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Subject: National Report Germany 2006

In year 2005 arose many licensing sports aviation issues in Germany.

1. There are two options of licenses for recreational pilots:
National PPL & JAR FCL PPL Licenses.
2. The Glider licenses is not a JAR license, issued by various German state authorities. - (CPLs are issued by the AMS/Braunschweig)
3. Ultra Light Pilot license is issued by the German Aeroclub DAeC, with a Medical by a Class II AME.
4. German Class II pilots requiring a waiver have to undergo different federal state administration procedures.
5. The admin dues for German Class II waivers is about 250€ in Hessen, in addition average waiver examination (about 500 € PLUS), and 85 € review dues per hour by the Class I reviewer.
6. Great protest by recreational pilots ("JAR-Contra") about stringent medical requirements (i.e. color deficiency resulted into loss of license). New national law was drafted. It is not in force yet.
7. 5 AMCs in Germany: German Armed Forces Inst, Lufthansa Inst, DLR Bonn, AMC Berlin and AMC Stuttgart. About 600 Class II AMEs and 800 Flying clubs in Germany. The AMS in Braunschweig has no active medical review board, administrative medical department with 2 physicians.
8. AMC-Lufthansa started its own reference system for complex waiver decisions, so future cases may rely on these data.
9. Class I AMEs may do the first review for class II waivers, but the authorities prefer to delegate these waivers to the AMCs, which makes it as a rule more costly.
10. German recreational pilots await support by EAS, EGU and new EASA system. Expectation: Reduction of medical requirements for Class II recreational pilots. Delegation of licensing to National Aeroclubs.
11. New ESAM (European Society of Aviation Medicine, founded in 2005) will try to influence on EASA rule making.
12. Three German Language speaking countries (D,A,CH) have different systems. Many pilots cross borders to get around individual problems.
13. Class II AMEs have to renew every three years their AME license. Requirement 120 Medicals and 20 hours of special aviation medicine training during three years of practice. Difficult to achieve, license might get revoked.
14. DAeC Human Factors Working Group congregated in March 06, with Austrian and Swiss specialists. HF Training requires standardization and scientific support. Task is to identify best Human Factors education and training concepts for sports aviation, i.e. HFACS. I.e. Standardization issue: At what altitude should a recreational pilot breath additional oxygen?- Option: 10.000 ft.-Any objections?

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