

Czech proposal:

Current text:

2.3.3 QUALIFICATIONS AND REQUIREMENTS

2.3.3.1 Bronze Colibri

- a) 20 hours solo on Microlight or Paramotor aircraft including at least 50 flights.
- b) 3 precision landings within 10 m of the centre of a given spot.
- c) 1 precision landing within 20m of the centre of a given spot from a height of 300m (1000ft) AGL with the throttle fully closed. Demonstration of correct go-around (overshoot) procedure.
- d) Two cross country flights of distance $dM \times 1$ over a triangular course, one with an outlanding at a designated point along the route.

2.3.3.2 Silver Colibri

- a) 100 hours on Microlight or Paramotor aircraft including at least 200 logged flights.
- b) 2 flights to approximately 300m (1000ft) AGL, stop engine(s) complete a 360° turn and land within 5m of the centre of a given spot.
- c) Four cross country flights of distance $dM \times 2$ with any landing or turn points pre-declared. The courses may be straight, dog-leg (1 turn point), out and return, or triangular (2 turn points).

2.3.3.3 Gold Colibri

- a) 300 hours on Microlight or Paramotor aircraft.
- b) Have competed in two National or FAI recognised international Microlight or Paramotor competitions as pilot-in-command.
- c) Complete a tour of at least the distance $dM \times 14$ to a pre-declared flight plan within 7 consecutive days. The route to contain at least 3 control points which the aircraft is observed to overfly or where a landing is made. Only the final landing of the tour may be made at the initial departure point.
- d) Hold one of the following:
 - National Microlight or Paramotor instructor rating;
 - National Microlight or Paramotor record (or have held such a record);
 - National Microlight or Paramotor seaplane rating plus two 75 km cross country flights on a seaplane;
 - National alpine rating;
 - Have participated in an FAI first category event, as pilot-in-command.

2.3.3.4 Diamond Colibri

A CIMA award, with inauguration 1st January 1990, for an outstanding Microlight or Paramotor flying achievement. The following special conditions apply:

- a) Applicants or nominees must be qualified to at least silver badge standard.
- b) In the case of two person crews, the pilots should have equal or equivalent aviation experience, and both should be necessary crew.

2.3.4 GENERAL CONDITIONS

- 2.3.4.1 All flights for Colibri badges must be flown on Microlight or Paramotor aircraft (S10 1.3).
- 2.3.4.2 A pilot must be alone in the aircraft on each flight, other than for the requirements for the gold and diamond.
- 2.3.4.3 A flight may count towards any badge or qualification for which it fulfils the requirement.
- 2.3.4.4 Badges may be awarded only in the correct order: bronze, silver, gold. A diamond may be awarded to silver badge holders.
- 2.3.4.5 A precision landing is a touchdown and stay down landing with no damage to aircraft or pilot. Distance is measured from the touchdown/stay down point of the main wheels.
- 2.3.4.6 To count for badge each leg of a cross-country flight must be completed in not more or less than 15% of the pilot's properly calculated flight time for that leg.
- 2.3.4.7 Barographs are not required.
- 2.3.4.8 A Sporting Licence is not required for badge flights.

2.3.4.9 Only a single course may be declared for any flight

2.3.4.10 dM is the distance the aircraft can fly in nil wind in one hour at the manufacturer's published cruise speed. Evidence of dM must be provided as part of the application for a Colibri award

2.3.5 CONTROL OF BADGE FLIGHTS

(See S10 Chapter 5).

New text:

2.3.3 QUALIFICATIONS AND REQUIREMENTS

2.3.3.1 Bronze Colibri

- 20 hours solo on Microlight or Paramotor aircraft including at least 50 flights.
- 3 precision landings within 10 m of the centre of a given spot or 3 precision landings with engine on into the landing deck for at least 50 points during an official competition.-(see Annex 4 TASK CATALOGUE FOR CHAMPIONSHIPS , 2.C1 SPOT LANDING)
- 1 precision landing within 20m of the centre of a given spot from a height of 300m (1000ft) AGL with the throttle fully closed or 1 precision landing into the landing deck with engine stopped for at least 50 points during an official competition .-Demonstration of correct go-around (overshoot) procedure.
- Two cross country flights of distance dM x 1 over a triangular course, one with an out landing at a designated point along the route or participation and successful finishing of 2 navigation tasks flown in an official competition. -

Komentář [VŠ1]: What is the sense this requirement?

2.3.3.2 Silver Colibri

- 100 hours on Microlight or Paramotor aircraft including at least 200 logged flights.
- 2 flights to approximately 300m (1000ft) AGL, stop engine(s) complete a 360° turn and land within 5m of the centre of a given spot or 2 precision landings into the landing deck with engine stopped for at least 200 points during an official competition.
- Four cross country flights of distance dM x 2 with any landing or turn points pre-declared. The courses may be straight, dog-leg (1 turn point), out and return, or triangular (2 turn points) or participation and successful finishing of 4 navigation tasks flown in an official competition -

Komentář [VŠ2]: Log books aren't mandatory in each country

2.3.3.3 Gold Colibri

- 300 hours on Microlight or Paramotor aircraft.
 - Have competed in two National or FAI recognised international Microlight or Paramotor competitions as pilot-in-command.
 - Complete a tour of at least the distance dM x 14 to a pre-declared flight plan within 7 consecutive days. The route to contain at least 3 control points which the aircraft is observed to overfly or where a landing is made. Only the final landing of the tour may be made at the initial departure point.
 - Hold one of the following:
 - National Microlight or Paramotor instructor rating;
 - National Microlight or Paramotor record (or have held such a record);
 - National Microlight or Paramotor seaplane rating plus two 75 km cross country flights on a seaplane;
 - National alpine rating;
- Have participated in an FAI first category event, as pilot-in-command.

Komentář [VŠ3]: Nobody knows, what the alpine rating is

2.3.4 GENERAL CONDITIONS

2.3.4.1 All flights for Colibri badges must be flown on Microlight or Paramotor aircraft (S10 1.3).

2.3.4.2 A pilot must be alone in the aircraft on each flight, other than participation in navigation tasks in an official competition and for the requirements for the gold and diamond.

2.3.4.3 A flight may count towards any badge or qualification for which it fulfils the requirement.

2.3.4.4 Badges may be awarded only in the correct order: bronze, silver, gold. A diamond may be awarded to silver badge holders.

2.3.4.5 A precision landing is a touchdown and staydown landing with no damage to aircraft or pilot. Distance is measured from the touchdown/staydown point of the main wheels or in the case of landings into a landing deck in an official competition the first touch of ground in relevant field of the landing deck.

2.3.4.6 To count for badge each leg of a cross-country flight must be completed in not more or less than 15% of the pilot's properly calculated flight time for that leg.

2.3.4.7 Barographs are not required.

2.3.4.8 A Sporting Licence is not required for badge flights.

2.3.4.9 Only a single course may be declared for any flight.

2.3.4.10 dM is the distance the aircraft can fly in nil wind in one hour at the manufacturer's published cruise speed. Evidence of dM must be provided as part of the application for a Colibri award

In the case of participation in an official competition evidence shall be done by FR record.

2.3.5 CONTROL OF BADGE FLIGHTS

Evidence shall be confirmed by official observer.

Number of hours and flights - this fact shall be declared by pilot's affirmation.

Evidence of the flight shall be checked by FR record

(See S10 Chapter 5).

Komentář [VŠ4]: There is no possibility, how to check this fact effectively.

Komentář [VŠ5]: In the S10 Chapter is nothing relevant to badges.

Reasons for these changes –

Every NAC has problems with motivation of pilots for participation in official competitions. Proposed changes may help to motivate pilots to fly in competitions.