



Extension of the EASA scope to OPS + LIC and 3rd country aircraft

5th Industry Meeting

14/11/2006

Köln



Legislative process

- The Commission adopted a legislative proposal on 15 November 2005 [COM(2005) 579 final], for the extension of the EASA Regulation to **air operations, pilot licensing and third country aircraft**, based on the Agency Opinion 3/2004.
- The Commission proposal is being discussed by the European Parliament and the Council. The legislative process (co-decision) usually lasts 18 months (**mid 2007**).



The Commission proposal

- **Summary of the EC proposal -(1)**
 - ★ **Essential Requirements covering pilot licensing and air operations introduced as additional Annexes to the Basic Regulation**
 - ★ **Commercial operations in the Community by third country operators shall be subject to Community legislation**



The Commission proposal

- **Summary of the EC proposal -(2)**
 - ★ **Third country aircraft, more or less permanently based in the territory of MS shall be subject to the same rules as EU registered aircraft**
 - ★ **All third country aircraft operated by third country operators shall be subject to the same Community operational specifications as EU registered aircraft**



The Commission proposal

- **Summary of the EC proposal -(3)**
 - ★ **All types of activities, encompassing commercial, corporate and recreational aviation shall be covered by Community legislation, except for the activities of aircraft listed in a slightly amended Annex II of regulation 1592/2002.**



The Commission proposal

- **Summary of the EC proposal –(4)**
 - ★ **Commercial activities shall be subject to implementing rules covering pilot licensing and air operations.**
 - Such rules shall be based on JAR-FCL and JAR-OPS 1, 3 and 4.
 - Their implementation shall normally be carried out at national level.
 - The Agency shall however be given some powers to issue approvals to foreign organisations, to issue operational directives and to approve deviations from standard provisions as appropriate.



The Commission proposal

➤ Summary of the EC proposal -(5)

★ For non-commercial activities involving complex motor-powered aircraft:

- existing material such as JAR-FCL and JAR-OPS 2 shall be used as a basis for implementing rules.
- Their implementation shall normally be carried out at national level, but air operators shall not be subject to a certification process, a simple declaration will suffice.



The Commission proposal

➤ Summary of the EC proposal –(6)

★ **For non-commercial activities involving non-complex motor-powered aircraft (mainly general aviation and recreational activities):**

- a recreational PPL will be introduced as a “lighter” license and the Essential Requirements for operations will be directly applicable.



The Commission proposal

★ **Summary of the EC proposal –(7)**

➔ For non-commercial activities involving non-complex motor-powered aircraft (mainly general aviation and recreational activities):

➔ **Light implementing rules based on JAR-OPS-0 shall however be developed to mandate operational specifications.**

➔ **Enforcement shall normally be at national level but the recreational PPL shall be issued by assessment bodies accredited by the Agency or NAA on the basis of common rules.**



Legislative process

➤ Council

- ★ 16th November: End of work in the Transport group
- ★ 24th November: COREPER

The council has brought some changes to the Commission proposal

➤ Parliament

- ★ End January 2007 Plenary session



Implementing Rules

- Regulation of **non complex aircraft not involved in commercial activities** (MDM-032) – A-NPA published – Review of comments.
- **Operations implementing rules** (OPS-001) – Terms of reference adopted – Group has started end of August.
- **Flight crew licensing implementing rules** (FCL-001) – Terms of reference adopted – Group has started end of August.
- **Implementation rule for third country aircraft** – Terms of Reference to be published for consultation before the end of this year.
- The **adoption of the implementing rules** (commitology) may last between 9 to 12 additional months (mid 2008).



European Aviation Safety Agency

EASA Rulemaking

THANK YOU FOR YOUR ATTENTION

QUESTIONS?

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