

Pursuant to Articles 33(5), 56(4), 60(6), 62(4), 67(8), 80(3) and 108(5) of the Aviation Act (Official Gazette of the Republic of Slovenia, No 85/24), the Minister of Infrastructure issues the following

RULES

on aircraft for research, experimental or scientific purposes

I. GENERAL PROVISIONS

Article 1 **(Subject matter)**

(1) These Rules establish a category of aircraft specially designed or modified for research, experimental or scientific purposes (hereinafter referred to as: experimental aircraft) as defined in point (b) of the first paragraph of Annex I to Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (OJ L, 212, 22. 8. 2018, p. 1), as last amended by Commission Delegated Regulation (EU) 2025/1044 of 23 May 2025 supplementing Regulation (EU) 2018/1139 of the European Parliament and of the Council with detailed rules and procedures for the recognition of air traffic controller licences and certificates issued by third countries (OJ L 2025/1044, 6. 8. 2025), competent authority, characteristics, method of manufacture, manufacturer, control of manufacture and testing, manufacturing process, determination of airworthiness, registration, flight testing, flight authorisation, maintenance, licences and flight operations.

(2) These Rules lay down requirements for the design, construction and use of experimental aircraft with an acceptable level of risk.

(3) These Rules have been issued taking into account the information procedure in accordance with Directive (EU) 2015/1535 of the European Parliament and of the Council of 9 September 2015 laying down a procedure for the provision of information in the field of technical regulations and of rules on Information Society services (OJ L 241, 17. 9. 2015, p. 1).

Article 2 **(Definitions)**

(1) The terms used in these Rules have the following meanings:

1. "ATA Specification 100" means the aircraft systems numbering system of 100 standard chapters developed by the Air Transport Association of America (ATA);
2. "conceptual design" means a new design or plan for a new type or model of aircraft;
3. "user" means a natural or legal person who is not the owner of the experimental aircraft but uses it on the basis of a lease agreement or on any other legal basis;
4. "continuous testing" means that, in accordance with the objectives of the project, the experimental aircraft remains in a process of modification and testing for an extended period of time and has been issued with a flight test permit to fly during that time;
5. "entry into service" means that, upon successful completion of flight testing, an experimental aircraft obtains a permit to fly and is no longer technically subject to change;
6. "acceptable level of risk" means a system established in accordance with the procedures set out in Doc 9859 AN/474 Safety Management Manual, issued by the International Civil Aviation Organisation (hereinafter referred to as ICAO), and the appropriate experiential adjustments for the area of flight testing.

(2) The term "ultralight aircraft" used in these Rules means "ultralight aircraft" as defined in the regulation governing ultralight aircraft.

Article 3 (Competent authority)

The competent authority for supervising the implementation of these Rules is the Civil Aviation Agency of the Republic of Slovenia (hereinafter: the Agency).

II. CHARACTERISTICS

Article 4 (Characteristics)

(1) An experimental aircraft must demonstrate stability, controllability and satisfactory strength to enable its use with an acceptable level of risk.

(2) An experimental aircraft that has one or more of the following characteristics is a more complex experimental aircraft:

- multi-engine aircraft,
- the minimum crew is more than one person,
- the primary control system includes a more complex system of active control units (with the exception of a simple series-produced two-axle autopilot system intended for use in small aeroplanes),
- the aircraft cannot be operated solely by applying the principles of visual flight,
- has an operational speed V_{MO} of more than 250 knots indicated airspeed or more than 0.6 indicated Mach number (Mach number is the ratio between actual and sound speed, determined by the ambient air temperature),
- according to the data, it corresponds to the aircraft categories specified in CS-25 and CS-29 (CS-25 are European certification specifications for large aeroplanes, while CS-29 are European certification specifications for large helicopters).

(3) An experimental aircraft which does not correspond in whole or in part to the particular type of aircraft for which the flight crew licence, permit, certificate or authorisation is issued shall be a specific experimental aircraft.

III. MANUFACTURING METHOD AND MANUFACTURER

Article 5 (Manufacturing method)

(1) The experimental aircraft shall be manufactured in one of the following ways:

1. by manufacturing according to plans, which may include the installation of semi-finished products and finished equipment components;
2. by assembling pre-manufactured components that have known or established characteristics and were manufactured by another manufacturer who is not the manufacturer referred to in these Rules;
3. by modifying a certified aircraft or an aircraft for which a permit to fly or a type design approval for flight safety has already been issued in the Republic of Slovenia. The change may be in one or more of the following areas:
 - on the structure,
 - on the systems,
 - on the propulsion,
 - on the equipment,
 - in the processes of use,
 - in maintenance procedures.

(2) For the construction of the experimental aircraft referred to in point 2 of the preceding paragraph, the manufacturer shall obtain, for the components manufactured, adequate information on each component, including its limits, strength calculation and technical documentation enabling control

of the conformity of the construction of these components. The strength calculation may be replaced with test data, testing or experience from the use of such a component on the basis of comparability.

(3) The main components (e.g. fuselage, tail, wings, vertical and horizontal stabiliser, landing gear assemblies, engine, propeller, main and tail rotor, main and tail rotor drive transmission, flight control system assemblies) of a foreign aircraft may be used for the construction of the experimental aircraft referred to in point 2 of the first paragraph of this Article only if the airworthiness status of the main components of the foreign aircraft is known before the production application is submitted. The applicant shall demonstrate the airworthiness status of the main components of the foreign aircraft by obtaining the relevant airworthiness records for that aircraft and submitting them to the Agency for inspection. The airworthiness status of the main components of the foreign aircraft shall be deemed satisfactory if, before the application for a certificate of manufacture is submitted, the aircraft is airworthy, or a declaration from the competent aviation authority of the foreign country concerned is obtained, which is not more than 60 days old and shows that the main components of the aircraft concerned are suitable for installation on the aircraft. If the manufacturer uses the fuselage of a foreign aircraft in the manufacture, that foreign aircraft must be deregistered from the foreign aircraft register or record at the latest before the certificate for the manufacture of an experimental aircraft is issued.

(4) Before issuing the certificate for the construction of the experimental aircraft referred to in point 3 of the first paragraph of this Article, the owner shall return to the issuer the certificate of airworthiness or the permit to fly for the aircraft. The incorporation of an aircraft into production means the cessation of compliance with the aircraft type design as established before the intended change.

(5) In the case of foreign aircraft referred to in point 3 of the first paragraph of this Article, the aircraft must be airworthy before the application for a certificate of manufacture is submitted, or a report on the airworthiness review of the aircraft by the competent aviation authority of the foreign state concerned must be obtained, provided that this report is not older than 60 days. The aircraft must be deregistered from the foreign aircraft register or record at the latest before the certificate of manufacture is issued.

Article 6 (Manufacturer)

(1) A manufacturer may only be an organisation which, under these Rules, means a natural person, a legal person, or part of a legal person, where part of the legal person is understood to be that part described in the organisation's quality manual, has a responsible manager appointed by the legal representative of the legal person, with the authority to dispose of the necessary resources to ensure the smooth operation of the organisation, and the legal representative of the legal person is a co-signatory to the declaration of the responsible manager of the organisation confirming that the organisation's Quality Manual will be complied with at all times. The manufacturer must meet the following conditions:

1. has a quality assurance system, including implementation methods and responsible persons, which must be defined in the organisation's quality manual to the extent laid down in the regulation governing national production. The Agency shall verify and approve the adequacy of the established quality system before issuing a certificate for the manufacture of an experimental aircraft. In the event of identified deficiencies, the Agency shall set an appropriate deadline for the organisation to remedy the deficiencies. The Agency shall approve the organisation's quality manual once the deficiencies identified have been rectified;
2. has a manufacturing project manager assigned by internal act, who is responsible for the manufacturing project under these Rules and for professional correspondence with the Agency, and meets the following conditions:
 - holds or has held a professional pilot licence and holds at least a light aircraft pilot licence appropriate to or closest to the category of aircraft to be manufactured under these Rules and issued in accordance with Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 311, 25. 11. 2011, p. 1), last amended by Commission Implementing Regulation (EU) 2025/2293 of 10 November 2025 amending Implementing Regulation (EU) 2023/203 as regards the requirements applicable to organisations making a declaration

and correcting Regulations (EU) No 1178/2011, (EU) No 748/2012, (EU) No 965/2012, (EU) No 139/2014, (EU) No 1321/2014, (EU) 2015/340 and Implementing Regulation (EU) 2017/373 (OJ L 2025/2293 of 11. 11. 2025), (hereinafter referred to as Regulation 1178/2011/EU), or in accordance with the law governing civil aviation, or

- has held for at least ten years an ultralight aircraft pilot licence issued in accordance with the regulations governing ultralight aircraft for a comparable type of ultralight aircraft, or a higher category pilot licence issued in accordance with the regulations governing aircraft of that higher category, for a comparable type of higher category aircraft, or has held this licence or certificate for at least three years, if he or she is authorised as a flight instructor for this comparable type of ultralight aircraft or for this comparable type of higher category aircraft, if the experimental aircraft being manufactured in accordance with these rules complies with the regulations governing ultralight aircraft, or
- holds or has held an aircraft maintenance licence or personnel approval issued in accordance with Commission Regulation (EU) No 1321/2014 of 26 November 2014 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks (OJ L 362, 17. 12. 2014, p. 1), as last amended by Commission Implementing Regulation (EU) 2026/100 of 15 January 2026 amending Regulations (EU) No 748/2012 and (EU) No 1321/2014 as regards the airworthiness review process, airworthiness certificates and occurrence reporting, and correcting Regulation (EU) No 1321/2014 (OJ L 2026/100, 19. 1. 2026), (hereinafter referred to as Regulation 1321/2014/EU), or on the basis of the law governing civil aviation, or
- has at least five years of experience in the manufacture of aircraft, or
- has at least three years of experience in the field subject to the amendment referred to in point 3 of the first paragraph of Article 5 of these Rules.

(2) Notwithstanding point 1 of the previous paragraph, an organisation approved by the competent authority of an ICAO Member State for the design or production of aircraft shall be deemed to have an appropriate quality assurance system in place. The procedures relating to the implementation of these Rules shall be specified by the organisation in an appendix to the approved organisation quality manual. The Agency shall verify the adequacy of the quality system in place and shall verify and confirm the adequacy of the procedures relating to the implementation of these Rules in the appendix to the organisation quality manual before issuing a certificate for the construction of an experimental aircraft. In the event of identified deficiencies, the Agency shall set an appropriate deadline for the organisation to remedy the deficiencies.

(3) Notwithstanding point 1 of the first paragraph of this Article, an organisation approved for the design or production of aircraft in accordance with Commission Regulation (EU) No 748/2012 of 3 August 2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations (OJ L 224, 21. 8. 2012, p. 1), last amended by Commission Implementing Regulation (EU) 2025/2293 of 10 November 2025 amending Implementing Regulation (EU) 2023/203 as regards the requirements applicable to organisations making a declaration and correcting Regulations (EU) No 1178/2011, (EU) No 748/2012, (EU) No 965/2012, (EU) No 139/2014, (EU) No 1321/2014, (EU) 2015/340 and Implementing Regulation (EU) 2017/373 (OJ L 2025/2293 of 10. 11. 2025), (hereinafter referred to as Regulation 748/2012/EU), shall be deemed to have a quality system in place in accordance with these Rules. The procedures relating to the implementation of these Rules shall be specified by the organisation in an appendix to the organisation's quality manual. The Agency shall verify and confirm the adequacy of the procedures relating to the implementation of these Rules in the appendix to the organisation's quality manual. In the event of identified deficiencies, the Agency shall set an appropriate deadline for the organisation to remedy the deficiencies.

(4) The manufacturer shall document all procedures in accordance with the requirements of the quality assurance system and report to the Agency on the progress of manufacture every 12 months. The report shall contain a description of the scope of the work carried out and shall be submitted to the Agency no later than 90 days after the end of the 12-month reporting period. If the report is not submitted within the deadline, the Agency shall temporarily withdraw, restrict or revoke the validity of the certificate for manufacture in accordance with the law governing civil aviation.

(5) Before applying for a production certificate as part of the quality system, the manufacturer shall carry out an internal audit of the organisation's readiness for the extent of the intended construction of the experimental aircraft. The manufacturer shall attach the internal audit report to the application.

IV. CONTROL OF MANUFACTURE AND TESTING AND OTHER TASKS

Article 7

(Aeronautical manufacturing technical oversight and other related tasks)

(1) The Agency shall carry out the following tasks:

1. supervise the conformity of the manufacturing and testing process with these Rules;
2. upon issuing the certificate for production, confirms the persons responsible for the project;
3. issue a manufacturer's certificate, also appointing an aviation expert and a production inspector;
4. approve the flight conditions and issue the flight test permit, unless the Agency has granted the manufacturer the appropriate privilege to approve the flight conditions and issue the flight test permit under the quality system;
5. in the case of concepts of more complex or specific experimental aircraft, give its agreement to the proposed required experience for the pilot to be tested;
6. approve the maintenance programme;
7. confirm the flight conditions and issue a permit to fly;
8. carry out inspection supervision at key stages of manufacture and testing, which are at least the preparation of the draft manufacturing log, testing the strength of the main parts of the aircraft's basic supporting structure, if planned or necessary, and the start of final assembly of the aircraft. There may be more than one key phase, if so assessed by an aviation expert. The assessment must be attached to the application for the issuance of a manufacturing certificate. If the appropriate privilege to validate the flight conditions and issue the flight test approval has been granted to the manufacturer by the Agency as part of the quality system, oversight in the critical phases of manufacture and testing shall be performed by a nominated aviation expert in the manner specified in the procedure for conducting the internal audit of the manufacturer's organisation;
9. maintain a list of aeronautical experts under these Rules, together with their knowledge and experience.

(2) An aviation expert shall perform the following tasks:

1. oversee manufacturing and testing and is responsible for the aeronautical safety of the manufacturing and testing process. If the Agency confirms to the manufacturer, as part of the quality system, the appropriate privilege to confirm the flight conditions and to issue the flight test permit, it shall also carry out controls at key stages of the manufacture and testing in accordance with the procedure, in the manner defined by the procedure for carrying out an internal audit of the manufacturer's organisation;
2. establish the necessary procedures and documentation based on the objectives of the project;
3. prepare a risk assessment for the testing and use of the experimental aircraft;
4. review and approve the design documentation and ensure that the planned technical solutions ensure the capability for safe flight of the experimental aircraft;
5. determine the performance and operational restrictions;
6. determine the content of the experimental aircraft testing programme and approve it;
7. supervises flight testing;
8. after completion of the flight test, produce a final report on the project;
9. approve the flight manual of the experimental aircraft;
10. approve the maintenance manual for the experimental aircraft;
11. propose a maintenance programme, which shall also include a proposal for the requirements for the competence of personnel involved in the maintenance of the experimental aircraft.

(3) The production inspector performs the following tasks:

1. supervises and is responsible for the application of approved technical documentation and general technical standards and practices in aviation during the manufacturing process;
2. draw the attention of the manufacturer to any observed manufacturing defects;
3. provide the manufacturer with manufacturing instructions and advice;

4. confirms, in the manufacturing log, the information on the material used, the key processes and the components;
5. after completion of the manufacture, inspects the experimental aircraft and provides a written report on its technical condition, which must indicate whether the experimental aircraft is capable of safe flight.

(4) An organisation referred to in the second and third paragraphs of the preceding Article need not appoint a production inspector if the head of the production project ensures, by means of an internal act, the distribution of all tasks and responsibilities referred to in the preceding paragraph to the staff of the organisation who meet the conditions referred to in Article 9 of these Rules, which the Agency shall verify before issuing a production certificate.

Article 8 **(Aviation expert)**

(1) The manufacturer shall nominate an aviation expert. It may also propose several aviation experts in specific fields, depending on the requirements of the manufacturing project. In this case, the manufacturer must designate by internal act the chief aviation expert with responsibility for the project.

(2) Aviation expert must fulfil the following requirements:

- at least an education in a technical or natural science field covering the professional field of aviation to which the manufacturing project relates, obtained in accordance with the second-level study programme, or an education corresponding to the level of education obtained in accordance with the second-level study programmes and ranked at level 8 in accordance with the Act governing the Slovenian Qualifications Framework,
- appropriate knowledge regarding the manufacturing project and
- experience in the field of aircraft manufacturing.

(3) Relevant knowledge in relation to the manufacturing project referred to in the second indent of the preceding paragraph shall include knowledge in the following fields:

- flight abilities, stability and steerability,
- strength and rigidity,
- the propulsion system of the aircraft,
- mechanical systems and aircraft equipment,
- instruments—avionics, electrical, radio equipment of aircraft.

(4) The Agency shall verify the appropriate level of knowledge acquired in relation to the manufacturing project referred to in the second indent of the second paragraph of this Article in accordance with the Agency's procedure for verifying the competence of the aviation expert. Competence assessment by the Agency is not required for persons whose knowledge in a specific field has already been certified by the European Union Aviation Safety Agency within the framework of a design organisation approved in accordance with Regulation 748/2012/EU.

(5) Relevant experience in the field of aircraft manufacturing referred to in the third indent of the second paragraph of this Article shall be deemed to be work experience in the aviation industry or organisation or experience in the role of an aviation expert, provided that the experience is in the field that is the subject of the project.

Article 9 **(Production inspector)**

Production inspector must fulfil the following requirements:

1. hold a category B aircraft maintenance personnel licence appropriate to the construction of an experimental aircraft under these Rules and complying with Part 66 of Annex III to Regulation 1321/2014/EU, or an aircraft maintenance licence issued on the basis of the act governing civil aviation, and have at least five years of professional experience in aircraft maintenance; or
2. has at least five years of experience in the field of control of the manufacture of amateur-built or experimental aircraft, or

3. is authorised to perform inter-phase and final inspections of aircraft manufacturing in the organisation referred to in the second or third paragraph of Article 6 of these Rules.

V. MANUFACTURING PROCESS

Article 10 **(Application for the issue of a manufacturing certificate)**

(1) An application for the issue of a certificate for the manufacture of an experimental aircraft must contain:

1. information on the manufacturer with evidence of compliance with the conditions referred to in Article 6 of these Rules;
2. the appointment of the head of the manufacturing project referred to in point 2 of the first paragraph of Article 6 of these Rules;
3. the address and description of the premises where the manufacture is to be carried out;
4. proposal for the appointment of an aviation expert and his written consent;
5. a proposal for the appointment of a production inspector and his written consent;
6. a presentation of the project, containing the work title of the project, the definition of the method of manufacture, the basic data of the experimental aircraft, the definition of the application of the scope of the construction requirements (certification specifications) for the aircraft and a description of the works envisaged within the project, including a description of the manufacturing technologies;
7. evidence of the suitability of components of foreign aircraft in the case of manufacture referred to in point 2 of the first paragraph of Article 5 of these Rules:
 - a certified copy of the valid airworthiness certificate or permit to fly or equivalent document for a foreign aircraft, or a statement from the competent aviation authority of the foreign country concerned, where the statement is not older than 60 days and shows that the main components of the aircraft in question are suitable for installation in the aircraft, and
 - proof that the main components have not exceeded their permitted operating life;
8. evidence of the suitability of a foreign aircraft in the case of manufacture referred to in point 3 of the first paragraph of Article 5 of these Rules:
 - a certified copy of a valid airworthiness certificate or permit to fly or equivalent document for a foreign aircraft, or
 - a report by the competent aviation authority of the foreign state concerned on the airworthiness review of the aircraft, where such report is not older than 60 days;
9. proof of ownership or right to use the aircraft, which is unencumbered, in the case of a method of manufacture in accordance with point 3 of the first paragraph of Article 5 of these Rules, or proof of ownership of the main and key components of the aircraft, if the method of manufacture is in accordance with points 1 or 2 of the first paragraph of Article 5 of these Rules. If no proof of ownership or right to use the main and key components of the aircraft is available until the issue of the production certificate, it must be submitted to the Agency no later than the issue of the permit for flight testing. If the manufacturer has the privilege to certify flight conditions and issue flight test permits, it shall not exercise that privilege in the production in question until the Agency has confirmed the adequacy of the evidence received regarding the ownership or right to use the main and critical components of the aircraft;
10. presentation of the objectives of the project. If continuous testing is envisaged, the draft testing programme must be specified in the project objectives;
11. risk assessment of the testing of the experimental aircraft and the use of the experimental aircraft, prepared by an aviation expert;
12. certified copy of the contract between the owner and the manufacturer, in which the owner transfers the responsibility of the manufacturing and testing process to the manufacturer, if the manufacturer is not the owner of the aircraft or components;
13. copy of the report on the internal audit conducted on the organisation's readiness for the scope of the intended production of the experimental aircraft referred to in the fifth paragraph of Article 6 of these Rules;
14. an assessment by the aviation expert of the key phases of construction of the experimental aircraft, if other key phases of construction and testing are deemed necessary, or an explanation of eligibility if the aviation expert does not consider it necessary to test the robustness of parts of the basic structure of the aircraft;
15. written proposal from an aviation expert explaining the justification for conducting a reduced flight test programme as specified in points 1 to 6 of Article 21, paragraph 5, of these Rules.

(2) The basic data on the experimental aircraft referred to in point 6 of the previous paragraph are as follows:

1. maximum take-off mass,
2. minimum crew and maximum total number of persons on board,
3. type of propulsion and number of engines,
4. estimated minimum and limit speeds,
5. a description of the active control units of the primary steering system, if any,
6. list of planned radio navigation and other equipment,
7. expected flight conditions after completion of flight testing. In the case of continuous testing, the intended flight conditions for flight testing shall be considered basic data;
8. drawing of the aircraft in three projections and type of construction in the case of the method of construction referred to in points 1 or 2 of the first paragraph of Article 5 of these Rules.

(3) The manufacturer shall notify the Agency in writing of any change in the information referred to in this Article.

Article 11 **(Certificate of manufacture)**

(1) On the basis of the application referred to in the preceding Article, the Agency shall verify compliance with the prescribed conditions and, on the basis of the acceptability of the level of risk, issue a certificate of manufacture.

(2) The following shall be entered in the certificate of manufacture:

1. manufacturer,
2. the head of the manufacturing project referred to in point 2 of the first paragraph of Article 6 of these Rules,
3. work title of the project.,
4. type, category and maximum take-off mass of the experimental aircraft,
5. the address at which the manufacturing is to be carried out,
6. certified aviation expert of the project,
7. a certified production inspector or internal act in the case referred to in the fourth paragraph of Article 7 of these Rules,
8. the conditions for maintaining the validity of that certificate.

Article 12 **(Validity of the certificate of manufacture)**

(1) The certificate of the manufacture of an experimental aircraft is valid for five years.

(2) The manufacturer may apply for an extension of the validity of the manufacturing certificate before the expiry of the validity of the manufacturing certificate already issued. Applications for extension of validity shall be accompanied by a report on the work performed since the issue of the certificate of manufacture and new written approvals from the aviation expert and the production inspector.

(3) The certificate of manufacture shall cease to be valid upon the issue of the permit to fly.

(4) In the event of a change in the data to be entered in the manufacturing certificate, an application for a change to the manufacturing certificate must be submitted, otherwise the certificate issued is invalid.

(5) If the manufacturing conditions under these Rules are no longer met, if the Agency's aviation supervisor, aviation expert or production inspector is prevented from performing manufacturing supervision, if an unauthorised deviation from the data in the design documentation or the implementation of unauthorised changes to the manufacturer's location, personnel, equipment or procedures is detected, or if an annual report on the manufacturing process is not submitted in accordance with Article 6(4) of these Rules, the Agency shall suspend, limit or revoke the validity of the manufacturing certificate in accordance with the act governing civil aviation.

Article 13

(Design documentation)

(1) The design documentation shall be prepared by the manufacturer during the construction of the experimental aircraft and shall be available at the initial inspection of the experimental aircraft to determine its airworthiness.

(2) The mandatory parts of the design documentation are:

1. inspection of the strength of the base structure,
2. steering control,
3. stability control with specification of the boundary positions of the centre of gravity,
4. a load analysis of the electrical system; and
5. a copy of the previous airworthiness certificate or permit to fly, in the case of aircraft referred to in point 3 of the first paragraph of Article 5 of these Rules.

(3) If there were no changes in the manufacturing process on the experimental aircraft that would require the production of an individual mandatory part of the design documentation referred to in points 1 to 4 of the preceding paragraph, the aviation expert may instead issue a written statement that there is no or negligible impact of the manufacturing and that the work does not need to be produced, and that the experimental aircraft is capable of safe flight. This statement is kept in the project documentation as a substitute for the mandatory part of the documentation.

(4) For each mandatory part referred to in the second paragraph of this Article, the following must be prepared in the design documentation:

1. evaluation as appropriate to the part (solidity or other calculation, tests or measurements, experience-based assessment) with effects on other parts; and
2. technical drawings or other means by which the conformity of the manufactured work with the results of the evaluation referred to in the previous point can be checked.

(5) The design documentation shall be supplemented by findings and changes identified or made during flight testing.

(6) The user must provide the Agency with access to the design documentation, which may be deposited with the Agency for this purpose.

Article 14

(Manufacturing log)

(1) During the manufacture of the experimental aircraft, the manufacturer shall keep a manufacturing log that ensures the traceability of the manufacturing process.

(2) As a general rule, the manufacturing log must be divided and marked by aircraft system, the application of ATA Specification 100 being recommended.

(3) The manufacturing log must contain:

1. working name of the manufacturing project,
2. the date of issue and the reference number of the certificate of manufacture,
3. for each component or assembly of components manufactured, a reference to the technical documentation document under which the component or assembly of components is manufactured, an indication of the material used to manufacture the component or assembly of components and information relevant to the technology in which the component or assembly of components was manufactured,
4. details of the specific or calibrated tool used,
5. information on the installed semi-finished products and components and their installation instructions,
6. photographs of completed assemblies that are unavailable and uncontrollable after completion of manufacture,
7. the results of functional tests of the experimental aircraft systems; and

8. other information at the discretion of the manufacturer, the manufacturing aviation expert or the production inspector.

(4) The data referred to in points 3, 4, 6, 7 and 8 of the preceding paragraph shall be confirmed by the production inspector.

Article 15 **(Control of conformity of manufacture with design documentation)**

During the manufacture of individual components and assemblies of components of the experimental aircraft, the manufacturer must notify the production inspector in a timely manner for the purpose of checking the conformity of the manufacture of these components and assemblies of components with the design documentation. The production inspector shall, at the latest before the assembly, carry out a check of the conformity of manufacture with the design documentation of those components and assemblies of components of the experimental aircraft which can no longer be controlled at a later date during manufacture.

Article 16 **(Minimum equipment)**

(1) An experimental aircraft must have the following minimum equipment:

1. safety belts for each fixed seat,
2. compass,
3. a speed meter (not applicable to balloons),
4. an altimeter,
5. the equipment required depending on the type of airspace in which the experimental aircraft is used, and
6. equipment required in accordance with the safety analysis.

(2) In addition to the equipment referred to in the preceding paragraph, a motor-powered experimental aircraft shall have:

1. indicators that directly or indirectly show the output power of each engine,
2. indicators showing the internal load of each engine relative to the limit values, and
3. an indicator of the remaining quantity of fuel or energy reserves.

(3) Experimental aircraft producing buoyancy with rotating elements shall, in addition to the equipment referred to in the first and second paragraphs of this Article, have a tachometer for rotating elements.

(4) In addition to the equipment referred to in the first and second paragraphs of this Article, experimental aircraft producing aero-static buoyancy shall have indicators showing the condition of the buoyancy body.

(5) If the experimental aircraft is intended for use at night, in addition to the required equipment referred to in the first, second, third and fourth paragraphs of this Article, depending on the type of aircraft, it shall also have:

1. aircraft position indicator in space,
2. flight controller,
3. a variometer,
4. lighting of instruments,
5. navigation lights as defined in the Commission Regulation (EC) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 296, 25. 10. 2012, p. 1), last amended by Commission Implementing Regulation (EU) 2025/2293 of 10 November 2025 amending Implementing Regulation (EU) 2023/203 as regards the requirements applicable to organisations making a declaration and correcting Regulations (EU) No 1178/2011, (EU) No 748/2012, (EU) No 965/2012, (EU) No 139/2014, (EU) No 1321/2014, (EU) 2015/340 and Implementing Regulation (EU) 2017/373 (OJ L 2025/2293 of 11. 11. 2025), (hereinafter referred to as Regulation 965/2012/EU),
6. collision flash, as defined in Regulation 965/2012/EU, and

7. landing light.

(6) If the experimental aircraft is intended for use under instrument flight rules, it must be equipped as specified in Regulation 965/2012/EU.

(7) If equipment for determining the position of the aircraft in space is installed in the experimental aircraft and this equipment is not certified, the basic principle of operation, possible false indications and limitations must be described in the flight manual of the experimental aircraft. A separate risk assessment shall be carried out for the use of such equipment.

(8) If the equipment in the experimental aircraft has radio transmitter capabilities, it shall not have capabilities or characteristics that would interfere with or obstruct other airspace users, as demonstrated by equipment performance certification or measurements, or both.

Article 17 (Markings)

(1) On experimental aircraft, in addition to the markings specified in the regulation governing nationality markings, registration markings and other markings on civil aircraft, and in the design documentation, the following inscription must be displayed near the entrance to the aircraft "EXPERIMENTAL" in letters at least 50 mm and no more than 150 mm high, so that it is visible to any person entering the aircraft. The letters must be large in print and in a style that is visible and legible.

(2) An experimental aircraft must have a legible notice, written in large block letters in Slovenian and English, placed within clear view of each seat, stating that the experimental aircraft does not comply with the requirements, standards and recommended practices of the ICAO for the issuance of an aircraft airworthiness certificate. The notice shall read:

»OPOZORILO POTNIKOM: TA ZRAKOPLOV NI IZDELAN V SKLADU Z VARNOSTNIMI PREDPISI ZA STANDARDNE ZRAKOPLOVE. VODJA ZRAKOPLOVA MORA PRED POLETOM VSAKI OSEBI NA KROVU POJASNITI POGOJE UPORABE!«

»OCCUPANT WARNING: THIS AIRCRAFT DOES NOT COMPLY WITH SAFETY REGULATIONS FOR STANDARD AIRCRAFT. THE PILOT IN COMMAND SHALL EXPLAIN CONDITIONS OF OPERATION TO ALL OCCUPANTS BEFORE FLIGHT!«

(3) If a ballistic rescue parachute is fitted, an appropriate marking of its location and the triggering mechanism shall be required.

(4) Any system whose intentional or unintentional operation affects the safety of flight of the aircraft shall be provided with control levers, the positions of which shall be clearly marked.

VI. DETERMINATION OF AIRWORTHINESS

Article 18 (Determination of airworthiness)

(1) After completion of manufacture, the Agency shall, on the basis of an application from the manufacturer, carry out a basic inspection of the experimental aircraft to determine its ability to fly safely.

(2) The first part of the inspection shall consist of an examination of the design documentation and the manufacturing log, which must reflect the actual condition of the experimental aircraft. The manufacturing log must contain a report on the technical condition of that aircraft, drawn up by the production inspector or by a person of the organisation authorised to control the production of aircraft.

(3) The second part of the inspection shall consist of an examination of the experimental aircraft to determine its general technical condition. The inspection shall, as a general rule, include an examination of corrosion, wear, delamination, tightness of installations, joining of parts, wear and tear, non-functionality and the like, which could affect the essential aircraft properties (strength, service life,

airworthiness and technical requirements, Airworthiness Directive, AD), issued for aircraft components and technical characteristics).

(4) Notwithstanding the first paragraph of this Article, the basic check for safe flight in accordance with this Article shall be carried out by the manufacturer if the Agency has granted him the appropriate privilege under the quality system to validate the flight conditions and issue the flight test authorisation.

VII. REGISTRATION

Article 19 (Registration of experimental aircraft)

(1) Prior to the issue of a certificate for flight testing, the experimental aircraft shall be registered in accordance with the law governing civil aviation.

(2) A person who is the owner of parts of experimental aircraft and parts of equipment may be entered in the aircraft register as the owner of the aircraft.

VIII. FLIGHT TESTING

Article 20 (Flight test permit)

(1) Before a flight test permit is issued, the manufacturer shall submit the following documentation to the Agency:

1. a copy of the manufacturing log,
2. the testing programme referred to in Article 21 of these Rules,
3. written consent of each of the crew members who will perform the flight test, including knowledge of the flight test programme,
4. the written consent of the holder of the power of disposal over the airport or take-off site at which the test is to be carried out,
5. proof of insurance against liability for damage caused to third parties by flight or ground testing of the aircraft, the minimum sum insured being in accordance with Regulation (EC) No 785/2004 of the European Parliament and of the Council of 21 April 2004 on insurance requirements for air carriers and aircraft operators (OJ L 138, 30. 4. 2004, p. 1), as last amended by Commission Delegated Regulation (EU) 2020/1118 of 27 April 2020 amending Regulation (EC) No 785/2004 of the European Parliament and of the Council on insurance requirements for air carriers and aircraft operators (OJ L 243, 29. 7. 2020, p. 1),
6. the proposed flight conditions for the flight test permit referred to in paragraph 4 of this Article; and
7. a proposal for a manual for the intended flight operation of the NCC or SPO, as defined in Article 28 of these Rules, if the experimental aircraft is intended for such use.

(2) On the basis of the successful completion of the basic inspection of the experimental aircraft and the submitted documentation referred to in the preceding paragraph, the Agency shall, after determining the adequacy of the content of the flight conditions, confirm the flight conditions and issue the manufacturer with a flight test permit.

(3) The flight test permit shall be issued with a maximum validity of 12 months. A new flight test permit may be issued on the basis of an application and an airworthiness review of the experimental aircraft. The flight test permit shall contain at least the following information:

1. nationality and registration number,
2. information about the manufacturer,
3. information on the aircraft manufacturer before the change, if the change is made in accordance with point 3 of the first paragraph of Article 5 of these Rules,
4. type or model of aircraft,
5. aircraft serial number,
6. purpose of permit issued,

7. information on the holder of the flight test permit,
8. reference to flight conditions and any comments,
9. validity,
10. the place and date of issue of the permit; and
11. signature of the responsible person of the Agency.

(4) An integral part of the flight test permit shall be the flight conditions containing the requirements, limitations and instructions to be followed during the test. The flight conditions for experimental aircraft shall include at least the following information:

1. about the manufacturer,
2. the reference number and details of the document's issue for traceability purposes,
3. on the aircraft manufacturer before the change, if the change is made in accordance with point 3 of the first paragraph of Article 5 of these Rules,
4. about the type or model,
5. the serial number of the aircraft,
6. purpose,
7. on aircraft configuration,
8. justification,
9. conditions and restrictions,
10. a statement by the manufacturer that the aircraft in the specified configuration does not have any characteristics that would make it unsafe for the intended flight under the specified conditions and restrictions; the manufacturer must date and sign the statement,
11. the number of the approval of the flight conditions issued by the Agency,
12. the date of approval of the conditions by the Agency, and
13. signature of the responsible person of the Agency.

(5) On the basis of the Flight Test Permit, only flights in accordance with the Flight Test Programme may be conducted.

(6) Flights during which the basic structure or control system of the experimental aircraft is being tested must be conducted over uninhabited or sparsely populated areas to be determined in the test programme, with the exception of take-off and landing, which shall be recorded in the flight conditions referred to in paragraph 4 of this Article.

(7) If the subject of manufacture under these regulations is a propulsion system or other systems that have a significant impact on its operation, the flight path of the experimental aircraft after take-off must not pass over populated areas. The flight path throughout the entire flight must be planned in such a way that, in the event of failure of the most critical engine or propulsion system, the experimental aircraft does not endanger populated areas, which shall be entered in the flight conditions referred to in the fourth paragraph of this Article.

(8) The flight test permit shall cease to be valid if the approved flight conditions cease to be valid. Any circumstance affecting the content of these conditions shall invalidate them and the manufacturer shall be obliged to return the flight conditions and the flight test permit to the Agency. In this case, the Agency must reconfirm the flight conditions and issue a new flight test permit. In this case, provided that no major or significant changes to the aircraft configuration are involved, a new flight test permit shall be issued without an airworthiness review, whereby the airworthiness review must be performed at least every 12 months, counting from the last basic review or airworthiness review performed. the validity of such a new flight test permit shall only be possible until the expiry of the previous flight test permit, which was returned due to the revocation of flight conditions.

(9) Notwithstanding the second, third and fourth paragraphs of this Article, the manufacturer shall itself carry out the actions referred to in the second, third and fourth paragraphs of this Article if the Agency has granted the manufacturer, within the framework of the quality system, the appropriate privilege to certify flight conditions and issue flight test permits. The flight conditions and flight test certificate shall be validated and issued by a duly approved manufacturer's certification person. The manufacturer shall submit to the Agency copies of the approved flight conditions and the flight test permit within ten days of its issue.

(10) Notwithstanding paragraph 8 of this Article, in the event of the expiry of the approved flight conditions certified by the manufacturer's certifying staff in accordance with the previous paragraph, the manufacturer shall, within ten days of the revocation of the approved flight conditions, notify the Agency of the expiry of the test permit referred to in the previous paragraph.

(11) A manufacturer to whom the Agency has granted the appropriate privilege to certify flight conditions and issue flight test permits under the quality system shall, in accordance with this Article, certify the flight conditions or changes to the flight conditions and issue a flight test permit for a maximum of two consecutive periods of 12 months. For every third consecutive 12-month period, the agency shall perform a flightworthiness review, confirm flight conditions and issue a flight test permit.

Article 21 **(Flight testing programme)**

(1) In order to conduct the testing of the experimental aircraft in flight, the manufacturer shall establish a testing programme.

(2) The flight test programme and any subsequent revision of this programme must be approved by an aviation expert.

(3) The experimental aircraft flight test programme must contain at least the following contents:

1. a table of all airborne test areas,
2. the parameters and limits to be observed by the pilot or crew during flight testing,
3. information on the airspace and areas where flight testing will be conducted based on a risk assessment,
4. information on rescue equipment during flight testing,
5. a description of the flight data recording equipment and its influence on the behaviour and performance of the aircraft,
6. emergency procedures,
7. inspection and maintenance data when flight testing is carried out,
8. the objectives and method of the test, the conditions, parameters and limitations of the test and the weather limitations for each individual flight or series of flights serving the same purpose,
9. the minimum amount of flight testing to be carried out in the final configuration of the experimental aircraft for entry into service, in accordance with paragraph 5 of this Article.

(4) If, during the flight test period, it becomes necessary to modify the flight test programme, the manufacturer shall prepare a revision and submit it to the Agency for review, which shall decide on the continuation of the flight test. Notwithstanding the preceding sentence, the manufacturer shall conduct the review of the flight testing programme audit itself, and the manufacturer's certifying officer shall decide on the continuation of flight testing by confirming the change in flight conditions, provided that the Agency has confirmed to the manufacturer, as part of the quality system, the appropriate privilege to confirm the flight conditions and issue the flight test permit.

(5) The minimum scope of the flight test to be carried out in the final configuration of the experimental aircraft for the transition into service shall be:

1. flying over the entire range of permitted speeds, in climb-out, horizontal flight, descent, and in curves in all intended flight configurations and configurations of the intended equipment,
2. flying with the implementation of other manoeuvres envisaged for the future use of the experimental aircraft,
3. take-off and landing in all available configurations with measurements of the shortest usable take-off or landing runway,
4. flying with extreme centre of gravity positions, as appropriate for the particular configuration of any equipment,
5. take-off, approach and landing with the minimum permissible indicated fuel quantity,
6. 10 hours of flight time and 40 landings for self-propelled experimental aircraft, or 5 hours of flight time and 20 landings for non-powered experimental aircraft, unless a different scope of testing is approved by the Agency due to the specificity of the experimental aircraft.

(6) Notwithstanding the previous paragraph, for experimental aircraft manufactured in accordance with point 3 of the first paragraph of Article 5 of these Rules, where changes to equipment or procedures do not significantly affect the limitations of the experimental aircraft, as specified in the flight manual for the experimental aircraft valid prior to the start of manufacture, the following shall be required:

1. test all areas of the experimental aircraft's operating parameters that are affected by the technical change that was the subject of the manufacture under these regulations, and
2. have completed five hours of flight time;

(7) Notwithstanding the fifth paragraph of this Article, in the case of the production of a derivative of a type or model of aircraft already produced by the manufacturer in the past, the minimum scope of testing to be carried out in the final configuration of the experimental aircraft for transition to service may be reduced. A proposal for conducting a minor flight test shall be prepared by the proposed aviation expert and shall be attached to the application for the issue of a certificate of manufacture. The Agency shall decide on the admissibility and extent of the reduced minimum flight testing in the manufacturing certificate.

(8) The flight test plan must not contain any flight tests in which the intended result is damage to structure, control system or propulsion. Airborne tests should be designed as practical confirmation of suitability previously demonstrated by calculation or ground tests, or by expert judgement.

Article 22 **(Performance of flight testing)**

(1) The flight test shall be carried out in accordance with the flight test programme referred to in the preceding Article.

(2) The manufacturer is responsible for conducting flight testing in accordance with the flight test programme.

(3) Flight testing shall be performed by the crew members specified in the flight conditions.

(4) Meteorological conditions during flight testing shall be in accordance with visual meteorological conditions (VMC), unless otherwise specified in the flight test programme and provided that the requirements for the flight equipment of the experimental aircraft and the qualification of the crew to fly in such conditions are met.

(5) During flight testing, rough manoeuvres or aerobatic manoeuvres are not permitted, unless specified in the flight test programme.

(6) During the flight test period, the manufacturer shall maintain a test logbook and an aircraft operations logbook.

(7) After each technical change to the experimental aircraft made during the flight test period, the aircraft must be inspected in accordance with Article 18 of these Rules before flight testing can continue. The purpose of the inspection is to determine whether the condition of the aircraft is such that it can be safely flown. The inspection shall be carried out by the production inspector or the relevant person within the organisation in accordance with the fourth paragraph of Article 7 of these Rules.

(8) During flight testing of more complex experimental aircraft, the use of a data recorder is mandatory.

(9) For each flight to be tested in flight, the manufacturer shall designate a responsible person on the ground who holds the flight data and whose duties are to monitor the flight to be tested, organise procedures and communicate in case of an emergency.

(10) Upon completion of the flight test, the aviation expert shall produce a final flight test report.

Article 23
(Crew members performing flight tests)

(1) Testing of experimental aircraft with a maximum permissible take-off mass of up to and including 2,000 kg may be carried out by pilots who meet the following conditions:

1. have completed at least 500 hours of solo flight time; and
2. have successfully completed training in accordance with the programme referred to in Annex 1, which forms an integral part of these Rules, in one of the following ways, and have provided evidence thereof to the Agency:
 - in a nationally approved training organisation, in accordance with the procedures of that organisation; or
 - in a recognised organisation for the manufacture of experimental aircraft, in accordance with the procedure of that organisation, with a pilot who is the holder of a flight instructor endorsement.

(2) Notwithstanding the previous paragraph, experimental aircraft with a maximum permissible take-off mass of up to and including 2,000 kg may be tested in flight by pilots who:

- they are holders of a flight test authorisation pursuant to Regulation 1178/2011/EU or a test pilot authorisation pursuant to the regulations governing ultralight aircraft, or
- have successfully completed specialist training at one of the internationally recognised schools for experimental test pilots listed in Annex 2, which is an integral part of these Rules.

(3) In addition to the conditions set out in the first or second paragraph, a pilot must also meet the following requirements in order to conduct flight testing of experimental aircraft with a maximum permissible take-off mass of up to and including 2,000 kg:

1. hold a valid Class 1 or Class 2 medical certificate as referred to in Part MED of Annex IV to Regulation 1178/2011/EU,
2. hold an appropriate licence or permit for the aircraft category and a valid rating for the class or comparable type of aircraft, and
3. have recent experience, as prescribed in the relevant procedure, with an approved organisation for the manufacture of experimental aircraft, in which the pilot performs flight testing.

(4) Testing of experimental aircraft in flight with a maximum permissible take-off mass exceeding 2,000 kg may be performed by a pilot who has:

1. a valid Class 1 or Class 2 medical certificate as referred to in Part MED of Annex IV to Regulation 1178/2011/EU,
2. the appropriate licence or permit for the aircraft category, a valid rating for the class or comparable type of aircraft, and at least 300 hours of flight time as the pilot-in-command in this category of aircraft,
3. completed training in piloting techniques and test methods for the appropriate level of flight testing as defined in Part 21 of Annex I with the Appendices referred to in Regulation 748/2012/EU, including acceptable means of compliance and guidance material, and conducted by an instructor authorised by the Agency; and
4. most recent experience: 50 flying hours completed in the last 12 months, of which 20 hours shall be flight testing of any aircraft. If he does not meet the requirements for recent experience, he must carry out appropriate verification of the pilotage technique and test methods for the appropriate level of flight testing as defined in Part 21 of Annex I with the Appendices as referred to in Regulation 748/2012/EU, including acceptable means of compliance and guidance, with a flight instructor who meets the requirements for competency testing and latest experience as defined in Part 21 of Annex I with the Appendices as referred to in Regulation 748/2012/EU, including acceptable means of compliance and guidance.

(5) If the pilot is the holder of a test authorisation for the relevant category of aircraft, he or she shall be deemed to comply with the requirements of points 2 and 3 of the preceding paragraph.

(6) In the case of more complex aircraft or in the case of a new aircraft design that does not correspond to existing licences or ratings, the aviation expert shall submit a proposal to the Agency regarding the relevant pilot experience. The Agency shall issue its consent to the proposal, taking into

account the characteristics of the aircraft and, in addition to the requirements of this Article, may impose additional requirements regarding the pilot's experience.

(7) In the case of a multi-member crew, each pilot in that crew must, in addition to meeting the conditions set out in this Article in relation to the maximum take-off mass of the aircraft, have completed at least 300 hours of flight time as a member of a multi-member crew.

(8) If the certificates or ratings on the licence issued in accordance with Regulation 1178/2011/EU are not appropriate for the experimental aircraft, the Agency shall issue a certificate of competence.

IX. PERMIT TO FLY

Article 24 (Permit to fly)

(1) The manufacturer shall apply for a permit to fly after successful completion of flight testing and when the final flight test report shows that the experimental aircraft has no dangerous characteristics or dangerous behaviour in any element of its approved use.

(2) The manufacturer shall attach the following to the application referred to in the previous paragraph:

1. flight manual of the experimental aircraft approved by the aviation expert,
2. Experimental aircraft maintenance manual validated by an aviation expert,
3. the proposal for an experimental aircraft maintenance programme proposed by the aviation expert, which also includes a proposal for the competence requirements for experimental aircraft maintenance personnel,
4. a copy of the final flight test report referred to in Article 22(10) of these Rules and
5. proposed flight conditions containing at least the information specified in the fourth paragraph of Article 20 of these Rules.

(3) Only those ranges of operating parameters that have been tested in accordance with the fifth or sixth paragraph of Article 21 of these Rules may be entered in the flight manual of an experimental aircraft as permissible ranges of operating parameters.

(4) The data obtained during the manufacture of the experimental aircraft and its flight testing shall be entered in the maintenance manual for the experimental aircraft.

(5) By issuing a permit to fly, the Agency approves the aircraft maintenance programme.

(6) The permit to fly is issued with a validity of 24 months. The permit to fly shall include flight conditions containing at least the information specified in the fourth paragraph of Article 20 of these Rules. The agency shall approve the flight conditions after determining the adequacy of the content of the flight conditions. Flight conditions must be taken into account when using experimental aircraft. The permit to fly shall contain at least the following information:

1. flight permit number,
2. nationality and registration number,
3. information about the aircraft manufacturer,
4. information on the manufacturer of the aircraft prior to the modification, if it is manufactured in accordance with point 3 of the first paragraph of Article 5 of these Rules,
5. type or model of aircraft,
6. aircraft serial number,
7. aircraft type,
8. reference to conditions and possible restrictions,
9. information on the holder of the permit to fly who is the owner or operator of the aircraft,
10. the date the permit to fly was issued,
11. Validity, and
12. signature of the responsible person of the Agency.

(7) For the renewal of the permit to fly, the regulations governing the procedure and method for determining the airworthiness of aircraft in force or in use in the Republic of Slovenia shall apply *mutatis mutandis*.

(8) The permit to fly shall cease to be valid if the approved flight conditions cease to be valid. Any circumstance affecting the content of the flight conditions shall invalidate them and the user shall return the flight conditions and the permit to fly to the Agency. In this case, the agency must re-confirm the flight conditions and issue a new flight permit. In this case, a new permit to fly shall be issued without an airworthiness review in so far as it does not involve the installation of technical changes other than standard changes, provided that the airworthiness review is carried out at least every 24 months counting from the previous airworthiness review and that the validity of the new permit to fly thus issued is only possible until the expiry of the previous permit to fly which has been returned as a result of the invalidation of the flight conditions.

Article 25 (Manuals and programmes)

The flight manual for the experimental aircraft, the maintenance manual for the experimental aircraft, maintenance programme and test programme for experimental aircraft must be created and maintained throughout the entire operational life of the experimental aircraft as documents with a revision system and a list of valid pages, so that the copy with the valid revision reflects the actual status of the data.

X. MAINTENANCE

Article 26 (Maintenance)

(1) The owner or user, if provided for in the lease agreement, shall be responsible for the maintenance of the experimental aircraft.

(2) The maintenance of an experimental aircraft shall include practical maintenance work on the aircraft, the production of maintenance documentation and the production of records of release to service of the experimental aircraft. It shall be carried out in accordance with a maintenance programme designed and approved for each aircraft.

(3) The manufacturer of an experimental aircraft may perform maintenance on those components and assemblies of components that it has manufactured in accordance with these regulations, provided that it has defined procedures for this in its organisation's quality manual. The manufacturer must issue appropriate records of the maintenance performed, comparable to those of the maintenance contractor referred to in the fifth paragraph of this Article.

(4) The manufacturer may perform maintenance on components or parts that it did not manufacture but which are installed in an experimental aircraft manufactured by it in accordance with these regulations, provided that it meets the conditions of the approved maintenance programme in terms of competence.

(5) Maintenance of experimental aircraft may also be performed by:

1. a maintenance organisation approved in accordance with Regulation 1321/2014/EU for the maintenance of a comparable aircraft type or group of aircraft types; or
2. licensed aircraft maintenance personnel with a rating for a comparable type or group of aircraft types, as specified in Regulation 1321/2014/EU, or
3. the pilot-owner to a limited extent, as provided for in Regulation 1321/2014/EU.

(6) Maintenance of the experimental aircraft corresponding to the category of ultralight aircraft shall be maintained in accordance with the regulations governing ultralight aircraft.

(7) The maintenance provider must issue records of the maintenance performed on the experimental aircraft to ensure the traceability of maintenance procedures. These shall be kept by the owner of the experimental aircraft or the user, if provided for in the lease agreement.

(8) Aircraft maintenance personnel holding licences issued in accordance with Part 66 of Annex III to Regulation (EU) No 1321/2014 and maintenance organisations approved in accordance with Regulation (EU) No 1321/2014 shall be deemed to be issued in accordance with these Rules. If the ratings or endorsements on a document issued in accordance with Regulation 1321/2014/EU or the law governing civil aviation are not adequate for the maintenance of the experimental aircraft, the Agency shall issue, if the aircraft maintenance personnel are qualified in accordance with the approved maintenance programme of that experimental aircraft, a certificate of competence. The organisation shall list any special procedures that relate only to the implementation of these Rules as an appendix to the organisation quality manual approved in accordance with Regulation 1321/2014/EU.

XI. LICENCES AND FLIGHT OPERATIONS

Article 27 (Licences)

(1) To operate an experimental aircraft, the pilot must hold a licence issued in accordance with Regulation 1178/2011/EU, Commission Implementing Regulation (EU) 2018/1976 of 14 December 2018 laying down detailed rules for the operation of gliders in accordance with Regulation (EU) 2018/1139 of the European Parliament and of the Council (OJ L 326, 20. 12. 2018, p. 64), last amended by Commission Implementing Regulation (EU) 2020/358 of 4 March 2020 amending Implementing Regulation (EU) 2018/1976 as regards sailplane pilot licences (OJ L 67, 5. 3. 2020, p. 57) or Commission Regulation (EU) 2018/395 of 13 March 2018 laying down detailed rules for balloon operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 71, 14. 3. 2018, p. 10), last amended by Commission Implementing Regulation (EU) 2020/357 of 4 March 2020 amending Regulation (EU) 2018/395 as regards balloon pilot licences (OJ L 67, 5. 3. 2020, p. 34), or a permit issued in accordance with the law governing civil aviation with the corresponding ratings or endorsements or certificates, corresponding to the type, category and properties of the experimental aircraft.

(2) If the concept of the experimental aircraft does not correspond to any type of aircraft for which a training procedure for obtaining a licence or permit with the appropriate rating or authorisation or certificate is already prescribed in the Republic of Slovenia, the Agency shall, at the proposal of an aviation expert, determine the licence or permit and rating or authorisation or certificate that ensure the maximum necessary knowledge for the use of the experimental aircraft, and any additional training that may be necessary.

(3) In accordance with the previous paragraph, the requirements for the required licence, rating and training shall be entered in the flight conditions for the permit to fly as operational limitations of the aircraft.

(4) For the additional training referred to in the second paragraph of this Article, the aviation expert or instructor or teacher shall establish a training programme specifying the content and scope of the theoretical and practical training hours.

(5) Additional training under the programme referred to in the preceding paragraph may be carried out by a pilot who has conducted the testing of an experimental aircraft in flight or who holds an instructor certificate issued in accordance with Part FCL of Annex I to Regulation 1178/2011/EU or a teacher's authorisation issued in accordance with the act governing civil aviation and who has completed at least 10 hours of flight time with the experimental aircraft concerned.

(6) A pilot who has been trained in accordance with the programme referred to in the second paragraph of this Article shall have the qualification entered in his or her pilot logbook, and the Agency shall issue a certificate of qualification in relation to the qualification.

Article 28

(Flight operations)

(1) The operation of air transport with experimental aircraft is prohibited.

(2) The conduct of commercial aviation activities with experimental aircraft shall be prohibited, except where the operator demonstrates to the Agency that there is no certified aircraft for such activities or where the equipment necessary to conduct such activity makes the use of certified aircraft inappropriate. In such cases, upon application by the operator, the Agency shall issue an authorisation specifying the conditions under which the commercial aviation activity may be conducted.

(3) Non-commercial aviation activities with experimental aircraft shall be conducted in accordance with Part NCC of Annex VI, Part NCO of Annex VII or Part SPO of Annex VIII to Regulation 965/2012/EU, as acceptable to the Agency, depending on the complexity of the aircraft. The acceptance of compliance with Part NCC of Annex VI or Part SPO of Annex VIII shall be confirmed by the Agency in the flight conditions for the issue of a permit to fly of an experimental aircraft.

(4) Training with experimental aircraft is only permitted for the purpose of obtaining privileges on experimental aircraft. Other training is prohibited.

(5) Experimental aircraft are allowed to perform aerobatic flights in accordance with Commission Implementing Regulation (EU) No 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010 (OJ L 281, 13. 10. 2012, p. 1), as last amended by Commission Implementing Regulation (EU) 2024/1111 of 10 April 2024 amending Regulation (EU) No 1178/2011, Implementing Regulation (EU) No 923/2012, Regulation (EU) No 965/2012 and Implementing Regulation (EU) 2017/373 as regards the establishment of requirements for the operation of manned aircraft with vertical take-off and landing capability (OJ L No. 2024/1111, 23. 5. 2024), with the regulation governing the rules of the air for aerobatic flights, and Article 16 of the Rules on aircraft noise (Official Gazette of the Republic of Slovenia, Nos 55/00, 18/01 – ZLet, 40/04 and 75/08).

(6) Notwithstanding the previous paragraph, aerobatic flying at altitudes below 500 m above ground level is only permitted if the noise of the experimental aircraft is measured in the manner specified in the regulation governing ultralight aircraft. In such cases, the Agency may impose local and temporal restrictions on aerobatic flying with aircraft whose noise level exceeds 72 dB.

XII. TRANSITIONAL AND FINAL PROVISIONS

Article 29

(Completion of procedures)

Procedures started before the entry into force of these Rules shall be terminated in accordance with the provisions of these Rules.

Article 30

(Aviation experts)

An aviation expert who, on the date of entry into force of these Rules, meets the conditions for an aviation expert on the basis of the Rules on Aircraft for Research, Experimental or Scientific Purposes (Official Gazette of the Republic of Slovenia, Nos. 47/19 and 85/24 – ZLet-1), meets the conditions for an aviation expert under these Rules.

**Article 31
(Pilots)**

A pilot who on the date of entry into force of these Rules has been included in the list of pilots referred to in Article 23 of the Rules on aircraft for research, experimental or scientific purposes (Official Gazette of the Republic of Slovenia, Nos 47/19 and 85/24 – ZLet-1) shall be deemed to fulfil the conditions laid down in Article 23(1) and (2) of these Rules.

**Article 32
(Pilot training)**

A pilot also meets the condition set out in point 2 of the first paragraph of Article 23 of these Rules if he or she has successfully completed training in accordance with the programme set out in Annex 1 to these Rules with a pilot who, on the date of entry into force of these Rules, was included in the list of pilots referred to in Article 23 of the Rules on Aircraft for Research, Experimental or Scientific Purposes (Official Gazette of the Republic of Slovenia, Nos. 47/19 and 85/24 – ZLet-1).

**Article 33
(Expiry)**

On the day these Rules enter into force, the Rules on aircraft for research, experimental or scientific purposes (Official Gazette of the Republic of Slovenia Nos 47/19 and 85/24 – ZLet-1) shall cease to apply.

**Article 34
(Entry into force)**

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

No 007-231/2024/XX
Ljubljana, on ...
EVA 2024-2430-0022

M.Sc. Alenka Bratušek
Minister of Infrastructure

Annexes:

- Annex 1: Training programme for personnel involved in flight testing of experimental aircraft with a maximum take-off mass of up to and including 2,000 kg;
- Annex 2: List of internationally recognized schools for experimental test pilots.

Annex 1

Training programme for personnel involved in flight testing of experimental aircraft with a maximum take-off mass of up to and including 2,000 kg

1. Theoretical knowledge training

Table 1 specifies the title of the subjects and the number of hours of theoretical knowledge training.

Table 1: (subjects and number of hours of theoretical knowledge training)

Subject no.	name of the subject	number of hours
1	Basics of aerodynamics and flight mechanics (flight theory)	9
2	Constructions and materials	9
3	Emergency procedures	7
4	Measurements, methods and testing procedures	5
TOTAL		30

2. Training

Table 2 sets out the names of the subjects and the minimum number of hours of each practical exercise with the provision of a minimum solo flight hours by the applicant and flight hours on dual controls with a flight instructor.

Table 2: (Subjects and number of hours of practical training)

exercise no.	name of the subject	number of hours
1	Control flight	0.5
2	Zone – basic elements (modes, turns)	1.0
3	Extraordinary procedures – from the school circle	3.5
4	Demonstration flight	5.0
FLIGHT HOURS	Solo (S)/Dual (D)	7 D/3 S
TOTAL		10

List of internationally recognised schools for experimental test pilots

- International Test Pilots School, London International Airport, London, Ontario (founded 1986 in Cranfield, UK)
- Linköping University Flight Test School, Linköping, Sweden
- Escuela Española de Ensayos en Vuelo y Aeronavegabilidad (E4A), Madrid, Spain (founded 2016, as the Technical University of Madrid school)
- École du Personnel Navigant d'Essais et de Réception (EPNER), Istres, France (founded 1946)
- Empire Test Pilots' School, British school based at Boscombe Down, England (founded 1943)
- National Test Pilot School, Mojave, California (founded 1981)
- U.S. Air Force Test Pilot School, Edwards Air Force Base, California (founded 1944)
- United States Naval Test Pilot School, Naval Air Station Patuxent River, Maryland (founded 1945)
- Fedotov Test Pilot School, Russian aviation industry school based at the Gromov Flight Research Institute, Zhukovsky (founded 1947)
- Soviet and Russian Air Force Test Pilots Training Centre — division of the Chkalov 929th State Flight Test Centre of the Russian Ministry of Defence, Akhtubinsk, Russia (founded 1973)
- Divisão de Formação em Ensaaios em Voo (EFEV — Brazilian Air force Test Pilot school), São José dos Campos, Brazil (founded 1986)
- Indian Air Force Test Pilot School, Bangalore, India (founded 1957)