

Aeromedical Examination:

1. New EASA Regulations were installed April 2013 in Europe. There is some admin delay.
2. It is assumed that the number of Aeromedical-Centers (AMCs) will increase.
3. LAPL pilots in Germany will have to be examined by a licensed Class II AME. The regulation Class II will be the basis, but will be less stringent, due to additional LAPL commentaries.

Sports Aviation:

1. The usable Airspace for air-sports is still endangered to be reduced. New problem is the additionally requested airspace for military UAV.
2. Wind-Generator-Companies try to buy land which is leased as airfields to glider-clubs. – It of importance that the air-sports-community has to be aware of that conflict of interest. Otherwise we will cause the loss of glider-airfields.
- 3.

Flight Safety:

1. The accident data in sports aviation in Germany are stable
2. The German Aeroclub initiated a working group to improve flight safety awareness.
3. With the new EASA FCL rules new requirements for annual flight review were adopted.
4. The following statistics show the accident/ incident numbers of 2012, in brackets the numbers of 2010 and 2011.-

German CAA Civil Sports Aviation Incidents / Accidents, Year 2012 (2010, 2011)

	Total Major Incidents	Total Accidents	Accidents with injuries	Number of Injured	Fatal Accidents	Total Fatalities
Aircraft < 2 t	2 (9) (1)	95 (88) (102)	6 (8) (10)	18 (11) (23)	15 (10) (13)	38 (19) (22)
Helicopters	2 (9) (9)	15 (11) (23)	5 (3) (4)	7 (7) (10)	5 (0) (5)	9 (0) (14)
Motor-Gliders	0 (2) (0)	14 (13) (13)	1 (0) (2)	1 (0) (1)	0 (0) (1)	0 (0) (2)
Gliders	0 (1) (0)	86 (87) (94)	7 (8) (10)	9 (8) (11)	13 (16) (13)	14 (19) (14)
Balloons	0 (1) (2)	5 (14) (3)	5 (10) (3)	6 (15) (10)	0 (0) (0)	0 (0) (0)
Other	0 (1) (0)	13 (14) (9)	4 (3) (3)	9 (6) (4)	7 (11) (4)	11 (17) (7)
TOTALS	4 (23) (12)	228 (216) (244)	28 (32) (32)	50 (47) (59)	40 (37) (36)	72 (55) (59)