01, FK9 and Savage.*
- *11 more models and/or manufacturer have signed their interest for homologation.*

Concerning Trikes, we are still banned from the sky. We are hopeful to find an acceptable long term solution with the Swiss Authorities.

Considering the fact, that Trikes are not allowed to fly, we started 2005 a project to build a Trike under the "experimental rules". Also this project was postponed due to prior Authority projects.

Since April 1, 2006, Switzerland is accepting Microlight 3-axis border flights for foreign planes under certain rules. (Details see www.ecolight.chJ

Considering the success of our first Swiss International Microlight Fly-In at the airfield in Mollis on June 24/25, 2006, the Swiss Microlight Federation plans to organise a similar meeting in 2008. In 2006 more than 100 Microlight guest pilots from all over Europe followed our invitation and it was a very successful 2 days meeting. We hope that we can beat this number of participants.

November 3, *2007*
Hans Fritsche
Swiss Delegate

Annex 3

MICROLIGHT ACTIVITY IN POLAND, REPORT 2007

1. Legislation

Due to the new Polish Aviation Law, most of microlight activity as education and training, examination, licensing, airworthiness inspection and registration, accident investigation, recently held by Aero Club of Poland, now is directly supervised by state Office (ULC) and State Commission of Air Accident Investigation. Negotiations on system similar to another European countries are continued providing some progress, but a long period of legal instability slowed down enthusiastic development of popular aviation, particularly microlights, introduced and continued in Poland for almost 25 years .

2. Microlight manufacturing

Light aeroplanes, including microlights, are produced in Poland by several manufacturers in Bielsko - Biala, Krosno, Lodz and others.

One professional manufacturer, Compol in Warsaw, produces complete "W" class microlights, including wings "Stratus". The second manufacturer, WAM in Krakow stopped production of popular wings Libra 3 because of significant decrease of interest in new equipment.

Number of importers sell wings, engines, propellers, recovery systems and avionics from France, Russia and Ukraina. Individual import of second hand equipment supplements the market. Several craftsman produce trikes, equipped with imported engines.

Firma Dudek in Bydgoszcz , worldwide known, is one of leading manufacturers of wings for paragliders. PPG power units are imported in complete sets or assembled in Poland using various types of engines.

3. Sport activity

Domestic Competitions

Championships of Poland in „classic" classes, Trzebicz

20 pilots in classes WL1, WL2 and AL2 participated the Championships. Number of competitors increased comparing 2006 Nationals in Wloclawek, where only 12 pilots in classes WL participated.

About 50 aircrafts of French organized Air Rally arrived aerodrome in Trzebicz last day of Nationals. Rotorcrafts, taking part in the Rally, performed number of show flights observed by thousands of spectators. The Rally visiting several aerodromes around the country was one of the most interesting microlight event in Poland.

Polish Cup, introduced in 2002 was continued this year. Seven Polish Cup competitions were organized in 2007 in classes WL1, WL2 and AL2 , average number of 10 crews participated in each competition. Polish Cup events are usually a popular weekend competition, dedicated for pilots looking for more than recreational flights; winner of final scoring joins Selected Team in the next year.

FAI Championships : total number of 4 medals won: 2 silver and 2 bronze

World Microlight Championships, Usti n.Orlici, Czech Republic:

Two pilots WL1, results **bronze** medal and 9-th place. Three crews WL2 results 10,11,13-th.

One crew AL2, result 15-th place.

Team: 4-th place.

World Paramotor Championships, China:

Four pilots of PF1, results 14, 24, 29, 34, 35- th place.
One crew PF2 **silver** medal.
Four pilots PL1 **silver** medal and 4, 10, 15 th place.
Team: **bronze** medal.

CONCLUSIONS

Presented review shows decreasing interest in high performance sport flying in "classic" classes. From the other side, increases number and performance of competitors in paramotor classes. Users of microlights are mostly interested in various forms of recreation events - picnics, local competitions and rallies, where popular, inexpensive types of microlights can be used and an owner gets satisfaction and pleasure with not much cost and risk. In my opinion it is a general trend in ultralight aviation.

Jacek Kibinski
CIMA Delegate
Aero Club of Poland
Krakow, Oct 31, 2007

Annex 4

The International Jury report from the 11th World Microlight Championship Classic Classes, held at Usti nad Orlici, Czech Republic 18th of August to 25th of August 2006.

Jury Jan van der Heijden (NED President)
Carlos Trigo (PRT)
Rob Hughes (GBR)

Site
The airfield of Usti nad Orlici is about 5 minutes car drive from the town. The airfield has a grass strip. The airfield was so large, that it was possible to make two start decks and two landing decks. In the vicinity of the field is a restricted area from the airfield of Pardabuce, but this had no effects on the competition. There was also a control tower, though not used during the competition and a main office building.

Facilities
The camping site for the competitors was close to the airfield buildings and near the aeroplane parking place. The shower- and toilet facilities were good and there was a good electricity supply. Internet access was possible in the camp site by WIFI. The team leaders' briefing was in a room in the main building of the airfield and the restaurant was situated in a hangar. In the camping site was a tent with the official board and pigeon holes for every team as well as for the jury and the stewards. In the restaurant hangar three meals were served a day at a reasonable pricing and the food was very good. The championship director bad his office in the main building, where there also was a jury room. There was a bus for information to the pilots.

Administration
The administrative staff were in sufficient number and had sufficient equipment. The distribution of task sheets was in good order and was often given 30 minutes before takeoff. The results of each task were given in very short time after the tasks. The organizer was slow in changing provisional results in official results, but after Tuesday this was solved.

Briefings
The briefings were well laid out and there were few questions.

Tasks
The number of tasks flown was 11. This was more than the number needed to make it a Championship. The tasks presented where generally very good, imaginative and fun. The competitors seemed to like them.

Running the tasks
This championship had a staff of many marshals. They were well trained in their duties and could make decisions of their own. The Chief Marshal had a good hand with his "troops" and i.e changes of landing directions during precision landings was done in almost no time. Language was a minor problem as most of the marshals spoke at least a little English. The weather caused no big problem during the Championship. The wind was on some days very strong but it was still possible to fly the competition. One task was cancelled while some planes were on their way. That was because of fog on route.

Complaints and protests
The system with complaints and protests and when and where to address one's lamentation, seemed to function fairly well. The Jury received 2 Protests of which both were upheld.

Prize giving ceremony
The prize giving ceremony took place with a 3 hour delay. The prize giving ceremony was held in a relaxed and joyful atmosphere and the evening was finished with dinner, dancing, singing and a spirit of good fellowship.

Conclusions
Usti nad Orlici is an excellent place for a microlight World or European championship, and the Czech staff are capable of running a competition. Even the illness of the competition director during this event did not cause much trouble in competition. The LAAC and the staff and workers for this competition deserve a compliment for their work and for running an excellent World Championship.

Jan van der Heijden
President of the International Jury

Annex 5

WORLD MICROLIGHT CHAMPIONSHIPS
USTI n. ORLICI, CZECH REPUBLIC, AUG 18 – 25, 2005
STEWARD'S REPORT

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1. Aerodrome and infrastructure

Aerodrome Usti n. Orlici is a large center of airsports, including gliding, balooning, aeromodeling and microlights. Well developed infrastructure was a good base for World Championships. Most facilities of the event : briefing room, director's offices, jury and stewards' office as well as catering room were situated in existing buildings and hangars. Showers and toilets were special containers rented for the time of championships. Two bureau containers were used for computer office.

Registration office was a specially adapted bus, located close to control tower at the main entrance to the aerodrome. Medical service and fire engine waited ready to help in emergency but, fortunately, no fire or serious medical problem occured during whole event.

2. Land and airspace

Land surrounding Usti n.Orlici is a highland crossed by valleys, some of them are deep and have steep slopes. Such kind of landscape raised question of safety in case of emergency landing. Recognition of this problem was a matter of my visit in Usti as a CIMA Monitor 10 - 11, Sept 2006. Conclusions were positive: places suitable for emergency landing are at most part of the area used for championship's tasks. Nevertheless, planning of the tasks was done carefully, mostly avoiding flights above dangerous terrain.

All necessary arrangements with civil and military authorities have been successfully proceeded. For navigation tasks an extended area was available where min. altitude was limited in its western part to not less than 300 m AGL. Suitable altitude limit was allowed in the area for economy / duration task. Aviation maps and basic airspace information were delivered to competitors during registration.

3.Services

Competitors arriving in Usti were received and registered by Registration Office working from early morning to late evening. Personnel of the Office, speaking fluent English, was always friendly and ready to help. All registered participants of the event received gift parcels containing a shirt and cap colored depending on function. *The same (orange) color for marshals and press / photo service was unfortunate, because reporters could easily access all area of the Championships , against safety rules in some cases.*

Preparation of all infrastructure for great number of competitors with accompanying persons, visitors and spectators, was very good.

Camping site placed on well treated, clean grass, was free of mud or clay even after heavy rain. Electricity, illumination, voice announcement installation, water supply operated perfectly. No problem occurred with toilets and showers, they were present in sufficient number and cleaned frequently.

Catering service, located in a big hangar, served meals of good quality comparable to medium class restaurant. Famous Czech beer was a point of special interest.

Press, TV, photo service were a special, well organized group of Public Relation. They were very active, editing excellent website of the Championships upgraded every day

Open wireless internet access (WiFi) was a good innovation. Radio link was generally accessible at the camping and adjacent area, but communication was not fully reliable, depending partly on quality of user's equipment and software.

4. Supplementary events

Thousands of spectators arrived first weekend of the event, to see opening ceremony and the air show. Review of aircrafts used recently and presently by Czech (formerly Chechoslovakian) Aeroclub was presented. Presentation of unique flying replicas of historical military aircrafts from World War 1 was exceptionally interesting.

Three "hangar parties", which were real fun, were arranged for competitors. Excursion to Prague was organized on no-flight day to visit Aviation Museum at Prague Airport.

5. Task preparation and briefings

Large area of aerodrome allowed innovation - performing precision landing at two parallel axes. Organization of timed tasks worked very well, however, conditions were not exactly equal for competitors in both cues, introducing additional "random component".

Extended area and rough, not flat terrain caused long, inconvenient taxing from parking to apron and, after landing, from deck to quarantine area.

Briefings were held in conference room, not in hangar as they used to. Innovation was successful, no problems appeared with acoustics and displaying pictures; additionally limited place automatically reduced the number of unnecessary people arriving. Director kept good discipline, avoiding overtiming briefings.

No independent video or voice registration of briefings was a serious fault.

6. Data readout and scoring

Both services were provided perfectly. Scoring system was successfully tested during Czech National Championships in June 2007. First results were announced few hours after finishing a task. Complaints were dealt by Director immediately, near to scoring office, considerably reducing time of publishing results and preventing scoring team from being disturbed by competitors claiming fast service

7. Ceremonies

Opening and closing ceremony were prepared and held insufficiently to the rank of event (see report of Gerhard Gerecht for details). No schedule nor scenario was given to participating persons. Opening ceremony seemed to be a full improvisation.

A serious fault took place on closing ceremony - there was no statement of Jury President validating and closing Championships.

8. Weighting aircrafts

Annex 3 of Section 10 requires weighting of aircrafts before the event:

1. 2.1.3 CONTROL OF CLASS CONFORMITY:

All aircraft will be weighed before the event, and any aircraft may be weighed again at any time in the championships. The take-off weight is the weight of the aircraft ready to fly including pilot(s), fuel, and any supplementary equipment, but excluding an emergency parachute. The take-off weight must not exceed the FAI definition of a microlight for the class in which it is flown.

It was reminded to the Director myself during the first meeting with Jury and Stewards 22.08. Equipment for weighting was prepared, but weighting was announced as voluntary, depending on decision of Team Leader. Part of competitors, mostly of AL class, did the weighting. One aircraft was checked in the last day of competition and found overweight. The competitor had to be disqualified in previous task, at least, but this task was canceled (see below). The next weighting of this aircraft did not indicate overweight.

Example described above proves that rules on weighting were not respected.

9. Meteorological service

No meteorological bulletin was provided by organizers. It was curious, as meteo station working in state service was situated in the main building of the Usti Airport. Director decided, that meteorological information can be received by each pilot on “self service mode” using open internet. I did not agree with such position on the meeting 22.08 but my opinion was not supported by Jury and Director did not change his decision.

Within few days reality proved, that proper meteo information is needed, first of all, for organizers. Before the last day of competition, Aug 23, takeoff time for next day navigation was briefed for 8.00. The weather was unstable and I suggested to the Director to schedule start time around noon. Next day, pilots starting in the morning found fog and low level clouds they had to return and finally the task was canceled. The next task, prepared in short time, started at 14.00 and was flown successfully, but haste in preparation caused further consequences, see below.

10. Fuel in economy task

Local regulation did not forbid landing with empty tank, ignoring experience of Championships in Levroux, 2005 where a flight out of fuel caused extremely dangerous accident. In Usti there was no accident, but one Czech pilot leading temporarily in general scoring lost his very probable medal position landing out of fuel on the vicinity of the airfield.

It will be useful to admit, that problems of insufficient meteo service as well as safe amount of fuel were emphasized in Steward's reports from WMC2005 in Levroux. Problems in this matter were not present in the next FAI event EMC2006 in Nordlingen. An important question is, did the Director ignore above experience or, simply, did not know about them.

11. Scoring of precision landing

The last amendment of SC10, dated Jan 16-th 2007 is (from the website of FAI):
In the 2007 Annex 4, 2.C3, [If the aircraft bounces the score will be the lowest value of the strips entered.] should be deleted.

It means, that bouncing always causing problems for marshals, will be not considered. This part of amendment was applied in Usti, neglecting second component of scoring – stopping distance, which was not measured. In fact, perfect soft landing for 250 was scored equal as hitting the ground in 250 field and long kangaroo jump over two next fields.

Such selective interpretation of the rules is not acceptable, because it pulls down performance of competitors and, additionally, causes danger- two cases of aircrafts damaged by hard landings were noted..

12. Results of the task from 24-th Aug.

The last task of the Championships, prepared in a hurry after canceling the task in the morning, required landing approach according to briefed procedure. Several pilots approached improperly and were penalized and scored zero, but Director canceled penalty, because, in his opinion, description of the task was not delivered to all competitors in right time.

This decision was successfully protested by French team and Jury decided to re-introduce penalties. Penalty resulted in a change in scoring and swap in medal position class WL1 between Czech and Polish pilot - Polish raised up to second, Czech fell to third. Results announced on closing ceremony swapped medal positions in WL1 back, because of canceling penalties again.

The incident caused lot of comments, discussions and questions on legality of the last change of scoring.

13. Conclusions

This year's World Microlight Championships attracted a big number of competitors, although the number of non-European countries reached only three (Israel, South Africa and the USA), while the USA took rather symbolic part: one crew in AL2 class, which left competition after the first task.

Preparations to the World Microlight Championships lasted for several months, involving significant expenses and lots of effort put into. Work done by several dozens of people, whose engagement conditioned efficient course of WMC, was particularly noticeable right before and during the event. Results, taking under consideration both organizational and logistic conditions, were very good.

A separate judgment should be done on the Director's, Jan Hrdina, activity. He showed great energy, organizational skills, confidence and ability to hold discipline – which, as we know, is not an easy thing to do. Despite his two-day absence, caused by illness, everything remained in order, which proves high standard of organization.

Negative remarks on World Championships concern some serious faults in sports issues, which in summary need to influence final judgment. In my opinion the Director, being an air force and general aviation pilot, did not have much experience in microlight sports, which contributed to faults in following certain regulations of Section10 FAI Sports Code. Moreover, The Director of World Championships should show more flexibility for remarks and suggestions from CIMA representatives.

We should hope that both positive and negative experiences of 2007 Microlight World Championships in Usti will be properly taken under consideration during future FAI microlight events.

Usti – Krakow, Sept - Oct. 2007

J.Kibinski
CIMA Steward

Annex 6

STEWARDS' REPORT
on
11th WMC
Usti nad Orlici (Czech Republic)
18.-25.8.2007

A. Facts

1. There were 15 national teams present with competitors on
   7 RAL1 from 5 nations
   20 RAL2 from 11 "
   20 RWL1 from 8 "
   28 RWL2 from 11 " (see table annexed)
which flew during 7 days only
   4 navigation tasks
   1 fuel economy task
   6 precision tasks

2. 2 navigation and 2 precision tasks were combined in one flight on 19.8.
No tasks were flown on 22.8. (rain showers forecasted) and on 23.8. (wind gusts up to 28 km/h)
The complicated and interesting navigation task prepared for the latter day was postponed to the next day. But, unfortunately, the first take-off was scheduled for 8 h a.m. already. The first pilots returned immediately, reporting, that part of the track was still hidden by fog obscuring markers and turn points. After some 10 competitors had taken off, this task had to be cancelled totally.
One navigation task combined with a subsequent precision landing task were flown on the last day (24.8.) In order not to compromise the scheduled time for the prize award ceremony, the protest time for both tasks was reduced to 2 hours under special agreement of the team leaders.

3. The organisers had divided their tasks in the following way
-- the DIRECTOR (GA and Military pilot) conceived and briefed the competition tasks (he fell sick for two days after the opening ceremony and first task)
-- the EVENT DIRECTOR (Microlight pilot) headed the marshals and overlooked the scoring and the issuing of the result sheets as well as any other information to the participants (there was a chief marshal as well)
-- the COORDINATOR (experienced team leader in former CIMA events) was in charge of the campsite, the restaurant and any other matter to be settled before and during the championship. He took over the duties of the Director during his two days' sickness.
The stewards gave advise to each of the above mentioned persons according to the subject.

4. An addendum to the Local Regulations was distributed during the General Briefing (17.8.) It explained basically
   - the operation of the GNSS logger
     - turn points,
     - time gates
     - speed measuring
   - further markers and photographs
   - scoring and penalties for the task catalogue

5. The campsite was very well prepared in a grassy field behind the main building and equipped with a sufficient number of sanitary facilities in containers, lightning posts

and electricity connections as well as provision of free Internet access for everybody, who had carried with him his laptop.

6. A temporary restaurant installed in the workshop/hangar of a local plane maintenance company provided good national meals at reasonable prices.

7. Scoring was extremely quick as the software for each task was ready for a quick reading in of the datas from the loggers and the marshals sheets. Provisional results were available within one hour after finishing the task.

8. A web-site was created especially for the WMC and a Press Officer was in charge to keep it currently up to date with the results of each competitor. Thus the public was able to follow closely the championship.

9. In some respect "self-service" was requested
   -- there was no official weather bulletin during the championship. Instead, the team leaders were given 4 different website addresses, which they could consult on their laptops (the campsite had WIFI installation)
   -- weighting of aircraft prior to the competition was done only, when a team leader asked to do so for a specific aircraft of an other team (scarcely done to not create conflicts)
   -- verification of empty tanks before refuelling with the limited quantity allowed for the economy task was in the mutual responsibility of the team leaders once the aircraft were positioned on the apron.
   -- recording of the briefings were made by written notes, not tape- or video-recording
   All teams agreed to these procedures.

10. The Opening Ceremony was preceded by a well performed airshow presented by Czech pilots. It started with several low passes of 2 fighter planes, followed by flights of remakes of historical planes and some aerobatic presentations
    Concerning the Opening Ceremony itself, the marching-in of the nations was not well organised, without accompanying music. The positioning of the nations as well as of the VIP was left to the hazard. The marching-out was not at all guided.

    The Closing Ceremony was squeezed into the hangar, which otherwise served as restaurant, though there was bright weather and no wind. The reason for this decision remained unknown. There was no podium above the crowd on which the competitors had to mount in order to be visible by the crowd, when they received their diploma and medals. As the hangar was filled by the national teams, there was merely no space for the press-photographers to take shots. And the public had to stay outside the hangar.
    The best chances to produce some interesting nice scenes of the WMC for the national TV stations was missed in this way.

    As the FAI officials were not involved in the awarding of the medals, furthermore this was in charge of local and national VIP and the closing was pronounced by the Director, not by the highest rank FAI Official, the ceremony degenerated to a national (club) event.

11. As all navigation flights were logged by GNSS, the number of marshals required could drastically be reduced to a number of 35. For example, no starting or landing time needed to be noted and no gate needed to be manned.
However, markers in the fields were watched by marshals during the task period. The main charge for the marshals were during the precision landings, when one was standing at each sector line. He lifted his arm, when both main wheels had rolled on the ground over "his" line. Thus all spectators and even the flight crew could clearly see the result. A way of signalling to be remembered for future events.

12. Already during the first task the uphill and very unsmooth taxi way from the parking outside the camp towards the take-off deck proved to be a bottleneck for the later 60 planes to be at the take-off deck in time. Hence the planes had to be brought to the apron along the 1000 m long runway in the morning and positioned there in starting order – a wise and recommendable measure whenever there is sufficient space.

13. After every navigation task the returning pilots had to park their planes in a quarantine area, where they had to prepare their track map indicating the precise location of markers/photo within 15-20 min time. Thereafter they had to bring this map to the scoring table, which was not located inside the quarantine area, but in a public area with access for everybody. There the correct situation of the different markers/photos was discussed openly. The evident possibility of cheating, especially while the last 15 competitors had not yet taken off, and of course for those queuing up in front of the scoring desk, was mentioned to the organisers - without change.

14. Flag signals used by marshals for airfield traffic proved to be different from what most pilots were used from their home countries (see Jeppesen/Bottlang-Regulations-Signals by the signal man). After this had caused during the training period a dangerous situation by misunderstanding, the standard Czech signals were briefed in a team leader meeting. Basically there were just 3 signs given by the marshals holding a red flag in their right hand and a white one in their left:
    - stop : the right arm (with the red flag) lifted straight
    - taxiing : same as above, but the left arm (with the white flag) waving in the direction to follow
    - go : the upright left arm suddenly sunk

15. A 3 person delegation from Italy spent a visit to inform themselves about the content, rules, procedures and tasks to be performed during a WMC, as their country has won the bid to organise the WAG2009 at Torino, in the framework of which they consider to hold the WMC as well. Gerhart Gerecht was chosen to be their contact person and give all relevant explanations about the conduct of the championship. The delegation attended all team leader briefings and received all relevant printed material. In exchange, the organisers asked for a fee of 150 EUR from each of the 3 delegates. On request by the Italians the steward succeeded to convince the organisers that the fee should be reduced to one (for the team leader) only. However, as there was no competition flying on the 22.8. the 3 delegates have not been sighted again this day or thereafter. They also did not pay a fee.

B. Suggestions for amendment of S10

1. Annex 5 should be harmonised with Annex 2 to S10 as far as the titles of the organisers are concerned
   - Championship Director
   - Deputy Director
   - Chief Marshal

   and their respective duties clearly defined also in Annex 5 to S10 as it is the case for the Jury members and the Stewards - or reference be made to the §§ in Annex 2.

   No other titles should be used (as Competition Director or Event Director)

2. Replace also in S10 Chapter 4 – 4.29.11 ; 4.30.1 and 2
   as well as in Annex 3 Part 1 – 1.3
   the terms Director or Competition Director by "Championship Director"

3. It would be helpful, if the organiser issues an organigram of his staff annexed to the Local Regulations.

4. Further changes in Annex 5 to S10 § 3. Stewards are proposed as follows :
   - § 3.1 first phrase
     "Stewards are advisers to the Organisers(Championship Director etc.), the International Jury, team leaders and competitors" --- not: Event Director !!!
   - § 3.2 1)
     Delete the second phrase, as it says the same as above in the proposed form
   - § 3.2 7)
     Delete "How are the turn point photos……through to ……films cannot be tampered with?" and "What systems are ……..time is always recorded?"
     Insert instead "Are the GNSS loggers used of the officially approved types?"
   - § 3.3 second paragraph
     Delete here as it applies to the Jury
     The then second paragraph should read "….propose to CIMA modifications …."

5. As often several tasks are combined in one flight and in order not to delay the award giving ceremony in S10 Chapter 4 - 4.29.1 §5 the last phrase should read
   "For tasks flown on the last competition day the time limit is 2 hours……."

6. Similar in Annex 3 to S10 Part 1 - 1.9.7 §4 the end of the first phrase should read
   "….., or two hours in the case of tasks flown on the last day of competition"

C. Other Suggestions

1. As the Opening and the Closing Ceremonies are important features of an international event with the participation of many nations and they give the chance of evoking public interest in airsports, they should be organised in an appropriate manner for TV transmission. Annex 2 gives the responsibility to the Deputy Director (not nominated as such for the WMC2007). But it seems wise to urge him to delegate this task in connection with the PR manager to an experienced event/show organiser.

2. A steward should, as soon as possible after arrival, check the organisation and programs of the Opening and Closing Ceremonies and give advise where improvements appear appropriate.

3. Before the championship is opened the Championship Director should call for a meeting of all his staff to present them and their respective tasks to the FAI Officials to know the people and make their responsibilities clear.

D. Summary

1. Problems that arose.

   1.1. There was no specific local/regional meteorological service involved, who could give precise forecasts for the championship area (though Pardubice Internat. Airport was close).Thus
   - by fear of rain no tasks were flown on 20.8.
   - by fog still present in the morning a well prepared task, which started to early, had to be cancelled (25.8.)

   1.2. The Opening and Closing Ceremonies were badly conducted
   1.3. Unclear distribution of duties amongst the organisers.
   1.4. Other than internationally known flag signals were used on the airfield.

2. Situations that could have developed.

   2.1. As the briefings were not tape/video recorded important complaints/protests could have surged because of doubtful interpretations.
   2.2. Another important source of protests could have been the fact, that no official weighing of at least all fixed wing airplanes was conducted.
   2.3. As after navigation tasks the scoring of found markers/photographs was done publicly, cheating could not be excluded.

3. Successes.

   3.1. The campsite was exceptionally well prepared.
   3.2. Excellent catering at reasonable prices.
   3.3. Scoring was extremely quick.
   3.4. A PR officer provided immediately the public via a special web-site with the latest results.
   3.5. The Local Regulations contained for the first time a comprehensive task catalogue in faultless English, which allowed the competitors a good preparation.
   3.6. Smooth starting procedures due to early positioning of planes in take-off order along the runway.
   3.7. During precision landings there was a clearly visible indication of the sector in which the plane had landed, as the marshal in front of the line, over which the wheels rolled, raised his arm.

30 September 2007

Gerhart F. Gerecht

Annex 7

World Microlight Championships 2007, Classic Classes.
Usti nad Orlici, Czech Republic.

Preliminary report of CIMA Monitor - PART 2.

The visit

The second visit in Usti was arranged Sept 10 – 11, after appointment made in advance with Ing Jiri Svatos, president of the Aero Club Usti n.Orlici. Excellent weather and - first of all -a very friendly reception from officials and members of the Aero Club caused the visit fruitfull and fully successful. During those two days I visited existing facilities of the airport, and took under consideration using them for the WMC 2007. Important part of the visit were flights over the area of the future contest.
First flight was performed on OK LUU T9 Dynamic manufactered in Czech Republic. This excellent aircraft allowed to fly around large area of planned tasks, flying total distance of almost 400 km in 1h 57 min. While Jiri Bezdicek, owner of the aircraft was the pilot, I was taking pictures of the surrounding land.
The second flight was done on the trike, flown by Lukas Hynek, member of the Czech selected team, competitor on EMC 2006 Noerdlingen (3-rd place) and WMC 2005 Levroux (5-th place). He demonstrated approaching and landing procedure, planned for microlights during WMC 2008, taking into consideration local conditions.

CONCLUSIONS

Aerodrome

Aerodrome Usti n. Orlici is a large center of airsports, including gliding, balooning, aeromodelling and microlights. Well developed infrastructure will be a good base for World Championships. Most facilities of the event : briefing room, reception office, director's offices , jury and stewards can be situated in existing buildings and hangars. Catering room, showers and toilets will be in provisional tent pavilon and containers, rented for the time of championships.

Necessary investments to be made are: new water intake, preparation of camping area – electricity, water supply ana wireless internet facility covering all area. The camping area is a large field directly adjacent to the aerodrome. Important problem is a good road access to the camping, usable for trailers and caravans. The road, as well as camping field must not be affected by heavy rains.
Main hangar of the airport is permanently used by aircraft servicing company, but number of rooms in the hangar would be useful during the event. Sanitary containers will be situated along one of the walls of the hangar.

Land and airspace

Land surrounding Usti n.Orlici looks different than vicinity of some previous microlight events, for example Levroux or Noerdlingen. It is a highlang crossed by valleys, some of them are deep and have steep slopes. Such kind of landscape, observed from the ground, raises question of safety in a case of emergency landing. Recognition of this problem was purpose of approx. 400 km long flight, displayed on attached flight track.
Conclusions are positive: except for a short part of the flight over the mountains (Orlickie Hory), places suitable for landing were visible along most parts of the route. There are farm fields, meadows and country roads having no trees or posts on sides. Number of pictures taken from OK - LUU are displayed on the presentation.
Nevertheless, planning of the tasks should be done carefully, to avoid flights above any dangerous terrain.
Another safety recommendation concerns approaching and departing from or to north – west direction, where a deep valley is situated close to the boundary of aerodrome. As decks for microlights are 100 m long they have to be placed near to south – east end of a 1000 m long runway.
Boundaries of retstricted airspace zones are shown on the map. In MTMA Pardubice the altitude is limited to 300 m AGL, in zones LKR 15, 9, 27 where limit is at 900 m or 1500 m AMSL. The aerodrome Usti n.Orlici and adjacent aerodroms Ceska Trebova, Zamberk, Litomysl, Moravska Trebova are situated in free airspace.

Jacek Kibinski
CIMA Monitor Jury

Annex 8

5th FAI World Paramotor Championship 2007 – Shi San Ling, ChangPing, China

Jury President's Report – Tomas Backman

This was the first time a World Microlight Championship was held in China and Asia and it was with great interest and curiosity that we in the Jury came to the competition site. We found the main airfield and its adjacent buildings to be sufficient though a bit cramped due to the large number of participants.

At this competition all participants were living in a hotel and not camping on the site as they normally do. This meant transport every morning and evening with buses or cars and this worked satisfactory. Breakfast, lunch and dinner were normally provided at the competition site by the organizer and were good and plenty.

The paramotor engines were left in a hangar during the night and could not be watched by their owners. Unfortunately some paramotor engines were tampered with by some unauthorised person and did not have the right adjustable jet settings in the morning when flown and caused some aborted flights. Another thing that caused some trouble was the fuel provided. It was shown to be a low octane stuff that fouled the engines and caused detonation for some. The fuel was changed to 97 octane and the engines started to run properly again.

During the whole week we were blessed with good weather, which meant that we could run the competition without interruption. There were difficulties to use the three adjacent airfields intended for precision tasks as they were not even enough, but after contacts with the organizers and the help of the energetic foreman Mr Lee, this was fixed in a surprisingly short time.

Despite the unusually limited airspace permitted for tasks the competition worked well in the end with 9 flown tasks. The competitors were pleased and liked the tasks and they were even given an opportunity in one task to fly up to the Great Wall. The man to thank for this is the Competition Director Mr Etsushi Matsuo. He slept very few hours during the competition week in order to keep the competitors busy in the air and at the same time he still managed to be friendliness personified. Big thanks to him.

The scoring of the tasks worked well after the initial familiarization with the scoring programme and training of the scoring staff and every competition day's score sheets were up on the bill board the next morning for all to see.

To summarize, it was a successful championship where all were given a fair chance to do their best. We think this will encourage people in China to start flying paramotors and surely start entering international competitions.

Tomas Backman

Jury President

Annex 9

STATEMENT BY DOMINIQUE MÉREUZE, PRESIDENT OF THE FFPLUM

Dear Friends

Joel Amiable is the representative of France and the FFPLUM at CIMA. But my presence here, as President of The FFPLUM, the most important association of Microlights in Europe, is not by chance. My presence is the proof of our great interest in international competition and our desire to contribute to strengthening the spirit of interesting and credible international competitions.

The FFPLUM devotes to International competition much energy and money. While the Chinese and Czech organizations are OK on the logistical level, it is quite different as far as the sports equity is concerned. These 2 World Championships make it clear that there are serious problems within the executive of CIMA which endangers the "mind" and "future" of our competitions. The gap between the sports person and the executive is widening, and one can even say that dialogue is nonexistent and suspicion permanent. CIMA must react if it doesn't want the dominant activity (PPG) to go to a professional organization, something that the world's best pilots tend to do more and more.

The 2 main events of the last 2 championships.
In the Czech Republic, the replacement - which took place behind the scenes - of the Polish pilot by the Czech pilot is simply outrageous. Let us remember that the competition director simply didn't apply the Jury's decision, without the latter being bothered by it at all. Always in the Czech Republic, the lack of creativity and the excess of power of the Race Director, who validated this World Championship with 5 tasks of precision landing of which 4 were with engine on!!! To permit 5 Precision Landing Tasks, 4 with engine on shows no respect of the task catalogue!

In China, the fights that took place behind the scene between CIMA members are not anything to be proud of either. How do you explain to pilots the cancellation of a task, or the removing of a hidden gate from another, this being done in the favour of the same pilot between 48 hrs and 3 days after it happened, when the competition was already finished? Without looking at the problem itself, the official representation is not an honour, all these events are not respected and the image of honesty of some of its members is tarnished.

What should we change?
Let us be honest and ask ourselves the really important questions in order to have a better competition.

The organizer
Overall, Section 10 and annex including the logistics and the bare minimum of what we are entitled to get from the organizing country is generally correctly defined in local regulations.

On the other hand, two problematic points need improving:

- The appointment and role of a race director having the competence and international recognition;

- An effective scoring team that would be able to get the results before the event begins.

Judges and stewards
Even if their role is properly defined in section 10 and General section, they are hired without any specific competences, which is precisely the problem we are faced with today.

The competition must evolve at the same pace as the microlights, the new technical parameters that we put in there, and simply the evolution of sports. Too many judges and stewards have their eyes fixed on the past and lack flexibility and openness of mind necessary to give priority to sports and pilots in analyzing problematic cases.

The multitude of roles between judges and stewards is useless. We need to lighten the system and make it performing and efficient.

Local regulation
The last 2 world championships showed that the interpretation of local regulation could change from one place to the next without anyone thinking anything of it (and this is even sometimes done by the same people). This happened in the Czech Republic where a race director did the exact opposite of what had been voted during the last CIMA meeting (refusal to measure the landing distance during a precision landing task describe on the task catalogue). In China, having to let the slalom unfold with a scoring rejected by 18 out of the 19 competing nations! The worst is that the times for this same race (for which one second can represent up to 40% of the total value of the round, 400 points in other

words) are measured by the full second during a running which lasts less than 50 seconds (this is the only sport in the world to measure race times with the method used at the beginning of last century!

Our will is thus to underline all those discrepancies in order to suggest improvements in all areas. Our worry is not to preserve the integrity of a pilot or a nation, but rather to make the competition interesting and fair while always respecting flying and the pilot.

The French Microlight Federation does not stop developing our sport in our country and in 1999 we were about 5000 pilots and now we are more than 12 500 pilots. The competition contributes to this progress. My presence in this meeting, as President of the Microlight French Federation, but also as President of the European Microlight Federation, proves to you my interest in competitions. I was also this year in Czech Republic and in China, and I have to admit you that what I was able to see personally incites me to alert you to the drift which we take.

The competition has to evolve, it is our future.

The duty of the CIMA is to react at the risk of seeing the involvement of the "sponsors" escaping towards other poles of interests, to see losing the interest of the competition classic class in which the new pilots are almost non-existent, but especially to see escaping the dominant activity (paramotor) towards a professional organization.

FAI Microlight Commission Meeting 15th-17th November 2007

Section 10 - Voting on Proposals

Annex 10

	Topic	Proposed by	Sub-Committee Recommendation		Vote on Proposal			Result
			Microlight	Paramotor	For	Against	Abstain	
1	Naming of Microlights & Paramotors	S10 Ed	Yes		14	3	1	Accepted
2	Improvement of 'foot-launched' definition	S10 Ed			14		4	Accepted
3	Delete 2 'without power' records	S10 Ed			2	11	4	Rejected
4	Sporting licences in records	JA (FRA)	Yes		12	3	2	Accepted
5	Altitude tolerance in records	JA (FRA)						Withdrawn
6	Clarification of min leg lengths in closed circuit records	S10 Ed	Yes		18			Accepted
7	Clarification of laps in closed circuit records	S10 Ed	Yes		17	0	1	Accepted
8	Shorten elapsed time in Speed over straight course	JA (FRA)						Withdrawn
9	Clarification of altitude tolerance in speed records over straight line	S10 Ed	Yes		16	1	1	Accepted
10	Payment for Championship Records	S10 Ed	Yes (B)					Withdrawn
11	Championsnhip record claim forms	S10 Ed	Yes		16	2	0	Accepted
12	Limited fuel championship records in PF2	S10 Ed			16	0	1	Accepted
13	Championship Director qualifications	JA (FRA)	No		2	14	2	Rejected
14	Length of championships	JA (FRA)	Yes					Withdrawn
15	Delete rest days in Championships	JA (FRA)	Yes					Withdrawn
16	Mandatory internet café	JA (FRA)	No		8	6	4	Not carried
17	Additional place for wheel chair pilot in PL1	WJD (POL)			12	2	4	Accepted
18	Change in paramotor task proportions	JLE (ESP)			8	5	4	Not carried
19	Rules for team scoring in paramotor classes	JLE (ESP)			3 15	14 1	0 1	A Rejected B Accepted
20	Clarification of units of time in S10 & Annex 3	S10 Ed	Yes		13	0	3	Accepted
21	Equalisation of task score when not fair chance to compare	WJD (POL)			0	13	4	Rejected
22	Exceptional units of measurement timing	RMH (GBR)	Yes		13	0	4	Accepted
23	Competition Official Map	WJD (POL)			4	12	1	Rejected
24	Enforce fuel seal checking	JLE (ESP)	Yes		12	1	4	Accepted
25	Temperature of fuel measured by volume	RMH (GBR)	Yes		12	5	0	Accepted

FAI Microlight Commission Meeting 15th-17th November 2007

	Topic	Proposed by	Sub-Committee Recommendation		Vote on Proposal			Result
			Microlight	Against	For	Against	Abstain	
26	Standardisation of launch technique for PL1	WJD (POL)			7	4	6	Rejected
27	Paramotor takeoff penalties	JLE (ESP)			1 1	13 12	3 4	A Rejected B Rejected
28	New structure for S10 Annex 4 (Task Catalogue)	JLE (ESP)	Yes		2	6	9	Rejected
29	Addition of 3 tasks into task catalogue	JLE (ESP)	Yes		16	0	1	Accepted
30	Common description for navigation tasks	JLE (ESP)	Yes		11 13	6 0	0 4	A Accepted B Accepted
31	PL precision landings	WJD (POL)			13	0	4	Accepted
32	New scoring for slaloms	JLE (ESP)			14	0	2	A Accepted B Withdrawn
33	Fast-slow or slow-fast	S10 Ed			13	1	2	Accepted
34	Slow-fast – landing between courses	WJD (POL)			1	13	2	Rejected
35	Standard grid for Clover Leaf & Japanese Slalom	WJD (POL)			10	2	3	Accepted
36	Tandem grid for Japanese & Clover Leaf slaloms	WJD (POL)			10	2	4	Accepted
37	Improvement of FR track file naming protocol	FRAC Ch	Yes		14	0	2	Accepted
B1	Director, Jury, fly with you	RV (BEL)						Withdrawn
B2	Fuel loads for economy task	RV (BEL)						Withdrawn
B3	Ground marker improvement	RV (BEL)						Withdrawn
B4	Number of stewards	RV (BEL)						Withdrawn
B5	Task percentages	RV (BEL)						Withdrawn
B6	Slow/Fast speed	RV (BEL)						Withdrawn
B7	Mandatory emergency recover systems all classes	RV (BEL)			3	10	3	Rejected

Annex 11

PROPOSAL 1

The naming of Microlights and Paramotors.

from Richard Meredith-Hardy CIMA S10 Editor.

Affects

Microlights and Paramotors.

Existing text

Many references; but starting from the very top: S10 Microlights.

1.3 DEFINITION OF A MICROLIGHT AIRCRAFT
1.3.1 A one or two seat powered aircraft whose minimum speed at Maximum Take Off Weight (MTOW) is less than 65 km/h, and having a MTOW of:
- 300 kg for a landplane flown solo
- 330 kg for an amphibian or a pure seaplane flown solo;
- 450 kg for a landplane flown with two persons
- 495 kg for an amphibian or a pure seaplane flown with two persons

Note. These definitions also apply to foot-launched microlight aircraft and microlight aircraft with wings of a non-rigid structure.

1.4 TYPES OF MICROLIGHT AIRCRAFT
A microlight with movable aerodynamic control is a fixed wing aircraft with moveable aerodynamic surfaces for control.
A microlight with weight-shift control is a flexwing aircraft with pilot weightshift as primary method of control
A microlight with paraglider control is an aircraft which has a wing without any rigid structure and is controlled via movable aerodynamic surfaces and pilot weightshift
A microlight Landplane is an aircraft only capable of taking off and land on land, ice or snow
A microlight Seaplane is an aircraft only capable of taking off and land on water.
A microlight Amphibian is an aircraft capable of taking off and land on water and land.
A foot-launched microlight is an aircraft where the main undercarriage consists of the pilot and / or crews legs and is demonstrably capable of being foot-launched from level ground in nil or light wind.

... many other references in S10.

New text

Rename the whole of S10: Microlights and Paramotors

1.3 DEFINITION OF A MICROLIGHT OR PARAMOTOR AIRCRAFT
1.3.1 A one or two seat powered aircraft whose minimum speed at Maximum Take Off Weight (MTOW) is less than 65 km/h, and having a MTOW of:
- 300 kg for a landplane flown solo
- 330 kg for an amphibian or a pure seaplane flown solo;
- 450 kg for a landplane flown with two persons
- 495 kg for an amphibian or a pure seaplane flown with two persons

Note. These definitions also apply to foot-launched microlight and paramotor aircraft ~~and microlight aircraft with wings of a non-rigid structure.~~

1.4 TYPES OF MICROLIGHT AND PARAMOTOR AIRCRAFT
A microlight with movable aerodynamic control is a fixed wing aircraft with moveable aerodynamic surfaces for control.
A microlight with weight-shift control is a flexwing aircraft with pilot weightshift as primary method of control
A ~~microlight with paraglider control~~ Paramotor is an aircraft which has a wing without any rigid structure and is controlled via movable aerodynamic surfaces and pilot weightshift

A ~~microlight~~ Landplane is an aircraft only capable of taking off and landing on land, ice or snow
A ~~microlight~~ Seaplane is an aircraft only capable of taking off and landing on water.
An ~~microlight~~ Amphibian is an aircraft capable of taking off and landing on water and land.
A foot-launched microlight or paramotor is an aircraft where the main undercarriage consists of the pilot and / or crews legs and is demonstrably capable of being foot-launched from level ground in nil or light wind.

All references in S10 and its annexes to classes PF1, PF2, PL1, PL2 should be altered to match the changes shown above within the principle that they should be known collectively as "Paramotors" or, in some contexts, the "Paramotor classes".

All references in S10 and its annexes to "classics" should be altered to match the changes shown above so classes AL1, AL2, WL1, WL2, WF1 Etc. are known as "Microlights" or in some contexts "the Microlight classes".

Reasons

There has been an on-going discussion, notably at the CIMA plenary 2006 about what things should be named as far as S10 is concerned. Should classes PF1, PF2, PL1, PL2 be the "Softwing classes", "Microlight softwing classes", "Microlight Paramotor classes" Etc. At the same time classes AL1, AL2, WL1 and WL2 Etc. are not so 'classic' any more and more commonly known as 'Microlights'.

WPC 2007 in China was known as the "World Paramotor Championships" and WMC 2007 in Czech Republic was known as the "World Microlight Championships".

There were 110 competitors in China so Paramotor championships have for the last 5 years been consistently as large or larger than their equivalent 'classics' microlight championships. In naming terms, Paramotors should therefore now be treated equally but distinctly in S10 from microlights and not as some kind of sub-class inferred in the phrase 'microlight paramotors'.

On this same basis microlights should no longer be referred to as the 'classics'. They are "Microlights".

This proposal suggests that henceforth classes PF1, PF2, PL1, PL2 should be known collectively as **Paramotors** and the 'classics' should be known as **Microlights**.

Note: *Rather than including all the many changes meant by this proposal here, the S10 Editor proposes the plenary will consider this a matter which can be dealt with editorially within the scope of the overall principle of the proposal.*

Comments from S10 Sub Committee or CIMA delegates

None at this time

CIMA decision

For: 14, Against: 3, Abstain: 1, Proposal 1 ACCEPTED

PROPOSAL 2

Improvement of the 'foot launch' definition.

from Richard Meredith-Hardy CIMA S10 Editor.

Affects

All foot launched Microlights and Paramotors.

Existing text

S10 1.4
.....

A foot-launched microlight is an aircraft where the main undercarriage consists of the pilot and / or crews legs and is demonstrably capable of being foot-launched from level ground in nil or light wind.

New text

S10 1.4
.....
A foot-launched microlight is an aircraft where the main undercarriage consists of the pilot and / or crews legs and is launched on foot without any external assistance during the takeoff run.
~~demonstrably capable of being foot-launched from level ground in nil or light wind.~~

Reasons

A problem arose in 2007 with a PF1 record attempt where the pilot was so loaded down with fuel he wanted to take off on skates.

Current wording suggests that he -might- have been able to do this, as the proof of definition suggests that once the aircraft has been shown *demonstrably capable of being foot-launched from level ground in nil or light wind* then with consideration for S10 3.4.5 *No fuel, ballast or other disposable items may be jettisoned after take-off or prior to the completion of the record attempt*. he could then fill it with a vast amount of fuel and take off on skates so long as they went with him.

This proposal seeks to clarify the fact that any flight is only "foot launched" if the aircraft is actually launched on the main undercarriage (legs/feet), and that there must be no external assistance to achieve this.

Comments from S10 Sub Committee or CIMA delegates

None at this time

CIMA decision

For: 14, Against: 0, Abstain: 4, Proposal 2 ACCEPTED

PROPOSAL 3

Delete the two 'without engine power' records

From Richard Meredith-Hardy, S10 Editor

Affects

Microlights and Paramotors.

Existing text

3.2 RECORD CATEGORIES IN EACH CLASS
....
3.2.2 DISTANCE IN A STRAIGHT LINE WITHOUT ENGINE POWER
3.2.5 DISTANCE IN A CLOSED CIRCUIT WITHOUT ENGINE POWER
....
3.6 Special rules for distance in a straight line without engine power.
3.6.1 A barograph or GNSS flight recorder shall be carried which records any use of engine.
3.6.2 The aircraft must have its engine stopped prior to crossing the start line and it must not be re-started until after crossing the finish line.
3.6.3 The altitude of the aircraft at the finish line shall not be less than the altitude of the aircraft at the start line.
3.6.4 The distance shall be measured as the geodesic joining the point the start line was crossed and the point the finish line was crossed.

3.10 Special rules for distance in a closed circuit without engine power.

3.10.1 The barograph or GNSS flight recorder used must be capable of recording any use of engine.
3.10.2 The aircraft must have its engine stopped prior to crossing the start line and it must not be re-started until after crossing the finish line.
3.10.3 The altitude of the aircraft at the finish line shall not be less than the altitude of the aircraft at the start line.

New text

Delete all of the above
Renumber S10 chapter 3 to account for the deleted paragraphs.

Reason

In the 25 years since these records were created there has been NOT ONE World record claim for either of these two records in any of the 18 microlight classes.

This clearly demonstrates that microlight pilots consider these two records to be irrelevant and it is time they were deleted from the catalogue of possible records.

Comments from S10 Sub Committee or CIMA delegates

None at this time

CIMA decision

For: 2, Against: 11, Abstain: 4, Absent: 1, Proposal 3 REJECTED

PROPOSAL 4

Sporting Licences in Records.

from Joel Amiable FRA Delegate.

Affects

Microlights and Paramotors.

Existing text

S10 3.4.9 Only the pilot-in-command need hold a sporting licence but pilots not holding sporting licences will not be shown on FAI Diplomas.

New text

S10 3.4.9 Pilot and crew must hold a sporting licence.

Reasons

Pilot And Crew need to hold a sporting licence

Comments from S10 Sub Committee or CIMA delegates

None at this time

CIMA decision

For: 12, Against: 3, Abstain: 2, Absent: 1, Proposal 4 ACCEPTED

PROPOSAL 5

Altitude tolerance in Records.

from Joel Amiable FRA Delegate.

Affects

Microlights and Paramotors.

Existing text

S10 3.6.3 The altitude of the aircraft at the finish line shall not be less than the altitude of the aircraft at the start line.

S10 3.7.2 The altitude of the aircraft at the finish line shall not be lower than the takeoff point.

S10 3.9.1 The altitude of the aircraft at the finish line shall not be less than the altitude of the aircraft at the start line.

S10 3.10.3 The altitude of the aircraft at the finish line shall not be less than the altitude of the aircraft at the start line.

S10 3.11.2 The altitude of the aircraft at the finish line shall not be less than the altitude of the aircraft at the start line.

S10 3.14.3 The altitude of the aircraft at the finish line shall not be less than its altitude at the start line.

S10 3.15.4 The altitude of the aircraft at the finish line shall not be less than its altitude at the start line.

New text

S10 3.6.3 The altitude of the aircraft at the finish line shall not be less than 100m of the altitude of the aircraft at the start line.

S10 3.7.2 The altitude of the aircraft at the finish line shall not be lower than 100m of its altitude at the takeoff point.

S10 3.9.1 The altitude of the aircraft at the finish line shall not be less than 100m of the altitude of the aircraft at the start line.

S10 3.10.3 The altitude of the aircraft at the finish line shall not be less than 100m of the altitude of the aircraft at the start line.

S10 3.11.2 The altitude of the aircraft at the finish line shall not be less than 100m of the altitude of the aircraft at the start line.

S10 3.14.3 The altitude of the aircraft at the finish line shall not be less than 100m of its altitude at the start line.

S10 3.15.4 The altitude of the aircraft at the finish line shall not be less than 100m of its altitude at the start line.

Reasons

For all these points it is just necessary to specify that : Before crossing the start line the aircraft shall fly level for the last 500 metres for classic class and 200 metres for PPG within a tolerance of 100 metres. The altitude at the finish line shall be in the tolerance of 100 metres.

Comments from S10 Sub Committee or CIMA delegates

None at this time

CIMA decision

Proposal 5 Withdrawn

PROPOSAL 6

Clarification of minimum leg lengths in closed circuit records.

from Richard Meredith-Hardy CIMA S10 Editor.

Affects

Microlights and Paramotors.

Existing text

S10 3.8.3 All legs of closed circuits must be of equal length but a deviation of up to ± 5% per leg is permitted in circuits of three or more legs.

New text

S10, 3.8.3 All legs of closed circuits must be of equal length with the following permitted deviation:
- 3 legs: all legs must be between 28% and 38% of the total length.
- 4 legs: all legs must be between 20% and 30% of the total length.
- 5 legs: all legs must be between 15% and 25% of the total length.
- 6 legs: all legs must be between 11% and 27% of the total length.

Reasons

When the rules for records were re-written in 2006, the purpose was to clarify and simplify without substantially altering the principle objectives of any record.

Pre 2007 rules said a closed circuit can be an out and return or a triangle, and triangles must be quite equal in as much as no leg can be less than 28% of the total distance. The 2007 rules allowed more turnpoints for closed circuits longer than 100 Km. (up to 6), but leg length must still be more or less equal but with a permitted deviation of up to ± 5% per leg which was intended to be an insignificant 0.33% more severe than the existing 28% rule.

In the current S10 3.8.3 there are several interpretations of how this deviation should be calculated, in other words the phraseology of the provision is unsatisfactory. For people attempting records in 2007, guidance of how FAI / CIMA has chosen to interpret the rule was inserted in the notes at the beginning of the record claim form on the FAI web site.

This proposal is therefore not a change but intended to formalize the guidance currently being used and which can be removed from the notes in the claim form.

Comments from S10 Sub Committee or CIMA delegates

None at this time

CIMA decision

For: 18, Against: 0, Abstain: 0, Proposal 6 ACCEPTED

PROPOSAL 7

Clarification of laps in closed circuit records

From Richard Meredith-Hardy, S10 Editor

Affects

Microlights and Paramotors.

Existing text

None

New text

INSERT: S10 3.8.6
A closed circuit may only be flown once.

Reason

The amendments to S10 which came into effect 1 Jan 2007 inadvertently omitted that the pre-2007 rules did not allow multiple laps of closed circuits in closed circuit record claims.

Interpretive guidance was placed in the claim form notes early 2007 making it clear that adding together the combined distance of multiple laps of a closed circuit is not acceptable in a closed circuit record claim.

This amendment returns the record to what it was before 1 Jan 2007 in a clearer form. The current guidance can be removed from the notes in the claim form.

Comments from S10 Sub Committee or CIMA delegates

None at this time

CIMA decision

For: 17, Against: 0, Abstain: 1, Proposal 7 ACCEPTED

PROPOSAL 8

Shorten total elapsed time in Speed over a Straight Course records.

from Joel Amiable FRA Delegate.

Affects

Microlights and Paramotors.

Existing text

S10 3.14.4 The speed adopted shall be the average of the two speeds from two consecutive runs over the same course in opposite directions. The two runs must be completed within a maximum elapsed time of 1 hour with no landing between runs.

New text

S10 3.14.4 The speed adopted shall be the average of the two speeds from two consecutive runs over the same course in opposite directions. The two runs must be completed within a maximum elapsed time of ~~1 hour~~ 15 minutes with no landing between runs.

Reasons

None offered

Comments from S10 Sub Committee or CIMA delegates

RMH S10 Editor: An observation: Assuming a turn-round of 1 minute, no record could be claimed under a speed of 128.5 Km/h. (I hour, with a 5 minute turn round means the minimum possible record is 32.7 Km/h)

CIMA decision

Proposal 8 Withdrawn

PROPOSAL 9

Clarification of altitude tolerance in speed records over a straight course

from Richard Meredith-Hardy CIMA S10 Editor.

Affects

Microlights and Paramotors.

Existing text

None

New text

INSERT: S10 3.14.5
The altitude at which the aircraft crosses the start line on the second run must be within 100m of the altitude at which it crossed the start line on the first run.

Reason

The amendments to S10 which came into effect 1 Jan 2007 inadvertently forgot that there are 2 runs associated with this record and to be like the pre 2007 rules, both runs must done at approximately the same altitude. Guidance of how FAI / CIMA has chosen to maintain this for people attempting records in 2007 was inserted in the notes at the beginning of the record claim form on the FAI web site and says that they will interpret S10 3.14.2 to mean the SAME tolerance of 100 metres on the 1000m run-up applies to BOTH runs, not each run separately.

This amendment returns the record to what it was before 1 Jan 2007 in a clearer form. The current guidance can be removed from the notes in the claim form.

Comments from S10 Sub Committee or CIMA delegates

None at this time

CIMA decision

For: 16, Against: 1, Abstain: 1, Proposal 9 ACCEPTED

PROPOSAL 10

Payment for Championship records.

from Richard Meredith-Hardy CIMA S10 Editor.

Affects

Microlight and Paramotor classes which compete in Cat. 1 Championships.

Existing text

S10 3.17.3 A championship record can only be claimed for performances where no penalties or other adjustments were applied to the competitor's task score.

Proposal 10a new text

S10 3.17.3 A championship record can only be claimed for performances where no penalties or other adjustments were applied to the competitor's task score and the claimant agrees to pay the fee as may be levied by FAI for making the record claim.

Proposal 10b new text

S10 3.17.3 A championship record can only be claimed for performances where no penalties or other adjustments were applied to the competitor's task score and the claimant pays such record claim fee as may be levied by FAI before the end of the championships.

Reasons

FAI secretariat charges CHF 100 per Microlight or Paramotor World record claim regardless of whether the claim is eventually ratified or not. (see minutes of CASI meeting 2000).

This proposal puts the onus of who pays the fee on the person who stands to gain most - the claimant. The claimant can of course refuse to pay, and in that case no claim will be made.

The difference between Proposals a and b is that a says the claimant promises to pay the fee whereas b says the claimant should actually pay the fee to FAI whilst still on the Championships site (either to the Jury, in the same way as they collect Protest fees, or FAI directly) so there is no doubt that it is a genuine and full claim and there aren't the logistical difficulties of making later payments and checking they've been paid.

Note: If Championship record claim forms are introduced then a place will be set aside for the claimant to sign that he/she agrees to pay the fee (a) or has paid the fee (b).

Comments from S10 Sub Committee or CIMA delegates

None at this time

CIMA decision

Proposal 10a & 10b Withdrawn

PROPOSAL 11

Championship record claim forms

from Richard Meredith-Hardy CIMA S10 Editor.

Affects

Microlight and Paramotor classes which compete in Cat. 1 Championships.

Existing text

S10 3.17.4 The International Jury must certify that all the conditions attached to a Championship record claim are satisfied and they must include all valid claims in their championship report to FAI. Information to be provided should include Pilot/co-pilot name, nation, competition class, aircraft type, the performance and type of record claimed.

S10 An 5, 2.8 OTHER WORK OF THE JURY

.....

The International Jury must certify that all the conditions attached to each Championship record claim are satisfied and they must include all valid claims in their championship report to FAI. Information to

be provided should include Pilot/co-pilot name, nation, competition class, class, aircraft type, the performance, type of record claimed, and whether it was a World or Continental claim.

New text

S10 3.17.4 *and* S10 An 5, 2.8 OTHER WORK OF THE JURY
.....
The International Jury must certify that all the conditions attached to each Championship record claim are satisfied and they must include all valid claims on Championship Record Claim forms with their championship report to FAI. ~~Information to be provided should include Pilot/co-pilot name, nation, competition class, class, aircraft type, the performance, type of record claimed, and whether it was a World or Continental claim.~~

Championship Record Claim forms to be prepared by the S10 Editor before 1 Jan 2008

Reasons

The introduction of Microlight Record claim forms in 2007 has hopefully helped pilots to collect all the information required to make a valid record claim making the job easier for the observer, the pilot, the NAC controlling the claim and FAI office.

It is proposed a set of similar claim forms are created for Championship records which MUST be used in any record claim. By asking all the right questions pertinent to each record they make the job of making a valid claim easier for everyone involved. Advice can also be included in these forms and their use also makes the requirement for a checklist in S10 obsolete; this is therefore deleted in the proposal above.

Rather than building these forms into S10, it is proposed they are separate documents available from the FAI website and maintained as necessary by the S10 editor so they are compatible with the requirements of S10. It is therefore proposed that work does not start on this until after the 2007 plenary meeting when the forms can be edited to suit, and published on 1 Jan 2008 at the same time as the 2008 version of S10.

Comments from S10 Sub Committee or CIMA delegates

None at this time

CIMA decision

For: 16, Against: 2, Abstain: 0, Proposal 11 ACCEPTED

PROPOSAL 12

Limited fuel championship records in Class PF2

From Richard Meredith-Hardy, CIMA S10 Editor

Affects

Only class PF2.

Existing text

3.17.8.1 DISTANCE WITH LIMITED FUEL ..... Classes WL1, AL1 & PL2: 4 Kg .....
3.17.8.2 ENDURANCE WITH LIMITED FUEL ..... Classes WL1, AL1 & PL2: 4 Kg .....

New text

3.17.8.1 DISTANCE WITH LIMITED FUEL ..... Classes WL1, AL1, PF2 & PL2: 4 Kg .....
3.17.8.2 ENDURANCE WITH LIMITED FUEL ..... Classes WL1, AL1, PF2 & PL2: 4 Kg .....

Reason

PF2 competed in 2007 for the first time in China, but they could not qualify for either of the above two championship records because nothing is said in S10 about what the maximum permitted fuel quantity is for this class.

This proposal seeks to include PF2 in the max 4Kg fuel bracket along with WL1, AL1 and PL2

Note: The endurance task was done in China. If this proposal is accepted and the International Jury has ratified that the winner of the PF2 class in the endurance task satisfied all the conditions, then the Jury may ask the plenary (in another agenda item) to accept the performance done in China as a new Championship record.

Comments from S10 Sub Committee or CIMA delegates

None at this time

CIMA decision

For: 16, Against: 0, Abstain: 1, Absent: 1, Proposal 12 ACCEPTED

PROPOSAL 13

Championship Director qualifications.

from Joel Amiable FRA Delegate.

Affects

Microlights and Paramotors.

Existing text

S10 4.4.2 Where the candidate competition director for a Cat. 1 championship has not previously organized a successful FAI Category 1 microlight championship he/she must as a minimum:

1) Have actively participated in an FAI Category 1 microlight championship as a competitor, team leader or a key person listed in the Local Regulations, and;

2) Have organized national competitions.
.....

New text

S10 4.4.2 Where the candidate competition director for a Cat. 1 championship has not previously organized a successful FAI Category 1 microlight championship he/she must as a minimum:

1) Have actively participated in an FAI Category 1 microlight championship as a competitor, team leader ~~or a key person listed in the Local Regulations,~~ in the last 2 years (no more), and;

2) Have organized national competitions.
.....

Reasons

None offered

Comments from S10 Sub Committee or CIMA delegates

None at this time

CIMA decision

For: 2, Against: 14, Abstain: 2, Proposal 13 REJECTED

PROPOSAL 14

Length of championships.

from Joel Amiable FRA Delegate.

Affects

Microlights and Paramotors.

Existing text

S10 4.5.2 The total period of the Championships shall not exceed 14 days including the opening and closing ceremonies.

New text

S10 4.5.2 The total period of the Championships shall not exceed 10 days including the opening and closing ceremonies.

Reasons

... 14 days... it's too long 10 days should be the maximum.

Comments from S10 Sub Committee or CIMA delegates

None at this time

CIMA decision

Proposal 14 Withdrawn

PROPOSAL 15

Delete rest days in championships.

from Joel Amiable FRA Delegate.

Affects

Microlights and Paramotors.

Existing text

S10 4.5.5 There will normally be a rest day only after 6 consecutive days flying, unless this day is the last one of the Championships. The policy for rest days shall be declared by the Director at the first Briefing.

New text

Delete entire provision S10 4.5.5

Reasons

We can withdraw this point. If a rest day is needed Team leader, International Jury , Stewards and director can take this decision during the championship.

Comments from S10 Sub Committee or CIMA delegates

None at this time

CIMA decision

Proposal 15 Withdrawn

PROPOSAL 16

Mandatory internet cafe.

from Joel Amiable FRA Delegate.

Affects

Microlights and Paramotors.

Existing text

S10 4.6.1.1 ENTRY FEE
As a minimum the following should be included in the entry fee:
- Use of airfield and task area during the event.
- One copy of official competition map for each pilot and team leader.
- One film for each cross-country task.
- Contest numbers, identity badges, Opening and Closing Ceremonies, and all championship information.

New text

S10 4.6.1.1 ENTRY FEE
As a minimum the following should be included in the entry fee:
- Use of airfield and task area during the event.
- One copy of official competition map for each pilot and team leader.
- One film for each cross-country task.
- Contest numbers, identity badges, Opening and Closing Ceremonies, and all championship information.
- Free access to an internet café with a minimum of 5 computers reserved for competitors to see their tracks.

Reasons

None offered.

Comments from S10 Sub Committee or CIMA delegates

None at this time

CIMA decision

For: 8, Against: 6, Abstain: 4, Proposal 13 REJECTED (NB not >50%)

PROPOSAL 17

Additional place for wheel chaired pilot in PL1 class as a way to encourage participation of disabled pilots.

From Wojtek Jerzy DOMAŃSKI, POL alternate delegate.

Affects

Class PL1.

Existing text

S10 An 3 3.3.2 ASSISTANTS

Help from assistants is positively encouraged until a competitor enters the deck to start a task. From that moment onwards, all external assistance is forbidden except from marshals or those people expressly appointed by the Director, until the moment the competitor leaves the deck having finished a task, or otherwise lands according to the outlanding rules.

New text

S10 4.10.6 NAC's may enter one extra disabled (wheel chair bound) team pilot in the PL1 class above the maximum number stated by the organizer in the local regulations.

S10 An 3 3.3.2 ASSISTANTS

3.3.2.1 GENERAL
Help from assistants is positively encouraged until a competitor enters the deck to start a task. From that moment onwards, all external assistance is forbidden except from marshals or those people expressly appointed by the Director, until the moment the competitor leaves the deck having finished a task, or otherwise lands according to the outlanding rules.

3.3.2.2 PL1 WHEEL-CHAIRED DISABLED PILOT
Disabled pilot flying in PL1 class may be assisted in pre-launch preparation by one authorized person. Once the pilot is ready to launch the assistant shall report that fact to the marshal, and will not help any more in the launch procedure. Either holding any part of paramotor or wing canopy, or giving information about a canopy inflation is considered as a help.

Reasons

PL1 class is naturally suited for disabled paramotor pilots. Allowing team scoring of PL1 class to be calculated upon results of teams enlarged by one additional wheel chaired pilot can encourage disabled pilots to take up flying again.

Comments from S10 Sub Committee or CIMA delegates

None at this time

CIMA decision

For: 12, Against: 2, Abstain: 4, Proposal 17 ACCEPTED

PROPOSAL 18

Change in paramotor task proportions

From José Luis Esteban, ESP alternate delegate.

Affects

Paramotors.

Existing text

S10 - 4.24.3
....
For Microlight aircraft classes PF and PL
A Navigation: 33% of the total value of the tasks flown.
B Economy: 33% of the total value of the tasks flown.
C Precision: 33% of the total value of the tasks flown.
....

New text

S10 - 4.24.3
....
For Microlight aircraft classes PF and PL

A Navigation: 35% of the total value of the tasks flown.
B Economy: 25% of the total value of the tasks flown.
C Precision: 40% of the total value of the tasks flown.
....

Reasons

There is a common opinion among pilots that they would like to increase precision a bit, taking this proportion from the economy tasks.

Comments from S10 Sub Committee or CIMA delegates

None at this time

CIMA decision

For: 8, Against: 5, Abstain: 4, Absent: 1 Proposal 18 REJECTED (NB not >50%)

PROPOSAL 19

Rules for team scoring in paramotor classes.

From José Luis Esteban, ESP alternate delegate.

Affects

Paramotors

Existing text

4.29.3 The team score shall be computed from the sum of the scores of the top three pilots of each country in each class in each task grouped together in:
- Classes AL1, AL2, WL1, and WL2
- Classes PL1 and PL2
- Class PF

Proposal 19a new text

4.29.3 The team score shall be computed from the sum of the scores of the top three pilots of each country in each class in each task grouped together in:
- Classes AL1, AL2, WL1, and WL2
- Classes PF1, PF2, PL1 and PL2

Proposal 19b new text

4.29.3 The team score shall be computed from the sum of the scores of the top three pilots of each country in each class in each task grouped together in:
- Classes AL1, AL2, WL1, and WL2
- Class PF1
- Class PF2
- Class PL1
- Class PL2

If there are less than 8 competitors in either PF1 or PF2, they will be combined into PF team prize.
If there are less than 8 competitors in either PL1 or PL2, they will be combined into PL team prize.
If there are less than 8 competitors in either PF or PL, they will be combined in a common team prize.

Reason

During the last World championship in China, PF2 was an official class for the first time. However, there was no agreement on how to incorporate this class in team scoring. Mixing PF2 with PF1 seemed like a contamination to PF1. On the other hand, mixing PF2 with PL did not make much sense. In any case

Option A is consistent with the classic classes approach and it encourages countries to enter competitors in all classes.

Option B allows one team prize per class, but provides a method to mix related classes in the team prize so that a reasonable number of competitors and countries is achieved.

Comments from S10 Sub Committee or CIMA delegates

None at this time

CIMA decision

For: 3, Against: 14, Abstain: 0, Absent: 1, Proposal 19a REJECTED

For: 15, Against: 1, Abstain: 1, Proposal 19b ACCEPTED

PROPOSAL 20

Clarification of units of time in S10 and Annex 3

From Richard Meredith-Hardy, S10 Editor

Affects

Microlights and Paramotors.

Proposal 20a existing text

4.29.6 All distances not obtained from GNSS shall be calculated from the official map and rounded up to the next 0.5 km. All times are taken to hours, minutes and seconds.

Proposal 20a new text

4.29.6 All distances not obtained from GNSS shall be calculated from the official map and rounded up to the next 0.5 km. ~~All times are taken to hours, minutes and seconds.~~

Note: The same thing should be deleted from S10 An 3 1.14.1

Proposal 20b existing text

An 3, 1.12.1 TIMING All times are given, taken and calculated in local time to the nearest second.

Proposal 20b new text

An 3, 1.12.1 **TIMING** All times are given, taken and calculated in local time ~~to the nearest second.~~ or simple elapsed time, rounded down to the most accurate permitted precision. (see S10 5.2.6 *and 5.2.7*)

Reason

a: S10 5.2.6 adequately describes units of measure that should always be used. When mixed in with a reference to distances measured off maps and instances when sub-second timings may be used, (see proposal 4) this reference to hours minutes and seconds is confusing and should be deleted.

b: A problem arose about this at WPC 2007. The phrase 'nearest second' in this context implies that some sort of rounding in sub-second increments should be applied even though the notion of sub-one second timing increments does not exist in the main body of S10. (ref S10 5.2.6)

b therefore seeks to delete this inadequate description of S10 requirements as stated in S10 5.2.6 (and additionally Proposal 22 for sub-second intervals in certain cases)

By stating 'rounded down' b seeks to establish that a time taken or given is the time as displayed on a timing device and no artificial rounding is applied in increments smaller than those permitted.

b also establishes that elapsed time may be used (as it is in fact more convenient and commonly used in certain tasks, but nothing to say it can be used).

Comments from S10 Sub Committee or CIMA delegates

None at this time

CIMA decision

Vote to take a 20a & 20b together ACCEPTED

For: 13, Against: 0, Abstain: 3, Absent: 2, Proposal 20a & 20b ACCEPTED

PROPOSAL 21

Equalisation the task score of competitors who prove they were not given a fair chance compared to other pilots.

From Wojtek Jerzy DOMAŃSKI, POL alternate delegate.

Affects

Microlights and Paramotors.

Existing text

none

New text

INSERT NEW PROVISION AFTER S10 4.29.8 (Renumber existing 4.29 after 4.29.9)
A pilot who is able to prove (by means of a valid complaint or protest) that in specific task he was not given a fair chances compared to other pilots, is to be scored for that task with the amount of points that correspond to the amount of points he got in all other tasks. The task remains valid. The pilot's task score is marked EQU or “Equalized” on the task score sheet. On General Classification task score sheet pilots points are calculated using a formula:

Qtask = Qmax * SUM (Qother_tasks) / SUM(Qmax_other_tasks)

where:

Qtask – pilot's calculated score for the task
Qmax – maximum points to get in that task
SUM(Qother_tasks) - the sum of points pilot got in all other (not equalized) tasks
SUM(Qmax_other_task) - the sum of maximum points pilot might get in all other tasks.

INSERT AT THE END OF S10 An 3 1.14.1 GENERAL
A pilot who is able to prove (by means of a valid complaint or protest) that in specific task he was not given a fair chances compared to other pilots, is to be scored for that task with the amount of points that correspond to the amount of points he got in all other tasks. The task remains valid. The pilot's task score is marked EQU or “Equalized” on the task score sheet. On General Classification task score sheet pilots points for that task are calculated using a formula:

Qtask = Qmax * SUM (Qother_tasks) / SUM(Qmax_other_tasks)

where:

Qtask – pilot's calculated score for the task
Qmax – maximum points to get in that task
SUM(Qother_tasks) - the sum of points pilot got in all other (not equalized) tasks
SUM(Qmax_other_task) - the sum of maximum points pilot might get in all other tasks.

Reasons

One of the precision tasks of World Championship in China was completely cancelled by international jury because one pilot proved that one of the marshals weaved a red flag during his flight. As he

claimed this made him upset and he couldn't finish the task. A reason to cancel the task was that the organizer failed to ensure equal conditions for all pilots.

With this decision efforts of all other 71 pilots were ruined. Their sometimes very hard all year round work in preparation to championships was useless. Proposed solution will allow to equalize score of aggrieved pilot, however will save the efforts of other pilots.

Comments from S10 Sub Committee or CIMA delegates

None at this time

CIMA decision

For: 0, Against: 13, Abstain: 4, Absent: 1, Proposal 21 REJECTED

PROPOSAL 22

Exceptional units of measurement in timing.

From Richard Meredith-Hardy, GBR Delegate

Affects

In principle, all classes, in current practice; only Paramotors.

Existing text

None

New text

INSERT: S10 5.2.7

Exceptional units of measurement.

Timed precision tasks in championships shall be rounded down to an accuracy of 1/10th of a second if manual timing is used, or rounded down to an accuracy of 1/100th of a second if an approved electronic timing system is used.

Reason

A problem arose about this at WPC 2007.

Normal units of measurement as stated in S10 5.2.6 are HH:MM:SS. Increments of less than a second do not exist in S10. This is adequate for all purposes except some paramotor precision tasks where more accurate timing is desirable.

1/10th of a second is considered about as accurate as can be done by manually timing with a stopwatch whereas electronic timing systems may provide greater accuracy. In the absence of any approval system, "approved" is intended to mean "Approved by the International Jury", in other words if an electronic timing system appears to work to their satisfaction for the intended purpose then timing may be done to an accuracy of 1/100th of a second.

"Rounded down" is intended to mean the time which is taken is the time which is *displayed on the time piece* rather than it being artificially rounded later to a precision greater than permitted. Thus if a manual time of 0:0:45.5655 is taken, the time recorded shall be 0:0:45.5 as was displayed on the stopwatch to the required precision and NOT rounded in 1/100ths of a second to 0:0:45.6

Comments from S10 Sub Committee or CIMA delegates

None at this time

CIMA decision

For: 13, Against: 0, Abstain: 4, Absent: 1, Proposal 22 ACCEPTED

PROPOSAL 23

Competition Official Map.

From Wojtek Jerzy DOMAŃSKI, POL alternate delegate.

Affects

Microlights and Paramotors.

Existing text

none

New text

INSERT into S10 An 3
1.10.13 COMPETITION OFFICIAL MAP
A competition official map (S10 4.6.1.1) is the only map that pilot is allowed to use during the task. If during the course of a certain task pilot uses any other map, or a copy of a satellite or an air image of the competition area, the competitor will get a 100% penalty for the task.

Reasons

During World Championship in China some teams used satellite images of the site. While using such images in preparation to the task seems to not be a problem, using them during navigation tasks is unfair. This proposal regulates that issue.

Comments from S10 Sub Committee or CIMA delegates

None at this time

CIMA decision

For: 4, Against: 12, Abstain: 1, Absent: 1, Proposal 23 REJECTED

PROPOSAL 24

Enforce fuel seal checking

From José Luis Esteban, ESP alternate delegate.

Affects

Microlights and Paramotors.

Existing text

None

New text

INSERT AFTER EXISTING TEXT S10 An 3 1.12.2 FUELLING

Official observers will collect documentary evidence that all competitor's fuel systems are sealed immediately after fuelling, and that all competitor's fuel systems seals have been inspected after landing.

Reasons

During recent championships many pilots have complained that their fuel seals had not been checked after the flight. This kind of marshal negligence make some pilots think of the possibility of cheating.

Producing documentary evidence is as easy as ticking the pilot's number on the marshal's sheet upon sealing, and ticking a second time upon fuel seal checking. This is not an extra work if seals are checked!

A task without such document has the risk of being cancelled, something the director doesn't want.
If this document exists and a pilot is not checked, he risks a 100% penalty, so pilots will actively want to be checked.

So at a cost of two ticks per pilot, everyone will do his best to follow the spirit of the rules.

Comments from S10 Sub Committee or CIMA delegates

None at this time

CIMA decision

For: 12, Against: 1, Abstain: 4, Absent: 1, Proposal 24 ACCEPTED

PROPOSAL 25

Temperature of fuel measured by volume

From Richard Meredith-Hardy GBR Delegate.

Affects

Paramotors.

Existing text

S10 An 3 1.12.2 FUELLING
Fuel will be measured by weight or volume but will be consistent for any given refuelling session. Measured fuel quantities include oil where it is mixed with petrol.

New text

S10 An 3 1.12.2 FUELLING
Fuel will be measured by weight or volume but will be consistent for any given refuelling session. Measured fuel quantities include oil where it is mixed with petrol. Fuel measured by volume shall be within ± 10℃ of the ambient temperature.

Reasons

At WPC 2007 a certain team tried to use specially chilled fuel to get 'more volume' when it was measured. This proposal effectively prevents such action.

Comments from S10 Sub Committee or CIMA delegates

None at this time

CIMA decision

For: 12, Against: 5, Abstain: 0, Absent: 1, Proposal 25 ACCEPTED

PROPOSAL 26

Standardisation of launch technique for PL1 class.

From Wojtek Jerzy DOMAŃSKI, POL alternate delegate.

Affects

In principle PL classes, in current practice only PL1 class.

Existing text

S10 An 3 3.3.3 TAKE-OFF
A PF must be foot launched for all tasks.
No pilot may take-off without permission from the Director or a Marshal.
....

New text

S10 An 3 3.3.3 TAKE-OFF
A PF must be foot launched for all tasks.
PL1 or PL2 launch is considered valid only if the pilot (crew) remains seated in his (their) aircraft when last part of the canopy leaves the ground, and pilot's legs do not carry any load.
No pilot may take-off without permission from the Director or a Marshal.
....

Reasons

Recently PL1 class is entered by pilots of very light trikes, who are able to launch their aircrafts using PF1 techniques. In stronger wind condition, this ability gives pilots of these trikes a significant advantage over pilots of heavier trikes who are not able to use that launch technique.

PL1 class was initially thought as class for landplane paramotors. While there is nothing wrong in recent trend of PF1 pilots entering PL1 class with their foot launch paramotors equipped with very light wheels construction, it is unfair that they use their take-off advantage over original heavy trikes pilots.

Comments from S10 Sub Committee or CIMA delegates

None at this time

CIMA decision

For: 7, Against: 4, Abstain: 6, Absent: 1, Proposal 26 REJECTED

PROPOSAL 27

Paramotor take-off penalties

From José Luis Esteban, ESP alternate delegate.

Affects

Paramotors.

Existing text

S 10 An 3, 3.3.3 TAKE-OFF
...
All take-offs, unless otherwise briefed, must be effected entirely within the landing deck, except for emergency provisions given at briefing. Failure to comply will result in a penalty of 20% of the pilot's score.
Before departure a pilot and/or his PF may be inspected at any time for contravention of any regulations. It is the duty of competitors to assist marshals as much as possible in assisting and expediting any inspection.

Except in specified tasks, an aborted take-off does not in principle attract any penalty, however the pilot must comply with any instruction from the marshals to expedite a re-launch or the pilot risks being relegated to the end of the queue.

Proposal 27a new text

S 10 An 3, 3.3.3 TAKE-OFF
[...]
All take-offs~~, unless otherwise briefed,~~ must be effected entirely within the landing deck, except for emergency provisions given at briefing. Failure to comply will result in a penalty of 20% of the pilot's score.
Before departure a pilot and/or his PF may be inspected at any time for contravention of any regulations. It is the duty of competitors to assist marshals as much as possible in assisting and expediting any inspection.
Except in specified tasks, an aborted take-off does not in principle attract any penalty, however the pilot must comply with any instruction from the marshals to expedite a re-launch or the pilot risks being relegated to the end of the queue.

Proposal 27b new text

S 10 An 3, 3.3.3 TAKE-OFF
[...]
All take-offs, unless otherwise briefed, must be effected entirely within the landing deck, except for emergency provisions given at briefing. Failure to comply will result in a penalty of 20% of the pilot's score.
Before departure a pilot and/or his PF may be inspected at any time for contravention of any regulations. It is the duty of competitors to assist marshals as much as possible in assisting and expediting any inspection.
If the pilot does not make a clean take-off in the first attempt, he will receive a 5% penalty of the pilot's score, if he fails a second time, 10% penalty, and a third or more, 15% penalty.
No pilot will get more than 20% take-off penalty after adding take-off attempt penalties plus out of deck penalty.
Except in specified tasks, an aborted take-off where the canopy doesn't completely leave the ground, does not in principle attract any penalty, however the pilot must comply with any instruction from the marshals to expedite a re-launch or the pilot risks being relegated to the end of the queue.

Reasons

Most pilots think take-off should always count for task scoring.

Part A enforces taking off within the deck in all tasks.

Part B takes into account the number of take-off attempts as a way to measure pilot's proficiency by establishing a 5% penalty for every unsuccessful take-off attempt. The concept of "clean take-off" is used, so only those attempts where the canopy completely leaves the ground are taken into account. Only the first three attempts are penalised, and there is a 20% maximum take-off penalty, so if the pilot took off at the third attempt (10% penalty) and then ran out of the deck (20% penalty) he will be given a 20% take-off penalty.

Comments from S10 Sub Committee or CIMA delegates

None at this time

CIMA decision

For: 1, Against: 13, Abstain: 3, Absent: 1, Proposal 27a REJECTED

For: 1, Against: 12, Abstain: 4, Absent: 1, Proposal 27b REJECTED

PROPOSAL 28

New structure for S10 Annex 4 (Task Catalogue)

from José Luis Esteban, ESP alternate delegate

Affects

Microlights and Paramotors.

Existing text

Annex 4 structure:

Annex 4, Part 1. Applies to All classes

Annex 4, Part 2. Tasks for classes AL1, AL2, WL1, and WL2 (Classic classes)
FLIGHT PLANNING, NAVIGATION TASKS
FUEL ECONOMY, SPEED RANGE & DURATION TASKS
PRECISION TASKS

Annex 4, Part 3. Tasks for classes PF1, PL1 and PL2
[no explicit subsections]

New text

New S10 Annex 4 **structure**:

Annex 4, Part 1. [*same content*]

Annex 4, Part 2. Task catalogue

Navigation tasks
Include all navigation tasks from the previous microlight and paramotor catalogue:
2A1, 2A2, 2A3, 2A4, 2A5, 2A6, 2A7, 2A8, 2A9, 2A10, 2A11, 2A12, 2A13, 3A1, 3A2, 3A3, 3A4(*)

Economy, speed and noise tasks
Include all economy, speed and noise tasks from the previous microlight and paramotor catalogue
2B1, 2B2, 2B3, 2B4, 2B5, 2B6, 2B7, 3B1, 3B2, 3B3, 3B4 (*), 3B5, 3N1, 3N2

Microlight specific tasks
Include all microlight precision tasks
2C1, 2C2, 2C3, 2C4, 2C5, 2C6, 2C7, 2C8, 2C9,

Paramotor specific tasks
Include all paramotor precision and ground tasks
3C1, 3C2, 3C3, 3C4, 3C5, 3C6, 3C7, 3C8, 3C9, 3C10

Tasks marked with (*) include microlight and paramotor specific characteristics, and will be adapted to the specific competition in the local regulations.

Reasons

It has been a common practice to design tasks inspired in the microlight catalogue for the paramotor competitions and vice versa. This new structure reflects that practice.

Some editorial work is needed to delete redundant tasks and to avoid mention to specific classes in some task definitions.

Comments from S10 Sub Committee or CIMA delegates

None at this time

CIMA decision

For: 2, Against: 6, Abstain: 9, Absent: 1, Proposal 28 REJECTED

PROPOSAL 29

Addition of three tasks into the task catalogue.

from José Luis Esteban, ESP alternate delegate

Affects

Microlights and Paramotors.

Existing text

None

Proposal 29a new text

Curve Navigation with Time Estimation
Precisely fly the course defined by an arbitrary line drawn on the map, with time estimations and a time limit.

See task A described in the attachment Proposed Task Sheets.pdf

Proposal 29b new text

Precision Navigation
Fly a circuit at a constant speed in each straight leg, estimating arrival times to known turn points.

See task B described in the attachment Proposed Task Sheets.pdf

Proposal 29c new text

Contract Navigation with Time Controls
Fly a course between a combination of declared turn points, flying over some of them at a specified time.

See task C described in the attachment Proposed Task Sheets.pdf

Reasons

The three tasks have been used in recent international championships. They are easy to prepare and to marshal, and their track analysis can be automated if the task definition is not modified.

Comments from S10 Sub Committee or CIMA delegates

None at this time

CIMA decision (taken en bloc)

For:16, Against:0, Abstain:1, Absent:1, Proposal 29a, b & c ACCEPTED

PROPOSAL 30

Common description for navigation tasks.

From José Luis Esteban, ESP alternate delegate.

Affects

14a: Microlights, 14b: Paramotors.

Existing text

Navigation tasks in S10 Annex 4, Part 2: 2A1, 2A2 2A3, 2A4, 2A5, 2A6, 2A7, 2A8, 2A9, 2A10, 2A11, 2A12

Proposal 30a new text

Replace these navigation tasks in annex 4 part 2 with tasks D & E described in the attachment Proposed Task Sheets.pdf

Task D: Fusion of tasks 2A3, 2A6 and 2A12 in a single task description: **Navigation over a known circuit.**

Task E: Fusion of tasks 2A1, 2A2, 2A4, 2A5, 2A7, 2A8, 2A9, 2A10 and 2A11 in a single task description: **Navigation with unknown legs.**

Proposal 30b new text

If proposal 28 is NOT accepted, then with reference to the tasks described in the attachment Proposed Task Sheets.pdf

- Task D replaces 2A3, 2A6 and 2A12
- Task E replaces 2A1, 2A2, 2A4, 2A5, 2A7, 2A8, 2A9, 2A10 and 2A11

Paramotors:
- Include task D
- Include task E

Reasons

There are 12 task descriptions in the task catalogue which are very similar to each other. The only distinctive element is the existence or unknown legs in the circuit. The rest of the differences are simply the geometry of the circuit.

This may lead to two interpretations:

- The tasks must be designed **exactly as written** on the catalogue; the competition director can't use even a slightly different one.
  It is a fact that most navigation tasks are usually inspired in those in the catalogue, so this interpretation is not correct.

- The tasks descriptions are **guidelines or examples** of possible navigation tasks.
  In this case we have twelve descriptions and their specific details are hidden among many redundant paragraphs. If this second interpretation is correct, so much redundancy is unnecessary.

There are some other problems in current descriptions:

- There is no scoring formula present in any of them.
  There has been a big fuss about changing the scoring formula in a task during a recent championship. Can we simply delete the scoring formulas from the tasks to solve the problem? I don't think so. There should be at least a generic formula allowing for some variability if necessary.
- Some penalties are interchanged:
  - Photo or marker misplaced on map > 2mm but < 5mm: No photo/marker score
  - Photo or marker misplaced on map > 5mm: Penalty 50% of photo/marker score
- There is no mention to hidden gates at all.
  Physically placing markers or taking photos, marking their positions on the map, manually evaluating the mark positions on the map is an extremely inefficient procedure compared to using GNSS and hidden gates. So hidden gates must be considered as a possible method to evaluate navigation tasks!!!

This proposal

- Makes an abstraction from the twelve navigation tasks into two. Previous descriptions are listed as examples, preserving their excellent drawings.
- Corrects minor errors (wrong penalties and forgotten hidden gates).
- Defines a generic scoring system including the following concepts:
  - Spatial precision (hidden gates or marks on maps)
  - Temporal precision (error in time gates) - Optional
  - Speed - Optional.

Comments from S10 Sub Committee or CIMA delegates

None at this time

CIMA decision

For: 11, Against: 6, Abstain: 0, Absent: 1, Proposal 30a ACCEPTED

For: 13, Against: 0, Abstain: 4, Absent: 1, Proposal 30b ACCEPTED

PROPOSAL 31

PL precision landing.

From Wojtek Jerzy DOMAŃSKI, POL alternate delegate.

Affects

PL1 & PL2.

Existing text

S10 An 4 3.C1. PRECISION TAKE-OFF AND LANDING

Objective

To make a clean take off at the first attempt in the deck, and subsequently land as near as possible to a point.

Description

The pilot is permitted four takeoff attempts, climbs to 500ft overhead the target, cuts the engine before passing through a gate and tries to make a first touch as near as possible to the centre of a target consisting of a series of concentric circles.

....

S10 An4 3.C5 PRECISION TAKE-OFF AND LANDING

Objective

To make a clean take off at the first attempt in the deck, and subsequently land as near as possible to a point.

...

New text

S10 An 4 3.C1. PRECISION TAKE-OFF AND LANDING

Objective

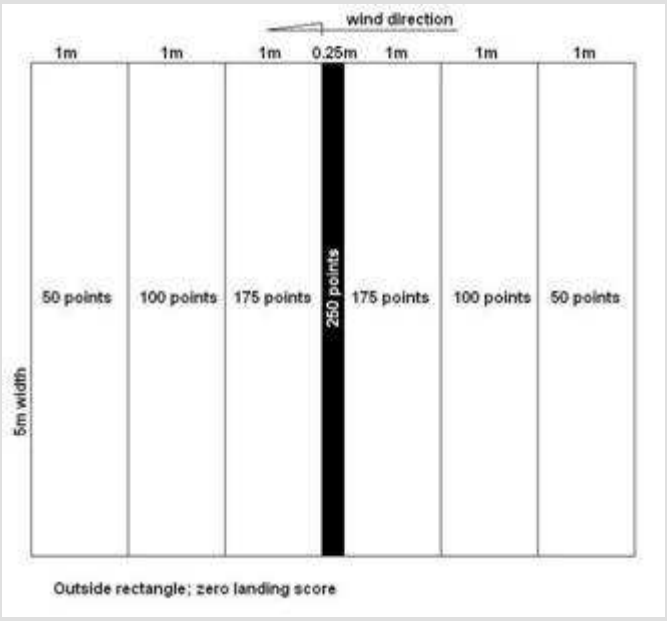
To make a clean take off at the first attempt in the deck, and subsequently land as near as possible to a point.

Description

The pilot is permitted four takeoff attempts, climbs to 500ft overhead the target, cuts the engine before passing through a gate and tries to make a first touch as near as possible to the centre of a target consisting of:

- o A series of concentric circles for PF1 and PF2 classes
- o A series of 5m wide parallel strips for PL1 and PL2 classes

....



An 4 3.C5 PRECISION TAKE-OFF AND LANDING

Objective

To make a clean take off at the first attempt in the deck, and subsequently land as near as possible to a ~~point~~ target which is:

- o A point for PF1 and PF2 classes
- o A 5 m long line marked on the ground perpendicularly to the wind direction.

...

The value of x, in metres will be given at briefing but may be between 10 and 25 metres depending on the meteorological conditions. This outer ~~circle~~ zone should be marked by cones or some other visual indication in the form of

- o A circle for PF1 and PF2 classes,
- o Two 5m long lines parallel to the target.

Reasons

During the precision landing task of the last World Championships in China some PL1 trikes made an excellent landing in the centre point, however pilots didn't score maximum 250 points, because they were pointing the centre with their bodies rather than with one of their trike wheels (rear left or right).

PL1 and PL2 trikes touch the ground with the rear wheel first. Because rear wheels are located on an axis and aside of the pilot body, pilots need to choose one of the wheels to touch the ground first, and

then make the trike land on that side by unbalancing the aircraft. This kind of landing increases the risk of dangerous landing and is unnatural for trikes.

Introducing linear targets rather then point targets for PL classes, would allow trike pilots to land on their natural way. Also this change will keep pilots from attaching fake additional central wheel mounted on the axis – exclusively for the benefit of precision landing tasks.

Comments from S10 Sub Committee or CIMA delegates

None at this time

CIMA decision

For: 13, Against: 0, Abstain: 4, Absent: 1, Proposal 31 ACCEPTED

PROPOSAL 32

New scoring for slaloms.

From José Luis Esteban, ESP alternate delegate.

Affects

Paramotors.

Existing text

S10, Scoring formulas in S10 Annex 4:
3.C2. PRECISION CIRCUIT IN THE SHORTEST TIME
3.C7. PRECISION CIRCUIT IN THE SHORTEST TIME ('Clover leaf slalom')
3.C8. PRECISION CIRCUIT IN THE SHORTEST TIME ('Japanese slalom')
3.C9 PRECISION CIRCUIT IN THE SHORTEST TIME ('Chinese slalom')

$$Q = \frac{NQ^3}{Sp}$$

Each pilot's rank R is calculated using Q (best pilot: R = 1)

Pilot score = 500 * Q / Qmax + 500 * 0.8^(R-1)

Where
NQ = The number of targets struck by the pilot
Sp = The pilot's elapsed time between striking first and last targets
R = Pilot's rank using Q

Proposal 32a new text

S10, Scoring formulas in S10 Annex 4:

3.C2. PRECISION CIRCUIT IN THE SHORTEST TIME
3.C7. PRECISION CIRCUIT IN THE SHORTEST TIME ('Clover leaf slalom')
3.C8. PRECISION CIRCUIT IN THE SHORTEST TIME ('Japanese slalom')
3.C9 PRECISION CIRCUIT IN THE SHORTEST TIME ('Chinese slalom')

Replace existing scoring in all 4 tasks with:

N = number of targets
T = time from first to last target
Q = N^3 / T
Pq = 500 * Q / Qmax
Ps = 500 – 30 * (T – Tpmin) Minimum Ps is zero
P = Pq + Ps

Proposal 32b new text

S10, Scoring formulas in S10 Annex 4:

3.C2. PRECISION CIRCUIT IN THE SHORTEST TIME
3.C7. PRECISION CIRCUIT IN THE SHORTEST TIME ('Clover leaf slalom')
3.C8. PRECISION CIRCUIT IN THE SHORTEST TIME ('Japanese slalom')
3.C9 PRECISION CIRCUIT IN THE SHORTEST TIME ('Chinese slalom')

Replace existing scoring in all 4 tasks with:

If the pilot strikes all the targets properly:
P = 1000 – 30 * (T – Tpmin)
Otherwise:
P = 0

Reasons

During last CIMA meeting a ranking-based scoring system was introduced. But during last WPC2007 in China, some team leaders complained that in case the best 10 pilots were within the same second, they would receive scores ranging from 500 to 67 points from the second term in the formula.

Most teams agreed on an alternative scoring system which changes the second term in the formula and uses a calculation based on the absolute time difference between each pilot and the first one.

Proposal A: For each second difference, the pilot gets 30 points less.

Proposal B follows the skiing practice: If the pilot flies the circuit properly, striking all the targets, he gets time points, otherwise, he scores zero.

Comments from S10 Sub Committee or CIMA delegates

None at this time

CIMA decision

Initial vote taken on if to amend 32a to add: If N<9, pS=0

For: 13, Against: 1, Abstain: 2, Absent: 1, Refused* to vote: 1
***Joel Amiable left the room at this point**

Amendment to 32a ACCEPTED so subsequent vote on amended 32a

For: 14, Against: 0, Abstain: 2, Absent: 2, Proposal 32a ACCEPTED

Proposal 32b WITHDRAWN

PROPOSAL 33

Fast-slow or Slow-fast.

from Richard Meredith-Hardy CIMA S10 Editor.

Affects

Paramotors.

Existing text

S10 Annex 4: 3.C3. FAST / SLOW SPEED
Objective

To fly a course as fast as possible and then a course as slow as possible.
....

S10 Annex 4: 3.C10 FAST / SLOW SPEED (variant)
Objective
To fly a course as fast as possible and then a course as slow as possible.
....

New text

S10 Annex 4: 3.C3. FAST / SLOW SPEED
Objective
To fly a course as fast as possible and then a course as slow as possible. (or vice versa)
....

S10 Annex 4: 3.C10 FAST / SLOW SPEED (variant)
Objective
To fly a course as fast as possible and then a course as slow as possible. (or vice versa)
....

Note that this proposal also requires some editorial changes to the text in both tasks to clearly reflect the principle that the two legs can be flown in an order specified by the championship director.

Reasons

Slow then fast, or fast then slow? This is a long-running argument.

From a championship director's perspective, slow then fast is better because there is less risk of congestion between the two courses caused by marshals letting people through the first course too quickly. The net result is that the whole task can probably be completed faster and more reliably.

From a competitors perspective, fast then slow is better because it is easier and quicker to put the aircraft into a 'slow' configuration between the two courses than to put it in 'fast' configuration.

The 2006 CIMA plenary addressed the competitors' problem by approving an amendment to these two tasks requiring a minimum distance between the two courses. For operational reasons at WPC 2007 it was much better to run the task slow then fast, and it was.

This proposal allows the championship director to choose for operational reasons whether the order should be Slow then Fast, or Fast then Slow, it makes no difference to the competitor.

Comments from S10 Sub Committee or CIMA delegates

None at this time

CIMA decision

For: 13, Against: 1, Abstain: 2, Absent: 2, Proposal 33 ACCEPTED

PROPOSAL 34

Slow-fast – landing between courses.

From Wojtek Jerzy DOMAŃSKI, POL alternate delegate.

Affects

Paramotors.

Existing text

S10 An 4 3.C3. FAST / SLOW SPEED

.....

Special rules

- For each leg, the clock starts the moment the pilot passes the first gate and stops the moment he passes the second.
- If the pilot or any part of his paramotor touches the ground during the first leg: VP1 = zero and EP = zero
- If the pilot or any part of his paramotor touches the ground during the second leg: VP2 = zero and EP = zero
- If the pilot zigzags or if the body of the pilot overflies a side of the course or exceeds 2m above ground: Score zero.
- The maximum time allowed for a pilot to complete each leg of the course is 5 minutes.

.....

An 4 3.C10 FAST / SLOW SPEED (variant)

.....

Special rules

- A valid strike on any stick is one where the pilot or any part of the aircraft has been clearly observed to touch it.
- For each leg, the clock starts the moment the pilot kicks the first stick and stops the moment he kicks the fourth stick.
- The pilot may have 3 attempts at kicking the first stick on each run.
- If the pilot misses the second or third stick then he is considered 'too high', penalty 50% leg score for each stick missed.
- The maximum time allowed for a pilot to complete each leg of the course is 5 minutes.

.....

New text

S10 An 4 3.C3. FAST / SLOW SPEED

.....

Special rules

- For each leg, the clock starts the moment the pilot passes the first gate and stops the moment he passes the second.
- If the pilot or any part of his paramotor touches the ground during the first leg: VP1 = zero and EP = zero
- If the pilot or any part of his paramotor touches the ground during the second leg: VP2 = zero and EP = zero
- If the pilot or any part of his paramotor touches the ground during his transition from the first to the second leg, or within 10 seconds after finishing the second leg, penalty 50% is applied to pilot's EP result.
- If the pilot zigzags or if the body of the pilot overflies a side of the course or exceeds 2m above ground: Score zero.
- The maximum time allowed for a pilot to complete each leg of the course is 5 minutes.

.....

S10 An 4 3.C10 FAST / SLOW SPEED (variant)

.....

Special rules

- A valid strike on any stick is one where the pilot or any part of the aircraft has been clearly observed to touch it.
- For each leg, the clock starts the moment the pilot kicks the first stick and stops the moment he kicks the fourth stick.
- The pilot may have 3 attempts at kicking the first stick on each run.
- If the pilot misses the second or third stick then he is considered 'too high', penalty 50% leg score for each stick missed.
- If the pilot or any part of his paramotor touches the ground during his transition from the first to the second leg, or within 10 seconds after finishing the second leg, penalty 50% is applied to pilot's EP result.
- The maximum time allowed for a pilot to complete each leg of the course is 5 minutes.

.....

Reasons

During the flight on slow course of SLOW/FAST task (variant) of the last World championship in China, one of the pilots flew too high, and stalled the wing to be able to strike the fourth stick. Pilot did strike the stick but didn't manage to sustain the flight, and fell in the stall just behind the stick. Immediately after that he took off again and flew away to the fast course of the task.

Championship director and international jury considered that flight valid, stating that there is no explicit rule in Section 10, that clearly forbids such a technique. The above amendment clarifies that matter.

There are at least two strong reasons for not allowing landing or touching the ground between the courses of slow-fast task:

1) Landing between courses might give an additional time for the pilot to reconfigure paramotor from slow to fast trimming. This is not a desirable advantage in this task. A penalty 50% for EP result seems to be a fair way to encourage pilots to fly the whole task non-stop.
2) Stalling a wing just before the last stick of slow course, might be perceived by pilots as an effective method to get better result, obviously increasing possibility of dangerous accidents.

Comments from S10 Sub Committee or CIMA delegates

None at this time

CIMA decision

For: 1, Against: 13, Abstain: 2, Absent: 2, Proposal 34 ACCEPTED

PROPOSAL 35

One standard grid for Clover leaf and Japanese slaloms.

From Wojtek Jerzy DOMAŃSKI, POL alternate delegate.

Affects

Paramotors.

Existing text

S10 An 4 3.C7. PRECISION CIRCUIT IN THE SHORTEST TIME ('Clover leaf slalom')

....

Description

4 pylons 2m in height are laid out at the corners of a 75M square. A fifth target is set at the centre of the square.

....

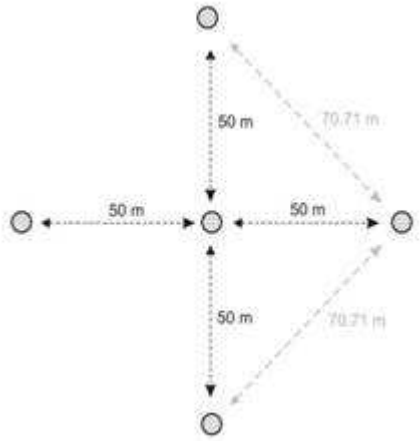
New text

Delete

S10 An 4 3.C7. PRECISION CIRCUIT IN THE SHORTEST TIME ('Clover leaf slalom')
....
Description
4 pylons 2m in height are laid out at the corners of a ~~75M~~ 70.71M square. A fifth target is set at the centre of the square.
....
The drawing of the grid should be amended to reflect the intention of this proposal.

Reasons

Distance of 70,71 m is a diagonal of 50 m sided square (which constitutes a grid for Japanese slalom). This slight modification of the Clover leaf slalom grid from 75 m to 70.71 m will make transition between Japanese and Clover leaf slaloms very easy. This in turn will lead to considerable simplification of every day training activities, pre-competition training, and competition organisation.
Additional benefit of having standardized slalom grid is the ease to incorporate different distances for mono and tandem classes (suggested in next amendments proposals).



Comments from S10 Sub Committee or CIMA delegates

None at this time

CIMA decision

For: 10, Against: 2, Abstain: 3, Absent: 3, Proposal 35 ACCEPTED

PROPOSAL 36

A tandem grid for Japanese and Clover leaf slaloms.

From Wojtek Jerzy DOMAŃSKI, POL alternate delegate.

Affects

PL2 & PF2

Existing text

S10 An 4 3.C7. PRECISION CIRCUIT IN THE SHORTEST TIME ('Clover leaf slalom')
....
Description
4 pylons 2m in height are laid out at the corners of a 75M square. A fifth target is set at the centre of the square.
.....

S10 An 4 3.C8. PRECISION CIRCUIT IN THE SHORTEST TIME ('Japanese slalom')
....
Description
4 pylons 2m in height are laid out on a 50m x 50m grid.
.....

New text

S10 An 4 3.C7. PRECISION CIRCUIT IN THE SHORTEST TIME ('Clover leaf slalom')
....
Description

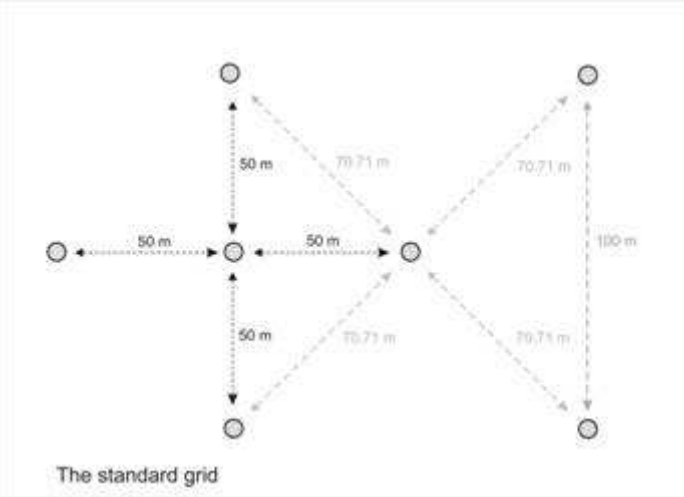
4 pylons 2m in height are laid out:
- At the corners of a 75M square for PF1 and PL1 classes,
- At the corners of a 100 m square for PF2 and PL2 classes.

A fifth target is set at the centre of the square.
....

S10 An 4 3.C8. PRECISION CIRCUIT IN THE SHORTEST TIME ('Japanese slalom')
.....
Description
4 pylons 2m in height are laid out:
- On a 50 m x 50 m grid for PF1 and PL1 classes,
- On a 70,71 m x 70,71 m grid for PF2 and PL2 classes.

.....
The drawing of the grid should be amended to reflect the intention of this proposal.

Reasons



The standard grid

50 m grid slaloms seem to be too small for some double seater aircrafts. These aircraft have to carry much higher loads, therefore some of them use bigger wings and/or stronger engines. The manoeuvreability of a 45 sq.m. (or more) wing can be too poor to fit in a 50 m grid slalom. Smaller tandem wings equipped with strong (thus fast) engines may also be in trouble to execute 50 m grid slaloms.

If the grid for PL2 and PF2 class slaloms will be wider, tandem pilots will compete heaving equal chances regardless a size of the wing or the thrust of the engine. Smaller grid forces some competitors to fly at a reduced speed, what is not a goal of that task in which the best result comes with the shortest time.
Although any grid over 70 m seems to be sufficient for double seater classes, a standard grid of 70.71 m has advantage of simplifying everyday training activity, pre-competition training on site, and in some circumstances can simplify organisation of the championships. A distance of 70,71 m is a diagonal length of a square with 50 m side. Reconfiguration of the slaloms for different classes, and switching between different kind of slaloms will be relatively easy, especially if the site is equipped with two standard grids oriented 45 degrees to each other.

Comments from S10 Sub Committee or CIMA delegates

None at this time

CIMA decision

For: 10, Against: 2, Abstain: 4, Absent: 2, Proposal 36 ACCEPTED

PROPOSAL 37

Improvement of the FR track file naming protocol

From Richard Meredith-Hardy, CIMA FRAC chairman

Affects

Microlights and Paramotors.

Existing text

S10 Annex 6
4.9.4.1 The default 'short' file name presented to the operator should be as follows: `000T00V0.IGC`
Where:
- Characters 1 – 3 are the pilot's competition number, with leading zeros as necessary. (e.g. number 4 must be 004, this way all files will sort correctly in alphanumeric order.)
- Character 4 is fixed as T (for Task)
- Characters 5 & 6 are the task number, with leading zeros as necessary.
- Character 7 is fixed as V (for Version)
- Character 8 is the version number of the file, (ie this will be 1 the first time the file is created in the directory, but it will be 2 if the same data is transferred from the FR a second time. This makes it difficult for the operator to overwrite existing data.)
- Characters 9 to 12: fixed as .IGC This file suffix is the IGC standard and allows the file to be readily opened in many different flight analysis programs.

4.9.4.2 The preferred 'long' file name presented to the operator must be as above but include the pilot's name: `000T00V0_PILOT_NAME.IGC`
- The pilot name must be separated from the first 8 characters of the 'short format' name with the underscore '_' character and all spaces in the pilot name must be replaced with the underscore '_' character.- Pilot name must be in upper case characters A-Z, a-z and 0-9 only (ascii 65-90, 97-122 and 48-57). Accented characters etc. must be replaced with their nearest match from within this selection.

New text

S10 Annex 6
4.9.4.1 The file name presented to the operator should be as follows:
`001T01V1R1_PILOT_name.IGC`
Where:
- Characters 1 – 3 are the pilot's competition number, with leading zeros as necessary. (e.g. number 4 must be 004, this way all files will sort correctly by competition number in alphanumeric order.)
- Character 4 is fixed as T (for Task)
- Characters 5 & 6 are the task number, with leading zeros as necessary.
- Character 7 is fixed as V (for Version)
- Character 8 is the version number of the file, (ie this will be 1 the first time the file is created in the directory, but it will be 2 if the same data is transferred from the FR a second time. This makes it difficult for the operator to overwrite existing data.)
- Character 9 is fixed as R (for Recorder). Note that for full backwards compatibility, analysis programs should appreciate that an underscore '_' (ascii 95) may appear in this position.
- Character 10 is a number 1 to 9 indicating the status of the FR as declared by the pilot; 1 = Primary, 2 = first secondary, 3 = second secondary, Etc. Note that for full backwards compatibility, analysis programs should appreciate that if any other character appears in this position then the status of the FR is unknown.
- Character 11 is an underscore '_' (ascii 95).
- Characters 12 to n is the pilot's name where n may not be more than 150. Pilot name must be in characters A-Z, a-z and 0-9 only (ascii 65-90, 97-122 and 48-57), accented characters etc. must be replaced with their nearest match from within this selection. All spaces in the pilot name must be replaced with the underscore '_' (ascii 95).
- Characters n to n+4 are fixed as .IGC This file suffix is the IGC standard and allows the file to be readily opened in many different flight analysis programs.

Existing 4.9.4.2 is deleted.

Reason

Now that pilots are frequently using secondary FR's in championships it is desirable to include the distinction between primaries and secondaries in each saved FR track file name. In practice this has been done for some years by championship organizers to their own protocol, this proposal simply formalizes an amended file naming protocol in Annex 6 so that it can be exploited by flight analysis programs (eg by being able to open a primary track by default).

This proposed protocol is designed to be backwards compatible with existing FR download software. By definition it extends the mandatory file name beyond the original dos 8.3 'short' file format which for our purposes is now considered obsolete anyway.

This proposal therefore deletes the concept of a mandatory 'short' file name and a 'desirable' long file name and makes the 'long' file name mandatory with the added inclusion of a clause indicating FR status.

Note that although in practice pilot names are unlikely to be anything like as long as 138 characters, the total maximum length is set at 150 (rather than 255) to ensure compatibility with ISO 9960 which is used by many CD Rom mastering systems.

Comments from S10 Sub Committee or CIMA delegates

None at this time

CIMA decision

For: 14, Against: 0, Abstain: 2, Absent: 2, Proposal 37 ACCEPTED

Annex 12

Warszawa, November 12, 2007

CIMA President

Tomas Backman

CIMA Secretary

Keith Negal

Annual Meeting of the FAI Microlight Commission, Lausanne, Nov. 9-12, 2006

Subject: EMC 2008

Aeroclub of Poland hereby submits a bid for organization of the European Microlight Championships in Classic Classes, 2008.

3. The Local Organizer

Central Gliding School of Polish Aero Club, Leszno.

Postal address: ul. Szybownikow 28, 64-100 Leszno, Poland.

tel / fax: 0048 65 5292400

E-mail: csleszno@it.pl

Website: www.css-leszno.it.pl

Officials

Event Director: Slawomir Kurzawski

Director of the Central Gliding School of Polish Aero Club in Leszno since 2002.

Organizer of the World Gliding Championships 2003.

Competition Director: Jacek Kibinski

Delegate of Polish Aero Club to CIMA, Team Leader or Steward or Jury member or Jury President on FAI Microlights Championships in Poznan 1994, Little Rissington 1995, Turkey Open Nationals 1996, First WAG Turkey 1997, EMC 2000 Levroux, Second WAG Beas de Segura 2001, EMC2002 Nagykanizsa, Hungary 2002, WMC2003 Long Marston, WMC2005 Levroux, EMC2006 Chosas de Abajo, WMC2007 Usti CzR. Organizer of hanggliding and microlight competitions in Poland since 1978.

2. Location

Airport Leszno EPLS.

Environment: flatland.

3. Time

August 12 - 24 2008, 13 days including registration and training.

4. Accomodation

Free camping and moderate priced hotel on site, other hotels on request.

5. Fees and founds

Entry fee: 400 EUR for pilots, 350 EUR for navigators, 150 EUR for Team Leaders,
no charge for assistents and accompanying persons.
Possibility of discount in case of early payments.
Support: Sponsorship of local companies and institutions, grants from local authioroties.

6.Tasks

According to SC 10, possible implementation of newly invented tasks, either for official or special scoring.

Information on Central Gliding School of Polish Aero Club in Leszno.

The School has been founded in 1952. First World Championships in Gliding was organized here in 1958, the second in 1968, the next in 2003. In last 20 years in Leszno took place many international and national championships in various disciplines of aviation - gliding, balooning and aeromodelling.

Statistics

World Gliding Championships 2003.
European Championships in Gliding: 1990, 1995 (juniors), 1998, 1999 (ladies).
World and European Champioships in Aeromodelling of various categories – 1988, 1994.
European Championships in Balooning: 1988.
International Polish Championships in Gliding: 1996, 1989, 1997, 1998, 2000, 2001.
International Polish Championships in Balooning: 1986, 1987, 1989, 1991.
Other International Competitions in Gliding: 1989, 1991.
Other International Competitions in Balooning: 1997, 1998, 2000, 2001.
National competitions in various airsports – every eear.

The aerodrome EPLS has exceptionally well developed infrastructure, including hotel and permanent camping area – enclosed, illuminated, monitored by cameras. Large grass area of excellent surface lets setting many parallel decks for microlights in any direction.

Central Gliding School of Polish Aero Club in Leszno has not only buildings, hangars and runways of good quality. More important are qualifications and skill of the team, organizing various events for many years.

Special advantage of the School is over 50 years tradition of support by local authiority. Attached letter of the President of the town of Leszno is an example.

The Airport EPLS, being a big center of air sports, is the best venue in Poland for organizing first category microlight championships.

For details see presentation.

Jacek Kibinski
CIMA Delegate
of Polish Aero Club

Piotr Niewiarowski
Secretary General
of Polish Aeroclub

Slawomir Kurzawski
Director of the Central Gliding School
in Leszno

Attachment:
Letter of the President of Leszno.

LESZNO

Leszno, 2006.11.06

Ladies and Gentlemen,

As the representative of the inhabitants of Leszno I am proud to invite the competitors and fans of microlight flying to visit our beautiful town for the event of the European Microlight Championships in August 2008.

Leszno is a town with a rich air sports tradition. The largest gliding airfield in Europe has hosted many gliding and ballooning competitions. We have organized three World Gliding Championships and several European and national championships. The air sports tradition in the region has been kept up by Centralna Szkoła Szybowcowa (Central Gliding School) and Areoklub Leszczyński (Leszno Aero Club) which have reared very successful sports people.

The European Microlight Championships is a special event for our town since the Leszno inhabitants are not only interested in watching professional sportsmen but they also actively participate in all kinds of sports activities.

Leszno has had many opportunities to demonstrate its organizational skills of big sports events not only in aviation but also in European and world championships in speedway, fencing, horse riding and handball. We are not only experienced but also hospitable and open to other people. I am certain that this time we will also show our full potential. That is why I warmly invite you to come to Leszno – the place to live!

Yours sincerely

Tomasz Malepszy
President of Leszno

Annex 13

CIMA DELEGATE REPORT

TO THE FAI ENVIRONMENTAL COMMISSION

I participated in the Annual Meeting of the FAI Environmental Commission in Neu Isenburg, Germany, Jan 20 2007. Some basic facts were presented about microlights regarding classes, operation modes and sport activity. Environmental issues as noise and air pollution were considered. As two-stroke engines are less efficient in economy, noise and exhaust emission, there is a trend to use four-stroke engines. Noise issues are referring to new, quiet propellers and new kinds of quiet engines e.g. electric.

Based on the meeting I propose to recommend using in next Championships more tasks, included in present Task Catalogue, where environmental issues are considered, as economy tasks and noise measurement on climbing horizontal flight (for paramotor). New, more complex tasks of similar kind should be developed and included to CIMA task catalogue in the near future.

As priority of environment protection problems raise up, I propose to establish function of environmental commissioner in CIMA, as well as in another air sport commissions of the FAI.

CIMA DELEGATE REPORT

TO THE FAI MEDICO – PHYSIOLOGICAL COMMISSION.

I participated in the Annual Meeting of the FAI Medico – Physiological Commission in Vienna, Sept. 14 – 16. Various European microlight pilots licensing systems were presented. Referring to medical requirements, they vary widely; JAR category 2 or 3 are applied in many countries, but no obligatory medical control exists for the French Microlight Federation (FFPLUM), a self–declaration endorsed by a General Practitioner is adequate in the UK. These two countries are leading in microlight activity, either in sport and recreation. Presented materials prepared by FFPLUM, published on website of EMF, show that accident rates in microlights are similar to General Aviation. It means, that medical control has no significant influence on safety and it is not really needed for microlight pilots.

There was further discussion on the various systems existing in Europe for ensuring that pilots meet the published standards. It was agreed that because all existing systems had been shown to be safe, they should be accepted as Alternative Means of Compliance. However any new method of assessing pilots should first be subject to proper trials or small scale studies. It was agreed that this concern should be made known to EASA.

Neu Isenburg, Vienna, 2007 Jacek Kibinski

Annex 14

CIMA - MICROLIGHT COMMISSION

FAI AIR SPORT COMMISSIONS - FINANCIAL REPORT FORM

Name of Commission : CIMA Currency : CHF		Budget 2006	Net Movements 2006	Budget 2007
Opening Balance on 1 January 2006		**29,432**	**29,432**	**25,663**
INCOME :				
1.	**TOTAL INCOME**	**8,250**	**4,516**	**7,232**
1.1	**Championship Income**	**8,250**	**4,516**	**7,232**
	Sanction fees - World Championships			7,000
	Sanction fees - European Championships	8,000	3,956	
	Sanction fees - Other categories, ranking lists			
	Protest fees	250	560	232
1.2	**Sales**	**0**	**0**	**0**
	Sales of Badges, pins, flags, books, etc			
	Sales of Championship Medals			
	Other			
1.3	**Miscellaneous Income**	**0**	**0**	**0**
	Donations and Sponsorship			
	Equipment Certification			
	Media rights fees			
EXPENDITURE :		**Budget 2006**	**Net Movements 2006**	**Budget 2007**
2	**TOTAL EXPENSES**	**6,580**	**8,285**	**11,291**
2.1	**Travels and Administration**	**4,500**	**5,705**	**3,500**
	President's travel expenses and admin.	2,500	4,733	3,000
	Other officials' expenses and admin.	2,000	972	500
	Other costs (stipends, jury service)			
2.2	**Meetings**	**0**	**0**	**0**
	Plenary Meetings			
	FAI Meetings			
	(General Conference, Airsport Commissions meetings)			
	Miscellaneous			
2.3	**Stock Purchases**	**2,080**	**2,580**	**2,840**
	Purchase of diplomas, pins, flags,books, etc		500	
	Purchase of medals (championships and others)	2,080	2,080	2,400
	Miscellaneous Stock Purchases			440
	Computer material			
2.4	**Championships expenses**	**0**	**0**	**0**
	Shipment various materials			
	Deposit refund			
2.5	**Miscellaneous expenses**	**0**	**0**	**4,951**
	Donations			4,951
	Litigation			
	Consultancy			
	Other		32	
	TOTAL INCOME	**8,250**	**4,516**	**7,232**
	LESS TOTAL EXPENDITURE	**-6,580**	**-8,285**	**-11,291**
	Balance	**1,670**	**-3,769**	**-4,059**

Closing Balance on 31 December 2006	**31,102**	**25,663**	**21,604**

CIMA Financial Report & Budget

Annex 15