



# GOVERNMENT GAZETTE

## OF THE GREEK REPUBLIC

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### DECISIONS

No. D2/26314/8802

Regulation of Ultralight Flying Sports  
Machines.

THE SERVICE MANAGER  
OF CIVIL AVIATION

Bearing in mind:

1. The provisions:
  - a) The Chicago Convention "on International Political of Aviation", ratified by Law 211/1947.
  - b) Of B.D. 170/1969 "on Air Cycle Rules".  
foria", as applicable.
  - c) Of B.D. 634/1970 "on Aviation Regulation".  
of Civil Aircraft and Certification of Aviation Products in general".
  - d) Of N.D. 714/1970 "on the establishment of Directorate One".  
of Transport in addition to the Ministries of Transport and organization of the Civil Aviation Service and regulation of related issues" (Government Gazette 238 A) as amended by Law. 1340/1983 (Government Gazette 35 A).
  - e) Of B.D. 1127/1972 "on Private Aviation"
  - f) Of B.D. 636/1972 "on Degrees and Civil Licenses".  
of Aviation", as applicable.
  - g) Law 1815/1988 "on Sanctioning Aviation Law", as applicable.
  - h) Of P.D. 56/1989 "Civil Aviation Service  
Organization of the Ministry of Transport and Communications  
of Nations" (Government Gazette 28/A), as applicable.
2. The under no. 13/31915/1314/1281998 decision of the Minister of Transport and Communications, Annex 2 (ANNEX 2) of the Chicago Convention "Air Rules" (Government Gazette 861/1998), as applicable.
3. Regulation 1592/2002 of the European Community council and the Council, "ANNEX II".
4. Article 13 of Law 3082/2002, which amends Article 24 of the N.D. 714/1972, by which the Governor of the CAA is allowed to issue Regulations.
5. The CAA/D2/26328/6386/13072006 decision Diŷ CAA (Government Gazette 1068/4812006) on "Regulation of the Ministry of Air Sports Machines (SPAM)".
6. The need to issue a new regulation that will regulate the activity and flights of the sub-light aircraft.

7. The fact that the publication of this decision does not cause an expense to the state budget, we decide:

#### Article 1

We approve the present Regulation of activities, operation and conduct of Ultralight Aviation Aircraft (UAV) flights, pilot training as well as any other related activity

which is as follows:

#### Definitions

1. Ministry of Interior operator's license  
A document issued by the CAA and evidence in the ability of its owner to handle the Ministry of Health.
2. Airplane  
A heavier-than-air aircraft, propelled by an engine or engines, which obtains its lift mainly from the aerodynamic reactions of the air on surfaces that remain stable under given flight conditions.
3. Aircraft  
A device that can achieve its support in the atmosphere by reactions of the air on it, not including reactions coming from the surface of the earth.
4. Amphibious plane  
An airplane that has the ability to use for its take-off or landing, a section of land or a water surface.
5. Amphibious helicopter  
A helicopter that has the ability to use a land or water surface for take-off or landing .
6. Recognition of foreign air license  
Administrative act by which a license granted by another state is recognized by the Hellenic Civil Aviation Authority (CAA).
7. Ballistic parachute  
A safety device that is permanently attached to ultralight airplanes and is used to safely land the airplane and its passengers as a whole.

## 8. Gyroplane

A rotorcraft whose rotor or rotors are not driven by the engine of the device but are rotated by the forces of the air during its movement. The promotion means of the company equipment consist of a motor-propeller system and is independent of the rotor system.

## 9. Calibrated Air Speed

Indicated airspeed corrected for the instrument error and the position error.

## 10. EDAAP

Air Accident Investigation and Flight Safety Commission.

## 11. OIL

Hellenic Air Sports Federation.

## 12. Helicopter

A heavier-than-air aircraft whose propulsion basically depends on an impeller or impellers driven by its engine or engines.

## 13. Ministry of Interior Examiner

He is the person designated by the CAA to conduct examinations for the awarding or renewal of the licenses or specialties provided for by this regulation.

## 14. Day

It is called the time period that begins 30 minutes before sunrise and ends 30 minutes after sunset.

## 15. Categories of Ministry of Interior

The classification of YPAM according to the basic characteristics of them.

## 16. Training flight

It is the flight that is performed exclusively for training certification, practice or operator examination instructor or examiner.

## 17. Test flight

It is the flight during which the examination in the air examines an operator for the acquisition of a license or specialty YPAM.

## 18. Flying 'alone' (solo)

Flight in which the pilot is the only occupant of the aircraft.

## 19. Travel flight

Flight during which the aircraft moves away at a distance greater than 20 nautical miles from the airport - field of departure.

## 20. SPOA

School of Civil Aviation.

## 21. Rotor

System of rotating aerodynamic fins.

## 22. Helicopter

A heavier-than-air aircraft that achieves its lift in flight primarily from one or more rotors.

## 23. CAA

Civil Aviation Service.

## 24. Ministry of Interior

Ultralight Flying Aero Sports Machine.

## 25. YMCA with weight shift (motorized eagle, flying boat)

Ministry of Foreign Affairs whose flight is reached by transit weight shift.

26. Operator of Ministry of Internal Affairs and Communications

The operator of the YPAM, and responsible for its safety during its flight time.

## 27. Flight time

It is the time from the moment a YPAM starts moving with its own means, with the purpose of take-off, until the moment it stops after landing.

## 28. AMC (Aero Medical Centre)

Center for Aviation Medicine.

## 29. AME (Aero Medical Examiner)

Aviation Medical Examiner.

## 30. PPG (Power Para Glider)

Motorized parachute heavier than 70 kg.

## 31. VFR (Visual Flight Rules)

Visual flight rules ie rules of flight conducted by identifying characteristic points of the ground.

## 32. VMC (Visual Meteorological Conditions)

Visual flight meteorological conditions.

## Article 2

## Purpose

The purpose of this regulation is to determine of:

1. General provisions governing YPAM flights.

2. Rules of technical exploitation

• ultralight airplanes (controlled by aerodynamic means)

• Weight Shift

• ultralight helicopters

• gyroplanes

• motorized parachutes (Power Para Glider – PPG).

3. Conditions and procedures for the acquisition

YPAM operator's license.

4. Conditions and procedures for establishment and operation

of Ministry of Education schools.

## Article 3

## Application

This regulation is binding for all users in Greece and applies to the operation

for and exploitation of the Ministry of Health.

YPAM are used for flights:

1. Sports

2. Recreation

3. Education

4. Training.

Any commercial or paid exploitation of YPAM is prohibited. Only the operator is excluded receiving YMCA's belonging to approved schools or operated by them for educational purposes only .

YPAM can be used by:

1. Air Sports Associations

2. Companies

3. Natural Persons

This regulation does not apply:

• on windsurfers of any weight (motorcycles are excluded gliders which fall under three- axis aeroplanes)

- in any aircraft whose weight - empty load - is less than 70 kg.

This regulation does not exempt those involved except for any obligations to other laws and regulations.

#### Article 4 Exploitation of YPAM

1. Categories of Ministry of Foreign Affairs

Ultralight airplane, helicopter, gyroplane, non-  
manual parachute, seaplane, amphibious vehicle, flying boat,  
YPAM is called which:

- does not have more than two seats
- has one or more engines
- the maximum take-off weight (MTOM) does not exceed 5

it goes:

- o 300 kg for a monoplane or land helicopter without a ballistic parachute
- o 450 kg for a two-seater airplane or land helicopter without a ballistic parachute
- o 330 kg for a single-seater amphibious plane or helicopter chopper with floats
- o 495 kg for an amphibious two-seater airplane or helicopter wing with floats
- o 315 kg for a single-seat aircraft equipped with a ballistic safety parachute
- o 472.5 kg for a two-seat aircraft equipped with a ballistic safety parachute
- o 560 kg for a two-seater gyroplane
- the minimum empty weight of the aircraft is not less than 70 kg, the stall speed or the lowest steady speed of the aircraft

vessel in landing configuration does not exceed 35 knots or 64.82 km/h corrected  
cast air (CAS).

2. Areas of activity of the Ministry of Foreign Affairs

a) Each land-based Ministry of Defense operates from any licensed airport or airstrip.

b) Seaplanes - YPAM and flying boats operate from approved waterways or from seas

areas whose boundaries are approved by the Port Authorities. The activation of these means during the time they move on the surface of the sea

lasses, will be allowed according to the terms and conditions set by the competent Coast Guard Services. In the lakes, a permit is required from the competent authorities or management bodies, which determine the respective limits of activity according to the above.

c) Amphibious - YPAM, including amphibious helicopters and amphibious flying boats, operate from land and water areas, as defined in paragraphs a and b above

write accordingly. The operators of the above YPAM (par. 2b and 2c) must hold a speedboat operator's license if they are operating from water areas and must apply the rules and instructions of the Port Authorities during dewatering. Foreign licenses of operators of the above paragraphs

items 2b and 2c should be recognized by the Greek Authorities. For all YPAM flights, a flight plan is being submitted.

For flights to military airfields, required

and permission from the respective military principle.

#### 3. Execution of Flights

YPAM flights are operated only:

- during the day
- in meteorological conditions of visual flight

(VMC)

- YPAM maximum flight altitude is set at 12,500 feet.

YPAM flights are performed in accordance with the rules air traffic laws and this regulation. YPAM flights are prohibited in prohibited areas

certain, dangerous and restricted areas, as they are mentioned in all kinds of aeronautical publications of the CAA (AIP GREECE, NOTAMS, CIRCULARS, etc.).

#### 4. Flights over water surface

Passengers are required to bring personal protective equipment civil, throughout the flight, when there is an intention to fly above the surface of water.

#### 5. Foreign Ministry of Foreign Affairs flights to Greece

Ultralight aircraft may be flown in Greece provided that

hold a certificate of airworthiness of the country registration certificate or other equivalent document required by the country of registration and during the period they only comply with Greek legislation and the content of this regulation.

#### 6. YPAM flights outside Greece

Flights outside of Greece are governed by the current legislation of the country where each YPAM flight is operated. The operator is responsible for informing himself of the differences from Greek legislation.

#### Article 5

Equipment - Certification documents of the Ministry of Health

#### 1. Equipment

The Ministry of Defense has the obligation to be equipped nes:

- with flight instruments as a minimum
- speedometer
- altitude
- degree of ascension - descent
- engine instruments
- with an individual seat belt for each passenger.
- with a portable fire extinguisher installed
- with a wireless communication device as an option, when the flight is intended to be performed in an aerodrome limited space that requires the use of two-way communication.
- with automatic position reference device (Transponder Mode A) optional, when the flight is intended to be performed in RADAR controlled airspace.

#### 2. Certificates and documents

YMCAs are required to possess:

- certificate of airworthiness
- aircraft registration certificate
- aircraft radio station license (if applicable).

sets radio device)

- insurance certificate.

The above documents must accompany the Ministry of Health on all flights.

a) Certificate of airworthiness

The airworthiness certificate issued by YPAM issued by the CAA after a report from the auditor equipment, in Greek and English.

In the certificate of airworthiness of the Ministry of Defense reŷ the following information is written:

- registration number
- Ministry of Interior category
- type and serial number of manufacture
- manufacturer (to be an approved company registered of aircraft repair from the country of origin)
- date of issue.

Proprietary builds are considered experimental aircraft fi and are subject to the provisions and regulations of the P.D. 283/01, as applicable from time to time.

**The certificate of airworthiness has no** deadline and automatically ceases to be valid when the Ministry of Health

- get involved in an accident
- undergo repair or alteration that will affect in flight ability.

In the above cases, the renewal of the credit certificate of airworthiness is done after a new construction inspection, upon request of the interested party.

YPAM cannot fly in Greece if they do not have a valid certificate of airworthiness or a corresponding document issued by the country of registration.

#### b) Certificate of registration

The ultralight aircraft registration certificate fus is issued by the ŷPA/D13, Directorate of Legal Affairs, upon request of the interested party.

#### c) Aircraft radio station license

When the YPAM has a permanent air-ground communication device, an aircraft station permit issued by the YPAM/D5 (Telepikoi Directorate) is required nonion).

#### d) Certificate of insurance

YPAM are not allowed to fly without being insured for damages against third parties and for compensation passengers, in accordance with regulation 785/2004 of the European Parliament as applicable from time to time. In the event that YPAM is used for exŷ training then its use must be explicitly mentioned in the insurance policy.

#### e) YPAM flight hours register

The YPAM flight register must be alwaysŷ te updated with the flights that have been performed and include at least the following:

- date
- flight duration
- total flight hours
- maintenance work (aircraft, engine, propeller ms).

The aircraft flight hours log is kept in written form at the registered seat and does not accompany the aircraft on flights.

### Article 6

#### Inspection of construction of YPAM

YPAM are subject to an initial manufacturing control for the issuance of an airworthiness certificate ability.

The construction inspection is carried out by the inspector Ministry of Health equipment. Build controllers are defined by

the CAA/D2 (Aviation Standards Directorate) which issues a special permit. The audit is carried out in accordance with a list of individual audits drawn up by CAA/D2.

#### 1. Ministry of Interior construction inspector

##### The Construction Controllers

- carry out the initial construction control of the Ministry of Health

- record the results of the controls

- suggest any corrections to those involved

tical actions

- recommend to the FSA whether or not to issue the credit of airworthiness.

The CAA draws up a list of construction inspectors YPAM and is available to interested parties.

#### 2. Ministry of Interior construction inspector's license

##### Prerequisites:

The candidate YPAM construction auditor must holds a type II national engineering degree or

certificate according to EASA Part 66.

#### 3. Procedure for obtaining a license

The candidate auditor submits an application to the FSA/ D2 accompanied by the necessary supporting documents (copy of degree, curriculum vitae, proof of experience, etc.).

The CAA after checking the supporting documents issues the YPAM construction inspector's license.

#### 4. Validity of License

The YPAM construction inspector's license has a duration of three years of (3) years provided the degree aircraft engineer held to be in force.

#### 5. License renewal

The renewal of a construction inspector's license is done upon request of the interested party.

The renewal is issued following the approval of the CAA/ D2, taking into account the construction inspector's activity during the previous three years and as long as his degrees are still valid.

#### 6. Suspension of license

The construction inspector's license is suspended:

- a) after a reasoned decision of the CAA
- b) with the date of expiry of the degree of the non-khaniko.

#### 7. Recognition of foreign license

There is no alien recognition procedure YPAM construction inspector's license.

#### 8. Owner of YPAM

The owner of YPAM has the sole responsibility to maintain airworthiness

of the Ministry of Health, after the initial control that will be carried out provided by the construction inspector.

#### 9. Obligations of the owner of YMCA

The YPAM owner is obliged to:

- diligently carry out the inspections of the Ministry of Health as provided in the relevant manuals
- to keep the YPAM flight hours register (Log Book)
- to know and comply with the provisions of this regulation

• to possess and demonstrate to the relevant bodies check the required documents and permits.

## Article 7

## YPAM operator licenses, training, exams

A YPAM operator in Greece can be anyone anyone who is the owner of the permits and certificates provided for by this regulation from completion of the 17th year of his age.

## 1. Categories of Ministry of Interior operator licenses

YPAM operator licenses are issued for the following subcategories:

- a) triaxial airplane
- b) weight displacement (motorized eagle, mechaç motor boat and flying boat)
- c) helicopter
- d) gyroplane
- e) motorized parachute over 70 kg and solid weight.

A YPAM operator can possess the following qualifications responsibilities:

- a) seaplane or amphibian
- b) flight instructor
- c) air examiner.

Licenses of operators, instructors and examiners are issued for

handling, training and examination respectively on it

of a specific category of Ministry of Internal Affairs and Communications.

## 2. Ministry of Interior Operator's License

This regulation determines the manner and

the process of obtaining an operator's license of the Ministry of Internal Affairs and Communications.

The license is granted by the CAA/D2, after the oral and practical exams.

## 3. Prerequisites for a YPAM operator's license:

- 16 years of age for the candidate's enrollment in a school of education
- 17 years of age to obtain a YPAM license
- when the age of the candidate is less than 18 years, his application to the school is required to be countersigned by his parents or guardian with the original signature validated by a Public Authority.

- class 2 health certificate.

## 4. Procedure for obtaining a YPAM operator's license

In order to obtain an operator's license, the applicant must:

- enroll in a licensed Ministry of Defense training school

• attend approved by CAA/D2 theoretical and practical training program.

The learner cannot be registered simultaneously in two schools of education.

## 5. Theoretical training

The candidate operator must obtain a theoretical examination according to the program of his school.

After the end of the theoretical training, the suspect son can take part in the CAA exams.

## 6. Theoretical exams

The theoretical examinations of YPAM operators are carried out by SPOA, based on a well-known multiple-answer questionnaire that covers the entire subject matter.

In order for a candidate to take part in the examinations, his faculty must complete and submit a certificate of successful completion in the FSA/D2

of the theoretical training in order to be allowed to take part in the examinations.

The examinee can choose whether the questionary scholar will be in Greek or English.

Those who obtain a score of at least 75% are considered successful in the theoretical exams.

In case of failure or abstention, the candidate can to take part in the exams of the next examination period.

## 7. Practical training

• The candidate YPAM pilot, helicopter wing and gyroplane must receive practical examination training of a total duration of at least 25 hours, according to the detailed approved training program of the school.

• The prospective weight shift EMS operator must receive full-time practical training of at least 15 hours minimum according to the detailed approved training program of the school.

## 8. First solo flight

The learner to fly for the first time 'solo' (solo) must have a valid health certificate.

## 9. Practical flight test

Practical flight examination has the right to assign the candidate who has:

- pass the theoretical exams successfully
- complete practical training
- authorization from his school, registered in the individual flight book
- valid health certificate.

The examinee can choose an air examiner from the CAA air examiner board.

Before starting the air test the examiner checks in detail:

- the identity of the examinee
- the examinee's health certificate
- the certificate of the CAA that it has passed successfully the theoretical exams
- the individual flight book for:
  - o flight hours with an instructor and 'alone' (solo)
  - o travel flights with an instructor and 'alone' (solo)

o authorizations - registrations of the instructor and the faculty

o the authorization of the school for the practical flight test.

The examiner conducts the examination only when all of the above is in accordance with the regulation.

The examination includes:

- oral exam lasting 1 hour.

The purpose of the oral exam is for the examiner to make sure of the level of knowledge of the examinee.

- flight test lasting at least 1 hour.

The air test is interrupted and the examiner does not proceed with the flight, when the level of theoretical knowledge of the examinee is unacceptable.

The in-flight examination must include the following items:

- o pre-flight procedures
- o starting and taxiing
- o take off
- o air navigation

- o in-flight procedures
- o low speed flight
- o emergency situations
- o forced landing (demonstration only)
- o normal landing procedures
- o post-flight procedures.

The end of the examination is at the discretion of the examiner. After the end of the examination, the examiner announces the result to the examinee.

#### 10. Successful flight test

Flight time is recorded in the 'cyber' column stitcher' for both operators. The examiner after a successful examination completes the form on the basis of which the FSA/D2 will issue the FSA operator's license.

The faculty:

- draws up the operator's file which must contain copies:

- o police identity card or corresponding document.
- o the health certificate.

#### o certification of theoretical course results

- o of the hours from the individual flight book.
- the original air practical test form.

- Sends the file to YP/D2 for issuance of the YPAM operator's license, which is issued upon request of the interested party.

#### 11. Failed flight test

In case of failure in the practical test the flight time is recorded as a flight

education and:

- the candidate must fly further with ecý student for at least two (2) hours during which he will receive additional training in the subjects he failed

- the learner can repeat the exam after the lapse of ten (10) days.

#### 12. Validity of operator's license YPAM

The YPAM operator's license is valid:

- for 5 (five) years from the date of issue
- her
- only when accompanied by a valid health certificate.

#### 13. Renewal of the operator's license of the Ministry of Internal Affairs and Communications

The YPAM Operator license is renewed every 5 (five) years. For renewal, the operator must have flown a total of 25 hours as a YPAM operator in the previous 5 (five) years.

The renewal of a HYPAM operator's license is done by the HYPAM/D2:

- with a certificate of school hours or
- by presenting a copy of the individual flight book signed by him.

If the operator does not meet the above conditions applications, a practical in-flight examination from an installation is required judged by an air examiner. The FSA operator's license cannot be renewed if it has been suspended or revoked by the FSA.

#### 14. Suspension of operator's license of Ministry of Interior

The YPAM operator's license can be suspended in person rina or to be definitively revoked:

- when the holder does not hold a valid health certificate

- when the holder is involved in an accident as a driver

seamstress

- after a reasoned decision of the CAA Governor.

#### 15. Rights of the operator of the Ministry of Health

The holder of a valid YPAM operator's license has the right to:

- to fly with a YPAM of the category to which he is entitled by his permission
- to fly with a passenger with at least 15 hours of flight experience in YPAM as a pilot, after the time of obtaining his license.

#### 16. License Extension

a) Holder of a 3-axis aircraft category valid YPAM pilot license, may extend and obtain a weight shift operator's license, with practical training in the country rapano category:

- flight with instructor 7 hours
- solo flight 3 hours
- practical flight test 1 hour.

b) Holder of a valid YPAM operator's license category weight shift, may extend and obtain a three-axis airplane pilot's license, with practical training in the above category:

- flight with instructor 10 hours
- solo flight 5 hours
- practical flight test 1 hour.

c) Holder of a valid motor-powered eagle pilot's license to obtain a motor-powered parachute or flying boat pilot's license and vice versa, practical training is required in the new category:

- flight with instructor 5 hours
- solo flight 5 hours
- practical flight test 1 hour.

Similar training is required to extend a motorized parachute operator's license to a flying boat operator's license and vice versa.

d) In the other categories (helicopter and gyroplane) for license extension, practical training is required from the beginning due to the specificities of the aircraft aircraft builders.

#### 17. Obligations of the operator YPAM

The holder of a YPAM operator's license is obliged to:

- to know and apply aviation law

motherhood

- to know and comply with this regulation
- to know the technical and functional characteristics of the YPAM that flies.

- to keep the individual flight book.

The YPAM Operator is not allowed to start the flight if:

- his abilities are reduced due to fatigue, illness or injury

- has consumed alcohol in the last 24 hours

- is under the influence of drugs
- is under the influence of drugs that can affect his abilities or judgment

- has not been informed about the weather conditions prevailing in the area to be flown

- has not been informed about the aeronautical announcements pertaining to the flight

- YPAM is not provided with the required documents.

The YPAM Operator is responsible for:

- informing the passenger of the rules of conduct and safety gear during the flight

- the use of protective and life-saving means
- the correct restraint of the passenger
- the final decision to execute the flight or not.

During the flight it is not allowed:

- passengers to unfasten their seat belts
- to have free objects
- smoking throughout the flight
- the use of alcoholic beverages, medicines and narcotics

- the disposal of any item;

The YPAM operator is not allowed to fly over more than 8 hours in one day.

#### 18. Obligations of the YPAM operator after an accident

For the purposes of the present, a YPAM accident is defined as any incident that occurs during the operation of the YPAM and in which:

- the death of a person or persons has occurred
- serious injury to a person or persons has occurred
- YPAM was completely destroyed
- YPAM has sunk
- the YPAM has fallen to an inaccessible point
- YPAM suffered damages, the restoration of which it is considered unsafe for its airworthiness.

The YPAM operator is obliged immediately after the accident, as long as his physical condition allows it station to take the necessary actions in order to:

- ensure the life and physical integrity of the persons involved in the accident
- ensure the protection of property, material and environment

- secure documents related to the accident

- secure the witnesses
- to ensure the YPAM from unwanted actions

e.g.

- inform the EDAAP and the CAA.

The notification of the competent Air Accidents and Safety Investigation Committee

Flights are made as soon as possible and reported the following are stated:

- type of accident, place, date and time

of

- YPAM who took part in it
- operator name
- names and number of passengers and their state of health

- description and circumstances of the accident
- measures taken
- name and status of person making the report

ra.

#### 19. Operator's Health Certificate

The operator health certificate required is category 2 and is issued by

- Aero Medical Examiners authorized by the CAA

- AMC (Aero Medical Centres) authorized by the CAA .

The expiry date as well as any restrictions are indicated on the certificate.

#### 20. Degree in radiotelephony

The use of a fixed or portable air-ground communication radio is permitted only to persons holding at least a limited degree in radiotelephony.

#### 21. Operator's individual log book

The YPAM operator has an obligation to keep an individual flight log, which he must update at the end of the flight.

The flight book must comply with the applicable European aviation legislation.

In the individual flight book all the flights of the holder are recorded as:

- trainee operator
- governor
- instructor
- examiner.

In each flight only one operator is the pilot and only one can record the flight time as pilot even if the other passenger is also a holder of a YPAM license. An exception is training flights where both occupants log the flight time in its entirety, one as the instructor and the other as the trainee.

On practical test flights if the test is successful then both passengers

record the flight time as pilots, but if the flight has to be repeated

(failed examination) then the examiner registers spend the flight time as an instructor, the candidate flight time as a trainee.

During the training the instructor records and signs the flight authorizations of which it provides to the trainee (solo flights, travel flights, etc.).

The holder of the flight book at the end of each iný lidas has the obligation to add up the hours and sign the page. The signature of each page by the owner constitutes a responsible declaration for the correctness of the entries. Copies of the pages are available are to be used by the holder as proof of flying experience.

#### 22. Recognition of aircraft license

An operator holding a valid EASA or JAR license to obtain a corresponding category of EPAM operator license must:

- to carry out at least 3 hours of flights and 6 take-offs and an equal number of landings during which the YPAM came to a full stop with a flight instructor of a recognized school

- pass an authorized air test assigned examiner.

#### 23. Recognition of foreign Ministry of Interior license

Aircraft pilot degrees from non-EU countries of the European Union are not recognized for the acquisition Ministry of Interior license. The corresponding degrees or licenses of European Union countries are valid in Greece as long as they are valid.

#### Article 8

#### Specialties of YPAM operators

##### 1. Specialty of seaplanes - amphibious Ministry of Defense

The seaplane, amphibious air traffic control operator qualification is awarded only in the airplane air traffic control categories

three axles, helicopters and amphibious flying boats, is awarded only in the YPAM category for which the candidate received training.

2. Prerequisites for obtaining a hydroplane specialty amphibians

The operator must possess:

- for the specialty of three-axle seaplanes and amphibians of aircraft or helicopters and 50 hours flight experience as a pilot in the above aircraft.

- for an amphibious flying boat specialty, a weight displacement MIA land license and 20 hours flying experience as a pilot-in-command.

3. Procedure for obtaining a seaplane qualification – amphibious and flying boats

The learner must enroll in a school of education and receive:

- theoretical training of 10 hours of practical training 10 hours flight time in seaplanes – amphibious.

- practical training of 3 hours and 50 minutes lassos on the flying boats.

Successfully pass an oral and practical in-flight test lasting at least 1 hour and hold a speedboat operator's license approved by the Port Authorities (art. 4 par. 2c).

The school certifies the successful completion of the training by entry in the individual flight book (Log Book) of the operator and with the issuance of a certificate that will be taken into account by the FSA for awarding the specialty of seaplanes, amphibious aircraft and registration on the FSA operator's license.

Operator holding a valid EASA or JAR license to qualify for a seaplane pilot licence amphibious YPAM, after obtaining a YPAM operator's license you must:

- to carry out at least 3 hours of flight with 30 dewaterings during which the YPAM came to a full stop with a flight instructor installed

of a recognized school

- pass an authorized air test assigned examiner

- hold a speed boat licence.

An operator who holds a valid EASA or JAR license with a seaplane-amphibious pilot rating, upon obtaining a land-based EPAM pilot license, obtains self-by right and the YPAM seaplane -amphibious operator specialty and which is registered in the YPAM operator's license with its issue.

4. Seaplanes - Amphibious Specialty Power

The seaplanes-amphibians specialty is only valid if as long as the YPAM operator's license is valid.

5. Ministry of Defense flight instructor specialty

Training is provided at Ministry of Education training schools. The instructor is authorized to provide ecy education only for the YPAM category that is valid reasoned

6. Prerequisites for obtaining a training qualification the

The prospective instructor must have:

- Flight experience of at least 200 hours as pilot-in-command

- At least a limited radiotelephony degree nias.

7. Procedure for obtaining an instructor qualification

The prospective instructor must obtain:

- 20 hours of theoretical training
- 10 hours practical training in the starboard position in the category being trained

- practical flight test of 1 hour with authorisation fixed air examiner.

The instructor, after obtaining the specialty in a YPAM category and before providing training, must have at least 5 hours of flight time in that category in the last quarter at the school that will train.

8. Authority of YPAM trainer's specialty

The flight instructor qualification applies to three (3) years as long as the YPAM operator's license is valid.

9. Instructor Rights

The YPAM flight instructor has the right to provide all pilot training in the YPAM category for which he is rated.

10. Obligations of flight instructor

The YPAM flight instructor has the obligation to:

- provide information to the learner before

each flight for the exercises to follow

- provide post-flight debriefing by analyzing errors made

- to inform the trainee before each 'solo' flight about the objective of the flight

- to sign the student's individual flight book

due to the authorization with which the sender

defendant has the right to operate a local flight or travel flight 'alone'

- to update the individual student record coming

- to inform the school director.

11. Recognition of a flight instructor specialty EASA or JAR jets

Holder of an EASA or JAR degree with training specialty

A flight engineer in force can obtain the YPAM flight instructor qualification if he has at least:

- 25 flight hours as pilot-in-command of YPAM of which of at least 15 hours from the starboard position.

The CAA keeps records of YPAM flight instructors which are available to anyone interested.

12. Conditions for renewing a flight instructor qualification

Flight instructor renewal also takes place

place of application of the interested party to

the PHA/D2 and requires 250 hours of training at an approved PHAM school by the last update.

13. Specialty of air examiner

The air examiner is a partner of the CAA and has been selected to carry out the air examinations of CAAM pilot candidates to obtain a license. The air examiner may conduct examinations only in the YPAM category that is evaluated by YPA/D2. The air examiner is the one who finally checks the total knowledge of the trainee.

The air examiner is not allowed to examine maÿ positive to whom he himself has provided education.

14. Prerequisites for obtaining an air examiner qualification



The air examiner must be a flight instructor of Ministry of Defense for at least two (2) years and to have at least 150 hours as a flight instructor at a YPAM school. The examiner must be of good repute and respect in the aviation field.

15. Procedure for obtaining the qualification of aeronautical examiner

The qualification of the air examiner YPAM is awarded by the CAA/D2 at the request of the interested party and after being evaluated, with the sole purpose of meeting the examination needs of the CAA. The CAA/D2 keeps records of air examiners YPAM which are available to anyone interested.

16. Validity of air examiner qualification and its renewal

The YPAM air examiner qualification has a three (3) year duration.

In order for an examiner to carry out an air examination must have a valid YPAM operator's license. The renewal of the air examiner qualification is issued by the CAA/D2 based on his activity of the previous three years.

17. Recognition of air examiner specialty

The specialty of an air examiner from a country of the European Union or outside it is not recognized.

#### Article 9

##### YPAM training schools - training - exams

1. In general

The YPAM training school is an educational school entity whose mission is to provide all the training for obtaining a PYAM operator's license.

The YPAM training school:

- provides education only to students who are registered in it
- provides all theoretical and practical training

• operates with a training course approved by the CAA/D2 secondary program

- provides training only in the PPE categories for which it has received a license
- has the responsibility of completing and sending the applications and any kind of document concerning the trainee and addressed to the CAA.

Ministry of Education Training School can establish and operate:

- aeronautical associations.
- companies.
- natural persons.

2. Licensed Ministry of Education training school

In order for the interested party to obtain a work permit of the training school of the Ministry of Defense should be Ms submit an application to CAA/D2, which will manage his request and issue the school's operating license. CAA/D2 keeps records of the licenses

established Ministry of Education schools.

3. Issuance of school operating license

The initial school operating license is issued for one (1) year.

4. Renewal of school operating license

The license to operate a school is renewed at the request of the interested party, after re-checking by the FSA/D2 and has a duration of three (3) years.

5. Suspension of school operating license

The CAA/D2 has the possibility to proceed with an extension performed checks to verify proper operation son of the school.

The CAA may suspend or revoke the operating license of the YPAM school after a reasoned decision of its Governor.

6. Faculty staff

The head of the school is the director of the school who has overall responsibility towards the CAA and the Law.

7. Director of Ministry of Education and Culture

The school director:

- must be a graduate of at least high school or an equivalent school
- must have a flight instructor qualification in at least one YMCA category taught at the school.

The director of a school can simultaneously assume the duties of:

- theoretical training instructor
- flight instructor
- an engineer if he has the necessary qualifications.

The head of school is responsible for:

- perfection and quality of education
- flight safety
- current status of the school's Ministry of Education
- management and storage of files

8. Instructor of theoretical courses

• The faculty can appoint a responsible theoretician tical education that will be reported to the director of the school

- The training school selects the instructors who will teach each subject of the theoretical courses.

9. Responsible engineer

The school has an obligation to appoint a responsible engineer who will report to manager.

The responsible engineer must hold a ptyö of an aircraft engineer recognized by the CAA and responsible to the director of the school.

Responsibilities – duties of responsible engineer:

- the good condition of the school's aircraft and their airworthiness
- the inspection of YPAM every 50 flight hours
- the inspection of the EPAM every 100 hours or an annual check if 100 flight hours have not been completed
- checks will be signed by the person in charge haniko in the YPAM flight book.

10. School facilities

The training school must have:

- secretariat
- suitable spaces for theoretical courses.

School premises may be privately owned, leased or legally granted.

The school in order to be active in aroö runway must be licensed by the body that manages the airport.

11. Faculty seat

The seat as well as the theory room of the faculty do not need to be in the flight area. The theory room

may be located in a place other than the school's headquarters. The school's records are kept at the headquarters.

#### 12. Aircraft

The school must have for the flight training submission of at least one (1) YPAM Greek registry or registry of a member state of the European Union. The school cannot provide training on aircraft that are not included in its licence.

#### 13. Insurance

The school must insure the aircraft it owns for passengers and risks against third parties. The insurance policy must necessarily state that the aircraft will also be used for educational purposes. The amount of coverage is defined in accordance with regulation 785/2004 of the European Parliament as it applies from time to time.

#### 14. Theoretical training

The theoretical training has a total duration of at least 50 hours.

The theoretical training program includes at least the following items:

- Civil aviation legislation (part I and II) 6 hours
- Meteorology 5 hours
- General technical knowledge 6 hours
- Air navigation 7 hours
- Flight theory 5 hours
- Human capabilities 4 hours
- Flight mechanics and aerodynamics 6 hours
- Rules for operating airports and airstrips 3 hours
- Aerial communications and radio use 4 hours
- Practical aircraft and engine maintenance courses 4 hours.

After the end of the theoretical education, the school issues a relevant individual certificate, a copy of which is given to the trainee, and submits to the CAA/D2 a certificate of the overall status of students who have completed their theoretical training and intend to take part in the written exams conducted by the CAA/SPOA.

The certificate is valid for 2 years during which the candidate must have taken exams and passed all courses.

#### 15. Theory exams

The theoretical examinations of YPAM operators are carried out from the SPOA which determines the examination periods. In case of failure or abstention the suspects students can take part in the exams of the next examination period by submitting a new application to SPOA.

#### 16. Extraordinary theory exams

SPOA may conduct theory exams in any part of Greece under the following conditions:

- the interested candidates must be at least five (5)
- there must be a state or municipal airport in operation at the place of the examinations
- to submit an application to SPOA two (2) months before of the scheduled date of the examinations.

#### 17. Flight training

Each school must prepare a flight schedule training for each category of Ministry of Defense for which it has been licensed.

For the category:

a) Operators of YPAM airplanes, helicopters and helicopters Roplane provides comprehensive flight training of at least 25 hours of which:

- 20 hours of flight with an instructor
- 5 hours of solo flight.

During the flight training, Mr learner must perform:

- a voyage of at least 40 nautical miles with an instructor
- a journey of at least 40 nautical miles 'alone' (solo).

b) Operators of YPAM weight shifting (machinery of the eagle, motorized parachute and flying boat) provides flight training of a total duration of at least 15 hours of which:

- 10 hours of flight with an instructor
- 5 hours of solo flight.

During the flight training, Mr learner must perform:

- a voyage of at least 20 nautical miles with an instructor.
- a journey of at least 20 nautical miles 'alone' (solo).

#### 18. First flight 'alone' (solo)

The learner is allowed to fly solo for the first time if:

- the faculty is convinced of the abilities of the trainee and the instructor has consented and signed the trainee's individual log book

- 30% of the prescribed theoretical training hours have been completed

- at least 7 hours of flight with an instructor have been completed
- the trainee has a valid health certificate.

#### 19. Learner file

The school with the registration of a new student has the subcharge to open a learner's file that will be observed throughout the training.

The folder must contain:

- the student's registration application
- consent of a parent or guardian when required
- copy of health certificate
- learner progress sheet
- YPAM category in which the person was trained

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- start and end date of the course

torture

- copies of exam results
- any other document of the trainee's progress mind that is judged by the head of school to be kept.

The training file must be kept in the school records for five (5) years after the date month of the last document. The school principal

has the responsibility of maintaining the training files of the trainees.

#### 20. Transfers of Trainees

It is not allowed to transfer a trainee in the middle of the theoretical training.

At the end of his theoretical education, Mr trainee has the right to transfer to another school for his flight training. The transfer of a trainee from one school to another is not allowed during his flight training.

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#### 21. School records

The school keeps complete records of:

- trainee files
- theoretical training calendar
- air training calendar.

Records must be kept for at least five (5) years from the date of the last document.

#### Article 10

##### Violations – Penalties

Any violation of this regulation, air traffic rules, air traffic rules

witness of communication, laws, other regulations and guidelines of sons must be reported to the CAA immediately.

The CAA following a reasoned decision of the Director has the right to impose on the violator the temporary suspension of the validity of the YPAM operator's license or its final removal. It can also impose a fine of up to 5,000 euros on operators, trainers, examiners and construction inspectors.

Before the imposition of any penalty, the inmate is invited in writing to express his views on the offense attributed to him, within a reasonable time institution specified in the summons document. The imposition of an administrative penalty by the CAA does not mitigate the offender from any criminal liability.

#### Article 11

##### Control bodies of the CAA

The CAA has the right, through its competent bodies, to carry out unannounced technical inspections operation and status of the Ministry of Health. Also

extraordinary checks will be made at the schools of education to ascertain their correct operation. The control bodies of the CAA have the obligation, if they find violations of the existing legislation, regulations or other situations that endanger the safety of flights, to recommend the taking of necessary administrative measures, including

including the immediate ban on the flights of the specific Ministry of Defense or the shutdown of a specific training school. The head of the control bodies of the CAA is the respective producer staff of the Private Aviation Department of Diğ Directorate of Aviation Standards of the CAA (CAA/D2/D) or his deputy.

#### Article 12

##### Transitional provisions

Those who already hold an assistant instructor license under the previous regulation and who perform assistant instructor duties in approved schools, may, if they wish, complete the required hours of flight training determined by the previous regulation, to obtain an instructor's license upon their application to CAA/D2, within three months of the publication of this regulation in the Government Gazette.

#### Article 13

##### Repealed Provisions

From the publication of this Regulation in the Government Gazette, the

godfather ȳȳ/ȳ2/26328/6386/13ȳ7ȳ2006, (Government Gazette 1068/ȳȳ/4ȳ8ȳ2006) and the technical directive ȳȳ/ȳ2/ȳ/31614/9783/13ȳ8ȳ2007.

#### Article 14

##### Force

This Regulation enters into force from the public of his publication in the Government Gazette.

This decision to be published in the Government Gazette.

Athens, July 27, 2010

The Commander  
LEONARDOS-ODYSSEYS VLAMIS

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