

# REPORT ON MICROLIGHT AND PARAMOTOR ACTIVITY IN SPAIN 2011

## 1 CLASSIC CLASSES

Antonio Marchesi, Spanish CIMA Alternate Delegate

### 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, 3<sup>rd</sup> generation 3 axis tube&fabric as Sky Ranger are back, due to their affordable cost comparing with 4<sup>rd</sup> 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 2010 is 2,581, accumulated from the beginning. In 2010 108 new ULM were registered. The distribution is:

Fixed wings: 2.090

Trikes: 313

Gyros: 174

So, a good approach to the real figures of ULM flying is 2000. 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 is 8,680 at the end of 2010. We must take in account that this is the total amount of licenses, accumulated from the beginning. Licensing increased 500 in 2010.

The number of ULM fields in operation, of all kinds, is around 450. The number of active school is 85.

### 1.2 Accidents

For year 2010 our authorities didn't publish any statistics or report about accidents. However, during 2010 and 2011 accidents with deaths are frequent, with a rate of once every two months.

Unfortunately, this summer 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.

### 1.3 Regulations

No changes in ULM regulations have been done in Spain. There was an intention to make major changes, but with the new elections we must wait for news.

Now the old Civil Aviation competences are played by an Agency, AESA (Agencia Española de Seguridad Aérea, Air Security Spanish Agency). With this Agency much 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 in Fuenterrobles (Valencia) our national championship in two events at different airfields, San Torcuato (La Rioja) and Camarenilla (Toledo).

The number of participants has remain stable around 7 aircraft fixed wings, (without any trike) but we have joined successfully to gyros, with 8 machines.

As you know, in October a World Cup was run in Villamartín (Cádiz), where 3 fixed wing, two trikes and two gyros formed the Spanish Team. We got 4 medals.

# **2 PARAMOTORS**

Paco Setién, President of the Paramotor Commission of RFAE

## **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 (seven, including Las Candelas or El Yelmo) has been notably increased thanks to private sponsorship.

## **2.2 Accidents**

There have been no fatalities this year. However, a pilot was severely injured during our Nationals and he is still in hospital with unclear prognosis.

## **2.3 Regulations.**

No change in regulations has taken place.

## **2.4 Sport activity**

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

Activities include

- A league reduced to a single event
- The Spanish Nationals
- A free style competition during FIA – El Yelmo
- Speed Race PXP