S10 Editor's report
Proposed Section 10 amendments 2025

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17/02/2025

S10 Editor's report, February 2025

Notes:

- A few minor editorial changes / updates to S10 have been made during the year as delegates have pointed them out. These are of a grammatical or punctuation nature and do not affect the meaning or implication of the text. Where they have been made will be indicated within the 2025 publication of S.10

- 27 S10 amendment proposals were received this year, through the CIMA Nextcloud server.

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

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

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

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

Sub-committee voting guide

For sub-committee Chairs

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

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

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

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

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

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

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

Barney Townsend
February 2025

Proposal 1

Proposal from

Jiri KRAJCA (CZE)

Proposal title

Abnormal Landings for Microlight

Existing text

None

New text [original proposal]

Section 10. 4.24.10
Abnormal landings in all four types of landing are defined thus:
- Nose wheel not off the ground / touching the ground before the main wheel.
- A tail wheel aircraft not in a configuration with the tail below the horizontal.
- Aircraft bounce - when both main wheels (or a sole main wheel) leave the ground after any touchdown, to a height of more than the diameter of the main wheel, or for a distance more than 10m.
- Any part of the aircraft other than the wheels touching the ground.
- Touchdown with locked wheels.
- One or both main wheels leave the ground, while nose wheel remains on it.

New text [amended by vote in microlight committee]

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.

Reason

To add a description of abnormal landings in landing tasks in Annex 4.

Proposal 2

Proposal from

Owain JOHNS (GBR)

Proposal title

Start of a task for Microlights

Existing text

Section 10, 4.31.5 START OF A TASK

Take-offs and landings by Microlights in all tasks shall be completed within a 125 x 25 m landing deck, or for the task “Short take off and landing over obstacle”, within a deck 190 m x 25 m. Aircraft not capable of taxiing unaided from the deck after landing score zero. Landing provisions in the case of an emergency shall be specified at briefing. Failure to comply with instructions regarding emergency shall incur a penalty.

New text

Section 10, 4.31.5 START OF A TASK

Take-offs and landings by Microlights in all tasks shall normally be completed within a ~~125 x~~ 25 m wide landing deck, of minimum length 125m~~, or for the task “Short take off and landing over obstacle”, within a deck 190 m x 25 m~~. Aircraft not capable of taxiing unaided from the deck after landing score zero. Landing provisions in the case of an emergency shall be specified at briefing. Failure to comply with instructions regarding emergency shall incur a penalty

Reason

At the last two WMC Take-offs have been from a defined start for control purposes but not within a 125m 'deck' this aids safety, management of tasks is easier with parallel decks and it reduces the need for marshals, video evidence etc
A decision needs to be made to officially recognise this within Section 10.
Also, editorial removal of the sentence related to short take off and landing over an obstacle, because that task is no longer in the catalogue.

Proposal 3

Proposal from

Owain JOHNS (GBR)

Proposal title

Location of Photos

Existing text

Section 10, 4.31.8

The en-route photographs used for navigation tasks of Microlights must be taken from the air, between 150 and 300m AGL in the direction of the track, not more than 30 degrees off the track direction. The object on the photograph, that has to be found by the competitor, must not lie more than 200m off the track. The object to be found by the competitor should be indicated by a circle on the photograph. Otherwise the center of the photo is taken as reference for the photo location in the map

New text

Section 10, 4.31.8

The en-route photographs used for navigation tasks of Microlights must be taken from the air, between 150 and 300m AGL in the direction of the track, not more than 30 degrees off the track direction. The object on the photograph, that has to be found by the competitor, must not lie more than 200m off the track and shall be within 1000m of a ground feature marked on the map to enable the competitor to mark its position on the map.
The object to be found by the competitor should be indicated by a circle on the photograph. Otherwise the center of the photo is taken as reference for the photo location in the map

Reason

Jury report for WMC2024 - Deenethorpe
Recommendations
The three protests lead the jury to recommend some minor changes or addition to Sec. 10 and its amendments. One is to add a needed description where to place photos that need to be marked by the competitor on the comps map. So far there is no reference.
We believe the addition of this text satisfies this recommendation from the Jury.

Proposal 4

Proposal from

Rytis Paliulus (LTU)

Proposal title

Use of scoring and results publishing software

Existing text

Section 10, 4.34 SCORING

4.34.1 The scoring system to be used shall be approved by CIMA and attached to the local regulations. The scoring must be performed by strictly applying the procedures and formulas found in the approved task catalogue.
4.34.5 Along with the issue of the first provisional scores, an official task map must be issued, where all the photo and marker locations and gates used for scoring are marked. This requirement does not apply if the track logs according to 4.34.21 contain this information and are made available to the competitors before the issue of provisional scores.
4.34.6 The provisional score sheet must be posted with the minimum delay 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.
4.34.7 Overall scores will be posted as soon as the provisional scores for the second task are available.
4.34.8 Team scores will be posted as soon as the provisional scores for the first task are available.
4.34.9 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.
4.34.21 The track logs used to score a task should be made available to all competitors as soon as possible and remain intact and available for 90 days after the end of the competition.

New text

4.34.1 The scoring system to be used shall be approved by CIMA and attached to the local regulations. The scoring must be performed by strictly applying the procedures and formulas found in the approved task catalogue. The system used for scoring and results publishing must: (a) Be cloud-based (web-based); (b) Be able to instantly calculate the pilot's task result and immediately post it to an online publishing system that is publicly accessible. (c) Be able to score and publish live results when appropriate FRs are used in competition.

4.34.5 ~~Along with the issue of the first provisional scores, an official task map must be issued, where all the photo and marker locations and gates used for scoring are marked. This requirement does not apply if the track logs according to 4.34.21 contain this information and are made available to the competitors before the issue of provisional scores.~~ Immediately after the last competitor takes off, an official task map must be issued in both printed and electronic format, where all the photo and marker locations and gates used for

scoring are marked along with the scoring values assigned to those objects. Electronic format must be published to an online publishing system that is publicly accessible.
4.34.6 ~~The provisional score sheet must be posted with the minimum delay after finishing the task.~~ The provisional score sheet must be published to an online publishing system that is publicly accessible immediately after first competitor fully finishes a task. The online provisional score sheet must be updated frequently and continuously until last competitor fully finishes a task. After a last competitor finishes a task provisional score sheet must be printed and published on the official notices board. The official score sheet must be posted as soon as possible thereafter both in printed and online publishing system that is publicly accessible. In the case of the last task, the time limit is 2 hours after the posting of the provisional score sheet.
4.34.7 Overall scores will be posted ~~as soon as the provisional scores for the second task are available.~~ to an online publishing system that is publicly accessible together with the first provisional score (as described in 4.34.6) for the second task.
4.34.8 Team scores will be posted ~~as soon as the provisional scores for the first task are available~~ to an online publishing system that is publicly accessible together with the first provisional score (as described in 4.34.6) for the first task.
4.34.9 Overall scores and team scores ~~will be updated at least: When the first provisional scores for a new task are posted.~~ that are published online must be updated frequently and continuously: When a task scoring goes official or final. Once a day if there are changes in provisional scores. Once a day overall scores and team scores are posted on the official notices board.
4.34.21 The track logs used to score a task should be made available ~~to all competitors as soon as possible~~ on online publishing system that is publicly accessible immediately after last competitor fully finishes a task and remain intact and available for 90 days after the end of the competition.

Reason

Microlight and paramotor sports are still struggling with a lack of popularity. One reason for this is the closed nature of our competitions. Today, our sport needs to appeal not only to athletes but also to spectators, fans, supporters, and sponsors. Since attending events in person is usually not possible, we must promote our sport through all available modern means, such as the internet. As new technological opportunities arise, we must leverage them to popularize microlight and paramotor sports. Therefore, these amendments, intended for competition organizers, should be implemented to make our competitions more dynamic for both us athletes and the fans

Proposal 5

Proposal from

Kamil MANKOWSKI (QAT)

Proposal title

Team and Nation Scoring revision for Paramotor Slalom

Existing text

Section 10, 4.34.12

The team score shall be computed from
a) 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, WL2, GL1 and GL2
- Each valid Paramotor class which has a minimum of 8 pilots.
b) a combined Nation Score for paramotor classes shall be computed from the sum of the scores of:
- top N pilots in PF1 class excluding any PF1f participant
- top N pilots in PL1 class
- top N crew in PF2 class
- top N crew in PL2 class
- top N female pilot in PF1f class
where N equals:
• 1 if there are 8 or less pilots or crews participating in a class
• 2 if there are 9 to 16 pilots or crews participating in a class
• 3 if there is 17 or more pilots or crews participating in a class

New text

Addition of points:
c) Team Score in Paramotor Slalom championships are computed from the sum of the top three pilots of each country in PF1 (including PF1m, PF1f and PF1s class in general PF1 classification) and PL1 (including PL1s class in general PL1 classification)
d) Combined Nation Score for Paramotor Slalom championships shall be computed from the sum of the scores of:
- top N pilots in PF1 class (including any PF1m, PF1f and PF1s participant)
- top N pilots in PL1 class (including any PL1s participant)
where N equals:
• 1 if there are 8 or less pilots participating in a class
• 2 if there are 9 to 16 pilots participating in a class
• 3 if there is 17 or more pilots participating in a class

Reason

To revise the Team and Nation scoring formula in Paramotor Slalom competitions, ensuring fairness and consistency while accounting for the introduction of serial classes (PF1s and PL1s).

Justification

1. Core Class Emphasis
   The PF1 and PL1 classes form the foundation of competition scoring. Subclasses (PF1f, PF1s, PL1s) contribute to the main class rankings but should not unduly impact Team and Nation scores based on their independent classifications.
2. Fairness and Representation
   Nations with limited resources or smaller teams face challenges in fielding pilots for PF1f or serial classes. The current scoring system may disadvantage these nations, creating an uneven playing field.
3. Clear Scoring Distinction
   While subclass results (PF1f, PF1s, PL1s) remain part of the main class rankings, their independent classifications should not directly affect Team and Nation scores.

Proposed Revisions

1. Inclusion of Subclass Results in Main Class Rankings
   - Subclass pilots (PF1f, PF1s, PL1s) will continue to influence Team and Nation scores as their results are reflected in the main class rankings (PF1 and PL1).
   - Their separate subclass standings will be for individual recognition only and will not impact overall Team and Nation rankings.
2. Independent Subclass Recognition
   - Subclass-specific titles and medals will be awarded, promoting broader participation while maintaining a clear distinction from main class scoring.
3. Balanced Scoring System
   - Team and Nation scores will reflect the top performances from PF1 and PL1, ensuring fairness for nations with varying levels of pilot participation in subclasses.

Conclusion

This revised scoring formula preserves fairness and competitiveness while supporting broader participation in new subclasses. It balances subclass recognition with equitable Team and Nation rankings. Implementation is recommended for the next competition cycle

Proposal 6

Proposal from

Eva JESLINKOVA (FRA)

Proposal title

Review on Complaint Scope

Existing text

Section 10, 4.35.1

A competitor who is dissatisfied on any matter may, through his team leader, make a complaint in writing to the director.

New text

Section 10, 4.35.1

A competitor who is dissatisfied on any ~~matter~~ single aspect of a task, scoring or task design which may affect the competitors' / complainant's score may, through his team leader, make a complaint in writing to the director.

Reason

In the past, the directors faced a significant number of abusive complaints. Such complaints create unjustified and almost unbearable workload for the organisers who can't then focus on the competition itself, creating the possibility for mistakes or outbursts. This is why, we would like to restrict as much as possible the field of complaints to those directly related to the sportive aspects of the competition. This will allow for more focus on the sporting aspects of the competition, thus gaining in the overall attractivity of the event.

Proposal 7

Proposal from

Owain JOHNS (GBR)

Proposal title

Complaints

Existing text

Section 10, 4.35.1
A competitor who is dissatisfied on any matter may, through his team leader, make a complaint in writing to the director.

New text

Section 10, 4.35.1
A competitor who is dissatisfied ~~on any matter~~ with a single aspect of a task, their score or task design which affects the competitors score may, through his team leader, make a complaint in writing to the director.

Reason

'Any matter' is very broad and can result in competitors team leaders submitting complaints which could be considered tactical or against other competitors. The addition of 'affects the competitors score' should reduce this.
The addition of a 'single aspect' is to reduce a lengthy complaint which involves numerous elements to it, a competitor could submit a single complaint which involves numerous elements which can be confusing, time consuming and it were to become a protest and be submitted to the Jury the competitor would be really getting their value for money by submitting a single complaint with multiple aspects within it.

Proposal 8

Proposal from

Wolfgang LINTL (GER)

Proposal title

Complaint Time in Paramotor Slalom

Existing text

Section 10, 4.35.2
Complaints must be presented not later than 6 hours after the respective provisional score sheet has been published, not counting the time between 22:00 and 07:00, except for the tasks for which the results are published on the last competition day, or for provisional score sheets published on or after the last competition day, when the time limit is 2 hours.

New text

[additional text after paragraph]:
In Paramotor Slalom a complaint must be presented not later than 2 hours after the last pilot landed and the results are published.

Reason

Reason: Due to instant scoring there is no need to wait 6 hours for making results official. Result can be presented to competitors, media and public much faster.

Proposal 9

Proposal from

Jiri KRAJCA (CZE)

Proposal title

Complaint Change

Existing text

None

New text

Section 10, 4.35.4

The director cannot change his response after he has already issued a response to the complaint published on the official notice board.

Reason

During the last championship, the director changed his response to the complaint a few days after it had been issued.

Proposal 10

Proposal from

Igor PUGACH (UKR)

Proposal title

Maximum amount of fuel for limited fuel tasks

Existing text

Section 10, 5.4.1
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.

New text [original proposal]

Section 10, 5.4.1
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.
In any case, the amount of fuel should not be larger than the value that will allow it to be completely used up (except for the briefed minimum fuel remainder for safe landing) while achieving the maximum possible result (flight range, duration, etc.) of a given fuel economy task

New text [amended by vote in microlight committee]

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.

Reason

When the competition organisers limit (whatever the reasons) the maximum distance and/or time to be flown during a fuel economy task so that the maximum amount of fuel briefed for this task cannot be used completely (except for the briefed minimum fuel remainder for safe landing), this fuel economy task loses its sense and

attractiveness to the competitors. That artificially reduces the task score of the competitors flying more fuel-efficient microlights and contradicts to paragraph 4.2.1 of Section 10, preventing the determination of the competition winner.

Proposal 11

Proposal from

Jiri KRAJCA (CZE)

Proposal title

Starting, Finishing, and Turning Points

Existing text

Section 10, 5.6 STARTING AND FINISHING

5.6.1 Take off Point. The precise point at which any part of an aircraft or its crew cease to be in contact with the ground or water.
5.6.2 Lines are gates of maximum 1 km in width and of unlimited height, the base being specified on the surface of the earth and at right angles to the first leg of the course. For championships any dimension or orientation shall be detailed in the local regulations or given at briefing.
5.6.3 A start line is crossed when the first part of the aircraft cuts the line. Time measurement is taken from the GNSS fix immediately before it is crossed; distance measurement is from the centre point of the start line.
5.6.4 Finish lines are gates of maximum 1 km in width and of unlimited height, the base being specified on the surface of the earth and at right angles to the last leg of the course. For championships any dimension or orientation shall be detailed in the local regulations or given at briefing.
5.6.5 A finish line is crossed when the first part of the aircraft cuts the line unassisted by any force external to the aircraft. Time measurement is taken from the GNSS fix immediately after it is crossed; distance measurement is from the centre point of the finish line.
5.6.6 Landing Point. The precise point at which any part of an aircraft or its crew first touches the ground or water.
5.6.7 Slalom start and finish gates shall be between 6m and 12m in width and a maximum of 2m in height. Details shall be included in the Local Regulations.

New text [original proposal]

[additional text]: 5.6.8 Turning points (TPs) shall be perpendicular to the inbound track.

New text [amended by vote in microlight committee]

5.6.8 Gates shall be perpendicular to the inbound track.

Reason

During the last championship, the orientations of the turning points were not aligned with the inbound track and were insufficiently described.

Proposal 12

Proposal from

Owain JOHNS (GBR)

Proposal title

Refining the scoring of cross country tasks

Existing text

Section 10, Annex 3, 2.3.4 CROSS COUNTRY TASKS

The maximum score will be between 500 and 1500 points per task.

New text

Section 10, Annex 3, 2.3.4 CROSS COUNTRY TASKS

The maximum score will be between 500 and 1500 points per task. In Team Leaders briefings and task descriptions the maximum score which can be achieved in each task needs to clearly communicated before each task and cannot be changed.

Reason

Section 10 4.29.3 states that:

Tasks shall, as far as practicable, conform to the following guidelines in standard championships: For Microlight aircraft classes AL, WL WF and GL
A Tasks for flight planning, navigation, etc with no fuel limit: 65% 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: 15% of the total value of the tasks flown.
This needs to be discussed and agreed,

1. What is 'practicable'
2. What is an acceptable balance?
3. Therefore, what is the tolerance and how much can the percentages change before not confirming to the guidelines in 4.29.3 ?

The maximum value of the tasks between 500 and 1500 points per task gives the competition director a better chance of meeting the guidelines of Section 10 4.29.3. This existing range in Annex 3 gives the Competition Director flexibility and enables them to have a better chance of achieving the current 65% 20% 15 % guidelines. See attachment for examples.
Depending upon weather conditions this would give a Competition Director a better chance of having a valid competition in the event of poor weather or if perfect weather conditions flying as many tasks as is possible.

Also, as the level of difficulty, complexity increased the Competition Director can reward and recognise more difficult tasks.

Proposal 13

Proposal from

Wolfgang LINTL (GER)

Proposal title

Ground Feature Description

Existing text

Section 10, Annex 4, Page 2 (explanation of symbols)

Ground feature to be photographed or controlled by FR evidence.

New text

Ground feature ~~to be photographed or~~ controlled by FR evidence.

Reason

This method was not used any longer and can be deleted.

Proposal 14

Proposal from

Wolfgang LINTL (GER)

Proposal title

Photos

Existing text

Section 10, Annex 4, 1.2.1 GENERAL

Tasks fall into Three Categories:
A Flight planning, navigation estimated time and speed. No fuel limitation.
B Fuel economy, speed range, duration. Fuel limited to maximum 15 kg for aircraft flown solo and 22 kg for aircraft flown with two people.
C Precision
The proportion of each task to be used is stated in S10, 4.29.3
Any task may be set more than once, either identically or with variations.
Distances should be as long as possible referring to the recommended still air range of the competing aircraft stated in S10 4.17.7.

In any task requiring pre-declaration of speed or elapsed time the Director may set up hidden gates through which the pilot would fly if on the correct flight path. Pilots failing to be checked through such gates or who are observed flying a devious path to adjust timing/speed errors may be penalised. No information will be given at briefing on the existence or whereabouts of hidden gates, or the method by which they are controlled.

The Director may set a time period for completion of a task in addition to the last landing time.
Where 2m Pylons are defined in tasks, at the discretion of the Competition Director these may be replaced by 12m (+- 1m) inflatable pylons.

New text

[additional text]:
A: The maximum number of photos to identify during one task must not exceed 10 per page and one page should only cover a defined part of the task
B: The maximum number of photos to identify during one task must not exceed 12 on one page.

Reason

Several team leader and competitor complaint about the high number of photos to look at during one task. In open weight shift microlights, it is difficult to handle more than 10 - 12 photos or more than one page with photos. If one page is only relevant for a specific part of a task, a second page may can added.

Proposal 15

Proposal from

Jiri KRAJCA (CZE)

Proposal title

Circle task for microlights

Existing text

Section 10, Annex 4. 2.A7 Circle

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

New text

Section 10, Annex 4. 2.A7 Circle

Penalties
A 20% penalty will be imposed for flying the circle outside of a range of ~~200ft (61m)~~ 600ft (183m) between lowest and highest height.

Reason

Older GPS loggers are not accurate enough, and are not designed to measure altitude, but 2D positions. The altitude limits therefore need to be corrected for a possible GPS altitude measurement error that is greater than the required 200ft for the ring. In general, the GPS altitude tolerance is 330ft -500ft.

Proposal 16

Proposal from

Wolfgang LINTL (GER)

Proposal title

Circle task for microlights

Existing text

S10 Annex 4. 2.A7 Circle
The objective is to fly a precise 360 degree circle around a marker in a range of radius of minimum 200 meters to a maximum of 750 meters. The competitor may choose the radius within the given limits. To fly into the circle the competitor has to overfly the start point (SP) as well as the center marker (CM) in a straight line initially.
The scored 360 degree circle has to be flown in any desired height, but without exceeding 200ft (61m) between lowest and highest height.
Penalties:
A 20% penalty will be imposed for flying the circle outside of a range of 200ft (61m) between lowest and highest height.

New text

The objective is to fly a precise 360 degree circle around a marker in a range of radius of minimum 200 meters to a maximum of 750 meters. The competitor may choose the radius within the given limits. To fly into the circle the competitor has to overfly the start point (SP) as well as the center marker (CM) in a straight line initially.
The scored 360 degree circle has to be flown in any desired height, ~~but without exceeding 200ft (61m) between lowest and highest height.~~
~~Penalties:~~
~~A 20% penalty will be imposed for flying the circle outside of a range of 200ft (61m) between lowest and highest height.~~

Reason

Due to the fact, that loggers without pressure sensors are not very precise in tracking the altitude, the rule of flying in a 200 ft altitude corridor during this task is not adequate and will cause discussions. From participants at the last WMC it was also mentioned that it is enough to prove pilot's skill with all the other elements of this task.

Proposal 17

Proposal from

Owain JOHNS (GBR)

Proposal title

Removal of Split Square task for Microlights

Existing text

Section 10, Annex 4. 2.B1 SPLIT SQUARE

Objectives To fly around a square circuit, divided into a speed leg and an economy leg, using the minimum amount of fuel, the competitor deciding how much fuel to take. The competitor may choose to identify an optional scoring marker or ground feature in the centre of the square.

New text

[Removal of entire task]

Reason

We were informed by the Czech team captain and also Czech delegate that before WMC2024 that this task had been removed but this had not been reflected in the editing of Annex 4 - Task Catalogues.
I understand that this was because of the machine / speed element.

Proposal 18

Proposal from

Wolfgang LINTL (GER)

Proposal title

Engine stop or idle procedure on landing tasks for microlights

Existing text

Section 10, Annex 4. 2.C1 and 2.C2

Engine to Stop or Idle

The aircraft must approach the deck in the landing direction at a height of 1,000 ft. Before passing over the start of the deck the engine must be switched off or the throttle must be closed and the engine set to idle, as specified in the briefing. The aircraft must then fly over the full length of the deck before starting the descending circuit.

New text

Section 10, Annex 4. 2.C1 and 2.C2

Engine to Stop or Idle

The aircraft must approach the deck in the landing direction at a minimum height of 1,000 ft. Before passing over the start of the deck the engine must be switched off or the throttle must be closed and the engine set to idle, as specified in the briefing. The aircraft must then fly over the full length of the deck before starting the descending circuit. Gyrocopter can turn earlier in to the descending circuit.

Reason

During several competition briefings, there was always a discussion, if this 1.000 ft. is a must or if it is allowed to fly higher. 1.000 feet should be a minimum. If a competitor with a bad glide ration, flying higher is better for safety.
Gyrocopter with stopped engine will have a significant high descend rate which would made a traffic pattern very short.

Proposal 19

Proposal from

Jiri KRAJCA (CZE)

Proposal title

Spot Landing task for Microlights C1

Existing text

Section 10, Annex 4. 2.C1 SPOT LANDING

Objectives

The objective is for the aircraft to touch down within a marked deck, as close to the start of the deck as possible, coming to a halt in as short a distance as possible.

Summary
This task simulates a landing on an aircraft carrier deck, the deck being a deck 125 metres long and 25 metres wide. Deck length shall be adjusted according to the airfield elevation (S10 4.31.5). The width of the deck may be decreased to be adjusted to the width of the existing runway (S10 4.31.5). The first 25-metre section of the deck is divided into five 5 metre strips which are scored from 250 to 50 points as shown. The remainder of the deck scores 25 points. In order to score the main wheels must touch down in a particular strip and the aircraft must come to a complete halt within the 125-metre deck, as close to the start of the deck as possible.

Takeoff
The takeoff order will be specified at the task briefing. The pilot must position his aircraft to the satisfaction of the marshal and must not take off until instructed to do so by the marshal. The form of signal to be used by the marshal for this purpose will be specified at the briefing.

Climbing Circuit
The procedure for the climbing circuit will be specified at the task briefing.

Engine to Stop or Idle
The aircraft must approach the deck in the landing direction at a height of 1,000 ft. Before passing over the start of the deck the engine must be switched off or the throttle must be closed and the engine set to idle, as specified in the briefing. The aircraft must then fly over the full length of the deck before starting the descending circuit.

Descending Circuit
The procedure for the descending circuit will be specified at the briefing.

Landing
Once the aircraft has started its final approach no deviation of over 90 ° from the deck centreline either in the air or on the ground is permitted and the engine must remain at idle or may be switched off. The aircraft must come to a complete standstill and must not move until instructed to do so by a marshal.

Scoring
The score will be the value of the strip in which both main wheels touch down with the ground (PS) plus the distance between the finish of the deck and the closest wheel, scored 1 point per whole metre (PD). Touching down on a dividing line scores the higher of the two strips.
The pilot will be scored zero if:
· - The aircraft commences takeoff before instructed to do so by the marshal
· - The engine is not stopped or the throttle is not closed before passing over the deck
· - The aircraft does not pass over the entire length of the deck before turning to descend
· - The engine does not remain at idle once final approach has started if engine idle permitted
· - The aircraft turns by more than 90 degrees from the deck centreline between starting the landing approach and coming to a standstill
· - Any part of the aircraft touches the ground before the deck.
· - The aircraft does not stop within the limits of the deck.
· - The aircraft moves from the deck before instructed to do so by a marshal
· - The aircraft is unable to taxi or take off unaided following the touchdown although failure to start the engine will not incur a penalty
Thus the score calculation will be (PS + PD) with a hypothetical maximum score of 350

New text

Section 10, Annex 4. 2.C1 SPOT LANDING

Objectives
The objective is for the aircraft to touch down within a marked deck, as close to the start of the deck as possible~~, coming to a halt in as short a distance as possible~~.

Summary
This task simulates a landing on an aircraft carrier deck, the deck being a deck 125 metres long and 25 metres wide. Deck length shall be adjusted according to the airfield elevation (S10 4.31.5). The width of the deck may be decreased to be adjusted to the width of the existing runway (S10 4.31.5). The first 25-metre section of the deck is divided into five 5 metre strips which are scored from 250 to 50 points as shown. The remainder of the deck scores 25 points. In order to score the main wheels must touch down in a particular strip ~~and the aircraft must come to a complete halt within the 125-metre deck, as close to the start of the deck as possible~~.

Takeoff
The takeoff order will be specified at the task briefing. The pilot must position his aircraft to the satisfaction of the marshal and must not take off until instructed to do so by the marshal. The form of signal to be used by the marshal for this purpose will be specified at the briefing.

Climbing Circuit
The procedure for the climbing circuit will be specified at the task briefing.

Engine to Stop or Idle
The aircraft must approach the deck in the landing direction at a height of 1,000 ft. Before passing over the start of the deck the engine must be switched off or the throttle must be closed and the engine set to idle, as specified in the briefing. The aircraft must then fly over the full length of the deck before starting the descending circuit.

Descending Circuit

The procedure for the descending circuit will be specified at the briefing.

Landing
Once the aircraft has started its final approach no deviation of over 90 ° from the deck centreline either in the air or on the ground is permitted and the engine must remain at idle or may be switched off. ~~The aircraft must come to a complete standstill and must not move until instructed to do so by a marshal.~~

Scoring
The score will be the value of the strip in which both main wheels touch down with the ground (PS) ~~plus the distance between the finish of the deck and the closest wheel, scored 1 point per whole metre (PD)~~. Touching down on a dividing line scores the higher of the two strips.
The pilot will be scored zero if:
· - The aircraft commences takeoff before instructed to do so by the marshal
· - The engine is not stopped or the throttle is not closed before passing over the deck
· - The aircraft does not pass over the entire length of the deck before turning to descend
· - The engine does not remain at idle once final approach has started if engine idle permitted
· - The aircraft turns by more than 90 degrees from the deck centreline between starting the landing approach ~~and coming to a standstill~~
· - Any part of the aircraft touches the ground before the deck.
· - The aircraft has made an abnormal landing
~~· - The aircraft does not stop within the limits of the deck.~~
~~· - The aircraft moves from the deck before instructed to do so by a marshal~~
· - The aircraft is unable to taxi or take off unaided following the touchdown although failure to start the engine will not incur a penalty
Thus the score calculation will be (PS ~~+ PD~~) ~~with a hypothetical~~ will be a maximum score of 350 250.

Reason

The outcome of landing tasks often depends significantly on the aircraft's performance characteristics. These tasks are frequently accompanied by abnormal landings, such as hard landings, which pose considerable risks, particularly to modern 600 kg fixed-wing microlights. Abnormal landings can involve excessive forces during touchdown or uneven distribution of loads, potentially leading to damage to critical components like the landing gear.
Hard braking or abrupt maneuvers during landing tasks exacerbate these risks. In many cases, structural damage to the landing gear has occurred, presenting a serious hazard to both pilots and aircraft integrity. For example, during WMC24, several microlights experienced severe structural damage directly attributed to the stresses of abnormal landings under competitive conditions.
To attract new participants and enhance safety, it is advisable to reconsider the inclusion of metrics like stopping distance in these tasks. Doing so may help mitigate the risk of damage caused by hard braking or other extreme actions during landings.

Proposal 20

Proposal from

Jiri KRAJCA (CZE)

Proposal title

Spot Landing - Timed task for Microlights C2

Existing text

Section 10, Annex 4. 2.C2 SPOT LANDING - TIMED.

Objectives
The objective is for the aircraft to touch down within a marked deck at a specific time, as close to the start of the deck as possible, coming to a halt in as short a distance as possible.

Summary
This task simulates a landing on an aircraft carrier deck, the deck being a deck 125 metres long and 25 metres wide. Deck length shall be adjusted according to the airfield elevation (S10 4.31.5). The width of the deck may be decreased to be adjusted to the width of the existing runway (S10 4.31.5). The first 25-metre section of the deck is divided into five 5 metre strips which are scored from 250 to 50 points as shown. The remainder of the deck scores 25 points. In order to score the main wheels must touch down in a particular strip and the aircraft must come to a complete halt within the 125-metre deck, as close to the start of the deck as possible. Additional points may be scored if the scoring touchdown takes place at or near an exact full minute as indicated by the competition clock, eg 11:31:00 hrs is a full minute, 11:31 17 hrs is not.

Takeoff
The takeoff order will be specified at the task briefing. The pilot must position his aircraft to the satisfaction of the marshal and must not take off until instructed to do so by the marshal. The form of signal to be used by the marshal for this purpose will be specified at the briefing.

Climbing Circuit
The procedure for the climbing circuit will be specified at the task briefing.

Engine to Stop or Idle
The aircraft must approach the deck in the landing direction at a height of 1,000 ft. Before passing over the start of the deck the engine must be switched off or the throttle must be closed and the engine set to idle, as specified in the briefing. The aircraft must then fly over the full length of the deck before starting the descending circuit.

Descending Circuit
The procedure for the descending circuit will be specified at the briefing.

Landing
Once the aircraft has started its final approach no deviation of over 90 ° from the deck centreline either in the air or on the ground is permitted. The aircraft must come to a complete standstill and must not move until instructed to do so by a marshal.

Scoring
The score will be the value of the strip in which both main wheels touch down (PS) plus the distance between the finish of the deck and the closest wheel, scored 1 point per whole metre (PD). Touching down on a dividing line scores the higher of the two strips. If the aircraft touches down on a full minute, the time being taken from the official clock, ±5 seconds a further 100 points is scored (PT). This score will be reduced by 5 points for every second outside ±5 seconds from a full minute.
The pilot will be scored zero if:
· - The aircraft commences takeoff before instructed to do so by the marshal
· - The engine is not stopped or the throttle is not closed before passing over the deck
· - The aircraft does not pass over the entire length of the deck before turning to descend
· - The engine does not remain at idle once final approach has started if engine idle permitted
· - Any part of the aircraft touches the ground before the deck.
· - The aircraft turns by more than 90 degrees from the deck centreline between starting the landing approach and coming to a standstill
· - The aircraft does not stop within the limits of the deck.
· - The aircraft moves from the deck before instructed to do so by a marshal
· - The aircraft is unable to taxi or take off unaided following the touchdown although failure to start the engine will not incur a penalty
Thus the score calculation will be (PS+PD+PT) with a maximum score of 450

New text

Section 10, Annex 4. 2.C2 SPOT LANDING - TIMED.

Objectives
The objective is for the aircraft to touch down within a marked deck at a specific time, as close to the start of the deck as possible~~, coming to a halt in as short a distance as possible~~.

Summary
This task simulates a landing on an aircraft carrier deck, the deck being a deck 125 metres long and 25 metres wide. Deck length shall be adjusted according to the airfield elevation (S10 4.31.5). The width of the deck may be decreased to be adjusted to the width of the existing runway (S10 4.31.5). The first 25-metre section of the deck is divided into five 5 metre strips which are scored from 250 to 50 points as shown. The remainder of the deck scores 25 points. In order to score the main wheels must touch down in a particular strip and the aircraft must come to a complete halt within the 125-metre deck, as close to the start of the deck as possible. Additional points may be scored if the scoring touchdown takes place at or near an exact full minute as indicated by the competition clock, eg 11:31:00 hrs is a full minute, 11:31 17 hrs is not.

Takeoff
The takeoff order will be specified at the task briefing. The pilot must position his aircraft to the satisfaction of the marshal and must not take off until instructed to do so by the marshal. The form of signal to be used by the marshal for this purpose will be specified at the briefing.

Climbing Circuit
The procedure for the climbing circuit will be specified at the task briefing.

Engine to Stop or Idle
The aircraft must approach the deck in the landing direction at a height of 1,000 ft. Before passing over the start of the deck the engine must be switched off or the throttle must be

closed and the engine set to idle, as specified in the briefing. The aircraft must then fly over the full length of the deck before starting the descending circuit.

Descending Circuit
The procedure for the descending circuit will be specified at the briefing.

Landing
Once the aircraft has started its final approach no deviation of over 90 ° from the deck centreline either in the air or on the ground is permitted. The aircraft must come to a complete standstill and must not move until instructed to do so by a marshal.

Scoring
The score will be the value of the strip in which both main wheels touch down (PS~~) plus the distance between the finish of the deck and the closest wheel, scored 1 point per whole metre (PD)~~. Touching down on a dividing line scores the higher of the two strips. If the aircraft touches down on a full minute, the time being taken from the official clock, ±5 seconds a further 100 points is scored (PT). This score will be reduced by 5 points for every second outside ±5 seconds from a full minute.
The pilot will be scored zero if:
· - The aircraft commences takeoff before instructed to do so by the marshal
· - The engine is not stopped or the throttle is not closed before passing over the deck
· - The aircraft does not pass over the entire length of the deck before turning to descend
· - The engine does not remain at idle once final approach has started if engine idle permitted
· - Any part of the aircraft touches the ground before the deck.
· - The aircraft turns by more than 90 degrees from the deck centreline between starting the landing approach ~~and coming to a standstill~~
· - The aircraft has made an abnormal landing
~~· - The aircraft does not stop within the limits of the deck.~~
~~· - The aircraft moves from the deck before instructed to do so by a marshal~~
· - The aircraft is unable to taxi or take off unaided following the touchdown although failure to start the engine will not incur a penalty
Thus the score calculation will be (PS~~+PD~~+PT) with a maximum score of ~~450~~ 350

Reason

The outcome of landing tasks often depends significantly on the aircraft's performance characteristics. These tasks are frequently accompanied by abnormal landings, such as hard landings, which pose considerable risks, particularly to modern 600 kg fixed-wing microlights. Abnormal landings can involve excessive forces during touchdown or uneven distribution of loads, potentially leading to damage to critical components like the landing gear.
Hard braking or abrupt maneuvers during landing tasks exacerbate these risks. In many cases, structural damage to the landing gear has occurred, presenting a serious hazard to both pilots and aircraft integrity. For example, during WMC24, several microlights experienced severe structural damage directly attributed to the stresses of abnormal landings under competitive conditions.
To attract new participants and enhance safety, it is advisable to reconsider the inclusion of metrics like stopping distance in these tasks. Doing so may help mitigate the risk of damage caused by hard braking or other extreme actions during landings.

Proposal 21

Proposal from

Jiri KRAJCA (CZE)

Proposal title

Powered Precision Landing task for Microlights C3

Existing text

Section 10 Annex 4. 2.C3 POWERED PRECISION LANDING

Objectives
The objective is for the aircraft to touch down within a marked deck, as close to the start of the deck as possible, coming to a halt in as short a distance as possible.

Summary
This task simulates a landing on an aircraft carrier deck, the deck being a deck 125 metres long and 25 metres wide. Deck length shall be adjusted according to the airfield elevation (S10 4.31.5). The width of the deck may be decreased to be adjusted to the width of the existing runway (S10 4.31.5). The first 25-metre section of the deck is divided into five 5 metre strips which are scored from 250 to 50 points as shown. The remainder of the deck scores 25 points. In order to score the main wheels must touch down in a particular strip and the aircraft must come to a complete halt within the 125-metre deck, as close to the start of the deck as possible.

Joining
This task will follow the completion of a prior task in which no landing is required. Instructions for joining will be provided at the briefing or in the instructions for the prior task.

Landing
Once the aircraft has started its final approach no deviation of over 90 ° from the deck centreline either in the air or on the ground is permitted. The pilot may choose whatever engine setting he chooses or may switch off the engine unless otherwise instructed at the briefing. The aircraft must come to a complete standstill and must not move until instructed to do so by a marshal.

Scoring
The score will be the value of the strip in which both main wheels touch down (PS) plus the distance between the finish of the deck and the closest wheel, scored 1 point per whole metre (PD). Touching down on a dividing line scores the higher of the two strips.
The pilot will be scored zero if:
· - Any part of the aircraft touches the ground before the deck
· - The aircraft turns by more than 90 degrees from the deck centreline between starting the landing approach and coming to a standstill
· - The aircraft does not stop within the limits of the deck.
· - The aircraft moves from the deck before instructed to do so by a marshal
· - The aircraft is unable to taxi or take off unaided following the touchdown although failure to start the engine will not incur a penalty
Thus the score calculation will be (PS + PD) with a maximum hypothetical score of 350

New text

Section 10 Annex 4. 2.C3 POWERED PRECISION LANDING

Objectives
The objective is for the aircraft to touch down within a marked deck, as close to the start of the deck as possible~~, coming to a halt in as short a distance as possible~~.

Summary
This task simulates a landing on an aircraft carrier deck, the deck being a deck 125 metres long and 25 metres wide. Deck length shall be adjusted according to the airfield elevation (S10 4.31.5). The width of the deck may be decreased to be adjusted to the width of the existing runway (S10 4.31.5). The first 25-metre section of the deck is divided into five 5 metre strips which are scored from 250 to 50 points as shown. The remainder of the deck scores 25 points. In order to score the main wheels must touch down in a particular strip ~~and the aircraft must come to a complete halt within the 125-metre deck, as close to the start of the deck as possible~~.

Joining
This task will follow the completion of a prior task in which no landing is required. Instructions for joining will be provided at the briefing or in the instructions for the prior task.

Landing
Once the aircraft has started its final approach no deviation of over 90 ° from the deck centreline either in the air or on the ground is permitted. The pilot may choose whatever engine setting he chooses or may switch off the engine unless otherwise instructed at the briefing. The aircraft must come to a complete standstill and must not move until instructed to do so by a marshal.

Scoring
The score will be the value of the strip in which both main wheels touch down (PS) ~~plus the distance between the finish of the deck and the closest wheel, scored 1 point per whole metre (PD)~~. Touching down on a dividing line scores the higher of the two strips.
The pilot will be scored zero if:
· - Any part of the aircraft touches the ground before the deck
· - The aircraft turns by more than 90 degrees from the deck centreline between starting the landing approach ~~and coming to a standstill~~
· - The aircraft made an abnormal landing
~~· - The aircraft does not stop within the limits of the deck.~~
~~· - The aircraft moves from the deck before instructed to do so by a marshal~~
· - The aircraft is unable to taxi or take off unaided following the touchdown although failure to start the engine will not incur a penalty
Thus the score calculation will be (PS ~~+ PD~~) with a maximum ~~hypothetical~~ score of ~~350~~ 250

Reason

The outcome of landing tasks often depends significantly on the aircraft's performance characteristics. These tasks are frequently accompanied by abnormal landings, such as hard landings, which pose considerable risks, particularly to modern 600 kg fixed-wing microlights. Abnormal landings can involve excessive forces during touchdown or uneven distribution of loads, potentially leading to damage to critical components like the landing gear.

Hard braking or abrupt maneuvers during landing tasks exacerbate these risks. In many cases, structural damage to the landing gear has occurred, presenting a serious hazard to both pilots and aircraft integrity. For example, during WMC24, several microlights experienced severe structural damage directly attributed to the stresses of abnormal landings under competitive conditions.

To attract new participants and enhance safety, it is advisable to reconsider the inclusion of metrics like stopping distance in these tasks. Doing so may help mitigate the risk of damage caused by hard braking or other extreme actions during landings.

Proposal 22

Proposal from

Jiri KRAJCA (CZE)

Proposal title

Powered Precision Landing – timed - task for Microlights C4

Existing text

Section 10, Annex 4. 2.C4 POWERED PRECISION LANDING - TIMED

Objectives
The objective is for the aircraft to touch down within a marked deck at a specific time, as close to the start of the deck as possible, coming to a halt in as short a distance as possible.

Summary
This task simulates a landing on an aircraft carrier deck, the deck being a deck 125 metres long and 25 metres wide. Deck length shall be adjusted according to the airfield elevation (S10 4.31.5). The width of the deck may be decreased to be adjusted to the width of the existing runway (S10 4.31.5). The first 25-metre section of the deck is divided into five 5 metre strips which are scored from 250 to 50 points as shown. The remainder of the deck scores 25 points. In order to score the main wheels must touch down in a particular strip and the aircraft must come to a complete halt within the 125-metre deck, as close to the start of the deck as possible. . Additional points may be scored if the scoring touchdown takes place at or near an exact full minute as indicated by the competition clock, eg 11:31:00 hrs is a full minute, 11:31 17 hrs is not.

Joining
This task will follow the completion of a prior task in which no landing is required. Instructions for joining will be provided at the briefing or in the instructions for the prior task.

Landing
Once the aircraft has started its final approach no deviation of over 90 ° from the deck centreline either in the air or on the ground is permitted. The pilot may choose whatever engine setting he chooses or may switch off the engine unless otherwise instructed at the briefing. The aircraft must come to a complete standstill and must not move until instructed to do so by a marshal.

Scoring
The score will be the value of the strip in which both main wheels touch down with the ground (PS) plus the distance between the finish of the deck and the closest wheel, scored 1 point per whole metre (PD). Touching down on a dividing line scores the higher of the two strips. If the aircraft touches down on a full minute, the time

being taken from the official clock, ±5 seconds a further 100 points is scored (PT). This score will be reduced by 5 points for every second outside ±5 seconds from a full minute.
The pilot will be scored zero if:
· - Any part of the aircraft touches the ground before the deck
· - The aircraft turns by more than 90 degrees from the deck centreline between starting the landing approach and coming to a standstill
· - The aircraft does not stop within the limits of the deck.
· - The aircraft moves from the deck before instructed to do so by a marshal
· - The aircraft is unable to taxi or take off unaided following the touchdown although failure to start the engine will not incur a penalty
Thus the score calculation will be (PS+PD+PT) with a maximum hypothetical score of 450.

New text

Section 10, Annex 4. 2.C4 POWERED PRECISION LANDING - TIMED

Objectives

The objective is for the aircraft to touch down within a marked deck at a specific time, as close to the start of the deck as possible~~, coming to a halt in as short a distance as possible.~~

Summary

This task simulates a landing on an aircraft carrier deck, the deck being a deck 125 metres long and 25 metres wide. Deck length shall be adjusted according to the airfield elevation (S10 4.31.5). The width of the deck may be decreased to be adjusted to the width of the existing runway (S10 4.31.5). The first 25-metre section of the deck is divided into five 5 metre strips which are scored from 250 to 50 points as shown. The remainder of the deck scores 25 points. In order to score the main wheels must touch down in a particular strip and the aircraft must come to a complete halt within the 125-metre deck, as close to the start of the deck as possible. Additional points may be scored if the scoring touchdown takes place at or near an exact full minute as indicated by the competition clock, eg 11:31:00 hrs is a full minute, 11:31 17 hrs is not.

Joining

This task will follow the completion of a prior task in which no landing is required. Instructions for joining will be provided at the briefing or in the instructions for the prior task.

Landing

Once the aircraft has started its final approach no deviation of over 90 ° from the deck centreline either in the air or on the ground is permitted. The pilot may choose whatever engine setting he chooses or may switch off the engine unless otherwise instructed at the briefing. ~~The aircraft must come to a complete standstill and must not move until instructed to do so by a marshal~~.

Scoring

The score will be the value of the strip in which both main wheels touch down with the ground (PS) ~~plus the distance between the finish of the deck and the closest~~

~~wheel, scored 1 point per whole metre (PD)~~. Touching down on a dividing line scores the higher of the two strips. If the aircraft touches down on a full minute, the time being taken from the official clock, ±5 seconds a further 100 points is scored (PT). This score will be reduced by 5 points for every second outside ±5 seconds from a full minute.
The pilot will be scored zero if:

- - Any part of the aircraft touches the ground before the deck
- - The aircraft turns by more than 90 degrees from the deck centreline between starting the landing approach ~~and coming to a standstill~~
- - The aircraft made an abnormal landing.
- ~~- The aircraft does not stop within the limits of the deck.~~
- ~~- The aircraft moves from the deck before instructed to do so by a marshal~~
- - The aircraft is unable to taxi or take off unaided following the touchdown although failure to start the engine will not incur a penalty

Thus the score calculation will be (PS+~~PD+~~PT) with a maximum hypothetical score of ~~450~~ 350.

Reason

The outcome of landing tasks often depends significantly on the aircraft's performance characteristics. These tasks are frequently accompanied by abnormal landings, such as hard landings, which pose considerable risks, particularly to modern 600 kg fixed-wing microlights. Abnormal landings can involve excessive forces during touchdown or uneven distribution of loads, potentially leading to damage to critical components like the landing gear.
Hard braking or abrupt maneuvers during landing tasks exacerbate these risks. In many cases, structural damage to the landing gear has occurred, presenting a serious hazard to both pilots and aircraft integrity. For example, during WMC24, several microlights experienced severe structural damage directly attributed to the stresses of abnormal landings under competitive conditions.
To attract new participants and enhance safety, it is advisable to reconsider the inclusion of metrics like stopping distance in these tasks. Doing so may help mitigate the risk of damage caused by hard braking or other extreme actions during landings.

Proposal 23

Proposal from

Jiri KRAJCA (CZE)

Proposal title

Removal of Deck Landing task for Microlights C6

Existing text

Section 10 Annex 4. 2.C6 DECK LANDING

Objectives
The objective is for the aircraft to land in a deck 125 metres long by 25 metres wide.

Summary
This task proves the short landing capability that is fundamental to the performance characteristics of a Microlight by demonstrating that the aircraft can land in 125 metres in still air at sea level. Deck length shall be adjusted according to the airfield elevation (S10 4.31.5). The width of the deck may be decreased to be adjusted to the width of the existing runway (S10 4.31.5). Where other local conditions, such as slope of the runway, will make a significant difference to landing runs the length of the deck may be adjusted accordingly.

Joining
This task will form the end of a task. Instructions for joining will be provided at the briefing or in the instructions for the prior task.

Landing
Once the aircraft has started its final approach no deviation of over 90 ° from the deck centreline either in the air or on the ground is permitted. The pilot may choose whatever engine setting he chooses or may switch off the engine unless otherwise instructed at the briefing. The aircraft must come to a complete standstill and must not move until instructed to do so by a marshal.

Scoring
There is no score for a deck landing but instead a 20% penalty will normally be applied to the main task if the aircraft fails to touch down and come to a halt within the deck. This penalty will normally apply if:
- Any part of the aircraft touches the ground before the deck.

New text

[Removal of entire task]

Reason

The outcome of landing tasks often depends significantly on the aircraft's performance characteristics. These tasks are frequently accompanied by abnormal landings, such as hard landings, which pose considerable risks, particularly to modern 600 kg fixed-wing

microlights. Abnormal landings can involve excessive forces during touchdown or uneven distribution of loads, potentially leading to damage to critical components like the landing gear.

Hard braking or abrupt maneuvers during landing tasks exacerbate these risks. In many cases, structural damage to the landing gear has occurred, presenting a serious hazard to both pilots and aircraft integrity. For example, during WMC24, several microlights experienced severe structural damage directly attributed to the stresses of abnormal landings under competitive conditions.

To attract new participants and enhance safety, it is advisable to reconsider the inclusion of metrics like stopping distance in these tasks. Doing so may help mitigate the risk of damage caused by hard braking or other extreme actions during landings.

Proposal 24

Proposal from

Wolfgang LINTL (GER)

Proposal title

Bowling Landing task for Paramotors

Existing text

Section 10, Annex 4, 3.C12 BOWLING LANDING

Objective

Land without engine, hitting as many pins as possible.

Description
5 pins are placed along a line into wind in the landing area at regular intervals between 1 and 2 m.
The pins are 50 cm high for PF classes and 100 cm high for PL classes and they are covered by dense foam. They can simply stand on the ground or can be attached to a spring system like that of the kicking sticks. A pin is said to be hit when it is clearly seen by a marshal or electronic sensor, or when the pin falls down.
Pilots will fly to 500ft and cut the engine before crossing a briefed gate.
They will fly a minimum of 60 seconds and will try to hit as many pins as possible before touching the ground. Each pin hit before touching the ground will score 50 points (maximum 250 points).
This task may be combined with a precision take-off.

Scoring
Pld = 50 points for each pin hit (maximum of 250 points)

Penalties
Not crossing the gate or crossing it engine on: zero landing score.
Flying less than 60 seconds with no engine: zero landing score.
Falling over during landing or two knees on the ground: zero landing score.

New text

Section 10, Annex 4, 3.C12 BOWLING LANDING

Objective

Land without engine, hitting as many pins as possible.

Description

5 to 10 pins are placed along a line into wind in the landing area at regular intervals between 1 and 2 m.
The pins are 50 cm high for PF classes and 100 cm high for PL classes and they are covered by dense foam. They can simply stand on the ground or can be attached to a spring system like that of the kicking sticks. A pin is said to be hit when it is clearly seen by a marshal or electronic sensor, or when the pin falls down.
Pilots will fly to 500ft and cut the engine before crossing a briefed gate.
They will fly a minimum of 60 seconds and will try to hit as many pins as possible before touching the ground. Each pin hit before touching the ground will score 50 points (maximum 250 points).
This task may be combined with a precision take-off.

Scoring
Pld = 50 points for each pin hit ~~(maximum of 250 points)~~

Penalties
Not crossing the gate or crossing it engine on: zero landing score.
Flying less than 60 seconds with no engine: zero landing score.
Falling over during landing or two knees on the ground: zero landing score.

Reason

A higher number of pins will give more difference in getting points for the participants.
It is not clearly defined, that the task has to be flown not with tail wind.

Proposal 25

Proposal from

Kamil MANKOWSKI (QAT)

Proposal title

Implementation of Paramotor SERIAL class to Section 10 and Annex 7

Existing text

Section 10 Annex 7.

7 ENTRY LIMITS

Entry Limits (CAT 1 only)			
PF1	PF1f	PL1	RCT
5	2	5	1
Max 12 pilots + 1 Team Leader			

10 COMPETITION CLASSES

CLASS	LABEL	DESCRIPTION
RPF1Tm	PF1	Paraglider control / Foot-launched / Flown solo / Thermal engine / male pilot
RPF1Tf	PF1f	Paraglider control / Foot-launched / Flown solo / Thermal engine / female pilot
RPL1T	PL1	Paraglider control / Landplane / Flown solo / Thermal engine
TEAMS	LABEL	DESCRIPTION
RCT	RCT	Racing Teams / Relay of 3 pilots / Max 2x PF1 and Max 2xPL1 (1 reserve PL1)
PF1 TEAM	PF1 TEAM	CAT 1 only - 3 Best PF1 Pilots / each task / each Nation
PL1 TEAM	PL1 TEAM	CAT 1 only - 3 Best PL1 Pilots / each task / each Nation
NATION	NATION	CAT 1 only - 3 Best PF1, 3 Best PL1, 1 Best PF1f, 1 Best RCT / each task/ each Nation

10.1. PF1f is designated to female pilots and result appear in both classification PF1 and separated PF1f.

10.2. NATION classification considers results 3 best PF1, 1 best PF1F, 3 best PL1 and 1 best RCT in each task of the competition. Classification is reserved for category 1 events.

11.10 Paraglider maximum load limits:

Wing Area	m2	13	13.5	14	14.5	15	16	17	18	19	20	22	24
Load limit	kg	110	115	120	125	130	140	150	160	170	180	200	220

New text

Section 10 1.5.5

In Paramotor Slalom events, two additional subclasses are recognized based on equipment restrictions: PF1s and PL1s. Participants who meet the requirements are listed in the official PF1 and PL1 classifications but also have a separate, dedicated classification for these subclasses.

7 ENTRY LIMITS

Entry Limits (CAT 1 only)					
PF1	PF1f	PF1s	PL1	PL1s	RCT
5	2	2	5	2	1
Max ~~12~~ 16 pilots + 1 Team Leader					

10 COMPETITION CLASSES

CLASS	LABEL	DESCRIPTION
RPF1Tm	PF1	Paraglider control / Foot-launched / Flown solo / Thermal engine / male pilot
RPF1Tf	PF1f	Paraglider control / Foot-launched / Flown solo / Thermal engine / female pilot
RPF1s	PF1s	Paraglider control / Foot-launched / Flown solo / Thermal engine / Serial
RPL1T	PL1	Paraglider control / Landplane / Flown solo / Thermal engine
RPL1s	PL1s	Paraglider control / Landplane / Flown solo / Thermal engine / Serial
TEAMS	LABEL	DESCRIPTION
RCT	RCT	Racing Teams / Relay of 3 pilots / Max 2x PF1 and Max 2xPL1 (1 reserve PL1)
PF1 TEAM	PF1 TEAM	CAT 1 only - 3 Best PF1 Pilots / each task / each Nation
PL1 TEAM	PL1 TEAM	CAT 1 only - 3 Best PL1 Pilots / each task / each Nation
NATION	NATION	CAT 1 only - 3 Best PF1, 3 Best PL1, 1 Best PF1f, 1 Best RCT / each task/ each Nation

10.1. ~~PF1f is designated to female pilots and result appear in both classification PF1 and separated PF1f.~~ All foot-launched classes are grouped under the PF1 category in a single classification. Additionally, separate rankings are maintained for PF1f and PF1s. Similarly, the PL1 category encompasses both PL1 and PL1s classes, with PL1s also having its own separate classification.

10.2. NATION classification considers results 3 best PF1, 1 best PF1F, 3 best PL1 and 1 best RCT in each task of the competition. Classification is reserved for category 1 events.

Combined Nation Score for Paramotor Slalom championships shall be computed from the sum of the scores of:
- top N pilots in PF1 class (including any PF1m, PF1f and PF1s participant)
- top N pilots in PL1 class (including any PL1s participant)

where N equals:

• 1 if there are 8 or less pilots participating in a class
• 2 if there are 9 to 16 pilots participating in a class
• 3 if there is 17 or more pilots participating in a class

11.10 Paraglider maximum load limits: Authorised Equipment

11.10.1 Class PF1m, PF1f, PL1

Maximum wing load table:

Wing Area	m2	13	13.5	14	14.5	15	16	17	18	19	20	22	24
Load limit	kg	110	115	120	125	130	140	150	160	170	180	200	220

11.10.1 Class PF1s, PL1s

a) Maximum wing load table:

Wing Area	m2	14	14.5	15	15.5	16	17	18	19	20	22	24
Load limit	kg	110	115	120	125	130	140	150	160	170	190	210

b) Engines are limited to single-cylinder models with a maximum capacity of 205 cc

Reason

The World Paramotor Slalom Championships (WPSC) have evolved significantly since their inception in 2013, transforming from a showcase event to a highly professional competition. However, the current format poses challenges for new pilots, who struggle to gain the experience necessary to compete with seasoned experts. This gap threatens the long-term growth and inclusivity of the sport. To address this, we propose introducing two new subclasses: PF1s (Foot-Launched SERIAL) and PL1s (Landplane SERIAL).

The proposed subclasses aim to create a safer, more accessible entry pathway for pilots, fostering skill development and ensuring sustainable growth in slalom competition. By standardizing equipment, the PF1s and PL1s subclasses will level the playing field and encourage broader participation while maintaining serial classes within the main classification.

Key Features of the PF1s and PL1s Subclasses

- Inclusivity and Growth: Serial classes lower entry barriers, allowing more pilots to compete.
- Skill Development: Progression from PF1s and PL1s to PF1 and PL1 fosters safer, more effective skill enhancement, while ensuring that these subclasses remain part of the main classification framework.
- Separate Rankings: Pilots meeting the requirements for PF1s and PL1s will benefit from having their own separate rankings while still contributing to the main class scores.
- Enhanced Safety: Limiting equipment reduces risks associated with high-performance gear, such as severe collapses and crashes at higher speeds due to handling errors.
- Risk Reduction: This staged approach aligns with best practices in aviation and motorsport, promoting safe skill progression.
- Standardizing equipment: ensures that pilots can enjoy challenging slalom courses in a fair yet approachable manner, emphasizing skill over technological advantage.

Conclusion

Introducing the PF1s and PL1s subclasses is a pivotal step for slalom competitions. By addressing entry barriers and fostering a structured, safe, and fair environment, this proposal ensures the sport’s sustained growth and vitality.

Proposal 26

Proposal from

Kamil MANKOWSKI (QAT)

Proposal title

Cumulative scoring system for paramotor slalom

Existing text

Section 10, Annex 7.

24. TASKS

24.1. The World Championships will comprise qualification rounds, with up to 20 tasks for individual classes and up to 5 tasks for Racing Teams.
24.2. For every 5 tasks flown by a competitor during qualification rounds, 1 worse result is deducted:
24.2.1. 0-4 tasks flown by a pilot – 0 worse scores are deducted.
24.2.2. 5-9 tasks flown by a pilot – 1 worse score is deducted.
24.2.3. 10-14 tasks flown by a pilot – 2 worse scores are deducted.
24.2.4. 15-19 tasks flown by a pilot – 3 worse scores are deducted.
24.2.5. 20 tasks flown by a pilot - 4 worse scores are deducted.
24.3. Deduction of the scores will be performed according to the total number of tasks completed at the end of qualification phase.
24.4. Penalty points are not deducted from the pilot's selection rounds score.
24.5. Time must be reserved before the end of the competition to allow for the completion of the final rounds.
24.6. If the weather conditions do not permit flying, the competition ranking will be the overall results computed from the sum of the task scores for each competitor, or team, the winner having the lowest total score in the class.
24.7. After the qualification rounds, through each stage of the final rounds, scores are reset to zero.
24.8. Number of competing pilots for semi-final according to the actual ranking:
24.8.1. 1/32: with more than 65 pilots registered.
24.8.2. 1/16: between 33 and 64 pilots registered.
24.8.3. 1/8: between 17 to 32 pilots registered.
24.8.4. 1/4: between 8 to 16 pilots registered.
24.9. After the semi-final, the final round will be flown:
24.9.1. Small Final (4th and 3rd position).
24.9.2. Grand Final (1st and 2nd position).
24.10. In case of unfavorable weather conditions, the semi-final contest flying may be canceled, and the final rounds will be flown.
24.11. Racing Team events will be organized in separate session(s) to achieve a minimum of 3 official rounds.
24.12. Pilots in the Racing Team will be of the same Nationality without separate classes.
24.13. The relay consists of up to 4 pilots (2x PF1 and 2x PL1), where 1 (PL1) is considered as reserve.

New text

~~[delete all previous text]~~

24. TASKS

24.1. Paramotor Slalom events consist of a maximum of 20 tasks for individual classes and 5 tasks for racing teams. The winner shall be the pilot or racing team with the lowest total points, including penalties.

24.2. For the competition to be valid, a minimum of 3 tasks must be completed in each class.

24.3. For each 5 tasks flown by a competitor (excluding RCT) during competition, 1 worse result is deducted:

24.3.1. 5 tasks completed - 1 worse score is deducted from tasks 1-5

24.3.2. 10 tasks completed - 1 worse score is deducted from tasks 6-10

24.3.3. 15 tasks completed - 1 worse score is deducted from tasks 11-15

24.3.4. 20 tasks completed - 1 worse score is deducted from tasks 16-20

24.4. The worst scores will be deducted live after each stack of five tasks is completed. Team and Nation scores will then be computed accordingly.

24.5. Penalty points are not deducted from the pilot's score.

24.6. If the weather conditions do not permit flying, the competition ranking will be the overall results computed from the sum of the task scores for each competitor, the winner having the lowest total score in the class.

24.7. The Competition Director may suspend flying after take-offs have started, if the continuation is dangerous or in case of emergency action.

24.8. If the period of suspension is sufficiently long to give an unfair advantage to any competitor, the round shall be cancelled.

Reason

The existing two-stage scoring system, involving qualification and final rounds, introduces challenges in fairness, transparency, and engagement. Modern competition management, including real-time scoring and live streaming, requires a simpler and more dynamic approach. Additionally, adherence to FAI rules and improving pilot participation highlight the need for change. This proposal recommends transitioning to a cumulative scoring system, which addresses these challenges and enhances the competition experience for all stakeholders.

Key Considerations for Adopting a Cumulative Scoring System

1. Enhanced Fairness and Simplicity
   - A cumulative system evaluates pilots based on their overall performance across all tasks, ensuring consistent and equitable rankings.
   - It eliminates the disproportionate influence of a single final round, rewarding steady performance and reducing the risk of elimination due to minor errors.
   - The final rounds were not included in the Team or Nation scores, which failed to provide a clear summary of the overall performance after the event. A cumulative scoring system, based on all tasks in the competition, would offer a clearer and more comprehensive evaluation.

2. Live Scoring and Streaming Compatibility
   - Cumulative scoring aligns seamlessly with modern live scoring tools, successfully tested in recent events.

- This system simplifies real-time standings, enhancing audience engagement and improving the clarity of live-streamed competitions.

3. Compliance with FAI Rules and Protest Deadlines
- FAI regulations require provisional scores to become official only after protest deadlines are met.
- The rapid succession of final rounds on the last competition day often leaves insufficient time for proper review, increasing the risk of disputes and errors.
- A cumulative system allows adequate time for review and ensures stable, accurate rankings by the end of the competition.

4. Engagement and Participation of All Pilots
- In past events, pilots who failed to qualify for final rounds often left early, reducing overall attendance and affecting the closing ceremony.
- A cumulative system keeps all pilots engaged throughout the event, offering valuable practice opportunities. Given the challenges of organizing training over water, competitions often serve as pilots' primary training opportunities. This system ensures that all participants benefit from the full event duration, fostering greater commitment and a stronger sense of inclusion.

5. Alignment with future Seasonal and Career Rankings
- A cumulative format supports fair and accurate seasonal rankings, reflecting pilots' skills and dedication over multiple tasks.
- It provides a transparent foundation for long-term career evaluations, promoting consistency across events.

6. Optimized Use of Time and Resources
- Pilots focus on consistent performance across all tasks, avoiding the high-stakes pressure of final rounds.
- This system maximizes participation, reduces downtime, and enhances the overall competition experience.

7. Adaptation to Weather Variability and Pressure
- By evaluating performance over multiple tasks, the cumulative approach mitigates the impact of weather changes and reduces pressure on individual flights.
- This fosters a more level playing field and ensures fairer competition outcomes.

Conclusion

The cumulative scoring system meets the demands of modern competition management, aligns with FAI regulations, and ensures active pilot participation throughout the event. It enhances fairness, simplifies procedures, and provides all pilots with the opportunity to maximize their training and competition experience. This system represents a forward-thinking evolution, benefiting competitors, organizers, and audiences while maintaining the integrity and excitement of paramotor slalom competitions.

Proposal 27

Proposal from

Barney TOWNSEND (GBR)

Proposal title

Updated local regulations and task catalogue for Paramotor Endurance Championships

Existing text

Section 10 Annex 8.

New text

Replace entire existing document with proposed (attached on NextCloud)

Reason

This amended version of Annex 8 is the version that was approved by CIMA Plenary 2024 for use in the 1st FAI World Paramotor Endurance Championships 2024. Changes since the previous version of A8 have been developed through extensive further testing in British National Championships and successfully delivered at the WPEC 2024. This is therefore the latest and most up to date version of this document and S10 should be updated accordingly.