



*Fédération
Aéronautique
Internationale*

Minutes

of the Annual Meeting of the
FAI Amateur Built & Experimental Commission

**held in Friedrichshafen, Germany
at the Graf Zeppelin Haus
on 6 April 2009**

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**Minutes of the 34th CIACA-FAI Meeting
Held at the Graf Zeppelin Haus, Friedrichshafen
6th April 2009**

PRESENT:

In the chair	Mr. Pierluigi	DURANTI (Italy)	President
AUSTRIA	Mr. Hermann	EIGNER	Delegate
CZECH REPUBLIC	Mr. Jiri	VICHEREK	Delegate
FINLAND	Mr. Pirkka	MATTILA	Alt. Delegate
FRANCE	Ms. Catherine	DARTOIS	1 st Vice President
GERMANY	Mr. Christian	TEUBER	Delegate
	Ms. Elaine	FECHER	Secretary
PORTUGAL	Mr. Carlos	TRIGO	CIMA representative
SWEDEN	Mr. Kjell	FRANZEN	Delegate
SWITZERLAND	Mr. Alfons	HUBMANN	Delegate
U.K.	Mr. Roger	HOPKINSON	Delegate
FAI	Mr. Robert	HUGHES	General Projects Manager

1. Introduction and welcome

Opening the meeting the Chairman welcomed the participants to the 34th meeting of the Commission. He extended a particularly warm welcome to Pirkka Mattila who is the new alternate delegate for Finland.

2. Apologies for absence, proxies

Two apologies for absence had been received, namely from Agúst Gudmundsson, alternate delegate for Iceland and Hédi Belage, alternate delegate for France.

3. Minutes of 33rd CIACA FAI meeting

The Chairman thanked Ms. Elaine Fecher for her help in preparing the minutes, which were unanimously accepted.

The agenda was also accepted unanimously with no items being added.

4. Actions pending from previous meeting

The Chairman then went through the actions pending from the previous meeting, with the exclusion of those which were covered anyhow by dedicated agenda items:

Action No. 1: UAV working group. Christian Teuber had stated at the last meeting that he was no in the position to take part officially in the working group due to professional commitments. This has proven not to be important as the working group has not yet convened.

Action No. 3: Nepalese microlight. The Chairman has invited the Nepalese student to attend the World Air Games. The invitation has been accepted and the student hopes to attend if all bureaucratic hurdles can be taken in time.

5. CIACA President Report

Most of what the Chairman had to report is covered by individual agenda topics. He reiterated the fact that over the years he has seen the enthusiasm of delegates during the meeting which, unfortunately, ebbs significantly when the meeting is over. The amateur builders enjoy building and flying but not being indoors and most certainly not sitting at a desk dealing with bureaucracy.

Mr. Duranti told the delegates that in the last few years the interest in the amateur builders' community has increased within the FAI. The World Air Games have played their part in bringing CIACA to the fore. The growth in electrically and solar-powered aircraft, as evident this year at the Aero in Friedrichshafen, has also helped CIACA which is responsible for this sector within the FAI.

Thanks to the World Air Games and the insistence of the Chairman to present the amateur-built sector as a sports activity, the FAI classification of CIACA as just a technical commission is being progressively eroded. CIACA is indeed both a technical and an air-sports commission and the Chairman is still working hard to realise this change.

6. FAI General Conference

The FAI General Conference was held in St. Vincent (Italy) which Mr. Duranti attended and gave the CIACA President Report.

Mr. Rob Hughes gave a short summary of the main points of interest at the Conference. The FAI now has 100 members in 85 countries. The World Games, which is a multi-sport event for sports not on the Olympic programme, will be held in Chinese Taipei (TPE) in July 2009. The Red Bull Air Race is now a recognised world championship, and in addition the FAI continues to provide safety supervision of the Races. The FAI has also entered into an agreement with airports.tv concerning television and internet coverage of various flying events.

The FAI has also won Rolex as a sponsor for the next year and has a new honorary patron, Bertrand Piccard. The FAI General Conference 2009 will be held in Korea, with Dublin hosting the 2010 General Conference.

7. WAG

The Chairman is deeply involved in the World Air Games as General Co-director and Air-Sport Director. Mr. Duranti showed a short presentation for the sake of new members and to refresh memories. During 2008 several test events have been carried out successfully, including the tracking system for the balloons and gliders.

Due to the economic situation world-wide, the World Air Games came close to being cancelled. The budget has been virtually halved because several sponsors have reneged. After long discussions with the FAI, it has, however, been decided to continue. Most of the "entertainment" aspects have had to be axed but all sporting events will continue and no compromise has been made with respect to safety.

80 different slots are planned, related to 25 different sporting activities. The finals of all competitions (21 in all) shall take place on 12th/13th June.

As far as CIACA is concerned, the major events shall be the demonstration of electrically and solar-powered aircraft and world record attempts, based on the sporting code written by CIACA. Two microlights shall be built during the World Air Games in the square in Turin with the finished aircraft being donated to humanitarian organisations. The Skyranger has been organised by Agúst Gudmundsson who shall also be the leader of the assembly group. Mr. Gudmundsson has often been involved in such events and it was he who persuaded the kit manufacturer to donate the kit and who found other sponsors including the Spanish Rotax dealer who has donated the engine. The propeller has been donated by Othmar Wolf (Austria) and several Italian companies will be supplying the instruments. Up until a few weeks ago, everything was going to plan. However, Iceland has also been hit by the economic crisis and some sponsors have withdrawn their support. A total of EUR 7,500 is now missing. Mr. Gudmundsson has found a buyer for the aircraft and proposed that instead of donating the aircraft to a humanitarian organisation, it be sold and the surplus money be donated. In this way, the event can be saved and TELETHON (cancer research and care organisation) will still receive its donation. All members present agreed unanimously to follow this path.

The team of young people is not yet complete. At present, there are two representatives from Austria, Germany and Italy as well as the Nepalese student. One of the participants sits in a wheelchair. The team will be led by Mr. Gudmundsson and Mr. Pozzini (Italy), the latter also being responsible for a group of people who will explain to spectators in various languages what is going on.

The second event in which CIACA is involved is the restored and replica aircraft / experimental fly-in. Mr. Duranti showed the delegates the location and described the facilities available. Two trophies will be awarded and the judges have been named. Judging will occur during the entire World Air Games with the results being announced on 13th June. Mr. Duranti reminded the delegates of the judging criteria which resulted in a short discussion about what is considered as a restoration.

Mr. Hughes then distributed a list of invited participants and their status. Mr. Duranti asked delegates to check the participants from their respective countries and to cancel any participants as soon as possible as the budget is limited and every saving helps. Mr. Hughes informed the delegates that new websites will be set up in the very near future so that participants can access information concerning accommodation and accompanying persons. All rooms are double rooms with single occupancy so if a participant comes with an accompanying person, he/she can use the room. A small additional charge will then be made. A website will also be available with a detailed schedule of the World Air Games.

Various delegates raised the issue of FAI licences as the number is required for registration. Mr. Hughes informed the delegates that any number may be entered into this box as the FAI is aware that CIACA participants do not necessarily have such a licence. However, if a participant wishes to challenge an FAI world record, a FAI licence is mandatory.

8. CIACA awards

Phoenix Diploma

The Chairman presented the Italian nomination for the Phoenix Diploma. Mr. Andrea Rosetto was unanimously awarded the Phoenix Diploma for his outstanding restoration of I-NCOM, an Aeromacchi MB308 which was built in 1948.

Phoenix Group Diploma

No nominations.

Henri Mignet Diploma

No nominations

A long-standing topic is the modification of the Henri Mignet Diploma as the requirements are regarded by many as being too stringent. It had been suggested in the past to modify the diploma so that it can be awarded to a person/group which has done something special in the home-building community. Ms. Dartois was responsible for this action but suggested that no modification was required, rather better promotion of the diploma through the delegates.

Mr. Duranti expressed his embarrassment that for the past few years the Phoenix diplomas, if awarded, have been awarded to Italian entries, whilst it is obvious that, around the world there are many restorations that deserve to be nominated each year. This underlines the comment made by Ms. Dartois regarding the lack of promotion. The Chairman hopes that more entries will be received in the future and once again asked the delegates to make their national associations more aware of the CIACA awards.

9. Educational and social initiatives

For several years, the Chairman has tried to popularise initiatives involving youngsters, handicapped persons, juvenile environments with problems. Not enough is known about such activities and it is necessary to promote them better. Mr. Duranti and Mr. Belage wanted to prepare a pamphlet in time for the World Air Games but due to the heavy work load, it is doubtful that this goal can be reached. Mr. Hopkinson informed the delegates that the Royal Aero Club has received US \$ 100,000 from Boeing to finance an initiative "build a plane for schools". At present, two projects are underway but it is hoped that more will become involved in the next 4 to 5 years. The initiative is still in the initial phase during which schools and technical colleges may apply.

The Chairman expressed the importance of such an initiative, not only in itself but also as a reference for future sponsoring and asked Mr. Hopkinson to supply more detailed information.

Action 1: R. Hopkinson

Returning to the pamphlet, the Chairman stressed the importance of such a document being ready for the World Air Games as this event offers a non-recurring opportunity to promote the amateur-building sector.

Mr. Duranti asked for a volunteer to collect the information so that perhaps a small document may be ready in time for Turin. Mr. Alfons Hubmann (Switzerland) offered to take on this task.

Action 2: A. Hubmann

10. New home-built racer class

This idea is on hold in France due to various problems. There was a fatal air race accident during training for a Formula 1 event. The French DGAC has also changed its attitude to racing and is now against it.

11. Electrically and Solar powered Aeroplanes (SpA)

As shown by the exhibitors at the Aero in Friedrichshafen, this is a growing sector. Technology is improving, offering better access to the sports aviation world. There will be a small but significant group of participants in this category during the World Air Games, including E. Raymond (USA) who be flying across the Alps to attend the World Air Games and Icaré 2 from Germany.

12. EFLEVA, EASA, Europe Air Sports

Roger Hopkinson, the UK delegate, and Chairman of EFLEVA gave a short report on the status of EFLEVA which had its second meeting on 5th April 2009 in Friedrichshafen. He stressed that the amount of progress that has been made during the last 18 months (since formation) is very commendable. He informed the delegates that a decision has been taken to look at the establishment of a structure to take on the responsibilities in a post-Annex II environment which EFLEVA believes will be upon us within the next 10 years.

Ms. Dartois informed the delegates that a new set of rules are now in force within EASA which extend EASA scope to cover ATM and aerodromes. This, however, only affects aerodromes with commercial / IFR traffic. EASA has awarded a permit to fly for ELA to a manufacturer. However, there are now airworthiness requirements for ELAs, making the situation somewhat ridiculous.

The annual general meeting of Europe Air Sports had not yet been held, so no new report was possible.

Following these general reports, each delegate was asked by the Chairman to summarise the situation in his/her home country. The annual reports are attached to these minutes.

A discussion arose concerning gyroplanes and their status in the individual countries. Numbers are growing in several countries but there is a problem with high accident rates. According to Mr. Teuber, this is basically due to the fact that in some countries, gyroplanes are classified as microlights and must remain below a certain weight. In order to ensure that gyroplanes have a future, a good battle plan is required. If the MTOM were increased, the accident rate would be lower. Switzerland and Germany agreed to co-operate on this question as soon as possible with the UK offering its assistance.

13. Public relations / press / communications

Website

Unfortunately, Werner Schneider was not at the meeting so no update was possible on the state of the website. Mr. Hughes stated that the FAI could put information on to the website for the commission, if required.

Information data-base

Mr. Vicherek informed the delegates that he had not been able to set up the information data-base. Mr. Duranti once again expressed the wish to update an information table which has become obsolete. EFLEVA and CIACA should work together on this point as the information is of interest to both. A new attempt will be made to get the information data-base started.

Action 3: P. Duranti+ EFLEVA

Mr. Duranti informed the delegates that once the World Air Games are over, he hopes to have more time to spend on CIACA and particularly in the public image of the commission.

15. Any other business

Mr. Hughes informed the delegates that the rules for the World Air Games have been finalised and will be published shortly. He also informed the delegates that the FAI would be producing an A4-leaflet about each sports activity. Should time not suffice to produce the CIACA pamphlet, a leaflet could be made for the amateur-built activities. Mr. Trigo volunteered to make up the leaflet, based on information supplied by the delegates.

Action 4: C. Trigo + all delegates

Mr. Teuber raised the question of official badges for competitors/judges at the World Air Games. Mr. Duranti informed the delegates no such badges have been made. He took on the responsibility of getting such badges made, using the official FAI/CIACA symbol. The costs will be carried by the small amount of money CIACA calls its own (approx. SF 1,000.--).

Action 5: P. Duranti

A further question was raised concerning official observers for FAI records. Mr Hubmann and Mr. Franzen expressed an interest in becoming recognised observers. Mr. Hughes took on the task of clarifying the situation.

Mr. Trigo asked about the "sports commission" status. He suggested that the topic should be raised at the 2010 General Conference. Mr. Duranti informed the delegates that there is a silent movement within the FAI to get rid of the distinction between sports and technical commission. He did, however, feel that the question should not be raised by CIACA but should develop spontaneously, possibly based on a suggestion coming from another area.

Mr. Duranti returned to the situation of electrically and solar-powered aircraft. At a technical level, the group within CIACA dealing with this sector is limited and, unfortunately, the representatives change constantly. He asked for assistance. Ms. Dartois stated that France would be willing to help. Mr. Duranti asked anyone else interested to contact him. At present, a draft sporting code is being compiled. It is very important to proceed quickly, so that the sporting code is available soon, because the number of effective electrically-powered aircraft is increasing rapidly. Mr. Trigo stated that new rules for electrically powered microlights are already in place which could form a working base.

16. Election of office bearers 2009 - 2010

As a result of an open ballot, the following office bearers were elected:

President:	Mr. Pierluigi Duranti	(Italy)
1 st Vice President:	Mr. Alfons Hubmann	(Switzerland)
2 nd Vice President:	Mr. Kjell Franzen	(Sweden)
Secretary:	Ms. Elaine Fecher	(Germany)

17. Date and place of next meeting

The 35th CIACA meeting will take place in Friedrichshafen on 12th April 2010

Prepared by Elaine Fecher

Approved by Pierluigi Duranti

1. IGO ETRICH CLUB AUSTRIA (IECA)

Dürnbachgasse 2

A-3252 Petzenkirchen

Tel/Fax: +43 (0) 7416 54774

Website: www.amateurflugzeugbau.at

e-mail: othmar.wolf@amateurflugzeugbau.at

Member of AUSTRIAN AEROCLUB within General Aviation Section.

e-mail: glaser.gabriela@aeroclub.at



1.1 Membership

231 Members at April 2009

2. CIACA Delegate:

Hermann Eigner

Vornholz 45

A-4081 Hartkirchen

Tel +43 (0) 664 4417478

e-mail: hermann.eigner@philips.com

Alternate Delegate

Johann GUTMANN

Bienensteingasse 11

A-3250 Wieselburg

Tel.Fax.: +43 (0) 7416 52518

Mobile: +43 (0) 664 2850193

e-mail: johann.gutmann@wibs.at

3. General situation, and progress:(no changes to 2008)

IECA is permitted to assist and escort builders to finish their projects.

IECA is permitted to certify small changes of certified experimentals

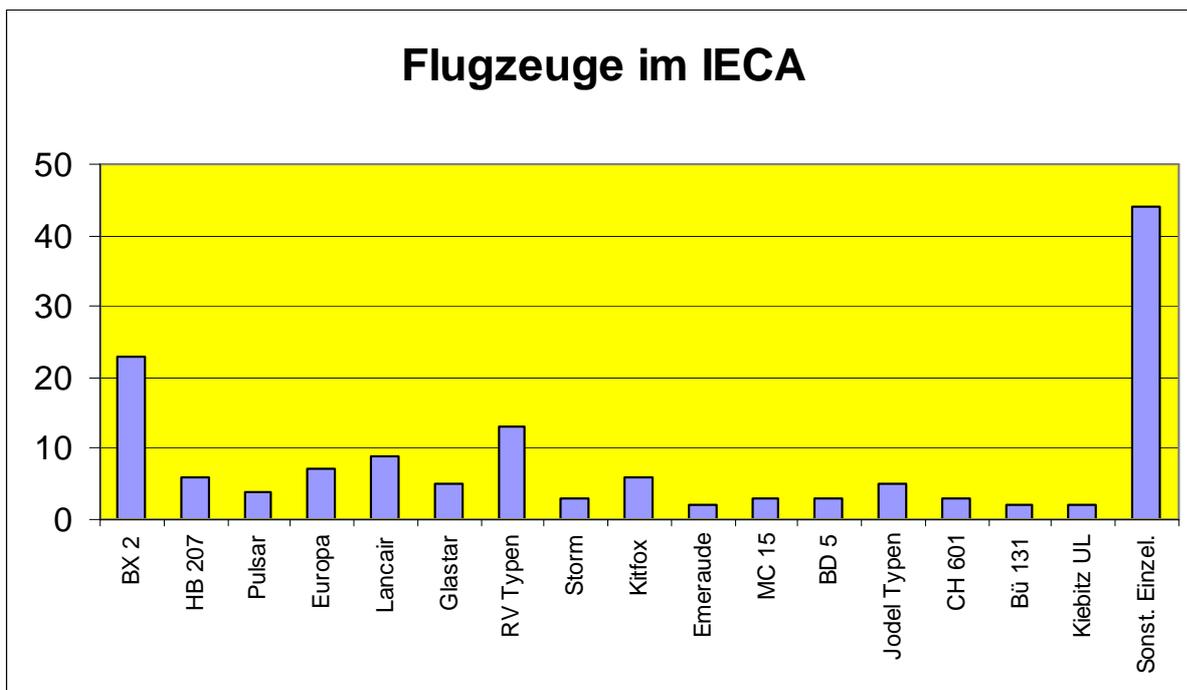
IECA is permitted to process noise certificates acc. to ICAO annex 16, chapter 10

Target for this year is, to get the permission for periodic 2-year inspection on experimental aircraft and to certify the paper for permit the flight test periode.

For the future IECA will aspirate to do all certification (including airworthness certificate) on experimental aircraft, as well as registration an archiving.

3.1 Statistics

Number of projects: 151 (86 already flying)
26 during testperiod, 60 full permit to fly



No accident reported 2008

4. Certification scheme:

IECA – give builder escort assistance to finish the plane.
Austro Control GmbH (ACG) issue a permit for flight test within the test area for 50 hours.
After finishing all required tests, ACG issue the restricted experimental flight certificate.

5. Permit to fly/renewal charges:

The work of ACG (Issue the permit for flight test and issue the flight certificate) charges for around € 2.500,--
Every 2 years we need a renewal, charges for around € 300,--

6. Border crossing procedures:

Between Austria, Switzerland and Germany we have no procedures except flight plan into Switzerland.
For all other countries we need a permit to fly, requested from the Aviation Authorities of each country.

7. Radio requirements:

ELT: Mandatory
VHF and Transponder: Mandatory in controlled airspace

8. Insurance requirements:

Same as production aircrafts.

Third party Legal Liability Policy with a limit of 3000000.-€

Passenger Legal Liability (for each passenger) 220000.-€

9. Operational/environmental/noise limitations:

Experimentals will be not certified for IFR operation.

VFR day up to 4 seats will be certified.

As far as all requirements for night operations are fulfilled also night operation under VFR conditions will be allowed.

10. Additional remarks:

11. Suggestions for CIACA initiatives:

Improve bilateral agreements for an open European sky for homebuilts without any flight permission.

12. Fly-in

7.- 9. August 2009

International Igo Etrich Meeting in LOAG/ Krems (west of Vienna, near the Danube)

Info: othmar.wolf@amateurflugzeugbau.at

13. National Homebuilder Magazine:

I.E. IMPULSE

1. Name and address of the National Homebuilders Associations (Web site address, if possible LOGO)

Suomen Ilmailuliitto (SIL) / The Finnish Aeronautical Association (FAA)
Experimental- ja ultrakevyttoimikunta (EUT) / Experimental and microlight committee
 Helsinki-Malmi Airport
 FI-00700 Helsinki
 FINLAND

Tel: +358 9 3509 340
 Fax: +358 9 3509 3440
 E-mail: sil@ilmailuliitto.fi



Web: www.ilmailuliitto.fi (FAA page)

1.1. Membership

The Finnish Aeronautical Association (FAA) is the national and central organization of sport aviation in Finland. The sphere of activity of the FAA includes ten different air sport disciplines: powered flying, gliding, experimental flying, ultralight flying, hang gliding, paragliding, parachuting, ballooning, ascending parachutes and aeromodelling. There is a combined committee for experimental and microlights which works within the FAA.

FAA person members in each group							
	2008		2007		2006		2005
Experimental	62	(3,3%)	60	(-9,1%)	66	(-2,9%)	68
Hot balloons	95	(4,4%)	91	(5,8%)	86	(-13,1%)	99
Parachuting	2402	(-1,9%)	2346	(3,9%)	2257	(-5,2%)	2381
Model airplanes	1355	(4,1%)	1302	(4,8%)	1242	(0,3%)	1238
Powered flight	1928	(-1,4%)	1956	(-1,5%)	1985	(-3,4%)	2055
Parasailing	8	(0,0%)	8	(0,0%)	8	(-20,0%)	10
Gliding	2248	(-2,4%)	2303	(-1,1%)	2329	(-4,8%)	2446
Hang-gliding	243	(0,8%)	241	(-2,0%)	246	(-6,8%)	264
Simulators	43	(-4,4%)	45	(18,4%)	38		na
Microlights	844	(12,8%)	748	(10,3%)	678	(14,5%)	592
Paragliding	568	(0,9%)	563	(-5,2%)	594	(8,4%)	548
Others/na	374	(12,7%)	332	(-5,4%)	351	(0,3%)	350
TOTAL	10170	(1,8%)	9995	(1,2%)	9880	(-1,7%)	10051

Each member defines what her primary interest is and table above reflects to that. Change from last year as percentage in brackets. If additional (secondary etc.) interests are calculated as well we get grand total of 146 experimentalists.

The FAA membership fee for 2009 is 63 € (there are discounts for juveniles, families etc.). It includes Ilmailu (=aviation) magazine which comes 10 times per year. For more membership benefits: http://www.ilmailuliitto.fi/fi/jasenasiat/membership_benefits There are no own membership fees for experimental people either own home building magazines either.

2. C.I.A.C.A. Delegate (Name and updated address - E-mail !)

2.1. Delegate

Mr. Tom Arppe
Hommaksentie 63B
FI-02440 LUOMA
Finland

Tel. +358 50 386 5368
Email: tom@arppe.net

2.2. Alternate delegate

Mr. Pirkka Mattila
Rälssikuja 6
FI-21110 NAANTALI
Finland

Tel. +358 50 387 7082
E-mail: pirkka.mattila@nokia.com

3. General situation, particular problems and progress with respect to past year

Finland has participated FAI/CIACA meeting last time 1999.

First turbine powered experimental (Comp air 8) made its maiden flight on January 2009. Engine start-up some months later: <http://www.youtube.com/watch?v=WH4cBcLvs78>

3.1 statistics on :

The Finnish Civil Aviation Authority (FAA) is administrating this data and therefore the data is not freely available.

In Annex II we have 457 aircrafts which has divided into

- 50 old aircrafts
- 7 aircrafts with historical meaning
- 18 prototype/test aircrafts
- 109 home builds
- 9 military aircrafts
- 263 microlight aircrafts and
- 1 auto gyro.

To make things difficult, if home built is built to be flown with microlight license then it's listed as microlight and old aircrafts include many home builds as well. Also these statistics doesn't tell whether these aircrafts has flown last year or either has valid airworthiness certificate at the moment.

EUT favors the applications to build or modify aircrafts in Finland. The final decision whether change is enough and or permit to build is given is up to FAA. Last year FAA granted 24 permits to built aircraft, 2 permits to maintenance and modify existing aircraft and 20 permits to modify existing aircraft.

In short term number of permits to build an aircraft doesn't tell much as you don't need this permit until you want inspection to get permit to fly test flights. But you can get permit to build as well long before you have anything done.

No fatal accidents happened for home builds last year.

4. Certification scheme, organization entitled to issue Airworthiness certificate, duration of certificate/permit to fly...

To build a plane, make it fly and keep it flying you need

- Permit to build with named supervisor during building
 - FAA favors or further clarification may be requested
 - FCAA makes final decision
- Initial check by FAA inspector (authorized by FCAA)
- Permit to fly test flights for minimum 45/25/10 hours during 2 years issued by FCAA
- Second check by FAA inspector (authorized by FCAA)
- Permit to fly is issued by FCAA
- Airworthiness review by every 3 years (FCAA)

5. Permit to fly / certification renewal charges

First permit to fly ~150 €, renewal free of charge

6. Border crossing restrictions situation update

Flight plan required. Radio required due Air Defense Identification Zone (ADIZ).

Flying to Finland with home built from European Civil Aviation Conference (ECAC) countries is ok and Schengen agreement has made flying even easier.

7. Radio requirements

There are no home built plane specific requirements.

- C-mode transponder is mandatory only at Helsinki-Vantaa TMA and CTR (A-area) or when flying within the Finnish flight information region at or above flight level FL 95.

8. Insurance requirements

There are no home built plane specific requirements.

Currently there are no insurance companies in Finland offering insurances for planes so in practice all insurances are taken from abroad at the moment. There are few insurance brokers so we can still communicate in native language when getting insurances.

9. Operational/environmental/noise limitations

VFR, night-VFR and IFR are all applicable for home builds. TSO'ed instrument and certified engine + propeller combination helps you to get night-VFR and/or IFR but reliability can be proven otherwise as well (case by case). Lycoming clones are considered as "certified" enough in this case for example. At the moment there is no single IFR rated home built in Finland and only 4 for night-VFR.

10. Additional remarks

We have a significant number of tail wheel conversions of former certified aircraft (C150, Rallye etc.). These has been modified more than 51 % (usually means that engine and airframe changed/rebuild) and then it's moved from certified to Annex II as home built. Many of these are used as towing planes.

Not any specific restricted areas for experimental airplanes.

No restrictions to sell or buy Finnish build experimental aircraft. Buying foreign home built goes case by case.

11. Suggestions for C.I.A.C.A. initiatives

There may be a risk that future EASA regulations bring changes to Annex II of the EASA Basic Regulation, which can affect homebuilt aircraft negatively.

12. Fly-in/s date/s and place/s

Nostalgia fly-in (Nostalgia fly-in), 23. – 24. May 2009, EFNU

EUT is trying to gather GA planes together and have time as "early days". No pre-made program or similar to make things difficult... just having fun together.

Jämi fly-in, 10. – 12. July 2009, EFJM, <http://www.jamifyin.com/> (more languages will appear later)

This is one of the biggest fly-ins in Finland with well over 100 planes from year to year. EUT awards builders and planes at this event.

For information about flying in Finland check out <https://ais.fi> – Aeronautical Information Services (AIS) from Finavia.

13. Name/address of national aircraft homebuilders magazine (if any)

Not available.



Deutsche Gesellschaft zur Förderung des Selbstbaus von Luftfahrtgerät e.V.

Oskar-Ursinus-Vereinigung – OUV - DGSL

Außerordentliches Mitglied im „Deutschen Aero-Club (DAeC)“, Mitglied in der AOPA

2008 Annual Report of Homebuilt Aircraft Activities in Germany

1. National Association (no change)

Oskar Ursinus Vereinigung e.V.
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72511 Bingen-Hitzkofen
Phone: +49 +7571 62309
Fax: +49 +7571 62352
E-Mail: gs-ouv@t-online.de
Webaddress: www.ouv.de

Secretary: Elaine Fecher
President: Prof. Franz Joseph Arendts
Vice-president: Detlev Claren

2. CIACA Delegate (no change)

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3. CIACA Alternate Delegate (no change)

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4. General Situation

4.1 Statistics

Number of flying homebuilt Aircraft	Projects	Permit to fly	Final Certification
Helicopters /Gyroplanes	7	22	2
Fixed wing aircraft	215	144	114
Motor gliders / Sailplanes	9	11	1
Microlights	18	8	1
Total	249	185	118
Number accidents with homebuilt A/C		Not available	
Number of homebuilt A/C flown hours		Not available	

5. Certification Scheme (no change)

Aircraft	based on JAR-VLA or JAR-23 depending upon MTOW and certification group (aerobatic, normal, utility)
Helicopters	based on CS-VLR
Motor gliders/ Sailplanes	based on JAR-22
Microlights	based on LFT UL (German regulations for microlight aircraft)
Gyroplanes	based on BUT (German regulations for microlight gyroplanes)

6. Certification Renewal Charges (no change)

Costs of annual inspections and airworthiness certificate renewal vary with maintenance workshop.

7. Airworthiness Certificate (no change)

The airworthiness certificates are renewed annually by an annual inspection carried out by a recognised maintenance shop.

8. Duration of Airworthiness Certificate (no change)

The Airworthiness Certificate is valid for 12 months (cf. 7).



9. Border Crossing Restrictions (no change)

Excepting aircraft registered in an ECAC member state, a prior written request must be send to the LBA:

Luftfahrt-Bundesamt
Referat B1
38144 Braunschweig

Tel.: +49 (0) 531 2355-371/375/378 /395/396
Fax.: +49 (0) 531 2355-745/746

10. Radio / Transponder Requirements (no change)

Radios are mandatory if the A/C is operated outside the traffic circuit of any airfield.
Transponders are mandatory in form of Mode S Transponders as following:

Existing A/C: to be equipped from 31st March 2005
New A/C: to be equipped from 31st March 2008

11. Insurance Requirement (no change)

All A/C must be insured.

12. Operational / Environmental / Noise limitations (no change)

Operations VFR day only, no flights over densely populated areas, no commercial use, no initial training

Noise limitations:

Aircraft Type	Noise level [dB(A)]
Fixed Wing	ICAO Annex 16, Volume 1, Chapter 3,4,5,6,10
Rotorcraft	ICAO Annex 16, Volume 1, Chapter 8,11
Ultra light	<60
Ultra light gyroplane	<68

13. Additional Remarks (no change)

NONE



Deutsche Gesellschaft zur Förderung des Selbstbaus von Luftfahrtgerät e.V.

Oskar-Ursinus-Vereinigung – OUV - DGSL

Außerordentliches Mitglied im „Deutschen Aero-Club (DAeC)“, Mitglied in der AOPA

14. Fly-In / Annual Meeting

The annual general meeting takes place in March in Darmstadt and includes several lectures on projects and technical issues.

The OUV also organises a summer fly-in which will be held from 28th to 30th August 2009 in Oerlinghausen. The annual fly-in 2008 was held in Mengen.

15. Magazine

The OUV publishes the OUV-Journal 3 times a year and the OUV-Jahrbuch annually.

Bankverbindungen:

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