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: 9th PF1
Barney Townsend: 10th PF1
Michel Carnet: 15th PF1
Simon Scott: 25th PF1
Mark Morgan: 26th PF1
Paul Martin: 29th PF1
Julie Stapleton: 4th PF1f
Danny Kettle and Dylan Marsh: 5th PF2
Francis Rich: 5th PL1

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

Chris Wills: 3rd RAL1 (despite not flying on the last day for personal reasons)
Adrian Jones: 4th RAL1
David Hadley: 5th RAL1
Paul Dewhurst and Paul Welsh: 1st RAL2 (10th FAI gold medal for Dewhurst)
Jeremy and Rebecca Hucker 11th RAL2
Ed Warnell and Amy Bolton: 14th RAL2
Richard Rawes: 1st RWL1 (7th FAI gold medal for Rawes)
Colin Johnson: 2nd RWL1
Owain Johns and Richard Gibbs: 5th RWL2
Frank and Emily Hodgson: 7th RWL2
Tim Burrow and Neil King: 11th RWL2
Laurie Hurman and Mary Russell: 13th RWL2

National championships
BMAA organises a series of national microlight championships with information on our website: [http://www.microlightcomps.org](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.

Micholights
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
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 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 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 10m² 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
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<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Number of pilots</td>
<td>1650 (including 78 with FAI sporting license)</td>
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<tr>
<td>Number of aircraft</td>
<td>no data</td>
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<tr>
<td>Total flying hours in 2016</td>
<td>no data</td>
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<tr>
<td>Accident statistics</td>
<td>pilots with FAI SL: 1 fatality, 2 injured seriously</td>
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<td></td>
<td>other pilots: no data</td>
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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) 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: Săulesti 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

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 airclafs*

*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 weight-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 (+rescue 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
- 9th Thailand Paramotor King’s Cup Open (Cat II Competition), 11-15 May 2016, Nongkho
- Thailand Paramotor King’s 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