



*Fédération
Aéronautique
Internationale*

FAI Microlight & Paramotor Commission (CIMA)

Continental League Cup Rules

Authorized by the CIMA Plenary Meeting of November 2010

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<h1 style="margin: 0;">CONTINENTAL LEAGUE CUP RULES</h1> <h2 style="margin: 0;">of the</h2> <h1 style="margin: 0;">FAI MICROLIGHT & PARAMOTOR COMMISSION (CIMA)</h1>
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1 GENERAL**1.1 Title & status**

- 1.1.1 This document contains the rules and regulations of the CIMA Continental League Cup. (CLC)
- 1.1.2 Since CLC is a developing system, this document is subject to change at any time. This document and changes in rules and procedures will be maintained in real time at <http://wiki.fai.org/x/ZYBb>
- 1.1.3 The CLC was established by a resolution made at the 2010 CIMA Plenary meeting. The proposal <http://wiki.fai.org/x/kYFW> provided for a CIMA working group (WG) to be established:
- a) To write these rules with the intention of starting the league immediately, ready for the 2011 season.
 - b) To produce a simple set of working rules and application forms based on the concepts proposed.
 - c) To work out procedures for payments, FAI Licence checking, maintaining the league tables etc., some of which will need to be agreed in cooperation with FAI secretariat.
 - d) To have this in place by the end of January 2011 so organizers have plenty of time to integrate their events into the CLC, and pilots have plenty of time to organize their FAI licences.
 - e) To present a report to the 2011 CIMA Plenary. The report should include a proposal for a definitive set of rules to be permanently included in FAI Section 10.
- 1.1.4 Additionally, the working group was given the power:
- a) To administer the CLC during the course of the 2011 season.
 - b) To alter rules of the CLC during the course of the season (though not retrospectively) if it sees, or anticipates, things happening contrary to the agreed concepts.
- 1.1.5 There is no reason to believe the CLC concept will not work equally well for microlights, however, to avoid the risk of it all getting too complicated too quickly, the CLC is just for Paramotors in the first year (2011).
- 1.1.6 The WG shall include in its report a recommendation regarding the inclusion of microlights in future years.

1.2 Scope

1.2.1 This document contains the rules of the CLC, how it is administered and how the results are compiled.

1.3 Authority

1.3.1 These CLC Rules combine the General Section and Section 10 of the FAI Sporting Code with regulations and requirements specific to the CLC. The FAI Sporting Code shall take precedence over CLC wording if there is omission or ambiguity.

1.4 Clarification

1.4.1 Classes AL1, AL2, WL1 and WL2 are "Microlights" and classes PF1, PF2, PL1 and PL2 are "Paramotors"

1.5 References

1.5.1 This document includes quotes from S10 in order to aid clarity, however the prime authority for such wording is the source document.

1.5.2 In all cases the most recent edition must be used.

1.6 Nomclamenture

In this document the words "must", "shall", and "may not" indicate mandatory requirements; "should" indicates a recommendation; "may" indicates what is permitted; and "will" indicates what is going to happen. Where appropriate, words of the male gender should be taken as generic and include persons of the feminine gender. Advisory notes and guidance are in *italic script*.

2 OVERVIEW

2.1. The objective of the CLC is:

- a) To provide a mechanism by which pilots are encouraged to compete in more nationally organized open competitions by providing a series of classifications which combines the results of those competitions into a league at continental level.
- b) To help organizers increase international participation in their nationally organized competition events.
- c) To raise funds for FAI by way of small sanction fees which it may invest for the benefit of all pilots in future events.

2.2 The purpose of the CLC is to provide good and satisfying contest to determine the CLC champions in each continent in each season, and to reinforce friendship amongst pilots and nations (S10 4.2).

2.3 A CLC season extends from 1st October to 30th September the following year.

2.4 There may be a CLC in every Continent (GS 3.5.4) in each class which has at least 4 valid CLC events in a season.

2.5 A valid CLC event is one which:

- a) Has been registered with FAI and the sanction fee has been paid to FAI within the correct deadlines.
- b) Is open to pilots of all nations in the continent concerned.
- c) The results have been provided to FAI within the correct deadline.

2.6 CLC class results in an event are valid when:

- a) The class includes a minimum of 20% of competing pilots from nations other than the host nation.
- b) Has a minimum number of competing pilots in class PF1: 10 pilots; PF2: 4 crews; PL1: 7 pilots; PL2: 4 crews.
- c) Has a minimum of 1 task in each of the standard FAI categories: economy, navigation and precision.
- d) 50% of tasks flown were drawn from the standard task catalogue (S10 An 4).

2.7 There is no limit to the number of CLC events which may be held by a NAC in any one season.

2.8 Current CLC classifications will be provided by FAI in the form of:

- a) Individual class score
- b) National team score
- c) Elective team score

2.9 Diplomas will be awarded at the CIMA Plenary meeting following the end of a season to 1st, 2nd and 3rd places in each CLC in each classification.

3 EVENTS

3.1 At least 45 days before the event:

- a) An event must be registered online with all the required details.
- b) The sanction fee must be received by FAI.

3.2 The sanction fee shall be:

- a) A minimum of €50
- b) Plus 75% of the difference between this minimum and the maximum any competing pilot could expect to pay as entry fee.

*Formula: $minimum + ((max_entry_fee - minimum) * 0.75) = Sanction_fee$*

*Example with max entry fee of €125: $50 + ((125 - 50) * 0.75) = €106.25$*

3.3 No sanction fee shall be refundable.

3.4 Registered events may be postponed to a later date at any time up to 48 hours before the start of the event.

3.5 CLC events are by definition FAI category 2 events and therefore must have the approval of the National Aero Club (NAC) of the organiser. (The Organizing NAC)

3.6 If the event is to be held in the territory of another NAC then the organiser must also obtain authorization from that NAC. (The controlling NAC)

3.7 Authorized CLC Events will appear in the CLC Calendar and in the FAI Calendar.

3.8 By registering a CLC event, the organizer agrees:

- a) That no competing pilot will be charged an entry fee greater than the maximum entry fee declared at registration. (*Organizers may of course offer discounts for early or online payment Etc*).
- b) That the event is open to all pilots from the same continent as the host nation.
- c) That all applications to compete will be treated on an equal, or a first-come / first-served basis.
- d) That the intention is to organize a number of tasks in each class of the style and proportions required for a CLC qualifying event. (*Of course prevailing weather may disrupt this*).
- e) That results will be provided to FAI in the required format within 14 days of the end of the event.

4 PILOTS

4.1 Pilots are not required to register with the CLC system, they get into the CLC classification via the results provided by the event organizer to FAI after the event.

4.2 To get into all individual and team CLC classifications each pilot MUST have a FAI Sporting Licence (SL) valid for microlights before the end of the CLC season. Results of the pilots without a valid FAI SL will be ignored by the CLC scoring system.

4.3 FAI licence validity will be checked against the online SL database. Pilots can check their own SL entry for validity at <http://sportinglicences.fai.org>

4.4 In classes with two crew, pilots and co-pilots are scored independently and equally. *This allows crews to change through the length of a season without penalty.*

5 NATIONAL TEAMS

5.1 National teams are not required to register with the CLC system. They get into the CLC classification by cross-referencing a pilot's nation derived from the SL database and the results provided by the event organizer to FAI after the event.

6 ELECTIVE TEAMS

6.1 Elective teams are designed to allow manufacturers to form their factory teams, and also to allow pilots to form their own social teams.

6.2 An elective team is only valid for one Continental League in one season.

6.3 An elective team is not valid until:

- a) The 'team leader' has completed the registration.
- b) The registration fee of €75 has been paid into a FAI account.

6.4 The name or purpose of an elective team must not be in contravention of the standard FAI rules on advertising <http://www.fai.org/documents/advertisingrules>

- 6.5 Elective team leaders may invite any pilot or crew to be a member of their team. A crew may have been invited to be a member of many teams but at registration must declare to the event organizer which (if any) single elective team he/they will be a member of at that event. This declaration may not be changed after the first task has started and must be included in the results provided by the organizer to FAI after the event.
- 6.6 Pilots or crews may freely change to another elective team between events.

7 SCORING

7.1 Individual

- 7.1.1 Pilots are considered to have competed in a CLC event when they have scored more than zero in the organizer's final scoring.
- 7.1.2 A pilots score in a valid CLC event is calculated using a 'positional' style scoring system in class:
1st 30 pts; 2nd 25 pts; 3rd 22 pts; 4th and further (24 - pilot position) pts, but not less then 2 pts.
- 7.1.3 In the case when less then 22 pilots or crew compete, each pilot result is decreased by the difference between 22 and the number of competing pilots. *For example, in a class of 7 competing crews, points for positions from 1st to 7th are applied as follows: 15, 10, 7, 5, 4, 3, 2.*

Pos	Number of competitors																				
	22+	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	7	4
2	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	4	2
3	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	2	
4	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2		
5	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2			
6	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2				
7	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2					
8	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2						
9	15	14	13	12	11	10	9	8	7	6	5	4	3	2							
10	14	13	12	11	10	9	8	7	6	5	4	3	2								
11	13	12	11	10	9	8	7	6	5	4	3	2									
12	12	11	10	9	8	7	6	5	4	3	2										
13	11	10	9	8	7	6	5	4	3	2											
14	10	9	8	7	6	5	4	3	2												
15	9	8	7	6	5	4	3	2													
16	8	7	6	5	4	3	2														
17	7	6	5	4	3	2															
18	6	5	4	3	2																
19	5	4	3	2																	
20	4	3	2																		
21	3	2																			
22	2																				
23	2																				
24	2																				
25	Etc																				

- 7.1.4 All competing pilots are scored in the event, however, only pilots with a valid SL are included in the CLC ranking.
It is important to understand that a pilot's CLC positional score takes no account of whether other pilots in the class have an SL or not. Example: In a class of 15 pilots, if the 1st and 3rd placed pilots do have a valid SL but 2nd place pilot does not, then the 3rd place pilot will still score 15 points even though the 2nd placed pilot will not be classified in the CLC ranking.
- 7.1.5 Final pilot score is a sum of maximum x best pilot results, where x is a rounded up half of the number of valid League Cup events run in the class in the season.
Examples:
4 valid events in class : Each pilots best 2 scores are included in the CLC ranking.
5 valid events in class : Each pilots best 3 scores are included in the CLC ranking.
6 valid events in class : Each pilots best 3 scores are included in the CLC ranking.
7 valid events in class : Each pilots best 4 scores are included in the CLC ranking.
Etc.

7.2 National team scoring

- 7.2.1 A national team score is the sum of the best three individual scores from each nation in each valid class.
There is only one national ranking summarizing scores from all classes.

7.3 Elective team scoring

- 7.3.1 An elective team score is the sum of the best three individual scores from each elective team in each valid class.
There is only one elective team score summarizing scores from all classes.

8 EVENT RESULTS

8.1 Event organizers must provide class results within 14 days of the end of the event.

8.2 Class results must always be provided as single .csv files per class in the following format:

P1NAME	P1SLID	P2NAME	P2SLID	ETEAM	SCORE
Joe BLOGGS	1234	Fred JONES	GBR	0	2345
Eric SMITH	3456	Sue SMITH	15432	3	1234
Etc...					

Where:

P1NAME is the pilot name, given name first in normal case, family name last, in upper case.

P1SLID is the FAI Sporting Licence database unique ID for the pilot.

This is NOT the number given on the licence by the NAC which issued it, instead it is the 'FAI No' found by interrogating the FAI Sporting licence database and is a unique number identifying the pilot.

If the pilot does not have a current sporting licence, include the pilot's IOC three-letter nation code instead.

P2NAME is the co-pilot name, given name first in normal case, family name last, in upper case.

Leave blank in classes flown solo.

P2SLID is the FAI Sporting Licence database unique ID for the co-pilot.

This is NOT the number given on the licence by the NAC which issued it, instead it is the 'FAI No' found by interrogating the FAI Sporting licence database and is a unique number identifying the pilot.

If the pilot does not have a current sporting licence, include the pilot's IOC three-letter nation code instead.

Leave blank in classes flown solo.

ETEAM is the numerical ID of the Elective Team of the pilot or crew, or zero if no elective team.

ETEAM id's are at <http://wiki.fai.org/x/EIB7>

SCORE is the final class score of the pilot/crew in the event as calculated by the organizer's scoring system.

This is the score native to the organizer, NOT a score calculated to the CLC scoring system. CLC scoring is calculated by the CLC system.

Notes:

1) *.csv files can be exported from all common spreadsheets. File - Save as - .csv format. Only single 'sheets' can be saved to a single .csv file so the results of each class must be saved to separate files.*

2) *The 'header' line, P1NAME, P1SLID Etc. must be retained in each .csv file.*

3) *Instructions as to where the results files should be loaded are at <http://wiki.fai.org/x/ZYBb>*

8.3 CLC Individual, national and elective team scores will be calculated by the CLC system from the results as given by the organizer's scoring system.

9 DISPUTE RESOLUTION

9.1 CLC Individual, national and elective team scores are calculated as a direct consequence of the results of FAI Category 2 events which are not in the direct control of CIMA and are run according to the rules published by the organizer. As such, any dispute a competitor may have concerning his results should be addressed to the organizer of the event or the organizing NAC.

9.2 The only grounds where FAI may get involved are:

a) The validity of an event; did the class at an event meet the minimum criteria for participants and tasks?

b) A mis-calculation in the CLC Individual, national or elective team scores.

In either case the complaint and detailed evidence to support it must be submitted to sec@fai.org within seven days of the disputed CLC scores being published. The complaint will be discussed by the CLC Working Group and either accepted or denied as soon as reasonably possible. If accepted, suitable adjustments will be made to the current standings. If denied, there is no appeal.