



MINISTERIO
DE TRANSPORTES, MOVILIDAD
Y AGENDA URBANA



AESA's view on Microlight Aircraft sector in Spain

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Spanish Aviation Safety and Security Agency (AESA)
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1. AESA: who are we?
2. Microlight sector in Spain today
3. Microlight aircraft in Spain; future regulation



The Spanish National Aviation Authority is made up of **two bodies: DGCA and AESA.**



SUPERVISORY BODY

STRATEGY/POLICY/REGULATORY BODY

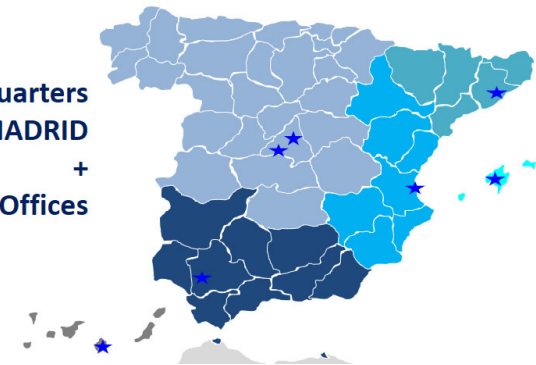
Created in 2008

15 years ensuring safe and secure operations in the aviation industry

+3500 OVERSIGHT ACTIVITIES IN 2022



Headquarters in MADRID + 7 Regional Offices



Responsible for ensuring that **civil aviation standards are observed in every aeronautical activity in Spain:**

- Oversight, inspection, planning and management of air transport, aviation safety and security, and air navigation.
- Assessing the risk in aviation safety.
- Imposing sanctions for breaches of civil aviation standards.



President

Administrative Board

Executive Director

General Secretariat

Flight Safety Directorate

Safety oversight of:
Airworthiness
Operations
Aircraft Register
 Environment
 Airline Licensing
 & Economic Supervision

7 Regional Offices

Air Navigation Safety Directorate

Safety oversight of:
 ATS / ATM & ATFM,
 ATM/ANS Systems,
 Functional Changes, Air
 Space, SMS, AIS &
 Performance.
 ATS Training & ATC
 Licenses
 ANS Economic Supervision

Airports Safety & Security Directorate

Airport Certification &
 Oversight. SMS
 Airports Economic
 Supervision
 Easements
 Aviation Security &
 Facilitation
 Environment

Safety Analysis, Quality and Licensing Directorate

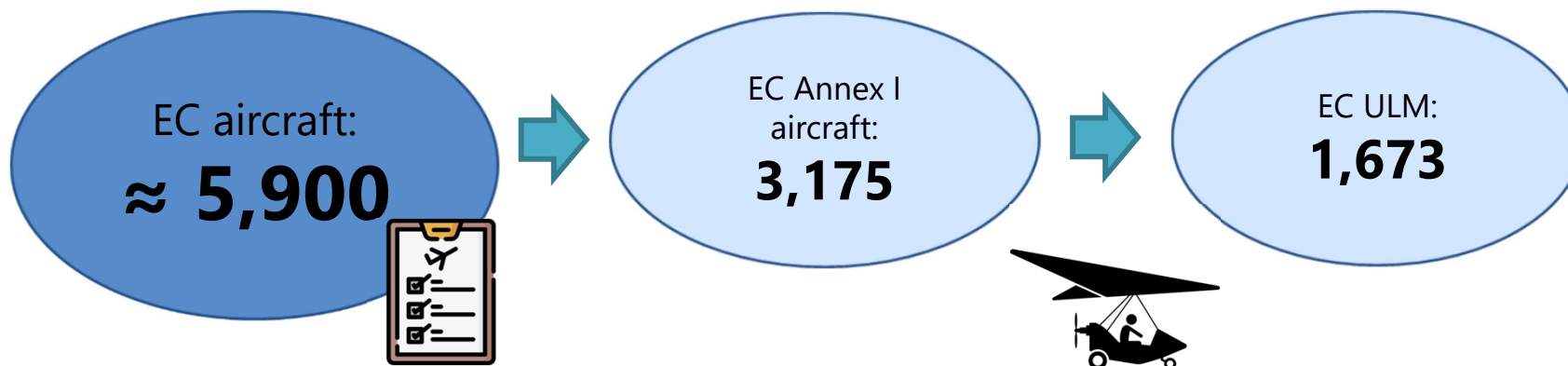
Quality & Audits
 Safety Management (SMS) .
 Risk Based Oversight (RBO)
 State Safety Programme (SSP)
 & Safety Action Plan
Licensing & MED
 Strategic Planning
 Passengers' rights

**Traditional Model:
 PRESCRIPTIVE**

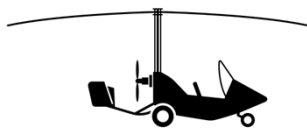
**PREVENTIVE
 Model**



Spanish Aircraft Register Data



2022/2023: More than **400 declarations/authorisations to ULM** from UE/Non UE flying in Spain.



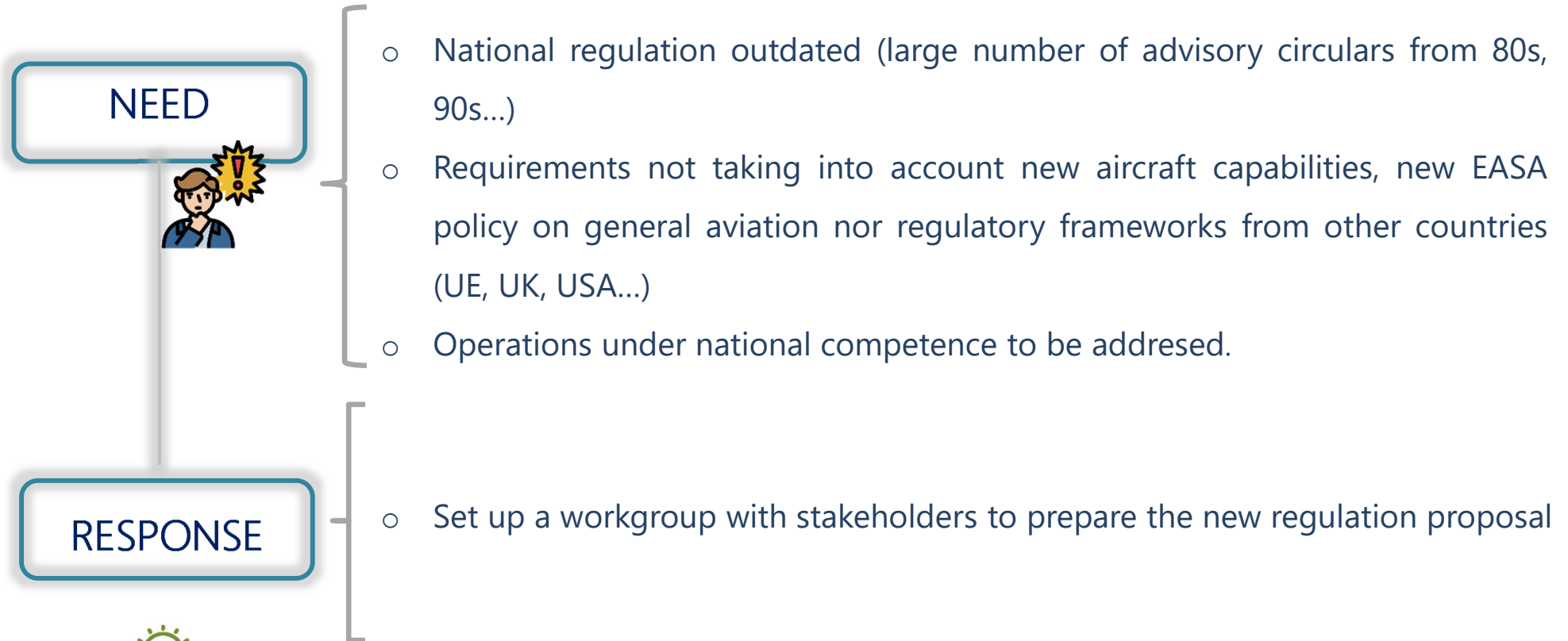
1
International gyroplanes manufacturer (**ELA**)



94
ULM Training Organisations

NON COMMERCIAL OPS + TRAINING ACTIVITIES





GOAL: NEW REGULATION OPS/AIRW/LIC FOR ANNEX I AIRCRAFT TO FOSTER THE SECTOR'S SAFETY AND SUSTAINABLE DEVELOPMENT IN SPAIN





Set up a workgroup with subgroups in OPS/LIC/AIRW

Regular meetings with written records

Open communication channels, active listening, dialogue with the sector...

Resources for the decision making process



DGAC



Resources for the
decision making
process



- AESA Teams contributions (technical/legal)
- Accidents investigations reports (CIAIAC)
- Stakeholders contributions
(Associations, pilots, engineers, manufacturers,
air traffic controllers...)
- Comparison with standards applicable to
lighter EASA aircraft.
- Comparison with standards applicable in
other countries (UE, UK, USA...)
- Fluent communication with other Authorities
to exchange experience in regulation results.



Master text encompassing OPS/AIRW/LIC requirements for all types of Annex I aircraft



General requirements

+



OPERATIONS Annex

+



LICENCING Annex

+



AIRWORTHINESS Annex





General



- Authority requirements with regard to oversight
- Leasing and airworthiness responsibilities transfer requirements
- Alcohol testing policy
- Cost-shared operations policy





- Access for performing commercial specialised operations with ULM under declaration.
- Operations in controlled air airspace permitted for ULM equipped as required and pilots holding PPL (or ULM licence with additional endorsement)
- Updated requirements on pilot responsibilities, operational procedures, training...
- Revision of old operational limitations to update them to the new microlights capabilities
- Simplification of burdens to fly in Spain holding EU registration marks.





- Non expiring licence, maintained on a recent experience basis and that does not need to be renewed by the Authority. A process is defined for regaining recent experience with an instructor.
- A microlight aircraft licence is not required provided a valid EASA equivalent aircraft licence is held (one-hour initial session with an ultralight aircraft instructor).
- Training organisations no longer require explicit authorisation from the Authority. Instead, a declarative system with requirements equivalent to EASA DTOs (simplified training organisations).
- Minimum training standards are defined for pilots, instructors and examiners.
- More detailed information is provided for the licence validation process.





AIRW ULM



- **Opt out microlights up to 600kg** (entering into force of means of compliance in progress)
- New declarative system to continuous airworthiness compliance
- Deregulation in airworthiness and licencing ULM up to 120 kg.
- Anyone can mantain its own aircraft
- Flexibility following manufacturer airworthiness instructions (excep for commercial and training activities)
- National CS-STAN to simplify the process of aircraft modification.
- New updated certification requirements
- New policy accepting Type Certificate from EU States or equivalent
- New policy regarding *amateur built aircraft* importation from EU States





Continuing the regulatory process until entry into force.



Committed with fostering **GA SECTOR's SAFETY** and **SUSTAINABLE DEVELOPMENT** in **SPAIN**.



Thank you for your attention!



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