

Warning: This unofficial consolidated text represents only a working tool for information purposes for which any liability for damages or any other liability is excluded.

The unofficial consolidated text of the Rules on ultralight aircraft comprises:

- Rules on ultralight aircraft (Official Gazette of the RS, no. 49/16 of 8 July 2016);
- Decree on unmanned aircraft systems (Official Gazette of the RS, no. 52/16 of 29 July 2016);
- Rules amending the Rules on ultralight aircraft (Official Gazette of the RS, no. 32/18 of 11 May 2018);
- Rules amending the Rules on ultralight aircraft (Official Gazette of the RS, no. 10/19 of 15 February 2019);
- Rules amending the Rules on ultralight aircraft (Official Gazette of the RS, no. 75/19 of 12 December 2019).

## **R U L E S** **on ultralight aircraft**

**(unofficial consolidated text no. 4)**

### I. GENERAL PROVISIONS

#### **Article 1** **(Subject)**

(1) These Rules define the term ultralight aircraft and their classification, conditions for their use, maintenance and manufacture, the entry in the records of ultralight aircraft, the airworthiness of ultralight aircraft, conditions for authorised providers to conduct airworthiness reviews and issue permits to fly, marks and notices of limitations of the ultralight aircraft, the minimum equipment of the ultralight aircraft, pilots and other persons, and conditions for training, exams, licences and authorisations of pilots of ultralight aircraft.

(2) These rules do not apply for powered PARAGLIDERS without a chassis or motorised hang-gliders without a chassis, for which the regulations governing hang-gliders and paragliders apply.

#### **Article 2** **(Competent authority)**

According to these Rules, the Civil Aviation Agency of the Republic of Slovenia (hereinafter: the Agency) is the competent supervision authority.

#### **Article 3** **(Definition and division of ultralight aircraft)**

(1) An ultralight aircraft (hereinafter: the aircraft) is an aircraft of a special category, powered or otherwise, that is steered in the air around two or three axes by means of rudder deflection or centre of gravity movement or a combination of both, and for the use of which a

type certificate of the aircraft is not required according to the international standards and recommended practices of the International Civil Aviation Organisation.

(2) The aircraft may be single-seater or two-seater, with or without a crew, and are divided into the following categories:

1. powered ultralight aeroplanes,
2. ultralight helicopters,
3. ultralight gyroplanes,
4. powered paragliders with a chassis,
5. motorised hang-gliders with a chassis (powered aeroplanes steered in the air by means of centre of gravity movement),
6. ultralight gliders and powered ultralight gliders.

(3) The aircraft referred to in the preceding paragraph also include aircraft for which a type certificate or certificate of airworthiness or permit to fly is not issued on the basis of Regulation (EC) no. 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No. 2111/2005, (EC) no. 1008/2008, (EU) no. 996/2010, (EU) no. 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) no. 552/2004 and (EC) no. 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) no. 3922/91 (OJ L 212, 22.8.2018, p. 1; hereinafter: Regulation 1139/2018/EU) and which fall into one of the following categories:

1. powered aeroplanes with no more than two seats and a stall speed or minimum steady flight speed in landing configuration not exceeding 45 knots calibrated airspeed (CAS) and a maximum take-off mass (MTOM) of no more than 600 kg for a land plane or 650 kg when operating as a floatplane, including the airframe-mounted total recovery parachute system;
2. helicopters with no more than two seats and a maximum take-off mass (MTOM) of no more than 600 kg for a land helicopter or 650 kg when operating as an amphibious helicopter, including the airframe-mounted total recovery parachute system;
3. gliders and powered gliders with no more than two seats and a maximum take-off mass (MTOM) of no more than 600 kg;
4. motorised hang-gliders with a chassis, with no more than two seats and a maximum take-off mass (MTOM) of no more than:
  - 300 kg for a land plane, single-seater or 315 kg if equipped with an airframe-mounted total recovery parachute system; or
  - 450 kg for a land plane, two-seater or 475 kg if equipped with an airframe-mounted total recovery parachute system; or
  - 330 kg for an amphibious or motorised water hang-glider, single-seater with a chassis or 345 kg if equipped with an airframe-mounted total recovery parachute system; or
  - 495 kg for an amphibious or motorised water hang-glider, two-seater with a chassis or 520 kg if equipped with an airframe-mounted total recovery parachute system, with a maximum take-off mass below both MTOW limits, as appropriate, for an amphibious or motorised water hang-glider, single-seater or two-seater with chassis when operating both as a motorised water hang-glider and as a motorised land hang-glider;
5. motorised paragliders with a chassis, with no more than two seats and a maximum take-off mass (MTOM) of no more than:
  - 300 kg for a land plane, single-seater or 315 kg if equipped with an airframe-mounted total recovery parachute system; or
  - 450 kg for a land plane, two-seater or 475 kg if equipped with an airframe-mounted total recovery parachute system;
6. single and two-seater gyroplanes with a maximum take-off mass (MTOM) not exceeding 600 kg;

7. any other manned aircraft that has a maximum empty mass, including fuel, of no more than 70 kg.

## II. CONDITIONS FOR AIRCRAFT USE AND MAINTENANCE

### **Article 4 (Aircraft use)**

The aircraft may be used for flying if:

- it is entered in the records or register of aircraft;
- it fulfils the conditions for safe flight and its permit to fly is valid,
- its required liability insurance is concluded,
- the pilot or person operating the aircraft has the required licence, and
- it fulfils other requirements set out by the flight rules.

### **Article 5 (Purpose)**

(1) The aircraft may not be used for own use, for the training of aircraft pilots, aerial work or introductory flights, except for amateur-built aircraft that may be used solely for own use.

(2) The aircraft may not be used for the transport of passengers, goods or mail against payment or compensation or for specialised operations or aerial work defined by the Agency as high-risk specialised operations.

### **Article 5.a (Aerial work)**

(1) The aircraft may be used for the following aerial work:

- aerial photography, video recording and advertising;
- towing gliders;
- towing aerial advertising banners;
- aerial ash scattering for burial purposes;
- flights for scientific research;
- aerial operations for surveys/research, including cartography and pollution control;
- flights at air shows, including demonstration and competition flights.

(2) The aircraft may be used for aerial work provided that the flying manual specifies such a purpose for the aircraft and the aircraft has an appropriate type certificate for certain aerial work, if required, according to Article 18 hereof.

(3) Aerial work requires a license from the Agency. The Agency shall issue a licence for aerial work for aircraft entered in the Ultralight Aircraft Records kept by the Agency.

(4) Aerial work may be carried out by an aircraft pilot holding a valid Class 2 medical certificate or higher, issued in accordance with Commission Regulation (EU) no. 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) no. 216/2008 of the European Parliament and of the Council (OJ L 311, 25.11.2011, p. 1), as last amended by Commission Implementing Regulation (EU) 2019/430 of 18 March 2019 amending

Regulation (EU) no. 1178/2011 as regards the exercise of limited privileges without supervision before the issuance of a light aircraft pilot licence (OJ L 75, 19.3.2019, p. 66), (hereinafter: Regulation 1178/2011/EU).

(5) The aircraft owner shall conclude a liability insurance contract for damage caused to passengers, luggage, cargo and third parties by an aircraft registered in the Republic of Slovenia in flight or on the ground, according to Regulation (EC) no. 785/2004 of the European parliament and of the Council of 21 April 2004 on the insurance requirements for air carriers and aircraft operators (OJ L 138, 30.4.2004, p. 1), as last amended by Commission Regulation (EU) No 285/2010 amending Regulation (EC) no. 785/2004 of the European Parliament and of the Council on insurance requirements for air carriers and aircraft operators (OJ L 87, 7.4.2010, p. 19; hereinafter: Regulation 785/2004/EC), and the law regulating mandatory insurance in traffic.

(6) It is prohibited to transport dangerous goods on board an aircraft.

(7) The Agency shall specify any more detailed requirements, the method and procedure of conducting particular aerial work.

#### **Article 5.b (Introductory flights)**

(1) The aircraft may be used for introductory flights, which mean any flight against remuneration or other valuable consideration consisting of a short duration air tour for the purpose of attracting new trainees offered by a flight training organisation. Introductory flights shall be carried out under the following conditions:

- the flight shall start and end at the same airport or aerodrome for powered aeroplanes, helicopters, gyroplanes, gliders and motorised hang-gliers;
- flights shall be conducted according to the Visual Flight Rules (VFR) under Visual Meteorological Conditions (VMC);
- flights shall be overseen by the nominated person responsible for their safety;
- a flight shall be conducted by an aircraft flight instructor holding a valid aircraft flight instructor authorisation referred to in Articles 40 and 41.a of these Rules who meets the conditions for exercising the privileges of the pilot's licence laid down in Article 47 hereof;
- the aircraft owner or operator has concluded a liability insurance contract for damage caused to passengers, luggage, cargo and third parties by an aircraft registered in the Republic of Slovenia, in flight or on the ground, according to Regulation 785/2004/EC;
- flights shall be conducted as a secondary activity limited to 20 per cent of the overall activity of the flight school organisation or other registered flight school, where 20 per cent of the overall activity in the current year means 20 per cent regardless of the number of hours of flight time in a flight school in the preceding year. The flight school organisation or another registered flight school may not conduct introductory flights as its main activity and may not profit from introductory flights;
- the aircraft pilot holds a valid Class 2 medical certificate or higher, issued according to Regulation 1178/2011/EU;
- it is prohibited to transport dangerous goods on board an aircraft;
- the flights are carried out in accordance with the operating and technical requirements determined by the Agency.

(2) Introductory flights require a license from the Agency. The Agency shall issue a licence for introductory flights for aircraft entered in the Ultralight Aircraft Records kept by the Agency.

**Article 6**  
**(Airports and aerodromes)**

Aircraft take-off and land at airports and aerodromes that are appropriate for the specific aircraft category in accordance with the airport or aerodrome operating manual.

**Article 7**  
**(Flight rules, noise and limitations)**

(1) The aircraft shall fly in the airspace of the Republic of Slovenia in accordance with the flight rules.

(2) The aircraft shall fly according to the Visual Flight Rules (VFR). Night VFR flights are not permitted.

(3) The aircraft may fly in uncontrolled Class G and E airspace, taking into account restrictions on flying in airspace and equipment requirements.

(4) As regards the noise caused by a powered aircraft referred to in paragraph two of Article 3 hereof, the application of international standards and recommended practices of the International Civil Aviation Organisation stated in Annex 16 to the Convention on International Civil Aviation, Environmental Protection, Volume I, Aircraft Noise, Seventh Edition, July 2014 (hereinafter: Annex 16, Volume I) implies compliance with the requirements of these Rules, where:

- powered ultralight aeroplanes used as land planes, powered ultralight gliders, motorised paragliders with a chassis and motorised hang-glidings with a chassis shall be subject to the measurements defined in Chapter 10 of Annex 16, Volume I, with noise emission limits laid down in point 10.4.b of Annex 16, Volume I;
- powered ultralight aeroplanes used as floatplanes and ultralight gyroplanes shall be subject to the measurements defined in Chapter 10 of Annex 16, Volume I, with noise emission limits laid down in point 10.4.a of Annex 16, Volume I;
- ultralight helicopters shall be subject to the measurements defined in Chapter 11 of Annex 16, Volume I, with noise emission limits laid down in point 11.4.2. of Annex 16, Volume I.

(5) Noise emission levels shall be determined in the following cases:

- in the approval testing procedure; or
- in the procedure of approving aircraft changes that may impact the noise emission; or
- in the procedure of determining whether an aircraft manufactured abroad fulfils the technical requirements applicable in the Republic of Slovenia.

(6) The pilot shall plan the flight so as to perform a safe landing in case of engine failure. The flying and landing qualities of ultralight aircraft are designed so that engine failure resulting in partial or complete engine power loss represents an acceptable safety risk. Such a failure is an expected event that has to be provided for in flight planning.

**Article 8**  
**(Flying the aircraft in controlled airspace)**

(1) Flying the aircraft in controlled airspace is prohibited, except in cases referred to in paragraphs two, three and five of this Article.

(2) The competent air traffic service may, in exceptional circumstances, permit flying the aircraft in controlled airspace if exceptional occurrences during flight, in accordance with the regulations governing aircraft flights, are in place.

(3) Notwithstanding paragraphs one and two of this Article, the flying of the aircraft in controlled airspace is permitted in case of the following types of flights:

1. at air shows, provided that the aircraft is equipped with an appropriate radio station;
2. in the CTR of the airport, where the flying of the aircraft is managed in an approved manner and in accordance with the conditions for safe flight, when the landing speed of the aircraft is at least 38 knots, provided that the aircraft is equipped with an appropriate radio station and transponder, and the pilot holds an authorisation for flying in controlled airspace or a private or sports pilot licence (LAPL or PPL) or higher licence issued in accordance with Regulation 1178/2011/EU; if so provided in the approved procedures for safe take-offs and landings at a certain airport, a transponder is not necessary for flying in the airport zone;
3. in other parts of controlled airspace if the cruising speed of the aircraft exceeds 76 knots, provided that the aircraft is equipped with an appropriate radio station and transponder, if a transponder is required according to the airspace classification and the pilot holds an authorisation for flying in controlled airspace or a private or sports pilot licence (LAPL or PPL) or higher licence issued in accordance with Regulation 1178/2011/EU.

(4) If the conditions referred to in the previous paragraph regarding the cruising speed and equipment with a radio station and transponder are not fulfilled, the air traffic services provider shall reject a flight plan. The air traffic services provider shall also reject a flight plan if the traffic conditions, air traffic flow or obligations in respect of the supervision of the airspace of the Republic of Slovenia and the external borders of the European Union do not enable the safe performance of flight of an ultralight or any other aircraft.

(5) Before the performance of a flight in controlled airspace, a flight plan shall be submitted by the aircraft pilot to a competent air navigation services provider. An air navigation services provider shall reject a flight plan and a flight in controlled airspace if the traffic circumstances in the airspace of the intended flight do not enable the safe performance of that flight.

(6) Notwithstanding the provisions of this Article, the schooling of aircraft pilots in controlled airspace is permitted if the following conditions are fulfilled:

- the aircraft flight instructor holds an authorisation for flying in controlled airspace or at least a private or sports pilot licence (LAPL or PPL) in accordance with Regulation 1178/2011/EU, with an authorisation for the aircraft category,
- the aircraft fulfils the conditions in terms of the equipment,
- a competent air traffic service provider has not rejected the flight plan.

## **Article 9**

### **(Territorial validity of a permit to fly aircraft and international flights)**

(1) A permit to fly aircraft issued pursuant to Article 24 of these Rules only applies for flying in the Republic of Slovenia.

(2) For flying in another country, the permission or consent of the competent authorities of the country where the aircraft is headed and of any other country it intends to overfly shall be obtained.

(3) International flight shall be performed to/from an airport or airports open to international air traffic and in accordance with the requirements referred to in the preceding

paragraph if the flight shall be performed in controlled airspace. Entry into the airspace of another country shall be performed in accordance with the requirements of the country entered unless otherwise provided by an international treaty or agreement between the competent air navigation services of the countries concerned.

(4) Notwithstanding the provisions of this Article, a flight within the Schengen area may be performed to/from any airport intended for domestic flights, if the conditions referred to in paragraph two of this Article are fulfilled.

#### **Article 10 (Flying foreign aircraft)**

Foreign aircraft may fly in Slovenian airspace on the basis of a flight plan, in which the UL (ultralight) abbreviation is given in the notes, if the following conditions are fulfilled:

1. the foreign aircraft has a permit to fly or another relevant document within the meaning of Article 24 of these Rules that has been issued by a competent authority of another country for flying the aircraft in that country;
2. foreign aircraft pilots hold a valid pilot's licence for such a category of aircraft and the airspace where they intend to fly, issued by a competent authority of the country in which the aircraft is registered or an appropriate document whereby the competent authority of the country in which the aircraft is registered recognises the aircraft pilot's licence issued in accordance with these Rules, and meets the medical conditions for exercising the privileges of the licence;
3. the foreign aircraft holds the compulsory insurance certificate applicable in the territory of the Republic of Slovenia;
4. the foreign aircraft meets the conditions regarding noise emissions referred to in paragraph three of Article 7 of these Rules,
5. the foreign aircraft has a radio station certificate, if a radio is carried on board;
6. the foreign aircraft and pilot meet the conditions referred to in Articles 31 to 35 of these Rules;
7. the foreign pilot's licence for the aircraft must include radiotelephony privilege and language endorsement for the English and Slovenian languages.

### **III. MANUFACTURE OF THE AIRCRAFT**

#### **Article 11 (Categories of manufacture of the aircraft)**

The aircraft may be built by amateurs or may be series-produced.

#### **Article 12 (Amateur construction of the aircraft)**

An amateur-built aircraft is an aircraft of which at least 51 per cent is built by an amateur, or a non-profit making association of amateurs, for their own purposes and without any commercial objective.

#### **Article 13 (Application of regulations on the amateur construction of aircraft)**

For the amateur construction of aircraft, the regulations governing the amateur construction of aircraft shall apply.

**Article 14**  
**(Series production of the aircraft)**

(1) Series production of the aircraft means the manufacture of the aircraft, its assemblies, parts and equipment by an authorised manufacturer that is based on the type certificate of the aircraft.

(2) Series production of an aircraft without the aircraft type certificate referred to in Article 15 of these Rules is not permitted.

**Article 15**  
**(Type certificate of the aircraft)**

(1) The type certificate of the aircraft is a document by means of which it is certified that a certain type of the aircraft meets the requirements referred to in Articles 16 and 17 of these Rules.

(2) Type certification is a procedure by means of which it is established whether the type of the aircraft meets the requirements referred to in Articles 16 and 17 of these Rules and the provisions of the flying and maintenance manual, which is established by testing.

(3) The testing referred to in the preceding paragraph may be carried out by persons that have obtained an authorisation issued by the Agency by means of which their fulfilment of the conditions regarding the premises, equipment with technical means for work, personnel and operating and technical procedures for type certification are proved, as defined in the organisation manual. The testing shall be conducted under the supervision of an authorised official of the Agency.

(4) As regards the fulfilment of the conditions referred to in the preceding paragraph, the regulations referred to in paragraph three of Article 19 of these Rules shall apply mutatis mutandis.

(5) After successful type certification, a type certificate of the aircraft shall be issued on the basis of the following:

1. technical documentation on the aircraft's production,
2. calculations and reports on the aircraft's testing,
3. aircraft flying and maintenance manual, and
4. report on the concluded testing.

**Article 16**  
**(Technical documentation on the aircraft type production)**

The technical documentation on the aircraft type production referred to in the preceding Article shall include the following:

1. a sketch of the aircraft in three projections, components of the main assemblies and especially complicated assemblies and sketches of the details according to which the aircraft can be manufactured,
2. a list of materials, semi-manufactured products and products from which the aircraft is manufactured,

3. an aerodynamic calculation of the aircraft calculating its stability and steerability,
4. a static calculation of the aircraft containing the results of testing the aircraft's strength,
5. a calculation of the masses of all parts of the aircraft, payload, fuels and lubricants, the mass of the pilot and calculation of the centre of gravity position and the maximum take-off mass of the aircraft,
6. a description of the technological procedures used in its production.

### **Article 17 (Calculating and testing the aircraft type)**

(1) The aircraft calculation and testing referred to in Articles 15 and 16 of these Rules shall be determined with the approved technical requirements for the manufacture of an individual category of aircraft subject to the prior approval of the Agency on a proposal by the manufacturer.

(2) Testing of the aircraft type shall be conducted according to a test plan on the ground and in the air, subject to the prior approval of the Agency on a proposal by the manufacturer. Testing shall not be less than 30 hours of flight time, it shall consist of a minimum of 60 take-offs and landings and shall include at least:

- lifting to the upper performance limit of the aircraft,
- flights that correspond to the greatest autonomy of flight, shortened by 20 minutes,
- flights with the highest and lowest speed for certain aeroplane configurations (e.g. position of chassis and flags, etc.),
- flights under conditions of the aeroplane's centre of gravity border positions,
- flights with the maximum take-off mass.

(4) Testing of the type of aircraft in the air may be carried out by the aircraft test pilot. A testing log is kept by the manufacturer, whereby each test is documented separately.

(5) Once testing on the ground is concluded and the test flights have been carried out, an authorised official of the Agency shall write a report on the aircraft's capability in accordance with the type certification requirements for a certain type of the aircraft.

(6) Based on the test report referred to in the preceding paragraph, the manufacturer shall draw up an aircraft type flying and maintenance manual.

### **Article 18 (Manual)**

The manual shall contain data and instructions on the following:

1. purpose,
2. mass,
3. area of permitted movement of the centre of gravity,
4. capabilities,
5. stability and steerability,
6. restrictions on use,
7. maintenance,
8. the drive and its maintenance (does not apply for ultralight gliders), and
9. pre-flight inspection, assembling, disassembling and storage of the aircraft.

### **Article 18.a (Maintenance)**

- (1) The owner is responsible for the maintenance of the aircraft.
- (2) The owner shall be considered a person qualified for the maintenance of their aircraft.
- (3) Notwithstanding the preceding paragraph, the following shall also be considered qualified to perform the maintenance of the aircraft:
  - a person who the owner estimates has the requisite knowledge and experience to perform the required maintenance on their aircraft, as determined by the owner in a written authorisation,
  - the manufacturer of the aircraft and the person authorised by the manufacturer to perform maintenance on this type of aircraft,
  - licensed aviation technical personnel with a rating for a comparable aircraft type or group of aircraft types. If the licensed aviation technical personnel questions the comparability of an aircraft type or group of aircraft types, the Agency shall decide,
  - a maintenance organisation approved by the competent aviation authority for the maintenance of a comparable aircraft type or group of aircraft types. If the maintenance organisation questions the comparability of the aircraft type or group of aircraft types, the Agency shall decide,
  - in the case of motorised hang-gliders with a chassis, the manufacturers of which are no longer active or no longer have authorised maintenance personnel in the Republic of Slovenia:
    - a) an expert in motorised hang-gliders with a chassis who is a natural person with experience in the design, manufacture, maintenance and testing of motorised hang-gliders with a chassis, appointed by the Agency at the proposal of the Aeronautical Association of Slovenia, or
    - b) a natural person with at least five years of experience in the maintenance of motorised hang-gliders with a chassis, authorised for the maintenance of motorised hang-gliders with a chassis by the Agency after having successfully passed a practical knowledge test before an examination board consisting of an expert in motorised hang-gliders with a chassis referred to in the preceding point, the Agency's aviation inspector and a representative of the Aeronautical Association of Slovenia.
- (4) The aircraft engine manufacturer and the persons authorised by the manufacturer to perform the maintenance of this type of engine shall also be considered persons qualified to perform the servicing, repair or renovation of the aircraft engine.
- (5) The aircraft propeller manufacturer and the persons authorised by the manufacturer to perform the maintenance of this type of propeller shall also be considered persons qualified to perform the servicing, repair or renovation of the aircraft propeller.
- (6) The aircraft component manufacturer and the persons authorised by the manufacturer to perform the maintenance of this type of component shall also be considered persons qualified to perform the servicing, repair or renovation of the aircraft component.
- (7) Pre-flight inspection is the responsibility of the aircraft pilot. The aircraft pilot is considered to be a qualified person to perform the pre-flight inspection.
- (8) Only annual inspections as laid down in the aircraft flying and maintenance manual and the replacement of components discarded after the defined service life are mandatory for the aircraft. Other maintenance inspections according to the aircraft flying and maintenance manual are recommended. According to the flying and maintenance manual, the annual inspection of the aircraft is prescribed in a minimum scope of maintenance inspection after 100 hours of flight time since the previous equivalent maintenance inspection or the manufacture of the aircraft. If the flying and maintenance manual does not specify

such an inspection, it shall be determined by the Agency. The annual inspection of the aircraft must be carried out at least once a year.

(9) Failure to comply with the recommendations of the flying and maintenance manual for recommended maintenance shall not affect the validity of the permit to fly, but the owner or the pilot, if other than the owner, shall be deemed to have accepted the potential increased risk of failure of the aircraft, engine or component.

(10) Regular inspections of the navigation and communication equipment of the aircraft by licensed aviation technical personnel appropriately qualified to carry out such inspections are also compulsory for flying in controlled airspace.

(11) In the Technical Inspection Report, the owner shall specify the extent to which they perform the required maintenance of the aircraft and shall confirm it with their signature. The format and content of the Technical Inspection Report shall be determined by the Agency.

(12) The owner of the aircraft must ensure the keeping of an aircraft logbook, issued by the Agency, on a regular basis. The owner of the aircraft is responsible for keeping the aircraft logbook on a regular basis and for the accuracy of the data therein. The aircraft logbook must be kept by the owner of the aircraft as permanent documentation.

(13) Standard changes and standard repairs to the aircraft may be carried out to which the provisions and technical requirements for standard changes and standard repairs shall apply mutatis mutandis. Other aircraft changes and repairs shall be classified according to the regulations defining the classification of changes and repairs, and may only be carried out if the technical documentation referred to in Article 16 of these Rules is approved by the Agency.

(14) Notwithstanding paragraph two and indent one of paragraph three of this Article, the maintenance of the device used for training, aerial work and conducting introductory flights should not be carried out by the owner or by the person who the owner estimates has the requisite knowledge and experience to perform the required maintenance of their aircraft.

## **Article 19** **(Production authorisation)**

(1) Before the commencement of the production of a certain type of aircraft, the manufacturer must obtain a production authorisation issued by the Agency for each particular type of aircraft.

(2) The production authorisation for a certain type of aircraft shall be issued if the applicant, in addition to the general conditions prescribed for the pursuit of such an activity, also fulfils special conditions regarding the premises, personnel, operative and technical procedures, equipment and organisation of the quality control system, as defined by the manufacturer's organisation manual approved by the Agency.

(3) As regards the fulfilment of the conditions referred to in the preceding paragraph, the regulations governing special conditions for the construction and changing of an aircraft, engine, propeller, parachute or the aircraft's equipment, the method of drawing up the technical and technological documentation and the technical supervision of the construction shall apply mutatis mutandis.

(4) Along with the production authorisation application for a certain type of aircraft, the applicant shall enclose the following:

1. type certificate of the aircraft that they wish to produce with the accompanying technical documentation referred to in point 1 of paragraph five of Article 15, and
2. data and documentation regarding the fulfilment of the conditions referred to in paragraph two of this Article.

#### **Article 20** **(Quality control of the aircraft's production)**

(1) The aircraft manufacturer must ensure the quality control of the production, which is carried out by the quality inspector in accordance with the manufacturer's organisation manual. The quality inspector must have an appropriate education and necessary experience that correspond to the complexity of the production.

(2) Following its manufacture, each aircraft must be tested on the ground and in the air. The testing, which shall be documented, must be carried out according to the test plan of the series-produced aircraft, approved by the Agency at the manufacturer's proposal.

(3) The testing of the aircraft in the air may be carried out by a pilot with a minimum of 200 hours of solo flying logged on the type of aircraft being tested who is familiar with the testing techniques, aircraft type, flying manual, test plan and purpose of the test flight. Fulfilment of the conditions shall be documented by the manufacturer. For those pilots who are testing the aircraft in the air, 100 hours of flight time shall be acknowledged if they have a minimum of 100 hours of solo flight time logged as pilots with a licence obtained on the basis of Regulation 1178/2011/EU.

#### **Article 21** **(Manufacturer's certificate of conformity of the aircraft)**

(1) Following the successful testing of the aircraft, the manufacturer's certificate of conformity of the aircraft shall be issued for each aircraft by means of which the manufacturer certifies that the aircraft is capable of safe flying.

(2) The manufacturer's certificate referred to in the preceding paragraph shall be issued on the ULN-01 form, which, as an Annex, forms an integral part of these Rules.

(3) With the certificate referred to in the preceding paragraph, the manufacturer shall enclose the following:

1. report on testing the aircraft according to the testing programme,
2. weight and centre of gravity report,
3. geometry control report, and
4. standard and additional equipment list.

#### **Article 22** **(Costs of the type certification procedure for the aircraft)**

The costs of the type certification procedure for the aircraft type shall be borne by the investor.

#### IV. ENTRY IN THE RECORDS AND THE CAPABILITY OF THE AIRCRAFT TO FLY

**Article 23**  
**(Entry of the aircraft in the records)**

(1) In the Records of Aircraft of the Republic of Slovenia (hereinafter: the Aircraft Records), an aircraft that has Slovenian or foreign approval for a certain type of aircraft or that has another appropriate document that can be acknowledged pursuant to this Article shall be entered.

(2) An aircraft that was manufactured abroad may be entered in the Aircraft Records upon the application of the owner. The application must include:

- evidence of the aircraft's ownership,
- aircraft type certificate,
- aircraft flying and maintenance manual,
- documentation showing according to which technical requirements for manufacture the aircraft was manufactured, and
- in case of a used aircraft, evidence of the maintenance practices for the last three years.

(3) Entry of the aircraft referred to in the preceding paragraph in the Aircraft Records shall be rejected if the aircraft does not meet the technical requirements applicable in the Republic of Slovenia or if the ownership of the aircraft and adequacy of the aircraft type certificate are not demonstrated for the aircraft type or if the aircraft flying and maintenance manual lacks the necessary content and requirements for its safe use and flying or if it is evident from the submitted evidence of the practices of maintenance that the used aircraft has not been maintained.

(4) If certain technical requirements for the manufacture of an aircraft or aircraft equipment, for which an applicant requests the entry in the Aircraft Records, have not yet been set out in the Republic of Slovenia, the applicant shall also attach to the application for the entry of the aircraft in the Aircraft Records, the technical requirements for aircraft manufacture and the list of the aircraft equipment.

(5) The type certificate of aircraft or other appropriate document for a certain type of aircraft, issued by another country or authority of this country, shall be acknowledged on the basis of appropriate technical documentation and tests in the air if the aircraft meets at least the requirements of the Slovenian regulations or the requirements of foreign regulations that are equivalent to the Slovenian ones.

(6) If the ownership of the aircraft changes, the inspection of the aircraft and the update of data by recording the transfer of ownership in the aircraft logbook, made by the owner of the aircraft or a person authorised by the owner of the aircraft, are mandatory. The previous owner must declare in written form to the new owner that the inspection has been made and the data in the aircraft logbook is correct.

(7) The entry of an amateur-built aircraft in the Aircraft Records is not permitted.

**Article 24**  
**(Aircraft airworthiness and permit to fly the aircraft)**

(1) Aircraft airworthiness means the capability of the aircraft to fly, which is established by the Agency or another authorised provider.

(2) At the request of the owner or user of the aircraft, the Agency shall issue a permit to fly the aircraft, for which the fulfilment of the conditions for safe flight pursuant to Articles 24, 25 and 26 of these Rules is established.

(3) With the application for a permit referred to in the preceding paragraph, the applicant shall enclose the following:

1. report from the examination board, drawn up in accordance with the regulations governing amateur-built aircraft, or the type certificate of the aircraft if the aircraft is series-produced,
2. aircraft flying and maintenance manual,
3. certificate showing that the noise of the aircraft does not exceed the limitations set out in these Rules (does not apply for aircraft without engine),
4. a radio station certificate, if one is carried on board, and
5. the manufacturer's certificate of conformity of the aircraft.

(4) The permit to fly the aircraft is a certificate of the capability of the aircraft to fly safely and evidence of its entry in the Aircraft Records.

(5) The permit to fly the aircraft shall be issued on the ULN-02 form, which, as an Annex, forms an integral part of these Rules.

(6) The permit to fly the aircraft must be placed in or on the aircraft during flight or carried by the aircraft pilot.

(7) The certificate referred to in point 3 of paragraph three of this Article shall be issued by a person that has devices, qualified personnel and procedures defined to conduct the noise measurements. A certificate referred to in point 3 of paragraph three of this Article shall be deemed a measurement conducted by a manufacturer of the aircraft or a measurement conducted in a foreign country.

## **Article 25**

### **(Establishment of the airworthiness of the aircraft)**

(1) The airworthiness of the aircraft shall be established by means of the following:

1. review of the aircraft and its documentation,
2. testing of the aircraft on the ground, and
3. testing of the aircraft in the air.

(2) With the review of the aircraft, it shall be established whether the aircraft corresponds to the aircraft type certificate. With the review of the documentation of the aircraft, it shall be established whether the flying and maintaining of the aircraft has been carried out in accordance with the aircraft flying and maintenance manual. The review also includes control of the implementation of the airworthiness and technical requirements.

(3) With the test on the ground, the operation of all systems of the aircraft and of the engine in all its operating fields shall be established. The operation of the aircraft's systems shall be established according to the aircraft's flying and maintenance manual, and the operating of the engine according to the engine's manufacturer plan.

(4) Testing of the aircraft in the air means a test of the aircraft within the limitations set out in the aircraft flying and maintenance manual. Testing of the aircraft in the air shall be carried out by an aircraft pilot who has a minimum of 100 hours of solo flying logged in the appropriate aircraft category.

(5) In order to establish the airworthiness of the aircraft, the provisions of the regulations governing the procedure and method of establishment of the airworthiness of the aircraft shall apply mutatis mutandis if they do not contravene the provisions of these Rules.

**Article 26**  
**(Validity of the permit to fly the aircraft)**

The permit to fly the aircraft is valid for a period of 24 months and may be extended in accordance with the preceding Article.

**Article 27**  
**(Authorised provider)**

(1) In order to obtain the authorisation to conduct the airworthiness reviews, the authorised provider must have appropriate premises, technical equipment and an organisation manual that shall be approved by the Agency before it is issued.

- (2) The organisation manual referred to in the preceding paragraph must:
1. demonstrate the professional qualifications of the personnel pursuant to Article 28 of these Rules and the method of maintaining their qualifications, have a system of authorising such personnel established and procedures for determining the competencies developed, and prove the appropriate leadership and control of these procedures within its organisational structure. Procedures approved by the Agency must clearly specify limits within which the authorisations are issued to personnel;
  2. have an established control system of continuing airworthiness, meaning that the authorised provider must:
    - a) prove that it has established a system of control of continuing airworthiness, which is maintained in such a way that the periodic reviews of airworthiness can be carried out and the permits to fly the aircraft, for which it is authorised, extended;
    - b) ensure that the continuing airworthiness of each aircraft, for which it conducts the airworthiness review, shall be such that:
      - the aircraft remains within the approved configuration,
      - all aircraft changes are approved,
      - all the requirements and recommendations of the aircraft's manufacturer are met,
      - the entire regulatory maintenance is carried out,
      - instruments have been reviewed, tested and approved in accordance with the requirements,
      - checking the aircraft during flight was conducted according to the approved programme of checking in the air,
      - the mass and position of the centre of gravity satisfy the requirements;
    - c) have a process of carrying out the airworthiness review established for every aircraft, the airworthiness of which it supervises, satisfying the requirements of these Rules;
  3. indicate the following information:
    - a) statement of the accountable manager confirming that the manual and related documents comply with these Rules;
    - b) general description of the scope of works according to the authorisation;
    - c) titles, names and functions of the following persons that are regarded as mandatory:
      - responsible manager;
      - technical manager of supervision of the continuing airworthiness of the aircraft;
      - quality control assurance manager;
    - d) organisation chart presenting the lines of duties;
    - e) the list of persons authorised to carry out the airworthiness reviews of the aircraft and issuing or extending the permit to fly;
    - f) a general description of the personnel needs of the authorised provider considering the scope of works;
    - g) the procedures that describe how the authorised provider ensures compliance with these Rules;

- h) the procedure of notifying the Agency about organisational and other changes of the authorised provider;
  - i) the procedure for the approval of changes to the organisation manual of the authorised provider;
  - j) a record of or reference to any aircraft, the airworthiness review of which is conducted by the authorised provider;
  - k) a detailed description of the system and principles of record-keeping;
  - l) a general description of the premises at each address of the authorised provider, given in the authorisation;
  - m) a procedure for supplementing or changing the organisation manual as necessary in order to maintain its content in accordance with the situation of its organisation;
4. have a system of quality control established, which:
- a) once the authorisation is granted, furnishes the Agency with the supervision of the entire organisation of the authorised provider led by the accountable manager, as defined in the organisation manual, and provides supervision over the standards and requirements, as well as their amendments, as evident from the authorisation,
  - b) proves that it has a documented system of quality control established and maintained,
  - c) provides compliance with the requirements of these Rules and has a quality control system manager who monitors the adequacy and regularity of the procedures necessary to ensure the airworthiness of the aircraft, while the monitoring of adequacy must include feedback to the accountable manager for the implementation of necessary corrective measures,
  - d) determines that, for meeting the requirements referred to in the preceding point, the authorised provider shall establish an internal audit programme that is acceptable for the Agency;
  - e) determines that the Agency has, at all reasonable times, access to all data, reports and records directly or indirectly linked to the checking of the aircraft during flight, the airworthiness of the aircraft, engines, propellers and parts of the aircraft, and that it has the right to be present at functional checking or testing linked in any way with the establishment of the airworthiness or capability of the aircraft, engines, propellers or components of the aircraft to fly.

(3) The authorised provider must take out liability insurance.

(4) The first permit to fly shall be issued by the authorised provider, followed by the airworthiness review and the extension of the permit to fly by the personnel of the authorised provider.

(5) The authorised provider is entitled to charge a fee for the services referred to in this Article in accordance with the applicable tariff for the provision of services of the Civil Aviation Agency of the Republic of Slovenia.

(6) The authorised provider is obliged to notify the Agency about issuing or extending the permit to fly no later than within ten days.

## **Article 28**

### **(Personnel of the authorised provider)**

(1) The personnel of the authorised provider that carries out the airworthiness reviews and issues the permits to fly must fulfil the following conditions:

- minimum age of 21 years,
- passing of the professional exam on administrative procedure,

- evidence of introductory training for at least one type of the aircraft, obtained by the manufacturers of the aircraft types or organisations, authorised by the manufacturers of the aircraft types,
- any licence in accordance with Part 66 of Appendix III to Commission Regulation (EU) no. 1321/2014 of 26 November 2014 on the continuing airworthiness of the aircraft and aeronautical products, parts and appliances, and on the approval of the organisations and personnel involved in these tasks (OJ L 362, 17.12.2014, p. 1), as last amended by Commission Regulation (EU) 2018/1142 of 14 August 2018 amending Regulation (EU) no. 1321/2014 as regards the introduction of certain categories of aircraft maintenance licences, the modification of the acceptance procedure of components from external suppliers and the modification of the maintenance training organisations' privileges (OJ L 207, 16.8.2018, p. 2; hereinafter: Regulation 1321/2014/EU), or
- minimum secondary education with evidence of passing modules M7a, M9a, M10, M12, M16 and M17a for a category A licence, module M11b for ultralight aeroplanes and module M12 for ultralight helicopters and gyroplanes in accordance with Part-66 of Regulation 1321/2014/EU, and five years of work experience in aircraft maintenance, or
- a valid licence for an aircraft pilot for at least 5 years and a completed basic training course for the maintenance of at least one type of the aircraft's engine, or
- a minimum five years of work experience as a quality inspector for aircraft in the production organisation for aircraft construction or as quality controller of the amateur-built aircraft.

(2) The authorised provider is obliged to ensure that its personnel maintains their competencies, whereby two airworthiness reviews carried out per year or completed training that refers to the airworthiness extension are considered as the maintenance of competencies.

## **Article 29**

### **(Supervision over the authorised provider)**

(1) Supervision over the work of the authorised provider shall be exercised by the Agency.

(2) If evidence exists that the authorised provider does not meet the requirements referred to in Articles 27 and 28 of these Rules, findings defined according to the following levels shall be made:

- a level one finding is any non-compliance with the requirements that lowers the safety standard and jeopardises air safety,
- a level two finding is any non-compliance with the requirements that does not graduate as a level one finding.

(3) After receiving the notification of the findings:

- the authorised provider proposes a plan of corrective measure that identifies possible systemic causes and contains analysis in order to prevent recurrence. The corrective measures shall be submitted to the Agency for approval within the agreed time interval;
- for a level one finding, the Agency may propose that the minister responsible for infrastructure revokes, limits or entirely or partially suspends the authorisation until the successful implementation of corrective measures;
- for a level two finding, the Agency may specify a period for the implementation of the appropriate corrective measures given the nature of the finding, which, at the beginning, shall not exceed three months, while in certain cases the deadline for the implementation of corrective measures may be extended by the Agency considering the nature of the finding and the submission of a relevant plan of corrective measures;

- in the event of unsuccessfully implemented corrective measures in terms of time, the finding shall be raised to a level one finding, while the Agency shall propose that the minister responsible for infrastructure adopts the measures referred to in indent two of this paragraph.

(4) The authorised provider is obligated to notify the Agency in advance about any change of the following:

- company name of the authorised provider,
- registered office or location of the authorised provider,
- additional locations of the authorised provider,
- accountable manager,
- any person required by the organisation manual,
- premises, procedures, scope of work and personnel if these changes could influence the authorisation of the authorised provider.

### **Article 30 (Prior checks)**

The authorised provider shall obtain authorisation if it fulfils the conditions referred to in Articles 27 and 28 of these Rules, based on the procedure for assessing the fulfilment of the above-mentioned conditions, previously implemented by the Agency.

## **V. MARKS OF THE AIRCRAFT AND NOTICES OF AIRCRAFT LIMITATIONS**

### **Article 31 (Aircraft registration mark)**

Each aircraft must have a registration mark specified in accordance with the regulations governing the registration and other marks of the aircraft.

### **Article 32 (Identification plate and aircraft serial number)**

(1) Each aircraft must have a firmly fixed identification plate with a size of 10 × 5 centimetres and the content specified in form ULN-03, which, as an Annex, forms an integral part of these Rules.

(2) The aircraft must have a firmly fixed serial number on their fuselage and wing, while powered aircraft must also have an engine serial number on their engine and a propeller serial number on their propeller.

### **Article 33 (Notice of aircraft use)**

Each aircraft must, in a visible area of the pilot's or passenger's seat, be equipped with a legible notice written in capital letters with a minimum size of 8 millimetres in the Slovenian and English languages, indicating that the aircraft does not meet the requirements and standards of recommended practices of the International Civil Aviation Organisation in order to be issued with a certificate of airworthiness. The notice shall read as follows:

OBVESTILO: ZA TA ZRAKOPLOV NI IZDANO SPRIČEVALO O PLOVNOSTI ZRAKOPLOVA V SKLADU Z MEDNARODNIMI STANDARDI IN PRIPOROČENIMI PRAKSAMI MEDNARODNE ORGANIZACIJE CIVILNEGA LETALSTVA. Z NJIM LETITE NA LASTNO ODGOVORNOST!

NOTICE: THIS AIRCRAFT IS OPERATING WITHOUT A CERTIFICATE OF AIRWORTHINESS ISSUED ACCORDING TO THE INTERNATIONAL CIVIL AVIATION ORGANIZATION STANDARDS AND RECOMMENDED PRACTICES. FLY AT YOUR OWN RISK.

## VI. MINIMUM EQUIPMENT OF THE AIRCRAFT, AIRCRAFT PILOT AND ANY OTHER PERSON

### **Article 34 (Aircraft equipment)**

(1) Powered aircraft must have:

1. seat belts depending on the aircraft category,
2. a speedometer,
3. an altimeter,
4. a fuel meter or the possibility of optically controlling the amount of fuel, or an indicator of the energy remaining in the energy storage device,
5. a compass,
6. a recovery system or recovery parachute system or total recovery parachute system (hereinafter: recovery system), if intended by the aircraft's manufacturer for this aircraft type.

(2) An ultralight glider must have the equipment referred to in points 1, 2 and 3 of the preceding paragraph.

(3) The unfastening of seat belts should be possible with one intentional movement.

(4) Powered aircraft used in controlled airspace must also have an appropriate radio station and transponder and other required equipment and devices that are required for a specific airspace.

(5) Aircraft, with the exception of gyroplanes, by means of which aircraft pilot training is provided, must also have a recovery system.

### **Article 35 (Equipment of the aircraft pilot and of any other person)**

(1) On board an open-cabin aircraft, the use of a protective helmet and protective goggles if the helmet does not have a visor is mandatory. To fly the aircraft above lakes and the sea, the use of a life jacket is mandatory in accordance with the flight rules. On the aircraft, the use of a recovery parachute is mandatory if required by the aircraft flying and maintenance manual.

(2) Aircraft pilots may not allow any person without the requisite equipment to fly simultaneously with them in the same aircraft.

(3) During flying in the framework of testing a new aircraft type, with the exception of gyroplanes, test pilots must have an emergency parachute if the aircraft is not equipped with a recovery system.

## VII. TRAINING, EXAMS, LICENCES AND AUTHORISATIONS OF AIRCRAFT PILOTS

### **Article 36 (Conditions for training)**

(1) Persons under training to become an aircraft pilot shall meet the following requirements:

1. they shall not be younger than 16 years of age;
2. regarding medical conditions, before their first solo flight, they shall either meet the conditions set out in the regulations on health requirements that must be fulfilled by a category B motor vehicle driver, which shall be demonstrated by presenting a medical certificate of a completed medical examination of the driver candidate or of the driver, which shall not be older than three months, or hold a valid medical certificate for LAPL or a higher licence issued in accordance with Regulation 1178/2011/EU;
3. before entering practical training, they must have successfully completed theoretical training in the relevant content according to an approved pilot training programme for a specific aircraft category;
4. they shall be entered in the registry of students with a flight school organisation or another registered flight school that they train at;
5. if they are younger than 18 years of age, their training application shall be accompanied by their parents' or guardian's consent;

(2) Aircraft pilot training may only be conducted according to the training manual approved by the Agency. The training manual shall meet at least the requirements of training programmes for a specific type of aircraft approved by the minister responsible for infrastructure. Requirements applying to training programmes for private or sports pilot licences shall apply mutatis mutandis to these training programmes, unless otherwise provided for by these Rules.

(3) Aircraft pilot training may be conducted by an organisation that fulfils the conditions and is therefore issued a License to operate as a flight school by the Agency, namely for obtaining aircraft category licences and the authorisations stated in the licence.

(4) Practical training to become an aircraft pilot may be conducted at aerodromes with a runway of the prescribed length and at airports.

### **Article 37 (Registering for the exam)**

(1) For anyone who wants to take the theoretical exam for an aircraft pilot, their application for the exam shall be accompanied by a statement from a registered flight school evidencing that the candidate has completed a specific theoretical training programme.

(2) After the candidate has passed the theoretical exam, they shall take the practical exam within 24 months; otherwise, they shall retake the theoretical exam.

(3) For anyone who wants to take a practical exam for an aircraft pilot, the following must be enclosed with their registration application:

- evidence of the aircraft category flight time as prescribed by the training programme, and

- a statement from the aircraft flight instructor indicating that the candidate is qualified to take the exam.

(4) The practical exam for an aircraft pilot may be taken by a person who has attained the age of 17 years.

### **Article 38 (Aircraft pilot exam and licence)**

(1) The exam shall be taken before an examination board. The exam to obtain an aircraft pilot's licence comprises a theoretical and practical part, in line with the training programme for the specific aircraft category. The examination board shall be appointed by the Agency.

(2) The theoretical part shall comprise the following:

1. the basics of aerodynamics and flight mechanics (flight theory),
2. aviation meteorology,
3. structures and materials,
4. propulsion group (engine),
5. air navigation,
6. emergency procedures,
7. broadcasting and VFR phraseology,
8. aircraft instruments,
9. aviation regulations,
10. using the aircraft,
11. using runways, and
12. aviation medicine.

(3) After the candidate has passed the theoretical part of the exam, they shall take the practical part of the exam. The exam flight shall be conducted according to the aircraft pilot training programme set out for each aircraft category in accordance with paragraph two of Article 36 of these Rules.

(4) An aircraft pilot holding a licence for a specific aircraft category who wants to obtain an aircraft pilot's licence for another aircraft category must undergo the required theoretical and practical training in order to obtain the licence from among the aircraft categories in accordance with paragraph two of Article 36 of these Rules.

(5) An aircraft pilot candidate who holds a glider pilot's licence (LAPL(S) or SPL), private or sports pilot's licence (LAPL or PPL), commercial pilot's licence (CPL) or airline transport pilot's licence (ATPL) must undergo the theoretical and practical training to obtain an aircraft pilot licence based on other licences pursuant to paragraph two of Article 36 of these Rules, except for the holders of a glider pilot's licence whose practical training as an ultralight glider pilot shall be fully recognised.

(6) After the exam has been passed, the Agency shall issue an aircraft pilot's licence.

(7) The aircraft pilot's licence shall be issued on the ULN-04 form, which, as an Annex, forms an integral part of these Rules.

### **Article 39 (Aircraft pilot)**

(1) The aircraft may be used by persons who hold a valid aircraft pilot's licence for such an aircraft category, meet the prescribed health requirements and have the aircraft type that they are allowed to use entered in the pilot's logbook.

(2) Under the surveillance of a flight instructor, an aircraft may also be used by a person under training to obtain an aircraft pilot's licence pursuant to Article 36 of these Rules.

(3) The flight instructor shall check the ability of the aircraft's pilot to use the aircraft type within a certain aircraft category that the candidate does not yet have entered in the pilot's logbook, during a flight, and shall enter the established ability in the pilot's logbook.

(4) Regarding medical conditions, the aircraft pilot shall meet the conditions that must be fulfilled by a category B motor vehicle driver, which shall be demonstrated by presenting a medical certificate of a completed medical examination of the driver, or shall hold a valid medical certificate for an LAPL or higher licence issued in accordance with Regulation 1178/2011/EU. The medical certificate of having passed a medical examination for a category B motor vehicle driver shall be valid for 48 months since the date of issue.

#### **Article 40** **(Aircraft flight instructor)**

(1) In accordance with paragraph three of Article 36 of these Rules, training and checking the technical competence of student aircraft pilots may be performed by an aircraft flight instructor who:

1. has completed at least 200 flight hours on ultralight aircraft, of which at least 30 hours are for the aircraft category that they will teach,
2. completes at least 18 hours of methodical flights in the aircraft category as part of an aircraft flight instructor course organised by the flight school in accordance with the training manual approved by the Agency,
3. has passed the exam for a flight instructor of a specific aircraft category, and
4. has a valid aircraft flight instructor authorisation for the relevant aircraft category entered in the valid aircraft pilot's license.

(2) In order to conduct training on another aircraft category, a flight instructor who meets the requirements laid down in the preceding paragraph for a specific aircraft category shall:

1. previously obtain the pilot's licence for the relevant aircraft category,
2. after having the respective aircraft category entered in the pilot's license, complete at least 30 hours of flight time in aircraft of that category, of which at least 10 hours are methodical flights in the aircraft category, according to the content of the course for obtaining an aircraft flight instructor authorisation organised by the flight school,
3. pass the flight instructor examination for the specific aircraft category and have the relevant authorisation entered in the valid aircraft pilot's licence.

(3) The privileges of an aircraft flight instructor shall be limited to conducting flight training under the supervision of an aircraft flight instructor for the same aircraft category appointed by the flight school organisation or another registered flight school, in cases of an authorisation for the corresponding type of aircraft device and the issue of the relevant authorisations. The privileges of the aircraft flight instructor are limited until the aircraft flight instructor has completed at least 25 hours of training under the mentorship of another flight instructor, as evidenced by the mentor's signatures in their flight logbook.

(4) While conducting training under supervision in accordance with the preceding paragraph, the flight instructor shall not have the privilege to authorise student pilots to conduct their first solo flights and first solo cross-country flights.

(5) A candidate for obtaining an aircraft flight instructor authorisation for the aircraft category who holds a flight instructor certificate without restriction in accordance with FCL.910.FI Part FCL of Annex I to Regulation 1178/2011/EU, for the same aircraft category, must:

1. previously obtain the pilot's licence for the aircraft category that they will teach,
2. complete at least 5 hours of methodical flights in the aircraft category that they will teach, and
3. have a corresponding authorisation entered in their valid aircraft pilot's licence. The candidate shall be thus acknowledged the fulfilment of the conditions laid down in paragraph three of this Article.

(6) A candidate for a flight instructor certificate for the aircraft category who holds a flight instructor certificate issued in accordance with Regulation 1178/2011/EU for another aircraft category, shall:

1. previously obtain the pilot's licence for the aircraft category that they will teach,
2. after obtaining the aircraft pilot's licence, complete at least 30 hours of flight time in aircraft of that category, of which at least 10 hours are methodical flights in the aircraft category, according to the content of the course for obtaining an aircraft flight instructor authorisation organised by the flight school,
3. pass the exam for a flight instructor for a specific aircraft category, and
4. have a corresponding authorisation entered in their valid aircraft pilot's licence.

(7) A candidate for obtaining an aircraft flight instructor authorisation for a specific aircraft category who holds a license obtained in accordance with Regulation 1178/2011/EU shall be acknowledged up to 150 hours of required flight time as referred to in point 1 of paragraph one of this Article on the basis of solo flight time in aircraft of the same category or up to 100 hours of required flight time on the basis of solo flight time in aircraft of another category.

(8) In order to exercise the privileges of the licence, an aircraft flight instructor shall fulfil the conditions referred to in Article 47 of these Rules.

(9) The aircraft flight instructor's authorisation shall be valid for 3 years.

#### **Article 41** **(Aircraft flight instructor exam)**

(1) Anyone who wants to take the exam to obtain the flight instructor authorisation for a specific aircraft category shall submit evidence showing compliance with the conditions referred to in the preceding Article and a statement from an aircraft flight instructor indicating that the candidate is qualified to take the exam.

(2) The flight instructor exam for a specific aircraft category shall be taken before an examination board appointed by the Agency. The exam comprises a theoretical and practical part, in line with the training programme for a specific aircraft category.

(3) The theoretical part shall comprise the following:

1. the basics of aerodynamics and flight mechanics (flight theory),
2. aviation meteorology,
3. propulsion group (engine),

4. air navigation,
5. maintenance,
6. emergency procedures,
7. broadcasting and VFR phraseology,
8. aviation regulations,
9. aviation medicine with psychophysiology, and
10. teaching methods.

(4) The practical part of the exam comprises an exam flight conducted according to the aircraft flight instructor training programme specified separately for each aircraft category.

(5) The exam for an aircraft flight instructor may be taken by a person who has attained the age of 19 years.

#### **Article 41.a**

##### **(Issuing and extending the validity of the aircraft flight instructor authorisation)**

- (1) To extend the aircraft flight instructor authorisation, its holder shall complete:
1. 25 hours of flight training in the appropriate aircraft category during the validity of the aircraft flight instructor authorisation or the practical part of the exam for an aircraft flight instructor, and
  2. a refresher seminar for aircraft flight instructors at a flight school organisation or another registered flight school during the validity of the aircraft flight instructor authorisation previously approved by the Agency.

(2) An aircraft flight instructor who holds a flight instructor certificate without restriction in accordance with Part FCL of Annex I to Regulation 1178/2011/EU, shall be acknowledged 15 hours of instructor flight time referred to in point 1 of the preceding paragraph if the flight has been completed during the validity of the aircraft flight instructor authorisation and on the corresponding aircraft category.

(3) An aircraft flight instructor who holds an aircraft flight instructor authorisation for a specific aircraft category shall be acknowledged 10 hours of instructor flight time referred to in point 1 of paragraph one of this Article for another aircraft category if the flight time has been completed during the validity of the aircraft flight instructor authorisation.

(4) If the aircraft flight instructor authorisation expires, the candidate shall, within twelve months of the expiry of the aircraft flight instructor authorisation and before renewal:

1. attend a refresher seminar for aircraft flight instructors at a flight school organisation or another registered flight school during the validity of the aircraft flight instructor authorisation previously approved by the Agency;
2. successfully pass the practical part of the exam for an aircraft flight instructor.

(5) Any flight time completed by an aircraft flight instructor as member of the examination board shall be considered aircraft flight instructor flight time.

#### **Article 42**

##### **(Aircraft test pilot)**

(1) The testing of new aircraft categories and types referred to in Article 17 of these Rules may be performed by an aircraft test pilot who meets the following conditions:

1. is at least 21 years old,

2. has logged at least 300 solo flight hours, of which at least 150 hours are in the same aircraft category as the one being tested, and the remaining required flight time as a flight crew manager of any other aircraft,
3. has passed the aircraft test pilot exam, and
4. Has a corresponding authorisation entered in their valid aircraft pilot's licence.

(2) For candidates who want to take the exam to obtain an authorisation for an aircraft test pilot, the following shall be enclosed along with their application for taking the exam:

1. evidence of the aircraft category flight time as prescribed by the training programme, and
2. a statement from a flight school organisation or another registered flight school indicating that they have completed a particular training programme,
3. a statement from the aircraft flight instructor indicating that the candidate is qualified to take the exam, and
4. evidence showing that an aircraft for conducting the exam has been guaranteed.

(3) Notwithstanding paragraphs one and two of this Article, subject to the conditions laid down in points 1 and 2 of paragraph one of this Article, an aircraft test pilot authorisation may be entered in the valid aircraft pilot's license of a person who can conduct flight tests according to the regulation governing aircraft for research, experimental or scientific purposes or of a person who has graduated from one of the internationally recognised schools for experimental test pilots stated on the list attached hereto in an annex.

### **Article 43** **(Aircraft test pilot exam)**

(1) The aircraft test pilot exam comprises a theoretical and a practical part, in line with the training programme for a specific aircraft category. The aircraft test pilot exam shall be taken before an examination board appointed by the Agency, consisting of at least one member appointed from the list of experimental aircraft test pilots with a maximum take-off mass not exceeding 2,000 kg, in accordance with the regulation governing aircraft for research, experimental or scientific purposes.

(2) The theoretical part shall comprise the following:

1. aerodynamics and flight mechanics (flight theory),
2. aircraft materials and structure,
3. testing measurements, methods and procedures, and
4. emergency procedures,

(3) The practical part of the exam comprises a series of exam flights conducted according to the approved training programme for an aircraft test pilot, which shall contain all the elements for aircraft testing before issuing the aircraft type certificate.

### **Article 44** **(Authorisation to fly in controlled airspace)**

(1) To obtain an authorisation to fly in controlled airspace, a candidate shall pass theoretical and practical training in a flight school according to the approved training manual, and shall pass the theoretical and practical exam.

(2) The theoretical part of the exam for an aircraft pilot in controlled airspace shall comprise the following:

1. air navigation with the basics of radio navigation,

2. controlled airspace flight rules,
3. emergency procedures in controlled airspace, and
4. English or Slovenian air phraseology.

(3) The practical part of the aircraft pilot exam for obtaining an authorisation to fly in controlled airspace covers the exam flights performed according to the approved aircraft pilot training programme for obtaining an authorisation to fly the aircraft in controlled airspace. Exam flights shall include at least:

1. two take-offs and two landings at the airport where the air navigation services operate,
2. one circumstance that requires the use of an emergency procedure, and
3. two entries into and exits from controlled airspace.

(4) Notwithstanding paragraph one of this Article, a holder of a valid licence for a private or sports pilot, commercial pilot or airline transport pilot fulfils the requirements to fly the aircraft in controlled airspace if qualified to fly the aircraft type.

#### **Article 45** **(Authorisation to tow gliders and advertising banners)**

(1) Holders of an aircraft pilot's licence shall, at their own request, be issued an authorisation to tow gliders and advertising banners if they have logged 50 hours of solo flight time after obtaining the aircraft pilot's licence and have successfully completed the theoretical and practical parts of the training.

(2) The theoretical and practical part of the aircraft pilot training shall be carried out in a flight school organisation or another registered flight school in accordance with the training manual approved by the Agency.

(3) The authorisation to pull gliders or advertising banners shall be entered in the aircraft pilot's licence at the pilot's request, based on passed theoretical and practical training and a valid authorisation to tow gliders and advertising banners that is entered in the licence obtained on the basis of Regulation 1178/2011/EU.

#### **Article 46** **(Authorisation for aerial work)**

(1) In order to conduct aerial work, the operations manual shall be enclosed by the applicant for special authorisation, which must include:

1. a general description of the scope of aerial work;
2. the persons in charge;
3. the operations personnel and training:
  - the conditions for training providers,
  - the operations personnel entry requirements,
  - the initial and periodic training of operations personnel;
4. standard procedures in the conduct of aerial work based on a risk analysis;
5. the aircraft equipment;
6. reporting, standard forms.

(2) Aircraft pilots shall carry out the aerial work when they have:

1. logged a minimum of 200 hours of flying in an aircraft of a certain category, including the flight time obtained with other licences,
2. logged a minimum of 10 hours of flying for the aircraft category,

3. fulfilled the medical requirements according to paragraph four of Article 5.a of these Rules, and
4. passed training as defined in the operations manual that shall include:
  - the knowledge of the performance and limitations of a certain aircraft category,
  - aerial work and its characteristics,
  - knowledge of the risks posed by specific aerial work,
  - the equipment necessary for aerial work,
  - the aviation meteorology in the area where the aerial works are conducted when it is specific, and
  - a minimum of four demonstration flights for individual types of aerial works.

#### **Article 47** **(Issue and validity of aircraft pilot's licences)**

(1) At the request of a person that has passed the aircraft pilot exam or the aircraft flight instructor exam, the Agency shall include an aircraft pilot's licence or enter a special authorisation of the aircraft flight instructor into the aircraft pilot's licence. Regarding the taking of exams, the procedure and method of issuing the aircraft pilot's licence and entering the authorisations, the regulations on flight crew licensing – aeroplane pilots shall apply mutatis mutandis unless otherwise provided for by these Rules.

(2) The aircraft pilot's license shall contain the following information: the country in which the license was issued, license number, surname and first name of the holder, date and place of birth, address of the holder, nationality, signature of the holder, competent issuing authority, signature of an official of the Agency, seal or stamp of the Agency, license name, date of first issue and country code, valid until date, radiotelephony privileges, notes, aircraft category and authorisation type, and validity of the licence.

(3) Holders of an aircraft pilot's license may exercise the privileges of their license if, in the past 24 months, they have completed as pilots in a specific aircraft category:

1. at least 12 hours of flight time, including 12 take-offs and landings, as a commander,
2. at least one control flight during the past 24 months with an aircraft flight instructor lasting at least 45 minutes.

(4) Notwithstanding the provision of the preceding paragraph, in order to fulfil the requirement under point 1 of the preceding paragraph, the holder of the aircraft pilot's licence who has a privilege for several aircraft categories shall complete at least 4 hours of flight time in aircraft of each category.

5) Holders of an aircraft pilot's licence that do not meet the requirements referred to in paragraph three of this Article shall complete:

1. the missing number of hours of flight time according to point 1 of paragraph three of this Article with an aircraft flight instructor or under their supervision and a control flight with an aircraft flight instructor lasting at least 45 minutes, or
2. the practical part of the exam with an examination board member authorised by the Agency.

(6) The holder of an aircraft pilot's licence with the privilege for several aircraft categories shall acknowledge the holder of an aircraft pilot's licence who also holds a license issued in accordance with Part FCL of Annex I to Regulation 1178/2011/EU, 8 hours of flight time referred to in point 1 of paragraph three of this Article, if the flight time has been completed in aircraft of the appropriate category.

**Article 48  
(Pilot logbook)**

An aircraft pilot and a candidate for aircraft pilot shall enter their flight in an aircraft of a certain category in the pilot's logbook issued by the Agency. The flight time of the candidate for the aircraft pilot must be confirmed by the aircraft flight instructor.

**Article 49  
(Participation in air shows)**

Aircraft pilots who have a valid aircraft pilot's licence may participate in air shows and competitions if their total solo flight time in the category of aircraft with which they participate in the air show or competition exceeds 100 hours.

---

[ULN-01 form](#)

[ULN-02 form](#)

[ULN-03 form](#)

[ULN-04 form](#)

[List of internationally recognised schools for experimental test pilots](#)

---

**The Rules on ultralight aircraft (Official Gazette of the RS, no. [49/16](#)) contain the following transitional and final provisions:**

“VIII. TRANSITIONAL AND FINAL PROVISIONS

Article 50  
(Transitional provisions)

(1) Procedures to extend or renew the licence referred to in Article 47 of these Rules, initiated prior to the entry into force of these Rules, shall be concluded according to the regulations applicable to date.

(2) Holders of an aircraft pilot's licence shall obtain the medical certificate referred to in point 2 of paragraph one of Article 36 of these Rules upon the aircraft pilot's licence extension.

Article 51  
(Termination of validity)

On the day these Rules enter into force, the Rules on ultralight aircraft (Official Gazette of the RS, no. 107/08) shall cease to apply.

Article 52  
(Effective date)

Notwithstanding Article 53 of these Rules, the Slovenian phraseology referred to in point 4 of paragraph two of Article 44 of these Rules shall apply as of 1 January 2017.

Article 53  
(Entry into force)

These Rules shall enter into force on the day following their publication in the Official Gazette of the Republic of Slovenia.”

---

**The Decree on unmanned aircraft systems (Official Gazette of the RS, no. [52/16](#)) contains the following final provision:**

“Article 32  
(Entry into force)

This Decree shall enter into force on the fifteenth day after its publication in the Official Gazette of the Republic of Slovenia.”

---

**The Rules amending the Rules on ultralight aircraft (Official Gazette of the RS, no. [32/18](#)) contain the following transitional and final provisions:**

“TRANSITIONAL AND FINAL PROVISIONS

Article 16  
(Completion of procedures)

(1) Procedures initiated before the entry into force of these Rules shall be completed according to the regulations valid until that date.

(2) Aircraft pilot’s licences issued in accordance with Article 47 of the Rules on ultralight aircraft (Official Gazette of the RS, nos. 49/16 and 52/16) or in accordance with Article 42 of the Rules on ultralight aircraft (Official Gazette RS, no. 107/08) shall be valid until their expiry date or 31 December 2022 at the latest.

(3) Holders of an aircraft pilot’s license whose licence, issued in accordance with the Rules on ultralight aircraft (Official Gazette RS, nos. 49/16 and 52/16) or the Rules on ultralight aircraft (Official Gazette RS, no. 107/08), has expired before the entry into force of

this Regulation must, in order to obtain the aircraft pilot's license under these Rules, fulfil the conditions laid down in paragraph four of Article 47 of the amended Rules.

(4) For the replacement of the aircraft flight instructor authorisation issued in accordance with the Rules on ultralight aircraft (Official Gazette RS, nos. 49/16 and 52/16) or the Rules on ultralight aircraft (Official Gazette RS, no. 107/08) and to obtain an aircraft flight instructor authorisation under these Rules, an aircraft flight instructor shall, no later than two years after the entry into force of these Rules, attend a refresher seminar for aircraft flight instructors at a flight school organisation or another registered flight school during the validity of the aircraft flight instructor authorisation previously approved by the Agency or a refresher seminar for aircraft flight instructors conducted by the Agency.

Article 17  
(Effective date)

The amended Article 40, new Article 41.a and amended Article 47 of the Rules shall be applied as of 1 January 2019.

Article 18  
(Entry into force)

These Rules shall enter into force on the fifteenth day after their publication in the Official Gazette of the Republic of Slovenia.”

---

**The Rules amending the Rules on ultralight aircraft (Official Gazette of the RS, no. [10/19](#)) contain the following final provision:**

“FINAL PROVISION

Article 6  
(Entry into force)

These Rules shall enter into force on the day following their publication in the Official Gazette of the Republic of Slovenia.”

---

**The Rules amending the Rules on ultralight aircraft (Official Gazette of the RS, no. [75/19](#)) contain the following transitional and final provisions:**

“TRANSITIONAL AND FINAL PROVISIONS

Article 14  
(Completion of procedures)

Procedures initiated before the entry into force of these Rules shall be completed according to the regulations valid until that date.

Article 15  
(Entry into force)

These Rules shall enter into force on the fifteenth day after their publication in the Official Gazette of the Republic of Slovenia.”