

REPORT OF MICROLIGHT'S SECTOR IN SPAIN 2012

1 CLASSIC CLASSES.

1.1 General Activity

During the year 2011 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 keep on increasing their number. And, in general, single seaters of all kinds have practically disappeared.

The number of models certified is 120, with 8 new models in 2011 and 4 new models in 2012.

The number of ULM registered at the beginning of 2012 was 2.664, accumulated from the beginning. In 2011 87 new ULM were registered. The distribution is:

Fixed wings: 2.160

Trikes: 320

Gyros: 184

So, a good approach to the real figures of ULM flying is 2150. This number has been decreasing along the decade, because many trikes and single seater of all kinds have been abandoned at the hangar's end.

The ULM pilots licensed at the beginning of 2012 was 9.100. We must take in account that this is the total amount of licenses, accumulated from the beginning. Licensing increases constantly around 500 every year

The number of ULM fields in operation, of all kinds, is around 450. The number of schools registered today is 179.

1.2 Accidents

2010 is the last year with official statistics and report about accidents. In 2010 12 accidents were reported, with 5 fatalities and 6 serious wounded.

Of course, during 2011 and 2012 other accidents happened, in summer 2011 one of the fatal accidents happened in Marugán, our venue for the 2012 championships, and the instructor (and son of the owner) died. This, of course, has put the success of both bids at risk, and only the love of the family for the air sports has saved the competition. No official statistics can be offered.

However, we can report the next figures from unofficial sources:

2011: 14 accidents with 8 fatalities and 9 wounded.

2012: 15 accidents with 8 fatalities and 13 wounded.

This year AESA has started to train people from other collaborator bodies (Federation, AEPAL, etc) to act as accident inspectors, so we can expect that this situation become better next years.

1.3 Regulations

No changes in ULM regulations have been done in Spain. There was an intention to make major changes, but since the last elections there's no news about that changes.

From 2010 the old Civil Aviation competences are played by an Agency, AESA (Agencia Española de Seguridad Aérea, Air Security Spanish Agency). With this Agency many paperwork have become easier, and they are more friendly with air sports as many people working there is younger and flies.

1.4 Sport activity

This year we have run 1 training weekend and our national, both in Marugan (Segovia). The number of participants has descended to 5 aircrafts fixed wings, (without any trike) but we have joined successfully to gyros, with 2 machines.

Much of our efforts have been focused to organize the World Championship, so the national activity has been small.

Of course, the Spanish Team took part in the World Championship, with 5 AL2 and 1 GL2. Unfortunately, no trikes were present in our team.

Our sport activity is now very seriously in risk, due to the extremely hard decrease of the government support to our federation, and it will be even harder next year.

2 PARAMOTORS.

2.1 General Activity

During 2011 the activity in the paramotor sector has slow down due to the general crisis.

The paramotor national brands have reduced their sells more than a 50% compared with 2010.

Used market has grown as many pilots are wealing to sell their equipments.

Despite this situation, national brands are still on the market and working hard in innovation and offer great advances in reliability, safety and performances.

It's difficult to know the exact number of paramotor pilots, as many of them fly with a regional license and the data is not shared, but a good approach is 2000 pilots con regional licenses. There are 60 pilots with a national license (the national license qualifies you to compete at a national level).

The majority of them are foot launched, around 1700.

In single seater paratrike, around 200.

In two seater paratrike, around 100.

2.2 Accidents

Fortunately along 2011 no mayor accidents happened. Of course there were minor incidents with injuries in ankles and knees.

We believe that the job regarding safety in the paramotor flying schools are being fundamental to achieve this good safety statistic.

2.3 Regulations.

There was no regulation changes in 2011. We don't expect any change in the short term.

As you may know, in Spain paramotors are not regulated by the Civil Aviation and they are managed by the Regional Federations. They are in charge of the licensing.

As the airspace is becoming more complex, most pilots are aware of avoiding the restricted areas.

2.4 Sport activity

Two trainings have been performed during the Winter in Marugan, with Ramon Morillas as director. We have got good participation in those trainings, with 10 foot launched, 6 single seater trikes and 1 double seater.

The Spanish Championship took place in Marugan as an Open competition, with 3 days of good flying. There were 3 international pilots and 15 Spanish pilots.

Of course Spain took part in the World Championship with pilots in all categories except foot launched biplace, where we got the second Foot Launched Team position

A Racing Series Contest was run in La Puebla de los Infantes, a FAI Cat. II competition with the best world pilots and a great reception.

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