

Report from Spain to the CIMA meeting 2010

1 MICROLIGHTS

1.1 General Activity

During the year 2009 the activity in ULM didn't change much comparing with previous years. Fast 3 axis machines rule the market, where trikes are very few, around 10% of the total amount of machines. During the last 3 years, however, 3rd generation 3 axis tube&fabric as Sky Ranger are back, due to their affordable cost comparing with 4rd generation machines. Gyros are too increasing their number. And, in general, single seaters of all kinds have practically disappeared.

The number of ULM registered at the beginning of 2009 is 1.317, with a raising year rate of 8%. However, the total number of ULM flying is around 2.000. This number has been decreasing along the decade, because many trikes and single seaters of all kinds have been abandoned at the hangar's end.

The ULM pilots licensed is around 5.000.

The number of ULM fields in operation, of all kinds, is around 450.

1.2 Accidents

Now we have the statistics for the year 2008. Comparing with the last 5 years, the number is stable, with figures between 15 and 20 major accidents.

ULM registered at end of 2008: 1.317.

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|-------------|----|
| Accidents: | 17 |
| Fatalities: | 8 |
| Injuries: | 5 |
| Unharmed: | 9 |

1.3 Regulations

No changes in ULM regulations have been done in Spain.

1.4 Sport activity

This year we have run 2 training weekends in different airfields around Madrid, Villanueva del Pardillo and Camarenilla, and our national championship in Torremocha (Teruel). Despite of our efforts to increase the number of participants, it remain stable around 10 aircrafts, most of them 3 axis double seater.

In the EMC, 3 aircraft from Spain took part, getting a bronze medal in WL1.

Antonio Marchesi

President of the Spanish Microlight Commission of RFAE
CIMA Alternate Delegate from Spain

2 PARAMOTORS.

2.1 General Activity

There has been a slight increase in the number of pilots, mainly in two seaters. The number and size of non-competitive paramotor meetings (Las Candelas, El Yelmo...) has been notably increased thanks to private sponsorship.

2.2 Accidents

There have been no fatalities this year.

2.3 Regulations.

No change in regulations this year. Licences are issued by the different autonomous federations, so knowing the exact number is difficult.

There are new restrictions in airspace, many of them due to environmental reasons, and the enforcement of existing ones, makes it more difficult to find suitable places for competitions or other meetings.

2.4 Sport activity

The number of participants in all kind of competitions has been reduced this year. The absence of an international competition may be one of the reasons. Another reason is that private sponsors tend to focus on non-competitive meetings rather than competitions.

In the absence of an international competition, the Spanish team has used its budget for a training plan that has been very well accepted by pilots. This has included the testing of scoring methods for ground tasks.

Francisco Setién

President of the Paramotor Commission of RFAE