

Tillämpningar och information från EASA

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ATP-integrated

- Integrerade ATP-manualen är publicerad.
- Att förhålla sig till:
 - Generellt ska manualen följas för struktur av integreringen
 - Teorin ska integreras – teorin får inte läsas först.
 - Implementeringsperiod
01 januari 2026.



På gång...

- Olika tolkningar på teoritiden på det integrerade programmet.
 - 750h totalt ink MCC och AUPRT?
 - 750h + MCC och AUPRT = 780h totalt?



750h totalt ink MCC och AUPRT







FAA's tolkning av 14 CFR § 61.3(a)(1)(vii) är att man endast får flyga N-registrerade lyftfartyg på EASA-certifikat i samma stat där man har sitt EASA-certifikat utfärdat, gäller både kommersiell och icke kommersiell flygning

Regler NCO(965)/SERA

Skolchefsmöte 4-5 februari 2025

Kommande

- Uppdatering av TSFS 2020:59
 - Var ute på remiss under 2025 och beräknas komma under april 2026
- AMC/GM till Part-IAM bland annat
 - Har kommit



REGULATIONS



2025/2293

AMC & GM to Part-NCO
— Issue 2, Amendment
17

AMC & GM to the rules
of the air — Issue 1,
Amendment 8

The background features a blurred image of a document with the word 'REGULA' in large, bold, black letters. Below the text, there is a line graph with a jagged, upward-trending line. A black pen with silver accents is visible on the left side of the document. A large, solid blue oval is centered over the image, containing the text '2025/2293' in white. Another smaller blue shape is visible in the bottom left corner.

2025/2293



REGULATIONS

2025/2293

AMC & GM to Part-NCO — Issue 2, Amendment 17

AMC & GM to the rules of the air — Issue 1, Amendment 8

The background of the slide features a close-up of a document with a line graph. A magnifying glass is positioned over the graph, focusing on a specific section. The text is overlaid on a blue oval shape.

**AMC & GM to Part-
NCO — Issue 2,
Amendment 17**



REGULATIONS

2025/2293

AMC & GM to Part-
NCO — Issue 2,
Amendment 17

AMC & GM to the rules
of the air — Issue 1,
Amendment 8

The background of the slide features a close-up, slightly blurred image of a computer keyboard. In the upper left corner, a document is visible, showing a line graph with several peaks and valleys. A large, solid blue oval is centered on the slide, containing the main title text in white.

**AMC & GM to the rules
of the air — Issue 1,
Amendment 8**

Kommande

Opinion 02/2025

- Små uppdateringar av SERA:n

SERA.8005 Operation of air traffic control service

Regulation (EU) 2020/469

- (c) Except for cases of operations on parallel or near-parallel runways as in point ATS.TR.255 of Annex IV to [Commission Implementing Regulation \(EU\) 2017/373](#)¹, or when a reduction in separation minima in the vicinity of aerodromes can be applied, separation by an ATC unit shall be obtained by at least one of the following:

- ‘(c) Except for cases of operations on parallel or near-parallel runways referred to in point ATS.TR.255 of Annex IV to Commission Implementing Regulation (EU) 2017/373, or when visual or own separation in the vicinity of aerodromes is applied, separation provided by an air traffic control unit shall be obtained by at least one of the following:’;

AMC2 SERA.8005(c) Operation of air traffic control service

IFR FLIGHTS MAINTAINING OWN SEPARATION

An IFR flight may be instructed to maintain own separation in the following circumstances:

- (a) An IFR flight executing visual approach when the aircraft has reported the preceding aircraft in sight and requested or accepted to maintain own separation from that aircraft;
- (b) in the vicinity of an aerodrome:
 - (1) when each aircraft is continuously visible to flight crews of the other aircraft concerned and the pilots thereof report that they can maintain their own separation, or
 - (2) in the case of one aircraft following another, the flight crew of the succeeding aircraft reports that the other aircraft is in sight and own separation can be maintained;
- (c) in airspace classes D and E, below 10 000 ft, during the hours of daylight in visual meteorological conditions, when requested by an aircraft and agreed by the pilot of the other aircraft to maintain own separation.

Kommande

Opinion 01/2026

- Uppdateringar av NCO – IR beräknas Q4 2026, AMC/GM 2027
 - CoA och en kopia av ARC eller Permit to fly
 - Uppdatering av kraven för First aid kit för både flygplan och helikopter
 - Nytt planeringsminima för IR-träning flygplan (förutom BIR)



MDA/H, DA/H	≥250ft		200ft	100ft	<100ft
RVR	≥600m		≥550m	≥300m	<300m
Air Operations	Type A		Type B		
			CAT I	CAT II	CAT III
	2D	3D			
	MDA/H	DA/H			

NCO.OP.143 Destination alternate aerodromes planning minima — aeroplanes

[...]

- (d) for training flights by approved training organisations referred to in Articles 5(5) and 6(9) of this Regulation, except training for the basic instrument rating in accordance with point FCL.835 of Annex I (Part-FCL) to Regulation (EU) No 1178/2011, an alternate aerodrome ceiling, visibility/RVR and crosswind above the planning minima in Table 1 below:

Table 1

Planning minima — aeroplanes

Type of approach operation	Aerodrome ceiling (cloud base or vertical visibility)	RVR/VIS
Type B instrument approach operations	DA/H + 200 ft	RVR/VIS + 800 m
Type A instrument approach operations	DA/H or MDA/H + 400 ft	RVR/VIS + 1 500 m
Circling approach operations	MDA/H + 400 ft	VIS + 1 500 m
Crosswind planning minima:		
Wind limitations should be applied considering the runway condition (dry, wet, contaminated).		

Kommande

Opinion ??/2026

- Det beräknas också komma en opinion på uppdateringar gällande SERA:n under Q2 2026 som kommer på beslut under 2027.





Frågor?