Regler för ballongflygning

Transportstyrelsen och EASA

Varifrån kommer reglerna?

- I flygets början fanns inga regler.
- Vart efter det blev vanligare med flyg och därmed också incidenter och olyckor insåg man att regler behövdes för att förhindra dessa.
- **ICAO** (Internationella civila luftfartsorganisationen) är ett FN-organ som skapar gemensamma regler, standarder och rekommendationer för den internationella civila luftfarten. ICAO bildades 1947.
- ICAOs regler finns I olika annex och dessa är sedan inplemenerade i medlemsländernas lagar och regler.
- Inom EU finns dessa både som EASA-regler och nationella regler (TS)

Vem gör vad?

- ICAO – grunden till alla regler
- EASA – regler för bl.a
  - Design
  - Tillverkning
  - Underhåll
  - Operation (flyga, certifikat mm)
  - Luftrum
- Transportstyrelsen –
  - Tillsyn över allt inom Sverigen (förutom designorganisationer)
  - Tillstånd: Certifikat, operativa tillstånd, restriktionsområden mm
  - Vissa kompletterande regler, TSFS

Transportstyrelsen

https://www.transportstyrelsen.se/sv/luftfart/privat--och-allmanflyg/

- Allmänflyg-guiden
- Sök flygläkare
- Prenumerera på information från Transportstyrelsen
  - Luftfart

- Certifikat och utbildning - flygskolor
- WoD daglig rapport
- Certifikat och utbildning - FSTD
- Certifikat och utbildning - kabinpersonal
- Certifikat och utbildning - kontrollanter (ej publik - kräver inloggningsuppgifter)
- Certifikat och utbildning - flygteknisk underhållspersonal och utbildning
- Drönare Flygcertifikat (PEL/STD)
- Flygoperativt (OPS)
- Flygplatser (AGA)
- Flygtrafiktjänst (ANS)
- Luftfartens miljöfrågor Luftfartygsregistret (LFR)
- Luftfartsskydd (SEC)
- Luftvärdighet (AIR)

Luftfart »
- Certifikat och utbildning »
- Drönare »
- E-tjänster och blanketter »
- Flygbolag »
- Flygplatser, flygtrafiktjänst och luftrum »
- Information till luftfartsbranschen »
- Luftfartsskydd – security »
- Luftfartyg och luftvärdighet »
- Miljö och hälsa »
- Olyckor och tillbud »
- Privat- och allmänflyg
  - Allmänflygguiden »
  - Allmänflygsäkerhetsrådet »
  - Ballong och segelflygplan »
  - Certifikat och utbildning »
  - Flygoperativt »
  - Flyguppvisning »
- Publikationer och rapporter »
- Regler för luftfart »
- Resenärsinformation »
- Statistik »

Luftfart / Privat- och allmänflyg

Privat- och allmänflyg

Informationen på de här sidorna vänder sig till dig som flyger privat- och allmänflyg och till dig som är intresserad av att börja flyga på din fritid.

Transportstyrelsen arbetar för en säker luftfart. Vi tar fram regler, ger tillstånd och följer upp hur de efterlevs. Vi har därmed ett övergripande ansvar för flygning som utförs av privatpersoner.

Populära sidor

- Allmänflygguiden
- Sök flygläkare
- Sök luftfartyg
- Luftvärdighet
- Flygskolor med tillstånd
- Skillnaden mellan EASA- och Statsluftfartyg
- Information för drönaroperatörer

Allmänflygguiden



Relaterad information

- Rapportera luftfartshändelse
- Rapportera flygtid
- Sök flygläkare
- Meddelande från Transportstyrelsen om luftfart (MFL)
- Information från certifikat och utbildning
- Information om nya eller ändrade regler
- Seminarier inom luftfarten
- Luftfartyg och luftvärdighet
- Spridningstillstånd (LM)
- Information för drönaroperatörer
- Prenumerera på information

EASA European Union Aviation Safety Agency
https://www.easa.europa.eu/en

- **Regulation** Ladda ner som pdf eller online format
- Alla regler från EASA består av
  - Implementing Rules (IRs) — Regel, som en lag
  - Acceptable Means of Compliance (AMC) — Hur man ska göra för att uppfylla regeln
  - Guidance Material (GM) — Guider och förklaringar

  - Sektion A gäller utövare och Sektion B den utsedda myndigheten (Transportstyrelsen)
- SERA
  - Standardised European Rules of the Air
- Balloons–Air Operations > Balloon Rule Book–Easy Access Rules
  - This document at the present stage contains the applicable rules on air operations, licensing, maintenance and certification of balloons.

Regulations

Navigate through the regulation structure by area of implementation.
Access detailed information for each individual regulation group by clicking on the title in the first column of the overview below.
View all Easy Access Rules in various formats PDF, online and XML.



Download the Regulation Structure in PDF

EASA Basic Regulation and related Implementing and Delegated Regulations

Basic Regulation

Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency

- Easy Access Rules: Basic Regulation (Regulation (EU) 2018/1139)

Additional Airworthiness Specifications

Commission Regulation (EU) 2015/640 of 23 April 2015 — Additional Airworthiness Specifications

- Easy Access Rules: Additional Airworthiness Specifications (Regulation (EU) 2015/640)

Continuing Airworthiness

Commission Regulation (EU) No 1321/2014 of 26 November 2014 — Continuing Airworthiness

- Easy Access Rules: Continuing Airworthiness (Regulation (EU) No 1321/2014)

EASA
European Union Aviation Safety Agency

EASA Pro

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EASA Basic Regulation

- Basic Regulation
- Initial Airworthiness and Environmental Protection
- Additional Airworthiness Specifications
- Continuing Airworthiness
- Aircrew
- Air Operations
- Balloons – Air Operations
- Sailplanes – Air Operations
- Third Country Operators (TCO)
- Air Traffic Management/Air Navigation Services (ATM/ANS) — Provision of Services
- Air Traffic Management/Air Navigation Services (ATM/ANS) — Equipment
- Air Traffic Controllers (ATCO)
- Airspace Usage Requirements (AUR)
- Standardised European Rules of the Air (SERA)
- Aerodromes (ADR)
- Unmanned Aircraft Systems (UAS)
- U-space
- Information Security (IS)
- Repository of Information
- Ground Handling
- Other Regulations on the functioning of EASA
- Regulations in the area of aviation safety not stemming from the EASA Basic Regulation
- Other Regulations in the area of civil aviation relating to environmental protection, not stemming from the EASA Basic Regulation



SERA – Rules of the Air

- SECTION 2 APPLICABILITY AND COMPLIANCE
  - SERA.2005, 2010, 2015, 2020
- SECTION 3 GENERAL RULES AND COLLISION AVOIDANCE
  - SERA.3101, 3105, 3145, 3205, 3210, 3225
- SECTION 4 FLIGHT PLANS
  - SERA.4001, 4005, 4010, 4015, 4020
- SECTION 5 VISUAL METEOROLOGICAL CONDITIONS, VISUAL FLIGHT RULES
  - SERA.5001, 5005
- SECTION 6 AIRSPACE CLASSIFICATION
  - SERA.6001, 6005
- SECTION 13 SSR TRANSPONDER
  - SERA.13001, 13005, 13010

SERA.2010 Responsibilities

Regulation (EU) No 923/2012

(a) Responsibility of the pilot-in-command

The pilot-in-command of an aircraft shall, whether manipulating the controls or not, be responsible for the operation of the aircraft in accordance with this Regulation, except that the pilot-in-command may depart from these rules in circumstances that render such departure absolutely necessary in the interests of safety.

(b) Pre-flight action

Before beginning a flight, the pilot-in-command of an aircraft shall become familiar with all available information appropriate to the intended operation. Pre-flight action for flights away from the vicinity of an aerodrome, and for all IFR flights, shall include a careful study of available current weather reports and forecasts, taking into consideration fuel requirements and an alternative course of action if the flight cannot be completed as planned.

Var hittar vi information?
NOTAM, AIP, flygkartan, hjälpsamma appar

Detta är du skyldig att kolla

- Börja här: LFV AROWeb
  - NOTAM - Titta på Sweden VFR 24hr eller FIR 99days.
    Kolla de flygplatser du berörs av samt längst ner under EN-ROUTE och NAV WARNINGS
  - AIP – Aironautical Information Publication eAIP
    - AD 2: Här finns frekvenser till flygplatser och ibland också telefonnummer till flygtrafikledningen
    - SUPs: Komplement till NOTAM, dessa måste du också läsa!

Bra appar och sidor

- **Flight planning Map**: notaminfo.com visar R-områden
- **Drönarkartan**: dronechart.lfv.se **OBSERVERA!** endast information relevanta för drönaroperatörer och områden vars undre gräns är 500 fot eller lägre visas på drönarkartan.
- **AirMate**: Mobilapp Visar luftrummet med TMA, CTR, flpl
- **Safe Sky**: Mobilapp Gör att du syns för drönare, trafikledning och andra luftfartyg.

SERA.3105 Minimum heights

Regulation (EU) No 923/2012

Except when necessary for take-off or landing, or except by permission from the competent authority, aircraft shall not be flown over the congested areas of cities, towns or settlements or over an open-air assembly of persons, unless at such a height as will permit, in the event of an emergency arising, a landing to be made without undue hazard to persons or property on the surface. The minimum heights for VFR flights shall be those specified in SERA.5005(f) and minimum levels for IFR flights shall be those specified in SERA.5015(b).

SERA.3145 Prohibited areas and restricted areas

Regulation (EU) No 923/2012

Aircraft shall not be flown in a prohibited area, or in a restricted area, the particulars of which have been duly published, except in accordance with the conditions of the restrictions or by permission of the Member State over whose territory the areas are established.

SERA.3205 Proximity

Regulation (EU) No 923/2012

An aircraft shall not be operated in such proximity to other aircraft as to create a collision hazard.

SERA.3210 Right-of-way

Regulation (EU) 2020/469

(a) The aircraft that has the right-of-way shall maintain its heading and speed.

(b) An aircraft that is aware that the manoeuvrability of another aircraft is impaired shall give way to that aircraft.

(c) An aircraft that is obliged by the following rules to keep out of the way of another shall avoid passing over, under or in front of the other, unless it passes well clear and takes into account the effect of aircraft wake turbulence.

(1) *Approaching head-on.* When two aircraft are approaching head-on or approximately so and there is danger of collision, each shall alter its heading to the right.

(2) *Converging.* When two aircraft are converging at approximately the same level, the aircraft that has the other on its right shall give way, except as follows:

(i) power-driven heavier-than-air aircraft shall give way to airships, sailplanes and balloons;

(ii) airships shall give way to sailplanes and balloons;

(iii) sailplanes shall give way to balloons;

(iv) power-driven aircraft shall give way to aircraft which are seen to be towing other aircraft or objects.

SERA.3225 Operation on and in the vicinity of an aerodrome

Regulation (EU) No 923/2012

An aircraft operated on or in the vicinity of an aerodrome shall:

(a) observe other aerodrome traffic for the purpose of avoiding collision;

(b) conform with or avoid the pattern of traffic formed by other aircraft in operation;

(c) except for balloons, make all turns to the left, when approaching for a landing and after taking off, unless otherwise indicated, or instructed by ATC;

(d) except for balloons, land and take off into the wind unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable.

SERA.4001 Submission of a flight plan

Regulation (EU) 2016/1185

(a) Information relative to an intended flight or portion of a flight, to be provided to air traffic services units, shall be in the form of a flight plan. The term 'flight plan' is used to mean variously, full information on all items comprised in the flight plan description, covering the whole route of a flight, or limited information required, inter alia, when the purpose is to obtain a clearance for a minor portion of a flight such as to cross an airway, to take off from, or to land at a controlled aerodrome.

(b) A flight plan shall be submitted prior to operating:

(1) any flight or portion thereof to be provided with air traffic control service;

(2) any IFR flight within advisory airspace;

(3) any flight within or into areas, or along routes designated by the competent authority, to facilitate the provision of flight information, alerting and search and rescue services;

(4) any flight within or into areas or along routes designated by the competent authority, to facilitate coordination with appropriate military units or with air traffic services units in adjacent States in order to avoid the possible need for interception for the purpose of identification;

(5) any flight across international borders, unless otherwise prescribed by the States concerned;

(6) any flight planned to operate at night, if leaving the vicinity of an aerodrome.

(c) A flight plan shall be submitted, before departure, to an air traffic services reporting office or, during flight, transmitted to the appropriate air traffic services unit or air-ground control radio station, unless arrangements have been made for submission of repetitive flight plans.

(d) Unless a shorter period of time has been prescribed by the competent authority for domestic VFR flights, a flight plan for any flight planned to operate across international borders or to be provided with air traffic control service or air traffic advisory service shall be submitted at least 60 minutes before departure, or, if submitted during flight, at a time which will ensure its receipt by the appropriate ATS unit at least 10 minutes before the aircraft is estimated to reach:

(1) the intended point of entry into a control area or advisory area; or

(2) the point of crossing an airway or advisory route.

SERA.5001 VMC visibility and distance from cloud minima

Regulation (EU) 2016/1185

VMC visibility and distance from cloud minima are contained in Table S5-1.

Table S5-1 (*)

Altitude band	Airspace class	Flight visibility	Distance from cloud
At and above 3 050 m (10 000 ft) AMSL	A (**) B C D E F G	8 km	1 500 m horizontally 300 m (1 000 ft) vertically
Below 3 050 m (10 000 ft) AMSL and above 900 m (3 000 ft) AMSL, or above 300 m (1 000 ft) above terrain, whichever is the higher	A (**) B C D E F G	5 km	1500 m horizontally 300 m (1 000 ft) vertically
At and below 900 m (3 000 ft) AMSL, or 300 m (1 000 ft) above terrain, whichever is the higher	A (**) B C D E	5 km	1500 m horizontally 300 m (1 000 ft) vertically
	F G	5 km (***)	Clear of cloud and with the surface in sight

(*) When the height of the transition altitude is lower than 3 050 m (10 000 ft) AMSL, FL 100 shall be used in lieu of 10 000 ft.

(**) The VMC minima in Class A airspace are included for guidance to pilots and do not imply acceptance of VFR flights in Class A airspace.

(***) When so prescribed by the competent authority:

(a) flight visibilities reduced to not less than 1 500 m may be permitted for flights operating:

(1) at speeds of 140 kts IAS or less to give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or

(2) in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels;

(b) helicopters may be permitted to operate in less than 1 500 m but not less than 800 m flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

SERA.5005 Visual flight rules

Regulation (EU) 2016/1185

(a) Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in Table S5-1.

(f) Except when necessary for take-off or landing, or except by permission from the competent authority, a VFR flight shall not be flown:

(1) over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1 000 ft) above the highest obstacle within a radius of 600 m from the aircraft;

(2) elsewhere than as specified in (1), at a height less than 150 m (500 ft) above the ground or water, or 150 m (500 ft) above the highest obstacle within a radius of 150 m (500 ft) from the aircraft.

SERA.6005 Requirements for communications, SSR transponder and electronic conspicuity in U-space airspace

Regulation (EU) 2021/666

(a) Radio mandatory zone (RMZ)

(1) VFR flights operating in parts of Classes E, F or G airspace and IFR flights operating in parts of Classes F or G airspace designated as a radio mandatory zone (RMZ) by the competent authority shall maintain continuous air-ground voice communication watch and establish two-way communication, as necessary, on the appropriate communication channel, unless in compliance with alternative provisions prescribed for that particular airspace by the ANSP.

(2) Before entering a radio mandatory zone, an initial call containing the designation of the station being called, call sign, type of aircraft, position, level, the intentions of the flight and other information as prescribed by the competent authority, shall be made by pilots on the appropriate communication channel.

(b) Transponder mandatory zone (TMZ)

All flights operating in airspace designated by the competent authority as a transponder mandatory zone (TMZ) shall carry and operate SSR transponders capable of operating on Modes A and C or on Mode S, unless in compliance with alternative provisions prescribed for that particular airspace by the ANSP.

(c) U-space airspace

Manned aircraft operating in airspace designated by the competent authority as a U-space airspace, and not provided with an air traffic control service by the ANSP, shall continuously make themselves electronically conspicuous to the U-space service providers.

(d) Airspaces designated as radio mandatory zone, transponder mandatory zone or U-space airspace shall be duly promulgated in the aeronautical information publications.

SERA.13001 Operation of an SSR transponder

Regulation (EU) 2016/1185

(a) When an aircraft carries a serviceable SSR transponder, the pilot shall operate the transponder at all times during flight, regardless of whether the aircraft is within or outside airspace where SSR is used for ATS purposes.

(b) Pilots shall not operate the IDENT feature unless requested by ATS.

(c) Except for flight in airspace designated by the competent authority for mandatory operation of transponder, aircraft without sufficient electrical power supply are exempted from the requirement to operate the transponder at all times.

SERA.13005 SSR transponder Mode A code setting

Regulation (EU) 2016/1185

(a) To indicate that it is in a specific contingency situation, the pilot of an aircraft equipped with SSR shall:

(1) select Code 7700 to indicate a state of emergency unless ATC has previously directed the pilot to operate the transponder on a specified code. In the latter case, a pilot may nevertheless select Code 7700 whenever there is a specific reason to believe that this would be the best course of action;

(2) select Code 7600 to indicate a state of radio-communication failure;

(3) attempt to select Code 7500 to indicate a state of unlawful interference. If circumstances so warrant, Code 7700 should be used instead.

(b) Except in the cases described in (a) above, the pilot shall:

(1) select codes as instructed by the ATS unit; or

(2) in the absence of ATS instructions related to code setting, select code 2000 or another code as prescribed by the competent authority; or

(3) when not receiving air traffic services, select code 7000 in order to improve the detection of suitably equipped aircraft unless otherwise prescribed by the competent authority.

Balloons – Air Operations

Commission Regulation (EU) 2018/395 of 13 March 2018 — Balloons: Operation and Flight Crew Licensing

- **Easy Access Rules: Balloon Rule Book — Easy Access Rules (Regulation (EU) 2018/395)**

Categories

Consolidated version

Regulations

Acceptable Means of Compliance and Guidance Material

- AMC and GM to Articles of Commission Regulation (EU) 2018/395
- Part-BOP
- Part-BFCL

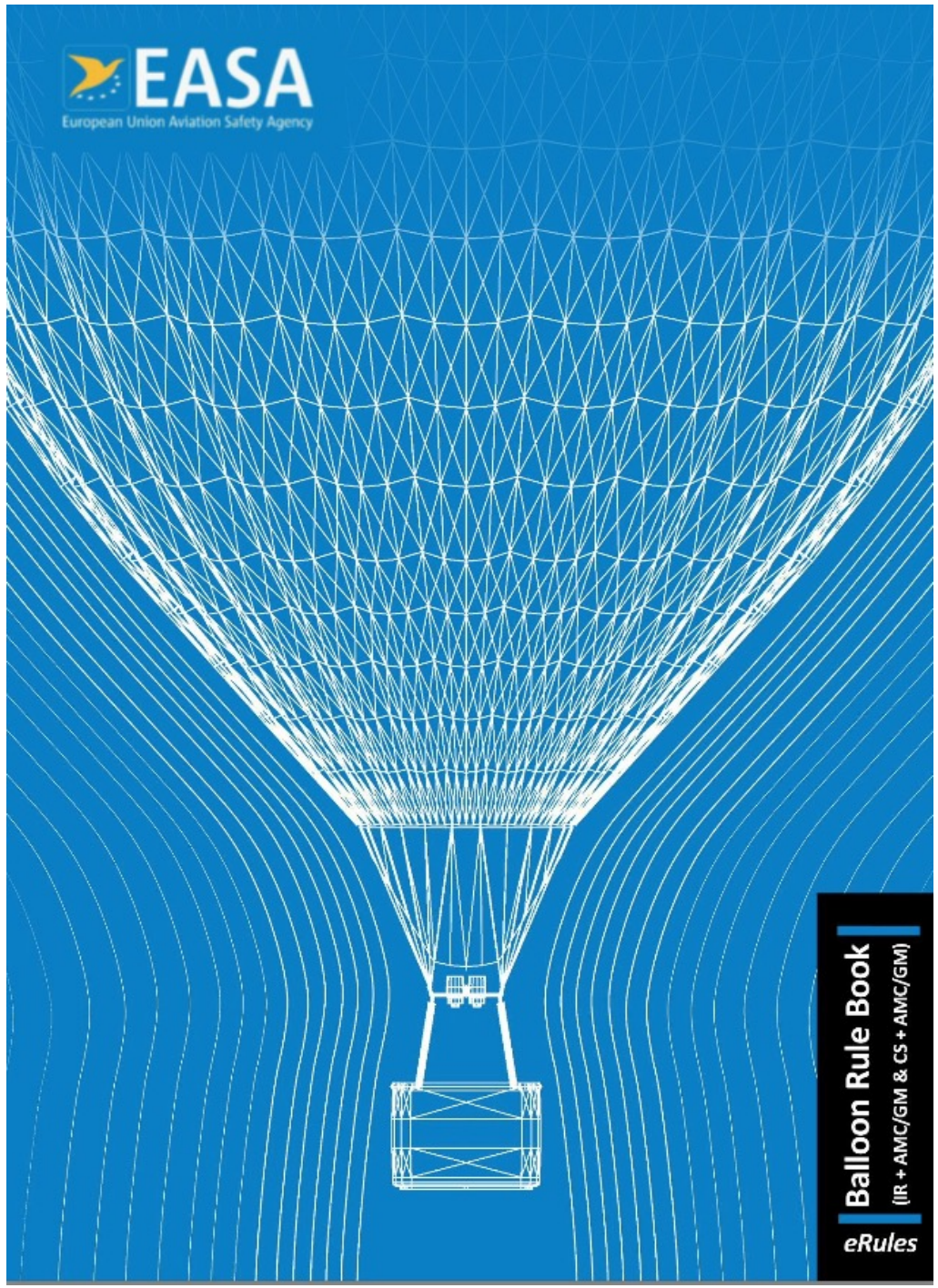
Consolidated version

Publication date	Title
01/10/2020	Balloon Rule Book - Easy Access Rules

Regulations

Publication date	Title
05/03/2020	Commission Implementing Regulation (EU) 2020/357
23/03/2018	Commission Regulation (EU) 2018/395

Acceptable Means of Compliance and Guidance Material



Incorporated amendments
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Balloon Rule Book

BOP.BAS

BFCL

Balloon Rule Book

- Annex I Part-Def

- CHAPTER 1 — AIR OPERATIONS AND LICENSING

  Regler för vad som gäller när man flyger och om certifikat (få, utöka, förnya)
  - Part-BOP.BAS, operativa krav som gäller alla ballongfarare
    - Läs allt i detta kapitel
  - Part-BOP.ADD, tilläggsregler för kommersiell operation
    - Detta behöver ni inte läsa men veta att det finns
  - Part-BFCL, Balloon Flight Crew Licensing,
    - BFCL.001-BFCL.215
- CHAPTER 2 — CONTINUING AIRWORTHINESS
  - Regler om luftvärdighet av ballonger, vem får underhålla och laga, hur ofta osv
    - ML.A.101, 201, 202, 301 Resten är för tekniker att veta.
    - Fråga alltid din tekniker om du är osäker på någon som gäller ballongens underhåll eller tror att något inte är OK.
- CHAPTER 3 — INITIAL AIRWORTHINESS
  - Regler om tillverkning av ballonger,
    - Detta behöver ni inte läsa men veta att det finns.

Balloon **F**light **C**rew **L**icensing - BFCL

BFCL.010 Classes and groups of balloons

Regulation (EU) 2020/357

For the purpose of this Annex, balloons shall be categorised in the following classes and groups:

(a) "hot-air balloon" class:

(1) group A: envelope capacity up to 3 400 m^3 (120 069 ft^3);

(2) group B: envelope capacity between 3 401 m^3 (120 070 ft^3) and 6 000 m^3 (211 888 ft^3);

(3) group C: envelope capacity between 6 001 m^3 (211 889 ft^3) and 10 500 m^3 (370 804 ft^3);

(4) group D: envelope capacity of more than 10 500 m^3 (370 804 ft^3);

(b) "gas balloon" class;

(c) "mixed balloon" class;

(d) "hot-air airship" class.

BFCL.045 Obligation to carry and present documents

Regulation (EU) 2020/357

(a) When exercising the privileges of BPL licence, BPL holders shall carry all of the following:

(1) a valid BPL;

(2) a valid medical certificate;

(3) a personal identification document containing his or her photo;

(4) sufficient logbook data to demonstrate compliance with the requirements of this Annex.

T.ex bild på sista 48 mån

(b) Student pilots shall carry on all solo flights:

(1) the documents as specified in paragraphs (a)(2) and (a)(3); and

(2) evidence of the authorisation required by point BFCL.125(a).

TS-blankett som fylls i ihop med instruktören

(c) BPL holders or student pilots shall without undue delay present the documents as specified in paragraph (a) or (b) for inspection upon request by an authorised representative of the competent authority.

AMC1 BFCL.045(a)(4) Obligation to carry and present documents

ED Decision 2020/003/R

SUFFICIENT LOGBOOK DATA

In order to be able to demonstrate compliance with the requirements of Part-BFCL, a BPL holder should carry either the full logbook or at least excerpts or copies of those parts of the logbook (in paper or electronic format) in which compliance with the requirements that are related to the exercised privileges is documented.

BFCL.050 Recording of flight time

Regulation (EU) 2020/357

BPL holders and student pilots shall keep a reliable record of the details of all flights flown in a form and manner established by the competent authority.

AMC1 BFCL.050 Recording of flight time

ED Decision 2020/003/R

GENERAL

(a) The record of the flights flown should contain at least the following information:

(1) personal details: name(s) and address of the pilot; and

(2) for each flight:

(i) name(s) of pilot-in-command (PIC);

(ii) date of flight;

(iii) place and time of departure and arrival;

(iv) type, including make, model, and registration of the balloon;

(v) total time of flight;

(vi) accumulated total time of flight;

(v) details on pilot function, namely PIC, including solo, dual, FI(B) or flight examiner (balloon) FE(B); and

(vi) operational conditions, namely if the operation takes place at day or night and whether it is a free flight or tethered flight.

BFCL.115 BPL – Privileges and conditions

Regulation (EU) 2020/357

(a) The privileges of a BPL holder are to act as PIC in balloons:

(1) without remuneration in non-commercial operations;

(2) in commercial operations if he or she holds a commercial operation rating in accordance with point BFCL.215 of Subpart ADD of this Annex.

(b) By way of derogation from paragraph (a)(1), a BPL holder who has instructor or examiner privileges may receive remuneration for:

(1) the provision of flight instruction for the BPL;

(2) the conduct of skill tests and proficiency checks for the BPL;

(3) the training, testing and checking for the privileges, ratings and certificates attached to a BPL.

(c) BPL holders shall exercise BPL privileges only if they comply with the applicable recency requirements and only if their medical certificate, appropriate to the privileges exercised, is valid.

BFCL.130 BPL – Training course and experience requirements

Regulation (EU) 2020/357

Applicants for a BPL shall complete a training course at an ATO or a DTO. The course shall be tailored to the privileges sought and shall include:

(a) theoretical knowledge as specified in point BFCL.135(a);

(b) at least 16 hours of flight instruction in either hot-air balloons that represent group A of that class, or gas balloons, including at least:

  (1) 12 hours of dual flight instruction;

  (2) 10 inflations and 20 take-offs and landings; and

  (3) One supervised solo flight with a flight time of at least 30 minutes.

BFCL.160 BPL – Recency requirements

Regulation (EU) 2020/357

(a) A BPL holder shall only exercise the privileges of his or her licence if he or she has completed in the relevant balloon class:

(1) either:

(i) within the last 24 months before the planned flight, at least six hours of flight time as PIC, including 10 take-offs and landings, as PIC or flying dual or solo under the supervision of an FI(B); and

(ii) within the last 48 months before the planned flight, at least one training flight with an FI(B); or

(2) within the last 24 months before the planned flight, a proficiency check in accordance with point (c).

(b) In addition to the requirements in paragraph (a), in the case of a pilot who is qualified to fly more than one class of balloons, in order to exercise his or her privileges in the other balloon class or the other balloon classes, he or she shall have completed at least three hours of flight time, as PIC or flying dual or solo under the supervision of an FI(B), on each additional balloon class within the last 24 months.

(c) A BPL holder who does not comply with the requirements in paragraph (a)(1) and, if applicable, (b), before resuming the exercise of his or her privileges, shall pass a proficiency check with an FE(B) in a balloon that represents the relevant class.

Part-MED (en del av ”Aircrew)

- MED.A.020 Decrease in medical fitness

- MED.A.030 Medical certificates
- Med.A.045 Validity

MED.A.020 Decrease in medical fitness

Regulation (EU) 2019/27

(a) Licence holders shall not exercise the privileges of their licence and related ratings or certificates, and student pilots shall not fly solo, at any time when they:

(1) are aware of any decrease in their medical fitness which might render them unable to safely exercise those privileges;

(2) take or use any prescribed or non-prescribed medication which is likely to interfere with the safe exercise of the privileges of the applicable licence;

(3) receive any medical, surgical or other treatment that is likely to interfere with the safe exercise of the privileges of the applicable licence.

(b) In addition, holders of a medical certificate shall, without undue delay and before exercising the privileges of their licence, seek aero-medical advice from the AeMC, AME or GMP, as applicable, when they:

(1) have undergone a surgical operation or invasive procedure;

(2) have commenced the regular use of any medication;

(3) have suffered any significant personal injury involving incapacity to function as a member of the flight crew;

(4) have been suffering from any significant illness involving incapacity to function as a member of the flight crew;

(5) are pregnant;

(6) have been admitted to hospital or medical clinic;

(7) first require correcting lenses.

(c) In the cases referred to in point (b):

(1) holders of class 1 and class 2 medical certificates shall seek the aero-medical advice of an AeMC or AME. In that case, the AeMC or AME shall assess their medical fitness and decide whether they are fit to resume the exercise of their privileges;

(2) holders of light aircraft pilot licence medical certificates shall seek the aero-medical advice of an AeMC, an AME or the GMP who signed the medical certificate. In that case, the AeMC, AME or GMP shall assess their medical fitness and decide whether they are fit to resume the exercise of their privileges.

(b) Before taking any medication and acting as a pilot or cabin crew member, the following three basic questions should be satisfactorily answered:

(1) Do I feel fit to fly?

(2) Do I really need to take medication at all?

(3) Have I given this particular medication a personal trial on the ground to ensure that it will not have any adverse effects on my ability to fly?

MED.A.030 Medical certificates

Regulation (EU) 2020/359

(a) A student pilot shall not fly solo unless that student pilot holds a medical certificate, as required for the relevant licence.

(b) An applicant for a licence, in accordance with Annex I (Part-FCL), shall hold a medical certificate issued in accordance with this Annex (Part-MED) and appropriate to the licence privileges applied for.

(c) When exercising the privileges of a:

(1) light aircraft pilot licence (LAPL), a balloon pilot licence (BPL) issued in accordance with Annex III (Part-BFCL) to Commission Regulation (EU 2018/395, or a sailplane pilot licence (SPL) issued in accordance with Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976, the pilot shall hold at least a valid LAPL medical certificate;

(2) private pilot licence (PPL), the pilot shall hold at least a valid class 2 medical certificate;

(3) BPL for the purpose of:

(i) commercial passenger ballooning, the pilot shall hold at least a valid class 2 medical certificate;

(ii) commercial operation other than commercial passenger ballooning, with more than 4 persons on board the aircraft, the pilot shall hold at least a valid class 2 medical certificate;

(4) LAPL medical certificates shall be valid for a period of:

(i) 60 months, until the licence holder reaches the age of 40. A medical certificate issued prior to the licence holder reaching the age of 40 shall cease to be valid after the licence holder reaches the age of 42;

(ii) 24 months, for licence holders aged above 40.

Balloon Air Operations - BOP (BOP.BAS och BOP.ADD)

BOP.BAS.020 Immediate reaction to a safety problem

Regulation (EU) 2020/357

The operator shall implement:

(a) safety measures mandated by the competent authority in accordance with paragraph (c) of point ARO.GEN.135 of Annex II (Part-ARO) to Regulation (EU) No 965/2012; and

(b) airworthiness directives and other mandatory information issued by the Agency in accordance with paragraph (h) of Article 77(1) of Regulation (EU) 2018/1139.

BOP.BAS.030 Responsibilities of the pilot-in-command

Regulation (EU) 2018/395

(a) The pilot-in-command shall:

(1) be responsible for the safety of the balloon and of any person or property carried therein during balloon operations;

(2) be responsible for the initiation, continuation or termination of a flight in the interest of safety;

(3) ensure that all applicable operational procedures and checklists are complied with;

(4) only commence a flight if he or she is satisfied that all operational limitations are complied with, as follows:

(i) the balloon is airworthy;

(ii) the balloon is duly registered;

(iii) instruments and equipment required for the execution of the flight are carried on board the balloon and are operative;

(iv) the mass of the balloon is such that the flight can be conducted within the limits defined by the AFM;

(v) all equipment and baggage are properly loaded and secured; and

(vi) the operating limitations of the balloon as specified in the AFM will not be exceeded at any time during the flight;

(5) ensure that the pre-flight inspection has been carried out as required by Annex I to Commission Regulation (EU) No 1321/2014[1];

(6) be responsible for the pre-flight briefing of persons assisting in the inflation and deflation of the envelope;

(7) ensure that persons assisting in the inflation and deflation of the envelope wear appropriate protective clothing;

(8) be satisfied that relevant emergency equipment remains easily accessible for immediate use;

(9) ensure that no person is smoking on board or within the direct vicinity of the balloon;

(10) not allow a person to be carried in the balloon who appears to be under the influence of psychoactive substances to the extent that the safety of the balloon or of any person or property carried therein is likely to be endangered;

(11) remain during flight in control of the balloon at all times except if another pilot is taking the controls;

PROTECTIVE CLOTHING

Protective clothing includes:

(a) long sleeves and trousers preferably made of natural fibres;

(b) stout footwear; and

(c) gloves.

(12) take any action in an emergency situation that requires immediate decision and action which he or she considers necessary under the circumstances. In such cases he or she may deviate from rules, operational procedures and methods to the extent necessary in the interest of safety;

(13) not continue a flight beyond the nearest weather-permissible operating site when his or her capacity to perform his or her duties is significantly reduced because of sickness, fatigue, lack of oxygen or any other cause;

(14) record utilisation data and all known or suspected defects in the balloon at the termination of the flight, or series of flights, in the balloon logbook;

(15) notify the safety investigation authority of the State in the territory of which the occurrence took place and the emergency services of that State without delay by the quickest available means of any serious incident or accident involving the balloon;

(16) submit a report of an act of unlawful interference without delay to the competent authority and inform the local authority designated by the State in the territory of which the unlawful interference took place; and

(17) report to the appropriate air traffic services (ATS) unit, without delay, any hazardous weather or flight conditions encountered that are likely to affect the safety of other aircraft.

(b) The pilot-in-command shall not perform duties on a balloon in one of the following situations:

(1) when he or she is incapacitated from performing his or her duties by any cause, including injury, sickness, medication, fatigue or the effects of any psychoactive substance, or feels otherwise unfit;

(2) if applicable medical requirements are not fulfilled.

(c) Whenever crew members are involved in the operation of the balloon, the pilot-in-command shall:

(1) ensure that during critical phases of flight or whenever deemed necessary in the interest of safety, all crew members are at their assigned stations and do not perform any activities other than those required for the safe operation of the balloon;

(2) not commence a flight if any crew member is incapacitated from performing his or her duties by any cause, including injury, sickness, medication, fatigue or the effects of any psychoactive substance, or feels otherwise unfit;

(3) not continue a flight beyond the nearest weather-permissible operating site when any crew member's capacity to perform duties is significantly reduced because of sickness, fatigue or lack of oxygen or any other cause; and

(4) ensure that all crew members can communicate with each other in a common language.

BOP.BAS.050 Documents, manuals and information to be carried

Regulation (EU) 2018/395

(a) All of the following documents, manuals and information shall be carried on each flight, as originals or copies:

(1) the operating limitations, normal, abnormal and emergency procedures and other relevant information specific to the balloon's operating characteristics;

(2) details of the filed ATS flight plan, when required in accordance with Section 4 of the Annex to Commission Implementing Regulation (EU) No 923/2012[1];

(3) current and suitable aeronautical charts for the area of the intended flight.

AMC1 BOP.BAS.050(a)(1) Documents, manuals and information to be carried

ED Decision 2018/004/R

Exempel på detta?

OPERATING LIMITATIONS, NORMAL, ABNORMAL AND EMERGENCY PROCEDURES

The operating limitations, as well as normal, abnormal and emergency procedures should be available to the pilot during the operation by providing the specific sections of the aircraft flight manual (AFM) or by other means that effectively accomplish the purpose.

(b) All of the following documents, manuals and information shall be carried on each flight or shall be stowed in the retrieve vehicle, as originals or copies:

(1) the certificate of registration;

(2) the certificate of airworthiness, including the annexes;

(3) the AFM or equivalent document(s);

(4) the aircraft radio licence, where the balloon is equipped with radio communication equipment in accordance with point (a) of point BOP.BAS.355;

(5) the third party liability insurance certificate(s);

(6) the balloon logbook or equivalent document(s);

(7) any other documentation that may be pertinent to the flight or is required by the State or States concerned with the flight.

Visa exempel

BOP.BAS.065 Balloon logbook

Regulation (EU) 2018/395

For each flight, or series of flights, particulars of the balloon, its crew and each journey shall be retained in the form of a balloon logbook or an equivalent document.

AMC1 BOP.BAS.065 Balloon logbook

ED Decision 2018/004/R

GENERAL

The balloon logbook, or equivalent, should include the following items, where applicable:

(a) balloon nationality and registration;

(b) date;

(c) name(s) of flight crew member(s);

(d) place of departure;

(e) place of arrival;

(f) time of departure;

(g) time of arrival;

(h) hours of flight;

(i) type of operation;

(j) incidents and observations, if any; and

(k) signature of the pilot-in-command.

BOP.BAS.115 Passenger briefing

Regulation (EU) 2018/395

The pilot-in-command shall ensure that before and, when appropriate, during the flight passengers are given a briefing on normal, abnormal and emergency procedures.

AMC1 BOP.BAS.115 Passenger briefing

ED Decision 2018/004/R

GENERAL

(a) Passengers should be given a verbal briefing and demonstration about safety matters in such a way that the information is easily retained and applied during the landing and in the case of an emergency situation.

(b) The briefing/demonstration should include the following items:

(1) safety in relation to ground equipment;

(2) use of internal handholds;

(3) wearing of suitable clothing;

(4) smoking regulations;

(5) in-flight use and stowage of personal belongings and baggage;

(6) importance to remain inside the basket at all times, particularly after landing;

(7) landing positions to be assumed to minimise the effect of the impact during landing;

(8) safe manoeuvring of the balloon on the ground after landing;

(9) use of oxygen-dispensing equipment, if applicable; and

(10) other emergency equipment provided for individual passenger use, if applicable.

(c) Part or all of the verbal briefing may be provided additionally by a safety briefing card on which pictorial instructions indicate the correct landing position.

(d) Before take-off, the correct landing position should be demonstrated.

(e) Before commencing the landing phase, passengers should be required to practise the correct landing position.

BOP.BAS.330 First-aid kit

Regulation (EU) 2018/395

(a) Balloons shall be equipped with a first-aid kit.

(b) The first-aid kit shall be:

(1) readily accessible for use; and

(2) kept up-to-date.

AMC1 BOP.BAS.330 First-aid kit

ED Decision 2018/004/R

CONTENT OF THE FIRST-AID KIT

(a) The first-aid kit should be equipped with appropriate and sufficient medications and instrumentation. However, the kit should be amended by the operator according to the characteristics of the operation (scope of operation, flight duration, number and demographics of passengers, etc.).

(b) The following should be included in the first-aid kit:

(1) bandages (assorted sizes);

(2) burns dressings (large and small);

(3) wound dressings (large and small);

(4) adhesive dressings (assorted sizes);

(5) antiseptic wound cleaner;

(6) safety scissors; and

(7) disposable gloves.

Continuing Airworthiness-
Part-ML.A

ML.A.101 Scope

Regulation (EU) 2019/1383

This Section establishes the measures to be taken in order to ensure that the aircraft is airworthy. It also specifies the conditions to be met by the persons or organisations involved in the activities related to the airworthiness of the aircraft.

ML.A.201 Responsibilities

Regulation (EU) 2020/270

(a) The owner of the aircraft shall be responsible for the continuing airworthiness of the aircraft and shall ensure that no flight takes place unless all of the following requirements are met:

(1) the aircraft is maintained in an airworthy condition;

(2) any operational and emergency equipment fitted is correctly installed and serviceable or clearly identified as unserviceable;

(3) the airworthiness certificate is valid;

(4) the maintenance of the aircraft is performed in accordance with the Aircraft Maintenance Program ('AMP') specified in point ML.A.302.

(b) By derogation from point (a), where the aircraft is leased, the responsibilities set out in point (a) shall apply to the lessee, if the lessee is identified either in the registration document of the aircraft or in the leasing contract.

(c) Any person or organisation performing maintenance of aircraft and components shall be responsible for the maintenance tasks being performed.

(d) The pilot-in-command of the aircraft shall be responsible for the satisfactory accomplishment of the preflight inspection. That inspection shall be carried out by the pilot or another qualified person but need not be carried out by an approved maintenance organisation or by certifying staff.

ML.A.202 Occurrence reporting

Regulation (EU) 2019/1383

(a) Without prejudice to the reporting requirements set out in Annex II (Part-145) and Annex Vc (Part-CAMO), any person or organisation responsible in accordance with point ML.A.201 shall report any identified condition of an aircraft or component which endangers flight safety to:

(1) the competent authority designated by the Member State of registry of the aircraft, and, when different to the Member State of registry, to the competent authority designated by the Member State of the operator;

(2) to the organisation responsible for the type design or supplemental type design.

(b) The reports referred to in point (a) shall be made in a manner determined by the competent authority referred to in point (a) and shall contain all pertinent information about the condition known to the person or organisation making the report.

(c) Where the maintenance or the airworthiness review of the aircraft is carried out on the basis of a written contract, the person or the organisation responsible for those activities shall also report any condition referred to in point (a) to the owner of the aircraft and, when different, to the CAMO or CAO concerned.

(d) The person or organisation shall submit the reports referred to in points (a) and (c) as soon as possible, but no later than 72 hours from the moment when the person or organisation identified the condition to which the report relates, unless exceptional circumstances prevent this.

ML.A.301 Continuing-airworthiness tasks

Regulation (EU) 2019/1383

The aircraft continuing airworthiness and the serviceability of operational and emergency equipment shall be ensured by:

(a) the accomplishment of pre-flight inspections;

(b) the rectification of any defect and damage affecting safe operation in accordance with data

Transportstyrelsens författningssamling

TSFS

Transportstyrelsens författningssamling

TRANSPORT STYRELSEN

Transportstyrelsens föreskrifter om nationalitets- och registreringsmärkning av luftfartyg;

TSFS 2012:82

Utkom från trycket
den 13 juli 2012

Bemannad ballong

9 § Märkningen ska vara placerad på två motstående platser på ballonghöljet nära höljets horisontellt största omkrets men alltid under denna. Märkningen får placeras antingen horisontellt eller vertikalt.

Märkningens storlek

Bokstäver och siffror i varje enskild märkning skall vara lika höga.

11 § Märkningen ska ha den minsta höjd som anges i följande tabell.

Luftfartyg	Undersidor cm	Sidor cm
Segel- och motorsegelflygplan	50	15
Amatörbyggda luftfartyg	50	15
Ultralätta flygplan	50	15
Övriga flygplan	50	30
Helikopter och andra rotorluftfartyg	50	30
Ballong	–	50
Luftskepp	–	50
Historiska luftfartyg och kopior av sådana	–	15

