



# Microlight and Paramotor Championship record claim form

## PRELIMINARY CLAIM

To be completed in all claims. This is the minimum information which must be received by FAI within 7 days of the record attempt<sup>1</sup>, preferably to [record@fai.org](mailto:record@fai.org)

Date of record attempt: .....

NAC holding the championship: .....

<sup>2</sup> NAC of the claimant: .....

<sup>3</sup> Aircraft class: .....

<sup>4</sup> Record category: .....

Performance: .....

Pilot: .....

Co Pilot: .....

Location / from-to: .....

<sup>5</sup> Model of aircraft, or wing / canopy: .....

<sup>6</sup> Manufacturer of aircraft, or wing / canopy: .....

<sup>7</sup> Model of trike / frame: .....

<sup>8</sup> Manufacturer of trike / frame: .....

Model of engine: .....

Manufacturer of engine: .....

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### **For office use**

Date received .....

FAI record claim No. ....

### **Notes**

<sup>1</sup> GS 6.8.4.

<sup>2</sup> GS 6.4 explains the concepts of Organizing NAC (the claimant's NAC) and Controlling NAC (NAC holding the championship).

<sup>3</sup> For classes refer to S10, 1.5.2

<sup>4</sup> See Form 1 and S10, 3.17 Check the category of the claim: **ONLY ONE!**

<sup>5</sup> Enter aircraft model if it is of a type where the wing is considered integral to the fuselage (eg 3 axis aircraft)

<sup>6</sup> Enter aircraft manufacturer if it is of a type where the wing is considered integral to the fuselage (eg 3 axis aircraft)

<sup>7</sup> Not applicable for aircraft where the wing is considered integral to the fuselage. (eg 3 axis aircraft).

<sup>8</sup> Not applicable for aircraft where the wing is considered integral to the fuselage. (eg 3 axis aircraft).



# Microlight and Paramotor Championship record evidence form

To take effect from 1 July 2012

## Instructions

Championship records are defined in S10 chapter 3.17. They may be established at any FAI category 1 championship or at the World Air Games.

It is mandatory to submit all World Microlight and Paramotor championship record claims on these forms<sup>9</sup>. They are designed to make the whole business of collecting all the information you need to make a sustainable claim relatively straightforward.

Championship record claims are managed to the same basic principles as any other record: Pilots can only claim a national Microlight or Paramotor championship record via the NAC who issued their FAI Licence. In the most likely case where the pilot's NAC is not the NAC holding the championship, FAI rules<sup>10</sup> establish the concept of an 'Organizing NAC' which is the claimant's NAC and a 'Controlling NAC' which is the NAC holding the championships and who is responsible for observing it.

In practice then, the procedure for making a Championship record claim is as follows:

1. The moment it is thought a championship record claim might be possible, the team leader or the claimant should alert the Championship Director and the International Jury to that fact so that an Official Observer<sup>11</sup> for the claim can be appointed. This is particularly important in the case of Slalom record claims where the course must be measured for compliance with the rules by the Official Observer BEFORE it is dismantled at the end of the task. (This may be long before the official results are published).
2. When the Official (or Final) results for the task are published, and certainly before the end of the championship, the claimant should fill out the rest of the required items for the claim in these forms and get an Official Observer to countersign all forms certifying the evidence is correct.
3. A preliminary claim must be received by FAI within 7 days of its completion as a record attempt<sup>12</sup> with at least the information required in the preliminary claim form. The International Jury will help with this task if necessary. Upon receipt, FAI will issue a claim reference number and the claim will appear in the official list of claims currently pending ratification.
4. After the championship, the claimant should then send the claim to his/her own NAC to be recognised as a National record.
5. The complete file must be submitted to FAI by the claimant's NAC and normally must be received by the FAI Secretariat within 120 days of the attempt.

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## Notes

<sup>9</sup> S10, 3.16.1 Claims should be made on the set of forms applicable to the current edition of S10, this is shown at the foot of every page. As these forms may be amended or improved at any time, please check you have the latest version from [www.fai.org/cima-documents](http://www.fai.org/cima-documents)

<sup>10</sup> GS 6.4

<sup>11</sup> A member of the championship organization or a member of the International Jury.

<sup>12</sup> GS 6.8.4 Email to [record@fai.org](mailto:record@fai.org) is recommended.

**How to use these forms**

Each set of forms should be used for ONE record claim only. Depending on the category of record being claimed, a complete record file will consist of the forms according to the schedule in Form 1, plus attachments.

**All entries in all required forms** must be completed according to the instructions in the form except those entries specifically noted as not being applicable for the category of record being claimed where you should write N/A (*Not applicable*).

Depending on the category of record being claimed, various documents should be attached to each claim, eg maps, barograph or flight recorder calibration certificates Etc. Electronic data should be included on CD. Each attachment should be clearly numbered, signed and dated by pilot and observer, and the corresponding attachment number entered on the appropriate form.

This represents the minimum requirement. Basically, the more evidence which is included, the greater the chance of a successful claim; secondary GPS, photos, video, witness statements and any other evidence which can be collected all helps to substantiate the claim.

**Claim submission and fees**

Preliminary claim information may be sent to FAI Secretariat by any means, but preferably by email, and it must be received within seven days of the attempt.

A complete scan of the record dossier is acceptable by email for the purposes of verification <sup>13</sup> however a record will not be ratified until the original dossier is received by FAI Secretariat.

FAI charges the organising NAC CHF200 per World record claim, regardless of ultimate success. A NAC may pass this on to the claimant, and may also make additional charges for administering the claim.

**Abbreviations used in these forms**

GS: FAI Sporting Code, General Section.

S10: FAI Sporting Code, Section 10.

S10 A1: FAI Sporting Code, Section 10, Annex 1. (Conformation requirements)

S10 A6: FAI Sporting Code, Section 10, Annex 6. (GNSS Flight Recorders)

**Corrections and improvements**

These forms are intended to make the job of making a valid claim easier for the pilot, the controlling and organizing NAC's and FAI Secretariat, but most of all they should help the observer collect all the necessary information in an orderly way. All suggestions for correction and improvement should be sent to [record@fai.org](mailto:record@fai.org)

**Amendments**

The version of this document is noted in the file name.

Version	Date	Amendment
1	Not dated	Initial draft
2	15 Aug 2008	First published version
3	1 January 2009	Update to include changes in S10 for 2009
4	1 January 2010	Update to include changes in S10 for 2010
5	1 July 2012	Update to include changes in S10 for 2012

**Checklist of items to be collected in Slalom tasks – BEFORE the course is dismantled!**

<sup>14</sup> The grid pattern of the task was not less than the minimum (*metres*) .....

<sup>15</sup> Whilst the pilot was in the course the local wind speed did not exceed an average of 10Kt (18 Km/h) (*true / false*) .....

<sup>16</sup> Ambient pressure (*Mb*) ..... <sup>17</sup> Ambient Temperature (*°C*) .....

**Notes**

<sup>13</sup> It is not necessary to include these instructions with a claim.

<sup>14</sup> Clover leaf slalom: 70.71m for PF1 and PL1, 100m for PF2 and PL2

Japanese Slalom: 50m for PF1 and PL1 70.71m for PF2 and PL2 See form 5.

<sup>15</sup> See form 5.

<sup>16</sup> See form 7.

<sup>17</sup> See form 7.

**FORM 1 - GENERAL CLAIM DECLARATION** *(To be completed in all claims)*

NAC holding the championship .....

<sup>18</sup> NAC of the claimant .....

<sup>19</sup> Microlight or Paramotor Class .....

Place / Location of record attempt .....

Date of record attempt ..... Claimed performance .....

Pilot ..... Co-Pilot *(If applicable)* .....

<sup>20</sup> Championship record category in FAI class R

✓	<b>CHAMPIONSHIP RECORD CATEGORIES IN FAI CLASS R</b>		<b>Summary of forms which must be completed.</b>
<input type="checkbox"/>	1	DISTANCE WITH LIMITED FUEL	1,2,3,4,5,6,7,8
<input type="checkbox"/>	2	ENDURANCE WITH LIMITED FUEL	1,2,3,4,5,6,7,8
<input type="checkbox"/>	3	PRECISION CIRCUIT IN THE SHORTEST TIME ('Clover leaf slalom')	1,2,3,4,5,7
<input type="checkbox"/>	4	PRECISION CIRCUIT IN THE SHORTEST TIME ('Japanese slalom')	1,2,3,4,5,7

**General declaration** We certify this information is correct AND the attempt was made in accordance with all the rules and regulations of the FAI Sporting Code for Microlights and Paramotors.

Pilot Signature ..... Date .....

Observer Signature ..... Date .....

<sup>21</sup> **Claimant's NAC Certification** I certify this claim has been established as a national record in accordance with all the rules and regulations of the FAI Sporting Code for Microlights and Paramotors.

NAC claiming record *(the claimant's NAC)* .....

Name of NAC official .....

Title ..... E-Mail .....

Signature ..... Date .....

**Notes**

<sup>18</sup> GS 6.4 explains the concepts of Organizing NAC (the claimant's NAC) and Controlling NAC (NAC holding the championship).

<sup>19</sup> For classes refer to S10, 1.5.2 and S10 3.17 for which type of Championship record each class is eligible for.

<sup>20</sup> S10, 3.17 Check the category of the claim: ONLY ONE!

<sup>21</sup> GS 6.1.2: To be eligible as a World Record, the performance must have been recognised as a National record by the NAC concerned.

## FORM 2 - CREW INFORMATION *(To be completed in all claims.)*

### Pilot

Name .....

Address.....  
.....

Phone No..... E-Mail.....

Sex (*m / f*) ..... Date of Birth (*dd mmm yyyy*) .....

Citizen of: (*country*).....

FAI Sporting Licence issued by: .....

Number ..... Expiry date .....

### Co Pilot *(If applicable)*

Name .....

Address .....

Phone No..... E-Mail.....

Sex (*m / f*) ..... Date of Birth (*dd mmm yyyy*) .....

Citizen of: (*country*).....

<sup>22</sup> FAI Sporting Licence issued by: .....

Number ..... Expiry date .....

**We certify this information is correct.**

Pilot Signature ..... Date .....

Observer Signature ..... Date .....

### Notes

<sup>22</sup> *The pilot-in-command and crew must both hold a FAI sporting licence. S10, 3.4.9*

# FORM 3 - OBSERVER INFORMATION *(To be completed in all claims.)*

## <sup>23</sup> Official Observer 1

Name .....

Address.....

Phone No..... E-Mail.....

Position in Championship organization <sup>24</sup> .....

## Official Observer 2 *(If applicable)*

Name .....

Address.....

Phone No..... E-Mail.....

Position in Championship organization <sup>25</sup> .....

## Official Observer 3 *(If applicable)*

Name .....

Address.....

Phone No..... E-Mail.....

Position in Championship organization <sup>26</sup> .....

**I certify this information is correct.**

<sup>27</sup> NAC holding the championship .....

<sup>28</sup> Name of championship official .....

Title ..... E-Mail .....

Signature ..... Date .....

### Notes

<sup>23</sup> In principle only one Official Observer is required for a record attempt though for some record attempts more may be needed for practical reasons.

<sup>24</sup> A member of the championship organization or a member of the International Jury.

<sup>25</sup> A member of the championship organization or a member of the International Jury.

<sup>26</sup> A member of the championship organization or a member of the International Jury.

<sup>27</sup> Controlling NAC (NAC holding the championship).

<sup>28</sup> Typically the Championship Director or the Chairman of the International Jury (so long as they are not certifying themselves).

**FORM 4 - AIRCRAFT INFORMATION** (To be completed in all claims.)

<sup>29</sup> Model of aircraft, or wing / canopy: .....

<sup>30</sup> Manufacturer of aircraft, or wing / canopy: .....

<sup>31</sup> Model of trike / frame: .....

<sup>32</sup> Manufacturer of trike / frame: .....

Model of engine: .....

Manufacturer of engine: .....

Registration number (if applicable).....

Other evidence (photos, video Etc) is included as claim attachment No: .....

The Microlight or Paramotor was accepted  
in the championship as conforming to the FAI definition (true / false): .....

<b>We certify this information is correct.</b>	
Pilot Signature .....	Date .....
Observer Signature .....	Date .....

**Notes**

<sup>29</sup> Enter aircraft model if it is of a type where the wing is considered integral to the fuselage (eg 3 axis aircraft)

<sup>30</sup> Enter aircraft manufacturer if it is of a type where the wing is considered integral to the fuselage (eg 3 axis aircraft)

<sup>31</sup> Not applicable for aircraft where the wing is considered integral to the fuselage. (eg 3 axis aircraft).

<sup>32</sup> Not applicable for aircraft where the wing is considered integral to the fuselage. (eg 3 axis aircraft).

# FORM 5 – CHAMPIONSHIP TASK *(To be completed in all claims.)*

Task No. .... Date and time .....

Task Name .....

Championship class.....<sup>33</sup> The task was a valid task (*true / false*) .....

<sup>34</sup> No penalties or other adjustments were applied to the competitor’s task score. (*true / false*) .....

A task sheet and score sheet are included as claim attachments, Nos: .....

<sup>35</sup> The Fuel load at takeoff did not exceed .....Kg.

<sup>36</sup> The square pattern of the task was not less than (*Metres*); ..... .....

<sup>37</sup> Whilst the pilot was in the course the local wind speed did not exceed an average of 10Kt (18 Km/h) (*true / false*) .....

<sup>38</sup> The pilot kicked all slalom poles. (*true / false*) .....

Other evidence (photos, video Etc) is included as claim attachment No: .....

<b>We certify this information is correct.</b>	
Pilot Signature .....	Date .....
Observer Signature .....	Date .....

### Notes

<sup>33</sup> S10 3.17.2; Championship records for Microlights and Paramotors can only be established during valid competition tasks by bona-fide competitors at a FAI category 1 Microlight or Paramotor championships or a FAI World Air Games. For a description of what constitutes a valid task, see the local regulations.

<sup>34</sup> S10 3.17.3; A championship record can only be claimed for performances where no penalties or other adjustments were applied to the competitor’s task score.

<sup>35</sup> Only required for limited fuel distance and endurance Championship record claims. See S10 3.17.8.1 and 3.17.8.2 for maximum permitted fuel quantities in each class.

<sup>36</sup> Clover leaf slalom: 70.71m for PF1 and PL1, 100m for PF2 and PL2

Japanese Slalom: 50m for PF1 and PL1 70.71m for PF2 and PL2

<sup>37</sup> Only required for slalom tasks.

<sup>38</sup> Only required for slalom tasks.

**FORM 6 – START & FINISH LINE** *(Only limited fuel distance and endurance claims.)*

<sup>39</sup> Clocks synchronized (*True / False*) .....

**or**

This claim was verified by GNSS Flight recorder evidence (*True / False*) .....

**Start line** <sup>40</sup> Position (*Lat-Lon*) .....

<sup>41</sup> Place / description .....

.....

.....

Time the aircraft crossed the start line (*According to official results*).....

Other evidence (photos, video etc) is included as claim attachment No:.....

**Finish line** Position (*Lat-Lon*).....

<sup>42</sup> Place / description .....

.....

.....

Time the aircraft crossed the finish line (*According to official results*) .....

Other evidence (photos, video Etc) is included as claim attachment No: .....

<b>We certify this information is correct.</b>	
Pilot Signature .....	Date .....
Observer Signature .....	Date .....

**Notes**

<sup>39</sup> Only required if start and finish lines are in different locations and timing is being done manually by observers.  
<sup>40</sup> S10 5.8.3 states that all distances shall be measured using the WGS84 ellipsoidal world model. All positions in record claims should therefore be based on the same WGS84 datum. It is recommended the format DD MM.mmm N/S DDD MM.mmm E/W is used (Decimal minutes).  
<sup>41</sup> Describe the start line specification and its source, which could be: the local regulations, or as briefed for the task, or by default S10 5.6 and GS Annex A, A8.4.  
<sup>42</sup> Describe the finish line specification and its source, which could be: the local regulations, or as briefed for the task, or by default S10 5.7 and GS Annex A, A8.4.

**FORM 7 – IN FLIGHT PERFORMANCE** *(All record categories)*

<sup>43</sup> Distance between start line and finish line or landing point (Km) .....

<sup>44</sup> Turnpoints were all passed correctly (True / False) .....

No intermediate landing (True / False) .....

<sup>45</sup> FAI Distance calculation is included as claim attachment No:.....

<sup>46</sup> Ambient pressure (Mb) ..... Ambient Temperature (°C) .....

<sup>47</sup> Elapsed time as recorded for the purposes of scoring the task. (h:m:s) .....

<sup>48</sup> Elapsed time normalized to ISA sea level conditions. (h:m:s) .....

Other evidence (photos, video etc) is included as claim attachment No:.....

<b>We certify this information is correct.</b>	
Pilot Signature .....	Date .....
Observer Signature .....	Date .....

**Notes**

<sup>43</sup> Only required for limited fuel distance Championship record claims. Distance measured is the distance flown without any intermediate landing in a straight line or around a course, and used in calculating the scoring. (S10 3.17.8.1) The distance shall be measured by determining the geodesic between each point based on the WGS84 ellipsoidal World model. See [www.fai.org/distance\\_calculation](http://www.fai.org/distance_calculation) or [www.flymicro.com/records/distcalc.cfm](http://www.flymicro.com/records/distcalc.cfm)

<sup>44</sup> Only required for limited fuel distance Championship record claims where the task description specifies turn points.

<sup>45</sup> Only required for limited fuel distance Championship record claims.

<sup>46</sup> Only required for slalom tasks

<sup>47</sup> Only required for slalom and limited fuel endurance Championship record claims. In slaloms this is the time used in the scoring, in limited fuel endurance this is the time flown by the pilot without any intermediate landing, and used in calculating the scoring. (S10 3.17.8.2)

<sup>48</sup> Only required for slalom tasks. See S10, 3.17.5 the formula for excel is =T1/(0.5331359\*SQRT(P1/(t1+273))) or download an excel spreadsheet from <http://www.flymicro.com/records/index.cfm?record=ElapsedTimeCalc>

**FORM 8 – BAROGRAPH / FLIGHT RECORDER** *(Only distance & endurance claims)*

Manufacturer. ....

Model. ....

Serial no. ....

Type of CIMA approved flight recorder .....

<sup>49</sup> The trace from the record flight is included as claim attachment No. ....

This trace is the one used to analyse and score the task flight. *(True / False)* .....

The trace clearly shows no intermediate landing was made. *(True / False)* .....

<sup>50</sup> A copy of the FR approval document is included as claim attachment No.....

<sup>51</sup> All conditions of the FR approval document were complied with. *(True / False)* .....

<sup>52</sup> Precise description of the software used to transfer  
and convert the recorded data into Pseudo-IGC format. ....

.....

.....

<b>We certify this information is correct.</b>	
Pilot Signature .....	Date .....
Observer Signature.....	Date .....

**Notes**

<sup>49</sup> Should be included on CD or DVD.

<sup>50</sup> Only required for CIMA Type 1 FR's. CIMA FR approval documents may be found at [www.fai.org/cima-our-sport/flight-recorders](http://www.fai.org/cima-our-sport/flight-recorders)

<sup>51</sup> Only required for CIMA Type 1 FR's.

<sup>52</sup> Only required for CIMA type 3 FR's (S10 A6 2.3.2.2) (And type 1 if the Approval document requires it). There are many software packages available which are capable of converting GPS data to IGC format eg [G7ToWin](#)