Proposal 1:
Proposed by Czech CIMA delegate

Add new article 1.3.2 and delete the article 4.13.4.

Existinx text:

1.3 DEFINITION OF A MICROLIGHT OR PARAMOTOR AIRCRAFT
1.3.1 A one or two seat powered aircraft whose minimum speed at Maximum Take Off Weight (MTOW) is less
than 65 km/h, and having a MTOW of:
- 300 kg for a landplane flown solo
- 330 kg for an amphibian or a pure seaplane flown solo;
- 450 kg for a landplane flown with two persons
- 495 kg for an amphibian or a pure seaplane flown with two persons
Note. These definitions also apply to foot-launched Microlight and Paramotor aircraft.
New text:
1.3.2
MTOW limit by the article 1.3.1. may be increased of 5%, if is aircraft equipped by a rescue parachute system. Rescue parachute system is not rescue parachute fitted to the pilot's body and activated manualy.
4.13.4 should be deleted.
Reason:
In article 4.13.4. is written:
4.13.4 An emergency parachute is excluded from the aircraft gross mass requirements and in the case of a PF or PL aircraft is not to be considered as a part of the structural entity and may be removed or added during a competition.
Problem is, what the weight of an emergency parachute is. In microlights it is not only weight of a canopy and rocket, weight of all cables, ropes, fittings, exhaust and reinforcing of the whole structure incl. anchorage points should be included too. In this case, only manufacturer of the aircraft, no manufacturer of the parachute, may confirm additional mass. In this situation organizer will be not able to check received information correctly.
In European Union countries are in the community law established 5% of the additional mass for rescue systems. It makes MTOM for land one-seaters 315 and for two-seaters 472, 5 kg. Direct application of the article (4.13.4) may exceed these limits, because a maximal additional weight of the rescue system is not defined.
Article 4.13.4 is specially used for championships. That is a question, if is this article applicable for records too.
Proposed solution can avoid doubts about applicability for records, can reduce administration for competitions organizers, competitors and team leaders and can assure keeping of the European Community regulation.
Article 4.13.4 should be deleted, because if is used normal rescue parachute fitted to the pilots body, it is not part of structural entity. If is rescue system fitted to the aircraft and is activated by a pyrotechnic or rocket system, is illegal any manipulation with the system without a special qualification and official state authority approval. From safety reasons should be any manipulation with a pyrotechnic systems in camp, parking place or apron strictly prohibited.

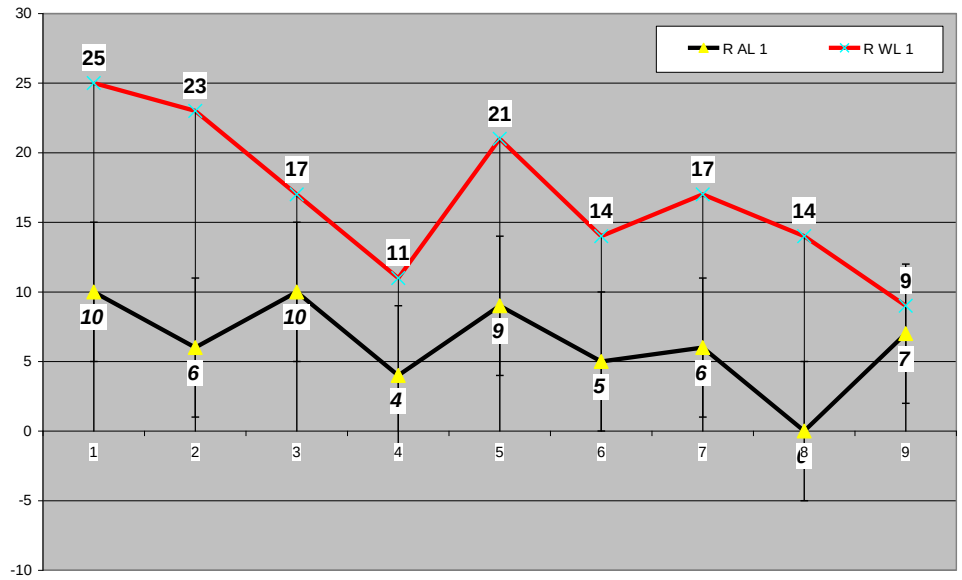
Proposal 2 -

Add new sub article 1.5.5.

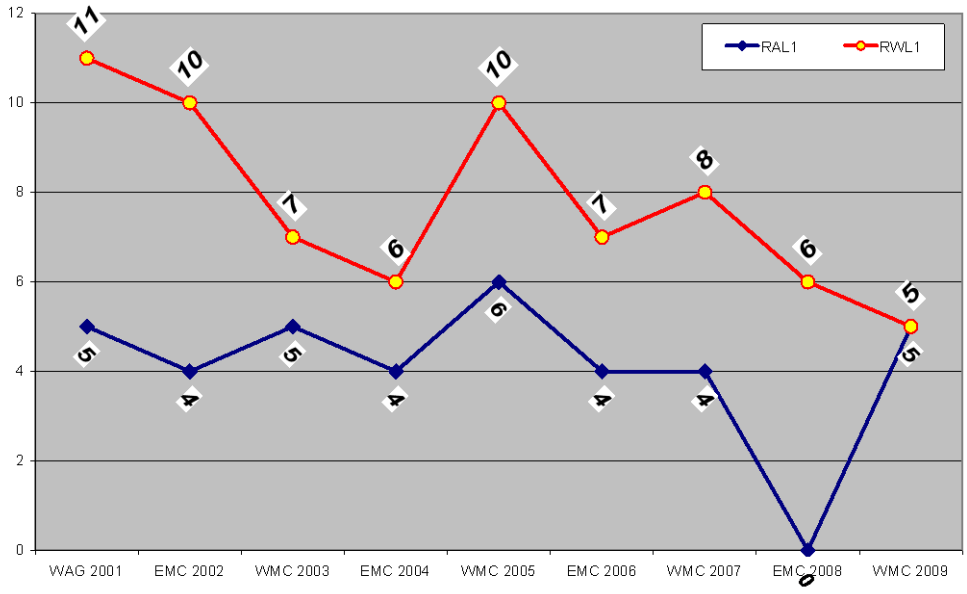
In Microlight competitions inclusive 1st and 2nd FAI category competitions flies classes AL and WL flown or solo, or with 2 persons crew. Using of the two-seater aircraft flown only by a pilot for flying in one-seater class is allowed. The MTOM will be kept by flying permit issued by state of registration, but maximally up to the limit by article 1.3. for two-seater, if is two-seater used for flying in solo (In this case aircraft must be equipped and qualified for flying with two persons).

Reasons: Following graphs describes numbers of competitors and national teams in one-seaters classes from 2001 to 2009.

Numbers of one-seaters from 2001 to 2009



Number of national teams in one seater classes



In previous graphs is demonstrated, in AL 1 class was only one year without problems in number of nationalities and competitors (WMC 2005), 3 times was only one ACFT reserve (WAG 2001, WMC 2003 and WMC 2009) 4 times was number of nationalities at the boundary (EMC 2002, EMC 2004, EMC 2006, WMC 2007) and in EMC 2008 was not valid championship, because only 4 pilots from 3 nationalities were registered.
(In this class was stopped any technical evolution and neither flight of Sluka and one old timer FK 7 doesn't be serious rivals for lonely Jan Lukes's Alpin Junior - how is visible in result sheet - with only 55% success in precision tasks and 20% penalty in soaring Jan achieved jump over 1500 points. In other classes are differences in tens of points. Jan is excellent pilot, but big share on this leading role has technological advantage).

IN WL 1 class are from year to year less and less competitors and nationalities. In WMC 2009 were only 9 competitors from 5 countries, only Czech and Polish teams had more than one competitor (3 each) and 3 countries had only 1 (GBR, LTU, RUS), but Iliya Orlov from Russia competed in WL1 with WL2 aircraft, because his navigator did not arrived. Very easy may will come situation; championship will be not valid in WL 1 class.
(From the Czech WL 1 pilots Lukas Hynek will compete with glider in soaring competitions, Jan Rehak will compete in AL2 and Ota Hynek, if Lukas (his son) will finished competing, Ota will follow him. Spanish had no competitor after Manuel Rey, Hungarians had no WL 1 from France 2005 and only Rees Keene and Jan Rehak are new young faces in last 6 years.)

Aircraft is expansive machine and only few of people will or buy or built one-seater. Opening of the space for two-seaters to compete in solo may have several results, before other:

a) Lot of aircrafts for competition might be available
b) Heavy pilots will get a chance to compete. Currently they doesn't, MTOM limits are set more for "jockeys" than for "American football players".

To have a heavier aircraft is no advantage; mainly it is disadvantage.

Proposal 3 - change article 4.15.1

Existing text:
4.15 CONTEST NUMBERS
4.15.1 The organisers shall allocate numbers or letters to each competing aircraft which shall normally be displayed on the underside of the right wingtip with the top of the numbers or letters towards the leasing edge. The same numbers or letters should also be displayed on the pilot's helmet. For PFs, and PL's the number shall be placed centrally on the underside of the canopy, top towards the leading edge.
4.15.2 The size of the figures and the area on the wing to be kept clear for this purpose shall be not less than 0.5m tall. National registration letters or numbers shall not be obscured.

New text:
4.15.1 The organizer shall assign the contest numbers. Competitors are responsible for marking these contest numbers at the both sides of the fuselage of their aircrafts. Minimal dimension is 25 cm and type of the numbers must assure good visibility in the take off and landing deck by marshals and for a camera record. In paramotor competitions will be numbers drawn on the pilot's helmets.

Reason:
The loggers, no by ground observers, check flights. Contest numbers at the wing so have no any sense. Transfer of the obligation from organizer to competitors may make easy these agenda to a organizer and can avoid situations, when aircraft (canopy) can be damaged by the unsuitable organizers materials.

Proposal No 4 - Change text in the article 4.22.3

Existing text:

4.22.3 ELECTRONIC EQUIPMENT
CIMA approved GNSS flight recorders and ELT's without voice transmission capability are permitted and may be carried. Sealed mobile phones may be carried for use after landing or in an emergency. All other electronic devices with real or potential communication or navigation capabilities must be declared and approved for carriage by the Championship Director. Failure to declare such devices or misuse of this rule may result in disqualification.
The director will establish a document-based method for sealing and unsealing that will enforce seal checking after each task.

Proposed text:
4.22.3 ELECTRONIC EQUIPMENT
CIMA approved GNSS flight recorders and ELT's without voice transmission capability are permitted and may be carried. Sealed mobile phones **switched off** may be carried for use after landing or in an emergency. ***Only maps and other materials given by organizer, mathematics calculators without any capability for any data transfer or/and mechanical flying computers, clock and drawing requisites can be used for preflight preparation and flight control.*** All other electronic devices with real or potential communication and/or navigation capabilities ***mustn't be kept by pilot or copilot, carried in aircraft or anyway used after enter in to the quarantine before flight up to leaving the quarantine after flight. Breaking of this rule will be penalized by the disqualification.***

Reason:
During the WMC 2009 were used by some pilot's small computers for preflight preparation. Is impossible for organizers check all competitors, if these computers are used only for calculations of time. Mobile internet is very easy available for these computers and is possible, it can be used for searching for the photos in web or for navigation, if they are connected to internet by blue tooth technology, for example through sealed mobile phone.
If purpose of sealing of a device is to make the device unusable, no understandable reason does exist for carrying of it's on board of the aircraft. To make special procedures, rules, documents and evidence for sealing and checking of the seals of unusable devices are only escalation of competition director's and competition staff loading.
Because electronics development is too fast, only two ways are available: or allow using of the electronic equipment without any restrictions, or this equipment must be forbidden without any exceptions. No sealing can assure, its will be not used for navigation or communication.

Proposal No 5 - Change the article 5.5.2
Existing text:

5.5.2 The permitted amount of fuel shall be put into the aircraft tank when it is empty. An official observer must control fuelling and seal the tank.

Proposed text:

5.5.2 The permitted amount of fuel shall be put into the aircraft tank when it is empty. An official observer or competitor or team leader from a rival team will check, that aircraft is empty and check, that only permitted amount of fuel will be put into the aircraft tank.

If aircrafts are in the quarantine zone from check of empty tanks and refueling and from quarantine will taxi under supervision of the marshals directly to take off place, sealing of the fuel systems is optional.

Reason:
The emptying, refueling and sealing procedures are very long, boring and tired. During this procedure is not sufficient time for checking and well sealing of all fittings, pipes, valves, filters and other devices in fuel system of the aircrafts. So it is only military exercising without any real effect. FR devices check flights and potential landing for refueling will be recorded.
In many of the past championships were these procedures solved by method "team checks team". Other way, these procedures will take for 60 aircrafts 6 or more hours, when organizer will have 10 or more people for this process. If organizers marshals will not be mechanical engineers or similar experts, this check doesn't bring any positive result. Some fittings will be sealed and some not. Who is responsible in this case?

Proposal No 6 - Add new article 5.9.4

Existing text:
No text

New text:
5.9.4 If the championship task evaluation is based on the GNSS flight recorder record, and no data will be loaded in GNSS flight recorder recorded, will be not given any score to the competitor for the whole task.

If only minor part of FR data is lost, may championship director allow giving the score for recorded part of the task only in the case, if no doubt exists, the flight was correctly flown and no advantage for competitor will be given. In any case, when competitor could have landed and again take off or could make a back track flight in time period from end of record to following start of the record, will be score 0 for whole task.

If data will be not available by the standard program and standard device, organizer will announce this reality to affected competitor or team leader. Competitor will be given chance for 60 minutes to extract data from his FR in scoring room and under supervision. If competitor will be unsuccessful, his score will be zero.

Reason:
In WMC 2009 two competitors forget to switch on their FR. They asked for scoring photos. Task was based on limited time for searching for a photo in specified sectors. To have a more time for observing these sectors could be potentially an advantage. No rule for this or similar situation is established in the section 10.
One competitor had problems with his logger and was not possible to load data from logger to the organizers computer. This situation took 2 hours, and delayed issuing of the results.

PROPOSAL No. 7

Delete forms "Microlight & Paramotor performance declaration" and "Manufacturers declaration of minimum flight speed characteristics of the microlight or paramotor" in the attachment No 1.

Reason:
Microlights are or manufactured by industrial manner or homebuilt from bought kit or self designed and made. Problem is, when manufacturer is bankrupt or liquidated or don't communicate.

Each aircraft should have or airworthiness certificate or permit to fly (see art. 4.13.2 Sec 10) issued by some official authority in the state of registration. These documents are checked during entry technical check and registration procedure. Minimal flight speed should be recalculated to the ISA in any case in every state. (In the current form is missing basic information, air pressure, and so barometric formula doesn't be calculated and Air density doesn't be expressed), so column, Air temperature will be 15 degrees of Celsius and Altitude will be 0 m sea level anyway (Air pressure will be 1013,25 HPa). Because this mistake was not discovered a several years, is visible, that no seriously work was provided with this paper.

The best check of the low minimal speed is take-off and landing deck and these forms are only papers for papers.

Please, we have to take a more care for good tasks and good organization of flying than for administrative procedures. Loading of the championship staff by the no useful procedures takes lot of energy, what can miss for good scoring and organizing of the championship. If we shall do something for competition flying, the most easy and most useful step may be deleting of some papers.