

COUNTRIES REPORTS APRIL 2012

FILAND'S REPORT

MICROLIGHTING IN FINLAND 2011

Report to EMF working meeting, April, 2012

1. Statistics

1.1. Member statistics

MEMBERS OF FINNISH AERONAUTICAL ASSOCIATION

	2006	2007	2008	2009	2010	2011
Experimental	66	60	62	61	63	67
Hot air balloon	86	91	95	72	77	68
Parachuting	2257	2346	2402	2390	2390	2371
Model aviation	1242	1302	1355	1331	1369	1426
Motor flying	1985	1956	1928	1911	1979	1932
Paramotor	8	8	8	7	5	3
Gliders	2329	2303	2248	2169	2161	2122
Hangglider	246	241	243	196	196	187
Simulators	38	45	43	44	44	40
Ultralight	678	748	844	872	932	986
Paraglider	594	563	568	588	638	689
Unknown	351	332	374	703	343	470
Total	9880	9995	10170	10344	10197	10361

1.2. Licences

Licence statistics 2011

Licence or rating	1.1.2011	31.12.2011
Powered flight		
JAR CPL	734	845
JAR PPL	1032	1475
JAR FI airplane	121	148
PPL national	934	593
Tow rating	164	270

COUNTRIES REPORTS APRIL 2012

Gliding

GPL	1574	1506
MGPL	749	728
Cloud flying rating	244	247
Cloud flyer examiner	23	22
Examiner MG instructor	13	13
Examiner Glider instructor	10	10
Examiner GPL	38	35
Examiner MGPL	29	29
Instructor + apprentice	214	217
Instructor apprentice	18	20
MG instructor+apprentice	96	90
MG instructor apprentice	6	9
TMG	4	7

Autogiro

APL	18	24
Instructor	3	3
Instructor apprentice	3	3

Balloons

BPL	45	46
Examiner	2	2
Instructor	10	10
	2	1

Ultralight

UPL	1390	1337
Examiner UL instructor	9	9
Examiner UL	34	32
Instructor	101	112
Instructor apprentice	35	32

1.3 Aircraft

Development of UL fleet in Finland 2000-2011

Year	Number of UL year end	Gross additions per year	Net additions per year
------	-----------------------	--------------------------	------------------------

COUNTRIES REPORTS APRIL 2012

2011	318	14	3
2010	315	25	23
2009	292	25	18
2008	274	40	35
2007	239	31	22
2006	217	26	-4
2005	221		6
2004	215		18
2003	197		24
2002	173		0
2001	173		-1
2000	174		

Note: Until 2006, the number included also flexwing (weightshift steered) UL aircraft.

Popularity Year end 2011 situation

Type	Number
Ikarus C42,C42B	68
Eurostar, all versions	34
Rans S-6 Coyote, all versions	29
FK9	23
Renegade, all versions	18
A-22 Foxbat	12
Beaver RX-550,650	11
Ikarus C22	9
Kolb Twinstar	9
CTSW,CT2K	8
ATEC Zephyr/Faeta	8
Eurofox	7
Seamax M-22	6
Cora 200 Arius	5
Jabiru	4
Apollo Fox	3
Kappa KP-2U Sova	3
DV-1 Skylark	2
MD3 Rider	2
Skyranger	2
TL-96 Star	2
FK-14	2
	265

COUNTRIES REPORTS APRIL 2012

2. Safety

There were no major accidents in 2011. There was a total of 59 occurrences, of which 22 related to airspace infringements, clearances etc. with ATC involved, leaving 37 occurrences. Below are a few notable occurrences related to the aircraft:

A/C	Incident
Faeta	Long wait for take off, engine stopped on takeoff run, fuel vapor lock?
Zephyr	Longish wait for take off, engine stopped at power increase, fuel vapor lock?
C42	Power lever stuck at idle, landing in water with engine stopped
Savage	Tailwheel spring broke, turned into wind on landing run, off runway
Eurostar	Wheel brake stuck after landing, had to get assistance to get off runway
Seamax	Trim device fork broken, bad material
Zodiac	Canopy disappeared, maybe something jammed in between
CTSW	Oil pipe broken, engine seizure, forced landing on a road
C42	Power lever stuck at full power, pin broken on copilot side, landed with power off

On April 11, 2012, a C42 came down on a frozen lake and burned, with 2 fatalities. So far there are no known witnesses. The a/c was equipped with Full Lotus floats, making it capable to land on water, snow or ice.

3. Regulatory

New regulations 2011:

OPS M2-9 Operations with hanggliders and parawing aircraft (incl weightshift UL)

New regulations coming into force in 2012:

AIR M1-5 National requirement for maintenance of Annex II aircraft

PEL M3-4 National requirement for aircraft mechanics

TRG M3-1 Training requirements for maintenance personnel

AIR M16-1 Requirements for Airworthiness supervision of nationally regulated aircraft

The regulations set new maintenance requirements for Annex II aircraft. However, in the case of ultralights the requirements are somewhat less onerous than for other Annex II category aircraft.

The main reason for the new regulations is that the number of Annex II aircraft has increased significantly with e.g. formerly type approved aircraft (now vintage classified) as well as imported amateur built aircraft.

COUNTRIES REPORTS APRIL 2012

OTHER

Microlight activity continued at a good pace in 2011 although the previous growth has flattened out. This may be because of the general economic conditions.

Traditional GA is facing increasing challenges such as poor fuel availability and high fuel prices (100LL now costs EUR 3,30 / litre at the Helsinki-Malmi main GA airport). This drives more and more PPL pilots to microlights.

The Finnish Aeronautical Association is reorganizing. The previous sections for "Motor flying" and "Experimental and Ultralight flying" have been merged into one "Powered flying" section.

The previous cooperation agreement between the CAA and the Association has expired and no new one has been finalized. This affects initial airworthiness inspections, continuing airworthiness inspections, UL type approvals, etc. and also the financing of those activities done by our people.

12.4.2012

Nils Rostedt

Vice Chairman,

Powered flying section

Finnish Aeronautical Association

FRANCE'S REPORT

Paid members at the end of 2012 = +5% = **14194** (13534 in 2010).

Number of Microlights : \geq **13000**

Modification of UL Regulation :

Creation Class 6 « UL Helicopter ».

Gliders tow with Microlights.

Identification of the microlight for life.

Bilateral agreement between France and England

No fatal accidents since the beginning of the Year

Average flight hours: **50h/pilot** (12h for classic Light Aviation)

COUNTRIES REPORTS APRIL 2012

MALTA'S REPORT

No changes in the Malta report since last year.

NETHERLAND'S REPORT

No changes in the Netherlands.

CZECH REPUBLIC'S REPORT

No big changes fro Czech Rep as well.

UK'S REPORT

For UK little change - membership levels substantially unchanged. No Fatal accidents since last report. No big changes on the horizon.

SPAIN'S REPORT

Active members 31/12/2011: 1747

MLA pilot licenses: 9000

MLA flying aircrafts: 2723

Average flight hours: 50h/pilot

Accidents 2011: N/A

Fatalities 2011: N/A

Injured 2011: /NA

- The Incident & Accidents Comission inside CAA has not being investigating MLA accidents since 2009; this year we have finally got to sign an agreement so MLA are going to be investigated again.
- More than 40 Safety Aviation workshops all around the country in the bosom of the Safety Aviation Promotion Strategy started a few years ago.
- Supporting the CAA regarding the new Regulation, still in progress.
- Claiming against new taxes for General Aviation that fortunately have been reduced this year again.
- More comments and claiming regarding diferents issues (airspace modification, new procedure for aviation exams, among others).
- Supporting the CAA as an external advisory.

COUNTRIES REPORTS APRIL 2012

- Organizing the annual MLA Raid along Spain, and a small part of Portugal and France.

SWITZERLAND'S REPORT

Here is no significant changes in Switzerland, consider our previous report as actual.

POLAND'S REPORT

The same for Poland, nothing changed in this matter.

ITALY'S REPORT

Please consider my last report as a new report.
I have not news of changes.

DENMARK'S REPORT

521 members (548 in 2011)

228 aircraft (30 weightshift and 198 3-axis) (241 in 2011 (29 weightshift and 212 3-axis))

Working on:

Light category (inspired by the German 120 kg.-class)

Implementing the accept from CAA of +22,5 kg. for recovery-system

Getting rid of negative environmental treatment of microlighting

Improvement of administration (demand from CAA in connection with delegation)

Permanent regulation concerning towing of gliders with microlight

New rules for typerating

Getting German weight-regulation

In 2011 10 accidents (no fatal and no personal injuries) and 1 incident (In 2010 12 accidents (1 fatal) and 3 incidents)

COUNTRIES REPORTS APRIL 2012

BELGUIM'S REPORT

The Belgian report made for last year meeting in October is still valid for this next EMF meeting. Not much activities during the winter !
