

Message 001

Communication from the Commission - TRIS/(2025) 0776

Directive (EU) 2015/1535

Notification: 2025/0153/FI

Notification of a draft text from a Member State

Notification – Notification – Notifizierung – Нотификация – Oznámení – Notifikation – Γνωστοποίηση – Notificación – Teavitamine – Ilmoitus – Obavijest – Bejelentés – Notifica – Pranešimas – Paziņojums – Notifika – Kennisgeving – Zawiadomienie – Notificação – Notificare – Oznámenie – Obvestilo – Anmälan – Fógra a thabhairt

Does not open the delays - N'ouvre pas de délai - Kein Fristbeginn - Не се предвижда период на прекъсване - Nezahajuje prodlení - Fristerne indledes ikke - Καμμία έναρξη προθεσμίας - No abre el plazo - Viivituste perioodi ei avata - Määräaika ei ala tästä - Ne otvara razdoblje kašnjenja - Nem nyitja meg a késések - Non fa decorrere la mora - Atidėjimai nepradedami - Atlikšanas laikposms nesākas - Ma jiftaħ il-perijodi ta' dewmien - Geen termijnbegin - Nie otwiera opóźnień - Não inicia o prazo - Nu deschide perioadele de stagnare - Nezačína oneskorenia - Ne uvaja zamud - Inleder ingen frist - Ní osclaíonn sé na moilleanna

MSG: 20250776.EN

1. MSG 001 IND 2025 0153 FI EN 19-03-2025 FI NOTIF

2. Finland

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4. 2025/0153/FI - T10T - Air transport

5. Aviation regulation OPS M2-9 on gliders, issued by the Finnish Transport and Communications Agency

6. – Ultralight, centre-of-gravity-controlled aircraft and motorised paragliders with a maximum of two seats,

under certain conditions

- Gliders, maximum empty mass 80 kg for single-seaters / 100 kg for two-seaters
- Any other manned aircraft with a maximum empty mass, including fuel, of no more than 70 kg

7.

8. The definition of gliders is amended to comply with the new EASA Regulation (EU) 2018/1139, while also retaining the category of 'gliders with a maximum empty mass of 80 kg for single-seaters or 100 kg for two-seaters' used in the old EASA Regulation 216/2008, as that category is still used in Finland's national aviation law.

At the same time, the requirements for gliders used in Finland are clarified:

Single-seaters: A glider that has been approved for use in aviation by another 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.

If a glider is not approved for aviation use in the manner referred to above, or if the glider is commercially manufactured and marketed in Finland, the glider must meet the technical requirements set for gliders in an EU Member State or EFTA country.

Two-seaters: A glider used in Finland and manufactured elsewhere shall comply with construction and testing requirements approved by a Member State of the Union or an 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.

If a glider does not have a type approval or other equivalent approval or wing approval referred to above, the glider shall meet the technical requirements for gliders set by an EU Member State or EFTA country.

Specification of equipment requirements:

- Foot-launched gliders belonging to Group B (max 80/100 kg) must be equipped with an emergency parachute on flights of over 50 m in altitude from the ground surface or the water surface. If the glider is used for commercial passenger transport, it shall be fitted with an emergency parachute that carries the entire glider.

9. The main purpose of the amendment is to update the definition of a glider to better reflect the new EASA Regulation (EU) 2018/1139. At the same time, the regulation has been otherwise reviewed and its timeliness has been verified. The wording of the requirements applicable to gliders used in Finland has been clarified, but all gliders approved for use in aviation by EU Member States or EFTA countries are still approved for use. A new amendment is that wing approval is sufficient for gliders weighing less than 120 kg, as obtaining approval for them as a whole is usually not possible.

Finland has not previously defined any separate requirements for the use of a glider in commercial aviation. The aim now is to impose an equipment requirement for gliders used in commercial passenger transport to be fitted with an emergency parachute that carries the entire glider.

10. Basic text references:

11. No

12.

13. No

14. No

15. Yes

16.

TBT aspects: No

SPS aspects: No

European Commission

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