



# FAI Sporting Code

*Fédération  
Aéronautique  
Internationale*

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## Section 10 – Microlights and Paramotors

Class R

To Take Effect on 1st January 2008

Section 10 and General Section combined make up the complete Sporting Code for Microlights and Paramotors

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<sup>11</sup> FAI Statutes, Chapter 1, para. 1.6

<sup>2</sup> FAI Sporting Code, General Section, Chapter 3, para 3.1.3.

<sup>3</sup> FAI Statutes, Chapter 1, para 1.8.1

<sup>4</sup> FAI Statutes, Chapter 2, para 2.1.1; 2.4.2; 2.5.2; and 2.7.2

<sup>5</sup> FAI Bylaws, Chapter 1, para 1.2.1

<sup>6</sup> FAI Statutes, Chapter 2, para 2.4.2.2.5,

<sup>7</sup> FAI Bylaws, Chapter 1, para 1.2.3

<sup>8</sup> FAI Statutes, Chapter 5, para 5.1.1; 5.5; and 5.6

<sup>9</sup> FAI Sporting Code, General Section, Chapter 3, para 3.1.7

<sup>10</sup> FAI Sporting Code, General Section, Chapter 1, paras 1.2. and 1.4

<sup>11</sup> FAI Statutes, Chapter 5, para 5.6.3

<sup>12</sup> FAI Bylaws, Chapter 1, para 1.2.2

# SPORTING CODE SECTION 10 - 2008 Edition

This document, the SPORTING CODE - SECTION 10, 2008 Edition, takes effect on the 1st January 2008. The 2008 edition differs from the 2007 edition in those paragraphs with a vertical bar in the margin. Zigzag lines indicate just a change of provision numbering from the 2007 edition.

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ABBREVIATIONS		
GS:	FAI Sporting Code General Section	A5: Sporting Code Section 10 Annex 5
BL:	FAI By-Laws	A6: Sporting Code Section 10 Annex 6
S10:	Sporting Code Section 10	FR: GNSS Flight Recorder
A1:	Sporting Code Section 10 Annex 1	TBD: to be decided
A2:	Sporting Code Section 10 Annex 2	DNF: Did not fly
A3:	Sporting Code Section 10 Annex 3	DSQ: Disqualified
A4:	Sporting Code Section 10 Annex 4	

# CHAPTER 1

## 1.1 SECTION 10 SCOPE OF WORK

Section 10 of the Sporting Code deals with records, proficiency badges, and world and continental championships for Microlight and Paramotor aircraft.

## 1.2 SECTION 10 AUTHORITY

Section 10 is to be used in conjunction with the General Section of the Sporting Code.

### 1.2.1 The following subjects are detailed in the General Section:

*FAI Authority and Responsibility* Chapter 1

*Classifications and Definitions* Chapter 2

*Drugs, Alcohol, Illness* Chapter 3

*Penalties, Protests* Chapter 5

*Sporting Licences* Chapter 8

*Appeals before FAI* Chapter 9

### 1.2.2 The following chapters of the General Section contain general principles with the special information for Microlight and Paramotor aircraft in Section 10.

*Sporting events* Chapter 3

*Observers and officials* Chapter 4

*World records* Chapter 6

*Flight measurement and control* Chapter 7

## 1.3 DEFINITION OF A MICROLIGHT OR PARAMOTOR AIRCRAFT

### 1.3.1 A one or two seat powered aircraft whose minimum speed at Maximum Take Off Weight (MTOW) is less than 65 km/h, and having a MTOW of:

- 300 kg for a landplane flown solo
- 330 kg for an amphibian or a pure seaplane flown solo;
- 450 kg for a landplane flown with two persons
- 495 kg for an amphibian or a pure seaplane flown with two persons

Note. These definitions also apply to foot-launched Microlight and Paramotor aircraft.

## 1.4 TYPES OF MICROLIGHT AND PARAMOTOR AIRCRAFT

A microlight with movable aerodynamic control is a fixed wing powered aircraft with moveable aerodynamic surfaces for control.

A microlight with weight-shift control is a flexwing powered aircraft with pilot weightshift as primary method of control

A Paramotor is a powered aircraft which has a wing without any rigid structure and is controlled via movable aerodynamic surfaces and pilot weightshift.

A Landplane is an aircraft only capable of taking off and land on land, ice or snow.

A Seaplane is an aircraft only capable of taking off and landing on water.

An Amphibian is an aircraft capable of taking off and landing on water and land.

A foot-launched Microlight or Paramotor is an aircraft where the main undercarriage consists of the pilot and / or crews legs and is launched on foot without any external assistance during the takeoff run.

Note. According to the General Section of the Sporting code, Microlight and Paramotor Aircraft are defined as class R. To avoid the expression "sub-classes", which would be the correct definition when dealing with the various classes of aircraft in Section 10, the prefix "sub" has been omitted.

## 1.5 CLASSES OF MICROLIGHT AND PARAMOTOR AIRCRAFT

### 1.5.1 Organisation of class names.

First character: FAI class	Second character: Type of control system	Third character: Type of landing device	Fourth character: Number of persons
R	<b>A</b> = Movable Aerodynamic Control System <b>W</b> = Weight-shift Control System <b>P</b> = Paraglider Control System	<b>L</b> = Landplane <b>S</b> = Seaplane <b>A</b> = Amphibian <b>F</b> = Foot-launched	<b>1</b> = Flown solo <b>2</b> = Flown with two persons

### 1.5.2 Table of Microlight and Paramotor classes

Microlight description	Class name
Movable Aerodynamic Control / Landplane / Flown solo	RAL1
Movable Aerodynamic Control / Landplane / Flown with two persons	RAL2
Movable Aerodynamic Control / Seaplane / Flown solo	RAS1
Movable Aerodynamic Control / Seaplane / Flown with two persons	RAS2
Movable Aerodynamic Control / Amphibian / Flown solo	RAA1
Movable Aerodynamic Control / Amphibian / Flown with two persons	RAA2
Weight-shift Control / Landplane / Flown solo	RWL1
Weight-shift Control / Landplane / Flown with two persons	RWL2
Weight-shift Control / Seaplane / Flown solo	RWS1
Weight-shift Control / Seaplane / Flown with two persons	RWS2
Weight-shift Control / Amphibian / Flown solo	RWA1
Weight-shift Control / Amphibian / Flown with two persons	RWA2
Weight-shift Control / Foot-launched / Flown solo	RWF1
Weight-shift Control / Foot-launched / Flown with two persons	RWF2
Paraglider Control / Foot-launched / Flown solo	RPF1
Paraglider Control / Foot-launched / Flown with two persons	RPF2
Paraglider Control / Landplane / Flown solo	RPL1
Paraglider Control / Landplane / Flown with two persons	RPL2

*Note: This table is not to be regarded as the final number of classes. If other types of aircraft appear that fulfil the requirements for being a Microlight or Paramotor, this table can be extended.*

1.5.3 For the purposes of simplification within this document the R is omitted from class names.

## CHAPTER 2, Diplomas and Badges

### 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 the FAI Microlight Commission (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 the FAI Microlight Commission (CIMA) which must reach the FAI Secretariat at least 2 months before the FAI Microlight Commission meeting for inclusion in the agenda. Proposals cover time up to December 31 of the previous year. Only one diploma is awarded annually.

### 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 aviation, but also of gliding and hang-gliding. She was instrumental in creating the FAI Microlight Commission (CIMA) and formulating the microlight sporting code. She worked tirelessly for many years in the cause of microlight sport flying.
- 2.2.2 One Diploma may be awarded each year to the pilot or crew of a Microlight who made the most meritorious flight which resulted in a Microlight World record claim ratified in the previous calendar year.

### 2.3 COLIBRI PROFICIENCY BADGES

- 2.3.1 The FAI Colibri badges are standards of achievement which do not require to be renewed. The qualifications are the same in every country.
- 2.3.2 Each NAC shall keep a register of badge flights which it has validated, and shall inform FAI of the names of pilots gaining the gold badge until the international total has reached 50. FAI shall keep a register of these names.

#### 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 20 m of the centre of a given spot from a height of 300 m (1000 ft) 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 300 m (1000 ft) AGL, stop engine(s) complete a 360° turn and land within 5 m 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

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

Applicants or nominees must be qualified to at least Silver badge standard.

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 staydown landing with no damage to aircraft or pilot. Distance is measured from the touchdown/staydown 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 5).

## CHAPTER 3, Records

### RECORDS CLASS R

*General Section Reference Chapter 6.*

*S10 Chapter 5: Control and Measurement.*

*It is strongly recommended that CIMA type 2 flight recorders (S10 A6) are used in all record attempts except championship records as the evidence from these is much more easily substantiated than by any other method.*

### 3.1 SUB CLASSES

Records are open to all aircraft classes listed in 1.5.2

### 3.2 RECORD CATEGORIES IN EACH CLASS

- 3.2.1 DISTANCE IN A STRAIGHT LINE WITHOUT LANDING
- 3.2.2 DISTANCE IN A STRAIGHT LINE WITHOUT ENGINE POWER
- 3.2.3 DISTANCE IN A STRAIGHT LINE WITH LIMITED FUEL
- 3.2.4 DISTANCE IN A CLOSED CIRCUIT WITHOUT LANDING
- 3.2.5 DISTANCE IN A CLOSED CIRCUIT WITHOUT ENGINE POWER
- 3.2.6 DISTANCE IN A CLOSED CIRCUIT WITH LIMITED FUEL
- 3.2.7 ALTITUDE
- 3.2.8 TIME TO CLIMB TO A HEIGHT OF 3,000 m
- 3.2.9 TIME TO CLIMB TO A HEIGHT OF 6,000 m
- 3.2.10 SPEED OVER A STRAIGHT COURSE
- 3.2.11 SPEED OVER A CLOSED CIRCUIT

### 3.3 AVAILABILITY OF RECORDS

- 3.3.1 Solo: The best performance by a solo pilot.
- 3.3.2 Multiplace: The best performance with two persons on board the aircraft. The age of the navigator shall not be less than 14 years.
- 3.3.3 There are no separate records for men / women.

### 3.4 GENERAL RULES FOR RECORDS

- 3.4.1 The weight of the aircraft at take-off, including the pilot, fuel and all auxiliary equipment shall not exceed the maximum permitted weight limit as defined in S10 1.3.1.
- 3.4.2 Landing, or refuelling during a record attempt either on the ground or in the air is prohibited.
- 3.4.3 A new record must exceed the previous record by 1% for distance and speed records and by 3% for altitude and height records.
- 3.4.4 In the measurement of record distance, the error must not exceed 0.5% and for altitude and height records 1%.
- 3.4.5 No fuel, ballast or other disposable items may be jettisoned after take-off or prior to the completion of the record attempt.
- 3.4.6 A foot launched Microlight or Paramotor must be foot launched from a surface which has no slope greater than 1% over a radius of 100 m from the take off point.
- 3.4.7 To obtain a record with an amphibian, it must take-off from land and land on water or vice-versa.
- 3.4.8 A serviceable barograph and/or a GNSS flight recorder shall be carried.
- 3.4.9 The pilot and crew must hold a FAI sporting licence.

### 3.5 Special rules for distance in a straight line without landing.

- 3.5.1 The distance shall be measured as the geodesic joining the take-off point and the landing point.

### 3.6 Special rules for distance in a straight line without engine power.

- 3.6.1 A barograph or GNSS flight recorder shall be carried which records any use of engine.

- 3.6.2 The aircraft must have its engine stopped prior to crossing the start line and it must not be re-started until after crossing the finish line.
- 3.6.3 The altitude of the aircraft at the finish line shall not be less than the altitude of the aircraft at the start line.
- 3.6.4 The distance shall be measured as the geodesic joining the point the start line was crossed and the point the finish line was crossed.

### **3.7 Special rules for distance in a straight line with limited fuel.**

- 3.7.1 The aircraft must carry no more than 7.5 kg of fuel which may be used as required.
- 3.7.2 The altitude of the aircraft at the finish line shall not be lower than the takeoff point.
- 3.7.3 The distance shall be measured as the geodesic joining the take-off point and the point the finish line was crossed.

### **3.8 Special rules for closed circuits.**

- 3.8.1 The start and finish lines of a closed circuit course must share a single point which is the start point and finish point of the circuit.
- 3.8.2 Closed circuits of less than or equal to 100 Km shall be achieved over an out and return or triangular course. Closed circuits of greater distances shall consist of between three and six legs.
- 3.8.3 All legs of closed circuits must be of equal length with the following permitted deviation:
- 3 legs: all legs must be between 28% and 38% of the total length.
  - 4 legs: all legs must be between 20% and 30% of the total length.
  - 5 legs: all legs must be between 15% and 25% of the total length.
  - 6 legs: all legs must be between 11% and 27% of the total length.
- 3.8.4 In closed circuits of three or more legs the change in course direction must not exceed 145 deg. at each turnpoint.
- 3.8.5 The length of a closed circuit shall be measured as the sum of the geodesics joining the start point with the finish point, via the turnpoints in the order flown by the aircraft.
- 3.8.6 A closed circuit may only be flown once.

### **3.9 Special rules for distance in a closed circuit without landing.**

- 3.9.1 The altitude of the aircraft at the finish line shall not be less than the altitude of the aircraft at the start line.

### **3.10 Special rules for distance in a closed circuit without engine power.**

- 3.10.1 The barograph or GNSS flight recorder used must be capable of recording any use of engine.
- 3.10.2 The aircraft must have its engine stopped prior to crossing the start line and it must not be re-started until after crossing the finish line.
- 3.10.3 The altitude of the aircraft at the finish line shall not be less than the altitude of the aircraft at the start line.

### **3.11 Special rules for distance in a closed circuit with limited fuel.**

- 3.11.1 The aircraft must carry no more than 7.5 kg of fuel which may be used as required.
- 3.11.2 The altitude of the aircraft at the finish line shall not be less than the altitude of the aircraft at the start line.

### **3.12 Special rules for altitude records.**

- 3.12.1 A barograph or GNSS flight recorder capable of recording atmospheric altitude must be used and a valid calibration certificate for it must be included with the record claim.
- 3.12.2 The altitude achieved shall be the true altitude measured from sea level as defined by the national survey in the relevant country.

### **3.13 Special rules for time to climb records.**

- 3.13.1 A barograph or GNSS flight recorder capable of recording atmospheric altitude must be used and a valid calibration certificate for it must be included with the record claim.
- 3.13.2 The time measured shall be that from a standing start on a horizontal runway to reaching the designated height above takeoff altitude as defined by the national survey in the relevant country.

### **3.14 Special rules for speed over a straight course.**

- 3.14.1 The course shall be straight with a minimum length of 15 kilometres.

- 3.14.2 Before crossing the start line the aircraft shall fly level for the last 1,000 metres within a tolerance of 100 metres.
- 3.14.3 The altitude of the aircraft at the finish line shall not be less than its altitude at the start line.
- 3.14.4 The speed adopted shall be the average of the two speeds from two consecutive runs over the same course in opposite directions. The two runs must be completed within a maximum elapsed time of 1 hour with no landing between runs.
- 3.14.5 The altitude at which the aircraft crosses the start line on the second run must be within 100m of the altitude at which it crossed the start line on the first run.

### 3.15 Special rules for speed over a closed circuit.

- 3.15.1 Records may be claimed for speed over closed circuits of 50, 100, 500 and 1000 Km.
- 3.15.2 The length of the closed circuit shall not be less than the record distance being claimed.
- 3.15.3 Before crossing the start line the aircraft shall fly level for the last 1,000 metres within a tolerance of 100 metres.
- 3.15.4 The altitude of the aircraft at the finish line shall not be less than its altitude at the start line.
- 3.15.5 The speed adopted shall be calculated as the speed over the record distance being claimed, not the length of the closed circuit flown.

### 3.16 RECORD CLAIM PROCEDURE

The procedure for making World record claims is detailed in FAI General section, chapter 6.

- 3.16.1 A record file shall be compiled for each record claimed. It must consist of the CIMA approved declaration form for the type of record being claimed, fully completed and containing as attachments all additional information necessary to substantiate the flight and the claim. The forms are available at <http://www.fai.org/microlight/documents/sc10>
- 3.16.2 All forms and certificates must be signed or countersigned by the official observer(s) controlling the record attempt.

### 3.17 CHAMPIONSHIP RECORDS

- 3.17.1 If performance in a task in championship can be directly compared to the performance in a task at a different championship, then World championship records in class may be established for that performance.
- 3.17.2 Championship records for Microlights and Paramotors can only be established during valid competition tasks by bona-fide competitors at a FAI category 1 Microlight or Paramotor championships or a FAI World Air Games.
- 3.17.3 A championship record can only be claimed for performances where no penalties or other adjustments were applied to the competitor's task score.
- 3.17.4 The International Jury must certify that all the conditions attached to a Championship record claim are satisfied and they must include all valid claims on Championship Record Claim forms with in their championship report to FAI. The forms are available at <http://www.fai.org/microlight/documents/sc10>
- 3.17.5 If the value of the championship record is an elapsed time normalized to ISA sea level conditions then the elapsed time flown shall be normalized according to the following formula:

$$\text{Elapsed time normalized to ISA sea level conditions, in seconds} = \frac{T_1}{0.5331359 \sqrt{\frac{P_1}{t_1 + 273}}}$$

Where

T1 = Actual pilot performance in seconds

P1 = Ambient pressure in Mb

t1 = Ambient temperature in degrees Celsius

- 3.17.6 Elapsed times (after normalization, if required), if less than five minutes shall be rounded down to the nearest 0.01 second, otherwise to the nearest second. Distances shall be rounded down to the nearest 0.01 Km. A new championship record must simply exceed the previous record.
- 3.17.7 When a change to the championship rules prevents an equal comparison to a performance in a previous championship then a new record shall be created and the old record retired.
- 3.17.8 Available Championship records
- 3.17.8.1 DISTANCE WITH LIMITED FUEL

- May be established in any task in the task catalogue where the fuel is measured before takeoff.
- Fuel load at takeoff must not exceed:

Classes PF1 & PL1: 1.5 Kg

Classes WL1, AL1, PF2 & PL2: 4 Kg

Classes WL2 & AL2: 6 Kg

- Distance measured is from start gate to the point of maximum distance from start gate before first landing.
- Pilot performance is expressed as a distance in Km.

#### 3.17.8.2 ENDURANCE WITH LIMITED FUEL

- May be established in any task in the task catalogue where the fuel is measured before takeoff.
- Fuel load at takeoff must not exceed:

Classes PF1 & PL1: 1.5 Kg

Classes WL1, AL1, PF2 & PL2: 4 Kg

Classes WL2 & AL2: 6 Kg

- Time measured is from start gate to finish gate or, if this is not defined in the task description, the time at point of maximum distance from start gate before first landing.
- Pilot performance is expressed as an elapsed time.

#### 3.17.8.3 PRECISION CIRCUIT IN THE SHORTEST TIME ('Classical slalom')

- Task 3.C2 as defined in the current task catalogue.
- The sum of the straight line distance through all sticks 1 - 10 must be 792m (+-10m)
- Whilst the pilot is in the course the local wind speed must not have exceeded an average of 10Kt (18 Km/h) nor may the wind direction have varied more than 90° either side of the direction shown in the task description.
- A pilot only qualifies for a record if his scoring in the task includes NQ = 10.
- Pilot performance is expressed as an elapsed time normalized to ISA sea level conditions.

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

- Task 3.C7 as defined in the current task catalogue.
- The square pattern of the task must not be less than 75m
- Whilst the pilot is in the course the local wind speed must not have exceeded an average of 10Kt (18 Km/h)
- A pilot only qualifies for a record if his scoring in the task includes NQ = 9.
- Pilot performance is expressed as an elapsed time normalized to ISA sea level conditions.

#### 3.17.8.5 PRECISION CIRCUIT IN THE SHORTEST TIME ('Japanese slalom')

- Task 3.C8 as defined in the current task catalogue.
- The grid pattern of the task must not be less than 50m
- Whilst the pilot is in the course the local wind speed must not have exceeded an average of 10Kt (18 Km/h)
- A pilot only qualifies for a record if his scoring in the task includes NQ = 9.
- Pilot performance is expressed as an elapsed time normalized to ISA sea level conditions.

## CHAPTER 4, Championships

### WORLD AND CONTINENTAL CHAMPIONSHIPS

#### 4.1 GENERAL RULES

*Sporting Code General Section References:*

*Chapter 1: FAI Authority*

*Chapter 3: Sporting Events*

*Chapter 4: Control of Sporting Events*

*Chapter 5: Protests, penalties.*

Note that GS reference covers World Air Games etc.

#### 4.2 PURPOSE

The purpose of the Championships is to provide a good and satisfying contest, to determine the World or Continental Champion in each class and to reinforce friendship amongst pilots of all nations.

#### 4.3 VALIDITY OF A CHAMPIONSHIP

4.3.1 World and Continental Championships may be organised only by a NAC accepted by the FAI Microlight Commission (CIMA) as competent to run the event.

4.3.2 For a World or Continental Championship to be valid there must be competitors from no less than 4 countries in a class, with entry fees paid.

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

#### 4.4 CHAMPIONSHIP BIDS

A preliminary bid should be received by CIMA three years before the event, with the detailed bid including the Local Regulations (S10 A3) receiving acceptance by CIMA if possible not less than one year before. As soon as possible after acceptance an invitation requesting a reply giving intention to enter should be circulated to all NACs.

##### 4.4.1 PREPARATION MONITOR

At the time a bid is accepted CIMA shall nominate a monitor to ensure preparations are complete and on time. The monitor shall be a Jury member, Steward, or person with specialised knowledge of championships. The monitor shall be invited to visit the championship site approximately 6 weeks before the start of the event and any prior rehearsal competition held prior to the event.

4.4.2 Where the candidate competition director for a Cat. 1 championship has not previously organized a successful FAI Category 1 Microlight or Paramotor championship he/she must as a minimum:

- 1) Have actively participated in an FAI Category 1 Microlight or Paramotor championship as a competitor, team leader or a key person listed in the Local Regulations, and;
- 2) Have organized national competitions.

Evidence of this experience should be provided to CIMA in the form of a comprehensive CV supported by the National Aero Club presenting the bid and verified by the CIMA Bureau or a nominated CIMA representative.

#### 4.5 GENERAL ORGANISATION

4.5.1 Championship flights shall be controlled in accordance with the regulations contained in the Sporting Code, (General Section and Section 10) and the published local regulations for the event. (Refer Master Local Regulations, S10 A3)

4.5.2 The total period of the Championships shall not exceed 14 days including the opening and closing ceremonies.

4.5.3 An official practice period of not less than 2 and not more than 5 days immediately preceding the opening of the Championships shall be made available to all competitors. If practicable, on at least one practice day a set task should be flown under competition conditions to test the integrity of the organisation. The scores thus generated shall not be counted.

4.5.4 To count as a Championship task, all competitors in the class shall have been given the opportunity of having at least 1 competition flight in time to carry out the task.

4.5.5 There will normally be a rest day only after 6 consecutive days flying, unless this day is the last one of the Championships. The policy for rest days shall be declared by the Director at the first Briefing.

- 4.5.6 FAI medals will be awarded to the first, second and third in each class with FAI Diplomas for those placed first to tenth. FAI medals will be awarded to national teams placed first, second and third. The organisers may award prizes at their discretion.

#### **4.6 STATUS AND TIMING OF LOCAL REGULATIONS**

- 4.6.1 Local regulations are the rules for a specific event prepared by the organisers for submission to CIMA for approval at least one year before the event. They must use the master document format in S10 A3 with any modification being approved by CIMA. The Local Regulations and entry form shall be sent to NACs not less than 6 months before the event stating the amount of the entry fee and what it covers.

##### **4.6.1.1 ENTRY FEE**

As a minimum the following should be included in the entry fee:

- Use of airfield and task area during the event.
- One copy of official competition map for each pilot and team leader.
- One film for each cross-country task.
- Contest numbers, identity badges, Opening and Closing Ceremonies, and all championship information.

- 4.6.1.2 The organisers may supply competitors with a document of supplementary information upon their arrival at the Championships site. Any matter intended to have the force of a competition rule must have been approved, as a minimum, by the FAI Microlight Commission Bureau. Only minor matters may be approved by this method. Local regulations and supplementary information must not conflict with the General rules.

- 4.6.2 Once competition flying on the first contest day has started, no rules or regulations may be changed. Any additional requirements within the rules needed during the event must not be retrospective.

##### **4.6.3 INTERNATIONAL JURY**

There shall be a nominated jury of 3 persons of different nationalities excluding that of the organisers. The president of the jury shall be appointed by the FAI Microlight Commission. The two other jury members shall be confirmed by the FAI Microlight Commission. The time limits within which a protest may be made and the amount of the fee shall be stated in the local regulations.

#### **4.7 RESPONSIBILITIES OF THE ORGANISER AND THE DIRECTOR**

- 4.7.1 The NAC organising the Championships shall appoint a Championships Director acceptable to the FAI Microlight Commission not later than 6 months prior to the event. Any change of Director must be approved by the FAI Microlight Commission Bureau.

The Director shall take overall operational responsibility for the event, including the programme of tasks to be flown. He is also responsible for publishing a final entry list and the names of key officials by the start of Briefing on the first flying day, for issuing the daily results with minimum delay and on demand, make public all the circumstances that have had any bearing on the scoring for the tasks, including the coordinates for turn points, hidden gates, ground markers, etc. and for reporting the full results, including details of protests or serious problems encountered, to his NAC with copies to FAI and the FAI Microlight Commission President (S10 A5, Notes for Directors).

- 4.7.2 The Director or his named deputy shall be available at the Championship site at all times during the contest flying period. If a championship class is to be flown from a separate site, a Director shall be nominated for this class (eg PF Director).

#### **4.8 PROGRAMME AND FACILITIES**

- 4.8.1 The organisers shall provide all facilities necessary for the satisfactory operation of the Championships, and circulate to each Team Leader the following information as a minimum, as far in advance as possible (S10 A2 & A3).

- Programme of the Championships with dates and times.
- Names of the Director, chief officials, jury and stewards.
- General operational information including meteorological and safety arrangements, repair facilities and communication information.
- Information on likely tasks, and airspace and any hazardous considerations.
- Accommodation and food arrangements including facilities for press and visitors.
- Plans of airfields or sites to be used showing flying layout, and location of entrances and administrative and domestic buildings, vehicle parks and campsites.
- Full list of documents and equipment to be provided by competitors.
- A provisional entry list on request.

- Any extra language or interpreting facilities.
- The number of specialists, if any, that may be brought by competitors in addition to the official team crew members.

#### **4.9 STEWARDS**

4.9.1 The organisers shall appoint not less than 2 stewards. If classic and new classes are competing in the same venue at the same time, there will be a minimum of 3 stewards.

All stewards will be of different nationalities excluding that of the organiser, except that in the event of a last minute failure to attend a replacement steward of any nationality and acceptable to the other stewards may be invited.

Stewards must be able to speak a common language, preferably English, and have extensive experience of international Microlight or Paramotor or other FAI competitions.

One steward should if possible be able to speak the language of the organisers.

One steward should if possible be a pilot of the type of aircraft being flown in the championships preferably with experience as a competitor in that type at an international level.

4.9.2 At least 1 steward shall be present at each Championship site or contest area throughout all operational activities (GS 4.3.4.2).

#### **4.10 NATIONAL TEAMS**

4.10.1 The organizers shall state in the Local Regulations the maximum number of Microlight and Paramotor aircraft which may be entered by a NAC and the maximum number a NAC may enter in any class. Each National Team shall have a nominated Team Leader.

4.10.2 A change from one class to another is not permitted after the closing date unless the entry is restricted or the Championship is not held in a class.

4.10.3 Each NAC shall select its own Team Leader, deputy team leader, competitors and crews, provided that they qualify under the rules. No more than 1 pilot or 1 crew is permitted for each competing aircraft. Ground crews may be of any nationality. (S10 A3, entry form).

4.10.4 The Team Leader may be a competitor or crew but it is strongly advised that he/she should be additional to them. If not a competitor the team leader may be of any nationality. If a class is to be flown separately, a Deputy Team Leader should be nominated for it.

4.10.5 NAC's may enter one extra all female team crew per class above the maximum number stated by the organizer in the local regulations.

4.10.6 NAC's may enter one extra disabled (wheel chair bound) team pilot in the PL1 class above the maximum number stated by the organizer in the local regulations.

#### **4.11 TEAM LEADER RESPONSIBILITIES**

4.11.1 The team leader is the liaison between the organisers and his team and is responsible for the proper conduct of his team members, for ensuring that competitors do not fly if ill or suffering from any disability which might endanger the safety of others and that they have read and understand the rules.

#### **4.12 PILOT AND NAVIGATOR QUALIFICATIONS**

4.12.1 A competing pilot shall be of a sufficient standard to meet the demands of an international Championship and hold a valid pilot licence or certificate.

4.12.2 Each competing pilot and navigator shall hold a valid FAI sporting licence issued by his own NAC. A navigator shall have reached the age of 14 years.

#### **4.13 AIRCRAFT AND ASSOCIATED EQUIPMENT**

4.13.1 Aircraft and other equipment which are provided by the competitors must be of a performance and standard suitable for the event. An aircraft that does not comply with the Microlight or Paramotor aircraft definition (S10.1.3) may not fly in the competition.

4.13.2 Each competing aircraft must possess a valid certificate of airworthiness or permit to fly not excluding competition flying. This document must be issued or accepted by the country of origin of the aircraft, or the country entering the aircraft or the country of the organisers.

4.13.3 An aircraft shall fly throughout the Championships as a single structural entity using the same set of components used on the first day. However, propellers may be changed to enhance performance providing that the weight limit of the aeroplane is not exceeded, and that the certificate of airworthiness is not prejudiced.

- 4.13.4 An emergency parachute is excluded from the aircraft gross mass requirements and in the case of a PF or PL aircraft is not to be considered as a part of the structural entity and may be removed or added during a competition.
- 4.13.5 All aircraft must be made available to the organisers during the period of registration for an acceptance check in the configuration in which they will be flown.
- 4.13.6 The organizers have the right to inspect for airworthiness and if necessary, ground for safety reasons, any competing aircraft at any time during the Championships.
- 4.13.7 Competing aircraft in classes AL and WL shall have a still air range of not less than 250 km. Classes WF and PF and PL shall have a still-air range of not less than 100 km.
- 4.13.8 A WF and PF must be foot launched for all tasks.

#### **4.14 INSURANCE**

Documentary proof of insurance as specified by the organiser on the entry form or in the local regulations shall be made available to the organisers before starting to fly from the competition site(s).

#### **4.15 CONTEST NUMBERS**

- 4.15.1 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. For PFs, and PL's the number shall be placed centrally on the underside of the canopy, top towards the leading edge.
- 4.15.2 The size of the figures and the area on the wing to be kept clear for this purpose shall be not less than 0.5m tall. National registration letters or numbers shall not be obscured.

#### **4.16 REGISTRATION**

- 4.16.1 On arrival at the Championships site each team leader and the team members shall report to the Registration Office to have their documents checked and to receive any supplementary regulations or information.
- After Registration no changes of crew member or aircraft may be made (see 4.19.4: damage to an aircraft). The Local Regulations shall state the times of the Opening and Closing of the Registration Office.
- 4.16.2 Registration information may be available to team leaders on request until the start of flying on the first contest day.

#### **4.17 BRIEFING**

- 4.17.1 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
- 4.17.2 Briefings shall be recorded by notes, tape recorder or similar. Recordings shall be kept intact for not less than 6 months.
- 4.17.3 Flight safety requirements given at briefing shall carry the status of regulations.
- 4.17.4 Briefing may be postponed from the set time in the event of bad weather and further briefings given. This information must be prominently displayed.

#### **4.18 TEAM LEADERS' MEETINGS**

- 4.18.1 Communication between the organisers and competitors is, in addition to daily briefing, normally through team leaders' meetings. These shall be held at the Director's initiative but shall also be held within 18 hours if 5 or more team leaders request a meeting.

#### **4.19 OPERATIONAL REGULATIONS**

- 4.19.1 **Compliance with the law.** Each competitor is required to conform to the laws and to the rules of the air of the country in which the Championship is held.
- 4.19.2 **Airworthiness.** Each aircraft shall be flown within the limitations of its certificate of airworthiness or permit to fly. Any manoeuvre hazardous to other competitors shall be avoided. Jettisonable ballast is prohibited on PFs and PLs.
- 4.19.3 **Preparation for flight.** Each aircraft shall be given a daily pre-flight check by its pilot and may not be flown unless it is serviceable.
- 4.19.4 **Damage to a competing aircraft.** Any damage shall be reported to the organisers without delay and the aircraft may then be repaired. Any replacement parts must be replaced by an identical part, except that major parts such as a wing for a paraglider controlled aircraft may be replaced by a similar model or one of lesser performance.

Note. Change of major parts may incur a penalty.

- 4.19.5 **Replacing of an aircraft.** An aircraft may only be replaced (temporarily or permanently) if damage has resulted through no fault of the pilot. If permission is given to replace the aircraft it may be replaced only by an identical make and model or by one of similar performance and eligible to fly in the same class.

#### 4.20 FLIGHT SAFETY

- 4.20.1 **Safety systems.** A protective helmet must be worn on all flights unless this restricts vision from within an enclosed cockpit canopy with supine seating. An emergency parachute is highly recommended.
- 4.20.2 **Other safety systems.** Other safety systems may be detailed in the Local Regulations. These shall be complied with unless they invalidate the airworthiness certification of the aircraft.
- 4.20.3 **Fitness.** A pilot may not fly unless he is fit. Any injury, drugs, or medication which might affect the pilot's performance in the air must be reported to the Director before flying.
- 4.20.4 **Collision Avoidance.** Circuit and landing patterns shall be complied with and a proper look out kept at all times. An aircraft joining another in a thermal shall circle in the same direction as that established by the first regardless of height separation.
- 4.20.5 **Collision.** A competitor involved in a collision in the air must not continue the flight if the structural integrity of his aircraft is in doubt.
- 4.20.6 **Cloud flying.** Cloud flying is prohibited and aircraft may not carry gyro instruments or other equipment permitting flight without visual reference to the ground. The organisers may include special instruments by type or name under this prohibition.
- 4.20.7 **Aerobatics.** Unauthorised aerobatics are prohibited.
- 4.20.8 Any infringement of any safety rule shall result in penalty.

#### 4.21 TEST OR OTHER FLYING

- 4.21.1 No competitor may take off during a competition day from the competition site without the permission of the Director. This may be given for test flying except that if the task for that class has started the pilot must land and make a competition take-off on the task. Practising prior to a precision landing task is forbidden.

#### 4.22 EXTERNAL AID TO COMPETITORS

- 4.22.1 The following limitations are so that, as far as possible, the contest shall be between individual competitors, neither helped nor controlled by external aids.
- 4.22.2 Any help in navigation or thermal location by any non-competing aircraft including competing aircraft not in the act of carrying out the task of their own class, is prohibited.

#### 4.22.3 ELECTRONIC EQUIPMENT

CIMA approved GNSS flight recorders and ELT's without voice transmission capability are permitted and may be carried. Sealed mobile phones may be carried for use after landing or in an emergency. All other electronic devices with real or potential communication or navigation capabilities must be declared and approved for carriage by the Championship Director. Failure to declare such devices or misuse of this rule may result in disqualification.

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

#### 4.23 CHAMPIONSHIP CLASSES

- 4.23.1 The Championships shall be held in one or more of the Championship classes (S10 1.5) as approved by the FAI Microlight Commission.
- 4.23.2 If a Championship is held in more than one class, each class shall be regarded as a Championship in its own right and the organisers must, as far as possible, avoid interference of one class by another.
- 4.23.3 Each competing aircraft will be subject to inspection for compliance with class rules at any time during the Championships.

#### 4.24 CHAMPIONSHIP TASKS

- 4.24.1 On each flying day a task shall be set chosen from A4, unless prevented by the weather. A precision task may be combined with a cross-country task or set separately as specified at briefing. If possible, two tasks should be set on each day for each class.
- 4.24.2 The tasks to be used shall be approved by the FAI Microlight Commission (S10 A4) and precisely set out in the Local Regulations together with the method of scoring.
- 4.24.3 Tasks should, as far as practicable, conform to the following guidelines in standard championships:

**For Microlight aircraft classes AL, WL and WF**

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

**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.

In "Precision Championships" for aircraft classes PF and PL, 100% of the tasks will be Precision tasks.

- 4.24.4 The task for each class may be different and a task may be set for one class only.
- 4.24.5 The Director shall state at Briefing the times of take-off, and the times at which any turn points or finish line closes and the time at which aircraft must land, as appropriate. If a start is delayed, given times for turn points or finish lines will be delayed a corresponding amount, unless specifically briefed to the contrary.
- 4.24.6 The Director may set an alternative task at Briefing for use, should the weather change.

**4.25 START OF A TASK**

- 4.25.1 The order in which competitors shall take-off shall be given at briefing or may be left free within an Open Window period. Take Offs shall normally be made from the marked deck.
- 4.25.2 A competitor shall be permitted more than one start for a task if specified in the Task Description however each task may be flown only once. A failed take-off shall count as one of the permitted number of starts unless the cause was the fault of the organisers. In this case the Director shall authorise a further start.  
  
A competitor may return to the airfield within 5 minutes of take-off for safety reasons or in the event of a GNSS flight recorder failure. In this case a further start may in principle be made without penalty but equally the competitor must not benefit in any way from restarting. Exceptions and penalties will be specified in the Task Description.  
  
Pilots in PFs and PLs may have 3 attempts at take-off in tasks where the take-off order is given.
- 4.25.3 After take-offs have started the organisers may suspend flying if to continue is dangerous. If the period of suspension is sufficiently long to give an unfair chance to any competitor the Director shall cancel the task. Once all competitors in a class have taken off, or had the opportunity to take off, the task may not be cancelled other than for reasons of force majeure.

**4.26 FLYING THE TASK**

- 4.26.1 Fuelling arrangements shall be given to competitors at first Briefing.
- 4.26.2 A set course shall be flown in the direction specified at Briefing.
- 4.26.3 Control at turn points should normally be by GNSS flight recorder or photographic evidence.
- 4.26.4 A speed task, or speed section of a task, shall be timed from take-off or by a line on the ground using official observers, or by a timed touch and go, or from GNSS flight recorder evidence as given at briefing.
- 4.26.5 All take-off and landing for all tasks, concerning classes, AL, WL, other than emergency provisions specified at briefing, shall be completed within a 100 x 25 m landing deck, or for the task "Short take off and landing over obstacle", within decks 150 m times 25 m. An aircraft not capable of taxiing unaided from the deck after landing scores zero. Landing provisions at a case of an emergency shall be specified at briefing. Failure to comply with instructions regarding emergency shall involve a penalty.
- 4.26.6 Precision landing tasks and their control shall be detailed in the Local Regulations.
- 4.26.7 If a pilot's camera prints a time on the film, this time shall not take precedence over a time shown on the official clock.

**4.27 OUTLANDINGS**

- 4.27.1 Outlandings shall be scored zero, unless specifically stated at briefing. If a pilot lands away from the designated goal for the task for any reason, he must inform the organisers by telephone, with the minimum delay and at latest by closing time for the task. He may break the fuel tank seal and fly home or return by road.

Evidence of the landing place must be obtained from photographs and the name and address of a witness other than a member of the pilots' national team or from GNSS flight recorder evidence. On return to base he must go immediately to Control with his report and films. Failure to follow this procedure without good reason may result in the pilot not being scored for the task, or charged for any rescue services which have been called out, or disqualification. (A3, 1.11.6)

4.27.2 After landing, a Paraglider canopy must be folded to indicate that the pilot does not need help.

#### 4.28 FLIGHT BOUNDARIES

4.28.1 Flights terminating beyond the boundaries of the organiser's country shall score only to the point where a straight line between the start point or last turn point and the landing place last cuts the boundary, unless permission is given to cross such boundaries in the Local Regulations.

4.28.2 The organisers shall specify in the Local Regulations or at Briefing controlled airspace or other areas where flight by competing aircraft is prohibited or restricted. Such areas shall be precisely marked on competition maps.

#### 4.29 SCORING

4.29.1 The scoring system to be used shall be approved by the FAI Microlight Commission and attached to the Local Regulations.

Score sheets shall state the date when the task took place, and the date and time when the score sheet was issued, the task description, task number, classes involved in the task, competitor names, country, competitor number and score.

Score sheets shall be marked Provisional, and Official, or if a protest is involved, Final. A Provisional score sheet may only become Official after all complaints have been addressed. Scores may not be altered when the Provisional sheet is made Official.

The time of issue is the moment when a score sheet is posted on the official score board and carries the time when this is done, together with the signature of the Championship Director.

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.

Overall scores will be posted as soon as the provisional scores for the second task are available.

Team scores will be posted as soon as the provisional scores for the first task are available.

Overall scores and team scores will be updated at least:

- When the first provisional scores for a new task are posted.
- When a task scoring goes official or final.
- Once a day if there are changes in provisional scores.

Overall scores will reflect the status of each individual task (provisional, official, final).

4.29.2 The overall results shall be computed from the sum of the task scores for each competitor, the winner having the highest total score in the class.

4.29.3 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, and WL2
- Class PF1
- Class PF2
- Class PL1
- Class PL2

If there are less than 8 competitors in either PF1 or PF2, they will be combined into PF team prize.

If there are less than 8 competitors in either PL1 or PL2, they will be combined into PL team prize.

If there are less than 8 competitors in either PF or PL, they will be combined in a common team prize.

4.29.4 The task score for which a pilot was disqualified shall not count for team scoring. Other valid tasks flown by this pilot are not affected.

4.29.5 A score given to a competitor shall be expressed to the nearest whole number, 0.5 being rounded up.

4.29.6 All distances not obtained from GNSS shall be calculated from the official map and rounded up to the next 0.5 km.

4.29.7 A pilot who did not fly scores zero and is indicated DNF or "Did Not Fly" on the score sheet. A pilot who is disqualified will be indicated DSQ or "Disqualified" on the score sheet.

4.29.8 Deduction of penalty points for a task shall be made after scoring is completed.

4.29.9 In the PF and PL classes, if less than 50% of pilots in class start a task then after all penalties have been applied each pilot score for the task will be reduced on a pro-rata basis according to the following formula:

$$\text{Pilot final task score} = P_s * (\text{MIN}(1, (T_s/T_c) * 2))$$

Where

$P_s$  = Pilot task score after all penalties Etc are applied.

Ts = Total started; Total number of pilots in class who started the task (ie properly, beyond 5 minute rule).

Tc = Total class; Total number of pilots in class.

- 4.29.10 If a pilot's score is for any reason negative, including penalties, his score for that task shall be taken as zero. Negative scores may not be carried forward.
- 4.29.11 If a failure in GNSS flight analysis or scoring is discovered before the end of the championship and the failure is due to a technical error which emanates from either the Competition Director, or the scoring staff, or the equipment being used for the GNSS flight analysis or scoring, this failure must be corrected regardless of time limits for complaints and protests in S10 and the Local Regulations.

#### **4.30 COMPLAINTS AND PROTESTS**

(Ref. GS, Chapter 5)

- 4.30.1 A competitor who is dissatisfied on any matter may, through his team leader, make a complaint in writing to the Director. Complaints shall be made and dealt with without delay. A complaint that could effect a task result, must be dealt with and answered in writing before any Official score sheet is issued.
- 4.30.2 If the competitor is dissatisfied with the decision, the Team Leader may make a protest to the Director in writing, within the time limits stated in the Local Regulations and accompanied by the protest fee. The fee is returnable if the protest is upheld or withdrawn before the start of the proceedings. A protest may be made only against a decision of the Championship Director.

## CHAPTER 5, Control & Measurement

### CONTROL AND MEASUREMENT OF FLIGHTS

Sporting Code General Section References:

*Chapter 4 - Observers, Officials*

*Chapter 7 - Measurement Requirements.*

#### 5.1 CONTROL OF FLIGHTS

Control of flights shall be effected by official observers (Ref. G.S. 4.2).

- 5.1.2 For Records, evidence of the landing place shall include signatures and addresses of at least two independent witnesses or flight recorder evidence. (S10 A6).
- 5.1.3 In Championships, verification of outlanding places may be made by independent witnesses or by photographs or flight recorder evidence.
- 5.1.4 In championship precision tasks, any conclusive video evidence may be used to verify a pilot's performance.

#### 5.2 MEASUREMENT

- 5.2.1 **Weighing equipment.** The scales used to establish the weight of an aircraft entering a competition, shall have an accuracy of not less than 0,2% when weighing up to 450 kg. The calibration of the scales shall have taken place within a year from the date of the weighing. All scales used shall carry a certificate indicating weighing accuracy and the time of the latest calibration of the scales. For records it is sufficient that the weighing rules of the airworthiness certifying body, of the country where the aircraft is registered, are followed.
- 5.2.2 **Weighing.** When an aircraft is up on the scales for weighing, the reading of the scales give the weight of the aircraft. No deduction of the figures is allowed.
- 5.2.3 **Distance.** All distances shall be measured by determining the geodesic between each point, based on the WGS84 ellipsoidal world model (Ref. G.S. 7.3.1.1).
- 5.2.4 **Map.** In championships the scale of the official map will be stated in the local regulations.
- 5.2.5 **Speed.** The average speed of a flight is the total course distance divided by the elapsed time from Departure Point to Finish Point.
- 5.2.6 **Standard units of measurement.** The unit system used in championships for any purpose (eg Task definition, pilot estimations, etc.) shall be as follows:
  - Time: UTC adjusted to local time - HH:MM:SS
  - Time interval: hours, minutes and seconds - HH:MM:SS
  - Date: Day, Month, Year - DD:MM:YY
  - Distance: Kilometres to two decimal places, meters and centimetres.
  - Speed: Kilometres per hour to two decimal places.
  - Altitude and Height: Metres and centimetres, or feet.
  - Vertical Speed: meters per second or feet per minute.
  - Heading: Degrees and decimal degrees geographic (measured on the official map) - DDD[ddd]
  - Direction: Degrees and decimal degrees true - DDD[ddd]
  - Latitude: Degrees, minutes and decimal minutes with N,S designators - DDMMmmmN
  - Longitude: Degrees, minutes and decimal minutes with E,W designators - DDDMMmmmE
  - Pressure: Millibars or Hectopascal to two decimal places.
  - Weight: Kilograms to two decimal places and grams.
  - Volume: Litres to two decimal places.
  - Temperature: Degrees Celsius.

Any other unit shall conform to FAI GS 7, the ICAO units system and the International Metric System in this order of relevance.
- 5.2.7 **Exceptional units of measurement.**

Timed precision tasks in championships shall be rounded down to an accuracy of 1/10th of a second if manual timing is used, or rounded down to an accuracy of 1/100th of a second if an approved electronic timing system is used.

## 5.4 WEIGHT

- 5.4.1 The empty weight of the aircraft is its weight ready to fly except for the pilot, fuel and supplementary items.
- 5.4.2 The take-off weight is the weight of the aircraft ready to fly including pilot, fuel and any supplementary equipment.
- 5.4.3 Items included in the empty weight:
- Flight and engine control instruments and associated equipment including batteries, essential to their operation;
- Fixed ballast;
  - Canopies, fairings and pilot harness.
- 5.4.4 Supplementary items are items not fixed to the aircraft such as:
- Cushions, maps, hand held computers, food and drink, extra clothing;
  - Parachute and its activating devices;
  - Barograph or flight recorder;
  - Reserve fuel, lubricants and cooling liquids which are not connected to the motor and which cannot be connected in flight.
- 5.4.5 An emergency parachute is treated as if it has no weight

## 5.5 FUEL

- 5.5.1 The maximum amount of fuel, which may be carried for records, is stated in S10 Chapter 3. Fuel shall be measured by mass, or volume. For Championships, the maximum amount of fuel permitted for limited fuel consumption tasks is 15 kg for aircraft flown solo and 22 kg for aircraft flown with two people, or the equivalent in litres, although lesser amounts may be stated at briefing.
- 5.5.2 The permitted amount of fuel shall be put into the aircraft tank when it is empty. An official observer must control fuelling and seal the tank.

## 5.6 BAROGRAPHS AND FLIGHT RECORDERS

- 5.6.1 A serviceable barograph or GNSS Flight Recorder (S10 A6), must be used for record flights. They are not required for a record claim based on a task score in a World or Continental championship.
- 5.6.2 The barogram or print-out must show that no intermediate landing was made and must generally substantiate the flight.
- 5.6.3 It must not be possible to adjust the recording function of the barograph or GNSS Flight Recorder without this being apparent to the observer.
- 5.6.4 The barograph or GNSS Flight Recorder must be sealed and unsealed only by an official observer. The print-out must be observed.
- 5.6.5 Where no height or altitude performance is involved no barograph calibration is required.
- Where height or altitude performance is involved, an atmospheric altitude calibration certificate for the Barograph or FR is required. It must be dated within the period 24 months prior to the flight to 2 months after the flight and show corrections to the ISA standard atmosphere across the full range of altitude relevant to the performance.

## 5.7 START AND FINISH GATES

- 5.7.1 Start and Finish lines are gates of maximum 1 km in width and of unlimited height. For Championships any dimension or orientation shall be detailed in the Local Regulations or given at briefing.

## 5.8 PHOTOGRAPHIC EVIDENCE

- 5.8.1 **Status of evidence.** If a barograph and photographic evidence is used in records no other evidence is admissible except that evidence of crossing a start or a finish line may be from ground observers.
- 5.8.2 The camera must be of focal length between 30-60 mm and take 35 mm film. A digital camera of equivalent focal length is permitted in championships provided it is said so in the local regulations.
- A film used for evidence must remain uncut. A digital camera must be handed over to the marshals immediately after finishing the task.
- 5.8.2.2 Data back cameras should be used, and sealed.

- 5.8.2.3 If it is possible to alter the order in which exposures are made or change the time shown on the pictures during the flight, the camera must be sealed before take-off.
- 5.8.2.4 Two cameras may be used, but only one set of pictures from one of the cameras will be used to verify the flight. Both films (digital camera see above) shall be handed in after landing, marked 1 and 2.
- 5.8.3 **Photos.** The photographic evidence on each film (set of pictures) must show as a minimum:
- 1) For records and badges; the declaration board showing date, pilot's name, place, time and flight declaration.  
For championships; the complete task board showing date, task, official clock and pilot's competition number. Alternatively the pilot's number can be shown on the wing on the following photo.
  - 2) Photograph of the start point or clock if applicable.
  - 3) Photographs of turn points or control points in the correct or pre-declared sequence.
  - 4) Photograph(s) of the same aircraft after landing with its number or identity together with identifiable evidence of the landing place.
- 5.8.4 **Photo Sector.** The photo sector is a quadrant (90° degree sector) on the ground with its apex at the turn point and orientated symmetrically to and remote from the two legs of the course which meet at the turn point. In Championships the Director may vary the sector centreline at the briefing to lie between two unmistakable linear surface features on the ground provided that the sector is not extended beyond 150 degrees.
- The photograph may be taken from higher or lower than the turn point provided that the turn point feature is clearly visible in the picture.

## 5.9 GNSS FLIGHT RECORDERS IN CHAMPIONSHIPS

- 5.9.1 Only CIMA approved GNSS flight recorders may be used and they must be operated in strict accordance with their approval documents. (S10 A6)
- 5.9.2 The status of GNSS flight recorder evidence relative to other forms of evidence (eg. from photos or observers) must be detailed in the local regulations.
- 5.9.3 The scoring sector for GNSS flight recorders is independent of any other sector (eg. photo sector). The size shall be stated in the local regulations and task briefing sheets. At the scale of the official map the minimum size of scoring sectors shall be 1mm radius for circular sectors and 2mm width for gates.

## Annex 1 to SECTION 10

### CONFORMATION REQUIREMENTS

Aircraft shall be demonstrated to comply with the Microlight and Paramotor definition (S10 1.3) as follows:

#### 1. AIRCRAFT MINIMUM SPEED

- 1.1 The aircraft may be required to demonstrate the minimum level speed at MTOW by a flight demonstration over a 500 m course. The aircraft must be flown level at a safe height in opposite directions. The speed will be measured during each run by the use of GNSS and the average of the two speeds shall be calculated. The component of the wind perpendicular to the course must not exceed 10 km/h. The measured speed will be corrected for air density (15°C, 1013.2 hP, AMSL)

Note: Pilots wishing to attempt Records or compete in championships should obtain a minimum speed declaration for their aircraft (sample on following page).

- 1.2 Correction to standard conditions is calculated as follows.

$$\text{Speed in Km/h normalized to ISA conditions} = 3.6 \times \left( \frac{D_0}{T_1} \right) \left( \frac{P_1}{t_1 + 273} \right)$$

Where

$D_0$  = Leg length in metres

$T_1$  = Actual leg time in seconds

$P_1$  = Ambient pressure at test altitude in Mb

$t_1$  = Ambient temperature at test altitude in degrees Celsius

<h2 style="margin: 0;">MICROLIGHT &amp; PARAMOTOR PERFORMANCE DECLARATION</h2>
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MINIMUM FLYING SPEED AT SPECIFIED MTOW

NATIONALITY OF MANUFACTURER: .....

NAME OF MANUFACTURER: .....

ADDRESS OF MANUFACTURER: .....

.....

.....

.....

MICROLIGHT OR PARAMOTOR TYPE: .....

MODEL OR SERIES N°: .....

### MANUFACTURER'S DECLARATION OF MINIMUM FLIGHT-SPEED CHARACTERISTICS OF THE MICROLIGHT OR PARAMOTOR

The above type of aircraft, of our design and manufacture, has been flight tested and has demonstrated the following minimum flight-speed characteristics:

Minimum Flying Speed: ..... Km/h

MTOW: ..... Kg

Air temperature ..... °C

Altitude: ..... m

Signed: .....

Name (in print): .....

Position in above-named manufacturing Organisation: .....

Date: .....

Checked and accepted  
on behalf of CIMA by: .....

Name (in print): .....

Date: .....

## Annex 2 to SECTION 10

### GUIDE FOR CHAMPIONSHIP ORGANISERS - CHECKLISTS FOR BID PREPARATION

#### 1 THE PRELIMINARY BID

- 1.1 A preliminary bid should be made to CIMA if possible 3 years ahead and contain the following information:
  - 1.1.1 Title of championship and proposed classes.
  - 1.1.2 Assurance that the event will be open to any FAI Member.
  - 1.1.3 Proposed dates: year and month in that year.
  - 1.1.4 Location or choice of locations with general terrain; and
  - 1.1.5 Airspace information.
  - 1.1.6 Availability of enough money or sponsorship to run the event.
  - 1.1.7 Indication of entry fees and costs to competitors generally.

#### 2. THE FIRM BID

- 2.1 A firm and detailed bid should follow as near as possible to two years ahead. Copies of the firm bid should be sent to the CIMA Bureau in advance of the meeting. Copies should be available for all delegates at the CIMA meeting. A firm bid is considered a commitment to organise the championship properly and to be ready on time. The firm bid should contain the following information:
  - 2.1.1 Local Regulations (A3 document) with dates etc. completed and marked clearly with any modifications proposed by the organisers.
  - 2.1.2 Entry form with conditions of entry completed.
  - 2.1.3 Airfield. Suitability and availability, buildings, facilities. Large scale maps/diagrams to be provided.
  - 2.1.4 Airspace limitations over expected task area, danger and prohibited areas, frontier arrangements (if any). Airspace map to be provided.
  - 2.1.5 Task area. Suitability for outlandings. Maps to be used by competitors.
  - 2.1.6 Weather. Expected temperatures, rainfall etc. Provision of forecasts during championships. On site meteorologist?
  - 2.1.7 Medical services and rescue. Availability of doctor, ambulance, helicopter. Distance to hospital. On site First Aid.
  - 2.1.8 Championships HQ. Description of building and location. Briefing room, offices for admin, scoring etc. Office equipment (telephones, TV video, PCs, copiers, email, Internet access etc.) A room shall be provided for the Jury member meetings.
  - 2.1.9 Finance. Championship budget, sponsorship details.
  - 2.1.10 Insurance. Arrangements for organisers, competitors, public liability.
  - 2.1.11 Local facilities. Hotels, campsites, restaurants, shops, workshops, garages, liaison with local tourist board. For security reasons the aircraft parking shall, as far as possible, be adjacent to the camping site.
  - 2.1.12 Staff and helpers. Names of key officials, helper availability, accommodation for staff and helpers, including International Officials (preferably in same building and on or close to the airfield).
  - 2.1.13 Time scale. Preparation schedule with completion dates.

#### 3. CHAMPIONSHIP STAFF STRUCTURE

##### 3.1 General:

To have any chance of success, a championship organisation must have sufficient staff/officials in place in time to carry out the large amount of essential work. This means at least 6 months before competitors arrive. Staff/officials should be given their own work and responsibilities in writing by the Director. They should preferably find their own helpers according to their needs.

##### 3.2 Championship Director:

Carries overall responsibility for the event on behalf of his/her NAC and FAI. The Director has to be involved in planning and layout of the championship site, then in briefing officials and following up their preparation progress and in planning the task programme. This includes being responsible for the tasks set during the event.

**3.3 Deputy Director:**

Must be able to take over any work or responsibility at short notice in support of the Director. Should have some special responsibilities, such as arranging the opening and closing ceremonies, organising Jury meetings etc.

**3.4 Key Officials:**

A specialist key official is needed to take charge of the following departments:

- Completion of flying operations
- The airfield and ground services
- Office administration, including accounts
- Public relations and publicity
- Construction of championship equipment prior to the championships
- Safety Officer

However the work is divided up, the key officials' responsibilities have to be covered. They include:

**3.5 Competition Flying Manager / Chief Marshal:**

Responsible for airfield layout, decks and markings, task arrangements, time keepers, video operators, assistant marshals, windsocks, compliance by competitors with flying regulations etc., etc. Liaison with meteorologist, chief scorer, photo interpreter, medical services and airfield manager.

**3.6 Airfield Manager**

The work and responsibilities will depend on whether or not there is an existing airfield management structure in operation but none the less is responsible for liaison between the championship organizer and the airfield operator and with police and local authorities. He will, need to liaise on matters such as hangar and workshop space, camp sites and car parks.

**3.7 Administration Manager:**

Responsible for processing all paperwork generated by the championships. This includes registration of competitors, briefing and score sheets, official entry list including aircraft type and number, display lists of officials and team leaders, organisation of notice boards, pigeon holes for teams, jury and stewards, lost and found, name tags, etc. Liaison with Treasurer/Accountant and NAC. Responsible for office equipment (PCs, copiers, fax, telephones and office supplies generally). Also rotation of helpers as this office is open for long hours.

**3.8 P R & Publicity Manager:**

Responsible for presentation of the events to the public and aviation press, to the competitors and visiting VIPs. Issue of invitations, social arrangements, flags, anthems, public face of opening ceremony and prize-giving, programme brochure, mementoes. Liaison with local tourist board, assistance to visiting reporters. Liaison with Championship Director over arrangements.

**3.9 Construction Department:**

Responsible for constructing large briefing boards for airfield layout, tasks and weather. Also task boards and any other similar equipment required for the event. This work can, and should, be completed well before it is needed, even during the previous winter.

**3.10 Safety Officer**

Responsible for the security of the facilities and for the safety of all ground and flight operations. Liaison with the Airfield Manager in matters such as airfield security, public access and control, signposts and safety notices and with the Competition Director and Chief Marshal in matters such as aircraft movement around the airfield, deck operations, and everything else concerning the safety of competitors, team members, officials or spectators.

**3.11 Conclusion:**

Circumstances may dictate different arrangements from the above. The essential points are that the preparatory work is always greater than expected and failure to get a championships ready on time is the most common reason for a badly run or failed championship.

**4. INFORMATION DOCUMENTS TO BE PROVIDED DURING THE EVENT****4.1 CONFIRMED ENTRY LIST and LIST OF TEAM LEADERS**

To contain:

- Competitor(s) name
- Nationality abbreviation
- Competition number
- Type of aircraft and engine
- class entered
- Age (optional)

To be given to Team Leaders, Jury Members and Stewards within 24 hours of close of Registration, together with list of Team Leaders

## 4.2 SCORE SHEETS

Must satisfy all the requirements of S10 4.29.1 plus:

- Heading with CHAMPIONSHIP, DATE OF TASK, TASK details and distance, CLASS , TASK NUMBER and time and date when the score sheet was issued.
- Scores to be given in descending order in all score sheets.

When a task includes navigation, the Directors task map should be posted adjacent to the task score sheet. Pictures of turnpoints, ground markers and photos to be identified etc. should be included.

It is strongly recommended that no score sheet is issued earlier than 0700 in the morning and not later than 2200 in the evening.

## 4.3 DAILY BRIEFING SHEET

**TASK:** To include:

- Name, date and reference number (if any) of the Task
- Task description and details
- Take-off window, control point, closing times, etc.
- Last landing time
- Special instructions, penalties, etc.

**WEATHER:** To include as much relevant information as can be provided, with information on updates.

**AIRSPACE RESTRICTIONS:** This sheet is required only for special or complicated restrictions or prohibitions, and should include map or diagram. Any STANDING airspace restrictions should be displayed throughout the event.

Briefing sheets to be handed to Team Leaders, as a minimum, by start of Briefing. Copies to be available for Jury Members and Stewards.

## 5. DOCUMENTS AND FORMS

The following need to be prepared or obtained well ahead of the event. There are too many other matters to attend to in the last few preparatory weeks.

### 5.1 REGISTRATION FORMS

To check that all items in the Local Regulations Master Document, 3.1 are present and valid for each competitor.

### 5.2 IDENTITY TAGS FOR COMPETITORS AND OFFICIALS

These should be of different colour for each function. Tags should contain name, nationality and function (Steward, Marshall, Director, Visitor, Press etc;). Their attachment should be good enough to last through the competition period.

- 5.2.1 A printed request in the local language requesting help for competitors may be useful, including telephone number.

### 5.3 MAPS

All pilots must be supplied with air maps of between 1:100,000 and 1:250,000 scale (classic classes) or between 1:50,000 and 1:100,000 scale (new classes) to cover the whole task area. Jury Members and Stewards need copies of the same maps. A wall map of the same scale should be on permanent display.

The organisers should have larger scale maps for use in locating outlanding pilots.

A glossary in English including frequent terms found on the official map is highly recommended.

**5.4 TIME SHEETS**

The following are required as a minimum:

- Take-off order/time sheets
- Finish/landing time sheets
- Pilot flight report forms including film(s) receipt
- Turn point photo assessment forms

5.4.1 All these forms must have space for date and compiler's name. Start and Finish forms are easier to use if compiler writes the competition number and time in order of appearance of the aircraft instead of searching a pre-printed list to find the correct competition number.

5.4.2 Officials compiling time sheets must have clocks or watches corrected to the Official Time clock.

5.4.3 Timekeepers should be equipped with good clipboards and pens, chair and weather protection.

**5.5 CHAMPIONSHIPS REPORT**

A final report giving results of the championships, with note of any protests or problems must be sent to FAI, the Organiser's NAC and the Microlight Commission President within 48 hours of the end of the event.

## Annex 5 to SECTION 10

### NOTES FOR DIRECTORS, INTERNATIONAL OFFICIALS AND OFFICIAL OBSERVERS

#### 1. THE CHAMPIONSHIP DIRECTOR

The success or failure of an International Championship depends on the quality of its competition Director. A good Director will keep a championship together even with insufficient helpers and poor weather, but an inadequate Director can ruin the whole event even when supported by good staff and fine weather.

#### 1.1 SELECTION OF A DIRECTOR

The Director of a championship is selected by the NAC (or delegated National Association) organising the event with the nomination approved by the Commission concerned.

If the Director cannot be named at the time of making a preliminary bid, it is essential that he should be in position at least one year ahead of the event. He must have enough time to look after all organisational aspects of the preparation, but may well have to make adjustments to his own life or work. This is often forgotten. Any financial and material support arrangements between the NAC and the Director should be finalised before the Director is expected to start work.

Sometimes confusion is caused by having more than one person in the organisation called director. The administration chief, for example, could be called Manager.

It should not need saying that the Director must have a wide experience of the sport, including having considerable knowledge of its technicalities, operation and needs. It is not enough for the Director, just to be an excellent pilot.

The Director must want to do the job, be prepared for an immense amount of hard work, and have the health and stamina to complete it. Wanting to do the job means having affection for the sport and respect for the people who do it. This may seem obvious but in a recent championships the Director considered himself superior to the competitors and to the FAI rules and in another the Director made it known that he had no liking for the type of flying or the people involved. Both events ended with frustration and unhappiness.

#### 1.2 WORK OF A DIRECTOR

The responsibility and work of a Director starts with his appointment and continues through the whole preparatory period, followed by 2-3 weeks of 24 hour a day responsibility - though hopefully not work. There will also be a clearing up period at the end.

If the championship is to succeed all its departments must complement each other and be efficiently run. This will involve many people in a big event so the initial planning has to be well thought through. This is the first job of the Director and includes:

- a) Layout of the flying area, location of administration and reception offices, accommodation, car parks, social areas, workshops, stores etc so that they conveniently relate to each other. The championship site should be considered as a working village.
- b) Deciding how work will be divided, into what departments, and deciding who will be in charge of each. For example, airfield marshals, observers and timekeepers, scorers, administration including production of score sheets and briefing notes as well as normal office work, technical officials, accountants, medical and SAR services, PR with local authorities and residents and the press, restaurant, bar, and social arrangements etc as required (A2).

It is important for the Director to have a small and secluded personal office. It must be possible to have private talks with members of staff and VIPs etc, as well as having somewhere to keep spare clothes, cameras, etc.

#### 1.3 DELEGATION

It is absolutely essential that the Director is willing and able to delegate. This means deciding on the best officials for the jobs and giving them responsibility. Officials and their helpers will also have to work hard and their reward is a successful and happy championship. A Director who tries to do all the work himself or who interferes unnecessarily prevents this. During the championship the Director should have time not only to keep a supervisory eye on the whole operation but to talk to competitors and interested visitors.

For the whole championship period, plus any official practice days, the Director is on duty and will probably find each day longer than expected. For example, early morning task setting and weather assessment, attending evening jury meetings or helping sort out scoring computer breakdown at midnight. If he does not organise himself properly, he will, and many Directors have, become burnt out before the finish. It may seem simplistic but self organisation is about getting regular meals and enough sleep. A Director who walks about eating a sandwich in the afternoon because he missed breakfast and lunch, or who falls asleep on the scoring office floor at 2 am does no service to himself or the competition. The Director becomes a zombie and the organisation risks falling apart. It has happened.

## 1.4 THE DEPUTY DIRECTOR

Any wise Director will insist on having, and using, a Deputy Director. This person must be capable and available though need not be on duty to the same extent as the Director. The Deputy Director is not only an insurance, should the Director fall ill or have a personal emergency, but it is an extension of his eyes and ears, as well as looking after non-routine matters as the unexpected arrival of VIPs, arranging jury meeting paperwork, and ensuring that the prize giving takes place without problems.

## 2. THE INTERNATIONAL JURY

### 2.1 JURY OBJECTIVES

To apply the rules of the FAI Sporting Code General Section, Section 10 and the Local Regulations and come to a decision based on these rules as they are written. The "spirit" of the rules and of "sportsmanship" should not be considered if they conflict with the written rules and their intention.

### 2.2 PROCEDURE

The Jury should accept a protest, which must be in writing, only via the Director or Deputy Director. The protest must be given to the jury president although another jury member may accept it on his behalf.

2.3 Check with the Director that the protest was made within the permitted time limit, and that the Director has received and is holding the fee.

2.4 Read the protest carefully to ensure that it:

- A) states the reason for the protest, and
- B) states what the protester wants from the result.

If it is not clear what the protest is about, return it via the Director to the protester asking for clarification. If necessary give extra protest time (e.g.: 1 hour) for the protest to be rewritten. It is not possible to deal effectively with a protest which is just a general grumble against the organisers.

Remember that protests are made against a decision of the Director, so if he has not yet made one there are no grounds yet for a protest.

2.5 On accepting a protest the 3 jury members should:

- A) Read it carefully,
- B) Decide what rules are involved and read all of them carefully,
- C) Agree the best way to deal with the protest.

This may involve interviewing witnesses, obtaining evidence from the Director, and/or studying papers or photographs. Since the competition has to continue while this is going on it may be sensible to see people separately rather than hold a formal "court" involving several key officials at the same time. However, it may be essential to see the Director and protester together and hear their evidence directly.

When the 3 jury members are agreed on how they want to handle the protest, they should arrange with the Director for a meeting with the officials and witnesses they wish to see.

If the Jury decides to hold a formal court, seats should be arranged for the Director to sit to one side and the protester to the other. Both should be allowed to bring an interpreter, or an expert witness of their own choosing to answer questions. The jury may itself require the presence of other officials, witnesses or papers.

There is no reason why the stewards should not be present as observers, used as information gatherers, or appear as witnesses.

When all the necessary evidence has been obtained the jury may either announce their decision, or end the meeting and on their own further consider the evidence and come to a decision. The jury decision should be put in writing and signed by all 3 members. Copies should be made for the 3 jury members, the Director, the protester, the notice board, and for the files.

If the protest is from the same country as one of the jury members it is usual for this member to abstain from any vote, and for this to be noted on the protest result.

The decision of the jury is final and applies for the remainder of the competition. If the NAC of the protester is unsatisfied, it may appeal to FAI, but this can be a long process. If the jury understands and interprets the rules properly and makes the correct decision it is extremely unlikely that the NAC will enter an appeal or that FAI would accept it.

### 2.6 PENALTIES

Unless a specific penalty for an offence is stated in the Local Regulations, the jury should study the penalty guidelines in the General Section and apply these appropriately without fear or favour. However, occasionally a penalty may be too severe for the circumstances. To take an example: it is normal that if a pilot does not cross a finish line he will not receive speed points. But if he crossed with sufficient height

and speed but just on or beyond the end of the line, because several other aircraft were crossing at the same time and he believed there was risk of collision, taking away all speed points is very harsh although the infringement took place.

In such a case the jury could look into any ameliorating circumstances very carefully. Should they find, for example, that the only reason for crossing just beyond the end of the line was because the collision risk was real, it would not be unreasonable to allow the speed points and consider the infringement as a technical offence. The penalty could be in accordance with the guidelines in the General section. The pilot would still lose points but fewer than the loss of all speed points. The protest would still be lost because the infringement had taken place and the protest fee would be forfeited, but the penalty would be more reasonable.

## 2.7 DISQUALIFICATION

The General Section guidelines are clear enough, but the Jury may have to decide whether disqualification should be for the rest of the competition or for only the day of the offence and/or the following day. (If, e.g., the pilot for any reason scored few or no points on the day of the infringement.)

## 2.8 OTHER WORK OF THE JURY

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.

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

The International Jury must certify that all the conditions attached to a Championship record claim are satisfied and they must include all valid claims on Championship Record Claim forms with in their championship report to FAI. The forms are available at <http://www.fai.org/microlight/documents/sc10>

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.

## 3 STEWARDS

*Appointment & Qualifications: S10 4.9.*

### 3.1 THE STEWARDS OBJECTIVES

Stewards are advisers to the Event Director. They watch over the conduct of the event and report any unfairness or infringement of the Rules and Regulations or behaviour prejudicial to the safety of other competitors or the public or in any way harmful to the sport. They assemble information and facts concerning matters to be considered by the International Jury. (GS 4.3.4.2)

As stewards should be able to easily communicate with the organizers and should be experienced in competing themselves, preferably in the types of aircraft being flown in the championships, then they are expected to provide independent advice to the organizers on 'normal practice' in the way tasks are designed and run and the interpretation of the rules, regulations and penalties.

### 3.2 THE STEWARDS' ROLE

To be effective a steward must:

- 1) Be aware that he has no formal power or authority to make decisions. His role is one of providing advice and/or SUPPORT to the Director, the International Jury, the Team Leaders AND the competitors.
- 2) Possess a thorough understanding of the FAI Sporting Code General Section, Section 10 and the Local Regulations and have these documents available at all times during the event. As he must advise the Director on rule interpretation, it is preferable that he has been present at the Commission meeting where the local regulations were approved. It is helpful if he has had experience in the interpretation of complex documents.
- 3) Be able to anticipate, and recognise in advance issues that may cause competitors to consider that they have not been treated fairly by the organiser. The steward should ensure that the information given to team leaders and competitors is unambiguous. He must be aware of difficulties created by language. He should ask himself "Was that briefing clear? How could the information be misinterpreted? Was the briefing consistent with the regulations? Were any changes, from what was required yesterday, clearly defined as different? Were all the items that were supposed to be covered, mentioned?" He should back up his judgement in these matters by enquiring of team leaders and/or competitors of their understanding. In addressing such issues he must not reduce the credibility of the Director.
- 4) Be prudent in answering questions from team leaders and competitors - His answers must be consistent with the rules and regulations and what the Director has stated, or will state at briefings. If the steward is unclear in any detail, he MUST confer with the Director.

- 5) Be able to establish a good working relationship with the Organisers, the team leaders and competitors. By recognising potential problems in advance he should take steps to avoid them becoming issues. Many problems arise from a breakdown in communications. He should be aware of the strengths and weaknesses of the Director and his organisation.
- 6) Be experienced in sporting events at the highest level and the stress under which all involved operate. He must be sensitive to the human aspects.
- 7) Not take it for granted that all things are happening in accordance with the rules and/or the way they appear on the surface. He should be looking at the systems the organiser has in place to make sure that they are robust. "Are the scores being calculated correctly and is all the required information being presented in daily score sheets? How are the turn point photos being checked? What security is in place to ensure that turn point films cannot be tampered with? How are any official timepieces synchronised? What systems are in place to make sure a pilot's goal time is always recorded?" These and a multitude of other questions should be asked continuously.
- 8) Be visible, watchful and observant. Take notes of incidents that may be unsafe or cause for complaint or protest. Record time of briefings, launch opening, complaints or protests being submitted. Be able to provide objective, accurate and factual evidence.

### **3.3 AFTER A CHAMPIONSHIP**

Once a championship is complete, the steward(s) should review the event and look at:

- Problems that arose;
- Situations that could have developed; and
- The successes of organiser and/or the organisation.

The jury is required to report to FAI and the CIMA President on the meeting, including information on protests and any special problems.

The steward(s) should propose to their Commission modifications to the Sporting Code (or other documentation) so that for future championships problems are avoided (minimised), and successes repeated.

## **4. OFFICIAL OBSERVERS**

### **4.1. AUTHORITY**

Official Observers are appointed by a NAC (or its delegated National Association). They are empowered to control and certificate flights for FAI Records, Badges, Championships and Competitions in their own country and in another country if its NAC gives permission.

### **4.2. REGISTER**

The NAC or its delegated National Association is responsible for keeping a register of its Official Observers, for providing briefing or instruction and ensuring that access to changes to the Sporting Code is available to them. The national register should be reviewed and updated at intervals of not more than 5 years.

### **4.3. QUALIFICATIONS**

Official Observers must know the Sporting Code General Section and Section 10 and have the integrity to control and certificate flights without favour.

Official Observers may not act as such for any flight in which they are pilot or passenger or have a personal, financial or business interest. (Owning or part owning the aircraft is not of itself considered financial interest.). If in doubt the countersignature of an independent Official Observer should be obtained.

### **4.4. CONTROL**

Control means observing of Take off, Departure, Finish and Landing; checking cameras and films, sealing, unsealing and print-out of barographs, and the signing of all certificates covering the evidence concerned for the flight.

### **4.5. CERTIFICATION**

Official Observers may only certificate an event at which they were present, except that they may certificate an outlanding if they arrive soon afterwards and there is no doubt about the position of the landing.

Air Traffic Controllers on duty are considered Official Observers for observation of take off, start and finish lines, turn and control points and landing.

Championship officials are considered as Official Observers for a record or badge flight made during the event and for which the documentation is data used for scoring a valid task.

Independent witnesses may certificate an outlanding in the absence of an Official Observer. They must give their names, addresses, telephone numbers (if any) and state precisely the place and time of landing.

All certificates by people other than registered Official Observers must be countersigned as correct by the Official Observers controlling the flight.

#### **4.6. SUSPENSION OR CANCELLATION OF AUTHORITY**

The NAC may suspend or cancel the authority of an Official Observer for negligent certification or wilful misrepresentation.