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Penalties for non-compliance with the regulation are laid down in: Sections 175 and 178 of the Aviation Act (864/2014)		
Amendment information: This regulation repeals aviation regulation OPS M2-9 on gliders, which was issued by the Finnish Transport Safety Agency on 6 July 2011 (TRAFI/4841/03.04.00.00/2011).		

## GLIDERS

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## 1 SCOPE

This regulation applies to those gliders defined in paragraph 2 that are excluded from the scope of the EASA Regulation by Annex I of the EASA Regulation<sup>1</sup> and thus fall within the scope of national regulation. This regulation is not applicable for unmanned aircraft.

## 2 DEFINITIONS

For the purposes of this aviation regulation, the following definitions shall apply:

*EFTA country* means a state signatory to the Agreement on the European Economic Area;

*foot-launched glider* means a glider whose take-offs can always be launched by foot. A glider shall also be considered foot-launched if it has auxiliary wheels or skis to facilitate take-off, if they do not interfere with foot-launched take-off. A glider used by a person with reduced mobility and fitted with auxiliary wheels or skis to facilitate take-off and landing shall also continue to be considered foot-launched, if the glider, when these parts are removed, can be launched by foot;

*training* means the training of a student to become an independent pilot in accordance with a glider type-specific training programme or other training provided in accordance with a training programme, such as training for a student who has already been authorised to fly independently using another glider type that has a similar control mode but is structurally different, training for the transporting of passengers and training in new take-off methods;

*training certificate* means a written certificate issued by an instructor attesting to successful completion of training in accordance with a training programme. The training certificate is also equivalent to a valid or expired pilot's licence appropriate to the glider type's control mode, or a glider pilot's certificate issued in accordance with the rules of the FAI (World Air Sports Federation, *Fédération Aéronautique Internationale*) or a national glider pilot's certificate;

*glider* means aircraft and equipment, as defined in the grouping below, which are excluded from the scope of the EASA Regulation in Annex I of the same.

*Group A:* centre-of-gravity-controlled ultralight aircraft and motorised paragliders that have a stall speed or minimum steady flight speed in landing configuration that does not exceed 35 knots calibrated airspeed (CAS), have no more than two seats and are below the weight limits referred to in point (e) of Annex I to the EASA Regulation;

*Group B:* gliders with a maximum empty mass of no more than 80 kg for single-seaters or 100 kg for two-seaters;

*Group C:* other manned aircraft with an empty mass, including fuel, of 70 kg or less;

*glider type* means gliders which are substantially identical in terms of controls and construction;

*the pilot-in-command of a glider* means the pilot-in-command of an aircraft referred to in section 52 of the Aviation Act;

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<sup>1</sup> 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. 1-122)

*pilot* means the person who actually controls the glider, even if he/she is not the pilot-in-command;

*empty mass* means the glider's empty mass when the glider is fitted with the fixed equipment required for flight.

In this regulation, flight shall be deemed to commence when the glider starts to move for the purpose of taking flight and to end when the glider has fully stopped after landing.

### 3 TECHNICAL REGULATIONS

#### 3.1 Requirements for gliders

##### 3.1.1 Requirements for single-seater gliders

3.1.1.1 A glider that has been approved for use in aviation by another EU Member State or EFTA country may be used in Finland. However, for gliders with an empty mass of less than 120 kg, wing approval is sufficient.

3.1.1.2 If the glider is manufactured in Finland, it shall meet the technical requirements for gliders from an EU Member State or EFTA country. The Finnish Transport and Communications Agency shall issue a certificate of compliance with these requirements.

3.1.1.3 Upon application, the Finnish Transport and Communications Agency may also approve the use of technical requirements other than those of the EU Member States and EFTA countries.

##### 3.1.2 Requirements for two-seater gliders

3.1.2.1 A glider used in Finland and manufactured elsewhere shall comply with the technical requirements approved by another EU Member State or EFTA country or a competent organisation operating in its territory and shall have a type approval or equivalent approval. However, for gliders with an empty mass of less than 120 kg, wing approval is sufficient.

3.1.2.2 If the glider is manufactured in Finland, it shall meet the technical requirements for gliders from an EU Member State or EFTA country. The Finnish Transport and Communications Agency shall issue a certificate of compliance with these requirements.

3.1.2.3 Upon application, the Finnish Transport and Communications Agency may also approve the use of technical requirements other than those of the EU Member States and EFTA countries.

#### 3.2 Requirements for competitions and demonstrations

In addition to the provisions of section 3.1, a foreign-owned glider may be used in competitions, demonstrations or other comparable aviation activities taking place in Finland if it is compliant with the glider regulations of the glider owner's home country. Such a glider may not remain in Finnish territory for more than two months over any consecutive 12-month period.

#### 3.3 Limitations on use and maintenance instructions

The glider shall have a manual indicating any limitations on the use of the glider as well as instructions for maintenance. This manual shall not be required for a glider that is self-built or self-modified by the person operating it, as long as the glider is not used for training purposes.

### **3.4 Maintenance, repair and modification work**

The maintenance, repair and modification of the glider shall be carried out in accordance with the instructions given by the manufacturer or commonly used in the field. The person carrying out the work shall have sufficient training, experience, instructions, premises and equipment for the activity.

3.4.2 The owner or operator of the glider shall carry out or have carried out any maintenance, inspections and modifications prescribed by the manufacturer as well as the measures necessary for the airworthiness of the equipment.

### **3.5 Glider documents**

By way of derogation from section 61 of the Aviation Act, a glider used for aviation shall have the following valid documents:

- a) the instruction manual referred to in Section 3.3.
- b) certificates of insurance under<sup>2</sup> the Aviation Insurance Regulation and sections 138 and 139 of the Aviation Act, if required for the aviation activity in question;
- c) a radio licence if the glider has been fitted with a licensed radio transmitter
- d) a decision to catalogue the glider, if the glider in question needs to be catalogued.

The documents do not have to be on-board during a flight, but they must be presented for inspection by the Finnish Transport and Communications Agency upon request.

### **3.6 Cataloguing and registration of non-foot-launched gliders**

3.6.1 For the purposes of regulatory control, gliders that are not foot-launched shall have an identifier. It shall be issued by the Finnish Transport and Communications Agency. The Finnish Transport and Communications Agency keeps a list of the glider identifiers, indicating the type of each glider and the party who applied for the identifier.

3.6.2 Single-seater foot-launched paragliders with an empty mass not exceeding 80 kg are exempted from the cataloguing requirement.

3.6.3 If the glider has not yet been approved and test flights must be flown to obtain approval, an application for a temporary cataloguing of the glider for test flights, for a maximum of three years at a time, shall be submitted to the Finnish Transport and Communications Agency.

3.6.4 The identifier consists of the letter 'A', 'B' or 'C' identifying the glider group, followed by a sequential number. If a national identification code is required to indicate the nationality of the glider (such as in a radio call, a radio licence etc.), the Finnish national identification code OH will be used before the catalogued identifier in radiotelephony and in the required documents. The national identification code shall not be marked on the glider or in the glider catalogue.

3.6.5 To obtain an identifier for the glider, the following shall be submitted to the Finnish Transport and Communications Agency:

- a) a copy of the type approval or equivalent approval, if required, along with the related technical data, and
- b) a weighing certificate, if required by paragraph 3.6.9 or 3.6.10.

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<sup>2</sup> 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. 1-6)

3.6.6 The glider's identifier shall be on the underside of the left wing. The identifier on the underside of the wing shall be at least 30 cm high, and the upper edge of the marking shall face the leading edge of the wing.

3.6.7 In the case of gliders where marking the underside of the wing is not possible, the marking shall be done on the bottom of the airframe. The identifiers shall be placed on the bottom of the airframe so that the distances from the sides of the airframe are as equal as possible, and the letters and numbers are read from front to back.

3.6.8 If the prescribed markings cannot be placed on an aircraft's surfaces due to the size of those surfaces, the markings may be reduced in size but shall still be as large as practicable.

3.6.9 If the type approval or other approval of a group B glider does not contain information about empty mass, a certificate issued by a holder of aircraft weighing rights shall be submitted.

3.6.10 If approval given for a group C glider does not contain information on the empty mass with fuel, a certificate issued by a holder of aircraft weighing rights shall be submitted.

### **3.7 Labelling and manufacturing records of gliders manufactured in Finland**

When a glider or its component part is manufactured in Finland, the manufacturer shall mark it with a serial number, the manufacturer's identifier and the year of manufacture. The manufacturer shall keep a record of the manufacture, wherein the designs used, date of manufacture and manufacturer shall be stated.

## **4 OPERATIONAL PROVISIONS**

### **4.1 Equipment requirements**

4.1.1 If the flight is to be flown at an altitude of more than 150 m above the ground or water surface, the glider shall be equipped with an altimeter.

4.1.2 Foot-launched group B gliders shall be equipped with an emergency parachute on flights of over 50 m in altitude from the ground or water surface. If a group A or group B glider is used for commercial passenger transport, it shall be fitted with an emergency parachute that carries the entire glider.

4.1.3 When flying a glider, the pilot and the passenger shall wear structurally appropriate crash helmets if the glider does not have a protected cabin with seat belts.

### **4.2 Flight preparation and completion**

4.2.1 By way of derogation from sections 57(1), (2) and (3) of the Aviation Act:

- a) when operating a glider, the pilot shall comply with the instructions and limitations given in the glider's instruction manual;
- b) the pilot-in-command shall not commence a flight until they are satisfied that:
  - i. the glider has been inspected and serviced following the instructions given by the manufacturer;
  - ii. the planned flight can be conducted safely, taking into account the performance characteristics, prevailing weather conditions and other relevant factors; and
  - iii. the glider and its passengers have the required and necessary equipment.

4.2.2 Only daytime flights in accordance with visual flight rules (VFR) are permitted.

### **4.3 Other operational requirements**

4.3.1 For glider flights conducted at or near aerodromes as specified in section 2, paragraph 25 of the Aviation Act, permission shall be obtained from the aerodrome head or their representative. If the nature or extent of the aviation activity changes from the original authorisation, the activity shall be agreed upon separately prior to its commencement.

The pilot shall familiarise themselves with the operational limitations and maintenance instructions for each new glider type.

4.3.3 A person who is onboard a glider used for test flights but not piloting it shall have a task onboard and a valid or expired a pilot's licence or glider pilot training certificate.

## **5 REQUIREMENTS CONCERNING THE AGE, KNOWLEDGE, SKILLS AND EXPERIENCE OF THE PILOT**

### **5.1 Age requirements**

The glider's pilot-in-command shall be at least 15 years of age. If they are under 18 years old, they shall have written permission from their parent or guardian to fly the glider.

The pilot of a glider carrying a passenger shall be at least 18 years of age.

### **5.2 Information requirements**

The pilot of the glider shall familiarise themselves with the relevant provisions and regulations, including the rules of the air.

### **5.3 Skills and experience required for independent flight**

5.3.1 To obtain authorisation to fly a group A centre-of-gravity-controlled ultralight aircraft independently, a pilot shall have completed at least 60 flights in a group A centre-of-gravity-controlled ultralight aircraft, of which at least 30 flights with an instructor and at least 5 flights alone while under the supervision of an instructor.

5.3.2 To obtain authorisation to fly a group A motorised paraglider independently, the pilot shall have completed at least 40 flights in a group A motorised paraglider, of which at least 30 flights with an instructor and at least 5 flights alone while under the supervision of an instructor.

5.3.3 In order for a pilot who meets the prerequisites for independent flight in a group B or C glider with a similar control mode to obtain authorisation to fly a group A centre-of-gravity-controlled ultralight aircraft or paraglider, a minimum of 20 flights completed in a group A ultralight aircraft or paraglider with a similar control mode during training is considered sufficient.

To obtain authorisation to fly a group B or C glider independently, a pilot shall have completed at least 40 flights in a group B or C glider during training. In order for a pilot who meets the prerequisites for independent flight in a group A glider with similar controls to obtain authorisation to fly a group B or C glider independently, a minimum of 20 flights completed in a group B or C glider with a similar control mode is considered sufficient.

5.3.5 The instructor shall add an acknowledgement in the student's logbook for the training that they have provided.

5.3.6 A glider's take-off methods are:

- a) a gravity launch;

- b) towing by automobile, winch or equivalent;
- c) an aero tow or
- d) take-off with the glider's own engine power.

With the exception of a gravity launch, each take-off method requires 7 take-off training sessions focusing on the method in question. If the pilot meets the prerequisites for independent flight with a group A glider, they are not required to have training in take-offs using the glider's own engine power when the glider belongs to group B or C.

5.3.7 If the student does not receive credit for previous glider flying experience, the training shall be spread out over a minimum of 7 flight days.

5.3.8 A group B or C glider that is aerodynamically steerable on three axes may be piloted by the holder of a valid or expired pilot's licence for a glider, motorised glider or ultralight aircraft or the holder of an aircraft class rating, within their take-off method rights.

5.3.9 A person who holds a valid or expired pilot's licence or a glider pilot training certificate may also pilot group C gliders other than those referred to in paragraph 5.3.8.

5.3.10 For solo flights, the pilot of a foot-launched and non-motorised glider shall not be required to undergo training if the take-off is done without external assistance and the flight is flown:

- a) at an altitude of less than 150 m above the surface of the ground or water, and
- b) more than 10 km from an airport, aerodrome or light aerodrome within the meaning of sections 2 and 75 of the Aviation Act, and
- c) in class G airspace.

#### **5.4 Experience required to carry a passenger**

The pilot shall have at least 35 hours of flight experience in total with the glider group and control mode concerned, of which at least 15 hours shall be solo flight.

5.4.2 The pilot shall have piloted at least five glider flights with an instructor.

5.4.3 The pilot shall have recent flying experience of at least 10 flights with the relevant control mode within the previous six months.

#### **5.5 Experience required for commercial glider aviation**

5.5.1. The pilot shall have a minimum of 100 hours or 200 take-offs of total flight experience with the relevant glider group and control mode.

If a glider is used in commercial aviation to carry a passenger, the requirements in paragraph 5.4 shall also be met.

5.5.3 The pilot shall have recent flying experience as the pilot-in-command of at least 10 flights using the relevant control mode within the previous six months.

#### **5.6 Verification of knowledge and skills requirements**

In order to verify their training, a pilot shall retain any training certificates they receive.

5.6.2 In order to verify their flight experience, the pilot shall keep a personal logbook indicating at least the following: the date, number and duration of flights, place of departure, glider type, take-off method, purpose of the flight, glider identifier or type and, where necessary, acknowledgements from an instructor.

5.6.3 The pilot shall carry an identity document with them on board the flight and present it to the Finnish Transport and Communications Agency upon request. Training certificates and the logbook do not have to be on-board during a flight, but they must be presented for inspection by the Finnish Transport and Communications Agency upon request.

## 6 TRAINING

6.1 Training with a glider does not require a training licence issued by the Finnish Transport and Communications Agency as referred to in section 135 of the Act on Transport Services.

6.2 For supervision purposes, a training notification shall be submitted to the Finnish Transport and Communications Agency no later than 14 days before the start of or any changes to the activity. At a minimum, the training notice shall include the following:

- a) the name, domicile and address of the training organisation or individual trainer;
- b) the person(s) providing the training, their address and competence information and their written consent to their assignment
- c) the location or locations where the training will principally take place,
- d) The flying equipment used in training (glider group, control mode, glider type)
- e) the training programmes to be used, which shall specify the contents of theoretical lessons and flight training in detail, per lesson and flight, as well as the knowledge, skill and experience requirements for successful completion of the training, and
- f) a description of how insurance cover for the training has been organised.

6.3. The person responsible for the training shall issue a training certificate to the glider pilot after successful completion of the training. The training certificate shall be issued for all training provided and shall indicate the following:

- a) the name of the organisation or individual trainer who issued the training notice;
- b) name and date of birth of the trainee;
- c) the training programme used;
- d) the start and end dates of the training, and
- e) the signature and name of the person who provided the training and the date.

For supervision purposes, the person who provided the training shall submit a copy of the training certificate to the Finnish Transport and Communications Agency within 30 days of the certificate's issue.

6.4 Flight training with a single-seat glider may be provided by a person who is at least 18 years of age, has been authorised to fly the glider group and the control mode used in the training independently for more than two years and has at least 50 hours of flight experience with the glider group and the control mode used in the training.

6.5 Flight training with a two-seat glider may be provided by a person who meets the above requirements, has been authorised to carry passengers and has at least 100 hours of flight experience as a pilot in the glider group used for training and in the control mode, of which at least 70 hours as pilot-in-command of a glider.

6.6 The instructor shall record the training they have provided in the student's logbook. The record shall include the subject of training, the training programme applied, the date, and the name of the instructor.

## 7 REPORTING OF ACCIDENTS AND DANGEROUS SITUATIONS

Accidents and serious incidents that occur in glider aviation shall be reported in accordance with the EU Regulation on occurrences<sup>3</sup> and the GEN T1-4 Air Traffic Guidelines.

## 8 EXEMPTIONS

The Finnish Transport and Communications Agency may, upon application, grant derogations from the requirements of this Regulation if the Agency considers that the derogations are justified and that the safety level corresponding to the purpose of the Regulation is achieved in the manner proposed by the applicant.

## 9 TRANSITIONAL PROVISIONS

The requirements referred to in paragraphs 3.6.6 to 3.6.8 concerning the marking of a glider's identifier shall be fulfilled from xx.x.2025/6 onwards [*3 months after the date of entry into of force of the regulation*].

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<sup>3</sup> Regulation (EU) No 376/2014 of the European Parliament and of the Council of 3 April 2014 on the reporting, analysis and follow-up of occurrences in civil aviation, amending Regulation (EU) No 996/2010 of the European Parliament and of the Council and repealing Directive 2003/42/EC of the European Parliament and of the Council and Commission Regulations (EC) No 1321/2007 and (EC) No 1330/2007 (OJ L 122, 24.4.2014, p. 18—43)