2011 Annual Report of Homebuilt Aircraft Activities in Germany

1. National Association (no changes)

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4. General Situation

4.1 Statistics

<table>
<thead>
<tr>
<th>Number of homebuilt aircraft</th>
<th>Projects (under construction)</th>
<th>Permit to fly</th>
<th>Final Certification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Helicopters / Gyroplanes</td>
<td>10</td>
<td>22</td>
<td>2</td>
</tr>
<tr>
<td>Fixed wing aircraft</td>
<td>232</td>
<td>156</td>
<td>117</td>
</tr>
<tr>
<td>Motor gliders / Sailplanes</td>
<td>11</td>
<td>10</td>
<td>1</td>
</tr>
<tr>
<td>Microlights</td>
<td>27</td>
<td>9</td>
<td>1</td>
</tr>
<tr>
<td>Total</td>
<td>280</td>
<td>197</td>
<td>121</td>
</tr>
<tr>
<td>Number accidents with homebuilt A/C</td>
<td>Not available</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Number of homebuilt A/C flown hours</td>
<td>Not available</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5. Certification Scheme (no changes)

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 changes)

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

7. Airworthiness Certificate (no changes)

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

8. Duration of Airworthiness Certificate (no changes)

The Airworthiness Certificate is valid for 12 months (cf. 7).
9. **Border Crossing Restrictions** (no changes)

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

Luftfahrt-Bundesamt
Referat B1
38144 Braunschweig

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

10. **Radio / Transponder Requirements** (no changes)

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 changes)

All A/C must be insured.

12. **Operational / Environmental / Noise limitations** (no changes)

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

Noise limitations:

<table>
<thead>
<tr>
<th>Aircraft Type</th>
<th>Noise level [dB(A)]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fixed Wing</td>
<td>ICAO Annex 16, Volume 1, Chapter 3,4,5,6,10</td>
</tr>
<tr>
<td>Rotorcraft</td>
<td>ICAO Annex 16, Volume 1, Chapter 8,11</td>
</tr>
<tr>
<td>Ultra light</td>
<td>&lt;60</td>
</tr>
<tr>
<td>Ultra light gyroplane</td>
<td>&lt;68</td>
</tr>
</tbody>
</table>

13. **Additional Remarks** (no changes)

NONE
14. Fly-In / Annual Meeting

The annual general meeting was held on 12th and 13th March 2011 in Darmstadt and included several lectures on projects and technical issues.

The OUV also organises a summer fly-in which will be held from 5th to 7th August 2011 in Offenburg (EDTO). The annual fly-in 2010 was held in Mengen (EDTM).

15. Magazine (no changes)

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