

The Swedish Transport Agency's Code of Statutes



The Swedish Transport Agency's Regulations on flying with paragliders and hang-gliders;

adopted on 9 April 2026.

The Swedish Transport Agency prescribes¹ the following pursuant to Chapter 1, Sections 6 and 25; Chapter 2, Section 7; Chapter 4, Sections 4 and 5; and Chapter 5, Section 3 of the Aviation Ordinance (2010:770).

Scope of application

Section 1 These regulations shall apply to flying with powered or non-powered paragliders and hang-gliders within Sweden. The regulations shall also apply to flying abroad unless this is contrary to the legislation of the other country. These regulations shall also apply to training, examination and the issuing of licences for such activities in Sweden.

Definitions

Section 2 For the purposes of these regulations, the following definitions shall apply:

TSFS 2026:48

Published on 17 April 2026

AVIATION

¹ See 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.

<i>paraglider</i>	means a powered or non-powered <i>aircraft</i> which is heavier than air, can be launched and landed on foot or with the aid of a gondola equipped with a suitable device, and which consists of 1. a canopy made of textile or similar material, which lacks a fixed frame structure and stiffeners, 2. lines, 3. risers, and 4. harness;
<i>dry operating mass</i>	means the mass of a complete <i>hang-glider</i> , excluding fuel, driver and passengers;

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<i>hang-glider</i>	means an aircraft which, in its basic design, is adapted to be launched and landed on foot or with wheels, and which has a maximum <i>dry operating mass</i> of 70 kg and a maximum speed of 150 km/h;
<i>powered hang-glider</i>	means a <i>hang-glider</i> with a propulsion engine and a maximum <i>dry operating mass</i> of 150 kg;
<i>controlled airspace</i>	means an airspace of defined dimensions within which air traffic control service is provided in accordance with the airspace classification;
<i>licence</i>	means a document proving that its holder meets the theoretical and practical requirements laid down by the Swedish Transport Agency in accordance with these regulations;
<i>Visual Flight Rules (VFR)</i>	means rules and procedures that may be followed if the weather conditions are sufficiently good for the pilot of an aircraft to be able to visually monitor the aircraft's attitude, navigate and maintain distance from obstacles, terrain and other aircraft.

Mutual Recognition

Section 3 Goods that are lawfully marketed in another Member State of the European Union or in Türkiye, or that originate from and are lawfully marketed in an EFTA State that is party to the EEA Treaty, are presumed to be in compliance with these provisions. The application of these provisions is covered by Regulation (EU) 2019/515 of the European Parliament and of the Council of 19 March 2019

on the mutual recognition of goods lawfully marketed in another Member State and repealing Regulation (EC) No 764/2008.

Training and licence

4 Section 4 Instructors and drivers shall have a licence showing that the instructor or driver meets the theoretical and practical requirements set out in Annexes 1 to 4.

5 Section 5 Licences or equivalent documents issued by a foreign authority or authorised organisation are also valid in Sweden. This is on condition that the training and skills are deemed to be equivalent to those required for a Swedish licence.

For a person who is a habitual resident in Sweden, these foreign documents are valid for a maximum of 12 months. Thereafter, they shall be exchanged for a Swedish licence.

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Responsibilities of the pilot-in-command

6 Section 6 The pilot-in-command may not commence a flight until the pilot-in-command is satisfied that the paraglider or hang-glider is correctly rigged and maintained in accordance with the manufacturer's instructions.

7 Section 7 The pilot-in-command shall be responsible for the safe handling of the paraglider or hang-glider before, during and after flight. The pilot-in-command is also responsible for the safety of any passengers.

8 Section 8 If there is more than one person on board the paraglider or hang-glider, it should be clear before take-off who is the pilot-in-command during the flight.

9 Section 9 Prior to flight, the pilot-in-command shall ensure that the planned flight can be conducted safely, taking into account flying experience, paraglider or hang-

glider performance, prevailing meteorological conditions, obstacles, airspace conditions, and other air traffic.

10 Section 10 When flying in a radio mandatory zone in which two-way communication with air traffic services and a transponder are required, there must be equipment on board that makes it possible to meet these requirements.

A paraglider or hang-glider pilot requesting clearance, or otherwise communicating with air the traffic services shall use a call sign consisting of the word 'flygskärm' (paraglider) or 'hängglidare' (hang-glider) followed by the last four digits of the pilot-in-command's licence number.

Rules of the air

11 Section 11 Flying may only take place during the day and in accordance with visual flight rules (VFR). The applicable visual flight rules are set out in 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.

The pilot-in-command shall have a clear view of the ground or water during the flight.

12 Section 12 When flying over densely populated areas or large gatherings of people, the rules on minimum flight altitude set out in Commission Implementing Regulation (EU) No 923/2012 apply.

The pilot-in-command may fly below the minimum flight altitude specified in the Regulation in the cases described in 1 to 3.

1. When flying with a powered paraglider or hang-glider, the minimum flight altitude may be reduced to a height of 50 metres above the ground, except in specifically designated areas, where flight is permitted to take place at a lower height. When flying at a height of less than 50 metres above the ground, written permission is required

from the owner or user of the land, and the consent of those who may otherwise be affected.

2. When flying with a non-powered paraglider or hang-glider, the minimum flight altitude may be reduced without limitations.

3. During take-off and landing.

13 Section 13 The paraglider or hang-glider shall not be operated in a negligent or reckless manner so as to endanger life or property of others, or so that humans or animals are frightened or disturbed.

14 Section 14 For flights at dawn or dusk, the paraglider or hang-glider shall be equipped with red or white flashing lights that are as omnidirectional as possible.

15 Section 15 Flying with a powered paraglider or hang-glider over water may only be done in such a way that, in the event of engine failure, it is possible to land on land or on load-bearing ice.

Technical requirements

Section 16 Paraglider or hang-glider flight equipment shall be approved by the Swedish Transport Agency, or by an organisation to which the Swedish Transport Agency has delegated tasks and powers for the supervision of paraglider or hang-glider operations.

Register and identification marking

Section 17 For powered paragliders and powered hang-gliders, the organisations to which the Swedish Transport Agency has delegated tasks and powers relating to the supervision of the relevant aviation activities shall maintain a register containing up-to-date information on the owner, make, model and serial number.

Exemptions

Section 18 The Swedish Transport Agency may grant exemptions from these regulations.

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1. These regulations enter into force on 4 May 2026.
 2. These regulations repeal:

- a) the Swedish Civil Aviation Authority's regulations (LFS 2007:44) on flights with paragliders, and
- b) the Swedish Civil Aviation Authority's regulations (LFS 2007:60) on flights with hang-gliders.

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On behalf of the Swedish Transport Agency

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Publisher: Kristina Nilsson, the Swedish Transport Agency, Norrköping ISSN
2000-1975

Licence

Annex 1

Annex 1. for instructors in flying with non-powered paragliders and hang-gliders

Non-powered paragliders — conditions for the commencement of instructor training

The applicant shall

1. have held a valid unlimited paragliding licence for at least 12 months,
2. have completed at least 500 flights,
3. have completed at least 150 flying hours,
4. meet the admission requirements set out in the approved training programmes, and
5. be suitable as an instructor and have the ability to teach.

Non-powered hang-gliders – conditions for commencement of instructor training

The applicant shall

1. have held a valid licence and authorisation for hang-gliders for at least 12 months,
2. have completed at least 100 flying hours,
3. meet the admission requirements set out in the approved training programmes, and
4. be suitable as an instructor and have the ability to teach.

Conditions for obtaining a licence

The applicant shall

1. have reached the age of 18,
2. have completed a training course, approved by the Swedish Transport Agency, to become an instructor in flying non-powered paragliders or non-powered hang-gliders,
3. have taught at least four students as an assistant instructor, and
4. have successfully completed theoretical and practical tests before an examiner appointed by the Swedish Transport Agency.

Annex 2. for a pilot of a non-powered paraglider or a non-powered hang-glider

Conditions for starting a training course

The applicant shall

1. be
at
least
15 years
of
age,
and 2.
be
physically
suitable.

Conditions for obtaining a licence

The applicant shall

1. 1. have reached the age of 16,
2. 2. have completed a training course approved by
the Swedish Transport Agency, and
3. 3. have successfully completed theoretical and
practical tests before an examiner appointed by the Swedish
Transport Agency.

Conditions for the licence to remain valid

In order for the licence to remain valid, at least 10 take-offs and landings must have been completed in the last 12 months. Otherwise, the licence holder must take a new practical test and pass it.

If the licence has been invalid for more than 36 months, the holder of the licence must also pass a new theoretical test.

Annex 3. for instructors in flying with powered paragliders and hang-gliders

Powered paraglider

Conditions for commencing an instructor training course

The applicant shall

1. 1. have held a valid licence for powered paragliders for at least 24 months,
2. 2. have completed at least 200 hours of flight time with a powered paraglider,
3. 3. have a good knowledge of flight planning,
4. 4. meet the admission requirements set out in the approved training programmes, and
5. 5. be suitable as an instructor and have the ability to teach.

Conditions for obtaining a licence

The applicant shall

1. 1. have reached the age of 19,
2. 2. have successfully completed a training course, approved by the Swedish Transport Agency, to become an instructor in flying with a powered paraglider,
3. 3. have taught as an assistant instructor during a training course in flying with powered paragliders, and
4. 4. have successfully completed theoretical and practical tests before an examiner appointed by the Swedish Transport Agency.

Powered hang-glider

Conditions for commencing an instructor training course

The applicant shall

1. 1. have held a valid licence for powered hang-gliders or for flying ultra-light aircraft for at least 24 months,
2. 2. have completed at least 50 hours of flight time with a powered hang-glider or ultra-light aircraft,
3. 3. have a good knowledge of flight planning,
4. 4. meet the admission requirements set out in the Operations Manual, and
5. 5. be suitable as an instructor and have the ability to teach.

Conditions for obtaining a licence

The applicant shall

1. 1. have reached the age of 20,
2. 2. have successfully completed a training course approved by the Swedish Transport Agency for instructor for flying with powered hang-gliders,

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Annex 3

3. 3. have completed a course as an assistant instructor in flying with powered hang-gliders,
and
4. 4. have successfully completed theoretical and practical tests before an instructor appointed
by the Swedish Transport Agency.

Annex 4. for pilots of powered paragliders and hang-gliders**Powered paraglider***Conditions for starting a training course*

The applicant shall

1. be at least 15 years of age, and
2. be physically suitable.

Conditions for obtaining a licence

The applicant shall

1. have reached the age of 16,
2. have completed a training course in flying with powered paragliders, and
3. have successfully completed theoretical and practical tests before an examiner appointed by the Swedish Transport Agency.

Powered hang-glider*Conditions for starting a training course*

The applicant shall

1. be at least 18 years of age, and
2. be physically suitable.

Conditions for obtaining a licence

The applicant shall

1. have reached the age of 18,
2. have completed a training course in flying with powered hang-gliders, and
3. have successfully completed theoretical and practical tests before an instructor appointed by the Swedish Transport Agency.

Conditions for the licence to remain valid

In order for the licence to remain valid, at least 10 take-offs and landings must have been completed in the last 12 months. Otherwise, the licence holder must take a new practical test and pass it.

If the licence has been invalid for more than 36 months, the holder of the licence must also pass a new theoretical test.