Effects of EASA

on future UK regulation of GA

Workstream 6

ICAO and EASA

Article 2 of Regulation (EC) No 1592/2002 (the 'EASA Regulation') sets an objective for EASA -

"to assist Member States in fulfilling their obligations under the Chicago Convention..."

EASA Operations & Licensing

- **EASA Opinion published Dec 2004**
- Commission proposals to the European Parliament and to the Council adopted 16 Nov 2005
- Community Essential Requirements for Licensing and Operations (annex III and IV to the EASA Regulation)
- To amend article 4 of the EASA Regulation in relation to third country aircraft
- Implementing Rules to be developed by 2q 2007

Scope of EASA regulation

EASA regulation will apply to all aircraft except -

those outside the scope of the regulation by virtue of Article 1, paragraph 2 of Regulation (EC) 1592/2002 (when products, parts, appliances, personnel and organisations are engaged in military, customs, police, or similar services, i.e. State aircraft)

and those aircraft listed in Annex II

Not EASA

UK legislation will have to be amended to disapply its provisions in areas that come under EC/EASA regulation

UK legislation must continue to make appropriate provisions for non-EASA aircraft

and other aspects not subject to EC/EASA regulation

Not EASA

UK obligations under the Chicago Convention mean there is a need for ICAO compliance for rights of non-scheduled international flight

Appropriate provisions under UK civil aviation legislation will continue to be required in areas where this is not achieved by the EASA Implementing Rules

Not EASA

National arrangements / ANO -

- 'Simple' aircraft when flying outside EU?
- Engaged in military, customs, police, or similar services (250 a/c)
- 'Annex II' aircraft (about 6,500 a/c)

'Annex II' proposal

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

EASA – OPS & LICENSING

COMMERCIAL OPERATIONS

NON-COMMERCIAL OPERATIONS (PRIVATE – including CORPORATE etc)

ANNEX II AIRCRAFT

NON-EASA

AIRCRAFT

C.A.T. AEROPLANES

JAR-OPS 1 (AOC)

"OFFICIAL"
PILOT LICENCE

C.A.T. HELICOPTERS

JAR-OPS 3 (AOC)

"OFFICIAL"
PILOT LICENCE

COMPLEX MOTOR-POWERED AIRCRAFT

JAR-OPS '0' & 2 (DECLARATION)

"OFFICIAL" PILOT LICENCE

AERIAL WORK

AEROPLANES & HELICOPTERS

JAR-OPS '0' & 4 (AWC)

"OFFICIAL" PILOT LICENCE

OTHER AIRCRAFT (e.g. PRIVATE, BUSINESS & RECREATIONAL)

JAR-OPS '0'

"OFFICIAL" PILOT LICENCE

or

"RECREATIONAL" PPL

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

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

GA approvals -

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210 Flying displays per annum
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- **70** CAP 632 ex-military a/c operators
- **73** Parachute clubs / teams
 - 6 AAC crop-spraying / forestry
- 80 Balloon rides operators
- 50 100 new AWC
 - mainly small aeroplane operators?
- 100+ Private operators of "complex" a/c?

EASA Implementing Rules

- Section I General provisions and authorities (+ assessment bodies)
- Section II Airworthiness
- Section III Air operations
- Section IV Air navigation services
- Section V Aerodromes
- Section VI Personnel

EASA Implementing Rules

Section III AIR OPERATIONS

- Part OPS 0
 General Operating & Flight Rules
- Part OPS 1 Air Transport
- Part OPS 2 Non-commercial operations with complex aircraft
- Part OPS 3 Aerial Work
- Part OPS 4 Third country operators

EASA Implementing Rules

Section VI PERSONNEL Part FCL Flight Crew Personnel

- Subpart B Recreational PPL
- Subpart C Private pilot licence
- Subpart D Commercial pilot licence etc