



# FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE

AMATEUR-BUILT & EXPERIMENTAL AIRCRAFT COMMISSION  
C.I.A.C.A.  
COMMISSION INTERNATIONALE DES AMATEURS CONSTRUCTEURS D' AERONEFS

## Minutes of the 30<sup>th</sup> CIACA-FAI Meeting Held at the Red Bulls Hangar 7, Salzburg 15<sup>th</sup> April 2005

### PRESENT:

In the chair	Mr. Pierluigi	DURANTI (Italy)	Chairman
AUSTRIA	Mr. Johann Mr. Helmut	GUTMANN EIGNER	Delegate Observer
FRANCE	Ms. Catherine Mr. Frédéric Mr. Hedhi	DARTOIS HUBSCHWERLEN BELAGE	Delegate Observer Alt. Delegate
GERMANY	Mr. Christian Ms. Elaine	TEUBER FECHER	Observer Alt. Delegate
LUXEMBOURG	Mr. Cony A. Mr. Jos	CONRARDY WINANDY	Delegate & 1 <sup>st</sup> Vice President Observer
NETHERLANDS	Mr. Olaf	van BOCKEL	Observer
PORTUGAL	Mr. Carlos	TRIGO	CIMA Representative
SPAIN	Mr. Miguel	GORDILLO URQUIA	Delegate
SWEDEN	Mr. Carl	ROENN	Delegate
SWITZERLAND	Mr. Werner	SCHNEIDER	Alt. Delegate
TURKEY	Mr. Suleyman	TOLUN	Delegate
U.K.	Mr. Graham Mr. Chris	NEWBY FINNIGAN	Delegate Alt. Delegate
F.A.I.	Mr. Jean-Marc	BADAN	

### 1. Introduction and welcome

Opening the meeting the Chairman welcomed the participants and the FAI representative. He thanked Hans Gutmann for the excellent preparation of this 30<sup>th</sup> meeting of the Commission.

As there were several members participating for the first time, the Chairman asked each in turn to introduce themselves.

### 2. Apologies for absence, proxies

Apologies for absence had been received from Brian Nelson, South Africa, and from Ireland. The 2<sup>nd</sup> Vice President, Peter Styrsky, Germany, was also unable to attend due to an accident which he had had two weeks previously. The Commission expressed their wishes for a speedy recovery.

Italy nominated Germany as its proxy.

No conflict of interest was declared.

### 3. Minutes of 29<sup>th</sup> CIACA FAI meeting

The Chairman thanked Ms. 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:

- Action No.1: Completed: Carl Roenn has officially been nominated as the Swedish delegate.
- Action No.2: Completed: the (nominated) winner of last year's Henri Mignet Diploma, Robert Mair from Germany, having confirmed (as required) that he will make available his engine's drawings to anybody interested in them at fair conditions, has been definitely awarded the diploma.
- Action No. 3: Completed: the CIACA chairman has brought to the attention of the FAI General Conference and, subsequently, by means of a written request to FAI headquarters, that the Commission would welcome it, when a record is broken by an amateur-built aircraft, it is explicitly mentioned in the official documentation. (Post meeting note : The General Aviation Commission has reacted and the request is now under proper consideration).
- Action No. 6: Jean-Marc Badan presented the "High Flyers" book, which has been published for the FAI Centenary. Unfortunately, the FAI received almost no information from the amateur-built side, with Werner Schneider being the only participant who responded.

Discussion on Actions Nos. 4,5,7,8 , being already subject of dedicated agenda items, were postponed to the relevant point

### 5. CIACA President report

Most of what the Chairman had to report was already covered by individual agenda topics. Nevertheless Pierluigi Duranti wanted to put forward a few general comments in the occasion of this 30<sup>th</sup> anniversary of CIACA. He has attended Commission meetings for the past 20 years. In what could be called the "poor" years, when the Homebuilders' movement was in its infancy, the work of the Commission was most exciting and interesting. At the birth of the amateur-built scene, all countries faced difficulties of different intensity. Indeed in many countries there was no "scene", just one or two aeroplanes. It was very challenging and the atmosphere at the Commission meetings was very motivating.

On the contrary, in the last few years, the "good" years, the atmosphere has deteriorated. There is little continuity in attendance as delegates change frequently and some countries only participate on an irregular basis. The figures are as follows:

- 90 FAI members, of which
- 50 declare that they have amateur-built activities, of which
- 36 declare interest in CIACA, of which
- 27 have nominated a delegate, of which
- 10, on average, attend the annual Commission meeting.

The Chairman underlined these difficulties in his speech before the General Conference and emphasised the importance to the national aero clubs of sending a delegate. The fact that two new delegates could be welcomed to this meeting is, perhaps, a result of this.

The Chairman then produced a graph showing attendance at the Commission meeting over the past 20 years. Attendance grew while Paris was the location for the meeting; it then fell continuously while the Commission met in Lausanne. The attendance at the 30<sup>th</sup> meeting in Salzburg has increased in comparison, and wishes have been expressed that the negative trend has been broken.

The Chairman also pointed out that, sometimes, CIACA has also suffered from attacks from individuals and groups trying to neutralise the Commission. This was a very pity because CIACA has often been of help in overcoming problems in countries where the movement was struggling and it is important to safeguard the good that has been achieved so far. The Chairman asked for a greater continuity in the Commission's effort.

He pointed out that, often, the initial enthusiasm expressed during the meetings does not last long when the delegates return home and it is very frustrating to try to keep these flames burning: CIACA can only be as effective as the people who attend.

The Chairman expressed also hopes that in the future CIACA will increase its influence within the FAI community, as other Commissions (e.g. the Air Sports ones) do. He highlighted that CIACA have, in the course of past ten years, developed also initiatives in the area of Air Sports, like, for instance:

Suggesting the definition of new classes of flying machines (solar powered, electric) to be added into the FAI Sporting Code.

Preparing (through the dedicated specialized CIACA working group) the proposal for the definition of a new Section of the FAI sporting codes for Solar-powered Aeroplanes.

The Chairman encouraged the Delegates to take the opportunity of the FAI Centenary celebrations with the aim to ameliorate the CIACA image. In terms of Commission's image he also mentioned the suggestion given by CIACA for the nomination for the Alvaro de Orleans Borbon Fund 2004 award. This has been awarded the group from the University of Stuttgart headed by Prof. Rudolf Voit-Nitschmann for the Icaré solar powered aircraft.

The Chairman closed his report with a few remarks on the border crossing never-ending problem. He had received an official letter from the NVAV (Netherlands) about border crossing problems between the Netherlands and Belgium. Mr. van Bockel (Netherlands) explained that Dutch registered amateur-built aircraft have been banned from Belgian air space due to two crashes with Lancairs (both by the same pilot). Flight safety data are not good for amateur-built aircraft in the Netherlands (20 times higher than average General Aviation figures). The Belgian ban only affects Dutch registered aircraft.

In this context, the Chairman informed the delegates that he had written to many civil aviation authorities asking for their entry regulations with respect to foreign amateur-built aircraft. So far only a few have replied: Romania, Malta, Greece, PPR, Lithuanian. He will continue in the effort to provoke and collect replies from most European Countries.

## **6. FAI General Conference**

The General Conference was held in Madrid in September/October 2004. The Chairman reported that it was very interesting and then went on to give a short summary of his report to the FAI General Conference in which he highlighted the social initiatives, problems, new categories (solar powered), etc. He informed the delegates that particularly the social and educational aspects had roused great interest at the General Conference and that this was coupled with expectations.

A summary of the FAI General Conference was then given by Jean-Marc Badan.

The dominant topic of the General Conference was the Centenary celebrations as well as the FAI Board and The World Air Games 2005 have been cancelled because Poland was not ready to host them. Whether the World Air Games will be held in the future will depend on a new kind of commercial sponsorship. There will also be a change in the concept. In the past the Games were located all over the hosting countries. It has now been decided to concentrate activities at 2 or 3 airfields, keeping the competitions smaller and therefore more attractive to the general public. The World Air Games must break out of the vicious circle "organisation-finance-image".

The Chairman thanked Mr. Badan for his summary.

## **7. ILA2004 and follow-on**

The Chairman informed the delegates that ILA2004 had been a great success despite the fact that the weather had prevented the one or other aircraft getting to Berlin. ILA2004 was not meant to be a fly-in but an opportunity for CIACA to present itself on an international stage.

Discussions are underway with the Messe Berlin, Dieter Thomas (Flight Directorate ILA2006), OUV (German association) and other groups with respect to organising a CIACA fly-in during ILA2006. It is proposed that the fly-in be held at Schoenhagen Airfield (ca. 50 km south of Berlin) from 18<sup>th</sup> to 21<sup>st</sup> May 2006. ILA2006 runs from Tuesday 16<sup>th</sup> to Sunday 21<sup>st</sup> May. There is a shuttle service (Antonov A2) between Schoenhagen and the ILA grounds. At the same time, CIACA/OUV will have a similar stand as to the one in the General Aviation Alley during ILA2004 from 19<sup>th</sup> to 21<sup>st</sup> May where several examples of European home-

builts/experimentals/vintage aircraft would be displayed. If agreed upon by the organisers, it could be possible to change the exhibits on a daily basis thus allowing more aircraft to be shown during the exhibition. European CIACA delegates will be informed as soon as more details are available.

**Action No. 1: P. Duranti + E. Fecher**

## **8. FAI Centenary celebrations**

Mr. Badan informed the delegates that a number of events have been organised, the main one being in the occasion of the General Conference in Paris. Of the events already organised, 3 could be of interest to CIACA:

High Flyers: a book published by the FAI in which the history of the Federation and developments in aviation are described. The book will be available from 12<sup>th</sup> April and the AERO in Friedrichshafen will be a first opportunity to present the book.

Official meeting in Lausanne 11<sup>th</sup> and 12<sup>th</sup> June.

The number of aircraft allowed is limited so that anyone interested should register their aircraft as soon as possible. It may be possible to increase the number of participants if the numbers are known soon enough.

**Action No. 2: Werner Schneider**

Official meeting in Paris 15<sup>th</sup> and 16<sup>th</sup> October.

As part of the Centenary celebrations, the FAI will recognise "Aviation Heroes". The Chairman had asked the delegates for nominations before the meeting, of which he had received a few. He felt Dick and Burt Rutan would be appropriate representatives of the amateur-built scene but it seemed that their invitation had already been considered by the Celebration organizers for their "Voyager" performance. The resulting discussion did not find the majority convinced that the "Voyager" could be considered an "amateur-built" aircraft.

It was thus proposed to nominate the first five homebuilders-pilots who have flown around the world in their home-built aircraft. Hans Gutmann agreed to provide such information.

**Action No. 3: Hans Gutmann**

(Post meeting note. The agreed list has already been sent to the FAI Celebration organizers)

## **9. CIACA awards**

### **Phoenix Diploma.**

Mr. Stefano Rusconi (Italy) has been unanimously awarded the CIACA proposal for the Phoenix Diploma for the re-construction of a Fokker DR 1 (I-JENY). The high quality and the fidelity of the construction, as well as the depth of the historical research have been the reasons for this award. The drawings on which the construction is based are original from 1917. The engine (Siemens SH 14) was found in Argentina. The only differences in comparison with the original aircraft are a modern firewall, a pitot probe, a radio and a tail-wheel (instead of a skid).

### **Phoenix Group Diploma**

No nomination

### **Henri Mignet Diploma**

There was one nomination from the Aero Club of Australia for Steve Griffin, related to the construction of the Mylar Magic balloon. The Henri Mignet Diploma was awarded unanimously.

The technology of such balloon was considered very interesting, as well as the original solution of several technical problems. The balloon has a double skin to improve thermal efficiency. Indeed a 30% improvement has been achieved and the world duration record broken for this class of balloons. The CIACA delegates particularly appreciated the low cost and short building times, (only a total of 100 hours).

The Chairman concluded this topic of the agenda by reminding the delegates that, despite the fact that there are several interesting projects ongoing, too few nominations are received. Indeed this is the second year running that no nominations have been received for the Phoenix Group Diploma. He asked the delegates to make their national associations more aware of the CIACA awards.

**Action No. 4: All delegates**

**10. Educational and social initiatives**

Mr. Duranti briefly summarised the growing number of social initiatives based on home-built aircraft. Mr. Roenn then gave the delegates an update of his attempt to look for EU funding for an international project. Due to the fact that the kind of projects supported by the EU change almost on an annual basis, it is very difficult to give precise figures. Application for such funding must be made by 30<sup>th</sup> September and the decision is then given in the following February.

It was agreed that Mr. Roenn compile a specification summary and circulate it to the delegates. However other sources of financing will be looked for.

**Action No. 5: Carl Roenn**

Ms. Dartois (France) then gave a short presentation of a youth programme in France where aircraft are built or restored in schools, flying clubs, youth centres, museums, at home. The incentive for the participants is that they not only build the aircraft but learn to fly on their own aircraft, achieving a national pilot's licence. Ms. Dartois emphasised the fact that this is a programme run by the young for the young, with adults acting only as consultants. Roughly 500 students all over France are involved annually in such programmes.

Mr. Hubschwerlen (France) followed with a short presentation on the proposal of a new economy racer class. This is a continuation of the work initiated by Jean Pottier. The idea is to develop a new racer class to make air racing more popular among pilots and spectators alike. The main emphasis will be put on safety, price and economy and it is hoped to have a ready-to-race aeroplane for roughly € 9,000.

The Chairman thanked Ms. Dartois and Mr. Hubschwerlen for their interesting presentations and then ended the morning session of the meeting.

Discussions then returned to the new racer class. The Chairman clarified the situation with respect to relations with Formula 1. During preparations for the World Air Games, Formula 1 had expressed difficulties in co-ordinating with the Air Sports Commission responsible, namely General Aviation. Indeed Formula 1 would have been happier if they had been able to deal with CIACA instead of GA. It should, therefore, pose no problem if a racer class be introduced which is for home-built aircraft only, as suggested by France. The Chairman reiterated the desire to have more publicity for CIACA and that such a competition was a good means of reaching this goal.

Racing is not allowed in all CIACA member states. It was, therefore, agreed to set up a working group under the leadership of Mr. Hubschwerlen (France) to ensure that any rules be compliant with codes in other countries. In order to guarantee a significant follow-on a dedicated working group is therefore established, with the aim of further developing a proposal for a new class to be subsequently submitted for consideration from FAI. The working group will proceed in tight contact with the French Formula One Association APAF.

(Members of this working group are Messrs. Hubschwerlen, Newby, Finnigan, with a contribution of the Chairman)

**Action No. 6: Frédéric Hubschwerlen**

After lunch and an interesting tour of Hangar 7, Mr. Newby (UK) gave a short report on the Air Scouts project in the UK. The project has been sponsored by a consortium including the PFA It is being constructed by 4 groups in different parts of the country and is expected to fly in April 2005.

### **11. Discussion on main problems and progress of each country.**

See enclosed reports.

In the question of border crossing, the Chairman had already stated that he contacted various civil aviation authorities but had received replies only from a few. He will continue to collect as much information as possible and make it available to the delegates. In this respect he reminded delegates of a table which had been compiled years ago and which has become somewhat obsolete. He intends to revitalise the table.

**Action No. 7: Pierluigi Duranti**

### **12. Electrically and solar powered aircraft, exotic aircraft**

Mr. Duranti reported that rules concerning records with these types of aircraft are in the making. The Icaré solar-powered aircraft built at the University of Stuttgart by a group headed by Prof. R. Voit-Nitschmann is waiting for the rules to be finalised and a further project, "Solar Impulse" is under development as initiative of Bertrand Piccard with the technical leadership of André Borschberg. Soon the draft proposal for a new section of the FAI sporting code will be delivered to CASI for further consideration.

### **13. CIACA technical forum**

Mr. Schneider reported that this has not really got off the ground. He will email delegates on a regular basis (once a month) in the hope of getting a better response.

**Action No. 8: Werner Schneider**

### **14. Public relations / press / communications**

The CIACA database is still non-existent. Within the CIACA environment there is a lot of information but it needs to be circulated. The discussion concerning the website has been long-winded and, unfortunately, to no avail. It can only be reiterated that money is required to pay someone to keep the website current - but CIACA has no source of income - see next topic.

FAI will be making changes to the FAI homepage to allow each commission access. However, if no input comes from the CIACA delegates, the CIACA site will remain dormant. Ms. Dartois suggested that links could be established between the CIACA site and the websites of the national associations. However, Mr. Badan explained that this is not such a simple task as addresses change frequently

For the time being at least an effort to keep up to date a simplified version of the web site shall be performed . Mr. Finnegan (UK) will supply a table of contents by the end of May.

**Action No. 9: Chris Finnegan**

### **15. CIACA economic situation**

Nothing has changed with respect to the economic situation. CIACA has no source of income. This could change if an annual fly-in could be organised to raise money to keep, amongst other things, the website alive. Such an annual event would, however, require a sponsor to be effective - once again a vicious circle.

### **16. Other business**

None

## **17. Election of office bearers 2005 - 2006**

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

President:	Mr. Pierluigi Duranti	(Italy)
1 <sup>st</sup> Vice President:	Mr. Graham Newby	(UK)
2 <sup>nd</sup> Vice President:	---	
Secretary:	Ms. Elaine Fecher	(Germany)

## **18. Date and place of next meeting**

The 31<sup>st</sup> CIACA meeting will take place in Paris on 31<sup>st</sup> March 2006

The meeting was closed at 6:15 p.m.

# Home-built aircraft activities in Italy

February 2005

## 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.clubaviazionepopolare.it](http://www.clubaviazionepopolare.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](mailto:duranti@icip.com)

## 3. General Situation

<b>3.1 Aircraft flying:</b>	<b>49</b>
<b>3.2 Aircraft under construction:</b>	<b>75</b>
<b>3.3 Number of flying restored aircraft:</b>	<b>5</b>
<b>3.4 Total number of helicopters:</b>	<b>2</b>
<b>3.5 in total (figures as of 15<sup>th</sup> February 2005)</b>	<b>131</b>
<b>3.6 Number of accidents (fatal)</b>	<b>-</b>

### 3.1 Aero Club d'Italia.

The Aero Club d'Italia has now a new regulation, which foresees nine different branches of activity, such as Aeromodelling, Gliding, Ultralight, Parachuting, Aerobatics, etc.. Homebuilding and Restoring is one of these branches.

Consequently, C.A.P. has now transformed its own organisation in a Federation of C.A.P. Clubs. At present, F.C.A.P. manages 6 C.A.P. Associations:

C.A.P. **Italia:** Aeroporto di Bresso, via Matteotti 1, 20091 Bresso (MI); tel/fax 02/66503024. E.mail: [segreteria@clubaviazionepopolare.it](mailto:segreteria@clubaviazionepopolare.it);

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

**Italian Flying Museum C.A.P.:** Aviosuperficie "La Celsetta - Roma Nord", Strada della Celsetta, 00063 Campagnano di Roma (Rm); c/o Com.te Stefano Rusconi, Via del Sasso snc, 00061 Anguillara Sabazia (Rm); tel. 06/9968947, fax. 06/99609042. E.mail [rustyanchors@aliceposta.it](mailto:rustyanchors@aliceposta.it);

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

4. Regulations in place

**At moment, F.C.A.P. is discussing with ENAC to alleviate Circ. 15B requirements, in order to avoid the risk of cancelling homebuilders movement.**

ENAC has issued the new revision B of the Circ. N° 15 ; with this:

- it will be possible to certify IFR our homebuilts ( only daylight operations ),
- it requires aeronautical build and maintenance experience of the homebuilder.

5. Duration of airworthiness certificate

**The airworthiness certificate is going to be issued for 3 years (discussion is in progress)**

6. Airworthiness certificate (no change)

Airworthiness certificates are issued by the ENAC and annually renewed through an annual inspection carried out by ENAC itself, by means of an inspector.

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 (see in appendix enclosed report on "Project Sankalpa")

13. Fly-in's 2004 (all dates still to be defined; please check in the web site later on)

Siena Ampugnano Airport

Toscana Charter Fly-In; Gigi Meazza Trophy

Main Italian CAP Fly-In; G. Rotondi Trophy, Museo Caproni Trophy.

13. Homebuilder's Magazine

No change

Periodically: Notizie Capillari (3 times a year) distributed to members only

Monthly: 4 to 6 pages on major aviation magazine "VOLARE"

Web-Site: [www.clubaviazionepopolare.it](http://www.clubaviazionepopolare.it) constantly up-dated

14. C.A.P. Main Board.

The yearly National Meeting will be held on next Apr. 18<sup>th</sup>. Each Member of the present Board Committee will not present his candidature, therefore after this date a new Board will be operative.

## CIACA REPORT FOR 2005

### AMATEUR BUILT AIRCRAFT ACTIVITY IN SPAIN.

#### 1 National Association

Asociación de Aviación Experimental ( AAE ).

C/ Angel Fernández 24

10004 Caceres, Spain

Phone and fax: (34) 927 215 953

Web site: [www.asociacionaviacionexperimental.com](http://www.asociacionaviacionexperimental.com)

Mail: [Presidente@asociacionaviacionexperimental.com](mailto:Presidente@asociacionaviacionexperimental.com)

President : Mr. Joaquin Guerra

Actual membership stands at 305.

2 CIACA Delegate : Mr. Michel Gordillo ( [michelgordillo@telefonica.net](mailto:michelgordillo@telefonica.net))

3 General Situation.

There is a constant increase in the projects numbers.

The Spanish Civil Aviation Directorate is still trying to delegate its habitual functions into third party entities, and we can say now that the state inspections are carried out by a private enterprise called Senasa. Those inspections are so far related with Airlines but there is a risk that they include experimental aircrafts.

The AAE had had many meetings during year 2004 with our Civil Aviation, and it was expected that AEE inspectors start working before this summer, but we think that it will take longer.

New problems arises as some State Inspector don't want to train AEE Counselors.

Finally, the experimental aircraft new regulations will have to wait until the AEE is finally recognized as an organization able to check the airplanes during the building.

Two amateur built categories are still considered : ultralight (Take off weight under 450 kgrs- 495 kgrs for floats planes and stall speed under 65 km/h) and normal ( more than 450 kgrs ). There is not a VLA aircraft considered as VLA in amateur built aircraft. Classic old aircrafts can be reconditioned as

experimental and the first float planes have been already provided with their airworthiness certificate.

Concerning to the fuel types used for experimental aircrafts, it is up to the builder, if the engine is also considered experimental.

### 3.1 Number of permit aircraft

Experimental aircrafts registered in CAA: 995

Registered in year 2004: 87

New projects: 135

The fatal accidents rate is still really low. Investigations have proved that they were not related with structural or systems failures (when operated inside the envelope).

## 4 Responsible Organization

The AAE in collaboration with CAA, providing each builder the choice to select one way or the other.

## 5 Duration of the airworthiness certificate

The permit to fly is valid for a two years period.

## 6 Charges

No changes since last year.

First airworthiness Certificate 122,6 Euros ( aircraft under 2000 kgrs)

Administration Registration fee 100 Euros

Airworthiness renewal 61,3 Euros ( under 2000 kgrs)

## 7 Border crossing

Any foreign experimental aircraft flying into Spain has to be provided with a temporal airworthiness certificate by the spanish CAA. The truth is that many planes don't comply with that requirement.

Spanish CAA clears experimental aircrafts to fly outside Spain. It is a matter of foreign countries to clear or not the entry of a spanish experimental in their airspace.

The CAA is trying to contact other CAAs to have agreements that allow free border crossing. France will be soon contacted and we are trying to have

German, British and any other countries that allows Spanish amateur built aircraft, not to need a special clearance.

8 Radio/ transponder

Not mandatory although most planes do carry one.

9 Operational/ environmental/noise limitations

No noise control so far.

10 Initiatives

10.1 Young Eagles flights and camps (an experimental work that started in year 2000), are not developing. We plan to study and promote again those activities during our next main meeting.

10.2 Many technical forums have been realized during year 2004, including torch and TIG soldering.

11 Fly ins

National AAE meeting to be held in July 6th and 7th Igualada (close to Barcelona). The meeting is included in another called Aerosport . Last year AEE meeting was very poor due to the La Cervera Aerodrome installations, so we have decided to change the place and also promote better the EAA in big aircraft meetings.

Also many local fly ins are scheduled Spain around.

12 National Homebuilder magazine

El Constructor Amateur. This magazine is provided to every AAE member.

13 Proposed actions

The AAE would like to propose CIACA members the next point:

Individual countries regulations to be adapted to a standard reference, the goal being to allow:

13.1 Higher rated engine power

13.2 IFR flights

13.3 Free border crossing between signing countries and airworthiness certification validation to be no longer requested

## Sweden – Annual report to FAI/CIACA 2005

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Submitted by Carl Rönn at the annual meeting in Salzburg 2005-04-15

1. EAA Chapter 222, Hägerstalund, S-164 74 KISTA, Sweden  
e-mail: [kansliet@eaa.se](mailto:kansliet@eaa.se) web: [www.eaa.se](http://www.eaa.se)  
tel: (+ 46) 8 752 75 85 fax: (+ 46) 8 751 98 16

There are 1836 members in the chapter 2004 (1726 members in 2003).

2. CIACA delegate: Carl Rönn, Ludvigsbergsgatan 35  
S- 118 23 Stockholm, Sweden tel (+ 46) 70 368 28 11  
[carl.ronn@schoolatwork.nu](mailto: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](mailto:kjell.franzen@fltsafety.lfv.se)

3. General situation.

The figures show that at the end of 2004 there was 334 aircraft flying of which 262 with completed permits to fly and 72 with flight-test permits. There are 328 aircraft under construction. There were 3 accidents and 4 minor incidents with amateur built aircrafts. One led to severe personal injury, although not fatal. There were no other personal injuries. All the aircrafts involved will be repaired and fly again.

4. Organisation.

EAA Chapter 222 operates under Swedish regulation BCLM 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 builder himself. Regularly an approved 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.

7. Radio / Transponder / ELT

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

Continued overleaf

8. Insurance  
Insurance has not been mandatory up to 1:st of may 2005. At least a third party liability insurance has never the less been recommended.
  
9. Operational, environmental and noise limitations  
Each aircraft operating in Sweden must carry a noise certificate, aerobatic are excluded.  
There has been a ongoing struggle for some time in the greater Stockholm area where all remaining airports accessible to General Aviation, except for a couple of smaller grass strips, are under threat of closure. One was closed in October 2004 and the rest live a very uncertain life.
  
10. Other remarks  
None.
  
11. Initiatives  
The School at Work Aviation Foundation was founded by EAA and KSAK (Royal Swedish Aero Club) in December 2004. There were by end of the year 6 different youth projects in the country building aircrafts.
  
12. Fly-in / date and places  
EAA Chapter 222 will hold its annual fly-in at the Stockholm –Barkarby Airport June 4-5 2005. 2004 there were around 300 visiting aircrafts. The second largest is at Siljansnäs in Dalarna the 12-14 august with some 200 visiting aircrafts. International guests are most welcome.  
More info at [www.eaa.se](http://www.eaa.se)
  
13. National homebuilders magazine  
The Chapter 222 publication is called “EAA-nytt” with 5 issues in 2004, in Swedish only.

End



**This is the Annual Report on Amateur Aircraft Construction in Switzerland for the April 2005 FAI - CIACA Meeting.**

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## 1 National Association

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

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

Membership in EAS is app. 580

## 2 CIACA Delegate

Helmut Anderegg  
Ruopigenring 61  
6015 Reussbuehl  
Switzerland  
Phone / FAX: ++41 41 250 1286  
E-Mail: [handeregg@mydiac.ch](mailto:handeregg@mydiac.ch)

### CIACA Alternate Delegate

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

## 3. General Situation

### 3.1 Statistics

Number of flying homebuilt aircraft:	153	Aircrafts
	17	Helicopters
Number of aircraft under construction	152	Aircraft approx
	2	Helicopters approx
Number of vintage/oldtimer	135	approx (not under EAS Membership)
Number of homebuilt aircraft flown hours	not yet available (Database logged)	
Number of accidents	1	non fatal, Kitfox engine problem

A Database was put in place and slowly gets filled with the available data to facilitate information exchange <http://db.experimental.ch:9080/eas-db>



### **4 Certification Scheme**

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

Two years ago, the transition of the responsibility for the certification activities to the EAS was finished. The FOCA is now only issuing the certificate 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 weighting, load tests
- Engineers to check required engineering data (strength substantiation, systems etc..)
- Final inspection before issue of airworthiness certificate of repeated construction of types 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**

Unchanged since the last years

### **7 Radio Requirements**

There is no legal requirement to equip an aircraft with a 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**

Minimum SFr. 3'000'000.- third party insurance required will be aligned with European regulations (depending on weight, including passenger insurance)



### 9 Operational/environmental/noise limitations

This is no special homebuilt issue; the regulations for certified aircraft are all applicable also for homebuilt aircraft.

Noise test for all aircraft is required, a noise certificate is issued. The aircraft are categorized in 4 noise categories, for which at some airports/airfields special noise fees are to be paid.

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. (Political Problem in Switzerland). The Swiss Aero Club is now issuing a political initiative (Petition, our legal rights) to delete this law against Ultralights.

### 10 Additional Remarks

No IFR equipped homebuilt aircraft are allowed. Investigations are still ongoing to permit IFR homebuilt aircraft.

Operation is restricted to daytime and visual meteorological conditions. Some aircrafts have a permit for NVFR, a general regulation for NVFR was proposed to the FOCA, should be reviewed this spring

Last year it was planned to introduce a new class of aircraft types (reduced technical requirements, MTOW 560 kg) in Switzerland, the Ecolight's. Because of political reasons, the announced certification possibilities were shifted for this year(2005). The aim is to have this year the first certificated Ecolight's available in Switzerland.

Last year at the EAS Meeting in Interlaken Switzerland an informal meeting with the responsible people of PFA, OUV, IEC and EAS was held, concerning the certification procedures in these countries.

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

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

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 CIACA-Homepage, either public or in a closed members area.

Another suggestion is to make the CAICA-Homepage more active 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. And we need the support of the FAI on that.



## 12 Fly-in (see Flyers)

### Spring Fly-in:

Airport: Birrfeld (LSZF)  
Date: 7. & 8. May 2005

### Summer Fly-in:

Airport: Raron (LSTA)  
Date: 19 August to 21 August 2005

Participants are welcome. Usually more than 100 aircraft (spring) and up to 150 (summer) are attending, weather permitting. The summer fly-in sees around 25 foreign aircrafts normally.

See the announcement on the EAS Homepage on the Internet for Details.

## 13 Magazine

The magazine EAS NEWS is issued 3 to 4 times a year  
The editor is Hans Rudolf Luchsinger [luchs@bluewin.ch](mailto:luchs@bluewin.ch)

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

Submitted by S. Tolun in Salzburg 15/04/2005

1. Name and address of the National Homebuilders Association's
  - 1.1 Turkish Aeronautical Association (On behalf of)
2. C.I.A.C.A. Delegate

Dr. Suleyman Tolun  
Istanbul Technical University  
Faculty of Aeronautics and Astronautics  
Maslak, 34 469 Istanbul, Turkey  
Phone #: (+90) 212-285 3124; 285 7189 Fax #:(+90) 212-285 2926  
[tolun@itu.edu.tr](mailto:tolun@itu.edu.tr)
3. General situation, particular problems and progress with respect to past year
  - 3.1
    - Number of flying homebuilt aircrafts: About 3 (estimated) one is wooden Super Koala, total about 15 – 30 including unregistered homebuilt aircrafts.
    - A kit helicopter, turbo shaft engine, Jetex brand, some parts are rebuilt  
A kit airplane Cozy Mk 4 from composite.  
A kit airplane Lancair 360 with 180 HP engine, made off composite
    - One oldtimer flying airplane (Pitts).
    - Two nonfatal 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  
No information received; but while leaving the country departures must be made from an airport with customs officer and also the arrivals must be done to an airport with customs office.
7. Radio requirements  
Same as other light airplanes.
8. Insurance requirements  
Same as other light airplanes.
9. Operational/environmental/noise limitations  
Could operate after permit is received for long distance flights. There is no environmental limitation until a complaint is done, also true for noise except in the main airports.
10. The regulations for very light airplanes must be included in the new civil aviation law (EU regulations and procedures may be taken as sample)
11. Suggestions for C.A.I.C.A. initiatives  
not any for the time being
12. Fly-in/s date/s and place/s  
05/06/2005, Hezarfen Airport (Istanbul)
13. Name/address of national aircraft homebuilders magazine (If any)  
no magazine. There is a portal called amateur aviators having a group communicating on address: [amatorhavacilar@yahoogroups.com](mailto:amatorhavacilar@yahoogroups.com)

## C.I.A.C.A-F.A.I REPORT FOR 2005

### “ AMATEUR BUILT AIRCRAFT ACTIVITY IN UNITED KINGDOM “

All costs are based on £1 = \$1.80 US

#### **1 National Associations**

Popular Flying Association, Turweston Aerodrome, Nr Brackley, Northamptonshire, NN13 5YD,UK

Tel:- 00 44 1280 846786 Fax:- 0044 1280 846780

Internet Website: [www.pfa.org.uk](http://www.pfa.org.uk)

Email : [office@pfa.org.uk](mailto:office@pfa.org.uk) or [engineering@pfa.org.uk](mailto:engineering@pfa.org.uk)

##### 1.1 Membership currently stands at 8400 members

This is made up of flying and non-flying members. Approximately 20% of these members belong to sub groups or “ struts “. There are currently 48 struts.

The annual subscription to the PFA is £45 ( \$ 81 ). This subscription includes twelve issues of the magazine “ Popular Flying “ and discounted admission to the annual rally.

British Microlight Aircraft Association, The Bullring, Deddington, Banbury, Oxfordshire, OX15 0TT, UK

Tel:- 0044 1869 338888 Fax :- 0044 1869 337116

Internet Website : [www.bmaa.org](http://www.bmaa.org)

Email:- [chiefexecutive@bmaa.org](mailto:chiefexecutive@bmaa.org)

##### 1.2 Membership currently stands at 4300 members.

The annual subscription to the BMAA is £51. This subscription includes 6 issues of the magazine “ Microlight Flying “ and discounted admission to the annual exhibition.

#### **2 C.I.A.C.A. Delegate**

Graham Newby, Chief Executive PFA.

Address as above. Email : [graham.newby@pfa.org.uk](mailto:graham.newby@pfa.org.uk)

Alternate

Chris Finnigan, Chief Executive BMAA

Contact details as above.

#### **3 General Situation**

The major problem affecting the membership numbers was the introduction of the JAR PPL medical requirements implemented 1<sup>st</sup> Jan 2000. This particularly affects the older member. Over the past year we have managed to increase membership by some 100.

The UK NPPL came into being in July 2002 and is administered by AOPA, BGA, BMAA and the PFA. It is limited to Microlights, SLMG and SSEA( simple single engined aircraft ) and is restricted to max 2000kg, 4 seats, daytime VFR. To date there have been nearly 2000 licences issued.

### 3.1 Numbers of permit aircraft.

#### PFA

Aircraft with permits :	1870
Aircraft with permits expired or in rebuild:	1231 approx
Aircraft under construction :	1600 approx

#### BMAA

Aircraft with permits		3461
Comprising of	flexwing	2250 approx
“	3 axis	1211 approx

## 4 Responsible Organisation.

For most amateur built aircraft, detailed certification work has been completely delegated by the CAA to the PFA and BMAA, but with the CAA retaining ultimate responsibility. Similar arrangements exist for the relevant national organisations to carry out the certification of gliders and balloons.

The limits on PFA certification are maximum 4 seats and 260hp. Imported old-timers are placed either on a full C of A or a permit to fly, at the discretion of the CAA. Most newly imported old-timers are put on a full C of A, even when several examples of the type have previously been on permits.

PFA also covers amateur built three axis microlights and gyroplanes, but amateur built helicopters are still handled directly by the CAA. The BMAA covers amateur and factory built microlights, and also oversees the microlight licence training regime in the UK.

The PFA has 11 full time staff at their Turweston headquarters including 3 qualified engineers, while supervision work is carried out by a nationwide volunteer team of over 400 inspectors. A large amount of work by other volunteers has continued, both on our own, account and in co-operation with the other national airport organisations. This includes public relations activities and representation on many official committees.

The BMAA has 7 full time staff at their Deddington headquarters including 2 qualified engineers. Supervision work is carried out by a nationwide volunteer network of some 200 inspectors and some 230 Check Pilots

### 4. Duration of airworthiness certificate.

The permit to fly is renewable annually.

### 5. Permit to fly/Renewal charges.

The charges for permits to fly issued through the PFA are:

Amateur built project initial fee	£100 = \$180	
Permit to fly up to 390kg	Initial issue £285= \$513	Renewal £95=\$164
Permit to fly 391 to 499kg	Initial issue £375=\$675	Renewal £125=\$225
Permit to fly 499kg and above	Initial issue £480=\$864	Renewal £160=\$288

The charges for permits to fly issued through the BMAA are the same for both initial issue and renewals. For aircraft up to 390 Kg £80=\$144, for aircraft from 391 kg to 450 Kg £100=\$180

There are additional charges for the CAA registration fee, radio licence etc.

## **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 UK Airworthiness Notice 52. Any foreign visiting aircraft with restricted certification is allowed to visit for a maximum period of 28 days in any one calendar year, provided that not later than 28 days after the visit has been completed he/she advises the CAA's applications and Certifications section, the Aircraft registration and the expected entry and exit dates.

British Microlight aircraft are allowed to visit France, Germany and Holland under "blanket" permissions without first having to obtain written permission. The Republic of Ireland used to accept British Microlights under a simple notification procedure but now insist on a JAR Class 2 Medical and a minimum of 25 hours dual instruction. This has effectively prevented many British microlight pilots from flying to the Irish Republic because they do not wish to obtain a medical certificate that they do not need in their own country or elsewhere in Europe.

## **7. Radio / Transponder Requirements**

These are not mandatory although most aircraft certainly carry radios. Mandatory carriage of elementary surveillance Mode S transponders will be introduced in the UK in 2008.

## **8. Insurance requirements.**

No mandatory requirement, but the new EU mandatory insurance requirements will be adopted with an implementation date of April 30<sup>th</sup> 2005.

## **9. Operational/environmental/noise limitations.**

Although in the UK there is no mandatory requirement for VLA aircraft to be silenced, the PFA has adopted a policy to make it a requirement for PFA permit aircraft in the near future. At the moment we are carrying out an "education" process through our magazine and website and have compiled a compendium of articles on silencing aircraft. All Microlights must be silenced to BCAR Section S requirements.

## **10. Other remarks.**

With the ongoing regulatory issues it is felt that a European Homebuilt Federation should be formed. The experience of the BMAA, which was a founder member of the European Microlight Federation, is that such pan-European bodies are essential to be able to represent our views to EASA and other EU bodies.

## **11. Initiatives.**

The PFA has carried on the initiatives of last year with some success. In addition we are targetting as many Private Pilots as possible at a series of "Roadshows" around the country. We have found that several pilots do not know about the PFA. We are also advertising more in aviation periodicals.

The BMAA is re-launching its annual International Airsports Exhibition, organised with the British Hang-gliding and paragliding Association, as the Sports and Leisure Aviation Show and moving it from the Telford Exhibition Centre to the National Exhibition Centre in Birmingham, the largest exhibition venue in the UK.

## **12. Fly ins/dates and places.**

This years PFA annual rally will again take place at Kemble Airfield, Gloucestershire on 9<sup>th</sup> – 11<sup>th</sup> July.. It is important that visiting pilots have a copy of the Information circular before arriving. This can be obtained from the PFA website, address above, after May 1st.

Several local fly ins take place throughout the year. Information can be found on our website.

The BMAA is holding its annual Microlight Fly-In event at Sandown Airport on the Isle of Wight in June. Foreign ULM pilots are very welcome and can obtain more information from the BMAA Website list of events at: [www.bmaa.org](http://www.bmaa.org)

### **13. National homebuilders magazine.**

PFA's national magazine is called " Popular Flying ". The Editor is Brian Hope, 60, Queenborough Road, Halfway, Sheerness, Kent, ME12 3BZ. Tel 0044 1795 662508  
Email [brian@jodell.freereserve.co.uk](mailto:brian@jodell.freereserve.co.uk)

The BMAA's magazine "Microlight Flying" relates to all microlights, including homebuilt aircraft. The editor is David Bremner whose e-mail address is: [dbremner@f2s.com](mailto:dbremner@f2s.com)