



# EU – OPS Presentation

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# EU - OPS Presentation

Implementation of EU Ops.  
Overview of current position ,  
status, & organizational  
challenges.



# History



The JAA started as the Joint Airworthiness Authorities in 1970. Originally, its objectives were to produce common certification codes for large aeroplanes and for engines in order to meet the needs of European industry

# History

After 1987 its work was extended to Operations, Maintenance, licensing and certification standards for all classes of aircraft.



# History

JAR-145 was issued on 30 July 1991 and became effective on 1 January 1992. and introduced new requirements for maintenance organisations involved in maintenance of aircraft operated for commercial air



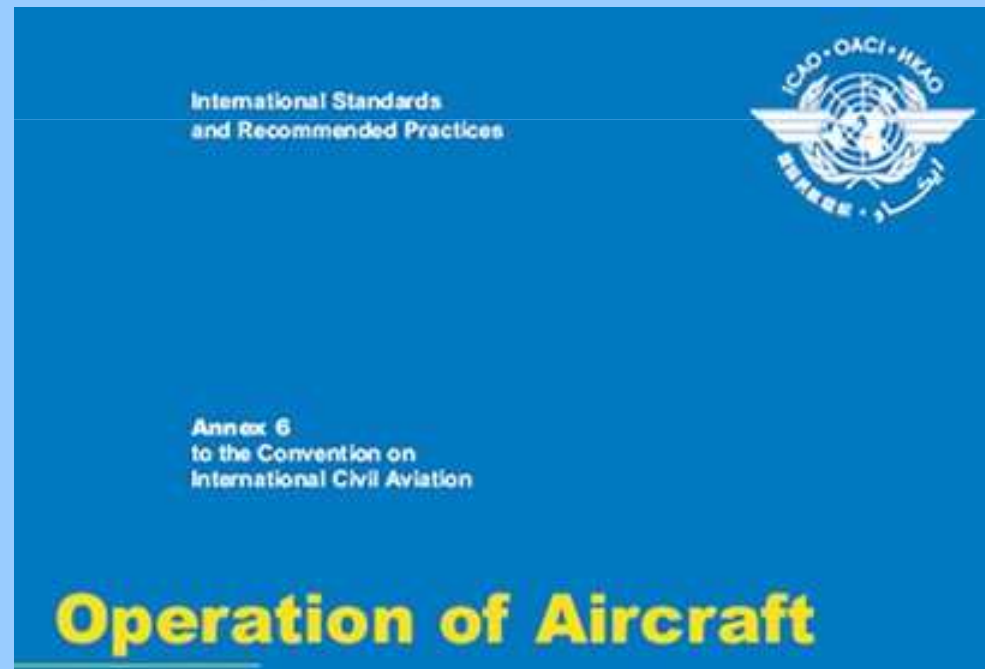
# History

The initial issue of JAR OPS 1 was on 1<sup>st</sup> March 1998- goal - to minimize Type Certification problems on joint ventures, To facilitate the export and import of aviation products, to regulate commercial air transport operations.



# History

ICAO Annex 6 was selected to provide the basic structure of JAR—OPS, Air Operator Certification, (but with additional sub-division where considered appropriate).



# History

The JAA issued the following documents :-

- **JARs** contain both requirements and advisory material (Advisory Circulars Joint (ACJ); Advisory Material Joint (AMJ); Acceptable Means of Compliance (AMC) and Interpretative and Explanatory Material (IEM)).

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# History

The JAA issued the following documents :-

- **Administrative and Guidance Material**

This includes the Joint Implementation Procedures as well as Temporary Guidance Material and Interim Policies.

**NPA**s (Notice of Proposed Amendments (to JARs))

# History

The European Aviation Safety Agency (EASA), formally started its work on 28 September 2003, taking over the responsibility for regulating airworthiness and maintenance issues within the EU Member States.



# History

EASA was established through Regulation (EC) No 1592/2002 of the European Parliament and the Council of 15 July 2002 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency.



# History

During the course of 2003 the airworthiness and maintenance (JARs) were transposed/converted into EASA regulatory measures. Some (e.g. JAR-21, JAR-145, ...) became Implementing Rules (IR) through a **Commission Regulation**, and others became Acceptable Means of Compliance (AMC) and Certification Specifications (CS) through **Agency decisions**.

JAA retained its function for operations and licensing for **JAA member states outside EASA**.

# History

With the publication of the revision of EC Regulation 1592/2002 on 19 of March 2008

(EC Regulation 216/2008), EASA also became competent in the fields of Operations and Licensing.

This action introduced **EASA EU OPS**

# EU-OPS 1

EU-OPS 1 was introduced on 16 July 2008 ref Commission Regulation (EC) No 859/2008. It has now become effective in all EU Member States, Iceland, Norway and Switzerland. It supersedes equivalent national legislation. In EU Member States, implementation of regulatory oversight remains with the designated NAA administered on behalf of the European Commission by EASA , **(in the case of EU-OPS as only an interim regulatory solution).**

# EU-OPS 1

EU-OPS 1 at inception was based upon JAR-OPS 1 up to and including Rev 13 plus some differences in respect of cabin crew training, all weather operations, flight time limitations

Some JAR-OPS Section 2 material detailing requirements for a Quality System under EU-OPS 1.035 and an Accident Prevention and Flight Safety Programme under EU-OPS 1.037 for CAT Operators has now been transposed into law.

The JAR-OPS system only applied to CAT  
whereas EASA rulemaking will, in principle,  
extend to all civil aircraft types and all types of  
civil aircraft use.

EU-OPS does not apply to:

Aeroplanes used by customs or police services

Parachute dropping and fire-fighting flights.

**Flights before, during and immediately after  
an aerial work activity provided that the  
flights before and after the aerial work are  
connected with that activity**

# EU-OPS 1

EASA rules are legally binding in their entirety rather than minimum standards or recommended practices. For this reason, they are being framed in what is described as a less prescriptive manner than JAR-OPS so that there is an appropriate level of flexibility.

**However, uniformity will be achieved by the use of AMC documentation.**

**Some Section 1 requirements in the JARS have been 're-classified' as AMC material.**

# **EU-OPS (10 NPA+ELT) v JAR-OPS (amendment 13) DIFFERENCES**

## **SUBPART A - APPLICABILITY**

### **1.003 Definitions**

**New paragraph with definitions of Accepted, Approved, MMEL and MEL.**

## **SUBPART B - GENERAL**

**1.005 General - Reference to Air Taxi and Aeroplane Emergency Medical Services has been removed.**

### **Exemptions/Operational Directives**

**JAR-OPS 1.010 and 1.015 have been deleted.**

**1.040(b) Crew Members - Paragraph title changed from Additional Crew Members and text added to cover safeguards for crew members, other than cabin crew members, are employed.**

**1.085(d)(4) Crew Responsibilities - Text added to subparagraph “If applicable medical requirements are not fulfilled”.**

**1.085(e) Crew Responsibilities - Subparagraph relating to consumption of alcohol expanded.**

**1.165 Leasing - Reference to “JAA operator” replaced by “Community operator”.**

## **SUBPART C – OPERATOR CERTIFICATION AND SUPERVISION**

### **1.175 General Rules for Air Operator Certification**

**JAR-OPS 1.175(c)(3) and (d) have been replaced by new (d) regarding aeroplanes registered in different Member States.**

### **1.180 (a)(1) Issue, Variation and Continued Validity of an AOC**

**The reference to the C of A issued in accordance with ICAO has been replaced by reference to Regulation (EC) 1702/2003.**

**Appendix to 1.175 (h) Contents and Conditions of the Air Operator Certificate Addition of reference to cabin crew initial training.**

## **SUBPART D – OPERATIONAL PROCEDURES**

### **1.192 Terminology New definitions relating to ETOPS**

### **1.235 Noise Abatement Procedures - Revised text.**

**1.245(b) and (c) Maximum distance from an adequate aerodrome for two-engined aeroplanes without an ETOPS Approval Several ETOPS conditions deleted**

**1.246(b) (ETOPS) Minor text changes.**

### **1.297 - Planning Minima for IFR Flights**

**IFR planning minima paragraph reworded. Significant changes to ETOPS Planning Minima table.**

## **SUBPART D – OPERATIONAL PROCEDURES**

### **1.311 Minimum Number of Cabin Crew Required to be On Board an Aeroplane during Ground Operations with Passengers**

**New rule defining cabin crew requirements.**

**Appendix 1 to 1.311 As above**

**New Appendix defining operational procedures for cabin crew requirements.**

## **SUBPART E – ALL WEATHER OPERATIONS**

### **Subpart E**

**All Weather Operations The Subpart has been extensively amended and includes: Revised aerodrome operating minima;**

**Clarification of the relationship between Stabilised Approach (SAp) and the Continuous Descent Final Approach (CDFA) technique;**

**Requirements for Category III operations in relation to the many combinations of runways and airframe/equipment.**

**The introduction of HUD, HUDLS (Head-Up Guidance Landing System).**

**The introduction of EVS (Enhanced Vision System) to a large extent related to work in the AWOHWG.**

## **SUBPARTS F, G, H and I – PERFORMANCE**

**Subparts F, G, H and I Performance - No Change**

## **SUBPART J – MASS AND BALANCE**

**Subpart J Mass and Balance - No Change**

## **SUBPART K – INSTRUMENT AND EQUIPMENT**

**1.820 - Automatic Emergency Locator Transmitter**

**JAR-OPS text replaced with ICAO Annex 6 Part 1 requirement.**

## **SUBPART L – COMMUNICATIONS AND NAVIGATION EQUIPMENT**

**1.865(c) Communication and Navigation equipment for operations under IFR, or under VFR over routes not navigated by reference to visual landmarks**

**A requirement for a single HF radio for aeroplanes on short haul NAT MNPS flights.**

**1.865(g) As above New rule requiring ETOPS operations to have suitable communications systems.**

**1.873 Electronic Navigation Data Management - New rule requiring the navigation database supplier to hold a Letter of Acceptance.**

## **SUBPART M – AIRCRAFT MAINTENANCE**

**Subpart M - Aircraft Maintenance – No change**

## **SUBPART N – FLIGHT CREW**

**1.950 (a (2) (i)**

**Differences Training and Familiarisation Training**

**JAR-OPS does not include a variant only type for this requirement. EU-OPS permits variant in addition to type.**

**Appendix 1 to OPS 1.965 (b)(1)(i)(A)**

**Recurrent training and checking - Pilots**

**The following JAR-OPS text is removed – “to represent that specific aeroplane,”**

**Appendix 1 to OPS 1.965 (b)(1)(iii)**

**Recurrent training and checking - Pilots**

**The following JAR-OPS text “applicable to the revalidation or renewal of the aircraft Type or Class Rating” has been replaced by “governing the issue of flight crew licences”**

# EU-OPS 1.037

EU-OPS 1.037 (a) does not require the definition of an acceptable level of safety and a continuous monitoring thereof.

It does not address future risks **which may not be fully inline with the intent of ICAO standard.**

To complement the provisions of EU-OPS the future EASA implementing rules on air operations to include the items mentioned in ICAO Annex 6 paragraph 3.2.4

3.2.4 The State of the Operator shall take such precautions as are reasonably possible to ensure that the general level of safety contemplated by these provisions is maintained under all expected operating conditions, including those not covered specifically by the provisions of this chapter.

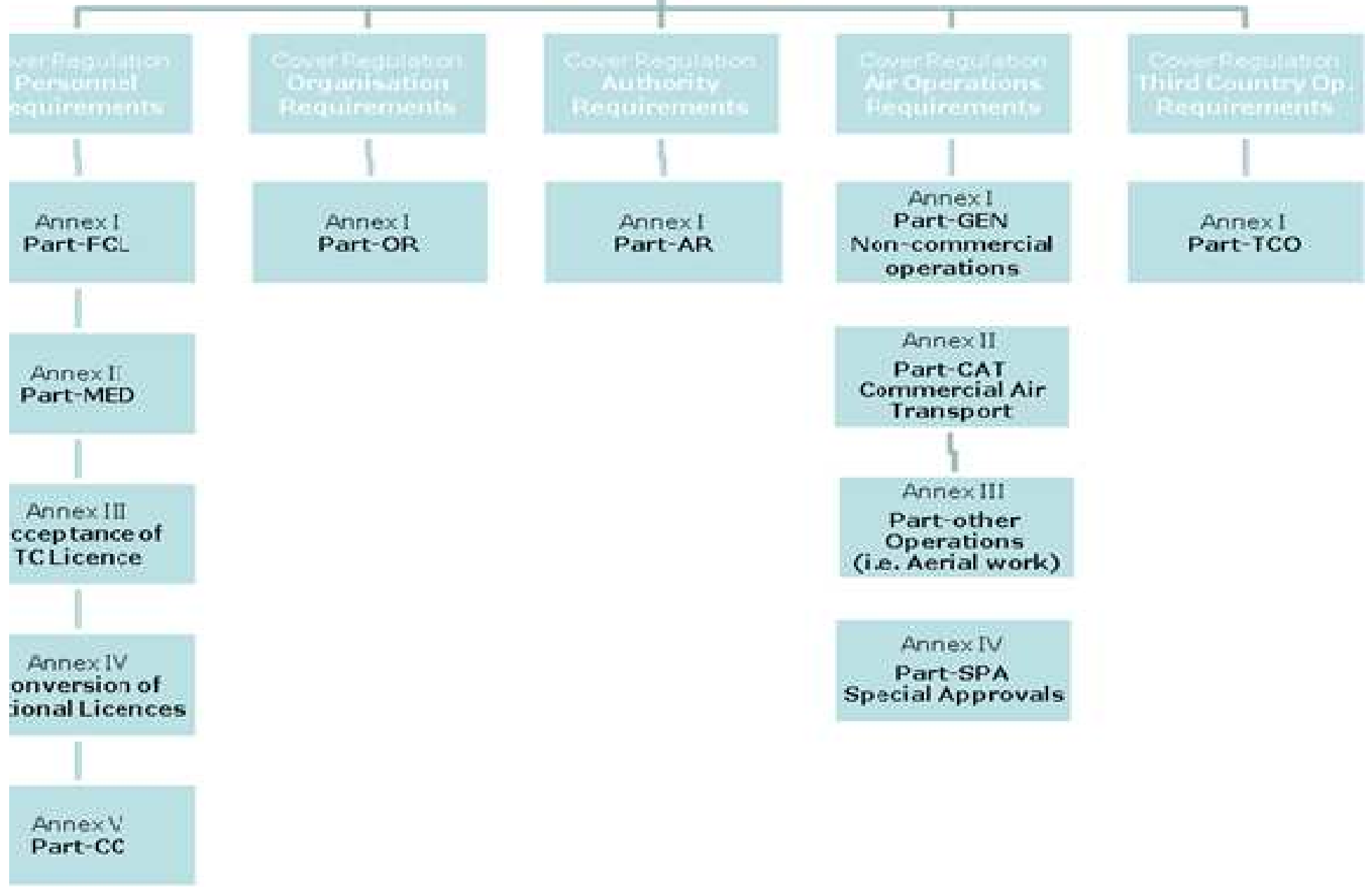
# Part OPS

Once the new EASA Regulatory System of Implementing Regulations (IRs) under Part-OPS has been developed, EU-OPS will be repealed. The target date for this further and final transition has been set in 2012.

Part-OPS will cover the air operation of all aircraft except tilt-rotor, airships and UAV's

\* tilt-rotor aircraft, airships and UAV will be addressed in separate EASA rulemaking tasks

Basic Regulation



# NPA Part OPS

***The public consultation for this NPA is now closed***

The NPA on air operations of Community operators was published on 30 January 2009 and contains the requirements to operate an aircraft.

**The OPS NPA** will be divided into 7 separate documents:

- Explanatory note
- Draft opinion and decision **Part-OPS**
- Draft opinion and decision on Subpart OR.OPS of **Part Organisation Requirements (OR)**
- Draft opinion and decision Subpart AR.OPS and Subpart AR.CC of **Part Authority Requirements (AR)**
- Draft opinion and decision **Part Cabin Crew (CC)** and amendments to Part Medical relating to cabin crew
- Cross reference tables EU-OPS/JAR-OPS-EASA IRs

Regulatory Impact Assessment (RIA)

**Part-OPS** contains technical requirements

For: **Air operations of any aircraft**

Aeroplanes, helicopters, sailplanes and balloons\*

**Non-commercial and commercial operations**

Non-commercial operations with non-complex and complex motor-powered aircraft

Commercial air transport

**Commercial operations other than commercial air transport** (aerial work).

These technical requirements correspond to chapters 1-7 of Annex IV of the BR (Basic Regulation) Essential requirements for air operations.

**Subpart OR.OPS** contains additional and specific operator requirements for:

- Non-commercial operators of complex motor-powered aircraft and
- All commercial operators.

These requirements correspond to chapter 8 of Annex IV of the BR (Basic Regulation) Essential requirements for air operations.

## **Subpart OR.OPS**

They include the Certification Specifications (CS) on Flight Time Limitations and Rest Requirements **\*\***(FTL). They contain in addition the certification of commercial operators and declaration by non-commercial operators of complex motor-powered aircraft.

Subpart OR.OPS applies in addition to the common organisation requirements in OR.GEN which are published as NPA 2008-22c.

# NPA Part OPS

## **Subpart AR.OPS (Part Authority Requirements)**

contains specific requirements for competent authorities in relation to the certification or oversight of operational activities.

Subpart AR.OPS also applies in addition to the common authority requirements in AR.GEN which are published as NPA 2008-22b.

# **NOTICE OF PROPOSED AMENDMENT**

## **(NPA) 2008-22B & 2009-02D**

### *Article 3 - Safety Programme*

The Member States and the Agency shall establish a safety programme aimed at continuous safety improvement.

This programme shall provide for a State safety plan, developed in conjunction with the safety plan of the Agency, identifying the safety priorities in terms of safety promotion and oversight.

**NOTICE OF PROPOSED AMENDMENT**  
**(NPA) 2008-22B & 2009-02D**

*Article 4 -Oversight capabilities*

*Member States shall ensure that the competent authority has the necessary capability to ensure the oversight of all persons and organizations covered by their oversight programme, including sufficient resources to fulfill the requirements of this Regulation.*

# NPA Part OPS

**Subpart AR.CC** includes the specific authority requirements relating to the cabin crew attestation and additional to those specified in AR.GEN.

**Part Cabin Crew** contains the requirements to be followed by an individual in order to obtain a cabin crew attestation. The corresponding cabin crew training requirements addressed to the operator are part of OR.OPS.

## **CC.CCA.100 Cabin crew attestation**

(a) A cabin crew attestation shall only be issued to an applicant after the successful completion of:

- (1) the initial medical examination and assessment in accordance with Part MED; and
- (2) an initial safety training course and the associated examination in accordance with this Part.

(b) A cabin crew attestation shall be issued by the competent authority, or on its behalf, by:

- (1) Operator approved in accordance with Part OR,
- (2) Training organisation approved to do so in accordance with the applicable national requirements,

(c) Holders of a cabin crew attestation shall carry it when exercising their privileges together with the list of aircraft type(s) they are proficient to operate on.

# Comment Response AR / OR

**Commend Response Documents to NPA  
Authority Requirements (Part-AR) and  
Organisation Requirements (Part-OR)**

**The CRDs to Part-AR and Part-OR were  
published on the Agency website on 4  
October 2010.**

The CRD to Part-AR includes the following elements:

- o General requirements (Subpart GEN), which includes the management system, oversight, certification and enforcement, and ramp inspections;
  - o Air operations (Subpart OPS), covering certification of commercial air operators and approvals;
  - o Flight crew licensing (Subpart FCL), covering licences, ratings, certificates and theoretical knowledge examinations;
  - o Cabin crew (Subpart CC), covering organisations providing cabin crew training and the cabin crew attestation;
  - o Approved training organisations (Subpart ATO), covering ATOs and flight simulation training devices;
  - o Aero-medical centres (Subpart AeMC);
  - o Aero-medical certification (Subpart MED), covering aero-medical examiners and medical certification;
- Appendices containing certificates, licences, approvals, attestations and report forms

The CRD to Part-OR includes the following elements:

- o General requirements (Subpart GEN), which includes the management system;
  - o Air operations (Subpart OPS), covering manuals, logs and records, air operator certification and declaration, flight crew, cabin crew, technical crew members in HEMS, HHO and NVIS operations, and security;
  - o Approved training organisations (Subpart ATO), covering ATOs and flight simulation training devices;
  - o Aero-medical centres (Subpart AeMC);
  - o Comments received on Part-OR (CRD c.1);
  - o Comment response summary table for Part-OR (CRD c.2);
  - o List of commentators for Part-OR (CRD c.3);
  - o Rule comparison tables based on EU-OPS and JAR-OPS 3 (CRD c.4);
- Definitions and acronyms covering Part-AR and Part-OR (CRD c.5)

Thank you for your attention

I hope you have found this  
presentation useful as an  
introduction to what is coming