Fédération
Aéronautique
Internationale

MINUTES

of the Annual Meeting of the

FAI Amateur Built & Experimental Commission

held in Rome, Italy
on 27th April 2007

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Minutes of the 32nd CIACA-FAI Meeting

Held at Aero Club d' Italia Headquarters, Rome
20th April 2007

PRESENT:

In the chair	Mr. Pierluigi	DURANTI (Italy)	President
AUSTRIA	Mr. Johann	GUTMANN	Delegate
FRANCE	Ms. Catherine	DARTOIS	Delegate, 1St Vice President
	Mr. Hédi	BELAGE	Alt. Delegate
GERMANY	Mr. Christian	TEUBER	Delegate
LUXEMBOURG	Mr. Cony A.	CONRARDY	Delegate
	Mr. Jos	WINANDY	Alt. Delegate
NORWAY	Mr. Knut	BRÖDRESKIFT	Delegate
CIMA/PORTUGAL	Mr. Carlos	TRIGOS	CIMA Repres. /Portugal Proxy
SWEDEN	Mr. Carl	RÖNN	Delegate, 2nd Vice President
SWITZERLAND	Mr. Werner	SCHNEIDER	Alt. Delegate
SPAIN	Mr. Michael A.	GORDILLO URQUIA	Delegate
CZECH Rep.	Mr. George	VICHEREK	Invited Observer
TURKEY	Prof. Süleyman	TOLUN	Delegate

1. Introduction and welcome

Opening the meeting the Chairman welcomed the participants of this 32nd meeting of the Commission. Logistic and domestic information and planning were presented**.**

2. Apologies for absence, proxies

Elaine Fecher (Germany, Secretary), Graham Newby (UK), Chris Finnigan (UK) had sent their apologies.
No other apologies for absence have been received.
Portugal had announced by writing that Carlos Trigos (CIMA representative) was nominated as Proxy.
Mr. Vicherek (CZ), de facto one of the animators of the Czech amateur-built aircraft movement, had asked the CIACA President to attend as an observer. In fact proper actions aimed at declaring his official nomination by the Czech Aero Club as alternate Delegate are in due course. The President addressed Mr. Vicherek with a warm welcome , encouraging him to become soon an officially recognized delegate , thus bringing again the voice of the Czech Republic into the CIACA community, as it used to happen several years ago.

3. Declaration of Conflicts of Interest

No declaration in this respect by anybody.

4. Minutes of 31st CIACA FAI meeting

The Chairman apologized for not having mentioned, in the previous minutes, the message of "apologies for absence" which had actually been sent by the Spanish Delegate, Michael Gordillo.
No other comments were raised and the minutes unanimously accepted with thanks for Elaine Fecher's excellent secretary work.
The agenda was also accepted with no items being added.

5. 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 (previously No.9): The German delegation was suggested to get in touch with the Berblinger Prize Committee (City of Ulm) and to investigate about possibility of collaboration with CIACA (In fact most of the projects included into the Berblinger prize belong to the experimental aircraft movement).

6. CIACA President Report

The President had prepared a presentation to be utilized through the meeting as a guideline and most of his remarks were present in the introduction of each agenda item. Nevertheless he considered it worth putting forward a few comments :

- As frequently done in the past he recommended that the positive and constructive attitude usually demonstrated by the Delegates during the meeting does not vanish as soon as back home. He insisted on the concept of continuity in the Delegates dialogue through the year, in order to make their action more effective.
- After long time and difficulties now a satisfactory (though still improvable) CIACA web site is available. It has to be considered THE very repository for sharing all the CIACA information and the best way for making CIACA's activities more visible to the public.
- CIACA can offer the FAI community a significant contribution aimed at demonstrating the social value of the aeronautical disciplines, particularly (but not limitedly) in respect to the young generations.
- An important opportunity, not to be missed at all, for showing how effective the amateur-built & experimental aircraft movement can be in this respect is that of the World Air Games 2009, where all the CIACA potentialities have to be developed. This also with the aim to be better understood and recognized by the "Air Sports" commissions of FAI.

7. FAI General Conference

The President gave a short summary of the Santiago FAI GC, inviting the Delegates to further deepen the subject by reading the minutes previously circulated. He again pointed out how much the importance of the new "revolutionary" edition of the World Air Games has been underlined during the General Conference.

8. CIACA at ILA2006

CIACA has been well represented during the important Aeronautical Exhibition "ILA 2006" held in Berlin.
The President, the first Vice-president and the Austrian delegate attended, as well as the CIACA Secretary, Elaine Fecher, who actually was there directly involved in the ILA organization and who, friendly and effective as usual, took care of the CIACA participation.
Notwithstanding the uncertainty of the weather, the display area dedicated to the amateur-built aircraft was properly populated. In addition to a good number of German aircraft, three interesting machines had come from Italy, a beautiful Stinson L-5, a perfectly maintained Aermacchi MB-308 and the Aerospatiale "Gazelle" (1973) Helicopter reconstructed by Giorgio Pirovano and friends (Phoenix Group Diploma 2006).

CIACA presence at ILA has become a good tradition and the President encouraged the Delegates to consider, well in advance, the opportunity to motivate in the future a larger participation if, as hoped, the invitation to CIACA will be repeated by the ILA organizers. (Next ILA should be held in 2008).

Catherine Dartois proposes that CIACA participate in the Friedrichshafen "AERO 2009" Exhibition too. This would be a good opportunity, because several meetings are also taking place at this fair and, in any case, some of the community are present (FAI, the German and the Swiss Amateur-built associations…).
Contacts will be timely developed in this respect.

Action No. 2 . P.Duranti

9. CIACA awards 2007

Phoenix Diploma

No proposal for the Phoenix Diploma was put forward.

Phoenix Group Diploma

An excellent proposal had been put forward by the Swiss Aero Club, nominating messrs. Hansruedi Dubler , Max Vogelsang and Peter Zweifel of EAS for the group restoration of a Morane Saulnier MS-406 , the only one flying in the world, the other one being statically displayed in the Musée De L'Air in Paris Le Bourget.
This one was found in 1960 by Hansruedi Dubler, being used as a place for kids to climb on.
The restoration lasted several years. Many thousands of rivets were drilled out and hundreds of hours put only into dismantling. Several parts were missing and many hours were spent in scrap yards to find the missing items or just rebuilding them from scratch. The overall restoration project had now gone over 10'000 working hours.

On June 9th 2000 Max Vogelsang took this Morane D-3801, after more then 40 years, on its first flight. A unique flying legend was back in the air where it belongs!
CIACA agreed that we owe a debt of gratitude to men like Max, Peter, and Hansruedi for their efforts to bring beauties like the Morane from the ashes like a Phoenix!
They deserve to be honoured for their hard work and dedication to restoring and preserving this important piece of aviation history!

The delegates appreciated the high quality of the work, the passion demonstrated by those involved and the historical relevance of the initiatives. Therefore unanimously they agreed about this proposal and suggested to address the FAI board for official award.

Henri Mignet Diploma

No nominations were submitted and it was noticed how little success this diploma meets.
Werner Schneider proposed to create a new Diploma with different requirements. It was pointed out that this would have implied additional costs for printing etc.
A discussion, then, followed, about the suitability of possible modifications in the award terms of reference, aimed at making it less demanding to apply.
P. Duranti proposed to set up a small committee to revise the requirements of this Diploma. Finally Werner Schneider took this action to be accomplished with Catherine Dartois and Carlos Trigos, supported by Pierluigi Duranti. - The Diploma should not be too rigid, but still respecting the initial principle of promoting initiatives in the spirit of Henry Mignet.

Action No. 3 : W. Schneider + C.Dartois/C.Trigo

10. World Air Games

The Chairman summarized what, in the past, has been the history of the WAG. In particular he pointed out that, regardless the success achieved in the past two editions , the visibility of the event was not as it deserved and the effect on the public and media resulted much less effective than expected.
He explained the reasons for that and illustrated the new, determined and clear path undertaken by FAI in view of the next edition, in 2009, that shall be extremely public-oriented. All the events shall be concentrated as close as possible each other, in a limited area, taking advantage of the most advanced technologies for bringing the Air-sports in close contact with the public, with the maximum possible of media coverage. Also the competition rules shall be adapted, in order to involve better the public, increasing the real-time coverage and visualization on ground and making all rules more easily understood by every spectator. The result of each competition shall be immediately clear without waiting for long and complex calculations.

The Chairman then summarized the status of the bid , reminding that at present there are 5 candidates for WAG '09: London (UK) Melbourne (AU) , Moscow (RUS), Odense (DK), Turin (I), and that a final decision will take place on 31st May 07 in Lausanne.

Unfortunately, apart from Mr. Duranti (Italy) no other Delegate representing bidder countries was present, neither they had sent any kind of information about the local amateur-built aircraft movement involvement.
Therefore there was no possibility to compare the different proposals during the meeting.
For this reason the discussion developed irrespective of what will be the winning country. Of course the final programme, as far as Amateur-built and Experimental aircraft in the WAG is concerned, will be based on the CIACA general proposal, but it will be highly dependant upon the local organizers decision/availability and specialistic knowledge/experience.

The discussion that followed pointed out again what had already been agreed and built up during past CIACA meetings, in particular the shared, firm intention to play a significant role in the success of the World Air Games and in taking the opportunity for presenting what the amateur-built community actually can do in favour of making aviation more popular and better accepted to the world community.

The events proposed in the past were then more deeply discussed and reconfirmed with minor variations, as follows :

- Public construction of a (kit) plane in a location (possibly downtown) very frequented by the spectators. A good proposal has been put forward (before the meeting) by the Delegate of Iceland, Ágúst Guðmundsson, who has also obtained the sponsorships of a kit of a "Sky Ranger" homebuilt ultralight . He has also gained experience in fast building such aircraft during other similar events. The initiative, therefore, is quite reliable and the success should be assured. The intention is to start building in the first WAG day and have the aircraft flying the last day. The team shall be as most

diversified as possible in terms of age, skill, nationality and sex. The proposal implies that finally the aircraft shall be donated to an humanitarian association.
It was then discussed how to identify the receiving organization. On the other hand it was pointed out that a simple microlight aircraft as the Sky Ranger, with a two-stroke engine, might not be suitable for the hard job that, for instance in Africa, has to be carried out by humanitarian organizations. Different opinions were expressed by Delegates. Therefore It was agreed to leave this item on the table for further discussion later on, possibly based on a clearer picture to be assembled before the event takes place. However it was decided to proceed by planning and organizing the public construction of the Sky Ranger as proposed by Ágúst . As he was not present it was agreed to send a message of appreciation to the Iceland Delegate for his helpful contribution and to continue working on this project.

Action No. 4 : P.Duranti

Other Delegates pointed out that it might be even more effective not to concentrate upon a single "public construction" but to encourage other initiatives like this to be carried out in parallel, thus creating a larger event. Catherine Dartois will investigate about the availability of other possible kit manufacturers as sponsor.

Action No. 5 . C.Dartois

A proposal to introduce the concept of competition of different teams in the public construction was not considered suitable because of safety reasons.
The subject of the built kit registration was raised. This discussion was postponed to when the winner Country will be known. Only at that time, in fact, it will be possible to face this problem, in line with that country regulations.
As far as the "public construction" team is concerned it was pointed out that CIACA shall contribute in selecting the proper people in line with the aforementioned requirements and that their expenses shall be covered by the local organizers.

- WAG Workmanship Award (Competitive Fly-in). A large international fly-in is foreseen, capable of offering the public on the main WAG airport many opportunities to see different, innovative and attractive kinds of aircraft and to listen to their constructors stories. Such Fly-in shall be open to everybody, including visitors coming in flight with their aircraft (of course provided that the local organizers agree and make available a suitable location, with possible camping capability).
  Only a limited number of (nationally selected) participants , officially representing their country, will be considered for the "WAG Workmanships award"
  A CIACA "Judging rules" committee has been created (composed by C. Dartois, Werner Schneider, Alphonse (Cony) Conrardy, George Vicherek). They will study and put forward a proposal in terms of
  1) Categories of aircraft to be considered (e.g. Restored, microlight, wood construction, kits etc.)
  2) Judging parameters/scoring system to be applied, rewarding the workmanship, manufacturing techniques and/or original innovation (per categories).
  This exercise shall keep the system as simple as possible and shall be conducted in a short time (less than two months). In fact, based on these references, a proper information shall be circulated in the FAI Countries in order to allow them to launch a selection process for the year 2008 (taking advantage of their summer fly-in's).

Action No. 6 : C.Dartois,W.Schneider,A.Conrardy + P.Duranti

Based on the dialogue with the final WAG organizers, then, and in line with their budget, it will be possible to decide how many competitors (in the order of 3-5 ?) for each Country will be accepted. In due time CIACA shall define the composition of the officers of the Judging team that will take part in the WAG Workmanship Award, the expenses of which shall be covered by the local organizers.
In order to encourage a firm commitment with respect to this proposal the Chairman asked for a vote. All Delegates (with one abstention) voted in favour.

Action No. 7 : P.Duranti

- New Homebuilt Class Race. The foreseen competition of the new Homebuilt Racer Class under development will not be possible within the timeframe of the WAG 2009. The prototype construction, in fact, is behind the schedule and, though the project is progressing, personal difficulties of one of the promoters are slightly slowing down its development. Therefore it has been decided to keep track of this programme with the aim of presenting, during the WAG, at least a demo flight of the prototype, expected to fly by the end of 2007.

- The French Delegate took the action to investigate whether a formula one race could be organized. In this case, of course, it will be necessary to take into account the organizing countrie's rules and willingness to support such a competition.

Action No. 8 C.Dartois

- A number of other demonstrations are foreseen, including possible record attempt, of experimental "extreme" and non-orthodox kind of flying machines, mainly solar-powered and electrically-powered, (maybe) ornithopters. There are in fact contacts with groups interested to take the opportunity of visibility potentially given by the WAG to present their record performance.

- The large number of social applications of aircraft homebuilding will be publicly displayed . The intention, to be agreed with the WAG organizers, is that of surrounding the workshop of the "Public construction" with a number of stands, each of which presenting one of the different "socially-oriented" aircraft homebuilding initiatives present around the world. Everybody agreed about the powerful effect of this initiatives on the public and media.

- As side events, a number of forums for Aircraft Homebuilders, as well as a Technical Symposium on the subject of Experimental aircraft will be organized.

Hans Gutmann proposed, as a side event, a rally with GPS Logger Tracking for competition judgement. Some doubt were put forward with respect to the capability of this kind of event to attract spectators. However Hans Gutmann and Werner Schneider will deepen this subject and evaluate the effort and cost to set up such a competition.

Action No. 9 H.Gutmann/W.Schneider

11. Educational and social initiatives

The Chairman underlined again, as in the past, the increase in the number of cases, especially in France (some also in Italy) and the growing importance of these initiatives, therefore the need to make them more popular (also taking advantage of the newly-restructured web site).
A dedicated section shall be created, if the somehow rigid structure of it will allow (see subsequent agenda item No. 16.

Catherine Dartois presented the projects which in France involve the youth in aircraft homebuilding, in some cases self-managed. Currently 24 Projects are in progress. Some are already completed. Most of the projects are ultra lights.
P.Duranti presented an update of the initiative undertaken in Italy two years ago by the no-profit Association Paulus Ancient Arts and Trades, of Rome, which develops programs addressed to the recovering of arts and trades in danger of extinction and devotes its main activities and resources to the handicapped people and to the realization of many social activities and initiatives. Twelve young people are participating in the construction of two P130UL Bleu Citron aircraft from plans and all of them, including a handicapped homebuilder, will fly them.
The Association Paulus will be happy to work in synergy and share experiences with similar associations/r initiatives. (Contacts can be established with one of the main promoters, Mario Pozzini, through P.Duranti).

Karl Rönn gave his summary of the activities in Sweden. The activities are still growing. He will keep looking for possible EU funding, though it is nowadays not so easy.

12. New home-built racer class

The French initiative, consisting of the development of a new, simple and economical homebuilt racer class is progressing, but slower than initially planned because of personal problems of one of the promoters.
Request for drawings came from other countries but Catherine Dartois pointed out that they will be available only after successful flight testing.
A demo at the WAG was however encouraged and all Delegates agreed upon pushing in this direction and, in general supporting the French initiative.

13. EASA

This subject has been covered by the subsequent meeting of the Amateur-built Working-Group of Europe Airsports, held the day after. (Minutes/presentation from Catherine Dartois).

14. Discussion on main problems and progress of each country.

Italy, Spain, Sweden, Switzerland, Turkey, Germany, Austria and Norway have supplied their reports in advance or during the meeting (see enclosures). The Chairman asked the delegates to make sure that in future reports for the meeting be produced on time, especially from those Delegates who do not plan to attend the meeting. Those presently missing have to be delivered as soon as possible, in order to be added to these minutes and published on the web.

Action No. 10 Delegates

A discussion was developed with respect to some items raised by delegates who did not provide a written report or because particularly critical:

Luxembourg is facing even more than in the past the Problems of Border Crossing installation. As far as border crossing is concerned the Chairman summarized the longlasting series of attempts and the past actions undertaken to improve the situation, ended years ago with a Petition to the European Parliament that replied: no restrictions shall be applied to movement of aircraft from one country to another. If this happens, complains have to be presented. Although theoretically effective, this resolution does not help because an official complain takes ages to be processed and this would discourage everyone from undertaking such kind of action. In any case, based on a Spanish proposal, the Chairman agreed to circulate once more a letter to the CAA of the Countries that appear to be non compliant asking for their feed-back. The interested Delegates shall provide the Chairman with information about their specific difficulties and with the precise address of the local CAA.

Action No. 11 P. Duranti/M.Gordillo/Delegates

Spanish authorities have established an experimental A/C class regulation. This regulation seems not to be acceptable to the homebuilders. The community is requested to comment the regulations which will be handed out after proper translation from spanish to english.

Action No. 12 M.Gordillo/Delegates

In the Czech Republic a great difference exists between homebuilt microlight and “certified” homebuilt. In the first case they are under control of the Ministry of Transport and things are progressing well, with a movement in growth; in the other case the activities are obviously under CAA control which are behaving in such a bureaucratic way to cause a lot of troubles to the homebuilders, severe restrictions and obstacles in regards of certification.
The Czech invited observer ,George Vicherek, announced that hopefully in a short time his participation in the CIACA activities will be formalized and he is ready to actively contribute .

In addition to what presented in the written report Mr. Duranti announced that an “Economy race” for homebuilt aircraft will be held on next May 19th in Italy, organized by the Italian homebuilders club “CAP LAZIO” (Federated to the Italian Homebuilders Federation FCAP) in partnerships with the Aeroclub of Terni (not far from Rome). Foreign participant would be welcome, provided that they contact directly the organizers. Infos are available on the web site www.federazionecap.it.

Germany announced to be able to do the noise measurements for homebuilt piston powered rotorcraft since August 2006.

Portugal is still not having homebuilt regulations.

As a commonly shared comment it was pointed out that , in several countries, the local CAA tend to delegate to homebuilders associations the control but not necessarily these have sufficient manpower to do the job, or to do it cost-effectively. On the other hand, in general, the substitution of ageing staff in the CAA’s is leaving an unfilled gap in knowledge and responsibility. This is causing tremendous problem, because the younger staff is only strictly working in compliance to the regulations.

15. Electrically and Solar powered Aeroplanes (SpA)

Through the years CIACA has provided a considerable effort in promoting and producing a comprehensive set of rules for Solar-powered Aeroplanes (S-pA) that have been endorsed into the FAI Sporting code (Still the official status of this CIACA contribution is unsatisfactory. In fact, notwithstanding several discussions, meetings and a long dialogue with the Commission CASI, the promised actions aimed at giving CIACA the deserved visibility in the FAI Sporting code for all this are missing. Nevertheless CIACA have been required by CASI to take care of the electrically powered A/C ruling, in fact some preliminary requests have been put

forward by organizations that intend to establish records for the (non existing yet) electrically-powered aircraft class/es.
The Chairman maintained that, though the aforementioned situation is not pleasant at all, CIACA should keep dealing with these "experimental" matters and suggested that the subject of electrically-powered aircraft be considered, in particular, with the aim of allowing some possible official performance during the World Air Games.
It was pointed out that only a limited subset of the work done for Solar-powered Aircraft can be profitably utilized, due to significant philosophical differences. The first step is to undertake an entirely new definition for "Electrically-powered" classes (see, for instance, the recent (unofficial) record established in Japan with a dry-batteries powered aircraft.).

The delegates are requested to find specialists in their countries willing to support this task.

Action No 13: P.Duranti + Delegates

16. Public relations / press / communications

Recently a step forward has been performed. This is due to the new structure of the FAI web site and thanks to the effort of Werner Schneider who was deeply in touch with the FAI headquarters to set up the web page. Werner pointed out that the system is still a bit rigid and the possibility to feed the web site with infos/fotos and to create links is not yet as desired. This implies that creating updates takes longer than expected.
On the other hand a lack of information is suffered: the Delegates are strongly invited to REGULARLY provide information about the activities carried out in their countries.
In conclusion the Chairman invited all Delegates not to waste the slight progress that has been accomplished now and to make a special effort for reaching a stable, minimum standard.
Remainders in this respect will be periodically circulated.

Action No. 14 P.Duranti/W.Schneider+all Delegates

One of the infos that shall be published in the web site is the table that summarizes the main data about the homebuilders activities in each country. Although not up-to-date such data base exists. George Vicherek volunteered to revise the existing table, to improve it and to establish a procedure in order to expeditely update the table to be published in the web site.

Action No. 15 V. Vicherek/W.Schneider

17. Any other business

A small number of the new FAI shirts have been bought by Delegates.

18. Election of bearers 2007 – 2008

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

President:	Mr. Pierluigi Duranti	(Italy)
1st Vice President:	Ms. Catherine Dartois	(France)
2nd Vice President:	Mr. Carl Roenn	(Sweden)
Secretary:	Ms. Elaine Fecher	(Germany).

19. Date and place of next meeting

There has been a proposal to hold The 33rd CIACA meeting in Berlin, in coincidence with the ILA Exhibition. After a secret vote this proposal was not accepted as the requested majority of 2/3 was not reached. It was, therefore, initially agreed upon Lausanne on 11th April 2008. After the meeting Delegates pointed out that this date is in conflict with the "Sun'n Fun" Fly-in in the USA. The voting delegates, then, were asked to express their acceptance for the date of April 18th, and they did. Having checked the feasibility with FAI Headquarters, the Chairman definitely established the

next CIACA meeting on April 18th, 2008 in Lausanne.

Post meeting Note: The day after the meeting most Delegates paid a visit to the Italian Air Force Museum at Vigna di Valle (Bracciano lake).

Prepared by Christian Teuber

Approved by Pierluigi Duranti

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   1.1
   IECA (Igo Etrich Club Austria) has 214 members

2. CIACA Delegate:
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3. General situation, and progress:
   IECA is permitted to assist and escort builders to finish their projects.
   IECA is permitted to certify minor changes of certified experimentals.
   IECA is permitted to process noise certificates.

   3.1
   Number of finished and certified planes: 83
   Number of planes under construction: 147
   Number of experimental oldtimers flying: 1
   Number of experimental oldtimers under construction: 4
   Number of homebuilt flown hours last year: ~ 4.000 hours
   Number of non fatal accidents:
   Number of fatal accidents: 1, -2 peoples died

4. Certification scheme:

   IECA – give builder escort assistance to finish the plane.
   Austrocontrol 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. The work of ACG (Issue the permit for flight test and issue the fight certificate) charges for around € 2.500,--
   Every 2 years we need an annual, charges for around € 300,-- (depends on distance to drive for authorization people).

6. Border crossing procedures:

   Between Austria, Switzerland and Germany we have nor 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:

   Same requirements as production aircrafts have. To establish radio contact within controlled airspace.
   Within class C airspace switch transponder to mode C 7000 or requested code.

8. Insurance requirements:

   Same as production aircrafts.

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:

    We should divide “experimental” means new development and “homebuilt”, means Kit planes to improve bilateral agreements for an open European sky for homebuilts without any flight permission.

12. Fly-in´s

    10th - 12th August 2007
    23rd International Igo Etrich Meeting in LOAG/ Krems, Lower Austria
    Info: ieclub@pgv.at

13. National Homebuilder Magazine:

    I.E. IMPULSE, quaterly Austrian homebuilder magazine
    Info: ieclub@pgv.at

OSKAR-URSINUS-VEREINIGUNG - OUV - DGSL

Deutsche Gesellschaft zur Förderung des Selbstbaus von Luftfahrtgerät e.V.
Außerordentliches Mitglied im Deutschen Aero-Club (DAeC); Mitglied in der AOPA

2007 Annual Report of Homebuilt Aircraft Activities in Germany

1. National Association (no change)

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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)

NONE

4. General Situation

4.1 Statistics

Number of flying homebuilt Aircraft	Projects	Permit to fly	Final Certification
Helicopters /Gyroplanes	10	26	6
Fixed wing aircraft	275	184	137
Motor gliders / Sailplanes	10	18	2
Microlights	26	9	0
Total	321	237	145
Number accidents with homebuilt A/C		Not available	
Number of homebuilt A/C flown hours		Not available	

5. Certification Scheme (non 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)

No limitations from Germany. However, the country of destination may have to approve to enter the airspace in advance.

10. Radio / Transponder Requirements (no change)

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

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

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 OUValso organies a summer fly-in which will be held on the 29./30./31 of June 2007. This annual fly-in will be held in Oerlinghausen (in the middle-west of Germany), 2006 it was be hold in Offenburg (in the south western part near to the border of Belgium, France and Switzerland).

15. Magazine

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

Home-built aircraft activities in Italy

April 2007

1. Name of the Organisation :

F.C.A.P. Federazione Club Aviazione Popolare Tel. & Fax: +39-02-66503024
Via Matteotti 1, Aeroporto di Bresso
20091 Bresso (MI)
Italy
Web-site: www.federazionecap.it

2. CIACA delegates (no change):

Delegate: Pierluigi Duranti Tel. : +39-011-7562571
Strada Salga 38 C
10072 CASELLE TORINESE (TO)
e-mail address: duranti@icip.com

Alternate Delegate : Giovanni Chiappa
giovanni.chiappa@gmail.com

3. General Situation

3.1	Aircraft flying:	55
3.2	Aircraft under construction:	82
3.3	Number of flying restored aircraft:	6
3.4	Total number of helicopters:	3
3.5	in total (figures as of April 2007)	146
3.6	Number of accidents (fatal)	-

3.1 Aero Club d'Italia.

At present, F.C.A.P. manages 7 C.A.P. Associations:

C.A.P. Italia: via Piave 23, 31020 S. Pietro di Feletto (TV); tel/fax 0438/60887. E.mail: giancarlo.zanardo@libero.it;

C.A.P. Lombardia: Aeroporto di Bresso, via Matteotti 1, 20091 Bresso (MI); tel/fax 02/6070240. E.mail: luca.castelfranchi@libero.it;

C.A.P. Piemonte: c/o Eugenio Lanza di Casalanza, Str. Val S.Martino Inf. 133/7, 10131 Torino; tel. 011/8190587 fax. 011/8190650. E.mail: cap.piemonte@avag.it;

C.A.P. Toscana: Aeroporto di Siena-Ampugnano; c/o Franco Bucci, via Fanti 8, 50019 Sesto Fiorentino (FI); tel. 055/4491628. E.mail: franco.pilot@libero.it;

Italian Flying Museum C.A.P.: Aviosuperficie "La Celsetta – Roma Nord", Strada della Celsetta, 00063 Campagnano di Roma (Rm);

CAP Lazio (President Stefano Grossi): via Val Cristallina 15, 00141 Roma. Segreteria: 0761-250540; fax 0761-250302. E.mail: stefano.grossi@iol.it

CAP Emilia Romagna: Aeroporto di Parma, via dell'Aeroporto 44/a, 34010 Fontana (PR); fax. 02/700421071 E.mail: segreteria@capemiliaromagna.it. Sito Web: www.capemiliaromagna.it

4. Regulations in place

ENAC has delivered the new Circ. 15 (Rev. C). Besides many simplifications and relief for builders, important steps forward have been taken; the most relevant are the following:

- **Rev. C provides for the possibility to sell or present an homebuilt aircraft to a group of people; even if not explicit, the same should be for aircraft construction.**
- **Rev. C allows ENAC to delegate to an Association the aircraft building survey; Federazione CAP is managing to achieve the opportune recognition from ENAC, to operate in this way.**

5. Duration of airworthiness certificate

The airworthiness certificate has been issued for 3 years

6. Airworthiness certificate (no change)

Airworthiness certificates are annually renewed through an annual inspection carried out by ENAC itself or by means of an inspector from an Association (like Federazione CAP), in agreement with the new Circ. 15 C.

7. Cost for renewal:

-No change; cost is same of previous years and is related with the engine power. CNS renewal fees are consistently discounted for CAP members.

8. Radio / Transponder mandatory

Radios are mandatory. Transponders C are only mandatory for flights in Milan TMA.

9. Insurance

No change. All aircraft must be insured, irrespectively of type.

10. Operational / environment and noise limitations

No change

Operational :	VFR day only. No flights allowed above crowds and cities, no commercial use, no pilot training except type rating for this aircraft
Noise limitations :	not required for homebuilt.

11. Additional remarks

Italy, with the ENAC Circular E03, has liberalised all flights for E.U. homebuilders. It's highly requested that all E.U. do the same .

12. Suggestions for CIACA Initiatives

ENAC has developed rules dedicated to IFR flights for homebuilt.

It's strongly advisable that same rules be accepted by all E.U. Authorities.

Grouping different Countries for Socially-helpful activities

13. Fly-in's 2007 (please check final dates in the web site)

Toscany CAP Fly-In; Gigi Meazza Trophy- Siena Ampugnano Airport

Main Italian CAP Fly-In; G. Rotondi Trophy, Museo Caproni Trophy.
Ferrara Airport (Early September, see web site)

"Efficiency Race". It twill be held at the "aviosuperficie di Terni "Alvaro Leonardi", organized by CAP LAZIO in collaboration with Terni Aero Club, on 19 may 2007. **Info: stefano.grossi@iol.it President CAP Lazio marcellolanza@gmail.com Vice pres. CAP Lazio**

13. Homebuilder's Magazine

No change

Periodically:	**Notizie Capillari, distributed to members only**
Monthly:	**News and Info on major aviation magazine "VOLARE"**
Web-Site:	**www.federazionecap.it** constantly updated

C.I.A.C.A-F.A.I REPORT FOR 2007

" AMATEUR BUILT AIRCRAFT ACTIVITY IN NORWAY"

1 National Associations

EAA Chapter573 Norway
Småflyhavna
2007 Kjeller
Norway

Tel:- 00 47 31288287 (President)

Internet Website: www.eaa573.no
Email : eaa573@eaa573.no

1.1 Membership currently stands appr 250 members

The annual membership is 35Euro. Include subscription include 4 issues of magazine EAABulletin.

2 C.I.A.C.A. Delegate

Knut Brødreskift
Address: Hennumbråtan 22, 3408 Tranby . Email : kbrodreskift@hamworthy.com

Alternate

Tor Wattum
Rødåsen 68,1330 Heggedal E-mail: Tor.Wattum@nak.no

3 General Situation

Situation is mainly unchanged, but with some increase in insurance costs as new mandatory Insurance prices was forced on the GA –fleet and also homebuilt aircraft.
The positive is that the revised regulation will soon? Allow the builders and owners of homebuilt aircraft to sign out the annual inspection themselves. (Owners only must pass a training course to qualify)
Also an extension from one to two year validity of the airworthiness certificate is planned. But still not realized.

3.1 Numbers of permit aircraft.

Aircraft with permission to fly	46
Aircraft with permits expired or in rebuild:	14
Aircraft under construction :	59

4 Responsible Organisation.

EAA573 plays an active role in the execution of the activities, by
- Advice approval of projects
-Monitoring the building
- Advice approval of test flying
This seem to work quite well.
Administration of club is based mainly on volunteer work.

4. Duration of airworthiness certificate.

Airwortiness certificate has 1 year vaidity, but this may now change to 2 years.

5. Permit to fly/Renewal charges.

Aiworthiness certificate

Initial issue: 572 Euro Reneval 373 Euro

6. Border crossing restrictions situation update.

Under the 1980 ECAC recommendation, amateur built aircraft are allowed to cross International boundaries between ECAC countries. This is described in Norwegian AIC .

7. Radio / Transponder Requirements

Transponder is mandatory in some of the busiest controlled airspaces.
Radio is mandatory in controlled airspace and traffic information zones.

8. Insurance requirements.

As per EU Regulation 785/2004

9. Operational/environmental/noise limitations.

New amateur built aircraft must pass an Environmental certificate (Noise limitation).
EAA573 can take noise measurements.
Noise requirement still acc. to Annex 6.

10. Other remarks.

A strong homebuilt organization within Europe would benefit the activities.
Even staying outside of EU, Norway is willing to adapt regulations that are formed in an European context.

11. Initiatives.
None-sorry.

12. Fly ins/dates and places.

None planned so far. However a barbeque at Kjeller airport will be organized in august.
Please see the Clubs webside for news.

13. National homebuilders magazine.

EAA bulletin is the members magazine is issued 2-4 times a year.

Sweden – Annual report to FAI/CIACA for the year 2007

Submitted by Carl Rönn at the annual meeting in Rome 2007-04-20

1. EAA Sweden, Hägerstalund, S-164 74 KISTA, Sweden
e-mail: kansliet@eaa.se web: www.eaa.se
tel: (+ 46) 8 752 75 85 fax: (+ 46) 8 751 98 16

   There are 1701 members in the chapter (1732 members in the year 2006).

2. CIACA delegate: Carl Rönn, Ludvigsbergsgatan 35
S- 118 23 Stockholm, Sweden tel (+ 46) 70 368 28 11
carl.ronn@schoolatwork.nu

   CIACA alternate delegate: Kjell Franzen, Fågelviksvägen 14,
S-610 40 Gusum, Sweden. Tel: (+ 46) 123 240 09
kjell.franzen@fltsafety.lfv.se

3. General situation.
The figures show that at the end of 2006 there was 354 aircraft flying administered by EAA chapter 222 of which 286 has permits to fly and 68 with flight-test permits. There are 301 aircraft under construction. There where 4 accidents and 9 minor incidents with amateur built aircrafts. Two of the accidents where fatal and one led to minor personal injury.

4. Organisation.
EAA Sweden operates under Swedish regulation BCL M 5.2.
EAA issue construction permits, inspect and approve amateur built aircraft and issue flight permits. The Swedish Aviation Authority, who also carries out annual inspection of the organization, must approve EAA key personal.

5. Certificate of airworthiness
Certificate of airworthiness-experimental class is renewed annually and cost equivalent to Euro 225. Renewal upon declaration from approved maintenance facility or by the builder himself. Regularly an approved EAA inspector carries out physical inspections.

6. Border crossing
Since a number of years there are no restrictions imposed on amateur built aircrafts visiting Sweden, providing the test flight period is successfully completed. This **include** Ultralight class.

Continued overleaf

7. Radio / Transponder / ELT

Communication radio and transponder are not required outside controlled airspace. ELT is mandatory for Swedish registered experimental aircrafts.
Ultralight do not need ELT.

8. Insurance

Passenger and third party liability as for rest of EU.

9. Operational, environmental and noise limitations

Each aircraft operating in Sweden must carry a noise certificate, aerobatic are excluded.

10. Other remarks

EAA in Sweden has been divided in two parts, where chapter 222 is retaining the status as an American chapter, and the formation of EAA Sweden is responsible for national issues regarding experimental and homebuilt aircrafts.

11. Fly-in / date and places

EAA Chapter 222 will hold its annual fly-in at the Stockholm – Barkarby Airport June 2 - 3 2007. Normally there are around 300 visiting aircrafts. The second EAA fly-in is at Siljansnäs in Dalarna the 10-12 august with normally around 200 visiting aircrafts. International guests are most welcome to both events.
More info at www.eaa.se and www.siljanairpark.se

12. National homebuilders magazine

The Chapter 222 publication is called “EAA-nytt” with 5 issues in 2006, in Swedish only.

End

FAI - CIACA REPORT - SWITZERLAND - 2006

This is the Annual Report on Amateur Aircraft Construction in Switzerland for the April 2007 FAI - CIACA Meeting.

1 National Association

EAS Experimental Aviation of Switzerland
Jost Wallimann
In der Chalen 8
CH-8123 Ebmatingen
Switzerland
E-Mail: info@w-cars.com

Internet: Web-Site: http://www.experimental.ch

Membership in EAS is app. 550

2 CIACA Delegate

Alfons Hubmann
Kappelenring 14a
3032 Hinterkappelen
Switzerland
Phone / FAX: ++41 31 9012266
E-Mail: alfons@hubmann.ch

CIACA Alternate Delegate

Werner Schneider
Tegerfeldstrasse 21
5303 Würenlingen
Switzerland
Phone ++41 56 2900331
E-Mail: glastar@gmx.net

3. General Situation

3.1 Statistics

Number of flying homebuilt aircraft:	182	Aircraft
	16	Helicopters
Number of aircraft under construction	136	Aircraft approx
	9	Helicopters approx
Number of vintage/old-timer	135	(not under EAS Membership)
Number of Ultralight Aircraft	13	(In Switzerland name Ecolight)
Number of homebuilt aircraft flown hours	not available	
Number of accidents	1 fatal, One Design registered in USA, but Swiss Pilot, the EAS Technical Group Chief	

A database was put in place and slowly gets filled with the available data to facilitate information exchange http://db.experimental.ch

4 Certification Scheme

Airworthiness Certificate is issued by FOCA (Federal Office for Civil Aviation)

Four years ago, the transition of the responsibility for the certification activities to the EAS was finished. The FOCA is now issuing the certificate based on the report of the EAS specialists.

EAS members acting as (of every activity, a report is issued):

- Technical counsellors to control intermediate steps of construction, aircraft weighing, load tests
- Engineers to check required engineering data (strength substantiation, systems etc..)
- Final inspection before issue of airworthiness certificate of aircraft
- Perform measurements for noise certificate (EAS is approved by BAZL)
- Flight test counselors to supervise flight tests and help for administration
- EAS members (inspectors) to perform inspections for certification renewals (continued airworthiness)
- EAS members acting as Certification Specialists to supervise the full activities and issue a final report for certification

Duration of certificate: 2 years, inspection by EAS (cost included in yearly charges)

5 Certification Renewal Charges

Included in yearly charges, depending on aircraft weight (~0.3 Euro/kg (0.45 SFr.))

6 Border Crossing Restrictions Situation Update

Allowed for all ECAC member countries to enter to Switzerland

7 Radio Requirements

There is no legal requirement to equip aircraft with radio but most airfields require radio, therefore almost all aircraft are equipped.

Transponder requirement as in all European airspace (depending on class)

Carriage of ELT‘s is voluntary

8 Insurance Requirement

Insurance Requirements are aligned with European Regulation L138 or 785/2004 lower limit for passenger insurance is chosen (100'000 below 2.7t)

9 Operational / Environmental / Noise Limitations

This is no special homebuilt issue; the regulations for certified aircraft are all applicable also for homebuilt aircraft.
Noise certificates are aligned since autumn 2 year ago with ICAO standards, however noise fees are still handled in the different categories and standard ICAO limit is noise class B.
On most airfields restrictions concerning takeoff, circuit flying, school flights, glider towing and parachute plane operation are issued. (Break over lunchtime, stop at evening / afternoon, Sunday restrictions etc.). Not yet aligned with EASA requirements.

As usual, for homebuilt aircraft no commercial operation is allowed.

Ultralights are not allowed to operate in Switzerland because of environmental reasons. This is now the Swiss version, the Ecolight aircraft, that are accepted in Switzerland. Foreign Ultralights in the category of the Ecolight are allowed to enter Switzerland.

10 Additional Remarks

Since one year, the IFR and NVFR equipment of homebuilt aircraft is allowed. The certification will be by individual treatment.

Since 2 years the new class of aircraft types (reduced technical requirements, MTOW 450 kg) in Switzerland, the Ecolight's are allowed for certification. The first certificated Ecolight's in Switzerland are flying. The Ecolight's are a typical Swiss version of the internationally known Ultralight's, but restricted to a minimum wing loading of 20 kg/m2, because the law of not allowing the Ultralight (lower than 20 kg/m2) aircraft.

Financial load for FOCA delegated work is quite high and future will show if more costs can be refunded through authorities (eg. high insurance cost). Willingness to help inside the association through members is declining and we are in doubt if we can on long term provide the services without getting full paid professionals for doing the job.

11 Suggestions for C.I.A.C.A. Initiatives

Still the same idea of initiative as in the last annual report:

Is it possible to proceed in the direction to unify the certification procedures (similar to EASA in Europe)?

First step to exchange information on already performed engineering work (circulate a list of approved projects), so that the same work needs not to be repeatedly performed in each country? The list should be circulated via the CAICA-Homepage, either public or in a closed members area.

Same applies to the technical group where finding on aircrafts should be shared between the countries in order to enhance safety.

Another suggestion is to make the CAICA-Homepage more attractive to be more a reason to check for information's of experimental aircraft. Better reports of the annual meetings would be a

good start. For this the member associations need to send a couple of photos and a short report to the webmaster. We know, that this is additional work and we need support of the FAI on that.

12 Fly-in

Spring Fly-in:
Airport: St. Gallen-Altenrhein (LSZA)
Date: 05. & 06. May 2007

Summer Fly-in:
Airport: Lausanne Blecherette (LSGL)
Date: 17 August to 19 August 2007

Participants are welcome. Usually about more than 100 aircraft are visiting if weather permits. At the summer Fly-in about 25 foreign aircraft are attending.
See the announcement on the EAS Homepage on Internet for details.

13 Magazine

The magazine EAS NEWS is issued 3 to 4 times a year
The editor is Lucretia Hitz

C.I.A.C.A. MEETING REPORT for TURKEY

Submitted by S. Tolun in Rome 20/04/2007

1. Name and address of the National Homebuilders Association's

1.1 Turkish Aeronautical Association (On behalf of);

Atatürk Bulvarı 33,
06100 Opera, Ankara, Turkiye
www.thk.org.tr

2. C.I.A.C.A. Delegate

Dr. Suleyman Tolun
Istanbul Technical University
Faculty of Aeronautics and Astronautics
Maslak, 34 469 Istanbul, Turkiye
Phone #: (+90) 212-285 3124; Fax #:(+90) 212-285 2926
e-mail: tolun@itu.edu.tr

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

There are very few home-builders trying to succeed building their airplanes/helicopters. Problems are mainly the bureaucratic procedures and taxes for the light airplanes which constrain amateur home-built aircraft. The amateur home-builders do not have an organizing committee. There is no significant enhancement since last year.

3.1

- Number of flying homebuilt aircrafts:
  About 2. One Cozynin and one Yuka, but as a whole none of them are in operating condition.
- Number of homebuilt aircraft (as above) under construction:
  One aircraft (details are unknown).
- Number of vintage/oldtimer flying aircraft:
  About 11 old-timers: One Pitts, the others are Pipers and Bellancas.
- Number of homebuilt aircraft flown hours (last year).
  No information available
- Number of (fatal, non fatal, type of) accidents.
  No accidents.

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

Civil Aviation General Directorate, duration depends on the applicants documents

5. Permit to fly/certification renewal charges

~7 Euro

6. Border crossing restrictions situation update

When leaving the country departures must be made from an airport with customs service and also the arrivals must be done to an airport with customs office.

7. Radio requirements

Radio is required. Ultra-lights may be used without radio.

8. Insurance requirements

For home-built airplanes the insurance procedure is quite complicated. An expertise report is required and extra-ordinary evaluation will be done by the insurance company. If kit plane insurance is considered the company wants to know the details of the plane, its value (body) to determine the coverage limits and prices.

9. Operational/environmental/noise limitations

Airplanes could operate after permit from the civil aviation authority is received for long distance flights. There is no environmental limitation until a complaint is made. This is also valid for noise except in the main airports.

10. The regulations for very light airplanes must be included in the civil aviation law (EU regulations and procedures may be taken as sample)

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

To initiate collaboration with a successful member country to start home-build aircraft projects to young school students with Turkish Aeronautical Association and other aviation clubs of Turkey.

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

Aviation Festival at Hezarfen Airport (Istanbul) at the end of June

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

No magazine. There is a portal of amateur aviators as a group communicating through e-mails: amatorhavacilar@yahoogroups.com