

Aeroplume Luxembourg

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National Microlight Association

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Annual Report 2001/02

In the Grand-Duchy of Luxembourg - a country of 440 000 inhabitants - there is one club (National association) for each aeronautical sports as parachuting, ballooning, gliding, paragliding and microlight flying. Basically, sports are getting much official support from Government (Ministry of Sports, Royal House), but nevertheless airports encounter sometimes difficulties, as the administration (Ministry of Transport) acts very slowly.

For example, in mid 2001 the NAC asked the DAC officially to confirm the mutual recognition of microlight licenses and permits to fly - actually practised as for the General Aviation according to European law - by issuing an regulation similar to the French Instruction du 14 nov 2000 relative aux ULM européens and using the same French wording. Unfortunately no progress can be reported after more than 12 month's digestion period.

However, the Minister having been asked in Parliament on 16 April 2002 about the aircraft registration policy in Luxembourg replied already on 23 May the following:

- On May 7th 2002 were registered a total of 231 aircraft. This figure breaks down as follows:

| | | | | |
|------------------------------|------------|-------------------------|--|--|
| - 138 airplanes | (i.e. 31.4 | per 100.000 inhabitants | | |
| - 10 helicopters | 2.3 | | | |
| - 46 balloons | 10.5 | | | |
| - 17 gliders | 3.8 | | | |
| - 16 microlights | 3.6 | | | |
| - and 4 amateur built planes | | | | |
- From above mentioned 231 aircraft 43 are based outside the country. Most of them are private business operated planes (jets). They are based outside, because our national airport (Findel) has insufficient infrastructure and capacities to park and shelter those aircraft.
- The reasons to choose Luxembourg for registration are various and are resulting primarily from an advantageous tax scheme and the very interesting geographical situation in the heart of Europe. But not only the tax scheme is attractive, but also the special situation concerning the knowledge of languages, which offers advantages for employment contracts. On top there is a legal safety in Luxembourg, which offers good guarantees for the owners of aircraft.
- The Grand Duchy of Luxembourg applies European standards in aircraft maintenance, reflected by national regulations or via Community laws. For not commercially used planes the worldwide acknowledged standards of OACI are applied. The control of keeping these standards is delegated to a Luxembourg subsidiary of Bureau Veritas.
- The work of the crews flying Luxembourg registered aircraft is considered as work done on Luxembourg territory, according to international rights. Thus, in first line Luxembourg social rules and laws are applicable. But the latter is under the responsibility of the Minister of Employment and not of the Minister of Transport.

Interesting this, or isn't it?

But which country has 36 registered microlights per 1 Mio inhabitants ?

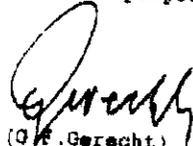
At present the National Association of Microlights counts 53 members, of which are 31 licensed pilots and 14 students. 3 members have also an instructor's license. 21 microlights (all except one are two-seaters) are based in Luxembourg, 5 of which are weightshift and 14 three-axis. There are no gyrocs, but 2 motor-driven wings.

(PFGs are in a different association - but as nobody has proposed a text suitable as a base for a regulation, such one and therefore the sport is officially not existing in the country)

There is no manufacturer or assembler in the country and almost each microlight is of a different make/type. All except one are driven by Rotax engines.

Annually about 1.000 hours are flown just inside our small country - and for the rest you find us regularly somewhere in France, Belgium or Germany. We never encountered problems in crossborder flying. We like to encourage you to do the same - and visit us!

All the figures appear small, but aren't they great for a country counting less than half a million people ?


(G. Gerecht)
CIMA-Delegate

MICROLIGHT ACTIVITY IN POLAND REPORT 2002

1. Organisation

Microlight sports and other aviation sports are matter of responsibility of Aero Club of Poland. The Assotiation was supervised and financed by the State since its establishing 80 years ago till early 90-ies, when new political and economy system has been introduced in Poland. New air sports: hanngliding, micrololight, paragliding, based on private equipment, are mostly independent on financing by the the Aero Club, except partly supporting of the national teams participating FAI international championships.

The Microlight Commision of Polish Aero Club is coordinating sport activity, developing training programms, operational instructions and technical requirements for microlights of "W" classes (trikes) and PPG-s. Microlights of "A" classes (UL aircrafts) are included to general aviation and supervised directly by CAA.

The most important work, taken by the Microlight Commision last year was participation in establishing executive regulations to the new Aviation Law, ratified by polish parliament in July 2002, replacing 40 years old Aviation Law. Our aim is remaining direct control of the Aero Club on certain branches of aviation, particularly microlight sports, while CAA should be general supervisor.

2. Education and training.

Flight training on trikes and PPG are performed by instructors licenced by Aero Club. Many paragliding pilots join to courses of PPG last years, according to development of PPG equipment. Pilot's licencing is controlled and registered at central database of Aero Club. The procedure ensures performing education and training by licenced and actually authorised instructors. Instructor's licence must be restored every 2 years; additional verification was initiated by Microlight Commission in 2002. Practical knowledge and teaching qualifications, as well as technical performance of the equipment, used for training, were a matter of verification.

Actually ca. 900 licenced "W" class microlight pilots are registered. More than 8000 paraglider pilots are licenced, ca. 500 of them passed PPG training.

Education and training of "A" class microlights is presently much more complex and expensive, because pilots must pass course of the same kind as general aviation pilots, up to the Toursist Licence. The situation, considerably limiting development of microligh sport of "A" class, hopefully will change after regulations of new Aviation Law will be introduced.

3. Microlight manufacturing

Two manufacturers professionally produce complete "W" class microlights, including wings: "Stratus" by Compol in Warsaw and "Libre" by WAM in Cracow. Other, new firma enter the market last years. Additionally, dealers import wings from West Europe, Russia and Ukraina. Dealer of Rotax, firma Faston, imports engines providing proffesional service, check and repairs. Individual import of wings and engines supplements the market. Several craftsman produce trikes, equipped with imported engines. Number of manufacturerers produce variety of wing for paragliders and PPG, popular and high performance, suitable for competitors; manufacturerers and dealers offer complete service. PPG power units are imported in complete sets or assembled using different types of engines.

4. Domestic competitions

National Microlight Championships are organised since 1992. Last 2 years they were separate for "classic" and PPG class. Results of the Nationals are the base of selecting national representations. In 2002 "Polish Cup" competitions were introduced, played in different places during all the season. Winners of final scoring of the Polish Cup 2002 join the Selected Team for 2003. The system of ranking microlight pilots using several competitions will be continued and developed in the future. Many local "classic" and PPG competitions were organised, but results can be included to Polish Cup scoring only if competitions fulfill regulations, accepted by Microlight Commission.

4. International competitions

Teams of Polish Aero Club participated in both, "classic" and "new" classes of European Championships, July and August 2002 in Nagykanizsa, Hungary. Only trikes were represented in "classic" and PPG in "new".

The second (silver FAI medal) and third (bronze) on WL2 (two seater trikes) was remarkable achievements in "classic". Fifth place individual and fifth team were won in PPG. The PPG results are not spectacular but promising for the future, because they were achieved by new developed selected team.

5. Safety

Years 2000 and 2001 were extremely unfortunet for microlights, mainly trikes. We noted 2 - 3 fatal accidents every year, caused either by pilot's errors and/or technical failures. We consider the situation very seriously, because it could affect development of microlight aviation in Poland.

Widely planned verification was initiated in 2002. Instructors, aircrafts used for training, and local commissions responsible for technical inspections were reviewed. Conclusions will be concerned either by Aero Club and CAA.

One fatal accident on trike occured in 2002; no official results of investigation are published, but technical reasons are most probably excluded. Few another accidents causing injuries were results of pilot's error (too low altitude, out of fuel) or technical reasons (power cutoff). Less number of accidents in 2002, comparing 2000 - 2001 is still not satisfying, but trend of raising fatalities was stopped, regardless of increasing number of pilots, aircrafts and flight activity.

Jacek Kibinski
CIMA delegate, Aero Club of Poland
President of Microlight Commission.

Krakow, october 2002.



FEDERAÇÃO PORTUGUESA DE AERONÁUTICA

Portuguese Airports Federation

COMISSÃO PORTUGUESA DE ULTRALEVES

Portuguese Microlight Commission

Annual Activity Report

2001 / 2002

Written by : Carlos Trigo
Portugal delegate

Ref. : CIMA meeting
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1 – Air sports organization

In Portugal, for historical reasons, F.A.I.'s NAC continues to be *Aero Clube de Portugal*, which is the biggest aero club in our country, but whose members only have flight activity, mostly for pleasure (with no competition), in a couple of aeronautical disciplines, which are general aviation and gliding. For legal reasons, a club cannot have sport competition attributions, so it was necessary to create sports federations.

Also for historical reasons, there were three air sports, Aeromodelling, Parachuting and what we call "*Voo Livre*" (Free Flight), which includes Hang-gliding and Paragliding, for which it were created three autonomous federations, more then ten years ago. All the other air sports, including microlights (but not PPG's) were grouped in the *F.P.A. – Federação Portuguesa de Aeronáutica*, Portuguese Airports Federation. Within this federation, each active air sport (Ballooning, Gliding, Air Rally, Aerobatics and Microlights) is ruled by a specialized commission, and that's the reason for the existence of a Portuguese Microlight Commission – *Comissão Portuguesa de Ultraleves*, from which I am the President.

In order to reinforce the importance of microlight sport within the federation, I was candidate on last year's election and was elected for the five members Executive Board of *FPA*, which is chaired by a ret. Air Force General.



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All microlight (classic classes) sport activity in Portugal, including FAI attributions, like record controlling and competition organization, are held by this commission within *FPA*.

Regarding PPG's, there is little and mostly individual activity in Portugal, with no competition, and we are discussing with *FPVL-Fed. Port. Voo Livre* (Portuguese HG and PG Federation) in which federation are PPG's to be included in the future.

2. – Statistics

Unfortunately we don't have accurate data on microlight activity in Portugal, but knowing pretty well what's going on all over the country, which is not so big, we can estimate some numbers.

Assuming there are almost 1.000 registered pilot licenses, from which some 20 % are not used anymore, and there must be some 50 to 80 people flying without a license, we can say there are around 860 microlight pilots in Portugal, some 400 being really active.

Regarding aircraft, there are 280 registered, and maybe some 50 that are not registered. From the total 330, there are 2 helicopters and around 10 gyrocopters (both not registered), some 60 trikes and the rest 260 are "three axis". Following the tendency of the last 3 or four years, most of these "three axis" are "third generation" planes, like Technam, Jabiru, Esqual and all of the "made in Czech" brands (TL96, SOVA, Zephyr). As it was already said above, PPG's are not so much in Portugal and it is even more difficult to compute it's numbers, because they are not registered and not even associated in clubs.

Number of microlight aero clubs and airfields are still increasing, although slower, and there are now around 25 only-microlight clubs and around 40 only-microlight airfields. On the other hand, it is beginning to be very common to see (those fat) microlights in bigger aerodromes, which were only used by light aircraft and small commercial aviation.

Finally the statistics about microlight flying schools, which number is not increasing, but their activity is growing, what means more microlight flying students.



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Portuguese Airsports Federation

3. – Safety

Flight safety is always a major concern, so we are investing in better pilot formation, not only the new ones, for whom it was created a new instruction “syllabus”, approved by our national aviation authority, but also for those that are already pilots, but have “forgotten” some safety matters, for whom it was created a “recycling” program.

These efforts are really paying off, since we can happily report no fatal or even severe personal injury accidents.

We are coming to an agreement with our National Air Safety Agency to actively participate on the accident analysis, and to publish accident report conclusions.

4. – Legislation

Finally it was possible to reach an agreement with our CAA about microlight regulations, including the definition, but it's still missing the minister signature and the official publication.

5. – Competition

This year, for the first time, we decided to organize our National Championship divided in four separated competitions, held in four different places (from North to the South of the country) throughout the year (April, July, September and October).

As the competitions were closer to each airfield, we obtained some more local and regional participation, although there are still not much competitors. We hope, with the realization of a major international competition in Portugal, to bring many more Portuguese pilots to microlight competition.

Carlos Trigo

SITUATION OF THE MICROLIGHT SPORT IN TURKEY

Microlight sport in Turkey started with the flight of Ultralights in 1985. Between the years 1985 and 1990, the number of people flying with ultralights, as well as the number of ultralight planes have increased quickly. In those years, retardation of the Turkish Civil Aviation Authority in publishing flight rules for these planes and also increase in the number of accidents due to insufficiency of legislation, have prevented advancement of this sport. The increasing set back in this area ever since 1990's, resulted with almost nobody flying with ultralight in Turkey today.

However, starting from 1990's, under the leadership of THK (The Turkish Aeronautical Association), "Motorised Sailwings" (Trike) entered Turkey. THK, began providing extensive training for these aircraft, establishing a detailed training system and also setting of flight rules for them. During the 1997 The First World Aero games held in Turkey, THK pioneered organising the Powered Para Gliders (PPG) competition in Turkey, and subsequently established flight rules in all microlight, contributing to the development of Turkish civil aviation in these fields.

Today, one can observe a speedy development in Turkey in flights with Trikes and PPG. Training for PPG's, that are used mostly in tourism, is provided solely by THK.

Final Situation in Turkey Regarding Microlight and its Flyers

Pilots

| CLASSES | PILOTS | TRAINERS | TOTAL |
|----------------------|------------|-----------|------------|
| Ultralight | 53 | 8 | 61 |
| Trike | 47 | 8 | 55 |
| PPG | 21 | 2 | 23 |
| GENERAL TOTAL | 121 | 18 | 139 |

Microlight

| CLASSES | REGISRERED | UNREGISTERED | TOTAL |
|----------------------|------------|--------------|-----------|
| Ultralight | 4 | 3 | 7 |
| Trike | 24 | 14 | 38 |
| PPG | 1 | 22 | 23 |
| GENERAL TOTAL | 29 | 39 | 68 |



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COMISSÃO PORTUGUESA DE ULTRALEVES

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On behalf of Portugal's NAC to FAI, this paper is to present to

CIMA - FAI Microlight Commission

a preliminary bid to organize the next Continental Championship, i.e.

EMC 2004 - 8 th European Microlight Championship

to be held on Classic Classes (RAL 1&2 and RWL 1&2) and, with some abroad expertise, also on New Classes (PF 1&2).

As Portugal has excellent diplomatic relations with all European countries, we can assure, as required on 1.1.2 of annex 2 to section 10, that the event will be open to all European FAI member nationals.

Preliminary dates : month of July of 2004

Proposed location : Castelo Branco , which is a major second order city of Portugal, situated on the center-east part of the territory, some 30 km from the Spanish border. The airfield is only 4 km away from the city center, therefore being very near to a big hospital, hotels and all the facilities of a 120.000 people town. The task area, beyond offering beautiful landscape views, it is very good for eventual outlandings, and the airspace has no restrictions, nor civilian or military.

About the weather, most of the delegates know that in Portugal at that time of the year, although nobody cannot guarantee 100% of everyday sunshine, there is a huge probability to be so.



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Regarding financing, beyond the entry fees money, we have already made some contacts, from which we've got positive responses:

- Ministry of Sports, which has a specific program to finance international competitions held in Portugal
- Instituto Nacional do Desporto (*National Sports Institute*), which will give a contribution
- Federação Portuguesa de Aeronáutica, which will assign a part of 2003 and 2004 budgets
- Câmara Municipal de Castelo Branco (*Local city council*), which will support some local expenses
- Instituto Nacional de Turismo (*National Tourism Institute*), which will give a contribution and will help to publicize the event

Beyond the *official* institutions, several contacts are being made in order to obtain, among national and international private companies, a major sponsor and some other sponsoring brand names.

We also have some indications that one of the three portuguese TV networks will seek to get the exclusive rights of transmission, which can also generate some revenue.

Regarding entry fees, we can predict something around the numbers which have being used in the last competitions (300 to 350 €). In what concerns general costs to competitors, it will be the usual ones, maybe except for transportation; nevertheless, it will not be much more than for the last WAG in Spain and we are trying to get sponsorship from transportation and carrier companies, to minimize those costs.

In conclusion, we think we have all the conditions to organize that major international microlight competition.

Carlos Trigo