



CIMA Plenary 2020

Delegate's report

NAC: GBR

Paramotors

The 2020 British Open Paramotor Championships took place successfully between the 13th and 16th of August, a convenient timing in between COVID waves when less restrictions were in place. The competition followed the same format (on the same excellent site) as the previous two years. In addition to existing championship classes PF1 (solo footlaunch paramotor), PL1 (solo trike paramotor), and PF1d (Discovery class), we introduced a new class for pilots holding Club Pilot rating, with the opportunity to attend competition training sessions, top up their navigation airtime, and sit the Pilot (Power) rating exam at the event.

A total of 18 pilots flew in the event, including 6 pilots in the new Club Class, 5 of whom successfully passed their pilot rating exam on the final day.

Despite a previously dubious weather forecast, pilots flew a total of up to 9 hours of XC navigation flights each over 3 days, and multiple precision landing tasks as well. Congratulations to all the pilots who achieved podium places after some truly spectacular performances.

The 2021 British Open Paramotor Championships are scheduled for the 12th to the 15th August 2021. We will be moving to a new site at winglands Airfield in Lincolnshire, more details available on www.ppgcomps.co.uk. We hope to use this as a trial event for a World Paramotor Endurance Championship on the same site the following year.

FAI CIMA records:

No attempts have been made by British pilots to set FAI records as far as we are aware.

Microlights

1) Introduction

The British Microlight Aircraft Association (BMAA) represents pilots of flexwing and three axis microlights. In the UK rotorcraft are not classified as microlights and so do not fall within the remit of the BMAA. Hang Gliding and Paragliding are represented by the British Hang Gliding and Paragliding Association (BHPA). Paramotor pilots are not directly represented by any association although are supported in some activities by both the BMAA (sponsoring UK competition) and the BHPA.

As with every other nation, aviation activity in 2020 has been severely curtailed by Covid-19. Recreational General Aviation (GA) was stopped on 23 March until 15 May after which solo flying was allowed in some parts of the UK. Dual flight training was allowed from 4 July, although because of social distancing measures, there has been a slow return to instructional flying in many cases. A second lockdown in England throughout November has once again restricted flying activity.

At the BMAA we took measures to reduce overheads during the months when members could not fly and our expected income was forecast to fall. All members of staff have now returned to full time work and have coped well with the backlog of work that would normally have been

spread out through the summer.

Despite little flying our membership levels have stood up well throughout the year and stand at 3838, just 143 lower than this time last year. During the height of the pandemic we made a point of keeping in touch with membership, advising of regulation changes and what was being done to support their interests. We believe that this had a significant effect on keeping membership levels stable.

We have been working with the UK CAA to introduce the EASA BR opt out and increase the MTOM of UK microlights to 600kg. Of course we will be leaving EASA at the end of 2020, but we will be adopting EASA regulation in entirety at the beginning so will be opting out of our own legislation! Work is going well and we expect the new definition to be taking effect from end February 2021 at the current rate of work. As well as the change of definition the UK airworthiness certification code, BCAR Section S, and the microlight manufacturer's approval, BCAR A8-1, are being reviewed with the intention to achieve greater parity with other States.

2) Sport in your country in 2020

CIMA Championships

FAI CIMA records

Special achievements or awards

Colibri activity

	Bronze	Sliver	Gold
2019	3	1	
2018	1		
2017	1	1	
2016	6	2	1

BMAA Wings award

The BMAA has designed an award for pilot progression based on education, safety and improved flying skills. The BMAA Wings award has been recognized by the UK CAA as a significant programme towards improving pilot skills and safety. So far we have issued the following awards:

Bronze - 32

Silver - 9

Gold - 1

Diamond - 1

Further details from the BMAA website <https://www.bmaa.org/information-library/wings> or search Wings

3) Regulatory and legal issues

Changes to law or regulations

As above

What are the legal MTOW weight limits in your country for:

Microlights:

Currently as the Annex 1 requirements but increasing to take advantage of the opt out for all classes. Single seat microlights meeting the current Annex 1 definition will remain deregulated for airworthiness purposes. Single seat aircraft meeting the opt out, 600kg, definition will be regulated for airworthiness purposes.

4) Statistics

Number of members in your association

3838 October 2020

Number of pilots

Estimate 2500

Number of aircraft

1550 regulated two seat aircraft.

Estimate 200 single seat aircraft

Total flying hours in 2020

Unknown

Accident statistics

The following list is fatal accidents of UK microlights

2017

Kolb Firefly - **(Deregulated)** Cause unknown

Skyranger Nynja 912 Student pilot appeared to have stalled on climb and died on impact

2018 **NIL**

2019

Evector EV-97 Eurostar (France) Appeared to have lost control when avoiding high ground.

5) Any other comments

Any useful or interesting issues you would like to raise