

GUIDE

# FIND THE REGULATION

Complements the knowledge requirements  
in the book "Air Law"

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## THE LEGAL DOCUMENTATION

As described in chapter 1 in the book "Air Law and Operational Procedures" the Swedish air law is governed by both European rules as well as Swedish laws. The European regulations are not recommendations but actual law in Sweden. In those cases where Swedish law and European regulation is in opposition, the European law takes precedence.

The Swedish national law is published in national acts (lagar) and ordinances (förordningar). These laws are also complemented by the regulations (författningar) issued by the Swedish Transport Agency (Transportstyrelsen).

This document serves as a guide for those pilots now intending to conduct self-studies in these rules and want to discover how the rules affect the private flights in Swedish and European airspace. We would like to remind the reader that upholding good knowledge about the rules is a responsibility of all pilots.

### SWEDISH LAWS

At the basic level, aviation in Sweden is governed by the Swedish Aviation Act (Luftfartslagen 2010:500) and the Swedish Aviation Ordinance (Luftfartsförordningen 2010:770). These rules are only available in Swedish.

Read 2010:500 here: [https://www.riksdagen.se/sv/dokument-och-lagar/dokument/svensk-for-fattningssamling/luftfartslag-2010500\\_sfs-2010-500/](https://www.riksdagen.se/sv/dokument-och-lagar/dokument/svensk-for-fattningssamling/luftfartslag-2010500_sfs-2010-500/)

Read 2010:770 here: [https://www.riksdagen.se/sv/dokument-och-lagar/dokument/svensk-for-fattningssamling/luftfartsforordning-2010770\\_sfs-2010-770/](https://www.riksdagen.se/sv/dokument-och-lagar/dokument/svensk-for-fattningssamling/luftfartsforordning-2010770_sfs-2010-770/)

The act and the ordinance are updated periodically. However, the updates are infrequent and they often do not change laws for general aviation. Changes are most easily cross-checked by external websites that display changes alongside old articles.

At <https://lagen.nu/> you can search for all legal documents and read the changes. This website is also only available in Swedish.

**Lydelse 2020-04-11**

**2 kap. 2 §**

En luftfarty får registreras i Sverige bara om det helt ägs av

1. svenska staten,
2. svensk kommun eller region,
3. medborgare i ett land inom Europeiska unionen (EU-länder) eller dotterbolag eller en sådan person,
4. bolag, förening, samfundighet eller stiftelse som har svensk näringsort eller har sitt säte i ett EU-land, eller
5. europeiska ekonomiska intressegrupperingar som har sitt säte i Sverige.

Även om förutsättningar enligt första stycket inte föreligger får ett luftfarty registreras i Sverige, om det beivras av någon som avser i första stycket och denne har ett drifbilstånd som är utfärdat i Sverige.

Transportstyrelsen får i ett enskilt fall besluta att ett luftfarty får registreras i Sverige även om förutsättningar enligt första eller andra stycket inte föreligger. Ett sådant beslut får fattas bara om luftfartyget i regel används med utgångspunkt i Sverige. Lag (2010:500)

## THE REGULATIONS ISSUED BY TRANSPORTSTYRELSEN

The Swedish Aviation Act gives Transportstyrelsen the power to issue complementary rules for aviation. Transportstyrelsen therefore issues a series of regulatory texts that complements both the Swedish Aviation Act and the European regulations. These regulations are only available in Swedish.

Transportstyrelsen issues these regulations within many areas, including aerodrome management and security. The most important regulations for those who fly non-commercially are the operational regulations. Here follows a list of the current regulations relevant for those who are training towards or are in possession of a PPL/LAPL(A):

Regulation	Description
<a href="#">OPS LFS 2007:24</a>	Rules for instrument flying and altimeter setting
<a href="#">GEN TSFS 2019:36</a>	Radiotelephony and fraseology
<a href="#">GEN TSFS 2014:71</a>	Rules of the air (complements European SERA)
<a href="#">PEL TSFS 2013:14</a>	Medical examinations (and more)
<a href="#">PEL TSFS 2013:13</a>	Complementary regulations for certification
<a href="#">AIR TSFS 2012:82</a>	Nationality and registration markings of aircraft
<a href="#">AGA<sup>1</sup> TSFS 2019:26</a>	Design and operation of airports not requiring licensing

<sup>1</sup>In AGA there are several regulations pertaining to the design of an instrument aerodrome. These regulations include information on the design and placing of signs, runway markings, airport lights and other which may be relevant to pilots. We have decided not to include these regulations in this guide.

As shown by the list above, each regulation has a numerical identification. As each regulation is updated the numerical changes. The description of the regulation however remains the same, which means it is often easier to search for the updated regulations based on the written name and not the numerical.

Some regulations are complemented by an amendment-regulation (ändringsförfattning). These amendments then supersede the text in the basic regulation. An example of this is the regulation LFS 2007:20 (Flygning i fjällområde). That regulation looks like this:

### Grundform

#### [LFS 2007:20](#)

 I kraft 2007-08-01. PDF 360 kB

### Ändringar

#### [TSFS 2016:61](#)

 I kraft 2016-08-25. PDF 140 kB

Ändr. 1 §

As shown by the picture there is an amendment to the basic regulation called TSFS 2016:61. In this amendment we find the following text, where the vertical black line denotes the changed text.

**1 §** Dessa föreskrifter ska tillämpas vid flygning i fjällområdet som utövas med segelflygplan eller enmotoriga luftfartyg.

Föreskrifterna behöver inte tillämpas vid flygning som inte avlägsnar sig mera än 25 NM från startplatsen.

Föreskrifterna gäller inte när Europaparlamentets och rådets förordning (EG) nr 216/2008 av den 20 februari 2008 om fastställande av gemensamma bestämmelser på det civila luftfartsområdet och inrättande av en europeisk byrå för luftfartssäkerhet, och om upphävande av rådets direktiv 91/670/EEG, förordning (EG) nr 1592/2002 och direktiv 2004/36/EG ska tillämpas. Föreskrifterna gäller inte heller när de tillämpningsföreskrifter som har meddelats med stöd av EU-förordningen ska tillämpas.

This particular text says that the regulation is not valid for any flight that is under the regulatory control of EASA. This means that almost all non-commercial private flights will not have to follow that particular regulation. It means you can disregard the regulation if you are flying an aircraft in an operation regulated by EASA.

(Note that 2007:20 has since this text was first written been changed again, and now it is not applicable at all anymore. This is regulated by a change called 2020:60).

All regulations published by Transportstyrelsen can be found on their website: <https://transportstyrelsen.se/sv/Regler/sok-ts-foreskrifter/>

There is a subscription service where you will receive emails whenever regulations are updated or published. That can be a handy way to keep oneself updated without having to spend a lot of time searching the website.

## EASA REGULATIONS

The European regulations constitute the largest collection of rules that we have to follow when flying in Sweden and in Europe.

A European regulation are, as mentioned in the book, subdivided into the regulation itself and complementary AMC and GM. The main regulation should always be read in parallel with the AMC and GM in order to get a full picture of the requirements. A convenient (but not wholly complete) method is to read the regulatory compilations provided by EASA called "Easy Access Rules". In these EAR's the AMC and GM is published alongside the regulation.

Here are links to the most important EAR's for private pilots:

Förordning	Beskrivning
<a href="#">EAR Basic Regulation</a>	Basic regulation laying down the framework for all other rules within EASA
<a href="#">EAR Air Operations</a>	Operational rules
<a href="#">EAR SERA</a>	Standardized European Rules of the Air
<a href="#">EAR Aircrew</a>	Requirements for certificates, flight training and medical fitness

All EAR's can be found on the [EASA website under "document library"](#).

There is one flaw with the EAR: They are sometimes published with a delay. That means there may have been amendments to the regulations since the latest EAR was published. This means that you must also check the amendments. In the beginning of each EAR there is a list of the incorporate amendments in that EAR. You should check and memorize the incorporated amendments and cross-check these with the latest published amendment.

Commission Regulation	Affected Annex	Applicability date <sup>1</sup>
<a href="#">Regulation (EU) 2019/1384</a> (Update Air Ops rules, use of aircraft listed on an AOC by other operators for non-CAT operations et al.)	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)	24/09/2019
<a href="#">Regulation (EU) 2019/1387</a> (Aeroplane landing performance, lightweight flight recorders et al.)	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)	25/09/2019  The following rules shall apply from 5/11/2020: CAT.OP.MPA.300; CAT.OP.MPA.301; CAT.OP.MPA.303; CAT.OP.MPA.311; CAT.FOL.A.105(d); CAT.FOL.A.255; CAT.FOL.A.355.

In the beginning of each EAR there is a list of all incorporated amendments in that EAR. After an EAR has been published further amendments may have occurred not yet included in the EAR: Therefore you must cross-check the latest amendment with the EAR. Air Ops is shown as an example. The latest incorporated amendment is 2019/1387.

AMC and GM is also changed by an amendment cycle. Their associated incorporated amendments are also listed in the EAR. It looks like this:

<a href="#">AMC&amp;GM to Part-NCO</a>	2014/016/R	Issue 2	1/7/2014
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Powered by EASA eRules Page 9 of 1764 | Oct 2019

**EASA** Easy Access Rules for Air Operations (Regulation (EU) No 965/2012) Incorporated amendments

Annex (Part)	ED Decision	Issue no / Amendment no	Applicability date
	2014/031/R	Amendment 1	27/9/2014
	2015/004/R	Amendment 2	31/3/2015
	2016/018/R	Amendment 3	3/8/2016
	2016/022/R	Amendment 4	1/7/2018
	2017/003/R	Amendment 5	1/3/2019
	2017/011/R	Amendment 6	31/3/2017
	2018/003/R	Amendment 7	8/4/2019
	2019/008/R	Amendment 8	9/7/2019
	2019/019/R	Amendment 9	18/9/2019

I EAR publiceras även ändringar till AMC/GM som införlivats i tillhörande EAR. Air Ops visas som exempel. Senaste version för Part-NCO i exemplet är Amendment 9.

The amendments themselves are published in several places. The easiest way to read the differences is to visit the EASA [main website for regulations](#). Here you can search for the relevant regulation and cross-check the incorporated amendments against the EAR.

**Air Operations**

Publication date	Title	
06/09/2019 (Adoption date: 01/08/2019)	Commission Implementing Regulation (EU) 2019/1387	<a href="#">i</a>
04/09/2019 (Adoption date: 24/07/2019)	Commission Implementing Regulation (EU) 2019/1384	<a href="#">i</a>
20/12/2018 (Adoption date: 14/12/2018)	Commission Implementing Regulation (EU) No 2018/1975	<a href="#">i</a>

By looking at the picture above, we can deduct that the EAR is updated. If that hadn't been the case, we would have had to read the amendment manually.

The AMC and GM must be cross-checked in the same way. This is done on the EASAs [main site for AMC and GM](#). Here you can search for the AMC and GM amendments and cross-check with the list in the EAR.

Part-NCO - Non-commercial operations with other than complex-motor-powered aircraft

Publication date	Title	
17/09/2019	AMC & GM to Part-NCO - Issue 2, Amendment 8	<a href="#">i</a> <a href="#">d</a>
21/03/2019	Consolidated (unofficial) AMC&GM to Annex VI (Part-NCO) - CONSOLIDATED	<a href="#">i</a>
27/02/2019	AMC & GM to Part-NCO - Issue 2, Amendment 8	<a href="#">i</a> <a href="#">d</a>
27/03/2018	Consolidated (unofficial) AMC&GM to Annex VI (Part-NCO) - CONSOLIDATED	<a href="#">i</a>

By looking at the picture above, we can see that the latest AMC and GM is incorporated in the EAR, as the latest listed amendment is number 9. If that hadn't been the case, you would have to read it on the website.

This concludes your research into the rules and regulations applicable to flying in Sweden.

A final note: It is your responsibility as a certificate holder to be well acquainted with the current regulations. We hope that you have found a functional way to find and read the regulations through this guide.

Remember that if you spend time to become knowledgeable about the current regulations now, then future work will limit itself to only checking amendments.

This process is made easier by the suggestions we have given in this guide (use lagen.nu, subscribe to regulations from Transportstyrelsen and make cross-checks for amendments to EAR's). If you put energy into building core knowledge about the rules and regulations as you progress through your initial flight training that knowledge will, in the future, lead to much less work in staying up to date on the regulations and their future changes. As an extra, you can look forward to performing superbly at your oral exam as you conduct your final check ride.

Good luck!

Suggestions are always welcome at [martin@pilotshop.se](mailto:martin@pilotshop.se)

/The author Martin Trankell, 2020-10-28