

Kommande uppdateringar inom regler



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Skolchefsmöte 2024

Opinion No 05/2023;



- **RMT.0190** (ändringar rörande CRCP)
- **RMT.0587** (icke-kontroversiella ändringar)
- **RMT.0678** (inkluderar bl.a. elflyg)
- **RMT.0287** (Del-MED)

EASA har även publicerat utkast på kommande AMC/GM

<https://www.easa.europa.eu/en/document-library/opinions/opinion-no-052023>

CRCP, cruise relief co-pilot

RMT.0190



➤ FCL.060(b)(3) – lite mer flexibilitet

(3) as cruise relief co-pilot unless he or she has completed, within the preceding 90 days, either of the following:

- (i) at least three sectors as cruise relief co-pilot in the relevant type;
- (ii) training the content of which is determined by the operator and that comprises at least three sectors as cruise relief co-pilot in an FSTD representing the relevant type;
- (iii) recurrent training in accordance with Annex III (Part-ORO) Subpart FC (ORO.FC) of Regulation (EU) No 965/2012;
- (iv) a proficiency check for cruise relief co-pilots in accordance with Appendix 9 to this Annex.’;

FCL.720.A(c) – Förtydligande vid borttag av restriktion

RMT.0190

Notwithstanding point (b), applicants who comply with point 6(i) of Section B of Appendix 9 to this Annex shall be issued with a type rating with restricted privileges for a multi-pilot aeroplane that allows holders of such a rating to act as cruise relief co-pilots above Flight Level 200, provided that two other members of the crew have a type rating in accordance with point (b).

To remove the restriction, applicants shall comply with all of the following:

- (1) undergo an assessment at an ATO which shall determine the training needs of an individual applicant to remove the restriction;
- (2) based on the assessment specified in point (1), complete, at that ATO, training which shall allow the applicant to reach the level of proficiency to safely operate the aircraft;
- (3) after the completion of the training specified in point (2), complete a skill test in accordance with Appendix 9 to this Annex;
- (4) after the completion of the skill test specified in point (3), either:
 - (i) comply with point ORO.FC.220(e) of Annex III (Part-ORO) to Regulation (EU) No 965/2012, provided that they meet the experience requirements specified in point FCL.730.A; or
 - (ii) complete flight training in the aircraft which includes manoeuvres on take-off, landing and go-around.;

ELFLYG

Är elflyg framtiden? -

Här är Sveriges första elflygplan

Premiär för elflyg i Sverige - Svenskt Flyg

Framtidens elflyg är redan här

Elflyg - som vanligt flyg men med
skön fossilfri känsla i magen (R)



➤ **Två nya definitioner införs: SEP flygplan (SEP aeroplane) respektive SEP helikopter (SEP helicopter)**

(8a) “SEP aeroplane” means a single-engine, single-pilot aeroplane for which no type rating is required and whose single centric propulsion unit is operated by a single thrust control and driven by either of the following types of engine:

- (a) a piston engine;
- (b) an electric engine system which, if so specified following the certification process in accordance with Commission Regulation (EU) No 748/2012, may consist of more than one electric engine;
- (c) if so specified following the certification process in accordance with Commission Regulation (EU) No 748/2012, a hybrid engine system that consists of piston and electric engines;

(8b) “SEP helicopter” means a single-engine, single-pilot helicopter which is powered by a piston engine;’;

Elflyg forts.

RMT.0678

- Det innebär att när det framgår SEP flygplan i förordningen, så omfattas även eldrivna enmotoriga flygplan, men krav för att ha behörighet för olika motorer finns, och SEP med olika motorer betraktas som varianter av SEP.



Elflyg forts.

RMT.0678

FCL.135.A(b) - (ändring)

In order to extend the privileges to another variant within a class, the pilot shall either undergo differences training or do familiarisation. The differences training shall be entered in the pilot's logbook or in an equivalent record and shall be signed by the instructor. When extending the privileges for an SEP aeroplane class to a variant with another type of engine, as specified in Article 2(8a) of this Regulation, the differences training shall consist of dual flight instruction and theoretical knowledge instruction which shall include, with regard to that other type of engine and related aircraft systems, at least all of the following subjects:

- (1) Operational procedures;
- (2) Flight performance and planning;
- (3) Aircraft general knowledge.;

Samma tillägg i FCL.710(a)

Nytt AMC – AMC1 FCL.710(a) class and type ratings – variants

Gäller för skillnadsutbildning med elmotor

FCL.140.A(c) - (ny punkt)

Holders of an LAPL(A) with privileges for SEP aeroplanes who, in accordance with point FCL.135.A(b), have extended their privileges to a variant with a different type of engine as specified in Article 2(8a) of this Regulation shall, if they have not flown that variant within the preceding 2 years, complete any of the following in that variant, before exercising their privileges in that variant:

- (1) further differences training in accordance with point FCL.135.A(b);
- (2) a proficiency check;
- (3) refresher training in accordance with point (a)(1)(ii).



Elflyg forts.

RMT.0678

FCL.710(c) - (ändring)

Notwithstanding the requirement in point (b), differences training for the following aircraft may be conducted by an appropriately qualified instructor unless otherwise provided in the operational suitability data established in accordance with Annex I (Part 21) to Commission Regulation (EU) No 748/2012:

- (1) aeroplanes requiring a class rating:
 - (i) TMGs;
 - (ii) SEP aeroplanes;
 - (iii) MEP aeroplanes;
 - (iv) SET aeroplanes, except for complex or high-performance SET aeroplanes;
- (2) single-engine helicopters with a maximum take-off mass not exceeding 3 175 kg.

Elflyg forts.

RMT.0678

FCL.710(d) - (ändring)

Pilots who, after having extended their privileges to another variant within a class or type rating in accordance with this point, have not flown that variant within the preceding 2 years shall, before exercising their privileges in that variant, complete any of the following in that variant:

- (1) further differences training in accordance with points (a) and (b) or, if applicable, (c);
- (2) a proficiency check;
- (3) in the case of a variant within the SEP class rating with a particular engine type, as specified in Article 2(8a) of this Regulation, refresher training in accordance with point FCL.740.A(b)(1)(ii)(C).’;

FCL.710(da) - (ny punkt)

Point (d) shall not apply in the case of variants within the TMG class rating and variants within the SEP class rating that have the same type of engine, as specified in Article 2(8a) of this Regulation.’;



FCL.725(d)



(d) Single- and multi-pilot operation in single-pilot aircraft – type ratings

(1) The privileges of holders of a type rating for a single-pilot aircraft include the privileges to fly the aircraft in single-pilot operation and multi-pilot operation. However, such holders shall exercise those privileges for a particular form of operation only if they comply with all of the following:

- (i) They have successfully completed flight training for the relevant form of operation in the relevant aircraft type in accordance with Appendix 9 to this Annex, unless specified otherwise in the operational suitability data established in accordance with Annex I (Part 21) to Commission Regulation (EU) No 748/2012. That flight training for a particular form of operation shall either be included in the initial type rating training course at an ATO or, following the initial issuance of the type rating, be completed in the form of additional training at either of the following:
 - (A) an ATO;
 - (B) an organisation that is subject to Annex III (Part-ORO) to Regulation (EU) No 965/2012 applies and that is entitled to provide such training on the basis of either an approval or a declaration.



FCL.725(d) forts

- (ii) They have completed a skill test or a proficiency check:
 - (A) for single-pilot operation:
 - (1) in single-pilot operation; or
 - (2) in multi-pilot operation with additional elements for single-pilot operation as specified in Appendix 9 to this Annex;
 - (B) for multi-pilot operation, in multi-pilot operation.
- (iii) Additionally, in the case of multi-pilot operation in single-pilot aircraft:
 - (A) they meet the requirements that are specified in:
 - (1) point FCL.720.A(b)(4) or point FCL.720.H(a)(2), as applicable; and
 - (2) point FCL.720.A(b)(5), for single-pilot aeroplanes, before starting flight training for multi-pilot operation in accordance with point (d)(1)(i);
 - (B) they exercise their privileges only at an organisation that is subject to Annex III (Part-ORO) to Regulation (EU) No 965/2012.

FCL.725(d) forts.

(2) When applicants for the initial issue of a type rating for a single-pilot aircraft complete the flight training and the skill test in multi-pilot operations only, the type rating shall be issued with a restriction to multi-pilot operation. That restriction shall be removed when applicants complete, in accordance with Appendix 9 to this Annex, additional training and a proficiency check that include the necessary elements for single-pilot operation.

In all other cases, the form of operation shall not be entered onto the licence.

GM1 ARA.FCL.200

FCL.725 forts.

Två nya punkter:

(da) Single- and multi-pilot operation – aeroplane class ratings

The privileges of holders of a class rating for a single-pilot aeroplane include the privileges to fly the aeroplane in multi-pilot operation, provided that such holders:

- (1) comply with the following requirements of point FCL.720.A:
 - (i) point (b)(4); and
 - (ii) point (b)(5), before starting flight training for multi-pilot operation in accordance with point (da)(2);
- (2) have completed flight training and passed a proficiency check for multi-pilot operations in the relevant aeroplane class in accordance with point 5(g) of Section B of Appendix 9 to this Annex at an organisation that is specified in point (d)(1)(i); and
- (3) exercise their privileges only at an organisation that is subject to Part-ORO.

Additional privileges for multi-pilot operation in a single-pilot aeroplane class shall not be entered onto the licence.

FCL.725 forts.

(db) If a skill test or proficiency check for a single-pilot aircraft class or type rating is conducted in either of the following, the form or forms of operation in which that skill test or a proficiency check is conducted shall be entered in the logbook of the applicants and signed by the examiner:

- (1) multi-pilot operation;
- (2) single-pilot and multi-pilot operation.;



AMC1 FCL.050

FCL.740.A (förlängning SEP/TMG)

- Justering SEP aeroplane
- Justering - repetitionsutbildningen på minst 1h ska genomföras ”to the satisfaction of a flight instructor (FI) or a class rating instructor (CRI)”
- EBT läggs till för att kunna undantas kravet på repetitionsutbildning.
- AMC1 FCL.740.A(b)(1)(ii)(C) - ändring
- Nytt GM föreslås - SAFETY AWARENESS BRIEFING

FCL.740.H – ny möjlighet att förlänga SET/SEP helikoptrar

- Istället för att förlänga en typ med minst 2h PIC och PC införs ett alternativt sätt för SEP och SET upp till 3175kg:

for type ratings for single-engine helicopters up to a maximum take-off mass of 3 175 kg, they shall:

(i) comply with point (a)(1); or

(ii) complete, in the relevant type of helicopter:

(A) within the validity period of the type rating, at least 6 hours as PIC; and

(B) within the 3 months immediately preceding the expiry date of the rating, a refresher training of at least 1 hour of total flight time with and to the satisfaction of an instructor who shall select those flight exercises that allow the applicant to refresh their competence in safely operating the aircraft and applying normal, abnormal and emergency procedures. Applicants may choose to complete the refresher training in the aircraft or an FSTD representing the relevant type, or in a combination of both.

Nytt AMC1 FCL.740.H(a)(2)(ii)(B)
CONTENT OF THE REFRESHER TRAINING

Nytt GM1 FCL.740.H
SAFETY AWARENESS BRIEFING

FCL.945 – Obligation for instructors



➤ Justering för även inkludera FI(H);

Upon completion of the training flight for the revalidation of an SEP aeroplane or TMG class rating in accordance with point FCL.740.A(b)(1)(ii)(C) or for the revalidation of a single-engine helicopter type rating in accordance with point FCL.740.H(a)(2)(ii)(B), and only in the event of fulfilment of all the other revalidation criteria required by point FCL.740.A(b)(1)(ii) or point FCL.740.H(a)(2)(ii), as applicable, the instructor shall endorse the applicant's licence with the new expiry date of the rating, if specifically authorised for that purpose by the competent authority responsible for the applicant's licence.';

FCL.745.A(a), punkt 3 (förtydligande)

3 hours of dual flight instruction with a flight instructor for aeroplanes FI(A) qualified in accordance with point FCL.915(e) and consisting of advanced UPRT in an aeroplane qualified for the training task. **Flight time that does not include advanced UPRT but serves to go to or return from the UPRT training area shall not count towards these 3 hours.**



FCL.915(b)(5) - (ny punkt)

when providing flight instruction in a variant of the SEP aeroplane class with a particular type of engine as specified in Article 2(8a) of this Regulation:

- (i) have completed at least 5 hours of flight time as pilots in that variant; or
- (ii) (ii) have passed an assessment of competence for the relevant category of instructor in that variant.'

Tillägg 9 – sektion A

➤ **Punkt 1 ändras (från 1 punkt, till uppdelat → 1a – 1e).**

1b. The training for MPA and PL type ratings shall be conducted in an FFS or in a combination of FSTD(s) and FFS. The skill test or proficiency check for MPA and PL type ratings and the issue of an ATPL and an MPL, shall be conducted in an FFS, if available.

1c. The training, skill test or proficiency check for class or type ratings for SPA and helicopters shall be conducted in:

- (a) an available and accessible FFS; or
- (b) a combination of FSTD(s) and the aircraft if an FFS is not available or accessible; or
- (c) the aircraft if no FSTD is available or accessible.

Tillägg 9 – sektion A forts.

1d. By way of derogation from point 1c, the training, skill test or proficiency check for class or type ratings for non-complex SPA and for non-complex helicopters may be conducted in a combination of FSTD(s) and the aircraft even if an FFS is available and accessible.

1e. By way of derogation from point 1c, the training, skill test or proficiency check for any of the following may be conducted in accordance with points (a), (b) or (c) of point 1c, irrespective of the availability and accessibility of FFS or FSTD:

- (a) non-complex non-high-performance single-pilot aeroplanes;
- (b) TMGs;
- (c) non-complex helicopters for which the maximum certified seat configuration does not exceed five seats.

**Ny punkt i FCL.930.TRI införs med liknande upplägg
GM1 Appendix 9 Section A point 1**

Tillägg 9 – Sektion B (flygplan)



- **Justeringar & förtydliganden med anledning av ändringar i FCL.725(d) och (da).**

Tillägg 9 – Sektion C (helikopter)



➤ I tabellen, sektion 2, övning 2.6.1;

2.6.1. For single-engine helicopters (SEH): — autorotative landing; or — power recovery, provided that applicants, in the preceding year, completed training that included an autorotative landing and that training was entered and signed in the applicants’ logbook by the instructor. For multi-engine helicopters (MEH): power recovery.’;



Lite övrigt

➤ **Möjligt att inkludera 5h mörker i PPL(A)-utbildningen**

FCL.210.A(a) (nytt stycke);

Applicants may complete the flight time of a night rating training course in accordance with point FCL.810(a)(1)(ii) as part of the 45 hours of flight instruction, provided that, before commencing night rating training, they have completed basic instrument flight training.

➤ **Bergbehörighet – recency krav**

Lite övrigt forts.

- **Möjligt att byta från LAPL → PPL under pågående utbildning och vice versa.**

FCL.210.A(b), FCL.210.H(b), FCL.115(d) (ändring)

- **Nytt AMC föreslås till detta;**

AMC1 FCL.210.A(b) PPL(A) – Expericence requirements and crediting

AMC1 FCL.210.H(b) PPL(H) - Expericence requirements and crediting

FCL.405.A(b) (ändring)

Holders of an MPL shall, upon application:

- (1) be issued with additional privileges of the holder of a PPL(A), provided that they comply with the requirements for the PPL(A) specified in Subpart C;
- (2) have their MPL replaced by a CPL(A), provided that they comply with the requirements specified in point FCL.325.A.’;

Annat som är G under 2024

- RMT.0731 – Opinion Q1 (Gyroplan)
- RMT.0196 – Opinion Q3 (FSTD)
- RMT.0737 – NPA Q1 (EPL)
- RMT.0194 – NPA Q4 (Översyn av kapitel J)



Justering av tidigare tillämpning – SPH/MPH

- Flerpilotshelikopter: *certifierat för verksamhet med en besättning som består av minst två piloter eller som måste flygas med minst två piloter i enlighet med förordning (EU) nr 965/2012*
- SPA.HEMS.130(e) – flygning under mörker

Tre områden kvarstår (MPH behörighet krävs)

Type of operation	Additional requirements
Operations of helicopters with an MOPSC of more than 19. (Ref ORO.FC.200)	MCC course; or at least 500 hours of flight time as a pilot in multi-pilot operations. (Ref. ORO.FC.100 & FCL.720.H)
Operations under IFR of helicopters with an MOPSC of more than 9. (Ref. ORO.FC.200)	Have at least 70 hours as PIC on helicopters and have passed the ATPL(H) theoretical knowledge examinations. (Ref. FCL.720.H)
IFR offshore OSAP approaches to rigs or vessels in transit. (SPA.HOFO.125(b))	



Frågor?

