



Associação Brasileira de Ultraleves

Rio de Janeiro, 19 November 2013 With .

Dear CIMA Delegates,

With the Civil Aviation Administration been conducted by ANAC- an Agency where the administrators are indicated and no prior experience in aviation is required, we are subjected to have a Lawyer or an engineer as a chief of the Pilots Licensing Division, etc.

Today, there is only one pilot at the high direction of ANAC (civilians) and lawyers and engineers are changing everything by themselves.

They thought Civil Aviation is only Airlines and Certified aircrafts. Sport Aviation must be organized by Sports Ministry and Experimental Aircrafts they don't know where to put as I report last year.

They intend to change all process of Licences issuance...this means descontinue the actual Licenses:

-CPD- Certificado de Piloto Desportivo (Sport Pilot Certificate) allows pilots to fly only in "Local Flights".

-CPR- Certificado de Piloto de Recreio (Recreational Pilot Certificate) allows pilot to fly all around the country. If the ultralight is equipped with VHF radio and Transponder, pilots are able to fly in controlled airspace with the same privileges of a Private Pilot.

Now ANAC modified the rules: we will have only LSA-Light Sport Airplane. To be an LSA the airplane need to be light than 650 kg, fixed landing gear and propeller adjustable only on ground.

To fly those aircraft they create a new "license" in substitution of CPD and CPR. Is the CPL.

They changed aircraft definition including ... "weighting more than 115 kg" ..., so paramotor and some trikes and one seat ultralights are not more considered "aircraft". With this, anyone can fly this "machines" without any license and take-off and land anywhere putting in risk people on beach, mainly. This situation was the same last year.

Traditional ultralights pilots(as defined by FAI) have no interest in competition following FAI/CIMA rules.

They like to do only Precision Flights. Some of them participated in Air Rallies, organized by the National Air Rally organization (ABRA) and won the competition against Private and Comercial Pilots.

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Paramotors pilots, almost them coming from paraglider, are changing this situation. In Brasil we have another National Organization taking care of paramotors and pilots have two options to be filiated : ABUL and ABPM. The difference between this two organization is: ABUL accept only pilots that fly registered paramotors(by ABUL) and licensed after approval in a course where they learn all about air space rules, aerodynamics, meteorology and navigation and ABPM don't make such requirements.

Paramotors is a "department" into ABUL organization and, now, pilots are motivated to organize themselves and organize local competition in order to create the Brazilian Ranking.

In my Country we have around 5000 ultralight licensed pilots. Each year around 400 new pilots are coming but the same number are going out, most of them getting the PP License.

Accidents happened. Most of them (95%) with advanced ultralights. ABUL are concerned about this issue and we are increasing care with pilots licensing. We have few records of accidents in the aircraft that the pilot was instructed. The great majority of the accidents happened whit a "new ultralight", when the pilot change his machine.

This report is quite the same of last year...things didn't change so much in Brasil.

Thanks for your attention

Gustavo H Albrecht
President