



CRD Pilot Licensing Air Operations Third Country Aircraft

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European Aviation Safety Agency

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Industry Meeting

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European Aviation Safety Agency

Consultation

- consultation period 27 April – 31 July 2004
- Agency received
 - ✦ 1695 comments
 - ✦ from 93 persons, national authorities, private companies or trade organisations
- Comment Response Document (CRD) published on 24 Sept. 2004
www.easa.eu.int/rulemaking_en.html
- after at least 2 months submission of Agency Opinion to Commission

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European Aviation Safety Agency

Essential Requirements

- Essential Requirements shall
 - ✦ describe the measures to be implemented to mitigate all reasonably probable risks related to the regulated activity without prejudging implementation means
 - ✦ be sufficient detailed to permit necessary judicial control of executive acts or their direct implementation if some form of co-regulation or self-administration were decided
 - ✦ be proportionate to the safety objectives
 - ✦ be consistent with ICAO obligations of Member States

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PILOT LICENSING

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Pilot Licensing

- Scope of Community competence
 - ✦ all categories of pilots
 - ✦ exception: pilots flying aircraft excluded under Annex II
- current JAR-FCL system to continue
- in addition PPL with restricted privileges as alternative for simple aircraft in simple air traffic environment

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Pilot Licensing

→ Commercial operations

- ✦ licence and appropriate ratings for pilots and instructors
- ✦ approved training organisations
- ✦ certified Flight Synthetic Training Devices (FSTD)
- ✦ implementation at national level, except for third country organisations and third country FSTD to be under supervision of the Agency

→ currently widely accepted and approved JAR practices to continue



Pilot Licensing

→ Non-commercial operations

- ✦ pilots required to hold a licence

→ restricted PPL

- ✦ holder not authorised to fly complex motor-powered aircraft or to engage in commercial aviation
- ✦ access to certain high density traffic areas could be restricted
- ✦ less stringent rules on medical fitness
- ✦ issued through accredited qualified bodies



Pilot Licensing

→ Medical fitness

- ✦ common implementing rules
 - based on JAR-FCL 3 medical standards
 - applicable to all categories of pilots (except holders of a restricted PPL)
- ✦ approved medical centres and aero medical examiners
 - family practitioners = suitable examiners for restricted PPL



AIR OPERATIONS



Air Operations

→ Scope of Community competence

- ✦ all commercial and non-commercial operations
- ✦ exception: operations with aircraft excluded under Annex II

→ Commercial air transport

- ✦ implementing rules on the basis of JAR-OPS 1 & 3 and "EU-OPS"
- ✦ at national level: operator certification
- ✦ Agency: mandates operational directives, approves deviations from standard flight time limitation schemes



Air Operations

→ Aerial work

- ✦ implementing rules on the basis of JAR-OPS 0 & 4
- ✦ at national level: operator certification
- ✦ Agency: foreign operator oversight

→ Corporate aviation

- ✦ implementing rules on the basis of JAR-OPS 0 & 2 when operating complex motor-powered aircraft
- ✦ light implementing rules for non complex aircraft (refer to general aviation activities)



Air Operations

→ General aviation activities

- ✦ implementing rules adapted to complexity of aircraft
- ✦ non-complex aircraft
 - light implementing rules to mandate operational specifications related to use of airspace or special operations that can be harmonized at Community level
 - implementing rules are directly applicable, compliance verified by Member States (no certification nor declaration)



Air Operations

→ General aviation activities

- ✦ complex motor-powered aircraft
 - implementing rules on the basis of JAR-OPS 0 & 2 adapted as appropriate
 - verification of compliance through declaration (JAR-OPS 2)



Air Operations

→ Fractional ownership

- ✦ covered by Community legislation
- ✦ non-commercial operation
- ✦ implementation means linked to complexity of aircraft (refer to general aviation activities)

→ Unmanned Air Vehicles (UAV)

- ✦ covered by Community legislation above a certain weight limit



THIRD COUNTRY AIRCRAFT



Third Country Aircraft

→ Scope of Community competence

- ✦ all commercial operations
- ✦ third country aircraft, more or less permanently based in the territory of Member States, will be subject to the same rules as EU registered aircraft
- ✦ third country aircraft operated by third country operators will be subject to the same Community operational specifications as EU registered aircraft



Third Country Aircraft

→ Airworthiness

- ✦ SAFA Directive will be transferred to an implementing rule
- ✦ Agency's competence:
 - analyse data collected and draw conclusions on the safety of third country aircraft
 - verify airworthiness of non ICAO compliant aircraft
 - issue permits to fly as appropriate



Third Country Aircraft

→ Operations

- ✦ implementing rules for third country aircraft operations in EC territory
 - **limited to**
 - the verification of compliance with ICAO Standards and
 - operational requirements related to airspace
- ✦ for third country commercial operators
 - **verification of compliance through certification requirement, performed by Agency**



EASA Regulation

→ Regulation (EC) 1592/2002 (EASA Regulation)

- ✦ specifies how the ER will be implemented – new Articles drafted
- ✦ ER covering pilot licensing and air operations will be introduced as additional annexes
- ✦ only slight changed to Annex II to avoid inconsistencies in the handling of airworthiness, operations and crew licensing aspects for the same aircraft
- ✦ any product, service, person or organisation not covered by Community competence will remain under the full responsibility of the Member State