



EASA
European Aviation Safety Agency

Revision of the European operational rules for balloons



General Aviation Seminar 2015

21 October 2015

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EASA Flight Standards, Air Operations

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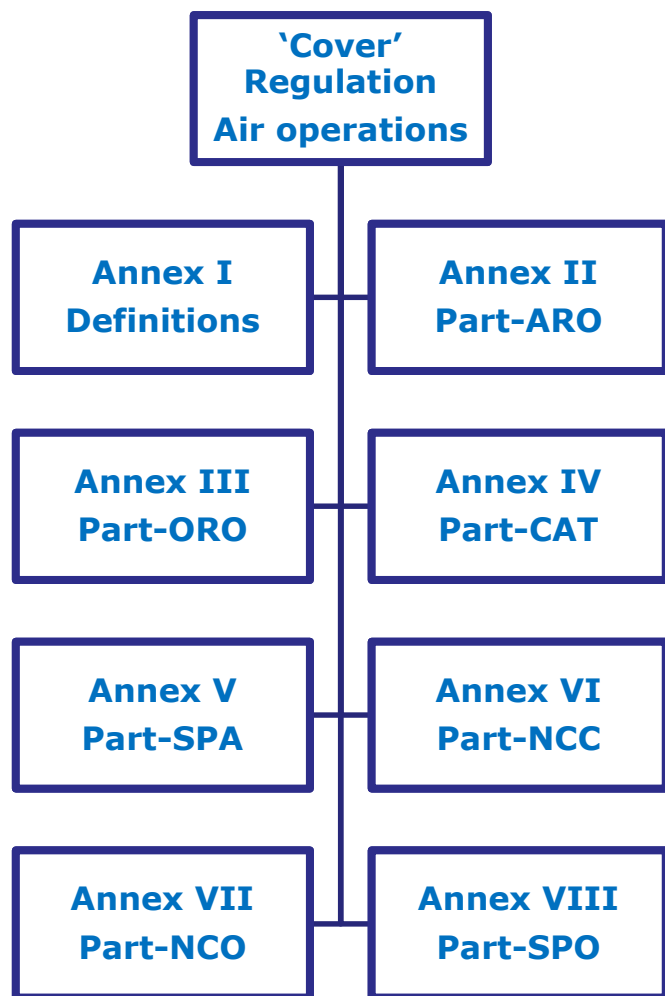


AIR OPS balloons – overview

- Situation as of today
- Proposal for future rules
- Major topics of discussion


















AIR OPS rule structure (Reg. 965/2012)



- **Part-ARO:** Authority requirements – AIR OPS
- **Part-ORO:** Organisation requirements – AIR OPS
- **Part-CAT:** Commercial air transport operations
- **Part-SPA:** Operations requiring specific approvals
- **Part-NCC:** non-commercial operations with complex motor-powered aircraft
Part-NCO: non-commercial operations with other-than-CMPA
- **Part-SPO:** specialised operations, e.g. aerial work



AIR OPS rules - applicability for balloons

	CAT operator	NCO operator	SPO operator
Cover Reg.			
Definitions			
Part-ARO			
Part-ORO			 If commercial
Part-CAT			
Part-SPA	 *	 *	 *
Part-NCC			
Part-NCO			 If non-commercial
Part-SPO			 if commercial

* in principle



AIR OPS balloons

➤ **Concerns raised**

- Too complex
- Overregulating

➤ **Way forward**

- EASA GA Road Map (simpler, 'lighter' and better rules)
- RMT.0674 'Revision of European operational rules for balloons'
 - Simpler rules
 - All (AIR OPS) Balloon rules under 'one roof'
 - 'Fast track' rulemaking
 - Involve stakeholders and NAAs



Revision of European operational rules for balloons

ToR
published
April 2015

5 expert
group
meetings
March – Oct
2015

Workshop for
focussed
consultation
on draft
Opinion/
Decision
15 Oct 2015

Publication
of Opinion
Jan 2016

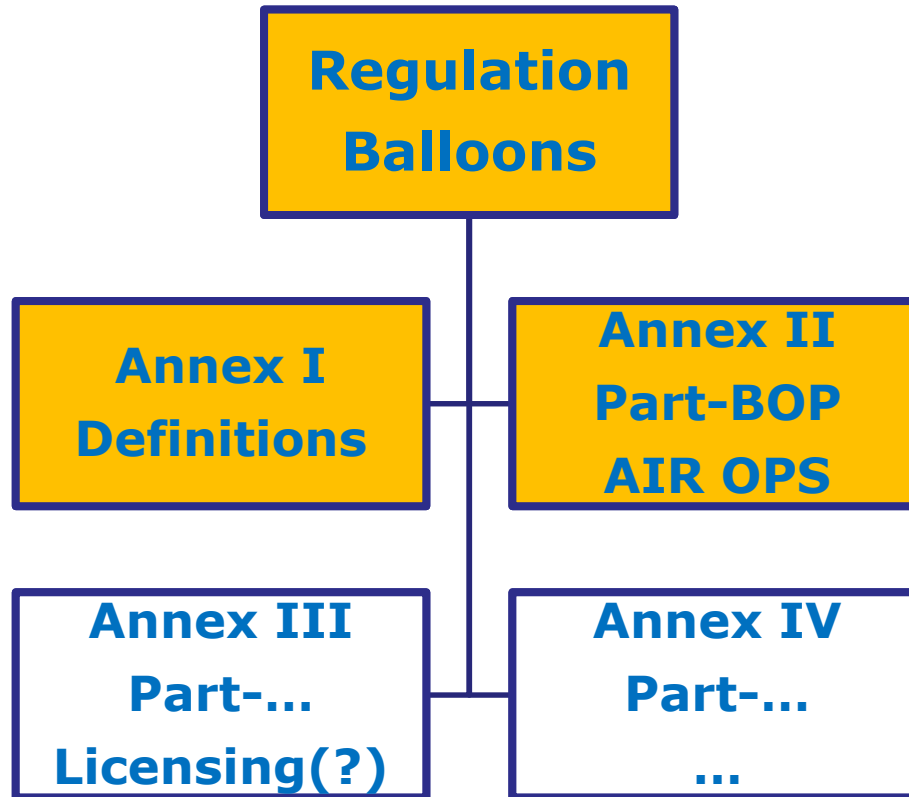
Publication of
Decision
approx. 1
year after,
pending
Commission
Comitology

RMT.0674

No formal Notice of Proposed Amendment (NPA)



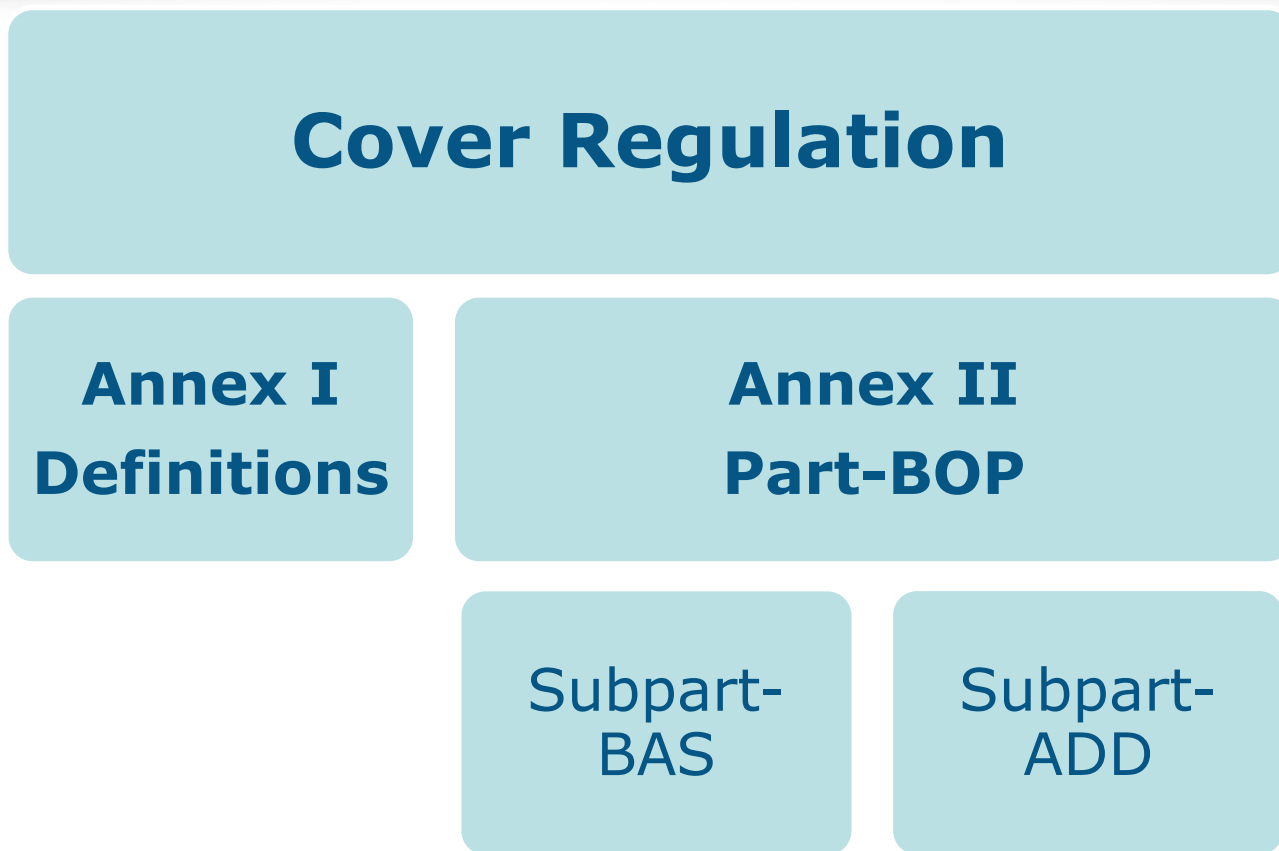
Proposed new regulation for Balloons (1)



BOP = Balloon Air Operations



Proposed new regulation for Balloons (2)



Subpart-BAS = basic operational requirements

Subpart-ADD = additional requirements for commercial operations



Structure of Annex II (Part-BOP)

Subpart	Section
BAS Basic operational requirements	1 – General requirements
	2 – Operating procedures
	3 – Performance and operating limitations
	4 – Instruments, data and equipment
ADD Additional requirements for commercial operations	1 – General organisation requirements
	2 – Balloon air operator certificate and declaration
	3 – Manuals and records
	4 – Flight crew
	5 – General operating requirements
	6 – Operating procedures
	7 – Performance and operating limitations



Improvement in handling

➤ Before:

- Approx. 120 pages out of 1600 pages to be checked (in Reg. 965/2012 and its AMC/GM)

➤ After:

Number of typed pages in new draft regulation

	Rules	AMC/GM
Cover Regulation	5	1
Annex I	2	0
Annex II, Subpart-BAS	12	14
Annex II, Subpart-ADD	14	18
Total number	33	33



Authority requirements and opt-out

➤ **Balloon authority requirements**

- To remain in Part-ARO of Reg. 965/2012
- To have all AIR OPS authority requirements under 'one roof'

➤ **Balloon opt-out ends**

- At present: in Aug 2016 (NCO) and April 2017 (CAT and SPO)
- Planned: in April 2018 for all balloon operations



Major topics of discussion (1)

Management system

➤ According to the Basic Regulation (Reg. 216/2008)

- A management system is required for commercial operations

➤ Concerns raised

- Administrative burden
- Unnecessary paperwork

➤ EASA measures

- To simplify the scheme, e.g. by
 - Adjusting the text
 - Not requiring an audit every year
 - For operators with **x** persons or less: organisational review instead of an audit



Major topics of discussion (2a)

CAT vs. CPB

- **OLD:** 'Commercial air transport (CAT) operation' means an aircraft operation to transport passengers, cargo or mail for remuneration or other valuable consideration
- **NEW:** 'Commercial passenger ballooning (CPB)' means the carriage of passengers on balloon sightseeing or experience flight for remuneration or other valuable consideration



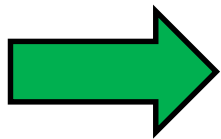
Major topics of discussion (2b)

➤ **Advantages if CPB is used**

- To express that ballooning is a different activity
- To avoid the term 'transport'

➤ **Disadvantages if CPB is used**

- Other rules have to be amended to include CPB
- Confusion about terminology
- Similar request for other operations expected (e.g. sailplanes, ELA1/2 sightseeing, zero-G-flights)



(It is planned that)

CPB is introduced as new term



Major topics of discussion (3)

Passenger ballooning

Rulemaking: Decision to be made between 2a and 2b

Level	Measure	Category	Persons	Provision
1	Cost sharing	Non-CPB	4 or less	Direct + annual cost sharing
Either: 2a	Declaration	CPB	Not limited	Operator to provide competent authority with declaration
Or: 2b	Balloon Operator Certificate (BOC)	CPB	Not limited	Operator to apply and obtain a BOC issued by competent authority



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The End

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Possible opt-out for balloons

Balloons:	CAT operator	NCO operator	SPO operator
Enter into force:	April 2014	Aug 2013	April 2014
Opt-out ends:	April 2017	Aug 2016	April 2017

- Opt-out is possible up to the maximum time allowed by the transition measures of each Regulation
- Member States can choose within this limit