

# Förändringar i SERA, 965 och 1178

Genomförandeförordning (EU) 2024/404

Genomförandeförordning (EU) 2024/1111

Möte med Allmänflygsäkerhetsrådet

2025-05-08

# Nytt i SERA

## Standardised European Rules of the Air Ändringarna trädde i kraft 1 maj 2025

Denna presentation innehåller **valda delar** av:

- Kommissionens genomförandeförordning (EU) 2024/404
- Kommissionens genomförandeförordning (EU) 2024/1111

Alla ändringar finns att läsa i sin helhet på EurLex och så småningom i de konsoliderade versionerna av Easy Access.



# Nytt i SERA

## Standardised European Rules of the Air Ändringarna trädde i kraft 1 maj 2025

OBS: många ändringar som ser stora ur är bara stora massor text med små ändringar, t.ex.

- ändra ' till "
- lägga till "ads-b"
- ändra bara "fuel" till "fuel/energy"
- Ändra kursiv text till oformaterad text



# Artikel 2 - definitioner

## Några nya/ändrade definitioner

85. 'rotorcraft' means a power-driven, heavier-than-air aircraft that depends principally for its support in flight on the lift generated by up to two rotors;

*[applicable from 1 May 2025 – Regulation (EU) 2024/1111]*

85a. 'helicopter' means a type of rotorcraft supported in flight chiefly by the reactions of the air on up to two power-driven rotors on substantially vertical axes;

85b. 'vertical take-off and landing (VTOL)-capable aircraft (VCA)' means a power-driven, heavier-than-air aircraft, other than aeroplane or rotorcraft, capable of performing vertical take-off and landing by means of lift and thrust units used to provide lift during take-off and landing;

*[applicable from 1 May 2025 – Regulation (EU) 2024/1111]*

89a. 'instrument approach operations' means an approach and landing using instruments for navigation guidance based on an instrument approach procedure. There are two methods for executing instrument approach operations:

- (a) a two-dimensional (2D) instrument approach operation, using lateral navigation guidance only; and
- (b) a three-dimensional (3D) instrument approach operation, using both lateral and vertical navigation guidance;

*[applicable from 1 May 2025 – Regulation (EU) 2024/404]*

94a. 'minimum fuel' means a term used to describe a situation in which an aircraft's fuel/energy supply has reached a state where the flight is committed to land at a specific aerodrome and no additional delay can be accepted;

*[applicable from 1 May 2025 – Regulation (EU) 2024/1111]*

# Artikel 2 - definitioner

## Några nya/ändrade definitioner

119. 'SIGMET' means information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather and other phenomena in the atmosphere which may affect the safety of aircraft operations and of the development of those phenomena in time and space;

*[applicable from 1 May 2025 – Regulation (EU) 2024/404]*

148. 'meteorological watch office (MWO)' means an office monitoring meteorological conditions affecting flight operations and providing information concerning the occurrence or expected occurrence of specified en-route weather and other phenomena in the atmosphere which may affect the safety of aircraft operations within its specified area of responsibility;

*[applicable from 1 May 2025 – Regulation (EU) 2024/404]*

149. 'runway condition report (RCR)' means a comprehensive standardised report relating to the conditions of the runway surface and their effect on the aeroplane landing and take-off performance, described by means of runway conditions code;

*[applicable from 1 May 2025 – Regulation (EU) 2024/404]*

150. 'communicable disease' means an infectious disease caused by a contagious agent which is transmitted from person to person by direct contact with an infected individual or by indirect means such as exposure to a vector, animal, fomite, product or environment, or exchange of fluid, which is contaminated with the contagious agent;

*[applicable from 1 May 2025 – Regulation (EU) 2024/404]*

151. 'public health' means all elements related to health, namely health status, including morbidity and disability, the determinants having an effect on that health status, health care needs, resources allocated to health care, the provision of, and universal access to, health care as well as health care expenditure and financing, and the causes of mortality.

*[applicable from 1 May 2025 – Regulation (EU) 2024/404]*

# Nytt stycke – SERA.3212

## **Osäkerhet om positionen på manöverområdet vid flygplatser där flygtrafikledningstjänster tillhandahålls**

- a) Med undantag för vad som föreskrivs i led b ska en pilot som är osäker på luftfartygets position med avseende på manöverområdet omedelbart:
  - 1. stanna luftfartyget, och
  - 2. Samtidigt meddela lämplig flygtrafikledningsenhet omständigheterna (inbegripet senast kända position).
- b) Om en pilot är osäker på luftfartygets position med avseende på manöverområdet, men inser att luftfartyget befinner sig på en bana, ska piloten omedelbart
  - 1. meddela lämplig flygtrafikledningsenhet omständigheterna (inbegripet senast kända position),
  - 2. om det är möjligt att lokalisera en lämplig taxibana i närheten, lämna banan så snart som möjligt, om flygtrafikledningsenheten inte gett instruktioner om något annat,
  - 3. stanna luftfartyget.

# SERA.8015

## (b) Operation subject to clearance

Inget är borttaget men två nya stycken  
*(även lite formalia och nytt kring fordon)*

- (2) When a flight plan specifies that the initial portion of a flight will be uncontrolled, and that the subsequent portion of the flight will be subject to air traffic control service, the flight crew shall obtain the clearance from the appropriate air traffic control unit prior to entering the area where controlled flight will be commenced.
- (3) When a flight plan specifies that the initial portion of a flight will be subject to air traffic control service, and that the subsequent portion will be uncontrolled, the aircraft shall normally be cleared to the point at which the controlled flight terminates.

# SERA.13015

Inte så stor skillnad, lagt till "or ADS-B" på några ställen och:

*/.../unless the aircraft operator holds an approval from the competent authority to use other than the aircraft registration as aircraft identification for flights without a flight plan.*

MEN...

Ett nytt AMC och 5st GM har lagts till.

## SERA.13015 On-board aircraft identification setting

- (a) Aircraft equipped with a Mode S or ADS-B transmitter that has an aircraft identification feature shall transmit the aircraft identification as specified in the flight plan or, when no flight plan has been filed, the aircraft registration, unless the aircraft operator holds an approval from the competent authority to use other than the aircraft registration as aircraft identification for flights without a flight plan.
- (b) Whenever it is observed on the situation display that the aircraft identification transmitted by an aircraft equipped with a Mode S or ADS-B transmitter is different from that expected from the aircraft, the pilot shall be requested to confirm and, if necessary, re-enter the correct aircraft identification.
- (c) If, following confirmation by the pilot that the correct aircraft identification has been set on the Mode S or ADS-B transmitter identification feature, the discrepancy continues to exist, the air traffic services unit shall take the following actions:
  - (1) inform the pilot of the persistent discrepancy;
  - (2) where possible, correct the label showing the aircraft identification on the situation display; and
  - (3) notify the next control position and any other unit concerned using Mode S or ADS-B for identification purposes that the aircraft identification transmitted by the aircraft is erroneous.

*[applicable from 1 May 2025 – Regulation (EU) 2024/404]*

# SERA.13015

Nytt AMC1 samt 5st GM.

## AMC1 SERA.13015 On-board aircraft identification setting

ED Decision 2024/007R

### AIRCRAFT IDENTIFICATION SETTING

- (a) The aircraft identification transmitted should conform to the format specified for Item 7 of the ICAO flight plan form.
- (b) The competent authority should only authorise aircraft operators to use other than aircraft registration as aircraft identification when operating without a flight plan provided that:
  - (1) the aircraft operator demonstrates that procedures have been implemented to ensure the uniqueness of the aircraft identification for flights that might operate simultaneously;
  - (2) the air traffic services providers have indicated that the air traffic services surveillance systems are capable of managing duplication of Mode S aircraft identification;
  - (3) the need for individual identification for other authorities is addressed accordingly.

*[applicable from 1 May 2025 – ED Decision 2024/007/R]*

# SERA.14035

Ibland kan det även vara så enkelt som en onödig formaliaändring...

Bytt ut ' till "

Eller ändrat format på tabeller.

Från:

| runway                                | transmitted as                                                                          |
|---------------------------------------|-----------------------------------------------------------------------------------------|
| 27                                    | runway <b>two seven</b>                                                                 |
| 30                                    | runway <b>three zero</b>                                                                |
| wind direction and speed              | transmitted as                                                                          |
| 200 degrees 70 knots                  | wind <b>two zero zero</b> degrees <b>seven zero</b> knots                               |
| 160 degrees 18 knots gusting 30 knots | wind <b>one six zero</b> degrees <b>one eight</b> knots gusting <b>three zero</b> knots |

[applicable until 30 April 2025 – ED Decision 2016/023/R]

Till:

| runway                                | transmitted as                                                     |
|---------------------------------------|--------------------------------------------------------------------|
| 27                                    | runway two seven                                                   |
| 30                                    | runway three zero                                                  |
| wind direction and speed              | transmitted as                                                     |
| 200 degrees 70 knots                  | wind two zero zero degrees seven zero knots                        |
| 160 degrees 18 knots gusting 30 knots | wind one six zero degrees one eight knots gusting three zero knots |

[applicable from 1 May 2025 – ED Decision 2024/007/R]

## SERA.14035 Transmission of numbers in radiotelephony

Regulation (EU) 2024/404

### (a) Transmission of numbers

- (1) All numbers used in the transmission of aircraft call sign, headings, runway, wind direction and speed shall be transmitted by pronouncing each digit separately.
  - (i) Flight levels shall be transmitted by pronouncing each digit separately, except for the case of flight levels in whole hundreds.
  - (ii) The altimeter setting shall be transmitted by pronouncing each digit separately, except for the case of a setting of 1000 hPa, which shall be transmitted as 'ONE THOUSAND'.
  - (iii) All numbers used in the transmission of transponder codes shall be transmitted by pronouncing each digit separately except that, when the transponder codes contain whole thousands only, the information shall be transmitted by pronouncing the digit in the number of thousands followed by the word 'THOUSAND'.

[applicable until 30 April 2025 – Regulation (EU) 2016/1185]

- (1) All numbers used in the transmission of aircraft call sign, headings, wind direction and speed, and runway shall be transmitted by pronouncing each digit separately.
  - (i) Flight levels shall be transmitted by pronouncing each digit separately, except for the case of flight levels in whole hundreds.
  - (ii) The altimeter setting shall be transmitted by pronouncing each digit separately, except for the case of a setting of 1 000 hPa, which shall be transmitted as "ONE THOUSAND".
  - (iii) All numbers used in the transmission of transponder codes shall be transmitted by pronouncing each digit separately except that, when the transponder codes contain whole thousands only, the information shall be transmitted by pronouncing the digit in the number of thousands followed by the word "THOUSAND".

[applicable from 1 May 2025 – Regulation (EU) 2024/404]

(a) Full call signs:

An aircraft radiotelephony call sign shall be one of the following types:

- (1) Type (a) — the characters corresponding to the registration marking of the aircraft; or
- (2) Type (b) — the telephony designator of the aircraft operator, followed by the last four characters of the registration marking of the aircraft;
- (3) Type (c) — the telephony designator of the aircraft operator, followed by the flight identification.

(b) Abbreviated call signs:

The aircraft radiotelephony call signs shown in point (a), with the exception of Type (c), may be abbreviated under the circumstances prescribed in point [SERA.14055\(c\)](#). Abbreviated call signs shall be in the following form:

- (1) Type (a) — the first character of the registration and at least the last two characters of the call sign;
- (2) Type (b) — the telephony designator of the aircraft operator, followed by at least the last two characters of the call sign;
- (3) Type (c) — no abbreviated form.

## AMC1 SERA.14050 Radiotelephony call signs for aircraft

ED Decision 2024/007/R

### AIRCRAFT RADIOTELEPHONY CALL SIGN SETTING

Unless otherwise instructed by the air traffic controller in accordance with point (a) of point [SERA.14055](#), the Mode S- or ADS-B-equipped aircraft should use a radiotelephony call sign corresponding to the aircraft identification specified in the flight plan or, when operating without a flight plan, a radiotelephony call sign corresponding to the aircraft identification transmitted by the Mode S transponder or ADS-B transmitter.

*[applicable from 1 May 2025 – ED Decision 2024/007/R]*

# SERA.14050

Nytt AMC, hänger ihop lite med SERA 13015 om ADS-B.

## SERA.14083

Helt ny punkt om radiobortfall.

Jättemycket text. Punkt A-G.

Läs gärna den i sin helhet!

6st A4 inkl. ett AMC i tre delar och lite GM

- (a) When an aircraft is unable to comply with [SERA.8035](#), point (a), the flight crew shall attempt to establish contact on the previous channel used and, if not successful, on another channel appropriate to the route. If these attempts fail, the flight crew shall attempt to establish communication with:
  - (1) the appropriate air traffic services unit;
  - (2) other air traffic services units; or
  - (3) other aircraft,using all available means, including, inter alia, data link, satellite voice and mobile phones and, when successful, advise that contact on the assigned channel could not be established.
- (b) When an expected communication from an aircraft has not been received within a time period such that the occurrence of a communication failure is suspected, or when requested by other air traffic services units, the air traffic controller shall call the aircraft on the frequencies on which the aircraft is believed to be listening, and:
  - (1) when providing surveillance service, the air traffic controller shall normally determine whether or not the aircraft's receiver is functioning, and if successful, continue providing air traffic control service using SSR code/ADS-B transmission changes or IDENT transmissions to obtain acknowledgement of clearances issued to the aircraft;
  - (2) if not successful, the air traffic control unit shall:
    - (i) request other air traffic services units to render assistance by calling the aircraft and relaying messages, if necessary;
    - (ii) request aircraft on the route to attempt to establish communication with the aircraft and relay messages, if necessary;
    - (iii) initiate the notification to the aircraft operator, as soon as possible, of any failure in air-ground communication;

# SERA.14083

Som tidigare känt:

## 7600

...fortsätt VMC och landa på närmaste lämpliga flygplats! (VFR-flygning)

Håll utkik efter ljussignaler.

Glöm inte blindsända och meddela landning till ATS.

För IFR, se punkt (c)(4) – (c)(6).

- (c) When an aircraft is unable to comply with point [SERA.8035\(a\)](#) and the attempts described in point (a) of SERA.14083 to establish communications are not successful, the radio communication failure procedures described below shall be applied:
  - (1) The aircraft, when forming part of the aerodrome traffic at a controlled aerodrome, shall keep a watch for instructions as may be issued by visual signals.
  - (2) The aircraft shall set the transponder on Mode A Code 7600 and/or set the ADS-B transmitter to indicate the loss of air-ground communications and comply with the procedures described in points (3), (4), (5) and (6), as appropriate.
  - (3) A VFR flight shall continue to fly in visual meteorological conditions, land at the nearest suitable aerodrome, and report its arrival by the most expeditious means to the appropriate air traffic services unit.

*(men kolla gärna så hörlurarna sitter i ordentligt först, skruva upp volymen, prova en annan frekvens och varför inte prova ringa ATS per telefon om möjligt osv.)*

# SERA.14083

## QUIZ

Du har angjort en kontrollzon till en kontrollerad flygplats där ATS är öppet. Din radio har helt gett upp och du har ställt in transponder 7600.

Du sneglar bort mot tornet och får syn på ett vitt blinkande sken... vad betyder det?

# Appendix 1 - Signals

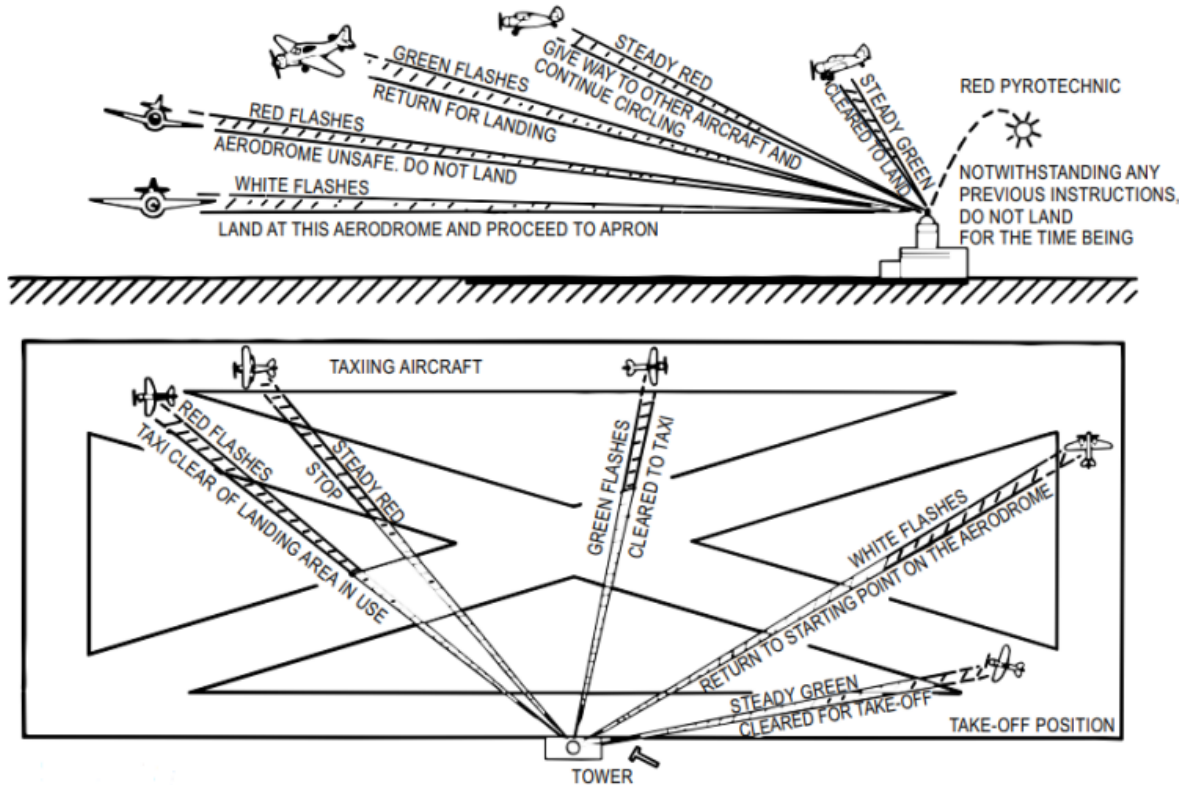


Figure A1-1

# SERA.14083

## Värt att nämna:

### Ny transponderkod(!)

Om du flyger **IFR** men befinner dig i VMC och fortsätter i VMC kan du ställa in:

**7601**

...och landa på närmaste lämpliga flygplats!

Glöm inte blindsända och meddela landning till ATS.

- (6) If an IFR flight encounters visual meteorological conditions and the pilot-in-command decides to continue to fly in visual meteorological conditions, the pilot shall set Mode A Code 7601, land at the nearest suitable aerodrome, and report arrival by the most expeditious means to the appropriate air traffic services unit.

# SERA.14087

Utgår, detta står nu i SERA.14083

## SERA.14087 Use of relay communication technique

*Regulation (EU) 2024/404*

- (a) When an ATS unit has been unable to establish contact with an aircraft after calls on the frequencies on which the aircraft is believed to be listening, it shall:
  - (1) request other ATS units to render assistance by calling the aircraft and relaying traffic, if necessary; and
  - (2) request aircraft on the route to attempt to establish communication with the aircraft and relay traffic, if necessary.
- (b) The provisions of point (a) shall also be applied:
  - (1) at request of the ATS unit concerned;
  - (2) when an expected communication from an aircraft has not been received within a time period such that the occurrence of a communication failure is suspected.

*[applicable until 30 April 2025 – Regulation (EU) 2016/1185]*

# TSFS 2025:20 från 1 maj 2025

Med en uppdatering till TSFS 2019:36 föreskrifter om radiotelefoni och fraseologi, tas ett tidigare undantag (AltMoC) till den standardiserade fraseologin bort enligt nedan.

EASA har uttryckt att standardiserad fraseologi är just standardiserad och Sverige kan inte ha kvar den fraseologin som vi haft tidigare.

Transportstyrelsen fortsätter försöka påverka genom andra internationella forum för att försöka få igenom en förändring till SERA-förordningen där detta regleras idag.

| Kap 4<br>paragraf | Tidigare skrivning                                                                    | Nuvarande skrivning                                                                                                                                              | Kommentar                                                                        |
|-------------------|---------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|
| 117 §             | a)<br>RUNWAY (number) FREE<br>BANA (nummer) FRI                                       | a)<br>NO REPORTED TRAFFIC RUNWAY (number)<br>INGEN RAPPORT-ERAD TRAFIK BANA (nummer)                                                                             | Tidigare AltMoc tas bort och standardiserad fraseologi enligt SERA ska användas. |
| 124 §             | a)<br>RUNWAY (number) FREE<br>BANA (nummer) FRI<br>b)<br>HELIPORT FREE HELIPORTEN FRI | a)<br>NO REPORTED TRAFFIC RUNWAY (number)<br>INGEN RAPPORTERAD TRAFIK BANA (nummer)<br>b)<br>NO REPORTED TRAFFIC HELIPORT<br>INGEN RAPPORTERAD TRAFIK HELIPORTEN | Tidigare AltMoc tas bort och standardiserad fraseologi enligt SERA ska användas. |
| 131 §             | i)<br>RUNWAY (number) FREE<br>BANA (nummer) FRI                                       | i)<br>NO REPORTED TRAFFIC RUNWAY (number)<br>INGEN RAPPORTERAD TRAFIK BANA (nummer)                                                                              | Tidigare AltMoc tas bort och standardiserad fraseologi enligt SERA ska användas. |

# Nytt i 1178/2011

## Aircrew

Ändringarna trädde i kraft 1 maj 2025

Denna presentation innehåller **valda delar** av:

- Kommissionens genomförandeförordning (EU) 2024/404
- Kommissionens genomförandeförordning (EU) 2024/1111

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*(Frågor kring certifikat inkl. drönarkort  
besvaras av sektionen för flygcertifikat)*



# Artikel 2 - definitioner

Två nya definitioner

(8a) “rotorcraft” means a power-driven, heavier-than-air aircraft that depends principally for its support in flight on the lift generated by up to two rotors;

*[applicable from 1 May 2025 - Regulation (EU) 2024/1111]*

(8b) “vertical take-off and landing (VTOL)-capable aircraft (VCA)” means a power-driven, heavier-than-air aircraft, other than aeroplane or rotorcraft, capable of performing vertical take-off and landing by means of lift and thrust units used to provide lift during take-off and landing;

*[applicable from 1 May 2025 - Regulation (EU) 2024/1111]*

# Artikel 4f

## – ny artikel

### Article 4f — Type ratings for VCA

Regulation (EU) 2024/1111

1. Applicants that hold a commercial pilot licence for aeroplanes (CPL(A)) or helicopters (CPL(H)) in accordance with [Annex I](#) (Part-FCL) shall be entitled to be issued with a type rating for a VCA and shall exercise the privileges of such a type rating, provided they comply with all the following:
  - (a) the prerequisites specified in the operational suitability data established in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012;
  - (b) Section 1 of Subpart H of Annex I (Part-FCL) and the provisions of this Article.
2. The theoretical knowledge examination shall be written, and the number of multiple-choice questions shall depend on the complexity of the aircraft.
3. Type rating training, skill tests and proficiency checks for aircraft specified in paragraph 1 shall:
  - (a) comply with the following requirements of [Appendix 9](#) to Annex I (Part-FCL):
    - (i) Section A;
    - (ii) Sections B, C or D, as determined and unless otherwise specified in the operational suitability data established in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012; and
  - (b) under the conditions and to the extent specified in the operational suitability data established in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012, include additional training and testing to allow applicants to obtain the competence to operate the relevant VCA
4. By way of derogation from the paragraphs above, applicants that hold a CPL(A) or a CPL(H) and that were involved in test flights for a particular type of VCA shall be issued with a type rating

## **AIR OPERATIONS**

(IR + AMC/GM & CS/GM)

# Nytt i 965/2012

## Air operations

Ändringarna trädde i kraft 1 maj 2025

Denna presentation innehåller **valda delar** av:

- Kommissionens genomförandeförordning (EU) 2024/404
- Kommissionens genomförandeförordning (EU) 2024/1111

Alla ändringar finns att läsa i sin helhet på EurLex och så småningom i de konsoliderade versionerna av Easy Access.



# Annex IX

## – helt nytt annex

Och en massa annat relaterat till VCA/IAM

Exempelvis:

Nya/ändrade definitioner

Ny subpart till del-SpA (SpA.VEMS)

*Emergency medical service operations with manned vtol-capable aircraft (vems)*

- ▶ Rule amendment status
- ▶ Cover regulation
- ▶ ANNEX I – Definitions
- ▶ ANNEX II (Part-ARO)
- ▶ ANNEX III (Part-ORO)
- ▶ ANNEX IV (Part-CAT)
- ▶ ANNEX V (Part-SPA)
- ▶ ANNEX VI (Part-NCC)
- ▶ ANNEX VII (Part-NCO)
- ▶ ANNEX VIII (Part-SPO)
- ▶ Annex IX (Part-IAM)

# Omremiss av förslag till nya nationella föreskrifter och allmänna råd om obemannade luftfartygssystem (UAS) (TSFS 2017:110)

<https://www.transportstyrelsen.se/sv/om-oss/dina-rattigheter-lagar-och-regler/lagar-och-regler/remisser/omremiss-av-forslag-till-nya-nationella-foreskrifter-och-allmanna-rad-om-obemannade-luftfartygssystem-uas/>

# Frågor?