CIAIAC

COMISIÓN DE
INVESTIGACIÓN
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AVIACIÓN **C**IVIL

Report A-009/2018

Accident involving an Ultramagic H-77 balloon, registration EC-GUU, in Vic (Barcelona, Spain) on 23 March 2018.

GOBIERNO DE ESPAÑA
MINISTERIO DE FOMENTO

Report

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GOBIERNO DE ESPAÑA
MINISTERIO DE FOMENTO
SUBSECRETARÍA
COMISIÓN DE INVESTIGACIÓN DE ACCIDENTES E INCIDENTES DE AVIACIÓN CIVIL

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Foreword

This report is a technical document that reflects the point of view of the Civil Aviation Accident and Incident Investigation Commission (CIAIAC) regarding the circumstances of the accident object of the investigation, and its probable causes and consequences.

In accordance with the provisions in Article 5.4.1 of Annex 13 of the International Civil Aviation Convention; and with articles 5.5 of Regulation (UE) nº 996/2010, of the European Parliament and the Council, of 20 October 2010; Article 15 of Law 21/2003 on Air Safety and articles 1., 4. and 21.2 of Regulation 389/1998, this investigation is exclusively of a technical nature, and its objective is the prevention of future civil aviation accidents and incidents by issuing, if necessary, safety recommendations to prevent from their reoccurrence. The investigation is not pointed to establish blame or liability whatsoever, and it's not prejudging the possible decision taken by the judicial authorities. Therefore, and according to above norms and regulations, the investigation was carried out using procedures not necessarily subject to the guarantees and rights usually used for the evidences in a judicial process.

Consequently, any use of this report for purposes other than that of preventing future accidents may lead to erroneous conclusions or interpretations.

This report was originally issued in Spanish. This English translation is provided for information purposes only.

Contents

Abbreviations

º	Sexagesimal degrees
º C	Degrees centigrade
AEMET	Spain's National Weather Agency
AESA	Spain's Aviation safety Agency
cm	Centimeters
FB	Free balloon pilot license
ft	Feet
h	Hours
hPa	Hectopascals
kg	Kilograms
km	Kilometers
kph	Kilometers per hour
kt	Knots
LDD	show demarcation lines
LDE	Spectator demarcation lines
m	Meters
m/s	Meters per second
mm	Millimeters
MSL	Mean sea level
N	North
NOTAM	Notice to Airmen
N/A	Not available
s	Seconds
SERA	Standardised European Rules of the Air
UTC	Coordinated universal time
VFR	Visual flight rules

Synopsis

Operator:	Private
Aircraft:	Ultramagic H-77, registration EC-GUU
Date and time of accident:	23 March 2018 at 16:38 UTC[1]
Site of accident:	Vic (Barcelona, Spain)
Persons on board:	2, not injured
Type of flight:	General aviation – Other - Airshow
Flight rules:	VFR
Phase of flight:	Takeoff- Initial climb
Date of approval:	28 November 2018

Summary of event:

On Friday, 23 March 2018, an Ultramagic H-77 balloon, registration EC-GUU, suffered an accident as it was taking off from the main square in Vic (Barcelona).

During the initial climb, the balloon impacted the façade of one of the buildings that encloses the square, such that the envelope was caught on the chimney of the building, causing several panels at the bottom of the envelope to tear.

The balloon subsequently managed to rise and land on a nearby field without further incident.

The pilot and passenger were unhurt. The balloon sustained significant damage, and the façade of the building sustained minor damage.

The investigation has concluded that the accident was caused by an improperly executed takeoff maneuver.

[1]. All times in this report are in UTC unless otherwise specified. On the date of the accident, local time was equal

1. FACTUAL INFORMATION

1.1. History of the flight

Each year, before Holy Week, a farming and livestock fair called "Mercat del Ram" is held in the town of Vic (Barcelona), the activities of which include the holding of an "International Balloon Trophy", now in its 35th year.

As part of this activity, flights were scheduled to take place between 22 and 25 March. On the 22nd, around 18 balloons took off from the main square, on the 23rd, only the accident balloon took off, and on the weekend, no flights were carried out due to rain.

The accident balloon had made three other flights: two on the day before, one in the morning and one in the afternoon, and another on the morning of the day of the event.

The accident flight was scheduled to take off from the main square in Vic and then fly with the wind to the north. The duration of the flight was undetermined and would depend on the circumstances.

Before taking off, the balloon had been in the vicinity of the square tied to a vehicle. The balloon's envelope was inflated and elevated without any problems, remaining stable. Once the pilot decided to take off, he released the rope and the balloon started to rise. As the basket of the balloon reached an altitude of about 4 meters above the ground, the balloon started moving to the north, propelled by the wind, such that it was unable to rise quickly enough to clear the buildings surrounding the square. The basket and envelope of the balloon impacted the wall of building no. 22 on two occasions. The first time, the basket struck the overhang of an upper balcony, and then the basket struck the eaves of the roof proper. As this happened, the envelope slid along the roof, and part of it tore when it made contact with the building's chimney. Finally, the balloon moved laterally to the left along the ledge until it reached the adjacent building, which was not as high, thus allowing it to resume climbing.

The balloon then continued flying north until it landed in a field 3770 m away from the takeoff point.

The occupants were not injured, but the balloon envelope sustained significant damage.

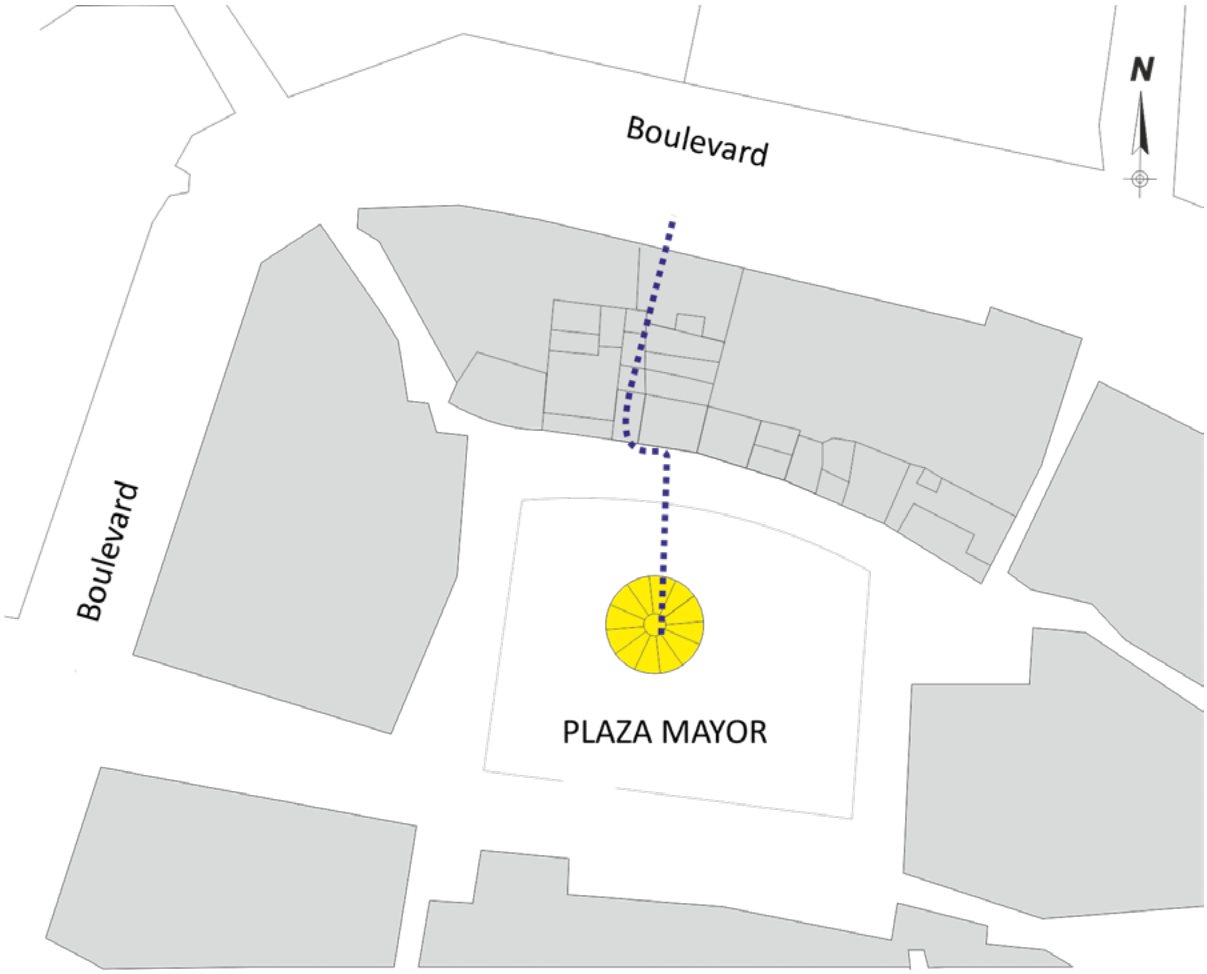

Figure 1. Initial flight path and location of the balloon

1.2. Injuries to persons

Injuries	Crew	Passengers	Total in the aircraft	Other
Fatal				
Serious				
Minor				
None	1	1	2	
TOTAL	**1**	**1**	**2**	

1.3. Damage to aircraft

Five panels on the envelope were damaged, which affected two vertical gores and five horizontal sections.

1.4. Other damage

There was damage to the wall of the building, specifically to the overhang of the top balcony and the eaves on the roof.

1.5. Personnel information

1.5.1. Information on the crew of the aircraft

The pilot, a 59-year-old Swedish national, had a free balloon (FB) pilot license issued by the Swedish Transport Agency with a hot-air balloon rating (group B), which was valid and in force until 23 May 2019. He also had a class-2 medical certificate that was valid until 5 May 2019.

He had a total of 1361:30 flight hours.

1.6. Aircraft information

1.6.1. General information

The balloon, an Ultramagic H-77 with a maximum takeoff weight of 756 kg, was manufactured by Ultramagic, S.A. The accident balloon had serial number 77/142. It was manufactured in 1998 and registered on 16 June 1998. It has two MK-2 burners, serial numbers 101/102, four DOT-4E-240 and M-20 fuel bottles, serial numbers 12813J/29485J/45065J/71, and one C1 gondola, with serial number C1/65 and a capacity for three persons.

It had a certificate of airworthiness issued on 18 September 2015 by Spain's National Aviation Safety Agency, and the associated airworthiness review extension issued by Ultramagic, S.A., as authorized maintenance organization EA.MF.002, which was valid until 3 August 2018.

The aircraft had an insurance policy that was valid until 13 February 2019.

The aircraft had 467:15 flight hours when it underwent the annual inspection to renew its certificate of airworthiness on 4 August 2017, during which the basket, burners and envelope on the aircraft were inspected.

The main structure is a single piece made of stainless steel. The fairing is made of composite materials and the cockpit, which is open, has a transparent polycarbonate windshield. The rotor blades are made of aluminum and composites. The engine is

located behind the cockpit and drives a three-bladed propeller, which is made of composites, as are the tail surfaces, that is, the fixed horizontal stabilizer, with winglets, and the vertical stabilizer, which includes the rudder.

1.6.2. Meteorological limitations

Section 2 of the Operating Manual on Use Limitations, and specifically point 2.2, on weather limitations, states:

The wind speed on the ground must not exceed 7.5 m/s (27 kph or 15 kt).

There must be no or very weak thermal activity.

There must be no signs of active or forming storms.

1.7. Meteorological information

According to information provided by Spain's National Weather Agency (AEMET), there were no clouds or convective phenomena in Catalonia at the time of the accident. The wind on the ground, predominantly from the south/southwest, was negligible. There was a possibility of slight windshear at 2000 ft due to the change in wind direction, which was coming from the west.

The AEMET weather stations from which data were provided are in the towns of Tona and Moiá, located respectively 10 km south-southwest and 19 km southwest of Vic.

The following data were recorded:

Wind:

Tona: average speed of 14 kph and maximum of 26 kph from the south.

Moiá: average speed of 7 kph and maximum of 17 kph from the south.

Temperature:	Relative humidity:	Pressure:
Tona: 13 ºC	Tona: 49%	934.9 hPa
Moiá: 12 ºC	Moiá: 53%	N/A

The Catalan Weather Service also has weather stations in the towns of Gurb and Vic. Only temperature (11.1º C), relative humidity (56%) and precipitation (0 mm) data were available from the station in Vic. The station in Gurb, which borders Vic on the north, provided information on the temperature (10.4º C), average wind speed (8.6 kph), maximum wind speed (15.1 kph), wind direction (210º), relative humidity (65%) and precipitation (0 mm).

1.8. Aids to navigation

Not applicable.

1.9. Communications

Not applicable

1.10. Aerodrome information

Not applicable

1.11. Flight recorders

Not applicable

1.12. Wreckage and impact information

The balloon was taking from inside the Vic main square, which is surrounded by buildings of varying altitude. When it was just 4 m off the ground, it started drifting north, pushed by the wind. It had barely any upward speed.

The balloon was unable to clear the buildings, and its basket and envelope impacted the wall of building no. 22 of the square (Plaza Mayor) on two occasions. The first time, the basket struck the overhang of an upper balcony, and then the basket struck the eaves of the roof proper. As this happened, the envelope slid along the roof, tearing along either side of vertical load tape no. 12 as it made contact with the building's chimney. Finally, the balloon moved laterally to the left along the ledge until it reached the adjacent building, which was not as high, thus allowing it to resume climbing

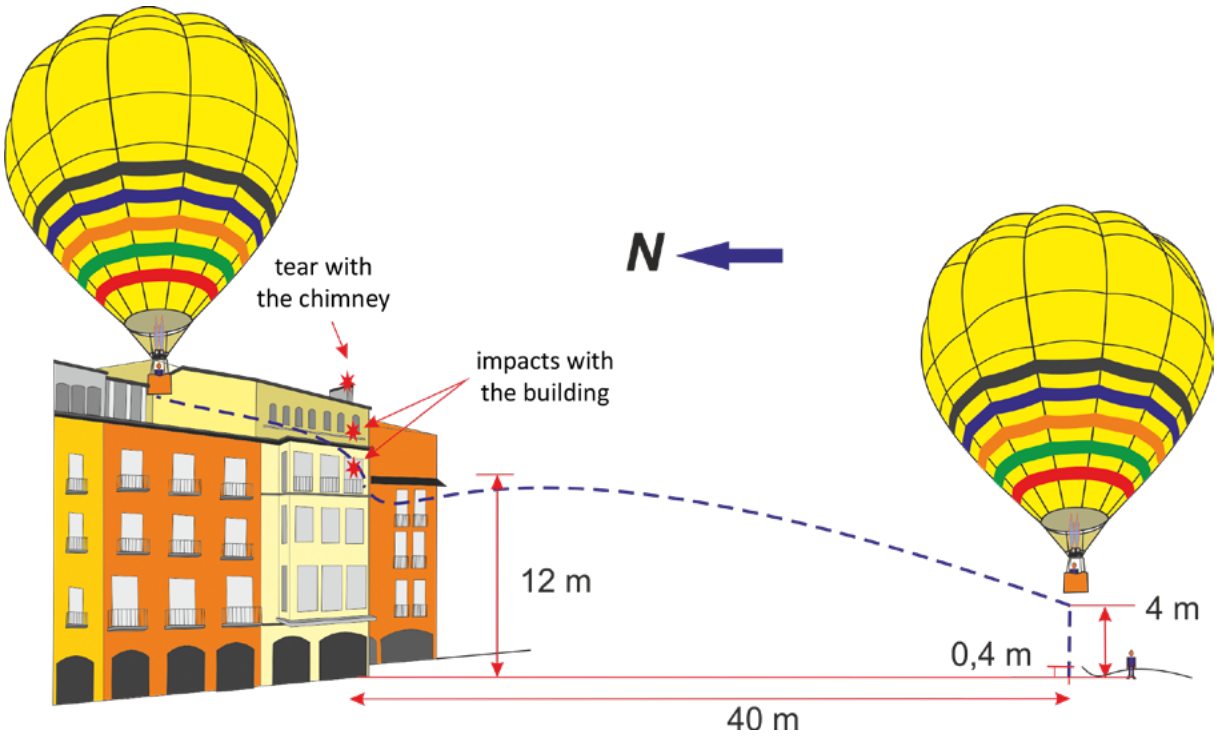

Figure 2. Croquis de Close-up of balloon

As a result of the impact, five lower panels were damaged, which affected two of the twelve gores that comprise the envelope, between horizontal sections 5 and 10.

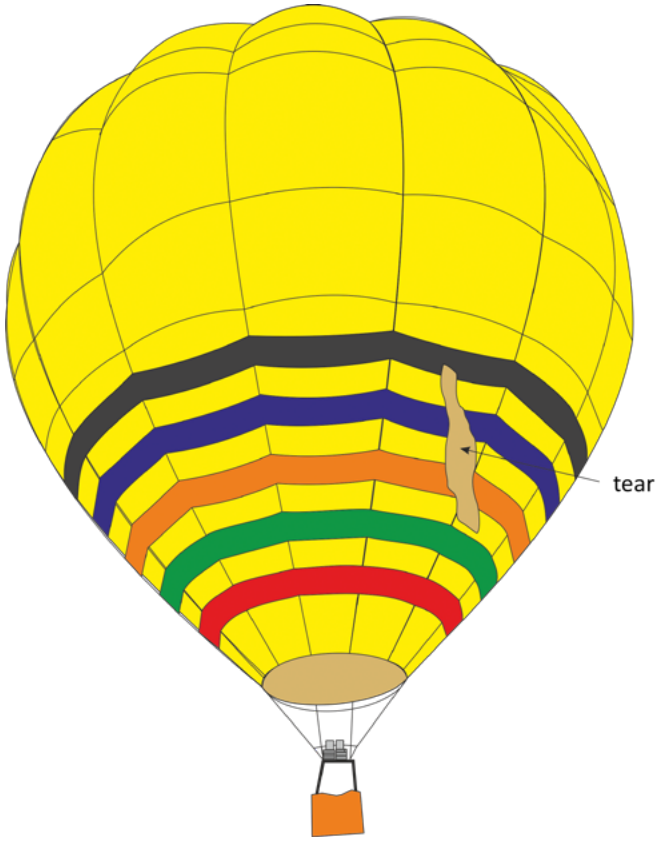

Figure 3. Location of the tear on the balloon

1.13. Medical and pathological information

Not applicable.

1.14. Fire

There was no fire.

1.15. Survival aspects

Not applicable.

1.16. Tests and research

1.16.1. Interviews and reports

Investigators had access to statements from the balloon occupants, as well as from organization support personnel.

1.16.1.1. Pilot's statement

According to the pilot, prior to using the balloon, he had verified that it was insured and that its documentation was in order. He was also aware of the publication of a NOTAM, issued on the occasion of the 35th Mercat del Ram Balloon Festival.

He stated that he had already taken off from the square the day before, in the morning and afternoon, and that same day in the morning. Before departing, as on the previous flights, he had done the relevant pre-flight check, the results of which were satisfactory.

He had checked the weather information and noticed that the wind speed was within the limits in the Manual.

"*Once I got the OK, I decided to leave first. The balloon was already inflated and stable, which indicated the absence of a strong wind or gusts.*

Once I thought the balloon was sufficiently hot and stable to reach the desired flight level, I started the takeoff. Once airborne, there was an unexpected change in wind direction and a strong gust that moved us toward a building. Although I was heating, I realized we could impact the building. After contacting the wall, the balloon swung and I continued heating such that when it returned to its vertical position, we pushed the basket away from the building so the balloon could

continue taking off, separated from the building. From then on, the flight and landing were routine and problem-free. We found a good field without obstacles on which to land and we dragged a few meters to a path where we were able to pick up the balloon without any problem. The local police reported to the scene and the balloon's owner provided a statement."

1.16.1.2. Passenger's statement

He began his statement by noting he was in Vic to take part in the Mercat del Ram Balloon Festival, and that only his balloon had taken off on Friday.

The plan was to go on a leisure flight with no set duration, adapting to the circumstances. The owner allowed the pilot to use it because he was a friend, with no financial consideration whatsoever. Although he was traveling as a passenger, he was also a balloon pilot and had been involved in some of the phases of the flight. The pilot in command told him he had checked the weather and that it was good for the flight.

He stated that the flight started at around 17:30 and that once in the air, some 5 m above the ground, they released the ropes. Just then they noticed the effect of the wind, which pushed them sideways as they climbed, though not enough to clear the buildings. They impacted the front of the building twice before finally being able to climb over the buildings and continue the flight. The impact tore the balloon, but they were able to continue flying normally until they landed in the area of Gurb, some twenty minutes later.

He added that neither occupant was injured, and that both he and the pilot thought the takeoff location was appropriate, as confirmed by the fact that it was an organized event.

1.16.1.3. Statement from the owner of the balloon

He began his statement by saying that he was friends with the pilot and had allowed him to use the balloon for free to take part in the Balloon Festival. The balloon flights were scheduled for Thursday, Friday, Saturday and Sunday. This specific balloon had flown Thursday morning and afternoon and Friday morning. On Thursday, 18 or 19 balloons flew, and only the accident balloon flew on Friday. There were no flights on Saturday or Sunday due to rain.

The accident balloon took off as planned from the main square and would then fly north, which was the wind direction, for an unspecified length of time, depending on the circumstances. The event was organized by the Catalan Ballooning Club.

He added that he was on the ground as a spectator and helping with the overall organization of the event. He had checked the weather and it was fine for the flight.

He stated that "*the balloon was tied to a car and had been inflated without any problem. The envelope rose up stably and smoothly. When the pilot decided to take off, he lifted the envelope, released the rope and the balloon took off. After reaching a certain altitude, approximately 15 m, the wind pushed the balloon into the front wall of a building, which was too high for the balloon to clear. The balloon struck the top of building no. 22 twice before managing to gain enough altitude to clear the building.*"

He ended by stating that he got into his vehicle to follow the balloon, which, despite having a tear, flew correctly in the direction of Manlleu until it landed.

1.16.2. Video footage

Investigators had access to several video recordings taken from various points that show the balloon's flight from the moment it took off and climbed until moments after impacting the building.

The images reveal that the pilot released the rope when the bottom of the basket was approximately 40 cm off the ground, before it tensed. Later, they show the balloon move laterally when it was an altitude no higher than about 4 m.

Figure 4. Frame from when rope is released

Another recording was available that showed the final moments of the flight and the landing maneuver.

The video shows a smooth maneuver on a crop field that was completely flat and clear of obstacles. After touching down for the first time, the basket bounced twice before flying a few centimeters above the ground. There was then a final contact with the ground, after which the balloon dragged for some 25 m before coming to a stop.

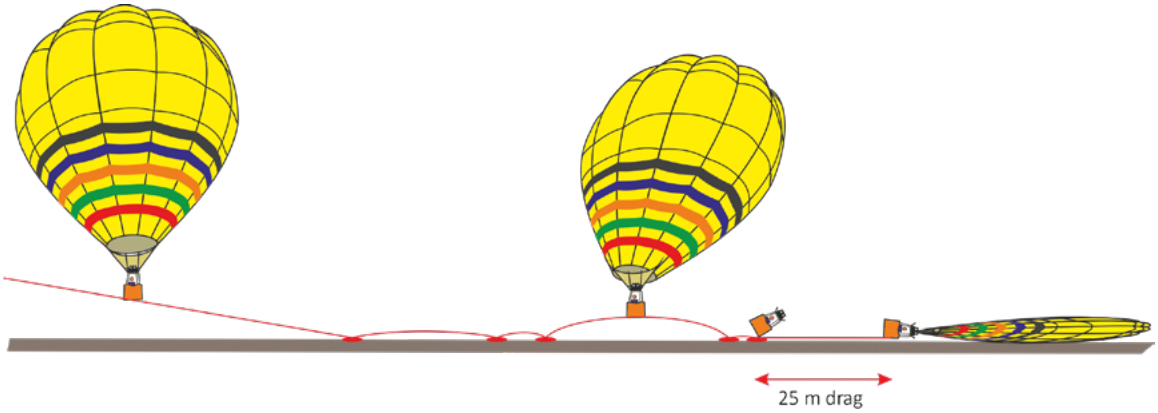

Figure 5. Sketch of balloon landing maneuver

1.17. Organizational and management information

According to information provided by the Vic town hall, the organization had a permit to use the public street.

According to Royal Decree 1919/2009 of 11 December, which regulates aeronautical safety at civil air shows, it requires that a NOTAM be published before the event.

Prior to the event, organizers had published NOTAM D0717, which noted the requirement for organizers and air traffic control service providers in Girona to coordinate their activities, the requirement to maintain radio contact during operations and specified a flight altitude of 6000 ft MSL.

Moreover, before an air show can be held, the National Aviation Safety Agency must first issue a statement of aeronautical conformity for the aeronautical operations at the show and for the non-scheduled flights, if any, to promote the show, except under the conditions specified in Article 26, which includes events involving only manned balloons.

In those conditions, 15 days prior to the start date of the air show, the organizer of the air show will file with the National Aviation Safety Agency an affidavit that it is in compliance with the requirements laid out in this Royal Decree, which include

the separation distances between LDD (show demarcation lines) and LDE (spectator demarcation lines). These distances can never be under 20 and 30 meters for takeoff and landing maneuvers, respectively (Appendix 1).

According to SERA 5005, Visual flight rules, VFR flights shall take place at a height not less than 300 m (1,000 ft) above the highest obstacle within a radius of 600 m from the aircraft when over the congested areas of cities, towns or settlements or over an open-air assembly of persons, except when necessary for takeoff or landing or with the authorization of the competent authority.

1.18. Additional information

1.18.1. Takeoff maneuver in enclosed spaces

In order to carry out a takeoff maneuver in confined or enclosed spaces, with obstacles relatively nearby, crews must keep in mind that an apparent loss of lift can occur when the balloon reaches a layer with faster wind speeds (false takeoff).

If this phenomenon is anticipated, the balloon must be provided with additional lift so that it can stay airborne when it reaches the layers with higher wind speed. This is done by heating the balloon more so as to give it extra lift, until the rope that is holding down the balloon is completely taut before doing a quick release (and warning nearby individuals to pay attention to whiplash of the rope when it releases).

The crew will attempt to warm the envelope as quickly as possible so as to ascend rapidly, keeping in mind that the balloon can reach a climb speed of 3 to 5 m/s.

The crew must keep in mind the heat loss due to the increase in vapor pressure inside the heating coil if heat is applied continuously. The flame should not be kept on for more than 25-30 s, since overheating of the heating coil causes a rise in the internal vapor pressure that hampers the flow of liquid propane, reducing its efficiency.

The Ultramagic Flight Manual contains no special procedure for taking off in confined spaces.

1.18.2. Load Table

According to the Ultramagic balloon Flight Manual, the weights of its components are as follows:

Envelope: 99 kg
Dual burner: 19 kg
C-1 basket: 67 kg
Fuel bottles: 137 kg
Occupants: 170 kg

The balloon's total weight was 492 kg, below its maximum takeoff weight of 756 kg.

1.19. Useful or effective investigation techniques

Not applicable.

2. ANALYSIS

2.1 General

The balloon's pilot had the flight license and medical certificate necessary to make the flight.

The pilot had ample flying experience and was aware of the technique for taking off in enclosed spaces.

The balloon had the documentation needed to make the flight.

2.2 Of the weather conditions

The data recorded at the various weather stations in the area show that the weather conditions were not limiting for the flight.

2.3 Of the operation

According to the load table, the balloon's weight was within the maximum takeoff weight limits.

As per his statement, the pilot had checked the weather beforehand and was aware of the prevailing conditions.

The data recorded at the weather station closest to the site of the accident, located in the town of Gurb, indicated that the wind was from the south-southwest at an average speed of 8.6 kph, gusting to a maximum of 15.1 kph.

The balloon was in the main square in Vic, shielded from the wind by the buildings that comprised the perimeter of the square itself.

The apparent loss of lift when clearing the limits of the buildings should have been expected.

In these conditions, the takeoff maneuver requires additional heating of the balloon to provide it with extra lift, with the mooring rope being fully taut before it is quick released.

As the images recorded during the takeoff revealed, the rope was released with the basket just one meter off the ground and the rope completely slack. This does not allow taking advantage of the balloon's maximum climb speed. Then, at an altitude of less than 4 meters, the balloon moved to the side, pushed by the wind and barely able to climb. If to the full 20.7-m height of the balloon we add the 4 m of altitude above the ground, this shows that only the top part of the envelope cleared the height of the buildings when the balloon began to experience an apparent loss of lift caused by the wind.

As for the balloon Flight Manual, there are no instructions for taking off from enclosed spaces in windy conditions. Even though this did not contribute to the outcome of the accident, a safety recommendation is issued to the manufacturer, Ultramagic, to have it include these instructions in its Flight Manual.

2.4 Of the organization and management

The investigation determined that organizers had the relevant permit from the Vic town hall to use a public street.

A NOTAM had also been published, as required by the Royal Decree that regulates aeronautical safety at civil air shows.

Moreover, and according to SERA 5005, Visual flight rules, even though flying at a height not less than 300 m (1,000 ft) above the highest obstacle within a radius of 600 m from the aircraft when over the congested areas of cities, towns or settlements or over an open-air assembly of persons is not allowed, an exception is made when necessary for takeoffs, as in this case.

However, the affidavit of compliance with the requirements contained in the Royal Decree on air shows, which the event organizers should have provided, was not filed with AESA.

3. CONCLUSIONS

3.1. Findings

The balloon's pilot had the flight license and medical certificate necessary to make the flight.

The pilot had ample flying experience and was aware of the technique for taking off in enclosed spaces.

The balloon had the documentation needed to make the flight.

The organizers had not filed with AESA the mandatory affidavit of compliance with the requirements contained in the Royal Decree on air shows.

The flight was in the climb phase.

3.2. Causes/Contributing factors

The accident was caused by the improper performance by the pilot of the takeoff maneuver.

4. RECOMMENDATIONS

REC.- 53/18. It is recommended that the balloon manufacturer, Ultramagic, amend its Flight Manual to include relevant information on taking off in a balloon from enclosed spaces in windy conditions.

5. APPENDICES

APPENDIX 1

Affidavit. Civil air show organized as per Art. 26 of Royal Decree 1919/2009 of 11 December.

AESA
AGENCIA ESTATAL
DE SEGURIDAD AEREA

1. DATOS DE LA DEMOSTRACIÓN AÉREA

Nombre de la demostración	
Tipo de actividad:	
Lugar de realización:	
Fecha/s de realización:	

2. DATOS DEL ORGANIZADOR

Nombre de la persona o entidad organizadora	
DNI/NIE/NIF:	
Dirección a efectos de notificación:	
Teléfono:	
Correo electrónico:	

3. DATOS DEL DIRECTOR DE LA DEMOSTRACIÓN

Nombre y apellidos	
DNI/NIE/NIF:	
Teléfono:	

4. DATOS DEL DIRECTOR SUPLENTE DE LA DEMOSTRACIÓN

Nombre y apellidos	
DNI/NIE/NIF:	
Teléfono:	

☐ Marcar en caso de autorizar a AESA a efectuar las notificaciones por correo electrónico

☐ Marcar en caso de autorizar a AESA para que los datos de identidad personal puedan ser consultados por el Sistema de Verificación de Datos de Identidad.

5. DECLARACIÓN

En aplicación de lo establecido en el artículo 26 del Real Decreto 1919/2009 de 11 de diciembre, y como organizador de la demostración aérea indicada en el apartado 1 declaro que:

- La demostración aérea se encuentra en uno de los supuestos indicados en el artículo 26 para los que no se requiere la declaración de conformidad aeronáutica
- Conozco los requisitos establecidos en el precitado real decreto y asumo las responsabilidades establecidas en el artículo 4 del mismo.
- El director de la demostración y su suplente conocen sus responsabilidades, funciones y facultades descritas en los artículos 6, 7 y 8.
- En todo momento se cumplirán los requisitos establecidos en los artículos 10, 11, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 32, 33, y 34 del real decreto de referencia.
- Conozco que la comunicación de hechos o actos inexactos o falsos a los órganos competentes en materia de aviación civil con ánimo de inducirles a producir erróneamente actos favorables para el comunicante o desfavorables para terceros constituye una infracción administrativa grave de acuerdo con lo recogido en el artículo 50.2 2ª de la Ley 21/2003 de 7 de julio

En _____ a ___ de _____ de 20

El Organizador de la Demostración

Nombre y apellidos y Firma

DIRECTOR DE LA AGENCIA ESTATAL DE SEGURIDAD AÉREA
Avenida del General Perón 40, puerta B, 1ª planta
28020 Madrid

AESA AGENCIA ESTATAL DE SEGURIDAD AÉREA	DECLARACIÓN RESPONSABLE. DEMOSTRACIÓN AÉREA CIVIL REALIZADA CONFORME AL ART. 26 REAL DECRETO 1919/2009 DE 11 DE DICIEMBRE	F-DSA-DCA-11
		Edición 1.1
		DSA
	DOCUMENTACIÓN PÚBLICA	PS-DSA-DSO-28

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Nombre y apellidos	
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4. DATOS DEL DIRECTOR SUPLENTE DE LA DEMOSTRACIÓN

Nombre y apellidos	
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DIRECTOR DE LA AGENCIA ESTATAL DE SEGURIDAD AÉREA
Avenida del General Perón 40, puerta B, 1ª planta
28020 Madrid

EJEMPLAR PARA EL ORGANIZADOR

Instrucciones para la presentación de esta declaración responsable

Esta declaración responsable debe presentarse con una antelación mínima de quince (15) días a la fecha de celebración de la demostración.

Debe presentarse, de acuerdo con lo previsto en el artículo 16 de la Ley 39/2015 de 1 de octubre, en:

a) El registro físico o electrónico de AESA (https://sede.seguridadaerea.gob.es), así como en los registros de:
   - La Administración General del Estado.
   - Las Administraciones de las Comunidades Autónomas.
   - Las Entidades que integran la Administración Local

b) Las oficinas de Correos, en la forma que reglamentariamente se establezca

c) Las representaciones diplomáticas u oficinas consulares de España en el extranjero.

d) Las oficinas de asistencia en materia de registros.

La inexactitud, falsedad u omisión, de carácter esencial, de cualquier dato o información que se incorpore a una declaración responsable o a una comunicación, o la no presentación ante la Administración competente de la declaración responsable, la documentación que sea en su caso requerida para acreditar el cumplimiento de lo declarado, o la comunicación, determinará la imposibilidad de continuar con el ejercicio del derecho o actividad afectada desde el momento en que se tenga constancia de tales hechos, sin perjuicio de las responsabilidades penales, civiles o administrativas a que hubiera lugar.

Información sobre protección de datos:

La Agencia Estatal de Seguridad Aérea (En adelante AESA), como Responsable del Tratamiento de sus datos personales en cumplimiento de la Ley Orgánica 15/1999, de 13 de diciembre, de Protección de Datos de Carácter Personal y su Real Decreto 1720/2007, de 21 de diciembre, que tiene derogada las disposiciones de derecho interno que sean contrarias o no hayan sido adaptadas al Reglamento (UE) 2016/679 del Parlamento Europeo y del Consejo, de 27 de abril de 2016, relativo a la protección de las personas físicas en lo que respecta al tratamiento de datos personales y a la libre circulación de estos datos (Reglamento General de Protección de Datos) y en cumplimiento del citado Reglamento General de Protección de Datos, le informa que es necesario su consentimiento, de manera explícita, para tratar sus datos de carácter personal obtenidos de la Declaración para realizar demostraciones aéreas civiles de acuerdo con lo previsto en el artículo 26 del Real Decreto 1919/2009 de 11 de diciembre.

El usuario no podrá negar su consentimiento por ser este una obligación legal, definida por la Ley 39/2015, de 1 de octubre, del Procedimiento Administrativo Común de las Administraciones Públicas.

Este tratamiento de datos de carácter personal se encuentra incluido en el Registro de Datos Personales de AESA. La legitimidad del tratamiento está basada en una obligación legal. La información de carácter personal para la que ha facilitado el consentimiento será conservada mientras sea necesaria o no ejerza su derecho de cancelación o supresión. La información puede ser cedida a terceros para colaborar en la gestión de los datos de carácter personal, únicamente para la finalidad descrita anteriormente. La categoría de los datos de carácter personal que se tratan son únicamente identificativos y de notificación electrónica.

De acuerdo con lo previsto en el citado Reglamento General de Protección de Datos, puede ejercitar sus derechos Acceso, Rectificación, Supresión, Portabilidad de sus datos, la Limitación u Oposición a su tratamiento ante el Delegado de Protección de Datos, dirigiendo una comunicación al correo dpd.aesa@.seguridadaerea.es. Para más información sobre el tratamiento de los datos de carácter personal visite la página web de AESA:

https://www.seguridadaerea.gob.es/lang_castellano/normativa_aesa/protecc_de_datos/registro/default.aspx

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