



*Fédération  
Aéronautique  
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# Minutes

of the **Paramotor Committee** meeting  
at the Annual Meeting of the  
**FAI CIMA Commission**

To be held in **Kaohsiung, Chinese Taipei**  
at the **Grand Hi Lai Hotel**  
on **Thursday November the 10<sup>th</sup> 2016** at **12:00**

# Agenda

## 1. Opening & introduction of delegates

Present:

Wojtek DOMANSKI (POL) - chair

Natalia PASKA (POL)

Nayot KURUKITKOSON (THA)

Ryoya IGARISHI (JPN)

Jana BOBKOVA (CZE)

Pasquale BIONDO (ITA)

Barney TOWNSEND (GBR)

Aref AL-SHAMMARI (SAU)

Marcus HAGGENY (FAI)

Later:

Rob HUGHES (GBR)

Wolfgang LINTL (GER) - CIMA President

## 2. Matters arising - none

## 3. Future competitions - bids, indications, comments,

### a) 2017 - 3rd Asia-Oceania Paramotor Championships

- THA - Lopburi - 28.04.2017 - 07.05.2017
- Classes PF1 and PF1f only. Teams 5+1f
- Entry 375 euro for FAI event but outside guests also allowed to register for 100 euro as test event for WPC.

### And e) 2018 - 10th World Paramotor Championships

- THA - Lopburi - 27.04.2018 - 07.05.2018
- Classes PF1, PF1f, PF2, PL1, PL2. Teams 6+1f.
- Entry 375 euro, TLs 100 euro

Single presentation from Nayot Kurukitkoson to include both bids. THA have much experience from hosting previous AOPCs. RASAT president will be event director and Nayot will be competition director. Same venue and officials for both championships. Wide open space with grass decks, 169km North from Bangkok. Resort or camping accommodation options. Hopefully they will be able to arrange a deal with Thai Airlines for competitors to not pay excess baggage charges. Task catalogue has been provided.

### b) 2017 - World Games - paramotor event

- POL - Wrocław - 20.07.2017 - 30.07.2017

Presentation from Wojtek Domanski on tasks proposed. Tasks are either out of existing S10 or from other precision competitions. Aim to include interviews with pilots and commentators as part of the show. Tasks have been tested in Polish precision championship in 2016.

Originally they were asked by CIMA to move to a water venue but the IWGA would not allow it because they already have the stadium arranged. So task catalogue has tried to use precision tasks with sticks or balls or similar to keep pilots slower close to the ground.

2x 1 hour slot for paramotors each day. Plan for one morning task and one evening task. 10.30-11.30 and 5.30-6.30. We will be kept very heavily to a maximum 60 minute slot.

Bureau: thanks to all the Polish organisers for the work putting into organising.

We could do exactly the same task in each slot because the crowd will be different, this would allow us to get really good at running the tasks efficiently, possibly at the expense of being less interesting for the pilots. But it is a huge sport event that will be like nothing the pilots have experienced before; pilots will get a free pass to see all the other sports as well. We should choose which are the best tasks for the spectators to enable a full hour to be completely packed with no waiting for competitors. Wolfgang insists on tasks that are quick and easy to run for organisers.

Need to come away from this plenary with a concrete selection process and set of rules. Complaint and protest times need to be defined and they need to be very quick.

Is there a requirement list yet? Minimum requirement is for what you have to be sure that you can produce the event with that. Cannot be changed after submission but should be accepted if demands are reasonable.

Need to be communicating with IWGA and Marcus Haggerty

Suggestion for selection: 16 people + 2 women taking from world ranking scheme - we must have the best pilots and not be so concerned about the number of countries. Jose Ortega has a good ranking system. Also have 7 extras in reserve. Marcus pointed out that we should have a maximum (Eg 3) per country but decide after looking at the ranking. To be further discussed tomorrow.

#### c) 2017 - 6th European Paramotor Championships

- CZE - Prerov - 26.08.2017 - 02.09.2017
- Entry 400 euro, TL 150 euro, asst. 50 euro. These are early bird rates and will go up after 15/7/17.

Presentation from Jana Bobkova. Competition director is Jaroslav Kubista, leader of Czech paramotor team. Event director is Antonin Kulisek who directed 2009 championship, deputy director Jana Bobkova. Site is a large

military airfield in a town that is easily accessible by road, rail, and air. Airfield will be closed to general aviation during the event but open to the existing businesses who use it already, controlled by a tower. Briefing rooms available for championship and possibly catering like 2009. Need to appoint FAI officials; suggested Oscar Mistry as steward and Richard Shaw as a juror.

d) 2017 - 3rd World Paramotor Slalom Championships

- No bids submitted. France has withdrawn interest.

e) Other...

- 2018 - Continental Paramotor Slalom Championships - no bids
- 2019 - World Paramotor Slalom Championships - no bids
- 2019 - Continental Paramotor Championships - no bids

4. FAI Sporting Code, Section 10 proposals - Paramotor Committee recommendations

	For	Against	Abstain	Notes
1a & 1b	8	0	0	Go for the option acceptable by microlights
2	0	6	2	
3	0	8	0	
4,5,6,7 - microlights	0	0	8	
8 - discuss change of text	8	0	0	See (a) below
8 - accept new text	8	0	0	
9 - discuss change of text	8	0	0	See (b) below
9 - accept new wording	7	1	0	
9 - accept proposal under new wording	4	1	3	
10	0	7	1	
11,12,13,14,15,16,17,18, 19 - microlights	0	0	8	
20 - change proposal to add text to wiki but not include as an annex	8	0	0	
20 - accept proposal as changed	8	0	0	

(a). Change of new text wording to “excluding **first** PF1f participant”

(b). Change of new text wording to clarify. Fuel is mixed in ratios by volume but is measured for the championship by weight, so the difference in densities between fuel (0.72kg/l) and oil (0.866kg/l ) need to be taken into account. Mixing these in a volume ratio of 50:1 gives a mass ratio of 42:1. When considered from the point of view of the competition organizers, they can either allow pilots to add oil to fuel after weighing, or they can allow weighing of mixed fuel at 2.4% more than the unmixed allowance when measured by weight. Also, this rule speaks of two stroke engines that inject the oil, but should also apply to 4 stroke engines. Therefore wording amended to:

**“5.4.2 The permitted amount of fuel should not include oil.**

**In the case of engines in which oil is mixed into the fuel, the mass of mixed fuel allowed in economy tasks should be increased to reflect the inclusion of oil in a typical ratio of 1:50 by volume. Due to the difference in density between oil and fuel, this means increasing the mass of mixed fuel when checked by 2.4%.”**

## 5. World League Cup

Presentation from Wojtek Domanski. Reminder that the world league cup dates run annually from 1<sup>st</sup> October to 30<sup>th</sup> September.

- Results 2016

PF1 was the only valid class. Total of 28 countries competed

Individual	Nation
1. Alex MATEOS (FRA)	1. France
2. Kittiphop PHROMMAT (THA)	2. Thailand
3. Nicolas AUBERT (FRA)	3. Poland

- future evolution

The working group met when at Popham to discuss the future, in particular the advice of Agust Godmondsson who set up a similar system for CIVL. Suggestions for increasing participation and recognition:

- minimum 4 events: remove
- Minimum 15% foreign pilots: remove or reduce max points achieved.
- Minimum participants: 3 for all classes
- Tasks: minimum 3 from any S10 annexes
- Discussion of whether to keep the FAI SL obligatory. Markus Haggenny explained the issues around it; some countries make it

very difficult to get an SL, others make it easy. Some other commissions have not required SL for cat. 2 events to make it easier to hold them, but for others it is standard for everybody who competes in anything to have SL.

Polish have the League for pilots without SL and the Cup for pilots with SL. Pilots who win the league must graduate up to the cup. Italy insist on SL to compete. Can get SL immediately after training but it costs 176 Euro to get required insurance with it.. UK does not insist on SL.

## 6. Future of slalom/precision competitions

France seem to have internal problems with interest in hosting competitions.

General discussion on perception of slalom competitions in each country. THA love it but recognise risk and opt for over water; pilots pushing for faster times and wing modifications. GBR have several pilots who are very keen but many others who are not so interested; finding a venue over water for training is very difficult in UK; those pilots who did compete over water at Bornos for the first time were very encouraged by it. JPN have many older pilots and no big interest. CZE worried about safety and generally prefer classic format. ITA have several places that are available for water training but have not set them up yet, and pilots are not ready because they have no training; in future they will participate if they can train. SAU shared championship with QAT but have no experience. POL and FRA say it is very popular with pilots. FRA organisation imposed a rule for all pilots to fly over water, and have attempted to set up a dedicated training site at Bornos and Poitiers. POL say it is not enough just to have the water - there are significant technical and logistical issues in providing air rescue systems and having a boat team on standby.

Logistic costs might be spread across a training centre that could be shared by many teams.

## 7. Any other business:

- Ann Welch Diploma -

Records set by Barry Holleran and Morgan have been ratified this year, making them eligible. A few months after he set this record, Barry Holleran had a fatal accident when making a future record attempt and is much missed by the British Team.

Votes to award the diploma:

Mark Morgan - 0 votes

Barry Holleran - 8 votes.

No further business.