



Regulation –General framework for flights of Unmanned Aircraft Systems - UAS

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Article 1

Purpose

This Regulation sets out the terms and conditions for operation of Unmanned Aircraft Systems – UAS, free or tethered in ATHINAI FIR / HELLAS UIR.

Article 2

Scope

1. The rules of this Regulation are applicable to all categories of unmanned Aircraft Systems – UAS as defined in the following articles.
2. Out of scope of this Regulation are:
 - a. Model aircraft, regulated by the HCAA Regulation on " Model aircraft flights " (GG/B/9/13.1.2010) as published.
 - b. Unmanned aircraft used for military or other government purposes by the relevant government/State agencies (armed forces, security forces, etc.). Exceptionally, state organizations responsible for UAS used for state flights, have the option to request HCAA to include them in the provisions of this Regulation.
 - c. Free or tethered balloons.

Article 3

Definitions – Abbreviations

Model aircraft

Model aircraft is a flying device of confined dimensions, which carries or not a propulsion system, which is not capable of carrying a man and which is used for aerial sports or recreation. Model aircraft can take the form of an aeroplane, sailplane, helicopter, autogyro, seaplane, amphibious, parachute, balloon, airship or other. Model aircraft can be remotely piloted, free or round flight (GG/B/9/13.1.2010).

Aviation Authority

Is the Hellenic Civil Aviation Authority - HCAA, a state entity, which under the legislation and the relevant regulatory acts is responsible for civil aviation in Greece.

Aviation works (Aerial works)

Aircraft operation in which an aircraft is used for conduct of specialized works, such as in agriculture, in construction, in photography and filming, the surveillance of various facilities, monitoring and patrol, search and rescue, aerial advertisement , etc.

Aircraft (Aircraft).

Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.

UAS Open Category

UAS Category in which the operation is carried out with direct visual contact of the remote pilot of small unmanned aircraft with MTOM below 25 kg within a safe distance from persons on the ground.

Prohibited Areas for Unmanned Aircraft Systems - UAS flights.

Defined Prohibited Areas for unmanned aircraft systems - UAS above military and industrial sites, public buildings and areas of public interest, as defined/delineated by the Ministry of National Defense or the Civil Protection Ministry or other Ministries, in order to be avoided in flight planning of UAS and geo-fencing.

Prohibited Area

Airspace of defined dimensions, above the land areas or territorial waters of the State, within which the flight of aircraft is prohibited.

Segregated Airspace

An airspace of defined dimensions available for the exclusive use of specific user(s).

Geofencing

Geofencing means the limitation of access of an unmanned aircraft by defining specific areas where it shall not enter by specification of its software and / or hardware, even if operator intentionally or inadvertently instructs unmanned aircraft to enter in specific areas.

UAS Specific Category

Category for UAS operation which is likely to pose significant risks on persons, over whom the operation is conducted.

Type of use of UAS.

The UAS are used for commercial, scientific or recreational purposes and for aerial works flights. The operator (owner or lessee) of the aircraft is obliged to declare to the Aviation Authority the type of use.

UAS Operator

He is the owner, and / or lessee of one or more UAS, the use of which must be declared to the Hellenic Civil Aviation Authority (HCAA).

The operator may be a natural or legal person.

Controlled airspace.

Airspace of defined dimensions, which is defined by the HCAA, in which an Air Traffic Control (ATC) service is provided for IFR and VFR flights in accordance with the airspace classification, as described in AIP GREECE.

Commercial exploitation of UAS.

UAS use for flights bringing in economic benefit to the operator.

Dangerous Goods.

Substances or materials, which under certain conditions (temperature, pressure, friction, impact) have properties dangerous to health and safety assets.

Visual Flight Rules (VFR)

Are considered the Visual Flight Rules as described in AIP GREECE

Operation in distance of visual contact (Visual Line of Sight VLOS)

Is considered as the UAS operation during which the system operator maintains direct visual contact with the aircraft to manage the flight and to cope with the required maneuvers for spacing and collision avoidance.

Operation with extension of visual contact (Extended Visual Line Of Sight - EVLOS).

Considered as the UAS operation during which, the system operator has the collision avoidance capability, but the requirement to maintain UAS operational visual contact is achieved by monitoring its track either through camera or by transmitting the required view through an observer (a person)

Operation beyond visual contact (Beyond Visual Line Of Sight - BVLOS).

Considered as the UAS operation at such a distance, where the visual contact by the operator of the system, is not possible by any way with visual means. UAS Operator does not have the capability to avoid collisions with other airspace users.

For the safe conduct of flights in this case, a designation of a Temporary Segregated Area and full compliance with ATC (Air Traffic Control) procedures is required.

Unmanned Aircraft - (UA)

Aircraft which is operating or has been designed to operate without a pilot on board.

Maximum Take Off Mass (MTOM)

It is the maximum mass of the aircraft at take-off.

Restricted Area

An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions

Remote Operation Certificate (ROC)

The certificate required for the operator of one or more UAS of Certified Category issued by the HCAA in accordance with the requirements of this Regulation. The operator must present the certificate in force, whenever requested.

UAS Certified Category

A UAS Category, in which the operation is conducted with requirements similar to those applicable to manned aircraft, i.e. by previously obtaining permits and airworthiness certificates.

Temporary Segregated Areas (TSA) for the flights of unmanned aircraft systems (UAS).

Airspace of defined dimensions available for a specified period for exclusive use of unmanned aircraft systems – UAS.

Temporary Segregated Area (TSA).

Airspace of defined dimensions within the jurisdiction of an Aviation Authority, which is temporarily available for a specified period, for exclusive use by a particular user (or users) of airspace.

Unmanned Aircraft System - UAS.

It is the unmanned aircraft (UA) along with all the associated equipment pertaining to its support (control station, data connectivity and remote control, navigation equipment, etc.) which is necessary for the operation of an unmanned aircraft. The UAS is either free (free UAS) or can be attached (tethered UAS) in fixed or mobile bases. In the category of unmanned aircraft system – UAS, are included the Remotely Piloted Aircraft (Remotely-

Piloted Aircraft RPA) the Remote Piloted Aircraft Systems (Remotely-Piloted Aircraft Systems RPAS), and the autonomous aircraft (UA).

Article 4

Categories of unmanned aircraft systems (UAS)

1. For the classification of UAS, the following criteria are taken into consideration:

- The maximum take-off mass (MTOM)
- The type of use
- The height above the surface of earth or sea where allowed to fly
- The areas (exclusive or not) to fly in
- The technical capabilities of each UAS
- The complexity of the environment of the flying operations of UAS

2. Taking into account the criteria of the previous paragraph the following categories UAS are specified:

- A. The "**Open**" category (UAS Open Category)
- B. The "**Specific**" category (UAS Specific Category)
- III. The "**Certified**" category (UAS Certified Category)

Article 5

Air Traffic Rules for Conducting UAS Flight (UAS)

1. The conduct of UAS flights is generally allowed in segregated airspace. In particular the Unmanned Aircraft Systems (UAS) are allowed to fly:

- A. Below the published minima for the traffic of manned aircraft under instrument and / or visual flight rules (IFR / VFR), at a maximum height of 400 feet (FT) above ground or sea level (AGL, MSL).
- B. Above the upper limits of controlled airspace for manned aircraft (Flight Level 460-46.000FT).
- C. In Temporary Exclusive Areas (Temporary Segregated Areas - TSAs) defined by Air Traffic Services of the HCAA for UAS flights.
- D. On designated tracks and heights which are defined by specific permissions of HCAA Air Traffic Services.

2. UAS flight operation is generally prohibited in airspace:

- A. Where flights of manned aircraft are conducted under instrument or visual flight rules (IFR/VFR).
- B. Within Aerodrome Traffic Zones (ATZ) and in any case in less than 8 km from the perimeter of the airport and of the landing / take-off tracks to / from the airport.
- C. In "Prohibited Areas for flights of Unmanned Aircraft Systems" as defined by the competent authorities and published by decision of HCAA.
- D. Within the Prohibited and Restricted areas, for flights of manned aircraft, as designated by the air traffic services and described in AIP Greece.

3. In special cases and upon request to the HCAA / ANS Regulatory Division it is possible for a UAS flight to be allowed in the airspace of the above paragraph 2 of this article.

The operator is responsible for the safe function, and the safe distance from people and UAS and movable / immovable property elements in ground or sea.

4. Operators of UAS used for non commercial purposes will ensure that they will not fly above persons.

5. The UAS Open category flight above gatherings is forbidden.

6. Conducting of a UAS flight at a distance of maintaining visual contact (Visual Line of Sight-VLOS) or operating by extending of visual contact (Extended Visual Line of Sight-EVLOS) will be conducted half hour before sunrise to half hour after sunset. UAS Flights operating at

visual contact (VLOS) will be carried out in less than 500 meters. from the operator, whereas the corresponding maximum distance of UAS flights operating with extension of visual contact (EVLOS) or more half an hour after sunset, will be issued special permits by the HCAA / Flight Standards Division, for the Specific and Certified categories.

7. Transport of hazardous materials by a UAS (UAS) is forbidden.

8. The operators / owners / remote pilots of UAS whose flights are conducted at more than 50 m. from the operator, are required to apply for registration in the UAS special Registry or the Civil Aviation Registry of HCAA, or to provide the foreign registration certificate of the respective Registry service abroad. The application is submitted electronically by filling a registration form, provided by the HCAA web site (www.ypa.gr). The entry in the "Open", the "Special" or "Certified" UAS category is approved by decision of HCAA / Flight Standards Division with criteria other than weight, , the nature of operations and the technical capabilities.

In cases where the nature of aerial work service requires special authorization, the owners / operators of UAS will address HCAA obtaining information from HCAA website.

9. The operator / owner / remote pilot of UAS:

A. Shall have the responsibility to maintain separation with air/ land /or water surface, with other aircraft or with obstacles.

B. Shall maintain safe distance from aircraft, persons and fixed / moving objects.

C. Shall comply with the applicable provisions of the Data protection law

D. Shall be liable for any damage caused during flight of UAS.

E. Shall be responsible for ensuring the registration of UAS in the HCAA registry, and the issuance of remote pilots' licenses or air operation certificates, if required, in accordance with the provisions of this Regulation and in compliance with it.

F. Shall be responsible for the identification of UAS with a mounted plate or by indelible writing, of the HCAA registry record number.

G. Shall be responsible for the consideration of weather conditions with regard to the technical capabilities of UAS.

10. The UAS flights are not recognized as either VFR or IFR flights. Air Traffic Control (ATC) and other Air Traffic Services (ATS) are not provided to UAS flights. When it is required, HCAA Air Traffic Services Units issue the necessary special permits and instructions.

11. The capability of using geo-fencing is a prerequisite for flights in UAS Temporary Segregated Areas.

12. The UAS operators/remote pilots, whose flights are to be conducted at a distance of more than 50 m. from the operator, are required before the UAS flight, to submit the route data into a special electronic application for the Flight Plan of the UAS. This is launched in the HCAA web site (www.ypa.gr), where the airspace structures, airspace restrictions, such as airport vicinity, Prohibited, Restricted and Danger areas for UAS and manned aircraft, are depicted. Also in the same application temporary exclusive areas designated for the use of UAS are published.

13. Operators fill details of direct contact (mobile or telephone) and remain available for communication with HCAA Air Traffic Services for any instructions during flight.

14. The remote pilots and / or UAS owners must indicate, by filling in the special electronic form in the HCAA website, any damages, malfunctions, defects or other occurrences which might cause serious injury or loss of human lives.

Article 6

UAS "Open" category

1. General conditions:

a. The UAS remote pilot must maintain direct visual contact with the Unmanned Aircraft and the flight has to be carried out at less than 500 meters from UAS remote pilot.

- b. The flights of the UAS "Open" category are performed only with unmanned aircraft of a maximum take-off mass (MTOM) less than 25 kg.
- c. Unmanned Aircraft flying in Temporary Segregated Areas for UAS, must comply with applicable restrictions thereto.
- d. The highest allowable flight altitude of the UAS "Open" category is 400 feet (FT) from the Ground Level (AGL) or Mean Sea Level (MSL).
- e. Flights of UAS "Open" category are not permitted overhead groups/crowds. UAS remote pilots with commercial license registered for flights overhead groups/crowds are an exception to this and the flight safety is supplemented by safety devices (parachutes, small body weight, foamy material etc.).

f. The UAS operator (owner, holder, buyer or lessee) and the remote pilot (remote pilot) of UAS 'Open' Category with Remote control range over 50 meters, has to be registered in specific registries (owners, holders/users, lessees and UAS remote pilots) which are kept in the HCAA, regardless of the transfer of ownership or device construction (including online stores or self manufacture). Registration will be made by filing information in an electronic form that will be provided by the HCAA website and sent electronically (email, FAX) to HCAA, with the parallel requirement for identification/ confirmation at Citizen Service Centers or other competent body and alternatively with statutory procedures (in case of introduction of electronic signature).

In the registration form identity information, home address, the type/model of device, the serial number, the shop and date of purchase or the declaration of self-construction, according to the instructions on the HCAA website are recorded. In case of professional use of UAS "Open" Category, a criminal record is presented, as referred to in Article 11.

h. The UAS operator (owner, holder, lessee) and the UAS remote pilot recorded in the HCAA special registry, is required to declare to the HCAA:

- Any case of theft or loss or destruction of a UAS with an appropriate template and a form of solemn declaration, which will be available on the HCAA website.
- Electronically through the website, any failures, malfunctions, defects or other occurrences which have caused or might have caused serious injury or loss of human lives.

i. The operators (owners, holders, buyers or lessees) and remote pilots of UAS "Open" category along with their registration are submitting their email address to receive updates (newsletters) for UAS from the HCAA website update service.

j. All the owners/remote pilots of the "Open" UAS category, regardless of remote control range, including those with remote control range under 50 meters, before conducting the flight, must be informed of the areas where flight prohibitions of UAS flights apply. For flights of UAS with remote control range over 50 meters, there is an obligation to submit the details of the route to a specific flight plan by a dedicated application for the UAS route data in the HCAA website, where the airspace structures, aerodromes, restricted and exclusive areas for flights of UAS, are depicted.

Article 7

"Open" Category Subcategories - specific conditions

1. The "Open" Category of UAS is divided into three sub-categories to which the following special conditions are required:

1.1. CAT A0 "Mini Unmanned Aircraft Systems" with a maximum take-off mass (MTOM) of less than one kilogram (<1kg)

1.1.1. Each Unmanned Aircraft System which is sold as a consumer product and has MTOM less than one kilogram (1 kg) must follow the provisions of general product safety.

1.1.2. Depending on the level of equipment, operators of UAS of A0 "Open" category:

- a. will limit their flight to 50m above the ground, local flight, or

b. alternatively having the technical capabilities to automatically define their flight height and route, to the limit of 400-feet (FT).

1.1.3. It is clarified that UAS CAT A0 in case of professional use, follow the provisions for UAS of professional use, regardless of remote control range.

1.2. CAT A1: «Very Small Systems of Unmanned Aircraft» Aircraft with maximum take-off mass (MTOM) of one kilogram or more (≥ 1 kg) and less than four kilograms (<4).

1.2.1. Each unmanned aircraft which is sold as a consumer product and has a MTOM 1 kg or more and less than 4kg should follow the general rules for the safety of products and must have the means to automatically confine the airspace in which they can enter.

The technical features of very small Unmanned Aircraft should ensure that they fly below 400 feet (FT) from the ground or sea surface in remotely controlled local flight operation and will have the means to automatically limit the airspace in which they can enter.

1.2.2. The Very Small Unmanned Aircraft Systems UAS flying in Temporary Exclusive Areas (Temporary Segregated Areas-TSAs) for the use of unmanned aircraft flights must have activated geo-fencing capability.

1.3. CAT A2: «Small Unmanned Aircraft Systems" with aircraft with a maximum take-off mass (MTOM) of four kilograms or more (≥ 4 kg) and up to twenty-five kilograms (<25 kg).

1.3.1. Each unmanned aircraft which is sold as a consumer product and has MTOM of 4 kg up to less than 25 kg, must follow the requirements of this Regulation as to the general rules of safety of products and should have the means to automatically confine the airspace to which it can enter.

1.3.2. Unmanned Aircraft systems- UAS flying in Temporary Exclusive Areas (Temporary Segregated Areas-TSAs) for the flights of Small Unmanned Aircraft Systems should have active the capacity of identification and updated geo-fencing.

Article 8

Conditions for UAS flights of "Specific" Category

1. UAS are classified in the "Specific" category by an HCAA decision either during the registration process in the Special Registry of UAS, or when having registered in the Registry of another State, by applying for Use of Airspace. For flight conduct of UAS belonging to this category ("Specific" Category), it is required to ensure an Operation Authorization by the HCAA, which is granted as long as the operator of the UAS presents for approval:

a) A Safety Risk Assessment Plan which refers to unmanned aircraft and their operation, identifying all the risks associated with the specific operation and proposing appropriate measures for risk mitigation. In particular, the plan drawn up in the Greek language should include:

- The area /areas within which the UAS will operate, with explicit reference to the density of population.

- The airspace where they will fly the UAS and the procedures related to air traffic.

- The construction description and the UAS capabilities

- The type of UAS activities (Air operations etc.) and a description of their procedures for the safe conduct of flights

- The adequacy (capacity - qualifications) of the UAS operator, primarily in terms of education level on air traffic issues

- The organizational structure of the UAS operator

- The protection and storage of process equipment from In considering the above, the HCAA Flight Standards Division may request the contribution or the views of other Divisions of HCAA.

b) Operations' manual which contains all the pertinent, relevant information, descriptions, conditions and restrictions for the operation, including training and qualifications of staff, maintenance of unmanned aircraft and its systems and incident reporting.

- c) Insurance contract to cover risks for flight activities.
2. In case of commercial use of a UAS of "Specific" Category the following are required additionally:
- 2.1 Registration of the UAS in a Special Registry in accordance with Article 10 of this Regulation.
- 2.2 Registration of the operator and the UAS remote pilots in a Special Registry kept by the HCAA in accordance with Article 11 of present Regulation and submission of a Common Use Criminal Record for both of them (Operator and remote pilot).
- 2.3 Obtainment of specific permit (license) by the HCAA / Air Transport and International Agreements Division with the payment of the respective fee.

Article 9

Conditions for the UAS of "Certified" Category flights

The UAS are classified in the "Certified" Category by a decision of HCAA / Flight Standards Division after the submission of an application for registration and the subsequent elaboration. For flight operations of UAS belonging to this Category ("Certified" Category) the registration of this aircraft in the Registry of HCAA / Air Transport and International Agreements Division and the issuance of a special certificate of airworthiness for UAS - Special Certificate of Airworthiness (CofA) is required, in accordance with the specific terms and conditions set out in Article 17 as well as guidance material published in the HCAA website. UAS registered in a Registry of another State, are subject to the applicable certificates acceptance procedures.

1. The certificate (CofA) issued by the HCAA, is granted it on the condition that the UAS operator presents licenses and other certifications similar to those required for the safe operation of unmanned aircraft.
2. The licenses of the previous paragraph concern both manufacturers - suppliers of UAS as far as certification of the design, production, maintenance and repair of UAS and the training of the staff involved in these activities (assuring a Restricted Type Certificate) as well as the airworthiness of the specific UAS for which the issuance of a special airworthiness certificate is requested.

The operator of a UAS of this category shall hold a Certificate of UAS Operator (Restricted Operations Certificate-ROC) in accordance with the specific terms and conditions set out in Article 16 of present regulation as well as the guidance material published on the HCAA website.

3. The operator of a UAS of "Certified" Category assumes responsibility for the safe operation of the aircraft, and has similar obligation with manned aircraft operators, is familiar with Aviation Law, Rules of the Air, has general knowledge of aircraft, flight performance, design and loading, human performance, meteorology, navigation, operational procedures, and radiotelephony. The operator of UAS "Certified" Category shall have under the articles of this Regulation has such a training which ensures a high level of skills, knowledge or experience, so as to receive a license. By decision of HCAA Governor, the syllabus, the curriculum and the required examinations for the issuance of training certificates, are to be specified.
4. The insurance coverage of UAS of "Certified" Category is ensured by presenting the respective contracts.
5. Specific details for setting safety standards concerning security and other requirements for the areas or the fields of activity of UAS "Certified" category, are to be defined by a decision of HCAA Governor.

Article 10

Recording in the Special Registry of UAS or Registration

1. The Owner / operator of a UAS whose flights are conducted at a distance more than 50 m. from the operator, is obliged to declare in writing the details of UAS, the identity of the Owner/ Operator with identification validation in a Citizen Service Centers or other competent service, by completing the online form which can be found at the HCAA website and to send them by electronic means (email / FAX) to HCAA.

By decision of HCAA Flight Standards Division and also in relation to their use and the operating environment, at the request of interested parties, the UAS are categorized in the "Open" or "Specific" category and recorded in the UAS Special Registry of HCAA, while the UAS which are categorized by the HCAA in the "Certified" Category, are registered in the HCAA Registry of Greek civil aircraft, and receive nationality and registration marks.

2. For registration of UAS in the "Certified" Category the Registry of Greek civil aircraft, the general provisions of ICAO ANNEX 7 "About aircraft registration", the Code of Aviation Law (Law. 1815/1988, as in force), for the registration of the Greek civil aircraft shall apply proportionally, as well as the relevant Regulatory and procedural framework of HCAA.

3. The given nationality and registration marks of UAS "Certified" Category are comprised by the letters SX, followed by a hyphen and a combination of three numbers and letters in any order and sequence between them, at the discretion of the competent registry, mortgages and coding department.

The unmanned aircraft of "Certified" Category, bearing on the body the Greek registration elements which are placed in a prominent point, have to be clear and are stained with indelible colors.

4. For the registration in the special register of UAS of "Specific" Category or of "Certified" Category in the Registry of Greek civil aircraft the following papers are required:

a. Application of the operator (owner or lessee) to be submitted within a reasonable time from the date of acquisition of UAS and in any case before the first use of the aircraft.

b. ID or passport copy of buyer or lessee, in cases of individuals, or statutes, in the case of legal persons, to ascertain the fulfillment of conditions of Article 18 of the Code of Air Law (Law. 1815/1988) as applicable.

c. Original or verified copy of acquisition title, lease or concession, i.e receipt, invoice or private contract, from which information will be presented to vendor, buyer or contracting parts respectively and sufficient description of the UAS based on manufacturer, type, Category and serial number, as long as it exists.

d. In case of self-construction of the A1, A2 subcategories the "Open" Category, the "Specific" and "Certified" Category UAS including all UAS Categories with professional use, an airworthiness certificate is required. If it is not available, it has to be provided by HCAA Flight Standards Division. The manufacture inspector who has been granted permission by the HCAA carries out the check of manufacture of unmanned aircraft, records the inspection results and recommends to HCAA / Flight Standards Division to issue a special airworthiness certificate for UAS (Special Certificate of Airworthiness - CofA). HCAA / Flight Standards Division maintains a list of UAS manufacture inspectors, available to interested parties.

e. A copy of the insurance contract of UAS.

f. A signed statement of the operator, that the specific UAS has not been listed in another State Registry.

f. Deletion confirmation of UAS from a foreign Register, in case of a previous registration in another State Registry.

h. In case of a self-manufacture, photography of a UAS in electronic form, which will depict the requested projected plate attached to it, with nationality and registration data of UAS.

5. For registration in the UAS Part of Registry of Greek civil aircraft of "Certified" Category, a proof of fee payment for aircraft registration according to the joint decision of the Ministers of Finance and Infrastructure, Transport and Networks, as applicable.

6. On registration at the Part of UAS Registry of Greek civil aircraft of " Certified " Category, a Certificate of Registration of UAS is issued, which includes the allocated nationality and registration data, the registration number, details of the Part of the Register, in which it is registered, category and description of UAS, details of the operator (owner or lessee - Operator), and the date of registration.

7. For UAS of commercial use in all Categories and all UAS of "Specific" and "Certified" Category, a Certificate of registration in the special registry or registration is delivered to the operator, who is obliged to keep it in good condition, to bring it with him to the ground station whenever UAS is in operation, and display it to the appropriate competent authorities, upon request.

8. For each registration of a UAS of "Certified" Category issued by the competent Department of Registry, Mortgages and Coding of HCAA, a relative notification, is notified to other interested State Authorities and Agencies, as applicable for the Greek civil aircraft.

9. The UAS operator is obliged to update as appropriate, in writing, the relevant competent registry department immediately in each case of :

a. loss, theft or destruction of a UAS.

b. loss, theft or damage of the registration certificate of a UAS.

c. any change of their personal data.

d. any change in the ownership, rental and overall functional status of UAS.

10. The notification of loss, theft or damage of the Certificate of Registration Department of Registry of Greek civil aircraft for UAS of «Certified» category must be accompanied by an affidavit of the operator, as defined in Article 28, para.1, Code of Air Law (Law. 1815/1988) an application of replacement and the foreseen payment of the respective fee.

11. Deletion of UAS from the special part of UAS Registry takes place :

a. upon the decision of the operator, following an application, accompanied by all Certificates issued by the HCAA and a Solemn Declaration on UAS withdrawal from the flight operation and circulation.

b. mandatory in one of the conditions of Article 31 of the Code of Air Law (Law. 1815/1988), as attested by a relevant solemn declaration of the operator or other formal certification, always accompanied by all certificates issued by the HCAA relating to the UAS.

12. Application for deletion specifically from the UAS part of Registry of Greek civil aircraft for UAS of "Certified" Category, accompanied by a fee payment for registration deletion according to the joint decision of the Ministers of Finance and Infrastructure, Transport and Networks, as applicable.

13. After removal from the part of Registry of Greek civil aircraft for UAS of "Certified" Category, the responsible department of Registry, Mortgages and Coding of HCAA / Air Transport and International Agreements Division issues relative decision for deletion.

Deletion Certificate is issued as long as it is requested by the operator.

14. For their identification, the unmanned aircraft carry :

A. A label or an indelible identification tag of the registration number / the characteristic registry code.

II. Passive or active identification device with the recording number or assigned and discreet registration code through Radio Frequencies (Radio frequency identification tag - RFID). The electronic passive type identification is valid for Unmanned UAS A2 'Open' category and will be of a range at least 800 meters and for UAS of "Special" and "Certified" Category. The identification data is specified by the HCAA Flight Standards Division during the registration process in the special register of UAS.

15. For UAS registered abroad, which carry out flights over a distance more than 50 m from the remote pilot, it is required to be submitted by electronic means, the proof and registration code in the respective foreign registry. Regarding the required certificates of a

UAS, operator and pilot, if the existing foreign certificates are recognized by the Greek and European Law, they are accepted. Otherwise, those interested will apply for their registration in Greek records or Registry. They will be registered with easy and fast procedures in accordance with the required conditions. Any other license will be granted as provided for in this Regulation.

Article 11

Maintenance of Records for UAS Operators and Remote Pilots

1. The UAS operator and the remote pilot of "Specific", "Certified" or "Open" Category with remote control range over 50 meters are recorded in a special registry, maintained by the HCAA.
2. The recording is made through filling the available form, from the HCAA website (www.ypa.gr) and submitted by the operator and the UAS Remote Pilot electronically (FAX, Email) to the HCAA.
3. In case of professional use, the application is accompanied by a copy of criminal record for general use of the operator (owner, or lessee) as long as it is a natural person or legal representative, if a legal person, by showing that has not been convicted over the last five years for committing one of the offenses referred to in paragraph 1 of Appendix 1 of the National Civil Aviation Safety Regulations.

Article 12

Maintenance of the Registry of UAS Construction and Trainers Auditors

1. The Applicant UAS construction auditor must have EASA Part 66 Certificate.
2. The Applicant UAS construction auditor submits an application to HCAA / Flight Standards Division accompanied by the necessary supporting documents (certificate copy, resume, proof of experience etc.).
3. The HCAA / Flight Standards Division after checking the documentation, issues the UAS auditor license. The license is valid for three (3) years provided that the aircraft engineering degree held is valid.
4. The renewal of UAS construction auditor license is made at the request of the person concerned. Renewal is issued upon approval of HCAA / Flight Standards Division taking into consideration the activity of the manufacturing controller during the previous three years and for as long as the certificates continue to be valid.
5. The license of construction auditor is suspended:
 - a) following a reasoned decision by the HCAA / Flight Standards Division
 - b) on the expiry date of the engineering degree.
6. The details on the issues of skills, training and examinations procedures, licenses and the registry of UAS operators' trainers will be defined by a Decision of the HCAA Governor, which will follow the publication of this Regulation.

Article 13

Conditions for approval of UAS use for business purposes

1. For commercial use of any UAS Category, a special license issued by the HCAA / Air Transport and International Agreements Division, is required. Each individual or entity must submit a relevant request in accordance with European or National Law.
2. Along with the request, the following documents must be submitted:
 - The UAS Certificate of registration in the UAS Civil Aviation Registry.
 - The Certificate of registration of the operator and the UAS remote pilot in the special

registry of HCAA.

- Insurance certificate

- Fee as specified in the applicable Joint Ministerial Decision

-A Certificate issued by the authorized training instructors where it is confirmed that the remote pilot is duly trained and has the basic knowledge of Air Traffic rules and / or piloting civil aircraft according to the requirements of each UAS category.

3. The request is examined by HCAA / Air Transport and International Agreements Division for the validity of documents and the conformity to the aforementioned general and specific conditions of present Regulation, as it concerns the use and operation of UAS.

4. The license (approval) granted by the HCAA / Air Transport and International Agreements Division for operation with the designated UAS, is issued in the name of the operator and has a twelve month validity. After expiration and as long as the operator wishes to continue operations, terms, and supporting documents must be reviewed and the payment of a new equivalent fee must be made.

5. The aforesaid approval will be suspended or revoked when one or more of the relevant requirements of legitimate use of UAS, as described at the present Regulation no longer exist.

6. Moreover when a request is submitted it must be accompanied by a copy of the Criminal Record for General Use of the Operator (owner or lessee) if the operator is an individual or its legal representative, if the Operator is an entity. From this Criminal Record, it must be evident that the Operator or its legal representative has not been convicted during the last decade for committing one of the offences described at Para. 1, of Annex 1 of National Civil Aviation Safety Regulations.

Article 14

Insurance for third party liability

The operator / owner / remote pilot of UAS A2 "Open" Category, the "Specific" and "Certified" Category, and of every category / subcategory, when UAS is used for commercial purposes, shall insure the UAS for third party liability and especially in respect of damages to property of third party up to 150.000 € and in respect to bodily injuries up to 1.000.000 €.

Article 15

Protection of personal data

1. If during the conduct of UAS flights (air operations or other uses) processing of personal data is performed, it must be in accordance with current relevant legislation.
2. HCAA, if informed accordingly, shall notify the Hellenic Data protection Authority, on related issues that arise from the use of UAS.
3. Penalties will be imposed on offenders, under the provisions of Law 2472/1997 on the protection of personal data.

Article 16

Certificate of a UAS operator of "Certified" Category - Certificate granting procedure

1. The operator of UAS of "Certified" Category is responsible for their operation. For this purpose the operator is obliged to implement a Safety Management System - SMS and submit it for approval to the HCAA / Flight Standards Division.
2. The UAS operator must ensure that all personnel involved directly or indirectly in the operation of the system is familiar with the laws, regulations and procedures applied in the execution of their duties.

3. The control of the unmanned aircraft system is assigned to a remote pilot of unmanned aircraft or a responsible of its operation, who have the certificates licenses and endorsements foreseen by this Regulation.

4. The UAS Operator Certificate UAS- ROC (Remote Operations Certificate) is issued by the HCAA / Flight Standards Division and includes:

- A) The certificate number and the dates of its issue, amendment and termination.
- B) The name of the operator, the distinctive name, address and basis of operations.
- C) Signature of the responsible Director of HCAA / Flight Standards Division.
- D) Description of flight operations, for which the operator is authorized.
- E) Types, number and registration data of unmanned aircraft
- F) Types, number and placement of ground stations.
- G) Locations of operations.

5. Duration of validity of the UAS-ROC

The UAS operator certificate remains valid as long as the operator complies with the terms of and the certificate has not been modified, suspended or revoked by the HCAA / Flight Standards Division.

6. UAS-ROC Modification

The ROC Certificate shall be amended upon request by the UAS operator. The UAS operator has to prove that the conditions for the modified function of unmanned aircraft are met. The HCAA / Flight Standards Division may appoint provisional operating conditions until the issuance of the amended certificate.

7. Suspension and revocation of certificate

The certificate is suspended or revoked by decision of HCAA / Flight Standards Division, if it is established that the operator does not meet the requirements for the UAS-ROC, or has violated the terms or limitations thereof.

8. Conditions and requirements relating to the safety management system (Safety Management System - SMS), personnel employed by UAS operators (remote pilots, operations manager etc.) of the "Certified" Category, the syllabus/curriculum for personnel, record keeping, the maintenance management system of UAS and other technical issues will be uploaded by HCAA / Flight Standards Division, on the HCAA website for UAS.

Article 17

Special airworthiness certificate of Unmanned Aircraft Systems of "Certified" Category

1. General

1.1 The Airworthiness of Unmanned Aircraft of "Certified" Category is certified by the Flight Standards Division of Hellenic Civil Aviation Authority.

1.2 A prerequisite to acquire UAS registration record is the certification of the whole UAS system including ground stations, command and control, communications and collision avoidance, where applicable.

1.3 The special Certificate of Airworthiness - CofA issued by the HCAA / Flight Standards Division covers other parts of the system as well, such as the ground station/ stations and the command and control system. The Special Certificate of Airworthiness is issued when all parts of the system meet the airworthiness requirements.

1.4 The unmanned aircraft is considered adequately airworthy, only if it conforms to the initial design of the system, has been inspected and maintained properly in all parts of the system. Furthermore it is validated that all the systems required for the flight and special equipment for the conduct of its mission, are fully functional.

2. Special Airworthiness Certificate

In any unmanned aircraft of the "Certified" Category, a Special Airworthiness Certificate is issued, if the airworthiness requirements of this Regulation are in conformity.

3. Special flight permit

A Special flight permit is granted by the Flight Standards Directorate of Hellenic Civil Aviation for demonstration purposes on volatile characteristics of the unmanned aircraft and the functional characteristics of the system.

4. Application

4.1 The Special Airworthiness Certificate is issued for a period of three (3) years and is renewed for the same period after an application of the operator. The Special Airworthiness Certificate remains valid as far as the continuing airworthiness requirements are met, no changes or modifications have been made to it and have not been suspended or revoked.

4.2 A Special Flight Permission is granted for one or more flights described in it and for a period of up to six (6) months. It remains in force until revoked or suspended.

5 Suspension and revocation of the Special Certificate of Airworthiness or Flight Permit of unmanned aircraft.

The Special Certificate of Airworthiness or Flight Permit is revoked by the HCAA / Flight Standards Division, if it is found that the system of unmanned aircraft does not meet the conditions under which it has been granted or its special conditions have been violated.

6. The conditions for granting an initial airworthiness and the issue and renewal of Certificates and adjustments of other technical issues related to the flight capability of a UAS are uploaded by the HCAA/ Flight Standards Division on the HCAA website for UAS.

Article 18

Licensing of UAS Remote Pilots

1. Remote Pilots of UAS:

- of A2 "Open" Class and all subcategories of "Open Class" in case of professional operations,
- of "Specific" Category and
- of "Certified" Category

Shall hold the undermentioned licenses, certificates and permits.

2. The Remote Pilot of an unmanned aircraft demonstrates permits and certificates granted to him upon request by the competent authorities.

3. In order to obtain a certificate (license), an unmanned aircraft remote pilot, is required to have :

- A valid Health Certificate, of an equivalent level to an air traffic controller (Class 3 Medical Certificate) in the "Specific" and "Certified" Category.
- Recent experience in UAS flights proved by the successful execution of four (4) UAS take offs / landings in the presence of a certified or qualified HCAA trainer
- Very good knowledge of Greek language equivalent to high school graduate level
- Good knowledge of English language at level ICAO 4 or higher, for flights of UAS "specific" and "certified" categories. The proficiency of English is incorporated in the certificate (license).
- Satisfactory level of theoretical knowledge of aviation matters evidenced by written exam before the HCAA trainer
- practical flight test, in front of a trainer
- completion of age limit of 18 years

4. Issue, validity and method of change of a UAS pilot license

4.1 A Remote Pilot Certificate of unmanned aircraft is granted by HCAA / Flight Standards Division following an application of the person concerned and provided that all the requirements of this Article are met.

4.2 The applicant shall submit for the acquisition of license :

- An application stating the category of license, ability and specificity
- Health certificate
- Fee
- Verification of successful completion of theoretical lessons and examinations
- A certificate of completion of practical experience and practical flight test
- Language Level Certificate
- valid ID or Passport

4.3 The issued license remains valid on the condition that its validity has not expired according to its defined time duration, has not been suspended or revoked by HCAA / Flight Standards Division.

4.4 In the granted certificate can be added additional categories, ratings endorsements or certificates and after its issuance, if the requirements of this Regulation are met. HCAA / Flight Standards Division amends a license upon an application by the UAS remote pilot with a procedure described in the relevant technical guidance which is to be issued following this Regulation.

5. The degree is suspended or revoked by a reasoned decision of HCAA/ Flight Standards Division, in case of non compliance or violation of requirements following a call to the offender for explanations.

6. Use of substances

It is prohibited for the pilot, observer or other person directly involved in the operation of unmanned aircraft to consume or be under influence of alcohol, drugs or other substances that could affect the safe conduct of their duties.

7. Endorsement - Recognition of certificates (licenses) issued by authorities of other States.

HCAA may recognize certificates issued by other ICAO Member States, if it is verified that they have been issued with criteria similar to this Regulation.

8. License recognition acquired in Greek Military or Security Forces

For Pilots who obtained certificates during their service in Greek Military or Security Forces, their experience certified by their service, is recognized at the time of application to the HCAA / Flight Standards Division. For unmanned aircraft pilot license, a successful completion of theoretical lessons and practice test, where applicable, is required.

9. In special issues related to certificates and licenses of UAS pilots (indicatively mentioned: pilot licenses categories, ratings and endorsements, apprentice pilots, UAS schools and educational centers, theoretical and practical objects of the candidate pilot test) are regulated by the HCAA / Flight Standards Division and published in the HCAA website.

Article 19

Conditions for conducting flights of UAS

1. UAS flights are conducted when the following conditions are met:

1.1 Recording in a Registry/Registration

In the HCAA Registry or in special Registry, are recorded according to their Category, the UAS that are used for flights conducted at distances greater than 50 m. from their remote pilot and all UAS used for business purposes.

1.2 Airworthiness

Airworthiness is proved by the following:

- Certificate of manufacturer under current European Union Legislation on general product safety for UAS "Open Class".
- Operational License by the HCAA / Flight Standards Division for UAS of "Specific" Category.
- Special Certificate of Airworthiness (special Certificate of Airworthiness - CofA) from HCAA / Flight Standards Division for the UAS "Certified" Category.

1.3 Route data submission in a special flight plan for UAS

For each UAS flight of "Open" Category, which is conducted at more than 50 m. from the point where the remote pilot stands, regardless of registration, in the Greek or in a foreign UAS registry, Route Data shall be submitted by the UAS operator / remote pilot in a special flight plan for unmanned aircraft systems, through a special electronic form in the HCAA website (www.ypa.gr), which shall include the following:

- A. The name of the owner(s) and remote pilot (s).
- B. The identification number / UAS registration code in the UAS special registry /civil aircraft registry, if registered in the Greek or in a foreign UAS registry.
- C. The mobile telephone number of the operator.
- D. The route in WGS84 coordinates.
- E. The existence or not and further the proper functioning of a geo-fencing system.
- F. The declaration that they have been updated for the prohibited areas for the UAS flight, as published in the relevant web page of HCAA, or has obtained a permission from the HCAA and the authorities responsible for the flight.

The operator or the remote pilot of a UAS of "Specific" or "Certified" Categories, submits a special flight plan -having taken the foreseen authorizations for the flight- if required- following the instructions from the HCAA website for an automated submission with a special electronic form.

Within Athinai FIR / Hellas UIR,

1.4 Permission to use airspace for UAS flights

A permission is required from HCAA / Air Navigation Services Regulatory Division with a

special request for UAS flights of all categories, for airspace:

- Less than 8 km. from the airport or landing field
- In areas where flights of unmanned or manned aircraft are restricted.
- In any class of airspace in height over 400 feet (FT) from the ground surface or the mean sea level.

1.5 UAS remote pilot License

- "Open " Category in case of professional use
- "Specific" Category
- "Certified "Category

1.6 Insurance coverage

Insurance coverage is required for :

- the UAS A2 "Open " Category and for all the "Open " Category subcategories in case of professional use
- the UAS of the "Specific" Category
- the UAS of "Certified "Category

1.7 Registering of license and security mechanisms integration for UAS flights above gatherings of persons

For flights over gatherings of people a special license extension/endorsement of UAS license is required and an embodiment of security mechanisms (parachutes, small body weight, foam material, etc.) in the aircraft.

2. UAS flights, are classified according to the visual contact kept by the remote pilot of the aircraft, as follows:

2.1 Flight with visual contact (Visual Line Of Sight-VLOS)

During UAS flights with visual contact (VLOS) the system operator can keep direct visual contact with the unmanned aircraft without aids(except corrective lenses-glasses) to monitor the progress of the flight in relation to other aircraft, people, vehicles, boats and structures to avoid conflicts. UAS Flights with VLOS are permitted at a maximum distance of 500 meters horizontally and 400 feet (FT) vertically from the remote pilot. Operations at a greater distance from the system operator may be permitted if a safety assessment has been submitted and approved as acceptable and in case of a flight over 400 feet (FT), a license has been granted from HCAA / Flight Standards Division.

2.2 Flight with Extended visual contact (Extended Visual Line Of Sight - EVLOS)

During flights with Extended visual contact (EVLOS), UAS fly at a distance within the range of the system by the operator and 400 feet (FT) from the ground or water surface, thus at a distance where the system operator is able to comply with the collision avoidance procedures. On these flights the requirement for the operator to keep direct visual contact of the operation of Unmanned Aircraft is achieved via the "visual observation" method, namely by monitoring the flight progress through its camera, by the transmission of the relevant image.

The operator must submit a safety assessment plan, including risk assessment for flight operation, through which should be specified:

- the procedure to avoid conflicts
- the aircraft size
- the aircraft markings
- image transmission systems and information
- weather and visibility, comprising environment conditions (cloud / sky blue)
- the use of alternative control and
- the flight range

Suitable radio should be established in order to enable the operator to control the UAS at any time.

UAS conducting flights in EVLOS conditions are recorded compulsorily in the "Specific" or "Certified" Category, undertaking the relevant obligations.

2.3 Flight Beyond Visual contact (Beyond Visual Line Of Sight - BVLOS)

During a UAS flight beyond visual contact, the remote pilot is not able to respond or avoid other airspace users by visual means.

For a UAS intended for operation beyond system operator's visual contact, the definition of a restricted (segregated) airspace to avoid a collision is required, or to follow in full compliance, the relevant special instructions of the authorization given by the competent Air Traffic Control service Unit of HCAA.

The UAS conducting flights in BVLOS conditions are required to submit a safety assessment plan, including risk assessment for the operation of paragraph 2.2 and are obligatorily registered in "Specific" or "Certified" Category, taking over the relevant obligations.

3. Prohibited Areas for UAS flights

In order to conduct a UAS flight within the areas listed below, a special permission from the HCAA / Air Navigation Services Regulatory Division is required, along with any competent Civil Service Entity (e.g. Ministry of Culture for archaeological sites, the Ministry of Defense for military facilities etc.):

3.1 In prohibited, restricted, dangerous and reserved areas as mentioned in every form of aeronautical publications of HCAA.

3.2 At a height of more than four hundred feet from the surface of the ground or water.

3.3 Less than eight kilometers - five nautical miles (8km -5nm) from a controlled aerodrome, airfield and heliport.

3.4 Above, close to or within any kind of military areas / Installations and vital infrastructures.

3.5 Within military or civil airports and heliports

3.6 Above or near schools, hospitals, establishments, detention facilities

3.7 Above or near constructions of common utilities

3.8 Above or close to archaeological sites

3.9 Environmental protection areas

Instructions for filing requests and related electronic forms will be available in the HCAA website.

Article 20

Ground station systems of unmanned aircraft

1. General

The ground station is an integral part of the control system of unmanned aircraft. Ground station ensures operations similar with manned aircraft cockpit and therefore must meet similar requirements to ensure complete control in the management of UAS systems.

Ground station has size and equipment proportionate to the type (s) of unmanned aircraft.

Important factors for the ground station design are:

- Type of operation (VLOS, EVLOS, BVLOS)
- System Complexity
- Control Type
- Number of operators and support staff
- Station Location (stable station or station on a vehicle)

2. Functional ground station requirements

The station provides the following functions as applicable in the particular unmanned aircraft system:

- The design of the controls and control systems shall minimize the possibility of a mechanical blocking, undesired malfunctions or unwanted locking of flight control surfaces

- The design of ground station should minimize the possibility of incorrect or restricted operation of the controls by the operators due to fatigue, confusion or foreign intervention. Caution is exercised at least to the following:
 - a. Configuration, location and identification of controls and instruments
 - b. Rapid emergency recognition
 - c. Sense of Control
 - d. Ventilation, air conditioning, heating and noise
 - Provide means in case of foreseeable harm, to automatically prevent the operator to use systems that could put in danger the unmanned aircraft or urge remote pilot to use the systems and tools that eliminate the damage
 - to have in place indicative plates and inscriptions in sight of the operator informing about the restrictions and system operating limits
 - to have performance indications of control and command system
 - In case of a visual contact (VLOS) control station shall be ensured a position which allows to the operator full and continuous visual contact with the unmanned aircraft
 - In case of a beyond visual contact (BVLOS) control station the control station must provide the operator with sufficient information to maintain control of the situation. These indications reflect the recognition and avoidance system function (Detect and Avoid-DAA)
- Parts of the system exposed to environment are secured for the foreseeable meteorological conditions.
3. Use of communication frequencies of Control Station and UAS.
Any use of frequencies by UAS for communication between the control station (either fixed or mobile base) and UAS as indicatively for the needs of remote control, navigation, data, audio and video transmission or for passive or active identification of UAS, is elaborated according to the specified in the National Frequency Table (GG 105 / B/7/27-1-2016) and in particular Annex A.1 (Short Range Devices) of the Regulation of Terms of Use of Individual Radio frequencies or Spectrum zones of National Telecommunications and Post Commission - EETT (Government Gazette 1713 / B / 26.6.2014), as applicable.
Radio equipment to be used must comply with the European decisions and instructions that have been harmonized in the Greek Legislation and are effective accordingly.
4. The classification of ground stations as well as every specific issue relating to the operation is comprised in the relevant provisions which are published by HCAA/ Flight Standards Division in the HCAA /UAS webpage.

Article 21

Risk identification and avoidance of conflict in the "Specific" and "Certified" Category

1. General

Recognition and Collision Avoidance Systems, means that all systems carried in unmanned aircraft or positioned on the ground shall ensure the recognition of the potential collision risk in the air or impingement on the ground or vehicle or other risks, as well as the management of these risks.

2. Risk Identification

Risk identification systems are divided into those associated with risks and separating air traffic and other systems.

The systems ensure avoidance of risk in relation to:

- Air traffic
- Ground
- Weather patterns and turbulence
- Vehicles on the ground or on the apron of the airport

3. Risk Classification

The risk is classified and according to this ranking, the systems take action. It must be considered that the risk for the unmanned aircraft itself might be small, but the risk to other aircraft or facilities and vehicles on the ground can be disproportionately large.

4. Traceability and visibility

The unmanned aircraft can be detected by crews of other aircraft identification systems such as transponders, but they should be in any case made easily visible for other users of airspace through identification lights.

5. Risk management

Risk management takes place on three levels:

- Phase of strategic collision avoidance – taking place mainly during the preparation of the flight which takes all measures to avoid a potential conflict
- Phase of separation assurance - taking place during flight by pilots of unmanned and manned aircraft and air traffic services in order to ensure sufficient separation in all phases of flight
- Conflict Avoidance - includes all the necessary maneuvers for collision avoiding, if measures of previous phases did not succeed.

6. Risk Identification Methods

There are two main categories of risk identification

- Visual Recognition
- Non- Visual Recognition

7. Technical issues

Technical issues related to risk identification systems and collision avoidance are included in guidance material published in the HCAA website.

Article 22

Penalties and Enforcement Jurisdiction:

1. The operator (owner, lessee) and / or remote pilot of UAS who either:

A) commits a breach of Rules for the operation, exploitation, security, air traffic rules and the provisions of other Laws and Regulations of civil aviation

B) refuses check (inspection) by the HCAA of permissions and licenses, tools and facilities available, pertinent to the UAS operation and exploitation.

C) in case of violation of the terms of use of radio frequencies used for communication between the control station and the UAS, indicatively for the remote control needs, navigation, data transfer, sound and image transmission, etc., as defined in the Regulation for the Terms of Use of individual Radio Frequencies or radiofrequency bands of Hellenic Telecommunications and Post Commission (EETT) and particularly in Annex A.1, as in force, is invited in writing by the HCAA and especially by the competent Division, depending on the nature of the offense and the responsible of the relevant decision, approval, license, etc. which was not met, to a hearing for clarification.

The offender shall be summoned.

2. Following a reasoned opinion of the HCAA responsible Divisions, the following justified penalties are imposed on the offender:

- The fine of para. 1 of Article 153 of the Code of Air Law as applicable, depending on the seriousness of the infringement.

- In particular serious or recidivist violations or in cases of affirmation where none of the conditions apply, or does not comply with a condition, under which the permit was issued, or the certificate was granted, the competent authority may suspend for a limited time or withdraw them with a reasoned decision, as foreseen in the relevant Legislation.

3. Upon breach of radio frequency usage rules, the HCAA shall notify EETT, which then imposes the application of Articles 76 and 77 of Law. 4070/2012 for "Electronic

Communications Settings, Transport, Public Works and other provisions" (GG 82 / A710-4-2012), as currently applicable.

4. The above administrative penalties shall not relieve the offender from any other criminal responsibilities.

5. The fines are public revenue and are collected according to the provisions of the public revenue collection Code and the relevant special procedures of HCAA. The offender may appeal the penalty decision within a deadline of ten (10) days of notification of the decision to the competent Administrative Court of the region where the infringement took place or the Civil Aviation Authority headquarters. Such an action will not suspend the fine collection procedures.

Article 23 Entry into force

The provisions of this Regulation shall take effect from 01.01.2017.

The regulation shall be published in the Official Gazette.