



*Fédération
Aéronautique
Internationale*

Minutes

of the **Paramotor Subcommittee** meeting
at the Annual Meeting of the
FAI CIMA Commission

Held on
Thursday 21 November 2019
From 0900 to 1700
At
At Ramada Majestic Hotel
Bucharest (ROM)

*Maison du Sport International
Av. de Rhodanie 54
CH-1007 Lausanne
(Switzerland)
Tél. +41 (0)21 345 10 70
Fax +41 (0)21 345 10 77
E-mail: sec@fai.org
Web: www.fai.org*

version 1

Minutes

1. Opening & introduction of delegates

Present:

Wojtek DOMANSKI (POL) with proxy for China (CHN)

Krzysztof ROMICKI (POL)

Barney TOWNSEND (GBR) with proxy for Spain (ESP)

Toon HYLEBOS (BEL) with proxy for Netherlands (NDL)

Gustavo ALBRECHT (BRA)

Marcus HAGGENEY (FAI) (no vote)

Aref AL-SHAMMARI (KSA)

Noel MAZAUDIER (FRA)

Didier EYMIN (FRA)

Ryoya IGARISHI (JAP)

Omar AL_KHAYYAT (QAT)

Mansoor AL-KARBI (QAT)

Luis MATOS (POR)

11 votes

6 is a regular majority

8 is a 2/3.

Note: in the afternoon additional members joined the meeting from the microlight s/c so added numbers to the votes.

2. Matters arising – none

3. Future competitions – bids, indications, comments,

WPC2020: Brazil

Task catalogue and Local Regulations were submitted late in the day.

Delegates to read overnight for discussion at plenary in the morning.

Report from Monitor Barney TOWNSEND: I have been in regular communication with the Organiser. The competition site and infrastructure were tested in 2019 by holding the Brazilian National Paramotor championships there. These were found to be satisfactory.

WPSC2020: Czech Republic

Late bid was presented 3 weeks in advance of the plenary.

Location is well positioned centrally in Europe and very good site. 6 days flying planned should be plenty to ensure a valid competition. Normal FAI point scoring methods proposed. Organisation Team is well experienced. The subcommittee feel confident that it will be a good competition.

NOTE following later discussions, the Czech bid does not specify what sort of timing system they will use. This should be checked and announced.

Asian Beach Games 2020: China

November 28th to December 6th in Sanya

Report from Markus HAGGENEY. This is an important event that will take place but no further details are available yet. This is not an open event, ABG is probably open for only Asian Olympic Committee members.

Other issues in 2020:

France have a problem with the dates of WPC2020 because it clashes with a major event in France.

France plan to organise a French Open Slalom Championship competition as a test for hosting potential 2021 World or Continental Slalom Championship.

2021

World Games in Alabama. No paramotors being included. Only two disciplines – canopy piloting and drones.

Expression of interest: Belgium for EPC2021 .

Might do test competitions in 2020. Suggest request help from Czech Republic. Toon can organise the infrastructure but needs a competition director.

Suggestion of Toon maybe for Steward in Brazil?

Expression of interest: Great Britain for WPEC2021

Nothing confirmed yet but GBR are considering hosting a world paramotor endurance championship in 2021

2022 onwards

Expression of Interest: 2022: World Paramotor Championship Saudi Arabia

Coast Half Moon Beach. November to March is best weather. January has a world aviation Show. So competition probably end Feb or March.

Expression of interest: Qatar after 2022.

Qatar will consider holding a championship after 2022, because they have too many other sporting championships before then.

World Air Games 2022

Presentation is on wiki. Rob and Markus visited a new site in October. New site will be shared with other air sports, no longer alone. Flights will be over the long empty Pamucak beach about 1km from hotels. Not many tourists. Flat sand with shallow shelving beach and flat water, no rocks. Some waves when onshore wind. Met says steady and calm winds throughout the year. Main base at Selcuk airfield a few km away with 1.8km runway. Ephesus historical site is nearby for tourism.

Would be a normal WPSC. We would provide the TC and LR, and list of requirements in terms of marshals etc. But it is not a normal WPSC in the sense that CIMA are organising it not the local team.

General Discussion on organisation of events:

POR: We should have a list of official volunteers within CIMA who can go to events and be 'hired' for competitions. Particularly for directors.

Markus – it is difficult in every commission to find an organiser. Often organisers are not connected and there is no structured exchange of experience. No support to encourage the next organiser. Suggest a means of sharing experience with the next organiser. We should talk to pilots about what works for them financially. Connecting organisers is key. Hold an open session for organisers at plenary.

FRA – have the same problem for organisation of local competitions. They built up a 'competition kit' for tools for registrations, task catalogues etc to help motivate pilots.

4. FAI Sporting Code, Section 10 proposals

Paramotor Committee abstained from voting on microlight specific proposals. Our recommendations on those points that relate to us are as follows (with notes on proposed amendments:

| | For | Against | Abstain | Notes |
|--|-----|---------|---------|-------|
|--|-----|---------|---------|-------|

| | | | | |
|---|----|---|---|---|
| 2 | | | | Abstained |
| 3 | 2 | 8 | 1 | Not approved. Discuss amendments 10-0-1 See note (A) |
| 4 | 10 | 0 | 1 | Approved |
| 5 | 8 | 1 | 1 | Approved |
| 7 | ? | ? | ? | Voted to approve initial proposal but also voted to discuss amendments 10-0-0 See note (B) |
| 8 | 9 | 1 | 0 | Accepted but also vote to open discussion about inclusion of PL1 too, but the vote didn't succeed with only 6 for (8 required). |
| 9 | 12 | 0 | 1 | Approved |

a) Recommend change

“The only exception to this is within a radius defined by the distance from the centre of the turnpoint to the outermost point of intersection between the two corridors.”

Illustrative diagram to follow

B) Recommend change to include in paramotor task catalogue as well.

Voted 10-0-0

Advise competition directors to test it first because it is new before using at Cat 1 level

5. World League Cup

Presentation from Wojtek Domanski.

The World League Cup dates run annually from 1st October to 30th September.

The 2019 league cup is valid with 4 championships eligible.

National Scores:

1 – France – 128 points

2 – Poland – 83 points

3 – Czech Republic – 80 points.

Individual scores:

1 – Alexandre MATEOS (FRA) – 50 points

1 – Bartos NOWICKI (POL) – 50 points

6. Slalom competitions

- a) **Calendar** – should we maintain world/continental or just have world only until we have more interest? Suggest that we continental cups as Cat 2.

Slalom championships started out alternating between continental and World for 1st few years then after a break, we have WPSC in 2018 and 2019 consecutively. World is better for organisers to attract sponsors, and easier to attract more pilots.

Proposal from Wojtek to allow World Paramotor Slalom Championships to take place every year until we have higher pilot numbers and participation. It is better to focus on gathering pilots into one single large championship and we do not have enough countries bidding to host championships. For NACs it is more important to have world championships.

- b) **Touching water or pylon – penalty or not?** The question is whether the priority is safety or encouragement of fastest times. It is very hard to tell if a pylon or water is touched or not because they move in the wind and vortices rise the water. Current regulations penalise touching but they were written when slalom was over ground so it is valuable to change to not penalize to avoid ambiguity when judging touches. Wojtek will make a proposal next time but asks Czech organiser to consider a solution in their local regulations to test.

Removing the pilot from competition was discussed for going into the water due to collapse. If 0 pilots go into the water you would kill the competition.

- c) **Time measuring solution for water environment.** Electronic gates do not give good results on water when they are floating. Organisers must clearly declare method of time measurement in advance. A manual system should be a minimum of 3 watches. France have conducted a lot of testing of timing systems between automatic and manual. They feel that a manual timing system is not possible. The only good system is photo finish. IR timing gates work ok on land but not on water with the floating moving. Photo finish is very expensive - £25k euro. They would not want to organise a world championship with manual timing.

The question of timing should be checked with organisers of WPSC2020

The Monitor task needs to follow this closely. Method of timing needs to be published in advance

As long as we don't have a technical solution, we need to publicise that a manual one is acceptable in backup. Manual has been acceptable for many years in many sports. The more timers you have the more accurate it will be from the average. Must be announced in advance though – in Egypt it was told it would be electronic but it was manual.

French pilots and also government will not accept the proposal of a championships using manual chronometers.

Committee recommendation of minimum 3 timers for manual timing
Positioning of timers is crucial

This is the task of the monitor to check this. Should visit once before the event, and ideally also becomes steward or Jury member at the event.

- d) **Training centers.** We need more places for pilots to safely train for slaloms. Biggest challenge is the cost having a boat rescue team and trained rescue divers. The British Federation have told their pilots that they will not fund them to attend slalom events unless they have attended a training event at a water site because we cannot sanction training at home over land – and also offered funding to pilots to do this.

7. Any other business:

- Ann Welch Diploma –

Eligible records set by pilots and ratified this year

Aleksander Hirsztritt PL1

Altitude 6377m

(Previous record 5703m, 2017, 11.8% change)

Votes: 5

Karen Skinner PF1f

Distance over a closed circuit without landing, 309.93km

(Previous record 130.3km, 2011, 137% change)

Votes: 8

Krzysztof Romicki PL2

Distance in a straight line without landing, 427.07km

(Previous record 406.99km, 2018, 4.9% change)

Votes: 3

Recommendation of the Paramotor subcommittee is to award the Ann Welch diploma to Karen Skinner.

- Question from Spain. Number of pilots in PL1 equal to those in PF1

This is not an issue for S10 but is within the capacity of hosting countries to set in their local regulations