

## Delegate's Report. Russia. 2015.



### 1. General Information

Ultralight aviation (ULA) in Russia in general is progressing.

Being overregulated and practically restricted and because of this not spread in the Soviet time now it is becoming more popular. The government is consecutively removing the limitations:

- \* 2011 — switching from receiving permissions for each flight from controlling authorities to placing notification
- \* 2012 — sport popularization through the flight of the president of the Country on a trike
- \* Recent years — working of the commission under president control devoted to identify and solve problems in general aviation including sports aviation.

The number of the aircrafts is growing appr. 15% per year. The growth is driven by the UL planes and paramotors. The number of trikes and delta-gliderns 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.
- \* In 2015 2 stages of the Championship of Russia, 15 regional competitions and 3 ULA meetups were conducted
- \* Because of insufficient integration with FAI existing records are not passed and registered by FAI

Achievements:

- \* WPC PF2 1<sup>st</sup> place
- \* WMC team 3<sup>rd</sup> place
- \* Angelo d'Arigo Diploma for supporting the project of white crane population recovery
- \* Co-pilot with disabilities (wheelchair) WMC participation

### 3. Regulations

- \* No major changes were made in the regulation in 2015.
- \* The question of drones flights regulation is becoming more actual.
- \* Limitations for ULA in equal for both microlights and autogyros — MTOW not more than 495 kg (+resque 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
- \* There is a ultralight class with MTOW below 115 kg. No pilot licence and aircraft registration is required.

### 4. Statistics

- \* The number of the collective members (regional branches, communities, clubs, etc) of the Joint Federation of the Ultralight Aviation – 235
- \* Pilots – 4900 (including microlights, autogyros, UL rotorcrafts, paramotors and gliders)
- \* UL aircrafts – 2000 microlights, autogyros, UL rotorcrafts, paramotors; 2500 gliders
- \* Total flying hours – appr. 140 000
- \* In 2015 7 accidents were reported. Main reason – human factor.

### 5. Other Comments

Russia actively develops the ULA sport on the new territories on the South. Local championships are held; the stage of the Championship of Russia is planned for year 2016. More global events are considered. Significant budgets are planned to be assigned for the events that will allow to have no entry fees and to have prize funds.