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Decision No. D2/26314/8802

Regulation on Ultralight Flying Air-Sports Machines (YPAM)

Translation and transliteration note

This is a fresh, unofficial English translation made from the original Greek document. Greek institutional abbreviations are retained in Latin transliteration rather than replaced by newly created English acronyms:

Transliteration	Greek	English expansion used in this translation
YPA	ΥΠΑ	Civil Aviation Authority
YPAM	ΥΠΑΜ	Ultralight Flying Air-Sports Machine
EDAAP	ΕΔΑΑΠ	Committee for the Investigation of Aviation Accidents and Flight Safety
ELAO	ΕΛΑΟ	Hellenic Air-Sports Federation
SPOA	ΣΠΟΑ	Civil Aviation School
AME	ΑΜΕ	Aero-Medical Examiner
FEK	ΦΕΚ	Government Gazette

International abbreviations appearing in the source, including AMC, CAS, EASA, JAR, MTOM, PPG, VFR and VMC, are retained as written. Departmental references are transliterated in the same way, for example **YPA/D2**, **YPA/D5** and **YPA/D13**.

In the event of any discrepancy, the published Greek text is authoritative.

DECISIONS

THE GOVERNOR OF THE CIVIL AVIATION AUTHORITY (YPA)

Having regard to:

1. The provisions of:
 - a. the Chicago Convention on International Civil Aviation, ratified by Law 211/1947;
 - b. Royal Decree 170/1969 on Air Traffic Rules, as in force;
 - c. Royal Decree 634/1970 on the Regulation of the Airworthiness of Civil Aircraft and the Certification of Aviation Products in General;
 - d. Legislative Decree 714/1970 on the establishment of a Directorate of Air Transport within the Ministry of Communications, the organization of the Civil Aviation Authority, and the regulation of related matters (FEK 238/A), as amended by Law 1340/1983 (FEK 35/A);
 - e. Royal Decree 1127/1972 on Private Aviation;
 - f. Royal Decree 636/1972 on Civil Aviation Certificates and Licences, as in force;
 - g. Law 1815/1988 on the ratification of aviation law, as in force;
 - h. Presidential Decree 56/1989, Organization of the Civil Aviation Authority of the Ministry of Transport and Communications (FEK 28/A), as in force.
2. Decision No. D13/31915/1314/12-8-1998 of the Minister of Transport and Communications, Annex 2 to the Chicago Convention, Rules of the Air (FEK 861/B/1998), as in force.
3. Regulation (EC) No. 1592/2002 of the European Parliament and of the Council, Annex II.
4. Article 13 of Law 3082/2002, amending Article 24 of Legislative Decree 714/1972, which authorizes the Governor of YPA to issue regulations.
5. Decision YPA/D/D2/26328/6386/13-07-2006 of the Governor of YPA (FEK 1068/4-8-2006), Regulation on Ultralight Flying Air-Sports Machines (YPAM).
6. The need to issue a new regulation governing ultralight-aircraft activities and flights.

7. The fact that publication of this Decision does not create expenditure chargeable to the State Budget.

We decide as follows:

Article 1 - Approval and Definitions

We approve this Regulation governing the activities, operation, and conduct of flights by Ultralight Flying Air-Sports Machines (YPAM), the training of pilots, and all other related activities, as follows.

Definitions

1. **YPAM pilot licence**
A document issued by the YPA certifying that its holder is competent to operate a YPAM.
2. **Aeroplane**
A power-driven, heavier-than-air aircraft that derives its lift mainly from aerodynamic reactions on surfaces that remain fixed under given flight conditions.
3. **Aircraft**
Any device capable of deriving support in the atmosphere from reactions of the air upon it, other than reactions of the air against the Earth's surface.
4. **Amphibious aeroplane**
An aeroplane capable of using either land or a water surface for take-off or landing.
5. **Amphibious helicopter**
A helicopter capable of using either land or a water surface for take-off or landing.
6. **Recognition of a foreign aviation licence**
An administrative act by which a licence granted by another State is recognized by the Civil Aviation Authority (YPA).
7. **Ballistic parachute**
A safety device permanently fitted to ultralight aeroplanes and used to bring the aeroplane and all occupants safely to the ground.
8. **Gyroplane**
A rotorcraft whose rotor or rotors are not driven by the aircraft's engine, but rotate under aerodynamic forces while the aircraft is moving. Propulsion is provided by an engine-propeller system independent of the rotor system.
9. **Calibrated Air Speed (CAS)**
Indicated airspeed corrected for instrument error and position error.
10. **EDAAP (ΕΔΑΑΠ)**
Committee for the Investigation of Aviation Accidents and Flight Safety.
11. **ELAO (ΕΛΑΟ)**
Hellenic Air-Sports Federation.
12. **Helicopter**
A heavier-than-air aircraft whose flight depends principally on one or more rotors driven by its engine or engines.
13. **YPAM examiner**
A person appointed by the YPA to conduct examinations for the grant or renewal of the licences or ratings provided for in this Regulation.
14. **Day**
The period beginning 30 minutes before sunrise and ending 30 minutes after sunset.
15. **YPAM categories**
The classification of YPAM according to their basic characteristics.
16. **Training flight**
A flight conducted exclusively for the training, practice, or examination of a pilot by a recognized instructor or examiner.
17. **Test flight**
A flight during which a flight examiner examines a pilot for the grant of a YPAM licence or rating.
18. **Solo flight**
A flight in which the pilot is the aircraft's sole occupant.

19. **Cross-country flight**
A flight during which the aircraft travels more than 20 nautical miles from the departure aerodrome or field.
20. **SPOA (ΣΠΟΑ)**
Civil Aviation School.
21. **Rotor**
A system of rotating aerodynamic blades.
22. **Rotorcraft**
A heavier-than-air aircraft that derives its lift in flight mainly from one or more rotors.
23. **ΥΠΑ (ΥΠΑ)**
Civil Aviation Authority.
24. **ΥΠΑΜ (ΥΠΑΜ)**
An Ultralight Flying Air-Sports Machine.
25. **Weight-shift YPAM (powered hang glider, flying boat)**
A YPAM whose flight is controlled by shifting weight.
26. **YPAM pilot**
The person operating the YPAM and responsible for its safety throughout the flight time.
27. **Flight time**
The time from the moment a YPAM begins to move under its own power for the purpose of take-off until the moment it comes to rest after landing.
28. **AMC (Aero-Medical Centre)**
An Aero-Medical Centre.
29. **AME (Aero-Medical Examiner)**
An Aero-Medical Examiner.
30. **PPG (Power Para Glider)**
A powered paraglider having an empty weight of more than 70 kilograms.
31. **VFR (Visual Flight Rules)**
Rules for flight conducted by visual reference to identifiable features on the ground.
32. **VMC (Visual Meteorological Conditions)**
Meteorological conditions suitable for visual flight.

Article 2 - Purpose

The purpose of this Regulation is to establish:

1. the general provisions governing YPAM flights;
2. the technical operating rules for:
 - ultralight aeroplanes controlled by aerodynamic means;
 - weight-shift YPAM;
 - ultralight helicopters;
 - gyroplanes; and
 - powered paragliders (PPG);
3. the conditions and procedures for obtaining a YPAM pilot licence; and
4. the conditions and procedures for establishing and operating YPAM training schools.

Article 3 - Scope of Application

This Regulation is binding on all users in Greece and applies to the operation and use of YPAM.

YPAM may be used for flights for:

1. sport;
2. recreation;
3. training; and
4. further instruction.

Any commercial or remunerated use of YPAM is prohibited. The sole exception is the use of YPAM owned or operated by approved schools, and only for training purposes.

YPAM may be used by:

1. air-sports associations;
2. companies; and
3. natural persons.

This Regulation does not apply to:

- gliders of any weight, except powered gliders, which fall within the category of three-axis aeroplanes; or
- any aircraft whose empty weight is less than 70 kilograms.

This Regulation does not release the persons concerned from obligations arising under other laws and regulations.

Article 4 - Operation of YPAM

1. YPAM categories

A YPAM is called an ultralight aeroplane, helicopter, gyroplane, powered paraglider, seaplane, amphibian, or flying boat where it:

- has no more than two seats;
- has one or more engines;
- has a maximum take-off mass (MTOM) not exceeding:
 - 300 kg for a single-seat land aeroplane or helicopter without a ballistic parachute;
 - 450 kg for a two-seat land aeroplane or helicopter without a ballistic parachute;
 - 330 kg for a single-seat amphibious aeroplane or helicopter equipped with floats;
 - 495 kg for a two-seat amphibious aeroplane or helicopter equipped with floats;
 - 315 kg for a single-seat aircraft equipped with a ballistic safety parachute;
 - 472.5 kg for a two-seat aircraft equipped with a ballistic safety parachute; or
 - 560 kg for a two-seat gyroplane; and
- has an empty weight of not less than 70 kg, and a stalling speed or minimum steady speed in the landing configuration not exceeding 35 knots or 64.82 km/h calibrated airspeed (CAS).

2. YPAM operating locations

a. Land YPAM

Each land YPAM shall operate from any licensed aerodrome or landing field.

b. Seaplane YPAM and flying boats

Seaplane YPAM and flying boats shall operate from approved water aerodromes or from maritime areas whose boundaries have been approved by the Port Authorities. While these craft are moving on the surface of the sea, their activity is permitted subject to the terms and conditions imposed by the competent Coast Guard services.

On lakes, authorization from the competent authorities or management bodies is required. Those authorities or bodies shall also define the corresponding operating boundaries in accordance with the above.

c. Amphibious YPAM

Amphibious YPAM, including amphibious helicopters and amphibious flying boats, shall operate from land and water areas as specified respectively in paragraphs 2(a) and 2(b) above.

Pilots of the YPAM referred to in paragraphs 2(b) and 2(c) must hold a speedboat operator's licence when operating from water areas and must comply with the rules and instructions of the Port Authorities during take-offs from and landings on water.

Foreign pilot licences for the operations referred to in paragraphs 2(b) and 2(c) must be recognized by the Greek authorities.

A flight plan must be submitted for every YPAM flight.

Flights at military aerodromes also require authorization from the relevant military authority.

3. Conduct of flights

YPAM flights may be conducted only:

- during the day;
- in visual meteorological conditions (VMC); and
- at a maximum altitude of 12,500 feet.

YPAM flights shall be conducted in accordance with the air traffic rules and this Regulation.

YPAM flights are prohibited in prohibited, restricted, danger, and reserved areas, as identified in the YPA's aeronautical publications of every kind, including AIP GREECE, NOTAMs, CIRCULARS, and similar publications.

4. Flights over water

Whenever a flight is intended to pass over a water surface, every occupant must wear an individual life jacket throughout the flight.

5. Flights by foreign YPAM in Greece

Ultralight aircraft may fly in Greece provided that they:

- hold a certificate of airworthiness issued by the State of registration, or another equivalent document required by that State; and
- comply, throughout their stay, with Greek legislation and this Regulation.

6. YPAM flights outside Greece

Flights outside Greece are governed by the applicable legislation of the country in which each YPAM flight is conducted. The pilot is responsible for becoming informed about any differences from Greek legislation.

Article 5 - YPAM Equipment, Certificates, and Documents

1. Equipment

YPAM must be equipped with at least:

- flight instruments comprising:
 - an airspeed indicator;
 - an altimeter;
 - a rate-of-climb and rate-of-descent indicator; and
 - engine instruments;
- an individual safety belt for every occupant;
- an installed portable fire extinguisher;
- optionally, a radio communication device when the flight is intended to take place in airspace requiring two-way communication; and
- optionally, an automatic position-reporting device, Transponder Mode A, when the flight is intended to take place in RADAR-controlled airspace.

2. Certificates and documents

YPAM must hold:

- a certificate of airworthiness;
- an aircraft registration certificate;
- an aircraft radio-station licence, if a radio is installed; and

- proof of insurance.

These documents must accompany the YPAM on every flight.

a. Certificate of airworthiness

The YPAM certificate of airworthiness is issued by the YPA in Greek and English after the construction inspector has submitted a report.

The YPAM certificate of airworthiness shall state:

- the registration number;
- the YPAM category;
- the type and construction serial number;
- the manufacturer, which must be an aircraft-manufacturing company approved by the State of origin; and
- the date of issue.

Home-built aircraft are considered experimental aircraft and are subject to Presidential Decree 283/01, as amended from time to time.

The certificate of airworthiness has no expiry date, but automatically ceases to be valid when the YPAM:

- is involved in an accident; or
- undergoes a repair or modification affecting its ability to fly.

In those cases, the certificate of airworthiness may be renewed, on application by the interested party, after a new construction inspection.

A YPAM may not fly in Greece unless it holds a valid certificate of airworthiness or an equivalent document issued by its State of registration.

b. Registration certificate

The registration certificate of an ultralight aircraft is issued by YPA/D13, Directorate of Legal Affairs, following an application by the interested party.

c. Aircraft radio-station licence

Where a YPAM is fitted with permanent air-ground communication equipment, an aircraft-station licence issued by YPA/D5, Directorate of Telecommunications, is required.

d. Proof of insurance

A YPAM may not fly unless it is insured against third-party damage and for compensation of occupants in accordance with Regulation (EC) No. 785/2004 of the European Parliament, as amended from time to time.

Where a YPAM is used for training, that use must be expressly stated in the insurance policy.

e. YPAM flight-time record

The YPAM flight record must be kept up to date with all flights conducted and must contain at least:

- the date;
- the duration of the flight;
- cumulative flight hours; and
- maintenance work on the aircraft, engine, and propeller.

The aircraft flight-time record shall be kept in written form at the declared registered office and shall not accompany the aircraft on flights.

Article 6 - YPAM Construction Inspection

YPAM are subject to an initial construction inspection for the issue of a certificate of airworthiness.

The construction inspection is conducted by a YPAM construction inspector. Construction inspectors are appointed by YPA/D2, Directorate of Flight Standards, which issues a special authorization. The inspection shall be conducted in accordance with a checklist prepared by YPA/D2.

1. YPAM construction inspector

Construction inspectors shall:

- conduct the initial construction inspection of YPAM;
- record the results of inspections;
- recommend any corrective action to the parties concerned; and
- recommend to the YPA whether or not a certificate of airworthiness should be issued.

The YPA shall maintain a list of YPAM construction inspectors and make it available to interested parties.

2. YPAM construction-inspector authorization

Prerequisites

An applicant for authorization as a YPAM construction inspector must hold either:

- a national Type II aircraft engineer licence; or
- an EASA Part-66 licence.

3. Procedure for obtaining authorization

The applicant shall submit an application to YPA/D2 together with the necessary supporting documents, including a copy of the licence, curriculum vitae, evidence of experience, and similar documents.

After examining the supporting documents, the YPA shall issue the YPAM construction-inspector authorization.

4. Validity of authorization

A YPAM construction-inspector authorization is valid for three years, provided that the holder's aircraft engineer licence remains valid.

5. Renewal of authorization

A construction-inspector authorization is renewed on application by the interested party.

Renewal is issued with the approval of YPA/D2, taking into account the construction inspector's activity during the preceding three-year period and provided that the inspector's licences remain valid.

6. Suspension of authorization

A construction-inspector authorization shall be suspended:

- following a reasoned decision of the YPA; or
- on the expiry date of the holder's engineer licence.

7. Recognition of a foreign authorization

No procedure is provided for recognizing a foreign YPAM construction-inspector authorization.

8. YPAM owner

After the initial inspection by the construction inspector, the YPAM owner bears sole responsibility for maintaining the YPAM's airworthiness.

9. Obligations of the YPAM owner

The YPAM owner must:

- diligently carry out the YPAM inspections prescribed in the relevant manuals;
- maintain the YPAM flight-time logbook;
- know and comply with this Regulation; and
- possess and produce to the competent inspection authorities all required documents and licences.

Article 7 - YPAM Pilot Licences, Training, and Examinations

Any person who has reached 17 years of age and holds the licences and certificates required by this Regulation may act as a YPAM pilot in Greece.

1. Categories of YPAM pilot licence

YPAM pilot licences are issued for the following categories:

- three-axis aeroplane;
- weight-shift aircraft, including powered hang glider, powered paraglider, and flying boat;
- helicopter;
- gyroplane; and
- powered paraglider having an empty weight above 70 kg.

A YPAM pilot may hold the following ratings:

- seaplane or amphibian;
- flight instructor; and
- flight examiner.

Pilot, instructor, and examiner licences are issued respectively for operating, instructing, and examining in the specific YPAM category concerned.

2. YPAM pilot licence

This Regulation establishes the method and procedure for obtaining a YPAM pilot licence.

The licence is issued by YPA/D2 following theoretical and practical examinations.

3. Prerequisites for a YPAM pilot licence

The applicant must meet the following requirements:

- minimum age of 16 for enrolment in a training school;
- minimum age of 17 for the grant of a YPAM licence;
- where the applicant is under 18, the application to the school must also be signed by a parent or guardian, whose signature must be certified as genuine by a public authority; and
- a valid Class 2 medical certificate.

4. Procedure for obtaining a YPAM pilot licence

To obtain a YPAM pilot licence, the applicant must:

- enrol in a licensed YPAM training school; and
- complete a theoretical and practical training programme approved by YPA/D2.

A trainee may not be enrolled in two training schools at the same time.

5. Theoretical training

The applicant must receive theoretical training in accordance with the programme of the school concerned.

After completing theoretical training, the applicant may sit the YPA examinations.

6. Theoretical examinations

The theoretical examinations for YPAM pilots are conducted by the SPOA, using a published multiple-choice question bank covering the entire syllabus.

Before an applicant may sit the examinations, the applicant's school must complete and submit to YPA/D2 a certificate confirming successful completion of the theoretical training.

The candidate may choose whether the examination questionnaire will be in Greek or English.

A minimum score of 75 percent is required to pass the theoretical examinations.

A candidate who fails to attend or fails the examinations may sit them again during a subsequent examination period.

7. Practical training

- An applicant for a YPAM aeroplane, helicopter, or gyroplane pilot licence must complete at least 25 hours of practical training in accordance with the school's detailed approved training programme.
- An applicant for a weight-shift YPAM pilot licence must complete at least 15 hours of practical training in accordance with the school's detailed approved training programme.

8. First solo flight

Before making a first solo flight, the trainee must hold a valid medical certificate.

9. Practical flight examination

An applicant may request a practical flight examination only after the applicant has:

- passed the theoretical examinations;
- completed the practical training;
- obtained authorization from the school, entered in the individual flight logbook; and
- obtained a valid medical certificate.

The candidate may select a flight examiner from the YPA's list of flight examiners.

Before the flight examination begins, the examiner shall carefully check:

- the candidate's identity;
- the candidate's medical certificate;
- the YPA certificate confirming that the candidate has passed the theoretical examinations; and
- the individual flight logbook, including:
 - hours flown with an instructor and solo;
 - cross-country flights with an instructor and solo;
 - the authorizations and entries made by the instructor and the school; and
 - the school's authorization for the practical flight examination.

The examiner shall conduct the examination only when all the above comply with this Regulation.

The examination shall comprise:

- an oral examination lasting one hour, intended to enable the examiner to confirm the candidate's level of knowledge; and
- a flight examination lasting at least one hour.

The examination shall be discontinued and the examiner shall not proceed with the flight where the candidate's level of theoretical knowledge is unacceptable.

The flight examination must include:

- pre-flight procedures;
- engine starting and taxiing;
- take-off;

- air navigation;
- in-flight procedures;
- low-speed flight;
- emergency situations;
- forced landing, as a demonstration only;
- normal landing procedures; and
- post-flight procedures.

The examiner shall determine when the examination is complete and shall announce the result to the candidate immediately afterward.

10. Successful flight examination

The flight time shall be entered in the pilot-in-command column for both pilots. Following a successful examination, the examiner shall complete the form on the basis of which YPA/D2 will issue the YPAM pilot licence.

The school shall:

- prepare the pilot's file, which must contain:
 - a copy of the national identity card or equivalent document;
 - a copy of the medical certificate;
 - a certificate of theoretical-examination results;
 - copies of the relevant flight hours from the individual flight logbook; and
 - the original practical flight-examination form; and
- send the file to YPA/D2 for the issue of the YPAM pilot licence, which is issued on application by the interested party.

11. Failed flight examination

Where the candidate fails the practical examination, the flight time shall be logged as a training flight and:

- the candidate must undertake at least two additional hours of flight with an instructor, receiving additional training in the subjects failed; and
- the candidate may repeat the examination after ten days have elapsed.

12. Validity of a YPAM pilot licence

A YPAM pilot licence is valid:

- for five years from its date of issue; and
- only when accompanied by a valid medical certificate.

13. Renewal of a YPAM pilot licence

A YPAM pilot licence shall be renewed every five years. Renewal requires the pilot to have completed a total of 25 hours as a YPAM pilot during the preceding five years.

YPA/D2 shall renew the licence on the basis of either:

- a school certificate of flight hours; or
- a copy of the pilot's individual flight logbook signed by the pilot.

Where the pilot does not meet the above requirements, a practical flight examination by an approved flight examiner is required.

A YPAM pilot licence may not be renewed if it has been suspended or revoked by the YPA.

14. Suspension of a YPAM pilot licence

A YPAM pilot licence may be temporarily suspended or permanently revoked:

- where the holder does not possess a valid medical certificate;
- where the holder is involved in an accident as pilot in command; or

- following a reasoned decision of the Governor of YPA.

15. Privileges of a YPAM pilot

The holder of a valid YPAM pilot licence is entitled:

- to fly a YPAM in the category authorized by the licence; and
- to carry a passenger after acquiring at least 15 hours of YPAM flight experience as a pilot following the issue of the licence.

16. Extension to another category

a. Three-axis aeroplane to weight-shift YPAM

The holder of a valid three-axis aeroplane YPAM pilot licence may extend the licence to weight-shift YPAM after completing:

- 7 hours with an instructor;
- 3 hours solo; and
- a 1-hour practical flight examination.

b. Weight-shift YPAM to three-axis aeroplane

The holder of a valid weight-shift YPAM pilot licence may extend the licence to three-axis aeroplanes after completing:

- 10 hours with an instructor;
- 5 hours solo; and
- a 1-hour practical flight examination.

c. Powered hang glider, powered paraglider, and flying boat

The holder of a valid powered-hang-glider pilot licence who seeks a powered-paraglider or flying-boat pilot licence, and vice versa, must complete in the new category:

- 5 hours with an instructor;
- 5 hours solo; and
- a 1-hour practical flight examination.

Equivalent training is required to extend a powered-paraglider pilot licence to a flying-boat pilot licence, and vice versa.

d. Helicopter and gyroplane

For the helicopter and gyroplane categories, extension of a licence requires completion of the full practical training programme from the beginning because of the particular flight characteristics of those aircraft.

17. Obligations of a YPAM pilot

The holder of a YPAM pilot licence must:

- know and apply aviation legislation;
- know and comply with this Regulation;
- know the technical and operating characteristics of the YPAM being flown; and
- maintain an individual flight logbook.

A YPAM pilot must not commence a flight where:

- the pilot's abilities are impaired by fatigue, illness, or injury;
- the pilot has consumed alcohol during the preceding 24 hours;
- the pilot is under the influence of narcotic substances;
- the pilot is under the influence of medication capable of affecting ability or judgment;
- the pilot has not obtained information about the weather conditions in the area of the intended flight;

- the pilot has not obtained information about aeronautical notices relevant to the flight; or
- the YPAM does not carry the required documents.

The YPAM pilot is responsible for:

- informing the passenger about rules of conduct and safety during the flight;
- the use of protective and life-saving equipment;
- ensuring that the passenger is properly secured; and
- the final decision whether or not to conduct the flight.

During flight, the following are prohibited:

- occupants unfastening their safety belts;
- loose objects in the aircraft;
- smoking at any time;
- the use of alcoholic drinks, medication, or narcotic substances; and
- dropping any object.

A YPAM pilot may not fly for more than eight hours in one day.

18. Obligations of a YPAM pilot after an accident

For the purposes of this Regulation, a YPAM accident means any occurrence arising during the operation of a YPAM in which:

- one or more persons are killed;
- one or more persons are seriously injured;
- the YPAM is completely destroyed;
- the YPAM sinks;
- the YPAM crashes in an inaccessible location; or
- the YPAM suffers damage whose repair is considered liable to compromise its airworthiness.

Immediately after an accident, and insofar as the pilot's physical condition permits, the YPAM pilot must take the necessary action to:

- safeguard the life and physical integrity of persons involved in the accident;
- protect property, equipment, and the environment;
- secure documents relating to the accident;
- identify and secure witnesses;
- protect the YPAM from unauthorized or undesirable interference; and
- ensure that the EDAAP and the YPA are informed.

EDAAP must be informed as soon as possible. The report shall include:

- the type of accident and its place, date, and time;
- the YPAM involved;
- the pilot's name;
- the names and number of occupants and their state of health;
- a description of the accident and the conditions in which it occurred;
- the measures taken; and
- the name and capacity of the person making the report.

19. Pilot medical certificate

The required pilot medical certificate is a Class 2 certificate issued by:

- AMEs authorized by the YPA; or
- Aero-Medical Centres authorized by the YPA.

The expiry date and any limitations shall be stated on the certificate.

20. Radiotelephony certificate

Permanent or portable air-ground radio communication equipment may be used only by persons holding at least a restricted radiotelephony certificate.

21. Pilot's individual flight-time logbook

A YPAM pilot must maintain an individual flight logbook and update it at the end of every flight.

The logbook must comply with the requirements of European aviation legislation.

All flights conducted by the holder shall be entered in the individual flight logbook in the capacity of:

- student pilot;
- pilot in command;
- instructor; or
- examiner.

On each flight, only one pilot is the pilot in command and only one person may log the flight time as pilot in command, even where the other occupant also holds a YPAM licence.

Training flights are an exception: both occupants shall log the full flight time, one as instructor and the other as student.

On a practical examination flight, where the examination is successful, both occupants shall log the flight time as pilot in command. Where the flight must be repeated because the examination was unsuccessful, the examiner shall log the flight time as instructor and the candidate as student.

During training, the instructor shall enter and sign in the student's logbook all flight authorizations granted to the student, including authorizations for solo and cross-country flights.

At the end of each page, the logbook holder must total the hours and sign the page. The holder's signature on each page constitutes a formal declaration that the entries are correct. Copies of the pages may be used by the holder as evidence of flight experience.

22. Recognition of an aircraft pilot licence

The holder of a valid EASA or JAR pilot licence who seeks a corresponding YPAM pilot licence must:

- complete at least 3 hours of flight, including 6 take-offs and 6 full-stop landings, with a flight instructor from a recognized school; and
- pass a flight examination conducted by an authorized examiner.

23. Recognition of a foreign YPAM licence

Aircraft pilot licences issued by countries outside the European Union are not recognized for the purpose of obtaining a YPAM licence.

Corresponding licences or certificates issued by European Union countries are valid in Greece provided that they remain valid in the issuing country.

Article 8 - YPAM Pilot Ratings

1. Seaplane and amphibian YPAM rating

The seaplane/amphibian YPAM pilot rating may be granted only for the YPAM categories of three-axis aeroplanes, helicopters, and amphibious flying boats. It shall be granted only for the YPAM category in which the applicant has received training.

2. Prerequisites for a seaplane or amphibian rating

The pilot must hold:

- for a three-axis seaplane or amphibian rating, a land-YPAM aeroplane or helicopter licence and 50 hours of flight experience as pilot in command on the relevant aircraft; or
- for an amphibious-flying-boat rating, a land weight-shift YPAM licence and 20 hours of flight experience as pilot in command.

3. Procedure for obtaining a seaplane, amphibian, or flying-boat rating

The trainee must enrol in a training school and complete:

- 10 hours of theoretical training and 10 hours of practical flight training on seaplanes or amphibians; or
- 3 hours of practical training and 50 water take-offs and landings on flying boats.

The applicant must also:

- pass an oral and practical flight examination lasting at least one hour; and
- hold a speedboat operator's licence approved by the Port Authorities, as referred to in Article 4(2)(c).

The school shall certify successful completion of the training by making an entry in the pilot's individual flight logbook and issuing a certificate. The YPA shall take that certificate into account when granting the seaplane or amphibian-aircraft rating and entering it on the YPAM pilot licence.

The holder of a valid EASA or JAR licence who seeks a seaplane/amphibian YPAM rating after obtaining a YPAM pilot licence must:

- complete at least 3 hours of flight with 30 water take-offs and landings, each ending in a full stop, with a flight instructor from an approved school;
- pass a flight examination conducted by an authorized examiner; and
- hold a speedboat operator's licence.

A pilot holding a valid EASA or JAR licence with a seaplane/amphibian qualification shall, upon obtaining a land-YPAM pilot licence, automatically acquire the YPAM seaplane/amphibian rating. The rating shall be entered on the YPAM pilot licence when that licence is issued.

4. Validity of the seaplane/amphibian rating

The seaplane/amphibian rating is valid only while the YPAM pilot licence remains valid.

5. YPAM flight-instructor rating

Training shall be provided at YPAM training schools. An instructor is authorized to provide training only in the YPAM category for which the instructor is qualified.

6. Prerequisites for a flight-instructor rating

An applicant for a flight-instructor rating must have:

- at least 200 hours of flight experience as pilot in command of YPAM; and
- at least a restricted radiotelephony certificate.

7. Procedure for obtaining a flight-instructor rating

The applicant must complete:

- 20 hours of theoretical training;
- 10 hours of practical training from the right-hand seat in the category in which the applicant is being trained; and
- a 1-hour practical flight examination with an authorized flight examiner.

After obtaining the instructor rating in a YPAM category and before providing training, the instructor must have completed at least 5 hours of flight in that category during the preceding three months at the school where the instructor will teach.

8. Validity of a YPAM flight-instructor rating

A flight-instructor rating is valid for three years, provided that the YPAM pilot licence remains valid.

9. Privileges of a flight instructor

A YPAM flight instructor may provide the full programme of pilot flight training in the YPAM category for which the instructor is qualified.

10. Obligations of a flight instructor

A YPAM flight instructor must:

- brief the trainee before each flight on the exercises to be performed;
- debrief the trainee after the flight and analyze any errors made;
- brief the trainee before each solo flight on the objective of the flight;
- enter and sign in the trainee's individual flight logbook the authorization allowing the trainee to conduct a local or cross-country solo flight;
- keep the trainee's individual training record up to date; and
- keep the school director informed.

11. Recognition of an EASA or JAR aircraft flight-instructor rating

The holder of a valid EASA or JAR licence with a flight-instructor rating may obtain a YPAM flight-instructor rating if the holder has at least:

- 25 hours of flight as pilot in command of YPAM, including at least 15 hours from the right-hand seat.

The YPA shall maintain records of YPAM flight instructors and make them available to interested parties.

12. Conditions for renewal of a flight-instructor rating

A flight-instructor rating may be renewed on application by the interested party to YPA/D2, provided that the instructor has completed 250 hours of instruction at an approved YPAM school since the previous renewal.

13. Flight-examiner rating

A flight examiner is an associate of the YPA selected to conduct flight examinations of applicants seeking a YPAM pilot licence.

A flight examiner may conduct examinations only in the YPAM category for which the examiner has been approved by YPA/D2.

The flight examiner is responsible for the final assessment of the trainee's overall knowledge.

A flight examiner may not examine a student to whom the examiner personally provided training.

14. Prerequisites for a flight-examiner rating

A flight examiner must:

- have held a YPAM flight-instructor rating for at least two years;
- have completed at least 150 hours as a flight instructor at a YPAM school; and
- enjoy a good reputation and standing in the aviation community.

15. Procedure for obtaining a flight-examiner rating

The YPAM flight-examiner rating is granted by YPA/D2 following an application by the interested party and an assessment, solely for the purpose of meeting the YPA's examination needs.

YPA/D2 shall maintain records of YPAM flight examiners and make them available to interested parties.

16. Validity and renewal of a flight-examiner rating

A YPAM flight-examiner rating is valid for three years.

To conduct a flight examination, an examiner must hold a valid YPAM pilot licence.

YPA/D2 shall renew the flight-examiner rating on the basis of the examiner's activity during the preceding three-year period.

17. Recognition of a foreign flight-examiner rating

A flight-examiner rating issued by a European Union country or by any other country is not recognized.

Article 9 - YPAM Training Schools, Training, and Examinations

1. General provisions

A YPAM training school is an educational body whose mission is to provide the full training required to obtain a YPAM pilot licence.

A YPAM training school shall:

- provide training only to students enrolled at that school;
- provide the full programme of theoretical and practical training;
- operate under a training programme approved by YPA/D2;
- provide training only in the YPAM categories for which it is licensed; and
- be responsible for completing and sending to the YPA all applications and other documents concerning its trainees.

A YPAM training school may be established and operated by:

- air-sports associations;
- companies; or
- natural persons.

2. YPAM training-school licence

A person seeking an operating licence for a YPAM training school must submit an application to YPA/D2, which shall process the request and issue the school's operating licence.

YPA/D2 shall maintain records of licensed YPAM schools.

3. Issue of a school operating licence

The initial school operating licence is issued for one year.

4. Renewal of a school operating licence

A school operating licence may be renewed on application by the interested party after a new inspection by YPA/D2. The renewed licence is valid for three years.

5. Suspension of a school operating licence

YPA/D2 may conduct unannounced inspections to verify the proper operation of the school.

The YPA may suspend or revoke a YPAM school's operating licence following a reasoned decision of its Governor.

6. School personnel

The head of the school is the school director, who bears overall responsibility before the YPA and the law.

7. YPAM school director

The school director:

- must be at least a graduate of upper secondary school or an equivalent institution; and
- must hold a flight-instructor rating in at least one YPAM category taught at the school.

The school director may simultaneously perform the duties of:

- theoretical-training instructor;
- flight instructor; and
- engineer, provided that the director has the necessary qualifications.

The school director is responsible for:

- the completeness and quality of training;
- flight safety;
- the airworthy condition of the school's YPAM; and
- the management and safekeeping of records.

8. Theoretical-subject instructor

- The school may appoint a person responsible for theoretical training who reports to the school director.
- The training school shall select the instructors who will teach each theoretical subject.

9. Responsible engineer

The school must appoint a responsible engineer who reports to the director.

The responsible engineer must hold an aircraft-engineer licence recognized by the YPA and is accountable to the school director.

The responsible engineer's responsibilities and duties include:

- maintaining the school's aircraft in good condition and ensuring their airworthiness;
- inspecting each YPAM every 50 flight hours;
- inspecting each YPAM every 100 flight hours, or annually where 100 flight hours have not been completed; and
- signing each inspection in the YPAM flight logbook.

10. School facilities

The training school must have:

- administrative or secretarial facilities; and
- suitable premises for theoretical classes.

The school's premises may be owned, rented, or lawfully provided for its use.

Before operating at an aerodrome, the school must obtain authorization from the body managing the aerodrome.

11. Registered office of the school

The school's registered office and its theoretical classroom need not be located at the flight-operations site.

The theoretical classroom may be at a location different from the school's registered office.

The school's records shall be kept at its registered office.

12. Aircraft used for training

For flight training, the school must have at least one YPAM registered in Greece or in another Member State of the European Union.

The school may not provide training using aircraft that are not listed in its licence.

13. Insurance

The school must insure its aircraft for occupants and third-party risks.

The insurance policy must expressly state that the aircraft will also be used for training purposes.

The amount of insurance cover shall be determined in accordance with Regulation (EC) No. 785/2004 of the European Parliament, as amended from time to time.

14. Theoretical training

Theoretical training shall last at least 50 hours.

The theoretical-training programme shall include at least:

- Civil aviation legislation, Parts I and II: 6 hours;
- Meteorology: 5 hours;
- General technical knowledge: 6 hours;
- Air navigation: 7 hours;
- Theory of flight: 5 hours;
- Human performance and limitations: 4 hours;
- Flight mechanics and aerodynamics: 6 hours;
- Rules for operating aerodromes and landing fields: 3 hours;
- Air-ground communications and use of radio equipment: 4 hours; and
- Practical aircraft and engine maintenance: 4 hours.

At the end of the theoretical training, the school shall issue an individual certificate and give a copy to the trainee.

The school shall also submit to YPA/D2 a consolidated certificate listing the students who have completed theoretical training and intend to sit the written examinations conducted by YPA/SPOA.

The certificate is valid for two years, within which the candidate must sit the examinations and pass all subjects.

15. Theoretical examinations

The theoretical examinations for YPAM pilots are conducted by the SPOA, which determines the examination periods.

Candidates who fail to attend or fail the examinations may sit them again during a subsequent examination period after submitting a new application to SPOA.

16. Special theoretical examinations

The SPOA may conduct theoretical examinations anywhere in Greece, provided that:

- there are at least five interested candidates;
- an operating State or municipal airport exists at the examination location; and
- an application is submitted to SPOA two months before the proposed examination date.

17. Flight training

Each school must prepare a flight-training programme for every YPAM category for which it is licensed.

a. Aeroplane, helicopter, and gyroplane pilots

The school shall provide at least 25 hours of flight training, comprising:

- 20 hours with an instructor; and
- 5 hours solo.

During flight training, the trainee must complete:

- at least one 40-nautical-mile cross-country flight with an instructor; and

- at least one 40-nautical-mile solo cross-country flight.

b. Weight-shift YPAM pilots

For powered hang gliders, powered paragliders, and flying boats, the school shall provide at least 15 hours of flight training, comprising:

- 10 hours with an instructor; and
- 5 hours solo.

During flight training, the trainee must complete:

- at least one 20-nautical-mile cross-country flight with an instructor; and
- at least one 20-nautical-mile solo cross-country flight.

18. First solo flight

A trainee may make a first solo flight only where:

- the school is satisfied with the trainee's competence and the instructor has consented and signed the trainee's individual flight logbook;
- at least 30 percent of the required theoretical-training hours have been completed;
- at least 7 hours of flight with an instructor have been completed; and
- the trainee holds a valid medical certificate.

19. Trainee file

When enrolling a new student, the school must open a trainee file and maintain it throughout the training period.

The file must contain:

- the completed enrolment application;
- the consent of a parent or guardian, where required;
- a copy of the medical certificate;
- the trainee's progress record;
- the YPAM category in which the student was trained;
- the dates on which training began and was completed;
- copies of examination results; and
- any other document concerning the trainee's progress that the school director considers should be retained.

The training file must be retained in the school's records for five years after the date of the most recent document.

The school director is responsible for maintaining trainees' training files.

20. Transfer of trainees

A trainee may not transfer to another school during theoretical training.

After completing theoretical training, a trainee may transfer to another school for flight training.

A trainee may not transfer from one school to another during flight training.

21. School records

The school shall maintain complete records of:

- trainee files;
- the theoretical-training log; and
- the flight-training log.

Records must be retained for at least five years from the date of the most recent document.

Article 10 - Violations and Penalties

Any violation of this Regulation, the air traffic rules, radio communication rules, laws, other regulations, or instructions must be reported to the YPA immediately.

Following a reasoned decision of its Governor, the YPA may impose on the offender the temporary suspension or permanent revocation of a YPAM pilot licence.

The YPA may also impose a financial penalty of up to EUR 5,000 on pilots, instructors, examiners, and construction inspectors.

Before any penalty is imposed, the accused person shall be invited in writing to submit observations on the alleged violation within a reasonable period specified in the written invitation to provide an explanation.

The imposition of an administrative penalty by the YPA does not release the offender from any criminal liability.

Article 11 - Inspection Bodies of YPA

Through its competent bodies, the YPA may conduct unannounced inspections of the technical operation and condition of YPAM.

Unannounced inspections may also be conducted at training schools to verify their proper operation.

Where YPA inspectors identify violations of applicable legislation or regulations, or other circumstances endangering flight safety, they must recommend the necessary administrative measures. Those measures may include the immediate grounding of the YPAM concerned or the suspension of operations of a specific training school.

The inspection bodies shall be headed by the serving Head of the Private Aviation Department of the YPA Directorate of Flight Standards, YPA/D2/D, or that person's deputy.

Article 12 - Transitional Provisions

Persons who already hold an assistant-instructor authorization under the previous Regulation and perform assistant-instructor duties at approved schools may, if they wish, complete the flight-training hours required by the previous Regulation and obtain an instructor authorization by applying to YPA/D2 within three months after publication of this Regulation in the Government Gazette.

Article 13 - Repealed Provisions

From the publication of this Regulation in the Government Gazette, Regulation YPA/D/D2/26328/6386/13-7-2006, FEK 1068/B/4-8-2006, and Technical Instruction YPA/D2/B/31614/9783/13-8-2007 shall cease to apply.

Article 14 - Entry into Force

This Regulation shall enter into force upon its publication in the Government Gazette.

This Decision shall be published in the Government Gazette.

Athens, 27 July 2010

The Governor
LEONARDOS-ODYSSEUS VLAMIS

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