S10 Editor's report
Proposed Section 10 amendments 2022

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13/11/2022

S10 Editor's report, November 2022

Notes:

- A few minor editorial changes / updates to S10 have been made during the year as delegates have pointed them out. These are of a grammatical or punctuation nature and do not affect the meaning or implication of the text. Where they have been made will be indicated within the 2023 publication of S.10

- 11 S10 amendment proposals were received this year, either through the CIMA WIKI or directly to S10 Editor by email.

- Proposals in this document have been reordered from those uploaded to the CIMA Wiki; they are presented here in order of their occurrence in S10.

- Competition Directors must use the model local regulations and model task catalogue unless changes are approved by CIMA. This ensures a satisfactory standard of task setting and avoids numerous problems. ANY and ALL changes to the model LR and TC must be clearly indicated when presenting the documents to CIMA.

- The voting guide for Sub-Committee Chairmen has been included in this report to help the Microlight and Paramotor Sub-Committee Chairmen.

- Sub-Committee Chairmen; please fill out the enclosed voting sheet

Sub-committee voting guide

For sub-committee Chairs

1. Votes must follow FAI rules
Paramotor and Microlight sub-committees shall vote on S10 proposed amendments, according to a decision taken during the CIMA 2013 plenary. These votes therefore have to be conducted according to FAI statutes and by-laws.

2. Votes are limited to S10 amendments
Votes are limited to S10 proposed amendments according to the list provided by the S10 Editor. Any new items must receive 2/3 majority support before being discussed. Any issue affecting CIMA in general must be raised during a plenary session and be voted on accordingly.

3. Eligible votes only
Only those who are eligible to vote will have their votes counted. SC Chairmen must ensure that only valid votes are counted. These will include (for example):

- NAC Delegates
- NAC Alternate Delegates if the Delegate is not present
- NAC Voting Representatives if neither the Delegate nor the Alternate is present.
- Proxies, if they have been accepted by the FAI office.

The FAI representative can confirm who is eligible and will provide country panels which should be distributed to eligible voters.

4. Record all decisions
All votes (and any amendments or other relevant comments) must be recorded. The SC Chairmen should ask someone to act as a meeting secretary and take Minutes. Any votes not recorded in Minutes are not valid. These Minutes shall be published and distributed to CIMA Delegates before the start of the Plenary sessions.

The Minutes can be short - just a list of the votes. Any further amendments or clarifications should be included in the Minutes. The Minutes should be sent out via the CIMA email lists as soon as the meetings have finished.

Barney Townsend
November 2022

Proposal 1

Proposal from

Ricardo MACIEL (BRAZIL)

Proposal title

02- Continental Records

Existing text

CHAPTER 3, Records

RECORDS CLASS R.

New text

CHAPTER 3, Records

WORLD AND CONTINENTAL RECORDS CLASS R.

Reason

The code in Chapter 4 speaks of World and Continental championships, but in chapter 3, records does not mention the possibility of claiming registration of continental records. We understand that this is a gap that deserves to be remedied. We await the approval of this proposal by the plenary

Proposal 2

Proposal from

Petr JONAS (CZE)

Proposal title

Changing the definition of backtrack

Existing text

S10, 4.24.5,

Annex 4, 2.A1, 2.A2, 2.A3, 2.A4, 2.A5, 2.B1

Backtracking is defined as flying with an angle of greater than 90 degrees in respect to the intended flight direction within a corridor defined by the width used to score gates in the task.

New text

S10 4.24.5

Annex 4, 2.A1, 2.A2, 2.A3, 2.A4, 2.A5, 2.B1

Backtracking is defined as flying with an angle of greater than 90 degrees, when the flight data recording shows this deviation for more than 5 seconds in sequence, in respect to the intended flight direction within a corridor defined by the width used to score gates in the task.

Reason

According to the current rules, even one second of the unintentional backtrack can bring a 100% penalty to the competitor. Losing the full number of points for a task is very harsh and will make a favourable overall result impossible. It results in loss of interest in microlight competitions. In order to attract new competitors, it will be better to change the definition, create a pillow for inaccuracy (like for +-5 time on ground speed, 50ft height of logger error).

Proposal 3

Proposal from

Petr JONAS (CZE)

Proposal title

Change in backtrack scoring

Existing text

Annex 4, 2.A1, 2.A2, 2.A3, 2.A4, 2.A5
A 100% penalty will be imposed for backtracking

New text

Annex 4, 2.A1, 2.A2, 2.A3, 2.A4, 2.A5
A ~~100%~~ 30% penalty will be imposed for backtracking

Reason

Very harsh penalty for unintentional backtrack. Even one second of the unintentional backtrack can bring 0 score from the task to the competitor. Losing all point points from a task is very severe and will make a favourable overall result impossible. It results in loss of interest in microlight competitions. In order to attract new competitors and keep current , it will be better to reduce the penalty to 30%.

Proposal 4

Proposal from

Barney TOWNSEND (GBR)

Proposal title

Editorial of backtracking definitions

Existing text

S.10

Annex 4, 2.A1, 2.A2, 2.A3, 2.A4, 2.A5, 2.B1

A 100% penalty will be imposed for backtracking. Backtracking is defined as either re-joining the active track line at a point prior to the point where the pilot departed from it or flying with an angle of greater than 90 degrees in respect to the intended flight direction within a corridor defined by the width used to score gates in the task. 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, as defined by the diagram shown in S.10 4.24.5. If the task involves more than one possible active track line (e.g. Cog wheel navigation with unknown legs), all track lines shall be considered as active.

And

Annex 4 3.A6, 3.A7,

Backtracking against the task direction or crossing a hidden gate backwards: 100%

New text

S.10

Annex 4, 2.A1, 2.A2, 2.A3, 2.A4, 2.A5, 2.B1

A 100% penalty will be imposed for backtracking. Backtracking is defined ~~as either re-joining the active track line at a point prior to the point where the pilot departed from it or flying with an angle of greater than 90 degrees in respect to the intended flight direction within a corridor defined by the width used to score gates in the task. 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, as defined by the diagram shown in S.10 4.24.5. If the task involves more than one possible active track line (e.g. Cog wheel navigation with unknown legs), all track lines shall be considered as active.~~ in S10 4.24.5.

And

Annex 4 3.A6, 3.A7,

~~Backtracking against the task direction or crossing a hidden gate backwards: 100%~~

A 100% penalty will be imposed for backtracking. Backtracking is defined in S10 4.24.5.

Reason

This is really an editorial proposal to simplify S10 and the annexes.

The original text:

"A 100% penalty will be imposed for backtacking. Backtracking is defined as either re-joining the active track line at a point prior to the point where the pilot departed from it or flying with an angle of greater than 90 degrees in respect to the intended flight direction within a corridor defined by the width used to score gates in the task. 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, as defined by the diagram shown in S.10 4.24.5. If the task involves more than one possible active track line (e.g. Cog wheel navigation with unknown legs), all track lines shall be considered as active".

is defined in S.10 4.24.5 and this should constitute the official definition of backtracking. Repeating it in every task description invites the risk of editorial errors not updating every one of them whenever changes are made to this statement (which happen quite frequently!).

Furthermore, there is a discrepancy in the description between paramotor tasks and microlight tasks. This proposal simplifies and unifies the description. If there is a 100% penalty applied for backtracking, then there is no need for the additional statement that crossing a hidden gate backwards also incurs the penalty - the pilot would, by definition, be backtracking at this point.

Proposal 5

Proposal from

Michael KANIA (GER)

Proposal title

Adding a height band - Precision Task Circle

Existing text

S10 Annex 4, A2. 2A7 CIRCLE

The objective is to fly a precise 360 degree circle around a marker in a given minimum height of 700ft AGL in a range of radius of minimum 200 meters to a maximum of 750 meters.

New text

S10 Annex 4, A2. 2A7 CIRCLE

The objective is to fly a precise 360 degree circle around a marker ~~in a given minimum height of 700ft AGL~~ in a range of radius of minimum 200 meters to a maximum of 750 meters.

The scored 360 degree circle has to be flown in any desired height, but without exceeding 200ft (61m) between lowest and highest height.

Penalties: A 20% penalty will be imposed for flying the circle outside of a range of 200ft (61m) between lowest and highest height.

Reason

It is not useful to provide a minimum height in addition to the legal regulations. It may be more challenging to fly the task within a band of 200ft height.

Proposal 6

Proposal from

Michael KANIA (GER)

Proposal title

Changes in scoring - Precision Task Circle

Existing text

S10 Annex 4, A2. 2A7 CIRCLE

The maximum score is given if the circle is flown exact circular, within the given limits.

P= (Rmin/Rmax – 0,5) * 400

Pmax = 200

New text

S10 Annex 4, A2. 2A7 CIRCLE

The maximum score is given if the circle is flown exact circular, within the given limits.

P= (Rmin/Rmax – 0,5) * ~~400~~ 500

Pmax = ~~200~~ 250

Reason

The scoring regarding Pmax should be aligned to the task precision landing. In both tasks a competitor can reach 250 points. This is easier to understand and memorably for competitors and organizers.

250 points in the precision task circle are actually theoretically reachable, the results in the WMC 2022 were at maximum around 150 points. Increasing the maximum to 250 points has only minimal effect to the weighting.

Proposal 7

Proposal from

Michael KANIA (GER)

Proposal title

Changes in the list of penalties - Precision Task Circle

Existing text

S10 Annex 4, A2. 2A7 CIRCLE

Scores

The maximum score is given if the circle is flown exact circular, within the given limits.

P= (Rmin/Rmax – 0,5) * 500

Pmax = 250

The task will be scored with 0 points if** Ratio of Rmin to Rmax is 0,5 or smaller** The CM is located outside of the flown circle

EP and CM are not flown over within the briefed limits

The aircraft leaves the limits of the radius

The aircraft leaves the given altitude limits

New text

S10 Annex 4, A2. 2A7 CIRCLE

The maximum score is given if the circle is flown exact circular, within the given limits.

P= (Rmin/Rmax – 0,5) * ~~400~~ 500

Pmax = ~~200~~ 250

S10 Annex 4, A2. 2A7 CIRCLE

Scores

The maximum score is given if the circle is flown exact circular, within the given limits.

P= (Rmin/Rmax – 0,5) * 500

Pmax = 250

~~The task will be scored with 0 points if** Ratio of Rmin to Rmax is 0,5 or smaller** The CM is located outside of the flown circle~~

~~EP and CM are not flown over within the briefed limits~~

~~The aircraft leaves the limits of the radius~~

~~The aircraft leaves the given altitude limits~~

Penalties

A 20% penalty will be imposed for flying the circle outside of a range of 200ft (61m) between lowest and highest height.

A 100% penalty will be imposed if

- the circle is flown clockwise
- The CM is located outside of the flown circle
- EP and CM are not flown over within the briefed limits
- The aircraft leaves the limits of the radius
- Ratio of Rmin to Rmax is 0,5 or smaller

Reason

The 20% penalty is new, derived from proposal 01, see there.

The 100% penalty if the circle is flown clockwise is new. This did happen one time at WMC2022 and has to be penalized.

The penalty list is for a better overview of the penalties which could take place in the task. The subsection penalties should be inserted.

Proposal 8

Proposal from

Petr JONAS (CZE)

Proposal title

Removal of tasks from the microlight task catalogue

Existing text

Annex 4

2.C6 SHORT TAKEOFF OVER AN OBSTACLE

2.C7 SHORT LANDING OVER AN OBSTACLE

New text

Annex 4

~~2.C6 SHORT TAKEOFF OVER AN OBSTACLE~~

~~2.C7 SHORT LANDING OVER AN OBSTACLE~~

Reason

The result of such tasks usually depends on the performance of the aircraft. These tasks are usually accompanied by a hard landing and stalling after take-off. The tasks are very dangerous for present-day aircraft. In order to attract new competitors, it will be better to cancel these tasks and thus reduce the potential danger.

Proposal 9

Proposal from

Jana BOBKOVA (CZE)

Proposal title

Helmet criteria

Existing text

S10, Annex 7

2.1 A protective helmet is mandatory. Ideally this will be an integral helmet (or helmet with roll bar).

New text

S10, Annex 7

2.1 A protective helmet is mandatory. Ideally this will be an integral helmet (or helmet with roll bar). A certified helmet shall be used, which shall also have integral protection of the ears.

Reason

None given

LTU NO

Proposal 10

Proposal from

Wolfgang LINTL (GER)

Proposal title

Life Saving Equipment

Existing text

S10, Annex 7

2.2 If the race is above water, life-saving equipment (flotation device) is mandatory.

New text

S10, Annex 7

2.2 If the race is above water, life-saving equipment (flotation device) is mandatory.

This equipment should be designed to carry the weight of the pilot and the equipment.

It is recommended that the buoyancy device should be fitted to the paramotor rather than worn by the pilot.

Reason

It is more or less self-explaining, that the device should be able to carry the whole weight. Due to the right balance in water, it should be fitted to the equipment rather than to the pilot.

LTU NO

Proposal 11

Proposal from

Noel MAZAUDIER (FRA)

Proposal title

Gate distance from pylons and pylons stadium position in slalom competition

Existing text

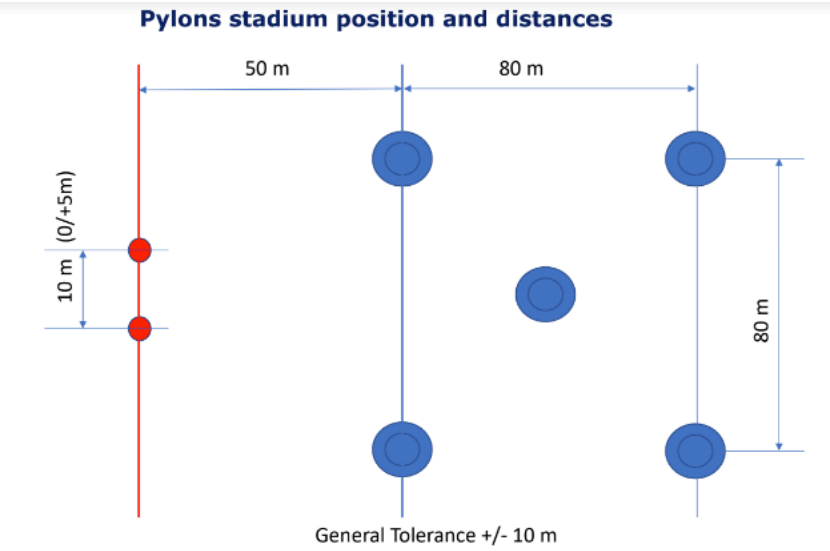
None, it is adding a new paragraph for annex 7 or 8.

New text

The distance from the gate to the pylons is not specified in annex 7 or 8.

Distance about 50 meters from the gate to the axis of pylons and 80m between each pylon in a square chape, one in the middle.

Tolerances as defined in the provided diagram.



Reason

The reason for the proposed amendment is that the distance is mandatory because it promote small canopy and huge engines, and that means “normal” pilots are obviously excluded of this activity.
Most of pilots are flying on 20 or 22 square meters. It is also a question of regulation; it is pushing pilots not respecting wings features of makers.
In a short summary:
Sporting arguments > with a limited gate distance, we favor the piloting rather than the pure speed.
Safety arguments > a gate at 130m (as 4th WPSC) promote high speed entry and thus increase

the possibility of loss of control by canopy collapsed. Nowadays wings are flying at more than 90 km/h and the long distance from the gate motivate to fly with very small wings and powerful engines.

*We suggest a distance about 50 meters from the gate *to the axis of pylons will be a great choice. **And 80m between each pylon** in a square chape, one in the middle.
*And for sure distances should be standardized. *This will allow every nation to prepared in the real race conditions.

LTU no.

Other Proposals

The following proposals are withdrawn but included in agenda of paramotor subcommittee for further discussion:

Martin CARPIO (ESP)
Safer paragliders with lower or smaller Differential between risers

Leah Catulla (USA)
Wing Loading Limitation

Matteo ORAZI (ITA)
FAI's request for approval and accreditation of an ACCURACY championship in PF1 and PL1 category