

BASA (Annex 3)



Skolchefsmöte 8-9 februari 2023

BASA

Vad är BASA?

BASA = Bilateral Aviation Safety Agreement

- Annex 1 – Airworthiness
- Annex 2 – Maintenance
- Annex 3 – Pilot Licencing
- Annex 4 – FSTD
- Kanada
- Brasilien
- China
- UK
- FAA

BASA- Bilateral Aviation Safety Agreement



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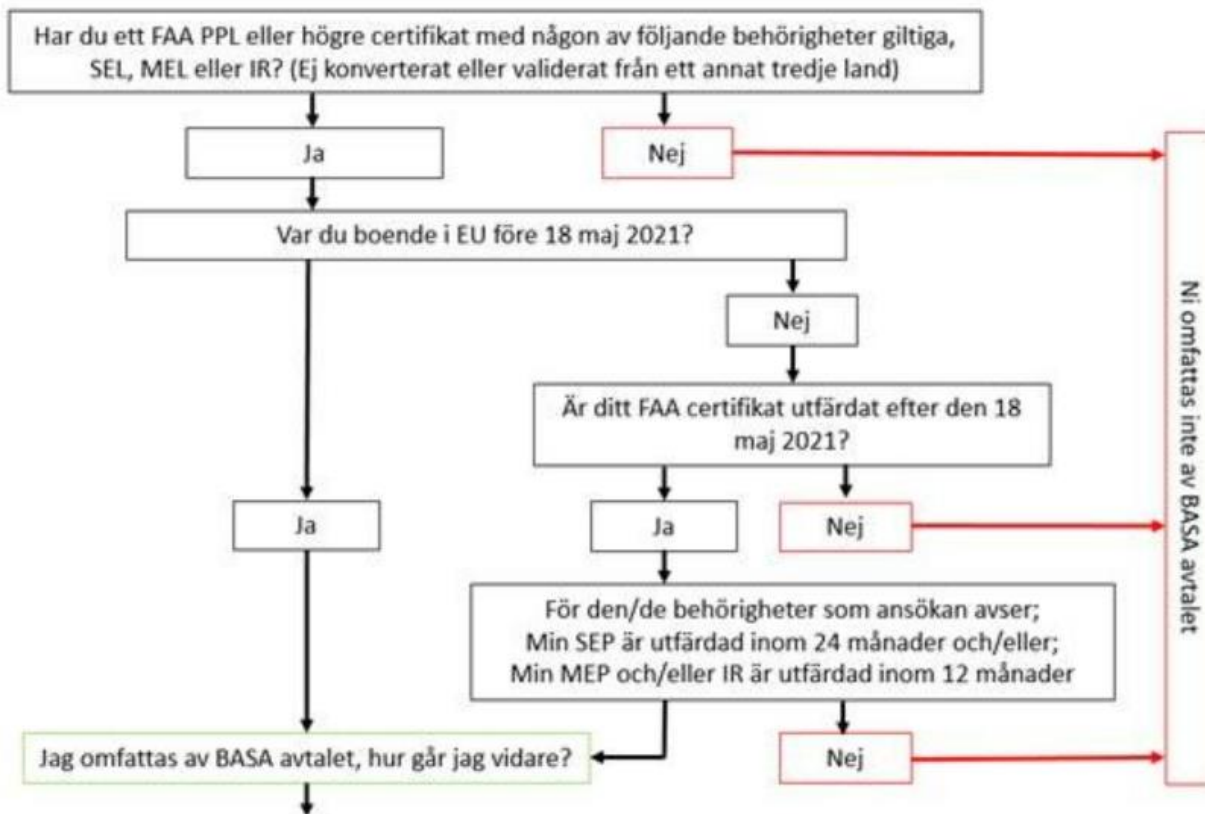
FAA-certifikat	Konverteras till DEL-FCL-certifikat
FAA PPL/CPL/MPL/ATPL	EASA PPL(A)
SEL	SEP(land)
MEL	MEP(land)
IR	IR(A) SE eller ME eller SE/ME
Night Flying	Night Rating

Vem får göra det här då?

Var bodde du för ett par år sedan?

(Var bodde du innan 18 maj 2021?)

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Bildtext: flödesschema för att säkerställa att den sökande omfattas av avtalet.

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Utbildning då?

- PPL/SEP – inget krav på utbildning
 - Mörker: *Motsvara* Del-FCL + ingen restriktion i FAA
 - MEP: *Motsvara* Del-FCL
 - IR: 50/55h IFR PIC eller utbildning inom EASA eller FAA.
 - Samt "acklimatiseringsflygning"* (beror på...)
- * Baseras på IR modul från tillägg 6 i Del-FCL

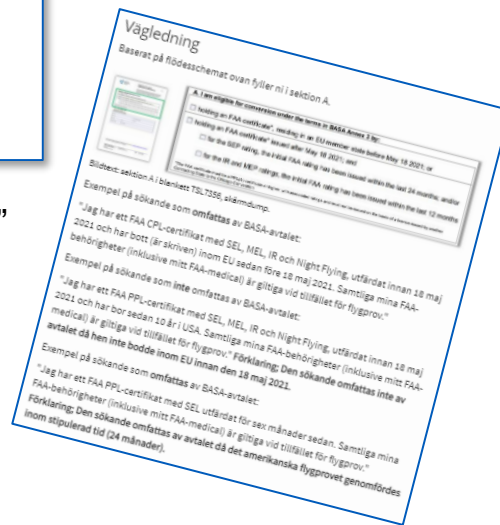
BASA- Bilateral Aviation Safety Agreement

Information till dig som önskar konvertera ett FAA certifikat för flygplan till ett Del-FCL certifikat

Den 18 maj 2021 trädde ett avtal i kraft, Annex 3 till det s.k. BASA avtalet, som möjliggör konverteringar av privatflygarcertifikat för flygplan (inkl SEP, MEP, Mörker och Instrument) för FAA certifikatinnehavare.

[Mer information om konvertering av FAA-certifikat enligt BASA](#)

Exempel på olika scenarion samt information finns på hemsidan. Sök på "BASA"



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E. Required attachments.

To be completed by the applicant

Copy of:

- Valid passport or equivalent proof of identity
- Evidence of residency in an EU member state (if FAA certificate issued before May 18 2021).
- FAA pilot certificate.
- Evidence of validity of Class and Instrument ratings as applicable, e.g. experience, last flight review, training performed to fulfil the requirements of BASA Annex 3, as applicable.
- Minimum last three pages of pilot's logbook (certified copies) or as required to show evidence/experience.
- Valid FAA medical certificate (class 1, 2 or 3).
- Valid EU-Part MED medical certificate (class 1 or 2), (must be held in the same country as Part FCL Licence).
- Evidence of training and experience for all applicable parts of this application (e.g. evidence of min 7 hrs multi-engine operations theoretical knowledge instruction, if applicable).
- Training records, signed by the instructor(s) (if applicable)
- Certificate of completion of passed theoretical knowledge examination (if applicable.)

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SEP/MEP/NR - flygtidskrav

J. Before test/check

To be completed by the examiner

<input type="checkbox"/> Personal identification card <input type="checkbox"/> Valid EASA medical certificate class 1 or 2 <input type="checkbox"/> Valid language proficiency	Night rating Night qualified according to FAA? <input type="checkbox"/> Yes <input type="checkbox"/> No If yes <input type="checkbox"/> -Min 5 hours of flight time including; -min 3 hours of dual instruction, and 1 hour of cross-country navigation with at least one dual cross-country flight of at least 50 km (27 NM) and 5 solo take-offs and 5 solo full-stop landings
Multi engine <input type="checkbox"/> Min 70 PIC <input type="checkbox"/> Min 7 hrs Theoretical knowledge instruction as per FCL.725.A <input type="checkbox"/> Min 6 hrs flight training as per FCL.725.A	Single engine <u>No additional experience requirement except valid FAA SEL rating</u> All pre-requisites and confirmed, including latest revision of Examiners Differences Document EDD revision nr: <input type="text"/> Sign (examiner)

SEP "på köpet" vid MEP-prov om giltig FAA SEL

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IRSE, IRME - flygtidskrav

Before test/check

<ul style="list-style-type: none"><input type="checkbox"/> Personal identification card<input type="checkbox"/> Valid EASA medical certificate class 1 or 2<input type="checkbox"/> Valid language proficiency	<ul style="list-style-type: none"><input type="checkbox"/> SE ≥ 50h instrument flight experience* or;<input type="checkbox"/> ME ≥ 55h instrument flight experience* <p>*May be a combination of instrument flight training and instrument flight experience as PIC, gained after the initial issue of the IR(A) rating.</p> <p>The candidate meets at least one of the requirements below:</p> <ul style="list-style-type: none"><input type="checkbox"/> 1) Completed acclimatization flying at ATO or;<input type="checkbox"/> 2) ≥ 50h of flight time under IFR as PIC or;<input type="checkbox"/> 3) ≥ 10h of flight time under IFR as PIC in any EU/EASA member state.
<p>All prerequisites checked and confirmed including latest revision of Examiners Differences Document</p> <p>EDD revision nr: </p> <p>Sign (examiner)</p>	

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- De viktigaste punkterna:
 - Endast vissa får söka (boende och när man flög upp påverkar)
 - Giltiga papper inkl. medical
 - Man 'får' endast ett PPL + behörigheter
 - Tar man senare ett CPL följer behörigheterna med! (Obs IR:teorikrav)
 - Man kan INTE använda BASA om man redan har EASA CPL.
 - Flygtiden (erfarenhet) avgör både utbildning och prov
 - Resultatet från flygprovet (även teori) ska skrivas i loggboken
 - All nödvändig info finns i blanketten – läs instruktionerna
 - Hör av dig till oss vid frågor (flygutbildning@transportstyrelsen.se)

BIR – Basic Instrument Rating

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BIR – Basic Instrument Rating

- Syfte öka säkerheten för PPL-piloter och icke-kommersiellt flyg.
- Privilegier och de kompetensbaserade kraven är anpassade för privatpiloter.
- ”Ersätter” Enroute IR (EIR)

BIR – Privilegier

- (5) The exercise of BIR privileges shall be subject to all of the following conditions:
- (i) the decision height (DH) or minimum descent height (MDH) used in aerodrome operating minima shall be at least 200 ft greater than what would otherwise be calculated according to point 'NCO.OP.110 Aerodrome operating minima – aeroplanes and helicopters' and point 'NCO.OP.111 Aerodrome operating minima – NPA, APV, CAT I operations' to Annex VII of [Regulation \(EU\) No 965/2012](#); and
 - (ii) the visibility used in aerodrome operating minima shall not be less than 1 500 m;
 - (iii) the pilot-in-command shall not commence a flight under IFR or undertake a VFR-to-IFR transition, unless:
 - (A) at the aerodrome of departure, the visibility is at least 1 500 m and the cloud ceiling is at least 600 ft, or the published circling minimum applicable to the aeroplane category, whichever is the greater; and
 - (B) at the destination aerodrome and at any required alternate aerodrome the available current meteorological information indicates, for the period from 1 hour before until 1 hour after the estimated time of arrival, or from the actual time of departure to 1 hour after the estimated time of arrival, whichever period is shorter, a visibility of at least 1 500 m and a cloud ceiling of at least 600 ft, or the published circling minimum applicable to the aeroplane category, or the DH/MDH incremented by 200 ft in accordance with (i), whichever is the greater.

BIR – Privilegier

**Min 1500m vis
+ (highest of)
600ft ceiling
or
circling minima**



**Min 1500m vis
+ (highest of)
600ft ceiling
or
circling minima
or
+200ft DH/MDH
+/- 1hr**



BIR – ”Ersätter” EIR

- Teori: Kan tillgodoräknas från EIR > BIR (obegränsad giltighetstid)
- Praktiskt:
 - Från 8 sep 2022 görs inga tillgodoräknanden från EIR till BIR.
 - Dock, CB-IR: Tillgodoräknande enligt Del-FCL.
- <https://www.transportstyrelsen.se/sv/luftfart/Certifikat-och-utbildning/>

BIR – Utbildning

- Kompetensbaserad träning
= inget flygtidskrav!



Module	Theory	Flight training	Order	ATO?
1	1 exam per mod. (80 hrs min 7 subjects FCL.615 a) +Appendix 6	Core flying (IR)	First!	End at ATO
2		Dep, hold, 2D/3D	Optional	End at ATO
3		En-route		Not req
4 ME only		Multi engine		End at ATO

BIR – Utbildning

Detaljerat AMC

> 40 sidor

- ✓ Objective
- ✓ Skill
- ✓ Knowledge
- ✓ Attitude

Känns det igen?

Training element	
Title of assessed item taken from training module	
This cell describes the applicant's proficiency to be assessed by the training organisation or instructor.	
Module 2: 3D approach procedures (must be performed by sole reference to instruments)	
Altitude, speed, heading control (stabilised approach)	
OBJECTIVE	(A) Establish a stabilised approach, in trim for the aeroplane configuration and speed, using the correct techniques for attitude, heading and power control. (B) Correct assessment of track and vertical path.
SKILL	(A) Establish the final approach and maintain the approach path in horizontal and vertical profile to minima. (B) Control the aircraft as necessary to achieve a stable approach path. (C) Arrive at the minima on a stabilised approach in order to make a correct decision to perform a landing, go-around or circling approach safely. (D) Prepare backup radio aids for continued approach in the event of radio aid or display equipment failure. (E) Use correct RTF procedures and terminology and comply with all ATC instructions and clearances.
KNOWLEDGE	(A) Horizontal and vertical tolerances. (B) Actions to be taken in the event of radio aid or display equipment failure. (C) Procedure in the event of loss of communication with ATC. (D) Procedure in the event of loss of integrity.
ATTITUDE	(A) Situation awareness: Confirm that approach is stabilised. (B) Effective communication: Advise ATC if appropriate. (C) Leadership and teamwork: (1) Demonstrate correct coordination with ATC (where applicable); (2) Procedures for loss of approach capability. (D) Effective workload management: Monitor to ensure that the flight profile remains safe. (E) Effective problem-solving and decision-making: Make appropriate decision to abandon approach if required.

BIR – Flygprov

(e) Skill test. After the completion of the training course specified in paragraph (c), the applicants shall pass a skill test in an aeroplane in accordance with Appendix 7 to this Annex. For a multi-engine BIR, the skill test shall be taken in a multi-engine aeroplane. For a single-engine BIR, the skill test shall be taken in a single-engine aeroplane. A multi-engine centreline thrust aeroplane shall be considered to be a single-engine aeroplane for the purposes of this paragraph.

- Samma krav som "vanlig" IR – appendix 7
- Flygtid: Skolans TM måste följas om tidkrav finns där.

BIR – Giltighet, förlängning & förnyelse

(g) Validity, revalidation and renewal

- (1) A BIR shall be valid for 1 year.
- (2) Applicants for the revalidation of a BIR shall:
 - (i) within a period of three months immediately preceding the expiry date of the rating, pass a proficiency check in accordance with [Appendix 9](#) to this Part; or
 - (ii) within the validity period, complete 6 hours as PIC under IFR including three instrument approach procedures and complete a training flight of at least one hour with an instructor who holds privileges to provide training for the BIR.
- (3) For each alternate subsequent revalidation, the holder of the BIR shall pass a proficiency check in accordance with paragraph (2)(i) in an aeroplane.



BIR – Summering

- Några highlights
 - Högre minima både för start och landning
 - Endast för privat syfte
 - Mörker = separat behörighet inom BIR
 - Kompetensbaserad träning men ”vanligt” flygprov
 - Inget timkrav för flygdelen av utbildningen men skolan kan ha egna krav.
 - Alla kompetenser ska vara till fylles - elevdokumentation