

The Swedish Transport Agency's Code of Statutes



TSFS 20[Year]:

The Swedish Transport Agency's Regulations on Hang Gliding;

[No]

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By virtue of Chapter 1, Section 9, Chapter 2, Section 7, Chapter 4, Sections 4 and 5, Chapter 5, Section 3, and Chapter 12, Section 4, of the Aviation Ordinance (2010:770), the Swedish Transport Agency lays down¹ the following.

AVIATION

Scope

Section 1. These regulations shall apply to flying with powered or non-powered hang-gliders. 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 and examination, as well as when licences for such activities in Sweden are issued.

Definitions

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

<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>dry operating mass</i>	means the mass of a complete <i>hang-glider</i> , excluding fuel, driver and passengers;
<i>controlled</i>	means an airspace of defined dimensions within

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>airspace</i>	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>	(Visual Flight Rules) 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

Section 4. Instructors and pilots shall have a licence showing that the instructor or pilot meets the theoretical and practical requirements set out in Annexes 1 and 2, or Annexes 3 and 4, depending on whether it is a powered or non-powered hang-glider.

5 § Licences or equivalent documents issued by a foreign authority or authorised organisation are also valid in Sweden, provided that the training and skills are deemed 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.

Preparation and flight

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

Responsibilities of the pilot-in-command

Section 7. The pilot-in-command shall be responsible for the safe handling of the hang-glider before, during and after flight. They are also responsible for the safety of any passenger.

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

Section 9. Prior to flight, the pilot-in-command shall ensure that the planned flight can be conducted safely, taking into account flying experience, hang-glider performance, prevailing meteorological conditions, obstacles, airspace conditions, and other air traffic.

Section 10. When flying with a hang-glider in a radio mandatory zone in which 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 hang-glider pilot requesting clearance, or otherwise communicating with air the traffic services shall use a call sign consisting of the word 'hängglidare' (hang-glider) followed by the last four digits of the pilot-in-command's licence number.

Rules of the air

11 § Flying may only take place during the day and in accordance with visual flight rules (VFR). The pilot-in-command shall have a clear view of the ground or water during the flight.

Section 12. For flights over an urban area or an open-air assembly of persons, the rules on minimum flight altitude of 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 shall apply.

The pilot may fly below the minimum flight altitude specified in the Regulation in the following cases:

1. When flying with a powered 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 from the owner or user of the land is required, as well as the consent of those who may otherwise be affected.

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

3. During take-off and landing.

Section 13. The 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.

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

Section 15. Flying with a powered 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. 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 flight activities with hang-gliders.

Register and identification marking

Section 17. For powered hang-gliders, there shall be an up-to-date register containing information on the owner, make, model and serial number. If the engine unit is an integral part of the hang-glider, the make, model and serial number shall be indicated by an identification mark on the engine unit or hang-glider.

Exemptions

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

1. This statute shall enter into force on X XXXX 2025.

2. This statute repeals the Swedish Civil Aviation Authority's regulations (LFS 2007:60) on flying with hang-gliders.

On behalf of the Swedish Transport Agency

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Annex 1. Licence for instructor for flying with non-powered hang-gliders

Conditions for starting a training course

The applicant shall

1. have held a valid licence and authorisation 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 issuing a licence

The applicant shall

1. have reached the age of 18,
2. have completed a course for instructors for flying with non-powered hang-gliders, which shall be approved by the Swedish Transport Agency,
3. have taught at least four students as an assistant instructor, and
4. have successfully completed theoretical and practical tests before an instructor appointed by the Swedish Transport Agency.

Annex 2. Licence for pilots of non-powered hang-gliders

Conditions for starting a training course

The applicant shall

1. have reached the age of 15,
2. be physically suitable.

Conditions for issuing a licence

The applicant shall

1. have reached the age of 16,
2. have completed a training course approved by the Swedish Transport Agency, and
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. Licence for instructor for flying with powered hang-gliders

Conditions for starting a training course

The applicant shall

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

Conditions for issuing a licence

The applicant shall

1. have reached the age of 20,
2. have successfully completed a course for instructors for flying with powered hang-gliders, which shall be approved by the Swedish Transport Agency,
3. have completed a course as an assistant instructor in flying with powered hang-gliders, and
4. have successfully completed theoretical and practical tests before an examiner appointed by the Swedish Transport Agency.

Annex 4. Licence for pilots of powered hang-gliders

Conditions for starting a training course

The applicant shall

1. have reached the age of 18, and
2. be physically suitable.

Conditions for issuing 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 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.