

Issued: 9 October 2015	Enters into force: 9 October 2015	Validity: indefinitely
Legal basis: Aviation Act (864/2014), Sections 9, 57 and 70		
Implemented EU legislation: -		
Modification details: -		

USE OF REMOTELY PILOTED AIRCRAFT AND MODEL AIRCRAFT

1	SCOPE OF APPLICATION	1
2	DEFINITIONS	1
3	GENERAL CONDITIONS FOR REMOTELY PILOTED AIRCRAFT OPERATIONS	2
4	OPERATIONS THAT DEVIATE FROM THE GENERAL CONDITIONS.....	5
5	CONDITIONS FOR MODEL AIRCRAFT OPERATIONS	5
6	EXEMPTIONS.....	6

1 SCOPE OF APPLICATION

This Regulation governs the use of remotely piloted aircraft and model aircraft in Finland.

2 DEFINITIONS

For the purposes of this Regulation,

aerial work means the use of an aircraft for specialised services;

airport means an aerodrome where flight information service, alerting service, air traffic advisory service and air traffic control service is permanently provided;

beyond visual line-of-sight (BVLOS) operation means an operation in which the remote pilot maintains contact with the remotely piloted aircraft with the help of instrumentation;

commander of a remotely piloted aircraft means a remote pilot appointed by the operator or owner of a remotely piloted aircraft, or an individual who is in charge of a remotely piloted flight and who is in command and has responsibility for safety during the flight;

densely populated area means a residential area with a population of at least 200 and where the distance between residential properties does not exceed 200 metres;

first response unit means the first authority or similar unit that arrives at the scene of an emergency, accident, rescue operation or other similar crisis;

free-flight model aircraft means a model aircraft that cannot be controlled during flight;

holder of a remotely piloted aircraft means a natural or legal person to whom an aircraft has been entrusted;

model aircraft means a device designed for flight that does not carry a pilot and that is used for recreational or sporting purposes, excluding remotely piloted aircraft and devices that are primarily intended for children;

operator of a remotely piloted aircraft means a natural or legal person to whom the owner or holder of an aircraft has given the aircraft to use;

owner of a remotely piloted aircraft means a natural or legal person who owns a remotely piloted aircraft;

pilot means a person in charge of flying a model aircraft;

remote pilot means an individual who is familiar with the use of a remotely piloted aircraft and who manipulates the flight controls during flight time;

remote pilot station (RPS) means a component of a remotely piloted aircraft system containing the equipment used to pilot the remotely piloted aircraft;

remotely piloted aircraft (RPA) means an unmanned aircraft that is piloted from a remote pilot station and used for aerial work;

remotely piloted aircraft system (RPAS) means a remotely piloted aircraft, its associated remote pilot stations, the required command and control links and any other specified system components that are required for the use of remotely piloted aircraft;

RPA observer means an individual authorised by a remote pilot to keep visual contact with the remotely piloted aircraft and to assist the remote pilot in the safe conduct of the flight;

take-off mass means the total mass of an unmanned aircraft when the take-off is commenced, including all equipment on board;

unmanned aircraft (UA) means an aircraft that is designed to fly without a pilot on board; this does not include model aircraft; and

visual line-of-sight (VLOS) operation means an operation in which the remote pilot or RPA observer maintains direct unaided visual contact with the remotely piloted aircraft.

3 GENERAL CONDITIONS FOR REMOTELY PILOTED AIRCRAFT OPERATIONS

- 3.1 No aerial work certificate is required for the use of remotely piloted aircraft for aviation purposes as defined in this Regulation, and the use of remotely piloted aircraft for aviation purposes is excluded from the scope of Regulation OPS M1-23 on aerial work.
- 3.2 Operators of remotely piloted aircraft must provide the Finnish Transport Safety Agency with the following information:
 - a) Details of the operator;
 - b) Basic technical information concerning the aircraft;

- c) Intended nature and scope of the operations;
 - d) Information about whether operations are to take place over densely populated areas; and
 - e) Information about whether operations are to take place over an open-air assembly of persons.
- 3.3 The notification must be given before a remotely piloted aircraft is used for aviation purposes for the first time. Operators of remotely piloted aircraft must notify the Finnish Transport Safety Agency without delay of any changes to the information provided. The notification procedure is not applicable to state aviation.
- 3.4 All flights must be arranged so as to minimise risks to outsiders and their property as well as noise pollution.
- 3.5 Flights must not endanger, inconvenience or prevent the operations of any authorities or first response units.
- 3.6 Remote pilots must be able to operate aircraft safely and be familiar with emergency procedures. The person responsible for a remotely piloted flight shall be at least 18 years of age.
- 3.7 All remotely piloted aircraft must be equipped with a system, or alternatively the remote pilot must have a procedure in place, for dealing with a breakdown in communications relating to the control or monitoring of the aircraft or a fault in the aircraft that results in loss of control. The system or procedure must ensure that risks to outsiders and their property are minimised.
- 3.8 All remotely piloted aircraft must carry the name and contact details of the operator.
- 3.9 The following details must be logged for all remotely piloted flights:
- a) Date;
 - b) Location;
 - c) Commander of the aircraft;
 - d) Manufacturer and model of the aircraft;
 - e) The start and end time of the flight or series of flights;
 - f) Whether the flight is
 - 1) a visual line-of-sight (VLOS) operation, or
 - 2) a beyond visual line-of-sight (BVLOS) operation; and
 - g) The nature of the flight operation and, where applicable, the presence of an RPA observer.
- 3.10 Details of the flights must be stored for a period of three years.

- 3.11 When a remotely piloted aircraft is used in an area that has no aviation restrictions or that has not been specifically designated for flying unmanned aircraft, the following conditions must be satisfied unless the Finnish Transport Safety Agency has granted an exemption pursuant to paragraph 6:
- a) The take-off mass of the aircraft must not exceed 25 kilograms;
 - b) The operation must be based on visual line-of-sight, the aircraft must be controllable at all times, and the aircraft must be flown close enough to the remote pilot or RPA observer to enable other air traffic and obstacles to be detected and the need to take evasive action to be evaluated reliably on the basis of direct visual contact without the help of instrumentation, taking account of the prevailing weather conditions and the amount of daylight;
 - c) If an RPA observer is present, the remote pilot and RPA observer must be able to communicate with each other using a reliable means of communication in the event that direct voice communication is not possible; and
 - d) The flight must take place at an altitude of less than 150 metres from the surface of the ground or water. The aircraft must not be flown at an altitude lower than that required for the operation. The altitude restriction does not apply to operations that involve inspecting a fixed obstacle (such as a radio mast) at the request of the owner of the object, provided that the aircraft remains within a lateral distance of 15 metres from the object, or to flights that take place in areas designated for flying model aircraft and published in the aeronautical information system.
- 3.12 Flying remotely piloted aircraft in the vicinity of an airport, i.e. within a Control Zone (CTR), Flight Information Zone (FIZ) or Radio Mandatory Zone (RMZ), is permitted at altitudes of not more than 50 metres from the surface of the ground or water, provided that the horizontal distance to the runway is at least five kilometres. If aircraft need to be flown closer to an airport or at altitudes exceeding 50 metres in these areas, the remote pilot must contact the air traffic service provider and agree separately on flight arrangements. However, arrangements must always be made separately with the air traffic service provider when flying aircraft in the control zones of Jyväskylä (EFJY) and Utti (EFUT) airports.
- 3.13 When flying remotely piloted aircraft, special attention must be given to air traffic in the vicinity of uncontrolled aerodromes and heliports, and any local instructions must be taken into account where applicable.
- 3.14 Remotely piloted aircraft must give way to all other aircraft.
- 3.15 Flying a remotely piloted aircraft over an open-air assembly of persons or over a densely populated area is only permitted if the following requirements are met:
- a) The maximum take-off mass of the aircraft must not exceed 7 kilograms;
 - b) The aircraft must be flown at an altitude that allows the aircraft to be landed in an emergency in a manner that minimises risks to outsiders or their property, or the aircraft must be so equipped or have such characteristics that risks to outsiders and their property are minimal;

- c) The operator of the remotely piloted aircraft shall have drawn up a written safety assessment for the specific operation, in which risks are identified, assessed and mitigated;
- d) The operator of the remotely piloted aircraft shall have drawn up written operational instructions that include a description of both normal operations and emergency/malfunction procedures; and
- e) The documents referred to in paragraph c) and d) above shall be kept for a period of at least three months after the operation has ceased, and they must be presented to supervisory authorities upon request.

3.16 The requirements in paragraph 3.15 do not apply to the use of remotely piloted aircraft for operations by authorities.

3.17 Any accidents and incidents involving remotely piloted aircraft must be reported to the Finnish Transport Safety Agency in accordance with instructions given by the Agency.

4 OPERATIONS THAT DEVIATE FROM THE GENERAL CONDITIONS

Operations that deviate from the general conditions, such as beyond visual line-of-sight operations, are only permitted in areas that are specifically reserved for that purpose. In addition, the following requirements must be met:

- a) The operator of the remotely piloted aircraft shall have drawn up a written safety assessment of the intended operation, in which risks are identified, assessed and mitigated;
- b) The operator of the remotely piloted aircraft shall have drawn up written operational instructions that include a description of both normal operations and emergency/malfunction procedures; and
- c) The documents referred to in paragraph a) and b) above shall be kept for a period of at least three months from the date of the operation and presented to supervisory authorities upon request.

5 CONDITIONS FOR MODEL AIRCRAFT OPERATIONS

5.1 All flights must be arranged so as to minimise risks to outsiders and their property as well as noise pollution.

5.2 Model aircraft must not be flown over an open-air assembly of persons.

5.3 Flying a model aircraft with a take-off mass not exceeding 3 kilograms over a densely populated area is permitted, provided that the pilot is familiar with the area and has ensured that the device is technically sound and evaluated that the flight can be performed safely. Flying a model aircraft with a take-off mass in excess of 3 kilograms over a densely populated area is not permitted.

5.4 Flights must not endanger, inconvenience or prevent the operations of any authorities or first response units.

5.5 All model aircraft must carry the name and contact details of the operator.

- 5.6 The operation must be based on visual line-of-sight; the aircraft must be controllable at all times, and the aircraft must be flown close enough to the pilot to enable other air traffic and obstacles to be detected and the need to take evasive action to be evaluated reliably on the basis of direct visual contact without the help of instrumentation, taking account of the prevailing weather conditions and the amount of daylight.
- 5.7 The flight must take place at an altitude of less than 150 metres from the surface of the ground or water, except in areas that have been designated for flying model aircraft and published in the aeronautical information system.
- 5.8 Flying model aircraft in the vicinity of an airport, i.e. within a Control Zone (CTR), Flight Information Zone (FIZ) or Radio Mandatory Zone (RMZ), is permitted at altitudes of not more than 50 metres from the surface of the ground or water, provided that the horizontal distance to the runway is at least five kilometres. If aircraft need to be flown closer to an airport or at altitudes exceeding 50 metres in these areas, the pilot must contact the air traffic service provider and agree on flight arrangements separately. However, arrangements must always be made separately with the air traffic service provider when flying aircraft in the control zones of Jyväskylä (EFJY) and Utti (EFUT) airports.
- 5.9 When flying model aircraft, special attention must be given to air traffic in the vicinity of uncontrolled aerodromes and heliports, and any local instructions must be taken into account where applicable.
- 5.10 Model aircraft must give way to all other aircraft.
- 5.11 Paragraphs 5.6, 5.7 and 5.10 do not apply to free-flight model aircraft.

6 EXEMPTIONS

- 6.1 The Finnish Transport Safety Agency may, upon application, grant exemptions from the conditions laid down in paragraphs 3.11 a), 3.11 d), 3.15 a), 5.6 and 5.7 of this Regulation in the event of unforeseen urgent operational circumstances or operational needs of a limited duration, provided that they do not compromise safety.
- 6.2 The Finnish Transport Safety Agency may, upon application, grant temporary exemptions from the conditions laid down in this Regulation for testing and research purposes, provided that the requested exemptions do not compromise safety.
- 6.3 When requesting an exemption, applicants must provide
- a written safety assessment in which risks have been identified, assessed and mitigated; and
 - if requested by the Finnish Transport Safety Agency, written operational instructions that include a description of both normal operations and emergency/malfunction procedures.

Pekka Henttu
Director General of Civil Aviation

Maija Mansikkaniemi
Legal Adviser