



## CIMA Plenary 2021

### Delegate's report

#### **NAC: Germany**

##### 1) Introduction

*Overview of activity since the last plenary meeting*

Due to COVID 19 situation in Germany the national Microlight Championships 2019 and 2020 were canceled. The event is now scheduled from May 26<sup>th</sup> to 29<sup>th</sup> 2022.

Since we had no PPG competition for some years, we introduce training sessions for interested pilots with small number of participants. We change our rules, that pilots who are flying successful on a defined level in open nationals outside Germany can get access in the national team. This will hopefully help to come back in CAT 1 events.

##### 2) Sport in your country in 2020

*FAI CIMA records:*

FAI records received by Daniel Tydecks (GER)

Sub-Class	Region	Group	Type Of Record	Performance	Date	Status	ID
RPLIT	World		Distance over a closed circuit without landing	303,3 km	19 Jul 2020	ratified - current record	19323

##### 3) Regulatory and legal issues

*Changes to law or regulations*

Germany uses the so called opt out procedure to allowed microlights with a max take off mass (MTOW) up to 600 kg to be regulated outside EASA on a national level. A considerable number of 3axis microlights have got already their type certification for this new limit.

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

Microlights: 600 kg

Autogyros: 600 kg

#### **4) Statistics**

*Number of members in your association:*

About 3.000 registered for microlight aviation (DAeC).

More than 5.000 members in another association (DULV)

*Number of pilots:*

More than 3.000 (DAeC, microlight aviation sport only)

*Number of aircraft:*

4.942 Microlight aircraft (December 31th 2020, DAeC and DULV)

*Total flying hours in 2020:*

Not known, not statistically recorded

*Accident statistics*

18 accident reports

16 persons died

10 persons injured

#### **5) Any other comments**

*Any useful or interesting issues you would like to raise*

The airworthiness requirements for ultralight aircraft (LTF-UL) have been expanded to include the installation of electric drives. Electric drives are now also possible for the 600 kg Microlights.

The aviation federations are also working on a testing program to make the use of autopilots legal for microlights.

Michael Kania