



## **CIMA Plenary 2016**

### **Delegate's report**

#### **NAC: British Microlight Aircraft Association**

##### **1) Introduction**

This has been an exceptionally busy year for the UK: Great Britain were very proud to host the combined FAI World Paramotor and Microlight Championships 2016, at Popham Airfield. The event was directed by CIMA GBR Delegate and first vice-president Rob Hughes, and co-directed by Alternate CIMA GBR Delegate and secretary Barney Townsend (who also flew in the paramotor competition).

The organizers would like to use this opportunity to officially thank all of the pilots and teams for their participation in the event, and also in particular Popham Airfield, the sponsors, the competition directors, deputy directors, scorers, chief marshals, marshals, caterers, and the many other people who contributed time and effort to ensure the championships took place.

##### **2) Sport in your country in 2015**

###### ***CIMA Championships***

The British Teams had some excellent results in WMC/WPC 2016:

The Paramotor team won a Team Silver medal, with individual pilots scoring as follows:

Ric Womersley: 9<sup>th</sup> PF1

Barney Townsend: 10<sup>th</sup> PF1

Michel Carnet: 15<sup>th</sup> PF1

Simon Scott: 25<sup>th</sup> PF1

Mark Morgan: 26<sup>th</sup> PF1

Paul Martin: 29<sup>th</sup> PF1

Julie Stapleton: 4<sup>th</sup> PF1f

Danny Kettle and Dylan Marsh: 5<sup>th</sup> PF2

Francis Rich: 5<sup>th</sup> PL1

The Microlight Team won a Team Gold medal, with individual pilots scoring as follows:

Chris Wills: 3<sup>rd</sup> RAL1 (despite not flying on the last day for personal reasons)

Adrian Jones: 4<sup>th</sup> RAL1

David Hadley: 5<sup>th</sup> RAL1  
Paul Dewhurst and Paul Welsh: 1<sup>st</sup> RAL2 (10<sup>th</sup> FAI gold medal for Dewhurst)  
Jeremy and Rebecca Hucker 11<sup>th</sup> RAL2  
Ed Warnell and Amy Bolton: 14<sup>th</sup> RAL2  
Richard Rawes: 1<sup>st</sup> RWL1 (7<sup>th</sup> FAI gold medal for Rawes)  
Colin Johnson: 2<sup>nd</sup> RWL1  
Owain Johns and Richard Gibbs: 5<sup>th</sup> RWL2  
Frank and Emily Hodgson: 7<sup>th</sup> RWL2  
Tim Burrow and Neil King: 11<sup>th</sup> RWL2  
Laurie Hurman and Mary Russell: 13<sup>th</sup> RWL2

### ***National championships***

BMAA organises a series of national microlight championships with information on our website: <http://www.microlightcomps.org>

BMAA runs a 'Show & Tell' system to introduce non-competing pilots to competitions. This is successful and has led to several new competition pilots.

### ***FAI CIMA records***

Barry Holleran set the World Record for 'Speed over a closed circuit of 50 km' at 77.29 mph, using a Dudek Hadron and Polini Thor 250. Very sadly, this was awarded posthumously because Barry Died in paramotor accident shortly after the claim was submitted.

Mark Morgan set the World record for 'Time to climb to a height of 3000m' at 15min 23 sec, using a Viper 3 26m and Polini Thor 250. Shortly after that, he then beat this record with a new time of 13min 46sec.

### ***Special achievements or awards***

In memory of Barry Holleran, a new trophy has been introduced to the British National Paramotor Championships for the winner of a snake task, which was Barry's favourite task; his widow Estee attended the championship awards ceremony to see this.

### ***Colibri activity***

BMAA promotes colibri activity to competing pilots and also to non-competitors. BMAA issued several Bronze colibris during 2016.

## **3) Regulatory and legal issues**

### ***Changes to law or regulations***

#### **Paramotors**

It is currently the law in the UK that a Private Pilots License is required to fly paramotor trikes. A number of pilots, in particular British Team pilot Francis Rich, have been campaigning for several years to amend this, on the basis that the paramotor trike aircraft is fundamentally the same as a foot launched paramotor, with the simple addition of wheels. If this change were made the

sport would be opened up to a much wider participation particularly for women, the young, the less able bodied and the elderly.

This year Francis has made a significant breakthrough in being granted a personal dispensation to use wheels to take off from on his paramotor under the Equalities Act for his disability following a training exercise accident; he therefore competed legally on UK soil in WPC2016 on a trike. We hope this is the first big step in paving the way for a full amendment in the near future for all paramotor pilots to be able to enjoy flying foot-launched paramotors from wheels, and making the sport more inclusive to many groups at present excluded.

#### Microlights

The UK CAA introduced a new medical system based on DVLA (driving) standards. Basically; if you can drive a car, you can fly a microlight. It's not quite that simple but it is a significant relaxation in the rules.

#### ***What are the legal MTOW weight limits in your country for:***

Microlights:

Single seat under 300kg MTOW – deregulated (no need for an airworthiness certificate)

Single seat under 390kg (built before 2003) – deregulated.

2 seat - 450kg +5% for BRS or 495kg for amphibious

Autogyros: 560kg (but not microlight)

#### 4) Statistics

*Number of members in your association*

BMAA: Approximately 3700

*Number of pilots:* Approximately 3000

*Number of aircraft:* Approximately 2000

*Total flying hours in 2015:* Approximately 80,000

*Accident statistics:* In 2015, one fatal accident with two fatalities.

#### 5) Any other comments

*Any useful or interesting issues you would like to raise*

Thank you for contributing to WMPC2016 and for helping to make it a success.

***Rob HUGHES and Barney TOWNSEND, November 2016***



## **CIMA Plenary 2016**

### **Delegate's report** **NAC: Germany**

#### **1) Introduction**

*No specific activities but working hard to influence the new approach of the European Aviation Safety Agency (EASA) to change the Annex II, where everything about microlight is regulated. Our intention is to set the MTOW for all types of microlights to 600 kg, set a fixed empty mass with 350 kg and a light increase of the minimum stall speed.*

*The intention is, to avoid for future any problem with overloaded microlights and keep this class of aircraft still under national regulation and outside the EASA rules and regulation. Supported by some other European CAA, manufacturer organisations like LAMA, AOPA and several other NAC's and microlight associations.*

#### **2) Sport in your country in 2015**

*No international competition in Germany, but participants in Popham in microlight and paramotor.*

*No FAI records, no FAI awards*

*One silver colibri was achieved.*

#### **3) Regulatory and legal issues**

*Introduction of microlight helicopters is on the way. A one year "test" period is finished. At the moment we are finalizing the rules and regulation in negotiation with our CAA.*

*What are the legal MTOW weight limits in your country for:*

*Microlights: 450 kg plus 22,5 kg for ballistic rescue system*

*Autogyros: 560 kg*

#### **4) Statistics**

*Number of members in your association:*

*2900 (NAC) (many microlight pilots are counted as GA- or Glider-members)*

*5.600 microlight Ass. (DULV)*

Number of pilots/licenses:

*14.855 (NAC) (did not show the real number of pilots, because a license for every type is counted separately)*

*12.038 (DULV) (did not show the real number of pilots, because a license for every type is counted separately)*

Number of aircraft:

*2.793 (NAC) (all categories)*

*2.685 DULV) (all categories)*

Total flying hours in 2015:

*unknown*

Accident statistics:

*no actual information available*



## **CIMA Plenary 2016**

### **Delegate's report**

#### **1) Introduction**

*Overview of activity since the last plenary meeting*

*Participation in FAI Cat. 1 competitions:*

- **WPC 2016 in Popham 5 pilots \_ medals: 1 x bronze PF1**

*Locally organized competitions:*

- **Italian Paramotor Championship**

**3 events were held in various locations around the country.**

#### **2) Sport in your country in 2015**

*CIMA Championships*      **none**

*FAI CIMA records*

**RGL1\_ Donatella Ricci: - Time to climb to a height of 6 000 m \_ Female**  
- Time to climb to a height of 6 000 m – General  
- Time to climb to a height of 3 000 m – Female  
- Time to climb to a height of 3 000 m - General  
- Altitude – General  
- Altitude – Female

**RAL2T\_Alberto Rodolfo Porto: - Speed over a straight course**

**R-Absolute \_Alberto Rodolfo Porto: - Speed**

#### **3) Regulatory and legal issues**

*Changes to law or regulations*

#### **4) Statistics**

*Number of members in your association*

*Number of paramotor pilots:*      **1000**

*Number of microlight pilots:*      **no data**

*Number of FAI sporting licenses:*      **58**

*Accident statistics:*      **with FAI sporting license – no accident**  
   **no FAI sporting license – no data**

## **Delegate's report**

NAC: JAPAN

### 1) Introduction

Overview of activity since the last plenary meeting

*There is no particular new thing.*

### 2) Sport in your country in 2015

*CIMA Championships*

*Only one pilot entry to Popham WPC2016 from Japan.*

*FAI CIMA records*

*No records*

*Special achievements or awards*

*Colibri activity*

*Non*

### 3) Regulatory and legal issues

Changes to law or regulations

*Non*

What are the legal MTOW weight limits in your country for:

Microlights: 225kg 10m<sup>2</sup> more wing area

Autogyros:

### 4) Statistics

*Number of members in your association*

*Japan Paramotor Association* registration number are Approximately 3000 people

*Number of pilots*

*1000 pilots*

*Number of aircraft*

*Total flying hours in 2015*

*Accident statistics*

*18 cases*

*5 people died*

### 5) Any other comments

Any useful or interesting issues you would like to raise







## **CIMA Plenary 2016**

### **Delegate's report**

#### **NAC:**

##### **1) Introduction**

*Overview of activity since the last plenary meeting*

##### **Participation in FAI Cat. 1 competitions:**

- |                       |                 |                                       |
|-----------------------|-----------------|---------------------------------------|
| • WAG 2015 in Dubai   | 3 pilots        | medal: 1x silver                      |
| • EPSC 2016 in Bornos | 7 pilots        | medals: 1x gold, 3x silver, 1x bronze |
| • WPC 2016 in Popham  | 11 pilots/crews | medals: 1x gold, 2x silver, 2x bronze |

##### **Locally organized competitions:**

- |  |          |             |
|--|----------|-------------|
| • Polish Cup (for licensed pilots)             | 6 events | 4th edition |
| • Polish Paramotor League (for amateur pilots) | 6 events | 1st edition |

Events were held in various locations around the country.

Both event series gathered 60 pilots in total.

In a preparation to World Games 2017 a test event was held in Wroclaw on June the 28th to July the 3rd. 14 competitors participated. Totally 13 tasks were run.

##### **2) Sport in your country in 2016**

*CIMA Championships* **none**

*FAI CIMA records* **none**

*Special achievements or awards* **none**

*Colibri activity* **none**

##### **3) Regulatory and legal issues**

*Changes to law or regulations*

Paramotors and microlights are still under the supervision of CAA, although efforts to transfer it to nongovernmental organization are constantly performed. The time of possible transfer of supervision is still unknown (also possible that it will not happen at all - which we hope for).

*What are the legal MTOW weight limits in your country for:*

*Microlights:* **450 kg +5% if rescue system is present**

*Autogyros:* **560 kg +5% if rescue system is present**

##### **4) Statistics**

*Number of members in your association* **no data**

<i>Number of pilots</i>	<b>1650 (including 78 with FAI sporting license)</b>
<i>Number of aircraft</i>	<b>no data</b>
<i>Total flying hours in 2016</i>	<b>no data</b>
<i>Accident statistics</i>	<b>pilots with FAI SL: 1 fatality, 2 injured seriously other pilots: no data</b>

5) Any other comments

*Any useful or interesting issues you would like to raise*

**Unfortunately efforts to organize a slalom training center over the water did not succeed. The issue is not enough pilots interested or able to participate in training, combined with high costs of pylons setup, boat and rescue team.**



## **CIMA Plenary 2016**

### **Delegate's report** **NAC: Romania**

#### **1) Introduction**

*With a linear growing flight activity cross country throughout state and private airclubs, Romania is on the wright way in expanding aviation sports.*

*Each year the national airclub – Aeroclubul României ( [www.aeroclubulromaniei.ro](http://www.aeroclubulromaniei.ro) ) have a positive response to private airclubs invitation to participate with it's fleet and sportifs to private airshow, as partner. Together, we succeed to organize private competitions at microlight and paramotor, under the auspices of Romanian Aeronautical Federation.*

*We were just hosting the CIVA meeting in Bucharest between 4 and 6 of November, last week*

#### **2) Sport in România in 2015**

***We were hosting the***

##### ***9-th FAI European Advanced Aerobatic Championships - EAAC 2015***

*Location: Săulești Airfield – Deva – România*

*Results: Romanian team – place **no.2***

*Many national championships at all aviation sport branches...*

***Further are some of our sport noticeable results outside the country ....***

##### ***Parachute World Cup Series - 2015***

*Location : Belluno – Italia*

*Results : Steliana Popa – place **no.1***

##### ***Danubia Glider Aerobatic Cup Advanced - 2016***

*Location: Matkopuszta Airfield Ungaria*

*Results: Romanian Team – place **no.1***

## ***WAG - Individual categories of Parachuting Canopy Piloting - 2015***

*Location – Dubai*

*Results : Cornelia Mihai – place **no.1***

### ***TO BE ORGANIZED by Romanian Airclub***

- 2018's World Aerobatic Championship – Advanced – Airplane – Strejnic Airfield – România
- 2019's World Aerobatic Championship – Glider – Săulesti Airfield – Deva - România

### 3) Regulatory and legal issues

*Romanian Airclub has obtained type certificates from EASA for a lot of gliders that uses through the direct involvement of the General Director – Mr. George ROTARU*

What are the legal MTOW weight limits in your country for:

*Microlights(Ultralights in Romania): 450 kg and 472,5 kg those with ballistic rescue system*

### 4) Statistics

Number of members in your association:

*2415 legitimated sportifs in Romanian Airclub throught the country*

Number of aircraft:

-

Total flying hours in 2015 / ultralights only from Romanian Airclub:

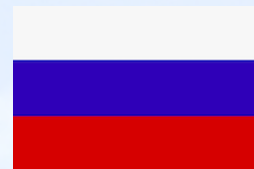
*1883 hours with 8 airclafts*

Accident statistics:

*One parachutist died last month – investigation is in course...*

We apologize for non organizing the European Paramotor Championship that was supposed to be in Brasov and intended to be organized by a sport dedicated private pilot Adrian Buzan with the logistic support of Romanian Airclub, just a few time after the European Aerobatic Championship was hosted with success at Deva by the same Romanian Airclub.

## Russia. 2016. Delegate's Report



### 1. General Information

In general ultralight aviation in Russia is progressing.

It is still overregulated by the authorities but government is consecutively removing the restrictions and limitations:

- \* 2011 — switching from receiving permissions for each flight from controlling authorities to placing notification
- \* 2011-12 — sport popularization through the flight of the president of the Country on a wheight-shift aircraft
- \* 2016 – releasing the “below 115 kg” class from the government control
- \* Recent years — working of the comission under president's control devoted to identify and solve problems in general aviation including ultalight aviation.

The number of the aircrafts is growing appr. 15% per year. The growth is driven by the UL planes, gyros and paramotors. The number of trikes and handgliders is decreasing.

In Russia ULA is not only a hobby. Significant part of the microlights is used professionally for agricultural support.

### 2. Sport in Russia

\* Russian sport aviation community is not fully integrated with the FAI events structure. Despite significant part of the local competitions meet international standards and is judged under the rules close to FAI rules, most of them are not registered as FAI Category events.

Achievements:

- \* EMC WL2 1st place
- \* National Youth cup conduction.

### 3. Regulations

\* In 2016 the government releases the ultralights weighting below 115 kg under its control. No flight license, medical certificate and aircraft registration is now required

\* The drones flights rules are developing

\* Limitations for ULA in equal for both microlights and autogyros — MTOW not more than 495 kg (+resque system (the weigh is not limited)); maximum stall speed — 65 km/h \* Resque system is not obligatory; no transponder or radio is required for area G \* UL aircrafts should be registered in appropriate government authorities; UL pilots should pass serious medical examination – the same as PPL pilots

\* Serious paperwork is required for foreign pilot for flying into Russia and in Russia. Nevertheless we are working on changing the regulation and making the procedures easier.

### 4. Statistics

\* The number of the collective members (regional branches, communities, clubs, etc) of the Joint Federation of the Ultralight Aviation – 235

\* Pilots – 4910 (including microlights, autogyros, UL rotorcrafts, paramotors and gliders)

\* UL aircrafts – 2050 microlights, autogyros, UL rotorcrafts, paramotors; 2530 gliders

\* Total flying hours – appr. 160 000

\* In 2016 8 accidents were reported. Main reason – human factor.

### 5. Other Comments

The flight from Europe to Russia with more than 20 aircrafts was conducted.



## **CIMA Plenary 2016**

### **Delegate's report**

#### **NAC: SLOVAKIA**

##### **1) Introduction**

*Overview of activity since the last plenary meeting*

*We are working hard to the new approach of the European Aviation Safety Agency (EASA) to change the Annex II, where regulated microlights. Our activities is to set the MTOM for all microlights to 600 kg. We are agree with speed limitation in landing configuration. We are not agree with empty mass limitation but we will support the majority site.*

*On National level we have MTOM 600 kg from 2010 year what is very good tested and very good for safety flying and I thing than will be better also for the sport and competition.*

##### **2) Sport in your country in 2015**

*CIMA Championships*

*FAI CIMA records*

*Special achievements or awards*

*Colibri activity*

*No international competition.*

*No FAI records, no FAI awards*

##### **3) Regulatory and legal issues**

*Changes to law or regulations*

*What are the legal MTOW weight limits in your country for:*

*Microlights: 600 kg*

*Autogyros: 560 kg*

##### **4) Statistics**

*Number of members in your association*

*Number of pilots*

*Number of aircraft*

*Total flying hours in 2015*

*Accident statistics*

*750 members (SFUL) Slovak Ultralight Federation)  
1900 members (LAA SR) Light Aircraft Association of SR  
377 microlights (SFUL) Slovak Ultralight Federation)(aerodynamic controlled,  
helicopters and gyro.  
2500 microlights (LAA SR) Light Aircraft Association of SR*

*600 pilot licenses (SFUL) Slovak Ultralight Federation)  
1800 pilot licenses (LAA SR) Light Aircraft Association of SR*

*19 870 Fh – near to 50 000 ToL(SFUL) Slovak Ultralight Federation)  
Near to 45 000Fh – near to 150 000 ToL (LAA SR) Light Aircraft Association of SR*

*We had a total of 4 accident - 3 injuries*

5) Any other comments  
*NAC not have microlights*

**drafted**  
**Marian Sluk delegate of Slovak Republic**



## **CIMA Plenary 2016**

### **Delegate's report**

#### **NAC: THA**

##### **1) Introduction**

Air sport in Thailand is taken care of by the Royal Aeronautic Sports Association of Thailand (RASAT)—a sport authority representing NAC Thailand for air sports. This year, RASAT was led by Group Captain Veerayuth Didyasarin (Capt. Tang), RASAT president, whose vision is to uphold the quality and promote air sports in Thailand and in Asia. In paramotors, Thailand is recognised as a leader in the area. Thai pilots were quite successful in both Cat I and Cat II FAI competitions this year. Organising team as well as judge and marshal also see fast development with experiences in successfully organising many quality championships over the past few years.

##### **2) Sport in your country in 2016**

###### *CIMA Championships*

- 9<sup>th</sup> Thailand Paramotor Kings Cup Open (Cat II Competition), 11-15 May 2016, Nongkho
- Thailand Paramotor Kings Cup Open (Cat II Competition), 27-31 July 2016, Nongkho

###### *National Championships*

- National Youth Championship, Suphanburi Games, 9-19 March
- PPG Military Game 17-21 June 2016, Chonburi

###### *Other Activities:*

- PPG Judge Training, 11-15 January 2016 (26 attendees)
- PPG Judge Training, 6-10 May 2016 (31 attendees)

##### **3) Regulatory and legal issues**

##### **4) Statistics**

*Number of pilots:* 300

*Number of aircraft:* 300