



Director General of Civil Aviation Authority of Kosovo,

Pursuant to Article 3.4, 15.1 and 21.2, of the Law No. 03/L-051 on Civil Aviation ("Official Gazette of the Republic of Kosovo" Year III, No. 28, 4 June 2008),

For the purpose of regulating the operations with hang gliders, powered hang gliders, paragliders and powered paragliders within the territory of the Republic of Kosovo,

Upon completion of the process of public consultation of interested parties, in accordance with the Administrative Instruction No. 01/2012 on procedures for public consultation of interested parties,

Hereby issues the following:

**REGULATION No. 1/2012 ON  
THE CONDITIONS AND METHOD OF USE OF HANG-GLIDERS AND  
PARAGLIDERS**

**Article 1  
Scope of Application**

1.1 The present Regulation shall apply to:

- a) production, use and maintenance of the hang-gliders and paragliders;
- b) sites for take-off and landing of hang-gliders and paragliders;
- c) rules and restriction for hang-gliders and paragliders; and training, examinations, licenses and authorizations of hang-gliders and paraglider

1.2 The provisions of the present Regulation related to the hang-gliders controlled primarily by movable aerodynamic surfaces shall also apply to gliders to the masses of 80/100 kg.

**Article 2  
Definitions**

For the purposes of the present Regulation the definitions and abbreviations used herein have the following meaning:

*"Accepted/Acceptable"*-means not objected by the CAA as suitable for the purpose intended;

*"Approved"* -means documented by the CAA as suitable for the purpose intended;

*"Aerobatic flight"*-means an intentional maneuver involving an abrupt change in an aircraft's attitude, an abnormal attitude, or abnormal acceleration, not necessary for normal flight;

*"Aircraft"*-means a 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;

*"Aircraft Inspector"* -means a person who is in charge of inspection in connection with the issue or re-issue/renewal of a flight permit, on behalf of the CAA in accordance with standards laid down by the CAA;

*"Airfield"*-means an aerodrome that has no hard runways and is not utilized for international services.

*"Approved training"*-means a training carried out under special curricula and supervision approved by the CAA;

*"CAA"*-means the Civil Aviation Authority of the Republic of Kosovo established under Law No. 03/L-051 on Civil Aviation;

*"Authorisation"*-means an evidence of additional training of hang-glider or paraglider pilots, which is registered into the pilot license;

*"Authorized Flight Instructor"*-means a hang-glider or paraglider pilot with the current flight instructor authorization, operating within an approved training organization for hang-glider or paraglider pilot training;

*"Authorised manager/organiser of planned activity"*-means the person responsible for the safe preparation, organization, execution and control of organised flying activities with hang-gliders and paragliders;

*"Candidate (applicant)"*-means an applicant for examination (theoretical and/or practical (flight)) in order to obtain a hang-glider or paraglider pilot license or appropriate rating;

*"Certificate of Completed Training"*-means a certificate of an approved training organisation, for the completion of the theoretical and / or practical training of student pilots;

*“Competency”*-means a combination of skills, knowledge and attitude required to perform a task to the prescribed standard;

*“Controlled Airspace”*-means an Airspace which has been notified as Class A, B, C, D and E airspace;

*“Control zone (CTR)”*-means controlled airspace, which extends from the earth's surface up to certain limits;

*“Cross-Country flight”*-means a type of distance flying which is performed in a powered aircraft on legs over a given distance and in operations between two points using navigational techniques; and an unpowered aircraft (paraglider, hang-glider) by using upcurrents to gain altitude for extended flying time.

*“Dual instruction time”*-means flight time or instrument ground time during which a person is receiving flight instruction from a properly authorised instructor.

*“Examiner”*-means a person that carries out practical examination in connection with the issue of a license to operate a hang-glider or paraglider on behalf of the Authority in accordance with standards laid down by the CAA;

*“Flight time”* -means the total time from the moment an aircraft first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight;

*“Flight logbook”*-means a personal record of the flight of the pilot or student pilot of hang-gliders or paragliders;

*“Glider”*-means a fixed wing aerodyne capable of sustained soaring flight and having no means of propulsion;

*“Motor Glider”*-means a fixed wing aerodyne equipped with means of propulsion, capable of sustained soaring flight without thrust from the means of propulsion;

*“Hang-glider”*-means a glider capable of being carried, foot launched and landed solely by the use of the pilot's legs;

*“Landing Site”*-means a location on land designed for the landing of hang gliders or paragliders

*“Powered Hang-glider”*-means a hang glider fitted with means of propulsion capable of launching it and sustaining flight;

*“Paraglider”* -means a hang glider with no rigid primary structure;

*"Powered Paraglider"*-means a paraglider with means of propulsion capable of launching it and sustaining flight;

*"Glider to the masses 80/100kg"*-means glider, including those foot launched by the pilot, whose maximum empty weight is less than 80 kg for a single-seater, or 100 kg for a two-seater;

*"Issuance (e.g pilot's license or rating)"*-means the administrative procedure that is performed during the validity of the license or rating which permits the holder of the licence to exercise the privileges granted by licence or rating, for a fixed period of time, following the completion of prescribed conditions;

*"List of Experts"*-means a list of experts from the relative areas of aviation activities determined by the CAA;

*"Major repair"*-means a repair that, according to the instructions for maintenance shall be performed only by the manufacturer or organisation authorised to perform technical inspection and maintenance;

*"Organised flying"*-means a flight with hang-gliders and paragliders for the purpose of:

- a) a sports competition or aeronautical events,
- b) flight group of five or more pilots of hang-gliders and paragliders,
- c) practical (flight) training;

*"Pilot licence – (hang-glider or paraglider)"*-means a document which enables its holder to perform duties of a hang-glider or paraglider pilot in accordance with the authorizations written in the licence and depending on the type of licence held;

*"Prohibited area"*-means a part of airspace of the Republic of Kosovo within which no person may operate an aircraft without the permission of the appropriate agency.

*"Public aerodrome"* -means an aerodrome approved by the CAA of Kosovo which on certain specified conditions is open to the public.

*"Renewal (of e.g. a rating or approval)"* -means the administrative action taken after a rating or approval has lapsed that renews the privileges of the rating or approval for a further specified period consequent upon the fulfillment of specified requirements.

*"Revalidation (of e.g. a rating or approval)"*-means the administrative action taken within the period of validity of a rating or approval that allows the holder to continue to exercise the privileges of a rating or approval for a further specified period consequent upon the fulfillment of specified requirements.

*“Sport aircraft”*-means an aircraft with flight crew, heavier than air, with or without engine (microlight aircraft, hang-glider, paraglider, etc.);

*“Student pilot”*-means a person who qualifies for the acquisition of a hang-glider or paraglider pilot licence;

*“Take-off Site”*-means a location on land designed for take-off of hang-gliders and paragliders;

*“Tandem hang-glider or paraglider”*-means a hang-glider or paragliders intended for simultaneous flight for two persons;

*“Training logbook”* -means a personal record of student pilots in which they entered the learning subjects and observations on the course of training;

*“The first stage of training”*-means the process of training of student pilots conducted at the beginning of their training when flying the hang-gliders or paragliders, performing flights on small and medium altitudes;

*“The second stage of training”*-means the process of training conducted after completing the first stage of training of student pilots in flying the hang-gliders and paragliders, which ends by passing an examination for acquiring pilot’s license;

*“Training Site”*-means a natural or arranged terrain for training of student pilots, making it easy for take-off, flight and landing, without barriers or other obstacles that may impede or jeopardize the flight safety.

AIP-Aeronautical Information Publication,

FAI-Federation Aeronautique Internationale,

SAT (*Safety Aerobatic Team*) *Manoeuvre*-aerobatic manoeuvre, in which the axis of rotation is between the wing and the pilot,

SIV (*Simulation d’Incident de Vol*)-the simulation of incidents during the flight,

VMC -Visual Meteorological Conditions

### **Article 3** **Purpose of use of hang-gliders and paragliders**

3.1 Hang-gliders and/or paragliders shall be used solely in accordance with the purposes as described in the manufacturer's instructions of hang-gliders and paragliders.

3.2 Hang-gliders and paragliders shall be used for:

- a) sport flying;
- b) competition, and
- c) flight training.

#### **Article 4**

##### **Rights and responsibilities of hang-glider and paraglider pilots**

4.1 Pilots of hang-gliders or paragliders shall act in accordance with the provisions of the Law No. 03/L-051 on Civil Aviation, the provisions of the present Regulation, and the provisions of any other relevant Regulation issued by the CAA.

4.2 Pilots of hang-gliders or paragliders shall handle the hang-glider or paraglider at his/her own risk.

4.3 Pilots of hang-gliders and paragliders shall be responsible at all times for the handling of hang-gliders or paragliders and for any consequences that may result from their use.

4.4 Pilots of hang-gliders or paragliders shall take all necessary measures to ensure safety during the takeoff, flight and landing.

4.5 Pilots of hang-gliders or paragliders are required for the proper use of equipment in accordance with its purpose and the instructions of the manufacturer in a manner that ensures safe flying.

4.6 Before the training or the flight, the flight instructor or tandem pilot has to inform the student flying pilots or the flying passenger that they shall fly with hang-glider or paraglider at their own risk.

#### **Article 5**

##### **Production of hang-gliders or paragliders**

5.1 Production of hang-gliders or paragliders shall be considered the serial production of hang-gliders or paragliders by the manufacturer.

5.2 The CAA shall accept any type of hang-gliders or paragliders from the manufacturers as referred to in paragraph 1 of this article with the proof of compliance with applicable requirements and standards as referred to in Appendix 1 to the present Regulation.

5.3 Before accepting a new type of hang-glider or paraglider it is necessary that the manufacturer makes available to the CAA updated flight, maintenance and repair manuals.

5.4 Each produced hang-glider or paraglider shall have, in a permanent place and sufficiently large, easily readable, easily accessible, displayed the name of the manufacturer, manufacturer's label, attestation tag, model number, year of manufacture and the serial number.

5.5 Manufacturers of hang-gliders or paragliders with each aircraft produced shall deliver to the user the flight and maintenance instructions.

## **Article 6 Amateur construction**

Hang-glider or paraglider built by an amateur shall be exclusively examined only by the builder or appropriately authorised hang-glider or paraglider test pilot.

## **Article 7 Technical Review**

7.1 Technical review of hang-gliders or paragliders shall be performed to determine the technical fitness of hang-gliders or paragliders to ensure the ability to fly safely.

7.2 Technical review of hang-gliders or paragliders shall be done by the manufacturer or legal or physical person accepted by the CAA.

7.3 The CAA shall accept the legal or physical person referred to in paragraph 2 of this article provided that proof of technical competence to carry out inspection of hang-gliders or paragliders is issued by the manufacturer.

7.4 Technical review of hang-gliders or paragliders shall be done in accordance with the standards set out in Appendix 1 to the present Regulation.

7.5 Technical review shall be done within five (5) years for hang-gliders, or within two (2) years for paragliders, or otherwise determined by the manufacturer, from the date of manufacture of the hang-glider or paraglider, or from the date of the last technical review, whichever applies.

7.6 Notwithstanding the time limits referred to in paragraph 5 of this article, the technical review shall be conducted after every major repair or modification of hang-glider or paraglider.

7.7 Hang-glider or paraglider shall be used only if the technical review finds it safe and able to fly.

## **Article 8 Certificate of Conformity**

8.1 After the completion of technical review the manufacturer or legal or physical person accepted by the CAA to conduct the technical review, issue the certificate of conformity for hang-glider or paraglider.

8.2 Prescribed standards for the Certificate of Conformity are set out in Appendix 1 to the present Regulation. In addition, the date of technical review, the date of next technical review and the signature and stamp of the person who conducted the technical review, shall be affixed onto the wing of hang-glider or paraglider.

8.3 Certificate of Conformity shall be issued in two copies. One copy shall be issued to the owner of hang-glider or paraglider, while the other copy remains with the manufacturer or legal or physical person who carried out the technical review and it shall be duly archived.

## **Article 9 Maintenance**

9.1 Hang-glider or paraglider, as well as other pieces of equipment required for the flight, shall be maintained in accordance with the maintenance instructions, and in accordance with remarks set out in the Certificate of Conformity issued after the completion of the technical review.

9.2 Major repairs or modifications of hang-gliders or paragliders shall be done only by the manufacturer or a legal or physical person, accepted by CAA for technical reviews and repairs.

## **Article 10 Conditions, approvals and records of take-off and landing sites**

10.1 Take-off and landing sites shall ensure safe take-offs and landings of hang-gliders and paragliders.

10.2 The CAA shall keep the records of take-off and landing sites. Take-off and landing sites shall be used for organized flying activities of hang-gliders or paragliders, only if the CAA has issued a prior approval for its use.

10.3 In addition to the request for approval of take-off and landing site the operator shall submit:

- a) opinion of the person from the list of experts on the eligibility of selected location for the required purpose;
- b) the consent of the owner or user of land on which the take-off or landing site is located;
- c) approval of the competent municipal authorities;



- d) if the take-off or landing site is located in a protected zone (national park), the opinion of the competent ministry concerning the impact that take-off or landing site may have from the standpoint of environmental protection;
- e) approval of the airport operator, if the take-off or landing site is located at the airport zone. Take-off or landing site in controlled airspace is not permitted;
- f) Instructions for the use of take-off or landing site containing:
  - i) general information:
    - purpose of take-off or landing site,
    - position of take-off and landing site,
    - shape and the size of take-off or landing site,
    - access roads to take-off or landing site,
    - name and address of the operator of take-off and landing site,
  - ii) marking of take-off and landing site:
    - place of take-off,
    - place of landing,
  - iii) meteorological characteristics,
  - iv) the organization of flight:
    - flying in the area of take-off and landing site,
    - alternate landing site,
    - coordination and management of air traffic when the take-off or landing site is located at or near the existing public airport,
  - v) flight Insurance:
    - description of equipment on the take-off or landing site, if any,
    - provision of emergency medical assistance,
    - weather equipment,
    - procedure in case of emergencies,
  - vi) maps:
    - topographic map of the scale 1: 50,000 with marked location of take-off and landing site and the related areas for the use of airspace,
    - take-off or landing site scetch of an approximate scale of 1: 5,000,
  - vii) consent of the Air Traffic Control Center with regards to the positions of take-off and landing site.

10.4 Applicants meeting the requirements of the present Regulation shall be issued approval for the use of take-off or landing site.

10.5 The operator is obliged to post a table with the characteristics of take-off and landing site, telephone numbers for notifying its use, and telephone numbers for emergency calls. Hang-glider or paraglider pilots are required to notify the operator of the take-off and landing site and request approval for its use.

## **Article 11**

### **Training Sites**

11.1 Notwithstanding the provisions of Article 10 of the present Regulation, take-off and landing of hang-gliders and paragliders for the purpose of training can be done on the training sites.

11.2 Approval of the CAA is not required for the training sites where the difference between take-off and landing site is less than 150 m in height and where the pilot at any time of flight is not more than 50 m above the ground.

11.3 Take-off or landing of hang-gliders or paragliders on the training sites is permitted only with the consent of the owner or user of the land.

11.4 Use of training sites in a controlled airspace is not permitted.

## **Article 12**

### **Operations with hang-gliders and paragliders**

Operations using hang-gliders and paragliders shall be done in:

- a) Visual meteorological conditions (VMC)
- b) Uncontrolled Class G airspace, as referred to in the Aeronautical Information Publication (AIP) of the Republic of Kosovo,
- c) The airport zone, if previously approved by the airport operator,
- d) Controlled airspace with a special authorization issued by the Air Navigation Service Provider.

## **Article 13**

### **Flight Altitudes**

13.1 Hang-gliders or paragliders shall fly at altitudes above the minimum safe altitude. The minimum safe altitude is the altitude that ensures that in case of an emergency there will be no unnecessary threat to persons or objects on the ground or water.

13.2 Hang-gliders or paragliders may be flown below the height of 150 meters (500 feet) above the ground or water, if necessary due to the type of flight, provided that it does not present danger to people and objects on the ground or water.

13.3 Hang-gliders or paragliders shall be flown at a height of at least 50 meters (150 feet) above the bridges, roads, railroads, power lines, ski lifts, antennas and similar structures and groups of people.

## **Article 14**

### **Limitations**

Hang-gliders or paragliders are prohibited from flying:

- a) over the declared prohibited areas,
- b) in the adverse weather conditions,
- c) in the clouds,
- d) in the vertical separation of less than 150 m (500 feet) below the cloud base,
- e) under the bridges and similar facilities, transmission lines and antennas.

## **Article 15** **Flight rules**

15.1 The following rules shall apply for take-off:

- a) take-off at the airspace around the starting point shall be unconstrained,
- b) the distance between two hang-gliders or paragliders and the time interval between take-offs on the same point shall be such as to guarantee a safe take-off.

15.2 The following rules shall apply for bypass:

- a) when two hang-gliders or paragliders fly at the same altitude or nearly the same altitude to each other, both hang-gliders or paragliders shall turn to the right, so that the distance between them shall be at least 50 meters;
- b) when two hang-gliders or paragliders fly at the same altitude or nearly the same altitude to each other, with slope on their side, the advantage rests with the one with the slope on his right side. Hang-glider or paraglider with the slope on its left side shall turn to the right of the slope to ensure the necessary distance of at least 50 meters between them.

15.3 The following rules shall apply for overtaking:

- a) the slower hang-glider or paraglider has the advantage;
- b) when the hang-glider or paraglider flying with higher airspeed, encounters, at approximately the same altitude, another hang-glider or paraglider flying in the same direction with slower airspeed, it may overtake it by turning right;
- c) hang-glider or paraglider shall not overtake another hang-glider or paraglider near the slopes if the slope is located to the right relative to the direction of flight;
- d) if the slope is on the left side with respect to the direction of flight, overtaking is allowed, provided that hang-glider or paraglider flying with higher airspeed overtakes the hang-glider or paraglider with slower airspeed from the right side.

15.4 The following rules shall apply for intersection of flying routes of hang-gliders or paragliders:

- a) the intersection of flying route is understood when a hang-glider or paraglider flight path intersects another hang-glider or paraglider flight path at an angle from 70 to 160 degrees;
- b) when intersection of flying routes of hang-gliders or paragliders flying at approximately same altitude occur, the advantage rests with the one coming from the right side over another hang-glider or paraglider. Hang-glider or paraglider not having the advantage has to turn in order to give way to the one that takes advantage.

15.5 The following rules shall apply for flying in the same thermal column:

- a) when several hang-gliders or paragliders, fly in the same thermal column, the one that first began circling has the advantage;
- b) hang-gliders or paragliders must circle in the same direction (left or right).

15.6 The following rules shall apply for landing:

- a) when several hang-gliders or paragliders are landing, in a short time interval, in the same landing site, the advantage rests with the one which is in a lower altitude, unless another hang-glider or paraglider is:
  - in the final stage of landing, or
  - at risk of an emergency
- b) in all other situations in flight, provisions of the rules of the air as provided for in the Law No. 03/L-051 on Civil Aviation shall apply.

## **Article 16**

### **Required equipment**

The following equipment shall at all the time be used for the operation of the hang-glider or paraglider:

- a) **Helmet:** during flight, the person operating the hang-lider or paraglider shall wear suitable protective helmet;
- b) **Rescue parachute:** hang-glider or paraglider shall not be flown higher than 10 meters above the ground if there is no rescue parachute either for the aircraft or the pilot. The rescue parachute shall be repacked at least once a year or more frequently if so specified by the manufacturer. Repacking shall be done by an authorised person from the manufacturer or an authorised person for repacking of rescue parachutes. Repacking shall be confirmed by entering the date in the parachute service book and signed by the person that performed the repacking;
- c) **Radio-communication:** during the flight training, the student pilot shall maintain radio-communication with the flight instructor.

- d) **Altimeter:** when flying at medium or high altitudes, especially during the overflights person operating the hang-glider or paraglider shall have an altimeter;

## **Article 17**

### **Authorised manager/organiser of planned activity**

17.1 Any organised hang-glider or paraglider flying activities shall be supervised by an authorised manager/organiser of planned activity. Authorised manager/organiser of planned activity shall be of legal age and shall have a valid hang-glider or paraglider pilot's license, when flying with student pilots he/she shall hold a valid flight instructor's authorisation.

17.2 Duties of an authorised manager/organiser of planned activity are as follows:

- a) verify the weather conditions at the take-off site, or when predictable also at the landing site;
- b) coordinate with the air navigation services provider;
- c) make the decision on the start, discontinuation or end of the flight activity;
- d) provide for order and discipline in take-off, or when predictable also at the landing site;
- e) check the flight records of persons intending to fly, before the flight;
- f) visual inspection of hang-gliders or paragliders for correctness and the equipment used, before the flight;
- g) prohibit the use of fault hang-gliders or paragliders;
- h) prohibit the person from flying, when assessed that:
  - he/she is not mentally or physically fit to fly,
  - he/she is visibly under the influence of alcohol, drugs or other prohibited substances,
  - he/she violates the flight rules, or otherwise jeopardizes the safety of flight;

17.3 Duties of an authorised manager/organiser of planned activity referred to in paragraph 2 of this article shall apply to the flight instructors during practical (flight) training, provided that the flight instructor is additionally responsible for:

- a) checking whether the students for the hang-glider or paraglider pilot licence are enrolled in the student records and equipped with the required equipment,
- b) allocation of tasks to student pilots in the framework of approved training programs and supervision of their flights with hang-gliders or paragliders.

## **Article 18**

## **Aerobatic flying**

18.1 Aerobatic flying is allowed only if the hang-glider or paraglider is designed for such flight, or in accordance with the manufacturer's instructions for a particular type of hang-glider or paraglider.

18.2 Aerobatic flying over villages, roads, railways, cables, power lines, buildings and groups of people is prohibited.

18.3 Aerobatic flights, other than those in paragraph 2 of this article shall be performed above the minimum safe altitude.

### **Article 19 Training**

19.1 The candidate shall complete theoretical and practical (flight) training for the acquisition of hang-glider or paraglider pilot license or appropriate authorisation according to an approved program at an approved organization for the training of pilots for hang-gliders or paragliders.

If the candidate has completed the theoretical and practical (flight) training at an approved training organization outside the Republic of Kosovo, the CAA will determine whether a program in which training was carried out meets the requirements set out in Appendix 2 to the present Regulation.

19.2 Framework programme for theoretical and practical (flight) training for acquisition for hang-gliders or paragliders pilot licence or appropriate authorisation are set out in Appendix 2 to the present Regulation. Based on this framework programme, each training organization shall develop a detailed training program. Such training program must be accepted by the CAA.

19.3 Prior to acceptance by the CAA, a detailed training program must be evaluated by an organization which conducts training, or a responsible person in charge of training within the organization shall determine and declare:

- a) compliance of the training programme with the needs and capabilities of training organization,
- b) compliance of the training programme with this Regulation, framework training programme and applicable standards,
- c) periodical need for modification or amendment to training programme, at least once a year to determine its efficacy, adoption to the needs and capabilities of the organization and compliance with applicable standards.
- d) before the training, a minor candidate shall submit to the approved pilot training organization for hang-gliders or paragliders a written approval of parent or guardian.

## **Article 20**

### **Student pilots**

20.1 Before the first flight with an authorised flight instructor, the student pilot must be at least 15 years of age.

20.2 Under the supervision of an authorised flight instructor, hang-glider or paraglider can be handled by a student pilot, provided that he/she is undergoing training for the acquisition of a license for hang-glider or paraglider, or a candidate undergoing training for the acquisition of the appropriate authorisation, is enrolled in the student record book of student pilots at an approved training organisation.

20.3 Teaching units and observations of ongoing training shall be documented in the record book or student pilot logbook, respectively.

20.4 A student pilot may fly only if it possesses a valid medical certificate issued in accordance with the Regulation No. 1/2010 on medical requirements for flight crew licencing.

## **Article 21**

### **Required experience**

21.1 A candidate acquiring a hang-glider or paraglider pilot license shall have at least 10 hours of total flight time as a student pilot in hang-glider or paraglider, including at least:

- a) 60 successful flights, each lasting longer than 5 minutes, of which more than 30 flights can be done in a different manner of taking-off from which the candidate will take the exam, if the approved organization conducts the training that involves a different manner of taking-off,
- b) 3 flights of which each shall be at least 2 hours.

## **Article 22**

### **Exam for acquiring hang-glider or paragliders pilot licence**

22.1 Before taking the exam for acquiring a hang-glider or paraglider pilot licence the candidate must be at least 16 years of age.

22.2 The exam for acquiring a hang-glider or paraglider pilot licence shall consist of theoretical and practical (flight) exam.

22.3 In accordance with the privileges acquired by the holder of a hang-glider or paraglider pilot licence, the candidate must demonstrate a level of theoretical knowledge in the following subjects:

- a) Theory of Flight (Aerodynamics and Flight Mechanics)
- b) Construction and Materials
- c) Meteorology
- d) Rules and Regulations
- e) Flying techniques
- f) Dangerous situations and extraordinary procedures
- g) Provision of first aid.

22.4 Verification of theoretical knowledge shall be in writing. Questions from the catalogue of questions are selected by examiners.

### **Article 23 Theoretical Exam**

23.1 The candidate shall attend the entire theoretical part of the exam for obtaining a hang-glider or paraglider pilot licence or appropriate authorisations, organised and conducted by the CAA.

23.2 To attend the theoretical part of the exam, the candidate shall have the written recommendation of approved organization for hang-glider or paraglider pilot training, where the training was performed, after the successful completion of all necessary elements of theoretical training. Recommendation issued by approved organization for hang-glider or paraglider pilot training is valid for 12 months. If during this period the candidate does not take the theoretical exam, he must provide the proof of additional training conducted by the approved organization for hang-glider or paraglider pilot training.

23.3 The candidate has successfully passed the theoretical part of exam if achieved at least 75% of the number of credits required for each subject. Credit is given for correct answers only.

23.4 The candidate shall repeat the entire theoretical exam if after fourth attempt hasn't passed an item, or if the period of 18 calendar months has expired since the applicant first applied for the exam. Before re-applying for the theoretical part of the examination the candidate shall, in accordance with the recommendation of the CAA, conduct additional training in an approved organization for the hang-glider or paraglider pilot training.

23.5 Accomplishment of the theoretical part of the exam is valid for the period of 24 months from the date of successful completion of the entire theoretical examination by the candidate. If the candidate does not take the practical (flight) exam during this period, the theoretical exam shall be repeated in its entirety.

### **Article 24**



## **Practical (flight) exam**

24.1 Before applying for the practical (flight) exam for obtaining a hang-glider or paraglider pilot license or appropriate authorization, the applicant shall successfully pass the theoretical exam.

24.2 To apply for the practical (flight) exam, the candidate shall have a written recommendation from the approved flight training organisation for hang-gliders or paragliders, where the training is accomplished, after the successful completion of all necessary elements for practical (flight) training.

24.3 The candidate acquiring a license or authorization shall successfully demonstrate competency level as hang-glider or paraglider pilot, performing the appropriate procedures and exercises in accordance with the privileges of hang-glider or paraglider pilot license or appropriate authorisation.

24.4 The same type of hang-glider or paraglider, on which the candidate got the training, shall be used on a practical (flight) exam.

24.5 Practical (flight) exam is divided into several sections representing different phases of flights with hang-glider or paraglider. The content of the practical (flight) exam is given in Appendix 3 to the present Regulation. The candidate shall successfully pass all parts of one section. If the candidate does not pass one section, he/she can retake that section. It shall be deemed as not successfully passing the practical (flight) examination, if the candidate does not pass more than one section of the exam.

24.6 It shall be deemed as not successfully passing the practical (flight) exam, if the candidate does not pass any section, including the sections that were successfully passed in the previous attempts, during the retaking of an exam.

24.7 If the candidate, during the two previous attempts did not successfully pass all sections of the practical (flight) exam, he/she shall be sent for additional practical (flying) training, based on written recommendation of the examiner.

## **Article 25**

### **Application, extension or renewal of license or appropriate authorization**

25.1 Application for issuance of hang-glider or paraglider pilot licence or appropriate authorisation, and extension or renewal of validity of appropriate authorization shall be submitted to the CAA on the form and manner prescribed by the CAA. The application shall be accompanied by evidence of compliance with the conditions for hang-glider or paraglider pilots and/or appropriate authorisation, or for extension or renew of the validity of appropriate authorisation as prescribed by

the present Regulation and Regulation No. 1/2010 on medical requirements for flight crew licencing.

25.2 Any restriction or extension of privileges granted with the licence or appropriate authorisation shall be registered in the license and certified by the CAA.

25.3 The CAA shall not issue, at the same time, more than one valid pilot license for hang-glider or paraglider to the same person.

25.4 The hang-glider or paraglider pilot license shall be issued in the form as specified in Annex 5 to the present Regulation.

## **Article 26**

### **Exercise of privileges**

26.1 The privilege of the holder of hang-glider or paraglider pilot license shall be the independent control of hang-glider or paraglider.

26.2 Exercise of the privileges granted to the holder of hang-glider or paraglider pilot's license may be subject to the limitations or authorisation, and validity of the medical certificate.

26.3 The privileges of the holder of hang-glider or paraglider pilot's license shall be limited on flying for non-commercial operations until the following conditions are met:

- a) legal age;
- b) flying experience of at least 100 flight hours and 100 take-offs and landings;
- c) verification of flying capabilities by an authorized examiner.

26.4 Notwithstanding the requirements of paragraph 3 of this article, the holder of hang-glider or paraglider pilot's license with flight instructor rating may receive compensation for:

- a) training of candidates for hang-glider or paraglider pilot license or appropriate authorisation,
- b) assessing the flying capabilities of hang-glider or paraglider pilot license holder or appropriate authorisation.

26.5 The privileges of the hang-glider or paraglider pilot's license holder is limited to the day VMC conditions only.

## **Article 27**

### **Obligation to carry and provide documents for inspection**

27.1 The holder of hang-glider or paraglider pilot's license shall always keep with him/her valid license and valid medical certificate when exercising the privileges granted by the licence.

27.2 Hang-glider or paraglider pilots or student pilots shall always keep their identification document for easy identification.

27.3 Hang-glider or paraglider pilot or student pilot shall always provide to the authorized representative of the CAA documents mentioned above in paragraphs 1 and 2 of this article and flight logbook.

27.4 During solo flight, student pilot shall always have the written authorization of the flight instructor for performing solo flight on hang-glider or paraglider.

## **Article 28 Flight logbook**

28.1 Hang-glider or paraglider pilot or student pilot shall record all flights details in the flight logbook in the form and manner as described in Appendix 4 to the present Regulation.

28.2 The responsibility for the authenticity of the entries in the flight logbook shall remain with hang-glider or paraglider pilot or student pilot and the flight instructor, certifying the entries in the logbook.

## **Article 29 Revocation, suspension and restrictions of licenses and authorizations**

29.1 CAA may revoke, suspend or restrict hang-glider or paraglider pilot license and appropriate authorization, issued in accordance with the present Regulation, if it is determined that the pilot does not meet the conditions prescribed in the present Regulation, Regulation No. 1/2010 on medical requirements for flight crew licencing or any other national regulation as applicable.

29.2 When the CAA decides to revoke, suspend or restrict hang-glider or paraglider pilot license and/or appropriate authorization, hang-glider or paraglider pilot shall immediately and without delay, return the license to the CAA.

## **Article 30 Extension of privileges on different take-off method**

30.1 The privileges granted by hang-glider or paraglider pilot license shall be limited given the take-off method used in practical (flight) exam. This limitation shall be terminated when the hang-glider or paraglider pilot completes additional training at

an approved training organization for hang-glider or paraglider in accordance with the framework programme referred to in Appendix 2 to the present Regulation.

30.2 Upon successful completion of training for the extension of privileges, the approved organization for the hang-glider or paraglider pilot training shall issue a certificate for the purpose of entering the extended privileges in the licence.

### **Article 31** **Maintaining the Validity of Licences**

31.1 Hang-glider and paraglider pilot licences are issued without an expiration date.

31.2 The holder of the licence is entitled to use privileges granted by hang-glider or paraglider pilot's licence if during the last 24 months he/she has completed at least 8 hours of flight time and 15 take-offs and landings.

31.3 If the hang-glider or paraglider pilot fails to comply with the requirements specified in paragraph 2 of this article, prior to achieving the granted privileges he/she must pass skill (flight) test under supervision of hang-glider or paraglider flight examiner.

### **Article 32** **Acquiring and Extension of Validity of Ratings**

32.1 Hang-glider or paraglider pilot can acquire the following ratings:

- »I« rating: hang-glider/paraglider flight instructor,
- »D« rating : hang-glider/paraglider tandem pilot,
- »T« rating: hang-glider/paraglider test pilot,
- »A« rating: hang-glider/paraglider aerobatic flying.

32.2 Period of validity of each rating is four (4) years.

32.3 For extension of validity of the rating the applicant shall submit the following:

- a) a proof of completion of at least 40 hours of flight time on hang-glider/paraglider during the period of validity of the rating, provided that each calendar year he/she must have completed at least 10 hours of flight time,
- b) a certificate proving that he/she has received theoretical knowledge instruction at an approved hang-glider/paraglider pilot training organization,

c) a medical fitness certificate.

32.4 If during the period of validity of rating the pilot does not meet specified requirements, the rating shall cease to be valid until the requirements are met.

### **Article 33 Flight Instructor Rating**

33.1 Hang-glider or paraglider pilot may perform training of student pilots only if he/she has proper flight instructor rating.

33.2 Before taking the exam for acquiring the flight instructor rating, the applicant shall be at least 18 years of age and shall be holding a hang-glider/paraglider pilot licence for at least two (2) years, and shall have completed at least 100 hours of flight time and completed at least ten (10) different flights on hang-glider or paraglider respectively, out of which at least two (2) flights must be longer than 50 km.

33.3 During training for acquiring the flight instructor rating, the applicant must conduct additional theoretical and practical (flight) training according to the training program in the approved pilot training organization for hang-glide or paraglider.

33.4 Theoretical and practical (flight) part of the exam for acquiring the hang-glider or paraglider flight instructor rating contains the elements specified in Annex 3 to the present Regulation.

33.5 The privilege of the holder of the hang-glider or paraglider pilot licence with a flight instructor rating is limited to conduction of theoretical and practical (flight) training for acquisition of the hang-glider/paraglider pilot licence under supervision of a flight mentor, until the holder completes the following:

- a) at least three independent lectures,
- b) assist in at least 10 separate training sessions with students.

The limitation will be lifted when the specified requirements are met, based on the recommendation of the flight instructor who has supervised the holder.

33.6 The privilege of the holder of the flight instructor rating is limited based on the take-off mode and ratings listed on the hang-glider/paraglider pilot licence.

### **Article 34 Aerobatic Flying Rating**

34.1 The hang-glider or paraglider pilot can conduct aerobatic flights only if he/she holds the relevant rating.

34.2 Before taking the exam for acquiring the aerobatic flying rating, the applicant shall be at least 18 years of age, shall be a holder of hang-glider/paraglider pilot licence for at least two (2) years and shall have completed a total flight time of at least 100 hours flying on hang-glider respectively paraglider.

34.3 During training for acquiring the aerobatic flying rating, the applicant must conduct additional theoretical and practical (flight) training according to the approved training program in the organisation approved for rating of hang-glider/paraglider pilots.

34.4 Theoretical and practical (flight) part of the exam for acquiring the rating for aerobatic flying on hang-glider/paraglider contains the elements specified in Annex 3 of the present Regulation.

### **Article 35 Tandem Pilot Rating**

35.1 The hang-glider or paraglider pilot can conduct flights as a tandem pilot only if he/she holds the relevant rating.

35.2 Before taking the exam for acquiring the tandem pilot rating, the applicant shall be at least 18 years of age, shall be a holder of hang-glider/paraglider pilot licence for at least two years and shall have completed a total flight time of at least 100 hours flying on hang-glider respectively paraglider, and completed at least ten different flights on hang-glider respectively paraglider.

35.3 During training for acquiring the tandem pilot rating, the applicant must conduct additional theoretical and practical (flight) training according to the approved training program in the organisation approved for training of hang-glider or paraglider pilots.

35.4 Theoretical and practical (flight) part of the exam for acquiring the rating for tandem pilots on hang-glider or paraglider contains the elements specified in Annex 3 of the present Regulation.

35.5 If the pilot already holds the flight instructor rating or the test pilot rating for hang-gliders respectively paragliders, his/her theoretical part of the exam for hang-glider or paraglider tandem pilot rating is accepted.

### **Article 36 Test Pilot Rating**

36.1 The hang-glider or paraglider pilot can conduct flights as a test pilot only if he/she holds the relevant rating.

36.2 Before taking the exam for acquiring the test pilot rating, the applicant shall be at least 18 years of age, shall be a holder of hang-glider or paraglider pilot licence for at least two years and shall have completed a total flight time of at least 200 hours flying on hang-glider respectively paraglider out of which at least 100 hours flying on hang-glider or paraglider respectively that is dedicated for competitions, and completed at least 20 hours flying on each of five different types of hang-gliders respectively paragliders.

36.3 During training for acquiring the test pilot rating, the applicant must conduct additional theoretical and practical (flight) training according to the approved training program in the organisation approved for training of hang-glider or paraglider pilots or at the manufacturer of hang-gliders respectively paragliders or at the specialised centre for testing of hang-gliders or paragliders respectively.

36.4 Theoretical and practical (flight) part of the exam for acquiring the rating for test pilots on hang-glider or paraglider contains the elements specified in Annex 3 of the present Regulation.

### **Article 37** **Acceptance of Foreign Licences**

37.1 At the request of a holder, the CAA may issue a Kosovo licence for hang-glider or paraglider pilots, on the basis of a valid hang-glider or paraglider pilot licence issued in a foreign state.

37.2 Before issuing a Kosovo licence the holder of the hang-glider or paraglider pilot licence issued in a foreign state shall meet the following requirements:

- a) demonstrate the level of theoretical knowledge of the applicable Rules and Regulations,
- b) submit the flight proficiency check conducted by an authorized examiner,
- c) hold a valid medical fitness certificate,
- d) have completed at least 30 hours of total flight time on hang-glider or paraglider respectively.

37.3 At the request of a holder, the CAA may validate a foreign licence of hang-glider or paraglider pilots respectively or a relevant rating. The period of validity of the validation shall not be longer than one year or until the expiry of validity of the primary licence or the relevant rating.

**Article 38**  
**Entry into Force**

The present Regulation shall enter into force on 10 October 2012.

**Dritan Gjonbalaj**  
Director General



## ANNEX 1

### REFERENCE STANDARDS FOR PRODUCTION AND EXECUTION OF TECHNICAL REVIEW FOR HANG-GLIDERS AND PARAGLIDERS

- EN 926-1 and EN 926-2 (*European Norms*):
- LTF 2009: Standards issued by the German Agency for Civil Aviation [*Luftfahrt-Bundesamt (LBA)*], in accordance with EN 926-2 and published in NfL II 91/09 [*Nachrichten Für Luftfahrer*].

If not in contradiction with the above mentioned standards, the national standards for hang-gliders and paragliders may be appropriately taken into account, in accordance with:

- *Deutscher Hängegleiter Verband (DHV)*: German association of hang-gliders and paragliders;
- *Schweizerischer Hängegleiter Verband (SHV)*: Swiss association of hang-gliders and paragliders;
- *Association française de Normalisation (AFNOR)*: French association for standardisation,
- *British Hang Gliding and Paragliding Association (BHPA)*: British Hang Gliding and Paragliding Association;
- *Deutscher Ultraleichtflugverbandes (DULV)*: German association of microlight pilots;
- *European Hang Gliding and Paragliding Union (EHPU)*: European Hang Gliding and Paragliding Union;
- *FAI Sporting Code Section 7B – Class O*: Regulations for the competition of hang-gliders and paragliders of the International Aeronautical Federation (FAI).

## ANNEX 2

### FRAMEWORK TRAINING PROGRAMME

The framework training programme counts the hours of the theoretical training and the number of practical flight training specifying the minimum amount required to meet the satisfactory training of each candidate.

#### A. FRAMEWORK FLIGHT TRAINING PROGRAMME FOR HANG-GLIDERS

##### 1. Training for acquiring hang-glider pilot license (SOLO)

Training is conducted in two basic stages, based on the following Framework Programme:

###### **First Stage - Theoretical Part (20 hours)**

- a) Theory of Flight (aerodynamics and mechanics of flight) - 4 hours
- b) Construction and Materials - 3 hours
- c) Meteorology - 4 hours
- d) Rules and Regulations - 2 hours
- e) Flight Techniques - 2 hours
- f) Dangerous Situations and Emergency Procedures - 2 hours
- g) Provision of First Aid - 2 hours
- h) Test - 1 hour

###### **First Stage - Practical Part (10 - 20 trainings)**

- a) Transport, storage and handling the hang-glider and equipment - 1 hour
- b) Assembling and disassembling the hang-glider - 1 hour
- c) Pre-flight check of hang-glider and wire system - 1 hour
- d) Secure position during fall - 1 hour
- e) Controlling the hang-glider on land - 1 hour
- f) Exercises on flat land - 4 hours
- g) Exercises on the training field - take off roll without taking off - 1 hour
- h) Exercises on the training hill:
  - take-off roll to the jump of 1 m height above the ground (practicing take-offs and landings) - 10 flights
  - take-off roll to the jump of 5 m height above the ground (practicing take-offs and landings) - 20 flights
- i) Exercises in the training field:
  - flights reaching heights of 10 m above the ground (practicing take-offs and landings) - 20 flights

- flights reaching heights of 30 m above the ground (practicing speed and direction controls) - 10 flights
- flights reaching heights of 50 m above the ground (practicing speed control and change of direction) - 10 flights

In the first stage of training the candidate acquires necessary theoretical knowledge of basic concepts, principles and rules of using hang-glider. The theoretical part ends with an internal written exam, containing 50 objective type tasks, and the passing rate shall be 75% accuracy.

### **Second Stage - Practical Part (60 Flights)**

- a) Flight at high altitudes – circling, planning, circle to land - 10 flights
- b) Gliding on the slope (if applicable) - 5 flights
- c) Gliding in thermals (if applicable) - 10 flights
- d) Preparation for test - 1 flight

## **2. Training for acquiring hang-glider pilot license (TANDEM)**

Training is conducted in two main stages according to the following framework programme:

### **First Stage - Theoretical Part (20 Hours)**

- a) Theory of Flight (aerodynamics and mechanics of flight) - 4 hours
- b) Construction and Materials - 3 hours
- c) Meteorology - 4 hours
- d) Rules and Regulations - 2 hours
- e) Flight Techniques - 2 hours
- f) Dangerous Situations and Emergency Procedures - 2 hours
- g) Provision of First Aid - 2 hours
- h) Test - 1 hour

### **First Stage - Practical Part (10 - 20 Trainings)**

- a) Transport, storage and handling the hang-glider and equipment - 1 hour
- b) Assembling and disassembling the hang-glider - 1 hour
- c) Pre-flight check of hang-glider and wire system - 1 hour
- d) Secure position during fall - 1 hour
- e) Controlling the hang-glider on land - 1 hour
- f) Exercises on flat land - 4 hours
- g) Tandem - information flight - 1 hour
- h) Tandem (take-off, turns, circling, planning, circle to land) - 20 flights
- i) Exercises in the training field - take off roll without taking off - 1 hour
- j) Exercises on the training hill

- take off run to the jump of 1m height above the ground (practicing take-offs and landings) - 5 flights
- k) Exercises in the training field:
  - flights reaching heights of 10 m above the ground (practicing take-offs and landings) - 5 flights
  - flights reaching heights of 30 m above the ground (practicing speed and direction controls) - 5 flights
  - flights reaching heights of 50 m above the ground (practicing speed control and change of direction) - 5 flights

In the first stage of training the candidate acquires necessary theoretical knowledge of basic concepts, principles and rules of using hang-glider. The theoretical part ends with an internal written exam, which contains 50 objective type tasks, and the passing rate shall be 75% accuracy.

### **Second Stage - Practical Part (60 Flights)**

- a) Flight at high altitudes – circling, planning, circle to land - 10 flights
- b) Gliding on the slope (if applicable) - 5 flights
- c) Gliding in thermals (if applicable) - 10 flights
- d) Preparation for test - 1 flight

### **3. Training for the issue of hang-glider flight instructor privileges**

Training for the issue of a flight instructor privileges implies presence in the complete theoretical and practical part, and an internship in an approved training organisation under the supervision of a certified flight instructor.

#### **Theoretical Part (25 Hours)**

- a) Theory of Flight (aerodynamics and mechanics of flight) - 3 hours
- b) Construction and Materials - 2 hours
- c) Meteorology - 4 hours
- d) Rules and Regulations - 3 hours
- e) Flight Techniques - 2 hours
- f) Dangerous Situations and Emergency Procedures - 3 hours
- g) Teaching Methodology and Psychology - 4 hours
- h) Provision of First Aid - 4 hours

#### **Practical Part**

- a) Ground Training: checking skills, Teaching Methodology - 4 hours
- b) Small and Medium Altitude Training: checking skills, teaching methodology - 10 hours
- c) High Altitude Training: checking skills, Teaching Methodology - 5 hours

#### **4. Training for the issue of tandem flight privileges**

**Theoretical Part (16 hours)** *(not mandatory for candidates who already have a valid flight instructor privileges)*

- a) Theory of Flight (aerodynamics and mechanics of flight) - 2 hours
- b) Meteorology - 4 hours
- c) Rules and Regulations - 3 hours
- d) Dangerous Situations and Emergency Procedures - 3 hours
- e) Provision of First Aid - 4 hours

#### **Practical Part**

At least 10 flights in high-altitude tandem hang-glider under the supervision of flight instructor and passenger having as a minimum hang-glider pilot license.

#### **5. Training for the issue of a test pilot privileges**

**Theoretical Part (20 hours)**

- a) Theory of Flight (aerodynamics and mechanics of flight) - 2 hours
- b) Construction and Materials - 2 hours
- b) Meteorology - 4 hours
- c) Teaching Methodology and Psychology - 5 hours
- d) Dangerous Situations and Emergency Procedures - 5 hours

#### **Practical Part**

Flights with at least 5 different type of hang-gliders - 20 hours

#### **6. Training for the issue of aerobatic flying privileges**

**Theoretical Part (18 hours)**

- a) Theory of Flight (aerodynamics and mechanics of flight) - 2 hours
- b) Construction and Materials - 2 hours
- c) Rules and Regulations - 2 hours
- d) Flight Techniques - 4 hours
- e) Dangerous Situations and Emergency Procedures - 4 hours
- f) Provision of First Aid - 4 hours

#### **Practical Part**

- a) Ground Training: aerobatic manoeuvres principles - 4 hours

- b) Emergency Procedures during aerobatic flights - 10 flights
- c) Aerobatic manoeuvres - 20 flights

## **7. Training for extension of privileges for taking-off from the hills**

### **Theoretical Part (10 hours)**

- a) Different take-off methods from the hill - 2 hours
- b) Flying Techniques on the slope - 2 hours
- c) Dangerous Situations - 2 hours
- d) Rules and Regulations - 2 hours
- e) Take-off and Landing fields - 2 hours

### **Practical Part**

- a) Ground Exercises - 2 hours
- b) Flying in 3 different airfields, at least - 10 flights
- c) The organisation of the flight at the take-off field - 10 flights

## **8. Training for extension of privileges for taking-off using towing (stationary winch or pay-out winch or static line)**

### **Theoretical Part (12 hours)**

- a) Equipment (winch construction, towing rope, weak links, radio communication, unhooking device, take-off cart) - 2 hours
- b) Theory of Flight (physical principles when towing) - 2 hours
- c) Flight Techniques while in traction ("Safe Start", lifting techniques, unhooking) - 2 hours
- d) Dangerous Situations - 2 hours
- e) Rules and Regulations - 2 hours
- f) Airports - 2 hours

### **Practical Part**

- a) Ground Exercise - 2 hours
- b) Flying up to 300 m using unhooking device - 10 flights
- c) The organisation of the flight using towing devices - 10 flights

## **9. Training for extension of privileges for taking-off using winch**

### **Theoretical Part (12 hours)**

- a) Equipment (winch, towing rope, weak links, radio communication, unhooking device) - 2 hours
- b) Theory of Flight (physical principles when winching) - 2 hours
- c) Flying techniques during winching (lifting techniques, unhooking) - 2 hours
- d) Dangerous Situations - 2 hours
- e) Rules and Regulations - 2 hours
- f) Airports - 2 hours

#### **Practical Part**

- a) Ground Exercise - 2 hours
- b) Flying using unhooking device - 10 flights
- c) The organisation of the flight using winching - 10 flights

### **10. Training for extension of privileges for taking-off using engine**

#### **Theoretical Part (12 hours)**

- a) Theory of Flight (physical principles when taking-off and flying using engine) - 2 hours
- b) Design and Constructions of Hang-glidern with engines - 2 hours
- c) Flying techniques with engine - 2 hours
- d) Dangerous Situations - 2 hours
- e) Rules and Regulations - 2 hours
- f) Airports - 2 hours

#### **Practical Part**

- a) Ground Exercises (test run and warming up the engine) - 1 hour
- b) Flight to an altitude up to 30 m - 5 flights
- c) Flight to an altitude up to 300 m - 5 flights
- d) The organisation of the flight while taking-off with engine - 10 flights

### **11. Training and seminars for the refreshment of knowledge in respect of the extension of the privileges**

The extension of privileges, among others (regular flying, medical fitness), under this Regulation shall mean the regular update and refresh of the knowledge. Refreshment of knowledge is done through professionally structured seminars by an approved training organisation. Seminars include a theoretical part, while the practical part is optional, but possible.

Course content shall be determined in accordance with current subjects and requirements.

After the completion of the refresher training course or seminar, the approved training organisation shall issue to the attendees a certificate of attendance serving as proof for the purpose of extension of the privileges.

## **B. FRAMEWORK FLIGHT TRAINING PROGRAMME FOR FLIGHTS WITH PARAGLIDERS**

### **1. Training for acquiring paraglider pilot licenses**

Training is conducted in two basic stages, based on the following Framework Programme:

#### **First Stage – Theoretical Part (20 hours)**

- a) Introductory lesson - 1 hour
- b) Theory of Flight (aerodynamics and mechanics of flight) - 2 hours
- c) Construction and Materials - 2 hours
- d) Meteorology - 4 hours
- e) Rules and Regulations - 2 hours
- f) Flight Techniques - 2 hours
- g) Dangerous Situations and Emergency Procedures - 3 hours
- h) Provision of First Aid - 4 hours

#### **First Stage – Practical Part (10 – 20 trainings)**

- a) Familiarisation and handling of the equipment, preparation for the flight - 1 hour
- b) Lifting the wing (upper surface) - 3 hours
- c) Handling of the paraglider on the ground - 3 hours
- d) Take-off phase and separation from the ground - 3 hours
- e) Flights at low altitudes up to 10 m: practicing take-offs and landings - 10-15 flights
- f) Flights at low altitudes up to 30 m: practicing take-offs and landings - 10-15 flights
- g) Flights at low altitudes up to 50 m: slight twists, 180 ° turns, landing plan - 20-30 flights
- h) Flights at medium altitudes: turns, circling, landing plan - 10 flights
- i) Reverse Launch: crossed controls technique and techniques using A and D risers - 3 hours
- j) Medium Altitude flight checks - landing using the landing circle - 1-5 flights
- k) Tandem Flight with the paraglider flight instructor - 1-2 flight



In the first stage of training the candidate acquires theoretical knowledge of basic concepts, principles and rules of using paragliders. The theoretical part ends with internal written exams, which contains 50 objective type tasks, and the passing rate of 75% accuracy.

### **Second Stage - Theoretical Part (20 hours)**

- a) Theory of Flight (aerodynamics and mechanics of flight) - 2 hours
- b) Construction and Materials - 2 hours
- c) Meteorology - 4 hours
- d) Rules and Regulations - 2 hours
- e) Flight Techniques - 3 hours
- f) Dangerous Situations and Emergency Procedures - 4 hours
- g) Provision of First Aid - 2 hours
- h) Test - 1 hour

### **Second Stage - Practical Part (60 Flights)**

- a) Reverse Launch - 3 hours
- b) Flight at high altitudes: familiarisation with high altitudes, circling, planning, circle to land - 5 flights
- c) Flight at high altitudes: recognition of wind drift, terrain and other aircraft in the air, turns "eights" and circling (360° turns) - 5 - 10 flights
- d) Gliding on the slopes (if applicable) - 5 - 10 flights
- e) Weight shifting control and D-lines - 2-3 flights
- f) Lateral closures: symmetric ("ears") and one-sided - 3-5 flights
- g) Gliding in mild thermals (if applicable) - 10-15 flights
- h) Quick descending using "B-stall" manoeuvre and gentle spiral - 5 flights
- i) Gliding in higher thermals (if applicable) 10-15 flights
- j) Steep spiral - 2-3 flights
- k) Overflights - 10-15 flights
- l) Preparation for the exam - 2-3 flights

In theoretical part of the second stage the candidate complements knowledge of first stage, whilst the practical training includes flights in high altitudes. Internal knowledge check contains 50 objective type tasks, and the passing rate is 75% accuracy.

## **2. Training for the issue of paraglider flight instructor privileges**

Training for the issue of flight instructor privileges for paragliders assumes total presence in the theoretical and practical part, and internship in the approved training organisation under the supervision of a certified flight instructor.

### **Theoretical Part (25 hours)**

- a) Theory of Flight (aerodynamics and mechanics of flight) - 3 hours
- b) Construction and Materials - 2 hours
- c) Meteorology - 4 hours
- d) Rules and Regulations - 3 hours
- e) Flight Techniques - 2 hours
- f) Dangerous Situations and Emergency Procedures - 3 hours
- g) Teaching Methodology and Psychology - 4 hours
- h) Provision of First Aid - 2 hours

### **Practical Part**

- a) Ground Training: skill checks, teaching methodology, ground handling - 4 hours
- b) Training in small and medium altitudes: skill checks, teaching methodology - 10 flights
- c) Training at high altitude: skill checks, teaching methodology - 5 flights
- d) Emergency Procedures: S.I.V. Training - 2-3 flights

### **3. Training for acquiring authorisation for tandem flights**

**Theoretical Part (20 hours)** *(not required for candidates who already have a valid flight instructor rating)*

- a) Theory of Flight (Aerodynamics and Flight Mechanics) - 2 hours
- b) Construction and Materials - 2 hours
- c) Meteorology - 4 hours
- d) Rules and Regulations - 3 hours
- e) Flight Techniques - 2 hours
- f) Dangerous Situations and Emergency Procedures - 3 hours
- g) Provision of First Aid - 4 hours

### **Practical Part**

- a) Ground Training: skill checks, ground handling - 2 hours
- b) Paraglider tandem flights in medium and high altitudes, under the supervision of flight instructor and passenger having at least a paraglider pilot license - at least 10 flights
- c) Emergency Procedures: S.I.V. Training - 2-3 flight

### **4. Training for acquiring authorisation of a test pilot**

#### **Theoretical Part (20 hours)**

- a) Theory of Flight (Aerodynamics and Flight Mechanics) - Higher level - 5 hours

- b) Structures and Materials - 5 hours
- c) Criteria and methods of testing - 5 hours
- d) Dangerous Situations and Emergency Procedures - 5 hours

### **Practical Part**

- a) Flights with at least 5 different paragliders - 20 hours
- b) Emergency procedures - S.I.V. training at least - 5 flights

## **5. Training for acquiring authorisation for aerobatic flying**

### **Theoretical Part (20 hours)**

- a) Theory of Flight (Aerodynamics and Flight Mechanics) - 2 hours
- b) Construction and Materials - 2 hours
- c) Meteorology - 2 hours
- d) Rules and Regulations - 2 hours
- e) Flying Techniques - 4 hours
- f) Dangerous Situations and Extraordinary Procedures - 4 hours
- g) Provision of First Aid - 4 hours

### **Practical Part**

- a) Ground Training: ground handling principles of acrobatic maneuvers - 4 hours
- b) Emergency procedures: S.I.V. training at least 10 flights
- c) Acrobatic maneuvers at least - 20 flights

## **6. Training for acquiring privileges for taking-off from the hills**

### **Theoretical Part (10 hours)**

- a) Take-off methods from the hills - 2 hours
- b) Flying techniques on the slopes - 2 hours
- c) Dangerous Situations - 2 hours
- d) Rules and Regulations - 2 hours
- e) Takeoff and Landing sites - 2 hours

### **Practical Part**

- a) Ground Exercises - 2 hours
- b) Flights to at least 3 different airfields - 10 flights
- c) The organisation of flights at the take-off sites - 10 flights

## **7. Training for acquiring privileges of taking-off with towing (using stationary winch or pay-out winch or static line)**

### **Theoretical Part (12 hours)**

- a) Equipment (winch construction, tow rope, weak links, radio communications, unhooking device, trolleys for takeoff) - 2 hours
- b) Theory of Flight (physical principles during operation of towing) - 2 hours
- c) Flying Techniques on traction ("safe start", lifting technique, unhooking) - 2 hours
- d) Dangerous Situations - 2 hours
- e) Rules and Regulations - 2 hours
- f) Aerodromes - 2 hours

### **Practical Part**

- a) Ground Exercise - 2 hours
- b) Flight up to 300 m with unhook - 10 flights
- c) The organisation of flights on traction - 10 flights

## **8. Training for acquiring of privileges taking-off using engine**

### **Theoretical Part (12 hours)**

- a) Theory of Flight (physical principles of taking-off and flying using engine) - 2 hours
- b) Design and Construction of paragliders with auxiliary engine - 2 hours
- c) Flying Technique using engines - 2 hours
- d) Dangerous Situations - 2 hours
- e) Rules and Regulations - 2 hours
- f) Aerodromes - 2 hours

### **Practical Part**

- a) Ground Exercise (test run and engine warm up) - 1 hour
- b) Flights up to 30 meters - 5 flights
- c) Flights up to 300 meters - 5 flights
- d) The organisation of flight using engines for take-off - 10 flights

## **9. Training and seminars for the refreshment of knowledge in respect of the extension of the privileges**

The extension of privileges, among others (regular flying, medical fitness), under this Regulation shall mean the regular update and refresh of the knowledge.

Refreshment of knowledge is done through professionally structured seminars by an approved training organisation. Seminars include a theoretical part, while the practical part is optional, but possible.

Course content shall be determined in accordance with current subjects and requirements.

After the completion of the refresher training course or seminar, the approved training organisation shall issue to the attendees a certificate of attendance serving as proof for the purpose of extension of the privileges.

## ANNEX 3

### PROGRAMMES FOR CONDUCTING EXAMS FOR ACQUIRING HANG-GLIDER AND PARAGLIDER PILOT LICENCES AND AUTHORISATIONS.

#### A. EXAMS FOR HANG GLIDER PILOTS

##### 1. Examination for acquiring hang-glider pilot license

###### Theoretical Part

- a) Theory of Flight (Aerodynamics and Flight Mechanics) - 20 questions
- b) Structures and Materials - 5 questions
- c) Meteorology - 15 questions
- d) Rules and Regulations - 5 questions
- e) Flying Techniques - 10 questions
- f) Dangerous Situations and Emergency Procedures - 10 questions
- g) Provision of First Aid - 5 questions

###### Practical Part

###### Section 1: Preparation and takeoff

- a) Pre-flight inspection of hang-glider, documentation and preparation
- b) Knowledge of methods of using the hang-glider
- c) Check before takeoff

###### Section 2: Take-off Methods (*performed in one out of four possible ways used for take off*)

###### Section 2A: Take-off from the hills

- a) The signals before and during take-off
- b) Appropriate flight profile
- c) The simulation of aborted take-off

###### Section 2B: Take-off with towing by the stationary winch or pay-out winch or static rope

- a) The signals before and during take-off, including winch handler signals
- b) Appropriate flight profile
- c) Simulation of towing break
- d) Position Awareness
- e) Unhooking

### **Section 2C: Take-off using aero towing**

- a) The signals before and during take-off, including communication with the pilot of towing aircraft
- b) Roll, take-off and climb
- c) Termination of roll (simulation or an oral examination)
- d) Following the towing aircraft flying in straight line and turns
- e) Repair of incorrect position during following
- f) Unhooking

### **Section 2D: Take-off using auxiliary engine**

- a) Procedures for take-off at the airport,
- b) Roll, take-off and climb,
- c) Monitoring of flight and flying skills during the take-off phase,
- d) The simulation of engine failure after take-off,
- e) Turning off the engine

### **Section 3: General actions**

- a) Maintaining the position and velocity in linear flight
- b) Coordination during turns with the bank angle of 30°, procedures and methods of observation and collision avoidance
- c) Recovery from turns toward reference point
- d) Flying at high angles of attack (low speed)
- e) Towed flight and return from towed flight
- f) Coordinated turns with an angle of 45°, procedures and methods of observation and collision avoidance

### **Section 4: Circle to land, approach and landing (it is forbidden to provide instructions to candidate by radio, except in emergency cases)**

- a) Procedures for approaching circle to land (the direction of the turning to circle to land can be preset)
- b) Procedures for monitoring and collision avoidance
- c) Before landing checks
- d) Circle to land flights, approach and landing
- e) Precision of landing (landing in the proper designated area 100 x 50 m)

When taking off from the hills an examiner checks the candidates at the take-off site and another examiner at the landing site

## **2. Examination for acquiring flight instructor privileges**

### **Theoretical Part**

- a) Theory of Flight (Aerodynamics and Flight Mechanics) - 15 questions
- b) Structures and Materials - 5 questions
- c) Meteorology - 10 questions
- d) Rules and Regulations - 5 questions
- e) Flying Techniques - 10 questions
- f) Dangerous Situations and Emergency Procedures - 10 questions
- g) Provision of First Aid - 5 questions
- h) Teaching Methodology - 10 questions

### **Practical Part**

- a) Demonstration of exercises on the ground and explanation of take-off phase and control of the hang-glider on the ground. The direction of the turning circle to land can be set in advance.
- b) Examination flight with the precision and accuracy of landing in the designated area 100 x 50 m per circle to land

## **3. Examination for acquiring the privileges for tandem flight**

### **Theoretical Part**

- a) Theory of Flight (Aerodynamics and Flight Mechanics) - 10 questions
- b) Meteorology - 10 questions
- c) Rules and Regulations - 5 questions
- d) Dangerous Situations and Emergency Procedures - 10 questions
- e) Provision of First Aid - 5 questions

### **Practical Part**

- a) Demonstration of exercises on the ground and explanation of take-off phase and control of the hang-glider on the ground. The direction of the circle to land can be set in advance,
- b) Examination flight with the precision and accuracy of landing in the designated area 100 x 50 m per circle to land

## **4. Examination for acquiring the privileges of a test pilot**

### **Theoretical Part**

- a) Theory of Flight (Aerodynamics and Flight Mechanics) - 10 questions
- b) Structures and Materials - 10 questions
- c) Criteria and test methods - 10 questions
- d) Dangerous Situations and Emergency Procedures - 10 questions



### **Practical Part**

One flight in two different models of hang-gliders (to be commenced over the water surface)

## **5. Examinations for acquiring the privileges for aerobatic flying**

### **Theoretical Part**

- a) The Theory of Flight (Aerodynamics and Flight Mechanics) - 10 questions
- b) Structures and Materials - 5 questions
- c) Rules and Regulations - 5 questions
- d) Flying Techniques - 10 questions
- e) Dangerous Situations and Emergency Procedures - 10 questions
- f) Provision of First Aid - 5 questions

### **Practical Part**

Perform the required number of flights to demonstrate aerobatic maneuvers

## **B. EXAMS FOR THE PARA-GLIDER PILOT**

### **1. The exam for acquiring a paraglider pilot license**

#### **Theoretical Part**

- a) Theory of Flight (Aerodynamics and Flight Mechanics) - 20 questions
- b) Structures and Materials - 5 questions
- c) Meteorology - 15 questions
- d) Rules and Regulations - 5 questions
- e) Flying Techniques - 10 questions
- f) Dangerous Situations and Emergency Procedures - 10 questions
- g) Provision of First Aid - 5 questions

#### **Practical Part**

##### **Section 1: Preparation and takeoff**

- a) Pre-flight inspection of paragliders, documentation and preparation
- b) Knowledge of methods of using paragliders
- c) Before take-off check

**Section 2: Take-off Methods** (*performed in one out of three possible ways used for take-off*)

**Section 2A: Take-off from the hill**

- a) The signals before and during takeoff,
- b) Appropriate flight profile,
- c) The simulation of aborted takeoff

**Section 2B: Take off with towing by the stationary winch or pay-out winch or static rope**

- a) The signals before and during take-off, including signals from winch handler
- b) Appropriate flight profiles
- c) Simulation of towing break
- d) Position Awareness
- e) Unhooking

**Section 2C: Take-off using auxiliary engine**

- a) Procedures for takeoff at the airport
- b) Roll, take-off and climb
- c) Monitoring of flight and flying skills during the take-off phase
- d) The simulation of engine failure after take-off
- e) Turning off the engine

**Section 3: General actions**

- a) Maintaining the position and airspeed in linear flight
- b) Recovery from turns toward reference point
- c) Rapid descent maneuver (if applicable)

**Section 4: Circle to land approach and landing** (*it is forbidden to provide instructions to candidate by radio, except in case of emergency*)

- a) Procedures for approaching circle to land (the direction of the circle to land can be preset)
- b) Procedures for monitoring and collision avoidance
- c) Before landing checks
- d) Flight around the circle to land, approach and landing
- e) Precision of landing (landing in the properly designated area 50 x 50 m)

## **2. Examinations for acquiring flight instructor privileges**

### **Theoretical Part**

- a) Theory of Flight (Aerodynamics and Flight Mechanics) - 15 questions
- b) Structures and Materials - 5 questions
- c) Meteorology - 10 questions
- d) Rules and Regulations - 5 questions
- e) Flying Techniques - 10 questions
- f) Dangerous Situations and Emergency Procedures - 10 questions
- g) Provision of First Aid - 5 questions
- h) Teaching Methodology - 10 questions

### **Practical Part**

- a) Demonstration of exercises on the ground and explanation of take-off phase and control of the Paraglider on the ground, controlled aborted take-off, ground handling
- b) Examination flight performing flight maneuvers for rapid descent of at least 10 m/s precision and accuracy of landing in the designated area 50 x 50 meters per circle to land
- c) Emergency procedures (performed as part of mandatory training S.I.V. during training, so this part of the examination can be omitted)

## **3. Examinations for acquiring privileges for tandem flight**

### **Theoretical Part**

- a) Theory of Flight (Aerodynamics and Flight Mechanics) - 10 questions
- b) Meteorology - 10 questions
- c) Rules and Regulations - 5 questions
- d) Dangerous Situations and Emergency Procedures - 10 questions
- e) Provision of First Aid - 5 questions

### **Practical Part**

- a) Test flight of controlled aborted take-off with the tandem paraglider in the phase of raised wing (upper surface)
- b) Tandem paraglider take-off, with a passenger who has at least paraglider pilot license
- c) Precision landing and accuracy of landing in the designated area 50 x 50 meters per circle to land

## **4. Examinations for acquiring the privileges of a test pilot**

### **Theoretical Part**

- a) Theory of Flight (Aerodynamics and Flight Mechanics) - 10 questions
- b) Structures and Materials - 10 questions
- c) The criteria and test methods - 10 questions
- d) Dangerous Situations and Emergency Procedures - 10 questions

### **Practical Part**

One flight in two different models of paragliders performing emergency procedures, such as unilaterally folding over 50% "full-stall," the negative turn, spiral decline over 15 m/s (*to be performed over the water surface*)

## **5. Examinations for acquiring the privileges of aerobatic flying**

### **Theoretical Part**

- a) Theory of Flight (Aerodynamics and Flight Mechanics) - 10 questions
- b) Structures and Materials - 5 questions
- c) Rules and Regulations - 5 questions
- d) Flying Techniques - 10 questions
- e) Dangerous Situations and Emergency Procedures - 10 questions
- f) Provision of First Aid - 5 questions

### **Practical Part**

S.I.V and aerobatic maneuvers: wingover, asymmetric spiral, S.A.T, negative turns, towed flight, full-stall, loop. Perform the required number of flights to show aerobatic maneuvers (performed over the water surface).

## ANNEX 4

### HANG-GLIDER AND PARAGLIDER PILOTS FLIGHT LOGBOOK FORM

The hang-glider and paraglider pilots' flight logbook allows the flying pilot to keep record of flights in conventional manner assuring permanent records.

Pilot flying various aircraft categories, shall have a separate pilot's flight logbook for each category.

1. Records in the flight book should be entered in ink or pencil, as soon as possible after each flight.

2. Flight logbook must contain at least the following information for hang-glider and paraglider flights:

a) Personal information:

- name and surname, and
- address of the holder of a pilot flight logbook.


b) For each flight:

- Date of flight,
- Place and time of take-off and landing,
- Type (type, model, type of variation) hang-glider or paraglider,
- Starting Method,
- Total time of flight (roll)
- Status during the flight (pilot, student pilot, instructor, examiner)
- The purpose and mission of flight
- Distance flown,
- Remarks and verification.


3. Flight logbooks of standard dimensions (smallest size A6 up to A4) with solid wrapped and numbered pages shall be acceptable.

# ANNEX 5

## HANG-GLIDER PILOT LICENCE FORM



**Republika e Kosovës**  
Republika Kosovo - Republic of Kosovo



**Autoriteti i Aviacionit Civil i Kosovës**  
Autoritet Civilnog Vazduhoplovstva Kosova  
Civil Aviation Authority of Kosovo

**Licencë e pilotit të deltaplanit**  
Dozvola pilota zmaja

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**Hang Glider Pilot Licence**

Lëshuar në përputhje me Rregulloren XX/2012  
Izdana u skladu sa Uredbom XX/2012

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Issued in Accordance with the Regulation XX/2012

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|  | <p><b>Nënshkrimi i mbajtësit</b><br/>Potpis imaoča<br/>Signature of Holder</p> <input style="width: 100%;" type="text"/> |
| <p><b>Emri dhe mbiemri/Ime i prezime/Name and Surname</b></p> <input style="width: 100%;" type="text"/>                                  |  |
| <p><b>Data dhe vendi i lindjes/Datum i mesto rodenja/DOB</b></p> <input style="width: 100%;" type="text"/>                               |  |
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| <p><b>Nacionaliteti/Državljanstvo/Nationality</b></p> <input style="width: 100%;" type="text"/>  |  |
| <p><b>Data e lëshimit/Datum izdavanja/Date of Issue</b></p> <input style="width: 100%;" type="text"/>                                    |  |
| <p><b>Me autorizim/Po ovlaštenju/By Authority</b> <span style="float: right;">V/P/S</span></p> <input style="width: 100%;" type="text"/> |  |

**AUTORIZIMET/OVLAŠTENJA/RATINGS**

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| <b>Instruktor/Nastavnik/Instructor</b>                          |   |
| <b>I</b>  |   |
| <b>Pilot tandem/ Pilot tandema/Tandem Pilot</b>                 |   |
| <b>D</b>  |   |
| <b>Pilot testues/Pokusni pilot/Test Pilot</b>                   |   |
| <b>T</b>  |   |
| <b>Fluturime akrobatike/Akrobatsko letenje/Aerobatic Flying</b> |   |
| <b>A</b>  |   |
| <b>Vërejtje/Primedbe/Remarks</b>                                |   |
|   |   |

**Kjo licence është e vlefshme vetëm me dëshminë mbi aftësinë mjekësore**  
Ova dozvola vredi samo uz dokaz o zdravstvenoj sposobnosti  
This licence is valid only with evidence of medical fitness

| <b>Vlerësimet</b><br>Ovlaštenje<br>Rating | <b>Vlefshme deri më</b><br>Vredi do<br>Valid Until | <b>Me autorizim</b><br>Po ovlaštenju<br>By Authority |
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