

EU-OPS 1

Geoff Parker

- **JAR-OPS 1 and 3 have no legal force.**
- **Commission amended Reg. 3922/91 to add a new Annex III (EU-OPS 1).**
- **Amended Regulation (EC) No 1899/2006.**
- **Aeroplanes only – not helicopters.**
- **Commercial Air Transport only.**

- **EU-OPS 1 is based on JAR-OPS 1.**
- **It contains only “Section 1” material.**
- **It is a Commission Regulation – no EASA involvement.**
- **It is a directly applicable Commission Regulation which “trumps” national law.**
- **Regulatory oversight remains with National Aviation Authorities in Member States.**

Applicability

- **EU-OPS prescribes requirements applicable to the operation of any civil aeroplane for the purpose of commercial air transport by any operator whose principal place of business and, if any, registered office is in a Member State.**
- **An operator shall not operate an aeroplane for the purpose of commercial air transport other than in accordance with EU-OPS.**
- **The Regulation applies to A to A operations.**

Validity of an AOC

- **An operator will not be granted an AOC, or a variation to an AOC, and that AOC will not remain valid unless:**
- **aeroplanes operated have a standard certificate of airworthiness issued in accordance with Commission Regulation (EC) No 1702/2003.**

- **EU-OPS 1 entered into force 16 January 2007.**
- **EU-OPS 1 shall apply from 16 July 2008.**
- **The ANO will be amended accordingly.**

EU-OPS Update

- JAR-OPS amendment 8 Official Journal December 2006
- JAR-OPS amendment 12 Official Journal December 2007
- JAR-OPS amendment 12 plus 10 NPAs Official Journal Spring 2008?
- (JAR-OPS amendment 13 plus 7 NPAs)

JAR-OPS 1 Amendment 12 plus:

NPA-OPS 49

Use of Headset

NPA-OPS 54

Cabin crew first aid training

NPA-OPS 58

Terminology and Fuel

NPA-OPS 39B

HF communication equipment

NPA-OPS 41

All Weather Operations

NPA-OPS 45

Cabin crew during ground operations

NPA-OPS 52

Cabin crew training for icing conditions

NPA-OPS 40A

ETOPS

NPA OPS 53

Noise abatement

NPA OPS 57A

Electronic navigation data management

Section 2 Material

JAR-OPS – JARs/Appendices	(Section 1)
ACJ/AMC/IEM	(Section 2)
EU-OPS – “OPS”	(Section 1)
EASA – Implementing Rules	(Section 1)
AMC/GM	(Section 2)

Issues Log

- **Process AOC Applications.**
- **Copy of Amended Regulation to all staff and industry.**
- **Comparison Document.**
- **Initial Cabin Crew Training – Attestations/Approvals.**
- **Scheme of Charges.**
- **Ops Manual Checks for embedded exemptions.**
- **Derogations under Article 8.**

Future

- Briefing of staff at training days.
- Briefing of operators through FODCOMs.
- Briefings for CATCC, FOLG and BBGA.

FODCOM 3/2007

- **Explains the legal basis and applicability of EU-OPS.**
- **Advises operators to bring their Operations Manuals up to date in compliance with JAR-OPS 1.**

FODCOM 16/2007

- **Letter of Consultation on amendment of the Air Navigation Order to reflect EU-OPS.**

FODCOM 17/2007

- Explains Exemptions and Derogations, and CAA's future flexibility under EU-OPS.

FODCOM 30/2007

- **Invites AOC Holders to an EU-OPS Symposium to be held at Aviation House on 13th December 2007**

Cabin Crew Attestation

OPS 1.1005

- An operator shall ensure each cabin crew member has successfully completed initial safety training.
- At the discretion of the Authority, the Authority, the operator or the approved training organisation shall deliver an attestation of safety training to a cabin crew member after they have completed the initial safety training.

Article 8 of EC Regulation 1899/2006

- 1. The provisions of Articles 3 to 7 shall not prevent a Member State from reacting immediately to a safety problem which involves a product, person or organisation subject to this Regulation.**

Article 8 of EC Regulation 1899/2006

2. A Member State may grant exemptions from the technical requirements and administrative procedures specified by this Regulation in the case of unforeseen urgent operational circumstances or operational needs of a limited duration.

Article 8 of EC Regulation 1899/2006

3. In cases where a safety level equivalent to that attained by the application of the common technical requirements and administrative procedures set out in Annex III can be achieved by other means, Member States may, without discrimination on grounds of the nationality of the applicants and having regard to the need not to distort competition, grant approval derogating from these provisions.

Article 8(3) Derogations

AN(G)R aeroplane performance

Counter drum pointer altimeters

Notional weights – ski and windsurfing equipment

Diplomatic bags

Seat restraint – handicapped persons

Questions later please