



*Fédération  
Aéronautique  
Internationale*

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# Agenda

of the  
**Annual Meeting**  
of the  
**FAI Microlight &  
Paramotor Commission**

Held from  
**Thursday 20 February to Saturday 22 February 2025**

At the **Czech Light Aircraft Association, Prague, and  
the Aviation Museum in Mladá Boleslav**

Outside Prague, Czech Republic

Version 1 | 3 March 2025

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### **Meeting of Microlight Committee**

Thursday 20<sup>th</sup> February 1400 - 1800 UTC+1

### **Meeting of Paramotor Committee**

Thursday 20<sup>th</sup> February 1400 - 1800 UTC+1

### **Plenary meeting of the FAI Microlight & Paramotor Commission**

Friday 21<sup>st</sup> February. 0900-1800 UTC+1

Saturday 24<sup>th</sup> February 0900-1500 UTC+1

A conference dinner was arranged for the evening of Friday 21<sup>st</sup> February (delegates to pay for this through booking form which will be circulated in advance).

## 1 **Welcome & Administrative Matters**

### 1.1 **Roll-Call**

The president welcomed the delegates. A moment of silence was observed in memory of members of our aviation community who have passed away during the last 12 months.

#### **Roll-Call:**

Countries represented by delegates and / or alternate delegates: (22 in total)

Austria	Greece	Qatar
Belgium	Hungary	Romania
Czech Republic	Japan	South Africa
Spain	Saudi Arabia	Slovakia
Finland	Lithuania	Sweden
France	Norway	Ukraine
Great Britain	Oman	
Germany	Poland	

Other nations represented (but with no delegate):

Iran

7 valid **Proxies** were received:

USA

Brazil

Cyprus

Switzerland

Iceland

Albania

The Netherlands

#### **Absence:**

Markus HAGGENEY – FAI Secretary General (sick on short notice, unable to travel)

**A total of 29 nation votes were present on the first day.**

The president thanked all members for their contributions and participation, particularly those in working groups, or as volunteers for roles in championships.

He thanked the Bureau members, treasurer Tom Gunnarson, Secretary Barney Townsend who is stepping down from the position this year, and 1<sup>st</sup> vice president Rob Hughes, who is no longer able to continue in the role due to a decision by the British Microlight Aircraft Association (BMAA).

### 1.2 **Agenda**

Agenda version 1.0 has been distributed to the delegates on 22<sup>nd</sup> January.

Approval, sequence, amendments.

Amendment – addition of point 6.3 to present the late proposal for WPSC2025 at Bornos.

### 1.3 **Conflict of interest**

Declaration of conflicts of interest.

Hennie BRINK is the developer of Gaggle software

Krisztian DOLHAI is an aircraft manufacturer

Krzysztof ROMICKI is a manufacturer and seller of paramotors

#### **1.4 Minutes from 2024 CIMA meeting**

The minutes of the 2024 plenary can be found at:

[https://www.fai.org/sites/default/files/documents/2024\\_cima\\_plenary\\_meeting\\_minutes\\_v1.pdf](https://www.fai.org/sites/default/files/documents/2024_cima_plenary_meeting_minutes_v1.pdf)

CIMA Secretary Barney Townsend reports no issues arising.

The plenary unanimously accepted the minutes.

## **2 Report of the FAI**

### **2.1 Report FAI Secretary General**

FAI Secretary General was unable to attend the meeting. CIMA president reported briefly on some FAI issues.

The FAI Secretary General will offer a short Zoom meeting in a few weeks to give his presentation about the FAI. Delegates will be invited, and a written report will be available as an annex.

## **3 CIMA Bureau report on its activity since the last plenary**

### **3.1 Report of the CIMA President**

Wolfgang Lintl, President, reported.

The President expressed concerns regarding delegate participation and commitment to our commission, highlighting a lack of response from some National Aero Clubs (NACs) and insufficient funding for delegates. He thanked those who attended, acknowledging personal expenses incurred. Frustration was noted regarding the inactivity of certain working groups and last-minute preparations for championships, which could negatively impact the sport. He emphasized the need for timely documentation and adherence to established procedures. The new FAI President, Greg Principato, aims to improve communication and guide the organization effectively. Key areas for improvement include attracting younger participants, enhancing environmental strategies, and streamlining championship processes. The speaker urged greater volunteer commitment to these initiatives.

FAI has a new president – Greg Principato from USA. Existing president David Monks didn't stand. We can expect a significant change in leadership style of FAI.

Most FAI commissions have reserves and we are encouraged by FAI to use these for investment in our sport.

## **4 Delegate reports**

Delegates were requested to upload reports on the CIMA wiki in advance of the meeting at:

<https://cloud.fai.org/apps/deck/#/board/43>

The president thanked South Africa and Germany for being the only nations to upload their reports in advance of the plenary.

Additional verbal reports included:

Austria: 200 paramotor licenses. Hoping to organise a championship in May but will be over the border in Hungary to avoid noise issues. Community is growing and Aus

Belgium: 370 pilots in federation and 1<sup>st</sup> FAI medal this year. Considering hosting CIMA meeting next year.

Czech Republic: approx. 2400 PPG pilots, 10,100 microlight fixed wings. 300 new licenses in the last year. About 10 national rounds of microlight championships and a nationals. Attended FAI championships last year.

Spain: ultralight: 2 competitions – classic and air challenge format. New competition training programme. Development of technologies such as automatic landing detection systems. Paramotors have decided late to host Bornos championships this year.

Finland: Around 200 active paramotor pilots. No national competitions last year, but working on slalom training camps. Working with National Aviation Authority to develop rules for paragliders to open up airspace.

France: Stable number of pilots around 16,000 for 6 classes (3 axes, trikes, balloons, gyros, paramotors etc). 11,000 pilots in 3-axis and 2900 in paramotors. New governance in FFPLUM this year. Very active team of volunteers with strong ambitions moving forward. Main objectives focus on growing young people and female pilots. Agenda has been shared to the cloud.

Great Britain: hosted 2 cat 1 championships last year. 5 internal rounds of microlight competitions before nationals. Another round this year in preparation for WMC 2025. Trying to streamline the licensing process, and improve electronic conspicuity. 750 SSDR aircraft with 72k hours logged. 1 fatality. A Question was asked about tandem flying in the UK, for which the UK alternate delegate will respond after the meeting.

Germany: Changed date of microlight championships from May to September because of other conflicts. Paramotors are growing but many pilots struggle to find airfields because paramotors are classed as the same as 3 axis under law. More interest in competing, can't organise own national champs but have teamed up with UK. To run in parallel. 15 came to BOPC and 8 qualified for WPEC2024.

Greece. 600 3-axis, 250 aircraft. Less than 10 trikes. Paramotor community growing, Around 250 pilots. Various competitions each year for microlight and paramotors spread around Greece.

Hungary: no. of members increasing, around 550 pilots. 382 aircraft. Participated in WMC last year and 5 locally organised competitions. Low numbers of competing aircraft, approx. 5-10 in each competition. Hope to develop cloud based software to make competitions easier. 600kg opt-out achieved last year in regulation.

Iran: 200 paramotor pilots, which is low compared to 900 paraglider pilots. This is because of very restrictive aerospace limitations in the country on paramotors. There are 25 instructors and have held 4-5 slalom competitions internally. Participated in WPSC Qatar. Very big population relative to number of paramotor pilots so hopeful to grow.

Japan: almost 800 Paramotor pilots. They are all getting older, need more younger pilots. 2 pilots attended WPEC.

Saudi Arabia. Hosted FAI GC last year. 200 pilots microlight and paramotors. Would like to host a CIMA meeting again.

Lithuania: Pilot community around 1000 members. Only a small number of these involved in sports. Held a microlight and a paramotor championship last year. Also 2 local events testing Norwegian scoring system. More than 200 paramotor pilots, 100 flexwing.

Norway: 260 active aircraft, quite stable. 450 licenses. Competition bureau for microlights has been merged with General Aviation. A lot of people have graduated to ANR competitions, but difficult getting a team that can compete internationally.

Oman: about 150 paramotors and trikes. Also 1 gyrocopter. Trying now to improve and update rules in Oman.

Poland: Very good rules for paramotors. More than 5000 active paramotor pilots and rising but not a lot take part in competition. Trying to improve this. Two paramotor championships last year. 1 Endurance, which had a fatality. 1 Slalom. Took part in WPSC with a gold medal, and in Endurance in UK. Microlights: don't have exact numbers because not all pilots associated. Two events for national cup, plus national championships. Stable team of competitors, came to WMC2024. Trying to recruit new members for the team.

Qatar: Qatar Airport Committee is a professional organisation that has been actively working to grow the sport. Successfully organised WPSC Doha in 2024. Stable professional team in paramotors – 14 pilots with full support. Trying to support other countries, i.e. Bornos championship, timing, live scoring.

Romania: Registered around 560 microlight aircraft and 1580 licenses.

South Africa: Delegate is working with government to rewrite regulation and lower barriers for entry. These will be enacted early this year. About 150 paramotors and have been fairly stagnant last few years with no competitions. Hoping to change that this year with fly-ins and building a team for international competitions.

Slovakia: 172 microlights. Don't have numbers for paramotors because they are another organisation. More than 2000 licenses across microlights and paramotors. More than 20 microlight schools, but pilots don't have a lot of interest in competition. Little financial support for sport training from national organisation. Held National Championships last year.

Sweden: 650 pilots in 250 aircraft. Paramotors are another organisation. Competition is combined with GA and had one pilot compete in microlight. Participating in Nordic Air Sports Race championship.

Ukraine: Most sport pilots are now fighting in the army. Not able to fly at the moment because of Russian invasion. Only opportunity for training is when we go to international championships. Many aero clubs and aircraft destroyed by Russian missiles. Most aviators in Ukraine are now doing something military. Hope to have 2 microlight crews participate in next championship. Before the war, permission for international flights was approved, and ceiling of airspace was increased up to 10,000 feet. Also working on legislation for home built aircraft.

The discussion concluded as the President reminded the delegates that the European Microlight Federation is an organisation Europe-wide that can support your national organisations with things like legislation.

## **5 Reports on the 2024 Championships**

### **5.1 1st FAI World Microlight Championships 2024, Great Britain**

The championships took place between the 27<sup>th</sup> July and 3<sup>rd</sup> August 2024.  
<https://www.wmc2024.com/>

Wolfgang Lintl, Jury President reported.

10 tasks flown. 45 complaints. 3 protests. 1 withdrawn, 2 rejected. Positive feedback. Publication of results was a bit slow. Balance of tasks was achieved through adjustment of points. Some proposals for S10 have arisen from it.

Owain Johns, Championship Director and UK delegate reported.

55 aircraft, 73 competitors, all classes valid, 12 nations. Former USAF base in the centre of England provided an excellent venue.

The report is provided in Annex 1.

### **5.2 1st FAI World Paramotor Endurance Championships 2024, Great Britain**

The championships took place between the 3<sup>rd</sup> and 10<sup>th</sup> August 2024. [www.wpec.co.uk](http://www.wpec.co.uk)

Wolfgang Lintl, Jury President reported.

Nature of format meant pilots were disappointed with delay in results. Scoring software and rules need improvement. Workload for comp director and scorer too high. Jury rejected 2 protests. There were some ambiguity in the rules in certain areas which need improvement from. FAI sent a reported Caitlin Smith to follow the event. Manufacturers support on site was a positive aspect.

Barney Townsend, Championship Director and UK Alternate Delegate reported.

80 Aircraft, 50 PF1 and 30 PL1. 15 Nations represented. 9 tasks flown: 7 precision “open” navigation, 1 precision landing and 1 economy. Better balance of precision and economy was not possible due to windy weather conditions. 14 hours of flyable open navigation time were provided. The director acknowledged that there is still work to be done in simplification of rules but the organisation team are very pleased to have successfully delivered the first Cat1 championship of this format.

The report is provided in Annex 2.

## **6 FAI Championships 2025 – Confirmation**

Final decisions, confirmation of officials.

The President observed that documents for Championships were delivered very late, and were not presented in a format which made clear where there were differences from S10.

### **6.1 12<sup>th</sup> FAI World Paramotor Championships 2025: France**

The France Delegate presented an update on progress of planning the championship.

The plenary requested to meet online with the paramotor championship director to explain more of his philosophy for task setting. The presentation was postponed to Saturday morning when the director is available.

Storage of PPG is available in Hangers. 3 paramotor decks and quarantine zone.

Airfield will remain active to GA but red area north of airfield will be reserved only for competition training. GA circuits will be to south.

The CIMA bureau proposes as Jury members Andy Phillips (GBR), Martin Carpio (ESP) and Wolfgang Lintl (GER). This was accepted by the Plenary.

A timeline for submission of documents was agreed by the plenary (see item below in 6.2).

### **6.2 19<sup>th</sup> FAI World Microlight Championships 2025: France**

France Delegate Laurent Rapiteau presented an update on progress of planning the championship. Infrastructure of site looks well set up. Local camping and accommodation, showers etc and catering available.

Briefing room available for team leaders. Gasoline available on site.

Management of machine parking / quarantine overnight is still being discussed.

Will be using ACOL scoring system and developer of it will be on site. ACOL scoring software has been used for last 5 years at French championships. Backtracking checking is automated. They have validated it against the scoring of WMC2024 and it was accurate.

Microlight committee voted to request further changes to documents with opportunity for delegates to comment, and task bureau to approve after.

The president proposed the following timeline for both championships:

Deadline 14<sup>th</sup> March for submission of documents.

3 weeks for delegates to review: 7<sup>th</sup> April.

2 weeks for bureau to approve, final publication deadline: 21<sup>st</sup> April.

The following championships officials were appointed last year:

Monitor Krisztian Dolhai (HUN),

Jury: Rob Hughes (GBR), Michael Kania (GER), Hans Palsson (SWE).

The organisation still need to appoint a steward.

Voted 29 in favour of accepting this timeframe.

The presentations on these championships are provided in Annex 3.

### **6.3 7<sup>th</sup> FAI World Paramotor Slalom Championships 2025: Spain**

Kamil Mankowski (QAT) presented a report on the bid for the championships, to be held at Bornos, Spain from 19-25 October 2025.

The championships will be delivered by mostly the same team that delivered 2024 WPSC in Qatar, including the same timing equipment. They are taking place at a venue that has hosted many such championships in the past and is well experienced at this. They have an improved safety boat system including a plate for spinal injuries. Entry fees €490 per pilot.

Officials proposed:

Jury proposed: Rob Hughes (GBR), Hennie Brink (RSA), Wolfgang Lintl (GER)

There were no volunteers for monitor or steward at this stage.

The plenary approved this bid by acclamation.

Timeline for submission of documents is set to the same as for the WPC/WMC championships:

Deadline 14<sup>th</sup> March for submission of documents.

3 weeks for delegates to review: 7<sup>th</sup> April.

2 weeks for bureau to approve, final publication deadline: 21<sup>st</sup> April.

The presentation is included in Annex 4.

## **7 FAI Championships 2026 - Provisional Bids and expressions of interest.**

No bids have yet been received.

The President observed that this is a bad situation for the future of championships and encourages more countries to consider hosting.

A discussion was held regarding why countries are not bidding for hosting events.

Financing is the big risk to organisers. It needs careful modelling in advance. The financial atmosphere in the world is one of insecurity. Is there a way in which several countries might share the costs, with a rotation around those different countries in different years, to share the risk between them.

Scoring is also the problem and a complete software package that makes it much easier for directors would help.

Sharing of expertise and passing on that knowledge to future directors is important. Can we develop a central integrated database of things like pilot registration forms, complaint forms etc. to make the task easier for directors. WL to speak with FAI about how to adapt pilot registration system to our needs.

Is there an opportunity for CIMA to address the mentorship problem so that CIMA can help prospective directors early to start planning championships.

## **8 Other Championships**

### **8.1 Slalom World Championships**

This has been discussed and approved in Section 6.



## **8.2 Other Cat 2 Championships**

- 8.2.1 Gulf Country Beach Games Oman to include Paramotors. 5th - 7th April 2025. GCC is several games, part of them paramotor. This is the first time that they will host the competition and hope to do a world championship some time soon. This one will be an FAI Cat 2 event.
- 8.2.2 There is interest in a Paramotor Accuracy Championships in Italy. No further information has been provided. They have been requested for a TC and LR but have not supplied these.
- 8.2.3 Thailand intends to host the SEA (South East Asia) Games. They have requested of CIMA technical director. WL proposed Thai alternate delegate Nayot Kurukitkoson and he has accepted. This will be a Cat 2 event so will be open to other pilots.
- 8.2.4 Microlight Czech Open Championship 2025 will be a Cat 2 event. 6 July 2025. Website [ppt.laacr.cz](http://ppt.laacr.cz)
- 8.2.5 The British Open Paramotor Championships 2025 will be an FAI Cat 2 event. 8-13 July at Bicester Airfield in BR. [www.ppgcomps.co.uk](http://www.ppgcomps.co.uk)
- 8.2.6 Poland will be running a Paramotor Slalom Open Championships as a Cat 2 17-22 June 2025.

## **9 Future of championships – general discussions**

### **9.1 Air Sport Challenge**

There is a plan to host an Air Sport Challenge Championship in Spain in 2027.

Yago Osset (ESP) presented.

Rules draft is ready to be approved. A decision is needed about Airsports Live Tracking software being adopted as official CIMA software – more development is needed. Cost has been about €23,000.

This software is ready for ASC, but for the use in our classic microlight competition more development and adaption to the tasks is needed.

Blackbird loggers have been developed in Spain and are ready to be used as the official CIMA logger. Datasheet is uploaded on CIMA. Operates on a sim card for live streaming of flight data, positioning, cameras, cockpit voice, etc.

Need to develop the ASC website [www.airsportchallenge.com](http://www.airsportchallenge.com). Push for virtual competitions. Invite national federations to promote their own ASC competitions.

They intend to run a Cat 2 Open Championships in 2026 to help pilots learn.

### **9.2 Scoring Software - Gaggle**

Hennie Brink (RSA) presented his work developing competition scoring in the Gaggle Flight Tracker app.

The vision for Gaggle is to get more people flying.

He observed at WPEC 2025 and how complex and fragmented the scoring process was. Built into Gaggle a system of “obstacle courses” which can simulate competition tasks. Will live score to a degree but also exports all flight events to a spreadsheet so more complex scoring formulae can be applied.

The plenary received very positive feedback, and the issue should be discussed again at the planned virtual plenary later this year.

The Software will be used for British Open Paramotor Championships 2025.

The presentation is included in Annex 5.

## **10 Working group reports**

### **10.1 IT Working Group**

Michael Kania (GER) reported on progress of the group. Delegates have been invited by email to create user accounts for this in advance. This can be done through the following link:

<https://cloud.fai.org/apps/forms/s/sZzXHYDYd7Dj7ZbD2NpsnJGS>

Not many delegates have activated their account for this Nextcloud.

Nextcloud has now been running for 2 years with no data loss or outages. Thanks to FAI and Visa-Matti for support with this.

It is proposed by the president that the key activity of this group has now been completed, and it be dissolved, with chair Michael Kania retaining his role as Web-Master for the commission.

### **10.2 Paramotor Safety Working Group**

Kamil Mankowski (QAT) reported.

Working group is quite silent. But mainly focussed on the safety of slaloms. This has led to proposals this year which have been approved by the paramotor subcommittee.

### **10.3 New Microlight Format Working Group**

Yago Osset (ESP) reported.

The document proposed as Annex 9 to Section 10 has been submitted and approved by the plenary.

### **10.4 Paramotor Endurance Format Working Group**

Barney Townsend (GBR) reported on progress and future plans for the championship format following the WPEC 2024. A new Annex 8 has been submitted for approval which was the exact task catalogue used for that championship. This was approved unanimously by paramotor subcommittee and plenary.

There is still plenty of scope for developments and improvements, in particular in 2025 testing with using Gaggle software for scoring to streamline the championship.

### **10.5 Virtual Flying Working Group**

To attract younger participants and new ones from outside the plenary last year voted unanimously to create this WG. The group should identify which existing tasks are suitable for this kind of competition, and what are technical requirements. How can these be flown on a simulator in a fraud-proof manner. Identify S10 paragraphs that need amendments. Clarify by technical service provider. We have provided a small budget if external help was needed.

The selected WG Members have been inactive in the last year so there was no report. The president requests new members to step forward and take the activity of this group further.

Plenary members observed that there are difficulties with paramotor simulators because of the physics. There are some being developed for paragliders at the moment though.

### **10.6 STOL Discipline**

Eva Jeslinkova (FRA) presented the French developments in the discipline. Several other countries have now started organising STOL events. Belgium & Denmark. Several more are taking place this year. There will be a demonstration in France at WMC 2025. They have activated a group of participants. The objective is to achieve FAI recognition of STOL as an official discipline.

France promised to present a set of rules right on time for possible approval at the planned interim CIMA online Plenary in early summer.

USA held a paramotor STOL as well this year.

## **11 Committee reports**

### **11.1 Microlight Committee**

Jiri Kraijka (CZE) reported. The minutes of the meeting are included in Annex 6.

Opening address from Chair.

Owain Johns completed a debriefing on the WPC2024

A long discussion was held about ASC and investment in the software to convert the tasks for classic competitions as well.

The S10 proposals were voted on and mostly agreed, with some amendments.

### **11.2 Paramotor Committee**

Krzysztof Romicki (POL) reported. The minutes of the meeting are included in Annex 7.

Lots of participants this year with 17 countries.

Discussed issues arising from change of date of CIMA meeting from November to February, and late bids having even less time to competitions.

The group discussed the bid for WPC2025 and in general approved of all the bid with the exception of the technical side of the scoring – for which we need to discuss further with the director on Saturday morning. Concern that the cost of the event is higher than previously advertised.

The bid for WPSC2025 in Bornos was presented. Very professional presentation with experienced team – same team as Qatar championships, and same technology including photo finish. The committee voted unanimously to accept the bid.

### **11.3 FRAC - Flight Recorder Approval Committee**

There is no progress to report but agenda item included for any relevant discussion around flight recorders.

There have been some decisions and proposals made regarding software. Wolfgang proposed to fill out the working group but review group objectives to include software solutions.

The rules for CIMA logger approval are very lengthy and technical. Technology has significantly changed now.

As a pilot when you want to fly a record, it's very difficult to know what will be accepted and what won't. When you claim a record you need to claim which class of logger you have used. Need more guidance on this.

A delegate observed that we need a basic cheap logger that we can give out. General aviation have some.

### **11.4 S10 Committee; FAI Sporting Code - Section 10 Proposals**

Barney Townsend (GBR) presented the S.10 editors report which is included in Annex 8.

The chairs of the microlight and paramotor committees reported the outcome of voting on the proposals.

No.	Title	Class	Microlight Vote	Paramotor Vote	S10 committee vote	Approved?
1	Abnormal Landings for Microlights	Micro	YES	N/A	N/A	Amended by microlight committee *1
2	Start of a task for Microlights	Micro	YES	N/A	N/A	YES
3	Location of Photos in Microlight tasks	Micro	YES	N/A	N/A	YES
4	Use of scoring and results publishing software	All		NO	N/A	withdrawn
5	Team and Nation Scoring revision for Paramotor Slalom	Para	N/A	YES	N/A	YES
6	Review on Complaint Scope	All	YES	NO		Withdrawn
7	Complaints	All	YES	NO	For 25 ag 1 abs 0	YES
8	Complaint Time in Paramotor Slalom	Para	N/A	YES	N/A	YES
9	Complaint Change	All	YES	YES	N/A	YES
10	Maximum amount of fuel for limited fuel tasks	All	YES	NO	For 23 ag 2 abs 4	Amended by microlight committee *2
11	Starting, Finishing, and Turning Points	All	YES	NO	Unanimous in favour.	Amended by microlight committee *3
12	Refining the scoring of cross country tasks	Micro	YES	N/A	N/A	YES
13	Ground Feature Description	All	YES	YES	N/A	YES
14	Photos	All	YES	ABS	N/A	YES
15	Circle task for microlights (1)	Micro	YES	N/A	N/A	YES
16	Circle task for microlights (2)	Micro		N/A	N/A	withdrawn
17	Removal of Split Square Task for Microlights	Micro	YES	N/A	N/A	YES
18	Engine stop or idle procedure	Micro	YES	N/A	N/A	YES
19	Spot Landing task for Microlights C1	Micro	NO	N/A	N/A	NO
20	Spot Landing - Timed task for Microlights C2	Micro		N/A	N/A	withdrawn
21	Powered Precision Landing task for Microlights C3	Micro		N/A	N/A	withdrawn
22	Powered Precision Landing – timed - task for Microlights C4	Micro		N/A	N/A	withdrawn
23	Removal of Deck Landing task for Microlights C6	Micro	YES	N/A	N/A	YES
24	Bowling Landing task for Paramotors	Para	N/A	YES	N/A	YES

25	Implementation of Paramotor SERIAL class to Section 10 and Annex 7	Para	N/A	YES	N/A	YES
26	Cumulative scoring system for paramotor slalom	Para	N/A	YES	N/A	YES
27	Updated LR & TC for Paramotor Endurance Championships	Para	N/A	YES	N/A	YES

*Notes*

1) Amended text of proposal:

Abnormal landings in all four types of landing are defined for ASC thus:

- Nose wheel not off the ground / touching the ground before the main wheel.
- Any part of the aircraft other than the wheels or skid touching the ground.
- Touchdown with locked or braked wheels.
- One or both main wheels leave the ground, while nose wheel remains on it.

2) Amended text of proposal:

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. When designing the task, the competition director must ensure that the task is large enough to challenge all the aircraft and all the competitors' capabilities.

3) Amended text of proposal:

Gates shall be perpendicular to the inbound track

**12 Reports from delegates in expert groups and commissions**

**12.1 CIMP**

Wolfgang Lintl (GER) reported.

He highlighted the role of CIMP, FAI's medical and physiological commission, in overseeing health-related issues, including adherence to WADA anti-doping regulations. Athletes may be tested for prohibited substances, and exemptions can be granted for medically necessary medications. A webinar on "Return to Flying after a Break" emphasized skill loss after periods of inactivity, such as holidays or the COVID-19 pandemic. The CIMP plenary discussed updating FAI Casualty Guidelines to assist stakeholders like CIMA. Additionally, CIMP reviewed Critical Incident Stress Management (CISM) concepts and explored developing a tailored program to support pilots and aircrews after traumatic incidents.

## 12.2 EnvC

Tom Gunnarson (USA) reported.

The FAI Environmental Commission (EnvC) is setting ambitious goals for 2025 despite challenges in recruiting members. At its December 2024 meeting, key initiatives were proposed, including internal surveys on environmental priorities, collaboration with other motor sports, and improving public outreach. The commission aims to enhance environmental awareness in air sports through initiatives like an “environmental stamp of approval” and dedicated environmental officers at major events. Notably, FAI ratified its first electric paramotor world altitude record. While sustainable propulsion technologies like electric, hydrogen, and bio-propane show promise, adoption remains slow. CIMA is encouraged to continue supporting EnvC’s objectives by promoting electric propulsion advancements in air sports.

## 12.3 EduC

Wolfgang Lintl (GER) reported.

He introduced EduC, the FAI Education Commission, chaired by Roland Pré from France, which focuses on promoting aeronautical and astronautical knowledge, particularly among young people. Regular Zoom meetings are held to generate ideas on engaging youth in air sports. While this may not seem directly relevant to paramotor and microlight aviation, initiatives like the Air Scouts’ visit to the World Microlight Championships in Deenethorpe, UK, demonstrate its potential impact. Participation in EduC requires only time and no financial commitment. The speaker welcomed a new observer for the next period, with a decision to be made under agenda item 16.17.

# 13 Honours, medals and awards

## 13.1 Colibri Diploma

No nominations have been received this year

## 13.2 Ann Welch Diploma

There were 6 eligible records submitted, in paramotors only.

Pilot	Record	Performance
Nathan J. Finneman	Altitude, RPF1E	4 508 m
Ramón Morillas Salmerón	Altitude, RPF2T	7 250 m
Ramón Morillas Salmerón	Time to climb to a height of 6 000 m, RPF2T	1 h 39 min 30 sec
Martín Carpio García	Distance in a closed circuit without landing, RPL1T	333,00 km
Hugo Turner	Altitude, RPF2E	2 613 m
Daniel Jones	Distance in a closed circuit without landing, RPF1T	516,95 km

The Paramotor committee elected to confer the award to Ramón Morillas Salmerón for the Altitude record of 7250m

**13.3 World League Cup**

There were 4 eligible championships of 7 potential Cat. 2. And Cat 1.

Both PF1 and PL1 classes were valid. 116 PF1 pilots and 64 PL1 pilots from 20 countries participated.

Results PF1

	Individual	Nations
1	Bortosz Nowicki (POL)	Qatar
2	Jeremy Penone (FRA)	France
3	Eissa Al-Hajjaji (QAT)	Poland

Results PL1

	Individual	Nations
1	Heyan Al-Hebabi (QAT)	Qatar
2	Glenn Michelland (FRA)	France
3	Ibrahim Hussain (QAT)	Czech Republic

Congratulations to the winners. Diplomas will be sent to them from FAI head office.

The world league cup report is included in Annex 9

Wojtek Domanski requested that we have a better and more formal method for requiring countries to submit results in a specific format.

**13.4 Other Award Business**

13.4.1 CIMA Hall of Fame ‘rules’

13.4.2 CIMA Gold Medal rules

These were tasked to the 2024 bureau but this work was not completed yet. The 2025 bureau will continue the work.

**14 CIMA Financial Report and Budget**

Tom Gunnarson (USA) reported.

**14.1 Status of Financial Situation**

FAI report on Finances in accordance with BL 3.4.4 was provided as an *annex 14.1*

CIMA (like other commissions) has some significant reserves of funds, around CHF 56,000. There is encouragement from FAI to invest these in the development of our sport, rather than keep them in the bank.

**14.2 Approval of 2024 accounts**

2024 income: CHF 2,840

2024 expenses: CHF 3,002

The accounts showed an overall loss of CHF 161. These were approved by the plenary.

#### **14.3 Approval of 2025 budget**

2025 Income: CHF 6,600

2025 expenses: CHF 4,929

The budget forecast an overall profit of CHF 1,671

A total of up to CHF 9,000 have been committed and approved by the CG for various investments in virtual sport, CIMA Gold Medal, and the Airsport.no scoring system.

The budget was approved by the plenary.

#### **14.4 2026 Budget – discussion**

14.4.1 Investment for promotional video

14.4.2 Investment in developing 'virtual competition'

2026 income: CHF 3,250

2026 expenses: CHF 1,143

The budget forecast an overall profit of CHF 1,797

### **15 Any other business**

#### **15.1 CIMA History**

Tom Gunnarson (USA) reported.

2025 is the 45<sup>th</sup> Anniversary of CIMA.

The CIMA history is being compiled on the CIMA website, delegates are encouraged to email any items to the Historian for inclusion.

In particular, short interviews of notable pilots are requested to build profiles of inspirational figures in our sport.

It is observed that history is not just about the past, but about our future as well, and we should consider inclusion of new initiatives such as live tracking, and new classes such as eVTOL and multirotor which may be significant in the future.

The report is included in Annex 10.

#### **15.2 Delegates request for AOB**

No other requests for AOB were received.

### **16 Election of Officers**

#### **16.1 CIMA President**

Wolfgang LINTL (GER) was re-elected. Accepted but with notification that this will be his final year as president.



**16.2 1st Vice-President**

Krizstian DOLHAI (HUN) was elected.

**16.3 2nd Vice-President**

Jana BOBKOVA (CZE) was elected.

I think we need to mention that here we had 2 candidates (names and result)

**16.4 Treasurer**

Tom GUNNARSON (USA) was re-elected

**16.5 Secretary**

Rob HUGHES (GBR) was elected

**16.6 Paramotor committee**

Krzysztof ROMICKI (POL) was re-elected chair

**16.7 Microlight committee**

Jiri KRAJCA (CZE) was re-elected chair

**16.8 S10 Editor and committee**

Owain JOHNS (GBR) (chair, editor), Rob HUGHES (GBR), Krisztian DOLHAI (HUN), Andy PHILLIPS (GBR) Hennie BRINK (RSA)

**16.9 Flight Recorder Approval Committee (FRAC)**

Krzysztof ROMICKI (POL) (chair), Yago OSSET (ESP), Benedikt BÖS (GER), Hennie BRINK (RSA), Laurent RAPITEAU (FRA), Lucas HALASA (POL).

**16.10 IT Working group**

Michael KANIA (GER) (chair), Kamil MANKOWSKI (QAT)

**16.11 Virtual Flight Working group**

Hennie BRINK (RSA), Benedikt BÖS (GER), Yago OSSET (ESP)

**16.12 Paramotor Endurance Format working group**

Barney TOWNSEND (GBR) (chair), Krzysztof ROMICKI (POL), Aref AL-SHAMMARI (KSA), Benedikt BÖS (GER), Andy PHILLIPS (GBR)

**16.13 Paramotor safety working group**

Kamil MANKOWSKI, (QAT, Chair), Krzysztof ROMICKI (POL), Aref AL-SHAMMARI (KSA), Toon HYLEBOS (BEL), Ahmed ALALAWI (IRI),

**16.14 ASC Format working group (renamed from Microlight Format)**

Yago OSSET (ESP) (chair), Jiri KRAJCA (CZE), Espen GROENSTAD (NOR). Rytis PALIULUS (LIT), Owain JOHNS (GBR), Lucas HALASA (POL).

**16.15 CIMA delegate to the FAI Medical Commission (CIMP)**

Peter METZGER (AUT).

**16.16 CIMA delegate to the FAI Environmental Commission (ENV)**

Tom GUNNARSON (USA).

**16.17 CIMA delegate to the FAI Education Commission (EDUC)**

Wolfgang LINTL (GER).

<b>17 Calendar</b>
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**17.1 Date and venue for the next CIMA plenary meeting**

Two late proposals for hosting in 2026 were received:

Saudi Arabia and Belgium

The plenary voted by a 2/3 majority to consider these bids even though they were submitted less than two weeks in advance of the plenary.

The plenary voted to accept the bid from Saudi Arabia to host.

Exact dates to be confirmed with 2025 bureau because this same weekend in February 2026 (19-21 Feb) would clash with Ramadan.

**17.2 Agenda deadline**

45 days in advance of plenary date. *Specific date will be added when plenary date confirmed*

**17.3 S10 amendments deadline**

45 days in advance of plenary date. *Specific date will be added when plenary date confirmed*

**17.4 Colibri Diploma nominations deadline**

60 days in advance of plenary date. *Specific date will be added when plenary date confirmed*

<b>18 Annexes</b>
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- Annexes:

Annex 1: Report on WMC2024

Annex 2: Report on WPEC2024.

Annex 3: Presentation on WMC/WPC2025

Annex 4: Presentation on WPSC2025

Annex 5: Presentation on Gaggles software

Annex 6: Minutes of Microlight Committee.

Annex 7: Minutes of Paramotor Committee.

Annex 8: S10 Editors Report

Annex 9: World League Cup 2024 report.

Annex 10: CIMA historian presentation.

Annex 11: CIMA-Plenary Finance Report

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