

Information for manufacturers

### **Prototype testing of airports equipment in Germany**

Prototype testing is as before the sole responsibility of the manufacturer.

Previous regulations under LTF NFL II 35/03 which allowed prototype testing in agreement with the testing centre, have not been included in the newest LTF NFL II 91/09.

The Technical department of the DHV therefore no longer upholds any regulations for prototype testing. No further factory pilot or prototype pilot licenses will be issued by the DHV Technical department. No further prototype test certificates for airports equipment will be issued by the DHV Technical department.

The German Civil Aviation Authorities (LBA) have issued the following statement regarding prototype testing.

#### *Operating airports equipment with mandatory certification requirements*

*The above theme has been investigated by us as a result of questions from members of the flying community, and we present the results as follows:*

*In accordance with §3 par. 3 of the LuftBO law, it is only permitted to operate e.g. a paraglider once it has received full type-test certification.*

*Manufacturers must present evidence of test flights for preparation for type-test certification, in accordance with 1.1.10 of the LTF certification regulations.*

*To accomplish this, we expect that manufacturers will use qualified pilots, and make all applicable third-party and other insurance contracts with them for prototype testing.*

*The manufacturer is solely responsible for all prototype testing conducted on e.g. a paraglider before it is submitted for type-test certification.*

*Should the manufacturer submit airports equipment for type-test certification to a recognised testing centre, then the testing centre may designate test pilots for prototype testing of the equipment.*

*In addition, we wish to clarify that the LTF certification program is intended to regulate technical requirements for airports equipment.*

*Internal company procedures are not included in this document.*

*This clarifies the position in the LTF.*

*Kind regards,*

*by order of*

*Heinz-Gerd Brunßen-Gerdes*

*Referat T4*

*Luftfahrt-Bundesamt*

The DHV Technical department will, as before, be pleased to assist in prototype testing of airports equipment. Shock- and load-tests, line-strength tests and flight-tests with video documentation can all be conducted with our test pilots, should this be required as safeguarding by manufacturers.

## Competitions

Further information regarding the situation in competition flying from the DHV Sport department:

Competition regulations for 2010 have been updated to reflect the above changes and publicised under

[http://www.dhv.de/typo/fileadmin/user\\_upload/aktuell\\_zu\\_halten/service/downloads/sport/wettbewerbsordnung.pdf](http://www.dhv.de/typo/fileadmin/user_upload/aktuell_zu_halten/service/downloads/sport/wettbewerbsordnung.pdf)

Technical regulations for paragliders are listed under chapter III paragraph 3.

Similarly, the liability and pilots declaration forms have been updated to reflect the above changes and publicised under

[http://www.dhv.de/typo/fileadmin/user\\_upload/aktuell\\_zu\\_halten/service/downloads/sport/teilnehmererklaerung.pdf](http://www.dhv.de/typo/fileadmin/user_upload/aktuell_zu_halten/service/downloads/sport/teilnehmererklaerung.pdf)

The declaration in paragraph 2 is completely new in this document, regarding the personal risks a pilot accepts in flying a non type-test certified glider in a competition. The previous prototype flying regulations known as "Breitenerprobung" are no longer valid, prototype gliders may now only be flown in Germany in accordance with the new regulations detailed above. This is detailed in the pilots declaration.

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