



Proposed Section 10 amendments 2014

S10 Editor

Rob HUGHES

S10 Committee

Jose-Luis ESTEBAN

Richard MEREDITH-HARDY

Carlos TRIGO

November 2014 v1

S10 Editor's report, November 2014

1. A much more acceptable number of proposals this year. 17 were submitted, 1 was withdrawn with the proposer's agreement, leaving 16 to discuss.

2a. A common theme for many of the proposals was to emphasise or strengthen existing rules - because the existing rules are not being followed.

2b. It is CIMA officials' responsibility to ensure that S10 rules are followed. This starts with the awarding of a championship to an organiser, continues with the CIMA monitor and then rests with the CIMA jury and stewards during a championship.

2c. CIMA **must** select good CIMA officials to send to CIMA championships and to ensure that CIMA rules are followed.

2d. There is no point adding new rules or amending existing rules if the current rules are not followed.

3. The system of having 3 voting bodies for S10 amendments (Microlight, Paramotor and S10 sub-committees) was questioned at the 2013 plenary. The system should be modified and I suggest the following:

- i) The paramotor subcommittee decides on paramotor-only proposals.
- ii) The microlight subcommittee decides on microlight-only proposals.
- iii) For proposals that affect all, the S10 sub-committee has the deciding vote in the case of a tie.

4. A separate agenda item will discuss the creation of a S10 panel. This was the subject of a S10 amendment proposal but it should be discussed by the commission as it involves changes to the S10 sub-committee:

A Section 10 Editorial Panel consists of several elected members who have the responsibility of updating and evolving the rules in Section 10, with a view to drive the sport in the right direction.

The membership of this Editorial Panel may consist of Delegates but it would also be desirable to bring on board experienced competitors, competition organisers or Team leaders who have the first hand knowledge and expertise needed and who can be committed to do the job.

The Editorial Panel is also a point of contact for anyone who wishes to propose changes to the rules, or who may have a poor grasp of the English language, or not enough knowledge of the formal procedures presently required.

The Panel also aims to receive a thorough debriefing from the latest world or continental championship(s) and from other successful National events to address any encountered issues, with proposals for remedy at the following plenary meeting.

Naturally, Jury members, Stewards and Team leaders can play a big part in the feedback process.

Proposal	Old	Sport	Title	Paragraph(s)	Proposer	Notes
1	2	All	Colibri Diploma - Group awards	2.1	RMH	
2	ED01	All	Ann Welch Diploma - two diplomas	2.2	RMH	
3	5	All	Absolute records	3.18	RMH	
4	13	Paramotor	Championship validation	4.3.3 & A3 1.8.2	GBR	
5	8	Paramotor	Contest numbers	4.19.1	GBR	
6	9	All	Additional briefing information	4.21.1	GBR	
7	10	All	Data Collection	4.27.1	GBR	
8	16	All	Deletion of duration tasks	4.29.3	ISR	
9	4	All	Timing of scoring/results	4.34.5	GER	
10	6	Paramotor	Include PF1f in national scoring	4.34.11	POL	
11	11	All	Fuel weighing procedure	4.29.8	GBR	
12	1	Paramotor	Separate slalom LR and TC	A3 & A4	FRA/POL	
13	17	All	Replace 'co-pilot' with 'navigator'	A3, 1.4	ISR	
14	12	Paramotor	Number of pilots on deck	A3, 3.3.3	GBR	
15	14	Paramotor	Slalom scoring	A4, 3.C6	GBR	
16	3	All	Other work of the jury	A5, 2.5	RMH	
	7		<i>Proposal 7 was withdrawn</i>			

Proposal from

CIMA President (Richard MEREDITH-HARDY)

Proposal title

Alteration to Colibri Diploma to provide for group awards.

Existing text

2.1 THE COLIBRI DIPLOMA (BL 12.11.1)

2.1.1 This diploma may be awarded each year by the FAI on a proposal from CIMA to an individual who is considered to have made an outstanding contribution to the development of Microlight flying by his action, work, achievements, initiative or devotion.

2.1.2 Each active member of FAI may submit the name of a candidate for consideration by CIMA which must reach the FAI Secretariat at least 2 months before the CIMA plenary meeting for inclusion in the agenda. Only one diploma is awarded annually.

New text (Part a)

2.1 THE COLIBRI DIPLOMA (BL 12.11.1)

2.1.1 This diploma may be awarded each year by the FAI on a proposal from CIMA to an individual **or group** who **is are** considered to have made an outstanding contribution to the development of Microlight flying by his **their** action, work, achievements, initiative or devotion.

2.1.2 Each active member of FAI may submit ~~the name of a~~ **one** candidate for consideration by CIMA which must reach the FAI Secretariat at least 2 months before the CIMA plenary meeting for inclusion in the agenda. Only one diploma is awarded annually.

New text (Part b)

2.1 THE COLIBRI DIPLOMA (BL 12.11.1)

2.1.1 This diploma may be awarded each year by the FAI on a proposal from CIMA to an individual who is considered to have made an outstanding contribution to the development of Microlight flying by his action, work, achievements, initiative or devotion.

2.1.2 Each active member of FAI may submit the name of a candidate for consideration by CIMA which must reach the FAI Secretariat at least ~~2 months~~ **45 days** before the CIMA plenary meeting for inclusion in the agenda. Only one diploma is awarded annually.

Note 1 *This is an FAI award in the gift of CIMA therefore if these proposals are accepted by CIMA then they cannot take effect until FAI Executive Board has agreed to make the same amendments to FAI Bylaws.*

Note 2 *If part a is accepted it would be useful if the Plenary could resolve how diplomas were physically produced in the case of joint awards. For example it could decide the Bureau should instruct Secretariat whether one physical diploma is issued to the group (as it might be to an aero club or corporate awardee) or duplicate diplomas are issued to each member of the group (as would be reasonable to an aircraft crew of two people).*

Reason

Part a

There's nothing wrong with the current text except in one case, when the **outstanding contribution** is made jointly by more than one person, the current wording only provides for **an individual**.

CIMA has sometimes awarded this diploma to pilots for making a remarkable flight like it did to Dave Sykes for his [flight to Australia](#), but the current wording prevents the award being given to a crew of two who did a similarly remarkable flight like Richard Foster & Richard Bird's [flight to Capetown and back](#) earlier this year in a C42 or Per T. Hoyland and Hakon Fosso who [flew across the North Sea](#) in a trike to celebrate the exact centenary of the first person to do it in a Bleriot. In either case the award could only be given to one or other of the crew even though the achievement was a joint effort, and that doesn't seem right.

The same thing could apply to other kinds of **outstanding contribution** which was in fact a group effort, absolutely no reason why they should not be jointly eligible for the Diploma.

Part b

Simply seeks to rationalize the deadline to the same one which is used for all other Plenary agenda items as per Bylaws 3.4.4. *A detailed Agenda for each Commission meeting shall be prepared at the direction of the President and shall be sent to the FAI Head Office in time to allow the distribution to all approved Commission Delegates and the FAI Members by the FAI Head Office not later than forty five days before the date fixed for the meeting...*

Proposal from

CIMA President (Richard MEREDITH-HARDY)

Proposal title

Two Ann Welch Diplomas, one for Microlights & one for Paramotors.

Existing text

2.2 THE ANN WELCH DIPLOMA (BL 12.11.2)

2.2.1 Ann Welch, for many years FAI Vice President and Editor of the FAI Bulletin, played leading international roles in the development not only of Microlight and Paramotor aviation, but also of Gliding and Hang-gliding. She was instrumental in creating the FAI Microlight and Paramotor Commission (CIMA) and formulating the Microlight and Paramotor sporting code. She worked tirelessly for many years in the cause of Microlight and Paramotor sport flying.

2.2.2 One Diploma may be awarded each year to the pilot or crew of a Microlight or Paramotor who in the opinion of CIMA made the most meritorious flight which resulted in a Microlight or Paramotor World record claim ratified in the year in question.

New text

2.2 THE ANN WELCH DIPLOMA (BL 7.11.2)

2.2.1 Ann Welch, for many years FAI Vice President and Editor of the FAI Bulletin, played leading international roles in the development not only of Microlight and Paramotor aviation, but also of Gliding and Hang-gliding. She was instrumental in creating the FAI Microlight and Paramotor Commission (CIMA) and formulating the Microlight and Paramotor sporting code. She worked tirelessly for many years in the cause of Microlight and Paramotor sport flying.

2.2.2 ~~One~~ **Two** Diplomas may be awarded each year, **one** to the pilot or crew of a Microlight ~~or~~ **and one to the pilot or crew of a Paramotor**, who in the opinion of CIMA made the most meritorious flight which resulted in a Microlight or Paramotor World record claim ratified in the year in question.

2.2.3 A list of eligible candidates from the official FAI World Records database will be distributed in time before the Commission Annual Meeting for awards to be considered by Commission Delegates at the meeting.

Reason

This is an editorial change because the proposal to FAI Executive Board to [amend FAI Bylaws](#) has been approved.

It is proposed to add 2.2.3 which simply explains the procedure for award as stated in bylaws which was not in S10 before.

Proposal from

CIMA President (Richard MEREDITH-HARDY)

Introduction of Absolute Records

Existing text

none

New text

S10 3.18 ABSOLUTE RECORDS

Absolute World Records represent the best World record performances from all classes of Microlights or Paramotors regardless of class.

Six Absolute World Records shall be awarded as follows:

3.18.1 Fastest Microlight

The greatest speed achieved by a microlight in any speed related record category.

3.18.2 Fastest Paramotor

The greatest speed achieved by a paramotor in any speed related record category.

3.18.3 Greatest Microlight distance (furthest microlight)

The greatest distance achieved by a microlight in any distance related record category.

3.18.4 Greatest Paramotor distance (furthest paramotor)

The greatest distance achieved by a paramotor in any distance related record category.

3.18.5 Highest Microlight

The greatest altitude achieved by a microlight in any altitude or height related record category.

3.18.6 Highest Paramotor

The greatest altitude achieved by a paramotor in any altitude or height related record category.

Note: New Absolute records are eligible for the De La Vaulx medal.

Reason

Have you ever wanted to know what is the fastest, furthest or highest that a microlight or paramotor can go?

These are known as absolute records, and are implemented by many other FAI Air Sport Commissions.

Of course Absolute records in microlights and paramotors already exist, you just have to hunt through all the FAI current record files for Microlights or Paramotors until you find the fastest, furthest and highest; or you can look at a [list here](#).

Since these effectively represent the most difficult kind of record to break, FAI actually has a special award for them, the [De La Vaulx Medal](#), which is automatically awarded to *the holders of recognised absolute world records set during the previous year*. They cannot be awarded for any microlight or paramotor record at the moment simply because the concept of Absolute Records does not exist in S10. This proposal seeks to rectify that.

It is important to note this proposal does NOT recommend De La Vaulx medals should be awarded to existing absolute record holders, simply that any **new** holders of absolute records subsequent to the inclusion of these provisions in S10 should be eligible.

It should also be noted that this is not the first time a similar proposal has been put to CIMA, it was proposed before by the same author [in 2006](#), and declined. The difference here is that absolute records are proposed separately for microlights or paramotors (six in total) whereas previously only three across all classes of microlights and paramotors were proposed.

Proposal from

GBR (Barney TOWNSEND)

Proposal title

Championship validation

Existing text

S10, 4.3.3

The title of champion shall be awarded only if there have been at least 6 separate valid tasks in the class and at least one task of each type (navigation, economy, precision) has been valid.

S10 ANNEX 3, 1.8.2

The title of Champion in any class shall be awarded only if there have been at least 6 separate tasks.

New text

S10, 4.3.3

The title of champion shall be awarded only if there have been at least 6 (or in Paramotor classes, 3) separate valid tasks in the class and at least one task of each type (navigation, economy, precision) has been valid.

S10 ANNEX 3, 1.8.2

The title of champion shall be awarded only if there have been at least 3 separate valid tasks in the class and at least one task of each type (navigation, economy, precision) has been valid.

Reason

With the huge amount of time and investment put into any championship by all concerned, it would be a disaster for it not to be validated, as it was in 2004 in Portugal. In 2011, both the PG and the HG Worlds only had two tasks each and the PG Accuracy Worlds only 4 tasks. All were validated. There is nothing to gain having the current rule, but a lot to lose. In the event of poor weather forecast, a Meet Director is under great pressure to get his championship validated and may end up setting inappropriate or non-meaningful tasks. Even worse, he may start tasks in unsafe conditions. It was clear during certain briefings at the WPC 2014 that the meet director's main priority was to meet the requirement for 6 tasks under the existing rules. This has been proposed by the UK several times before, and we feel that the WPC2014 reinforced the need for this amendment.

Proposal from

GBR (Barney TOWNSEND)

Proposal title

Contest Numbers

Existing text

S10. 4.19.1 The organisers shall allocate numbers or letters to each competing aircraft which shall normally be displayed on the underside of the right wingtip with the top of the numbers or letters towards the leading edge. The same numbers or letters should also be displayed on the pilot's helmet. On Paramotors the number shall be placed centrally on the underside of the canopy, top towards the leading edge.

New text

4.19.1. The organisers shall allocate numbers or letters to each competing aircraft. **Microlight classes** which shall normally be **displayed them** on the underside of the right wingtip with the top of the numbers or letters towards the leading edge. **Paramotor classes shall normally** ~~The same numbers or letters should also be displayed~~ **them** on the pilot's helmet **and/or cage netting**. ~~On Paramotors the number shall be placed~~ **and also** centrally on the underside of the canopy, top towards the leading edge.

Reason

In recent championships, numbers were placed on the cage netting instead of the pilot's helmet. This amendment simply allows for this variation officially within the rules.

Proposal from

GBR (Barney TOWNSEND)

Proposal title

Publishing of additional information from briefings

Existing text

S10. 4.21.1. The organisers shall hold a briefing for team leaders and/or competitors as a minimum on each flying day at which full meteorological and operational information concerning the tasks shall be given. Task, weather, airspace information and any special requirements shall be in writing either on a large permanent display briefing boards or as printed handouts to team leaders, jury members and stewards.

New text

4.21.1 The organisers shall hold a briefing for team leaders and/or competitors as a minimum on each flying day at which full meteorological and operational information concerning the tasks shall be given. Task, weather, airspace information and any special requirements shall be in writing either on a large permanent display briefing boards or as printed handouts to team leaders, jury members and stewards. **Any verbal amendments that are made to the printed task information during the briefing shall be published as an official update before the task window opens.**

Reason

It frequently occurs during briefings that the director makes small amendments (announced verbally) to the published task, as a result of discussion or questions from the team leaders. If these amendments are not officially published in writing, it is possible that some teams might miss crucial information, particularly when speaking English as a foreign language, and therefore be disadvantaged in flying the task.

Proposal from

GBR (Barney TOWNSEND)

Proposal title

Data collection

Existing text

S10.

4.27.1 CIMA approved GNSS flight recorders and ELT's without voice transmission capability are permitted and may be carried. Sealed mobile phones, switched off, may be carried for use after landing or in an emergency. Only materials issued by the organizer, mathematical calculators without any capability for any data transfer, and clocks may be used for preflight preparation and flight control.

Unless otherwise briefed, then in the period between entering quarantine before flying a task and leaving quarantine after flying a task no other electronic devices with real or potential communication and/or navigation capabilities shall be available to, or accessed by the pilot or crew. Breaking of this rule may result in disqualification.

4.27.2 The director will establish a document-based method for sealing and unsealing that will enforce seal checking after each task.

AND

Annex 3, 1.13.4 The pilot must make a data transfer cable and a copy of the transfer software available to the organization if required.

Before the championship starts, each FR must be presented together with its CIMA approval document to the organization for inspection and recording of type and serial number. The pilot must be sure it fully complies with any requirements in the approval document e.g. that manufacturer's seals are intact and it is equipped with a data-port sealing device if it is required or it will be rejected by the organization.

Once the championship has started the pilot must always use the same FR. In the event of a permanent failure, another FR may be used after it has been presented together with its CIMA approval document to the organization for inspection and recording of type and serial number.

All FR's must be presented to the organization for inspection immediately before the start of each task. If secondary evidence is presented then both sets must be clearly marked 1 and 2. Only one set of evidence will be used to verify the flight.

New text

S10. 4.27.3 When flight recorders have been used in a task, the data from these shall whenever possible be collected by the organisation immediately as pilots leave the deck after landing. This may be either by collecting the flight recorders, to be returned to pilots at a later stage, or by downloading the data directly into a computer on the spot.

AND

ANNEX 3, 1.13.4 The pilot must make a data transfer cable and a copy of the transfer software available to the organization if required.

Before the championship starts, each FR must be presented together with its CIMA approval document to the organization for inspection and recording of type and serial number. The pilot must be sure it fully complies with any requirements in the approval document e.g. that manufacturer's seals are intact and it is equipped with a data-port sealing device if it is required or it will be rejected by the organization.

Once the championship has started the pilot must always use the same FR. In the event of a permanent failure, another FR may be used after it has been presented together with its CIMA approval document to the organization for inspection and recording of type and serial number.

All FR's must be presented to the organization for inspection immediately before the start of each task **and immediately after landing**. If secondary evidence is presented then both sets must be clearly marked 1 and 2. Only one set of evidence will be used to verify the flight.

Reason

If pilots are allowed to keep their flight recorders, it opens up the possibility for a track to be electronically modified in private before downloading it to the organization for scoring. This can be simply prevented by collecting the data or recorder immediately on landing, as was done at WPC2012.

Proposal from

ISR (Namaan TAM)

Proposal title

Cancelling the duration tasks

Existing text

4.29.3 Tasks shall, as far as practicable, conform to the following guidelines in standard championships:

For Microlight aircraft classes AL, WL WF and GL

A Tasks for flight planning, navigation, etc with no fuel limit: 55% of the total value of the tasks flown.

B Tasks for fuel economy, speed, duration, etc with limited fuel: 30% of the total value of the tasks flown.

C Precision tasks: 15% of the total value of the tasks flown

At Annex 3 part 2

2.3 SCORING

2.3.1 The total value of tasks flown in each class during the championships must as far as possible be very close to:

A Tasks for flight planning, navigation, etc with no fuel limit: 50% of the total value of the tasks flown.

B Tasks for fuel economy, speed, duration, etc with limited fuel: 20% of the total value of the tasks.

C Precision tasks: 30% of the total value of the tasks flown.

2.4.2 FUEL ECONOMY, SPEED RANGE, DURATION TASKS

2.4.2.2 SUMMARY

Competitors are required to fuel their aircraft with a measured volume or weight of fuel, or with the amount of fuel they predict they will need to fly a given task in the prevailing conditions, to seal their fuel tanks and then:

- Fly as far as possible before landing at a designated landing area.
- Fly for as long as possible before landing at a designated landing area.
- Fly a multi-leg task in which each leg may have different performance objectives.
- Fly a planned task before landing in a designated landing area.

Or any combination of these. Competitors may be permitted to fly to empty tanks or may be required to return with a specified safety quantity of fuel.

Annex 4 part 1

1.2 TASK TYPES

1.2.1 GENERAL

Tasks fall into Three Categories:

A Flight planning, navigation estimated time and speed. No fuel limitation.

B Fuel economy, speed range, duration. Fuel limited to maximum 15 kg for aircraft flown solo and 22 kg for aircraft flown with two people.

C Precision

At Annex 4 part 2

2.B6 DURATION (all the paragraph)

2.B7 DURATION & SPEED (all the paragraph)

New text

4.29.3 Tasks shall, as far as practicable, conform to the following guidelines in standard championships:

For Microlight aircraft classes AL, WL WF and GL

A Tasks for flight planning, navigation, etc with no fuel limit: 55% of the total value of the tasks flown.

B Tasks for fuel economy, speed, **duration range**, etc with limited fuel: 30% of the total value of the tasks flown.

C Precision tasks: 15% of the total value of the tasks flown.

Annex 3 part 2

2.3 SCORING

2.3.1 The total value of tasks flown in each class during the championships must as far as possible be very close to:

A Tasks for flight planning, navigation, etc with no fuel limit: 50% of the total value of the tasks flown.

B Tasks for fuel economy, speed, **duration range**, etc with limited fuel: 20% of the total value of the tasks.

C Precision tasks: 30% of the total value of the tasks flown.

2.4.2 FUEL ECONOMY, SPEED, RANGE, **DURATION** TASKS

2.4.2.2 SUMMARY

Competitors are required to fuel their aircraft with a measured volume or weight of fuel, or with the amount of fuel they predict they will need to fly a given task in the prevailing conditions, to seal their fuel tanks and then:

- Fly as far as possible before landing at a designated landing area.

~~- Fly for as long as possible before landing at a designated landing area.~~

- Fly a multi-leg task in which each leg may have different performance objectives.

- Fly a planned task before landing in a designated landing area.

Or any combination of these. Competitors may be permitted to fly to empty tanks or may be required to return with a specified safety quantity of fuel.

At Annex 4 part 1

1.2 TASK TYPES

1.2.1 GENERAL

Tasks fall into Three Categories:

A Flight planning, navigation estimated time and speed. No fuel limitation.

B Fuel economy, speed, range, **duration**. Fuel limited to maximum 15 kg for aircraft flown solo and 22 kg for aircraft flown with two people.

C Precision

At Annex 4 part 2

~~2.B6 DURATION~~ (all the paragraph)

~~2.B7 DURATION & SPEED~~ (all the paragraph)

Reason

I think that the duration tasks fits to gliders pilots and not for microlight pilot's abilities and qualifications.

All of us, usually, use our engine and not thermalling to get from place to place.

The range and speed with limited fuel tasks shows more on our aircraft performance control then duration tasks.

Proposal from

GER (Wolfgang LINTL)

Proposal title

04 Scoring/Task results

Existing text

4.34.5

The provisional score sheet must be posted within 6 hours after finishing the task. The official score sheet must be posted as soon as possible thereafter. In the case of the last task, the time limit is 2 hours after the posting of the provisional score sheet.

New text

4.34.5 The provisional score sheet must be posted ~~within 6 hours~~ **with the minimum delay** after finishing the task. The official score sheet must be posted as soon as possible thereafter. In the case of the last task, the time limit is 2 hours after the posting of the provisional score sheet.

Reason

Only in very rare occasions in the past a Championship Director where able to post the provisional results in the time limit of 6 hours after the task. Although it is very important to have the results of a task after finishing quick and correct, there can be several reasons for not do it in the 6 hour limit. There is as well no reference somewhere in SEC 10 to what should happen in the case, that the time limit is not met.

Proposal from

POL (Wojtek DOMAŃSKI)

Proposal title

PF1f (female pilots) class inclusion in combined National Scoring for paramotors

Existing text

S10.4.34.11

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, WL2, GL1 and GL2
 - Each valid Paramotor class which has a minimum of 8 pilots.
 - A combined Nation Score for paramotor classes shall be computed from the sum of the scores of:
 - top 3 pilots in PF1 class
 - top 3 pilots in PL1 class
 - 1 top crew in PF2 class
 - 1 top crew in PL2 class
- of each country in each task grouped together.

New text

4.34.11

The team score shall be computed from:

- a) 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, WL2, GL1 and GL2
 - Each valid Paramotor class which has a minimum of 8 pilots.
- b) A combined Nation Score for paramotor classes from the sum of the scores of:
- top 3 pilots in PF1 class
 - top 3 pilots in PL1 class
 - 1 top crew in PF2 class
 - 1 top crew in PL2 class
 - 1 top female pilot in PF1f class
- of each country in each task grouped together.

Reason

National medals were granted for the first time in history after WPC'2014 in Matkopuszta. When the first national scoring were announced everybody immediately realized that PF1f scores were missing in the formula.

This scoring is meant as a motivation for countries to send as wide representation as possible. If PF1f pilots fly in the competition, their input to the national score has to be reflected in this prize.

Proposal 11

Proposal from

GBR (Barney TOWNSEND)

Proposal title

Fuel weighing and quarantine

Existing text

None

New text

S10. 5.4.1 Where possible and practicable, the task director shall conduct a fuel weighing procedure before the start of the competition, keeping the fuel for one or more economy tasks in quarantine until such time as they are needed during the competition. This procedure shall then be repeated immediately after the task in preparation for the next one.

Reason

Valuable flying time is always lost during competitions to conduct fuel weighing. This amendment is provided as guideline to the director to help reduce the possibility of this.

Proposal 12

Proposal from

Patrice Girardin, Wojtek Domanski and members of the Sec.-10-sub committee

Proposal title

Separate Local Regulations and Task Catalogue to be added as a new annex to SC Sec. 10

Existing text

Refer local regulations for [2013 1st WPSC](#) and [2014 1st EPSC](#)

New text

See attached documents - current draft version is 0

Reason

As per [2013 Plenary minutes](#) :

18 2) For Slalom Championships there will be a separate Local Regulations and Task Catalogue to be added as a new annex to SC Sec. 10.

A Working Group to be established to do this work consisting of Patrice Girardin, Wojtek Domanski and members of the Sec.-10-sub committee, to produce a draft version for approval by the 2014 meeting.*

See also [a paper](#) written for the 2014 CASI meeting regarding the management of justice in knockout tournament style competitions.

* S10 Editor's note: Up to 11.11.14, no draft version has been proposed.

Proposal from

ISR (Namaan TAM)

Proposal title

Canceling the use of the word "co-pilot" in Annex 3-LR paragraph 1.4

Existing text

- The entry fee is:

..... (currency & value) for pilot in each class except (write the exception if any)

..... (currency & value) for each co-pilot (navigator)

..... (currency & value) for each Team Leaders and accompanying persons.

..... (currency & value) Other (if any).

The entry fee includes: (add or delete as appropriate):

New text

- The entry fee is:

..... (currency & value) for pilot in each class except (write the exception if any)

..... (currency & value) for each ~~co-pilot (navigator)~~ navigator

..... (currency & value) for each Team Leaders and accompanying persons.

..... (currency & value) Other (if any).

The entry fee includes: (add or delete as appropriate):

Reason

Flight in microlight does not require a co-pilot as it mean in GA for example.

I had some problems with that this year. I wanted to fly with my son 16 years old and my association said that I cannot register him as a co-pilot because he has no pilot license.

I recommend that in any case to use only the word "navigator" for the second member in the two-seater crew.

Proposal from

GBR (Barney TOWNSEND)

Proposal title

Number of pilots on the deck

Existing text

S.10 Annex 3

3.3.3 TAKE-OFF

In all tasks A PF must be foot launched and a PL must take off on its wheels.

No pilot may take-off without permission from the Director or a Marshal.

Open window or given order of take off may be applied to tasks.

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 aircraft 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 expediting an 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.

In the case where the take-off order is given:

- No more than six pilots are permitted on a take off deck at any one time.
- The first 6 pilots must be ready to takeoff at the start of the task.
- Every pilot must take off before the sixth pilot in order after him has taken off or a 20% penalty will apply.
- If a marshal considers a pilot to be causing unreasonable delay (has been on the deck more than 20 minutes with the opportunity to take off), a 20% penalty will apply.

New text

3.3.3 TAKE-OFF

In all tasks A PF must be foot launched and a PL must take off on its wheels.

No pilot may take-off without permission from the Director or a Marshal.

Open window or given order of take off may be applied to tasks.

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 aircraft 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 expediting an 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.

In the case where the take-off order is given:

~~-No more than six pilots are permitted on a take off deck at any one time.~~

- The first 6 pilots must be ready to takeoff at the start of the task.
- Every pilot must take off before the sixth pilot in order after him has taken off or a 20% penalty will apply.
- If a marshal considers a pilot to be causing unreasonable delay (has been on the deck more than 20 minutes with the opportunity to take off), a 20% penalty will apply.

Reason

This rule is often disregarded in competitions for reasons of practicality. There is no reason for there not to be more than just six pilots setting up on the deck, getting ready to launch within their correct order.

Proposal from

GBR (Barney TOWNSEND)

Proposal title

Slalom scoring

Existing text

S10 ANNEX 4 3.C6

PRECISION CIRCUIT IN THE SHORTEST TIME ('Clover leaf slalom')

Scoring

$$t_{pen} = t_{pil} + m * v_{pen}$$

$$Q = \text{LOG}(3 * t_{best} / (t_{pen} - t_{best} + 3))$$

Where

t_{pil} = the measured pilots time (seconds)

m = the number of missed targets

v_{pen} = the time penalty for each missed target (seconds)

t_{pen} = the pilots time (after penalties for missed targets)

t_{best} = the best time (after penalties for missed targets)

Q = the task value before normalization

Note: Spreadsheet formulas:

$$t_{pen} = _t_{pil} + m * v_{pen}$$

$$Q = \text{LOG}(3 * t_{best} / (t_{pen} - t_{best} - 1))$$

And same in S10 A4 3.C7, S10 A4 3.C8, S10 A4 3.C10, S10 A4 3.C11

New text

S10 ANNEX 4 3.C6

PRECISION CIRCUIT IN THE SHORTEST TIME ('Clover leaf slalom')

Scoring

$$t_{pen} = t_{pil} + m * v_{pen}$$

$$Q = \text{LOG}(3 * t_{best} / (t_{pen} - t_{best} + 3))$$

Or

$$Q = (T_{min}/T_{pen})$$

Or such other scoring formula as the meet director may propose in their task catalogue for the event.

Where

t_{pil} = the measured pilots time (seconds)

m = the number of missed targets

v_{pen} = the time penalty for each missed target (seconds)

t_{pen} = the pilots time (after penalties for missed targets)

t_{best} = the best time (after penalties for missed targets)

Q = the task value before normalization

Note: Spreadsheet formulas:

$$t_{pen} = _t_{pil} + m * v_{pen}$$

And similar in the other slalom tasks: And same in S10 A4 3.C7, S10 A4 3.C8, S10 A4 3.C10, S10 A4 3.C11

Reason

Section 10, 4.29.3 states that

"Tasks shall, as far as practicable, conform to the following guidelines in standard championships:

For Paramotor 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."

This rule is correctly in place to ensure complete fairness to all pilots, and to encourage pilots to develop their skills in all types of task rather than to specialise in slalom. Those who wish to specialise particularly in slalom tasks can now compete in FAI Cat1 Slalom events.

For many years now the formula used in slalom scoring has been controversial, and subject to several changes. The current scoring formula is too complicated and too punitive to all but the top couple of pilots, giving them an unfair advantage in the overall competition rankings. This could be argued to be in direct contravention of the spirit of rule 4.29.3. Even the separate FAI Category 1 championships specifically for Slalom have rejected this punitive system in favour of positional scoring.

This proposal is therefore to include a provision within the rules for meet directors to define how they want to score slalom tasks when they submit their task catalogues to the CIMA plenary for approval.

Proposal from

CIMA President (Richard MEREDITH-HARDY)

Proposal title

Update to 'Other work of the jury' in S10 Annex 5

Existing text

S10 A5 2.5 OTHER WORK OF THE JURY

2.5.1 The jury has a commitment to ensure that the director obeys the rules of the FAI and of the competition. If the jury finds that this is not the case, they are empowered, after warnings, to actually suspend or stop the event.

2.5.2 Detailed instructions of the Jury work and the Jury Presidents checklist is to be found in the FAI document "International Jury Members Hand Book."

FINALLY, IT IS SENSIBLE FOR AT LEAST ONE JURY MEMBER TO CARRY ALL THE RULES, THE CONTEST AREA MAP, LIST OF COMPETITORS AND THE LATEST SCORE SHEETS AT ALL TIMES.

New text

S10 A5 2.5 OTHER WORK OF THE JURY

2.5.1 The jury has a commitment to ensure that the director obeys the rules of the FAI and of the competition. If the jury finds that this is not the case, they are empowered, after warnings, to actually suspend or stop the event.

2.5.2 While it is the responsibility of claimants to make Championship record claims, the jury is the 'official witness' and must make sure the claim is accurate in its detail and properly corrected to ISO conditions before signing it. The jury should try to be aware of impending claims especially if it is necessary to measure a course before it is dismantled.

2.5.3 In championships where small team medals are available for purchase by eligible teams after the event, the Jury must pre-fill and deliver the medals application form to each team leader at or before the medals ceremony.

2.5.4 It is impossible to accurately calculate the final sanction fee to be paid to CIMA by the organizer from standard published information such as entry lists and score sheets.

The CIMA Jury President Report Form is provided to capture this information. It should be completed as soon as possible after the start of the event and must be returned to the CIMA President and FAI Secretariat as soon as possible after the event. (This form is a replacement for Appendix D of the International Jury Members Hand Book).

2.5.2 2.5.5 Detailed instructions of the Jury work and the Jury Presidents checklist is to be found in the FAI document "International Jury Members Hand Book."

FINALLY, IT IS SENSIBLE FOR AT LEAST ONE JURY MEMBER TO CARRY ALL THE RULES, THE CONTEST AREA MAP, LIST OF COMPETITORS AND THE LATEST SCORE SHEETS AT ALL TIMES.

Reason

Annex 5 of S10 is advice, not rules.

The standard duties of International Juries have been added to over the years, this text just serves as a consolidated reminder to Juries what they are.