EASA and JAR-OPS

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EASA Operations & Licensing

- NPA 2/2004 published April 2004
- Comment period closed July 2004
- EASA received 1,695 comments from 93 correspondents
- Results published Sep 2004 two months reflection
- EASA Opinion No 3/2004, 15 December 2004
- Commission proposals to the European Parliament and to the Council



EASA Opinion - Ops & Licensing

- Community Essential Requirements for Operations and Licensing, as annexes to the EASA Regulation
- **Implementing Rules to be developed 2005 2007**
- Respecting ICAO obligations and freedoms under the Chicago Convention
- SAFA Directive to be transferred into Commission Implementing Rule



EASA Opinion - Ops & Licensing

- GA (including Corporate) using "complex" motor-powered aircraft JAR-FCL and IR-OPS 0 & 2 to apply
- GA using non-complex motor-powered aircraft
 IR-OPS 0 + JAR-FCL or Recreational PPL
- Fractional operations to be covered by legislation (yet to be defined) but considered to be non-commercial



EASA Opinion - Ops & Licensing

- Commercial operations in the Community by third country operators must be subject to Community legislation
- Third country aircraft more or less permanently based in the Community must be subject to same rules as EU aircraft
- Third country aircraft operated by third country operators must be subject to the same Community operational specifications as EU registered aircraft



EASA – OPS & LICENSING

NON-EASA AIRCRAFT

COMMERCIAL OPERATIONS

NON-COMMERCIAL OPERATIONS (PRIVATE – including CORPORATE etc)

ANNEX II AIRCRAFT

C.A.T. **AEROPLANES**

IR-OPS 1 (AOC)

"OFFICIAL" **PILOT LICENCE**

C.A.T. **HELICOPTERS**

IR-OPS 3 (AOC)

"OFFICIAL" PILOT LICENCE

AERIAL WORK

AEROPLANES & HELICOPTERS

IR-OPS '0' & 4 (AWC)

"OFFICIAL" PILOT LICENCE

COMPLEX MOTOR-POWERED AIRCRAFT

IR-OPS '0' & 2 (DECLARATION)

"OFFICIAL" PILOT LICENCE

OTHER AIRCRAFT (e.g. PRIVATE, BUSINESS & **RECREATIONAL**) **IR-OPS '0'**

"OFFICIAL" PILOT LICENCE

"RECREATIONAL" PPL

(for simple aircraft operated in a simple air traffic environment)

AND AIRCRAFT ENGAGED IN MILITARY, **CUSTOMS, POLICE OR SIMILAR SERVICES**



'Annex II' proposal

- Historic aircraft (and replicas)
- Designed for research, experiment, science
- Amateur built
- Ex-military aircraft (and replicas)
- Microlight aeroplanes and helicopters
- Gyroplanes 560 kg or less
- Gliders <80 kg single or <100 kg two seat</p>
- Any aircraft <70 kg</p>
- UAVs <150 kg</p>



JAR-OPS '0', 2 & 4

5 years development

- In general the regulations are technically sound
- Many unwanted effects have been foreseen and removed by careful rewording
- Some areas would need to be adjusted to reflect the Essential Requirements



JAR-OPS '0', 2 & 4

To consider -

- JAR-OPS '0' is suitable for all General Aviation
- Drafts are suitable to recommend to EASA for developing Implementing Rules (IR)
- Sound basis for States' national regulations in areas not subject to regulation by EASA



JAR-OPS '0', 2 & 4

- The completed drafts remain 'frozen' with the JAA
- It is not known whether EASA will use these as the basis of the Implementing Rules for Air Operations
- "Adoption of JAR-OPS '0' general operating regulations for General Aviation is the only sensible way forward" – GAMTA comment

