Overview of new OPS rules

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EASA

ICF
Hotel Mondial am Dom, Cologne
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Outline

- Overview of European Aviation Regulations
- Rulemaking procedure
- Drafting principles
- Air operation classification
- Overview of Annexes of Regulation Air operations
- Scope of Regulation Air operations
- Phases and current document status
- Applicability
- Transitions periods
- Overview to Parts
European rule structure – Regulations

- **ATM/ANS**: air traffic management, air navigation services
- **TCO**: third country operators
- **ATCO**: air traffic controllers
- **AUR**: airspace usage requirements
- **SERA**: single European rules of the air
- **ADR**: aerodromes
EASA rulemaking process (simplified)

- **ToR**: Terms of Reference
- **NPA**: Notice of Proposed Amendment
- **CRD**: Comment Response Document
- **Opinion / Decision**: Opinion adopted by the European Commission

**Development of the RIA**
- Drafting the NPA

**Public consultation**
- Drafting the CRD

**Public consultation**
- Drafting the Opinion / Decision

**Opinion adopted by EASA**

*08.10.2012*
Drafting principles for OPS rules

» **Safety focus**
  » Emphasis on SMS and oversight
  » Risk-based approach
  » Strengthening operator and authority responsibilities

» **Harmonisation**
  » ICAO compatibility
  » Harmonised rules with other regional regulators, e.g. FAA, TCAA

» **Flexibility and efficiency**
  » Safety objective – Implementing Rule level
  » Method to comply with safety objective – AMC level
  » Operator can develop its own alternative AMC
  » Specific operational or geographical needs can be addressed
  » Proportionality
Proportionality: rules differentiate between

- Non-complex versus complex organisations
- Local/A-to-A versus A-to-B operations
- IFR and night versus VFR operations
- Single pilot versus multi-pilot operations
- Operations with cabin crew versus operations without cabin crew
- Non-complex aircraft versus complex aircraft
- Single-engined versus multi-engined aircraft
- Performance classes A, B and C for aeroplanes
- Performance classes 1, 2, 3 and categories A and B for helicopters
Air operation classification

Commercial

- CAT
  Commercial Air Transport operations

- SPO
  Special operations

Non-commercial

- NC
  Non-commercial other than SPO

  - NCC
    with CMPA

  - NCO
    with other than CMPA

- SPO
  Special operations
Rule structure – Regulation Air operations

- **Part-ARO**: Authority requirements - OPS
- **Part-ORO**: Organisation requirements - OPS
- **Part-CAT**: Commercial air transport operations
- **Part-SPA**: Operations requiring specific approvals
- **Part-NCC**: Non-commercial operations with complex motor-powered aircraft (CMPA)
- **Part-NCO**: Non-commercial operations with other-than-CMPA
- **Part-SPO**: Specialised operations, e.g. aerial work
Scope of Regulation air operation

Scope

» Air operations with
  » aeroplanes, helicopters, sailplanes and balloons

» Excluded for the time being:
  » airships, tilt-rotor aircraft, tethered balloons and remotely piloted aircraft
  » flights conducted by design or production organisations and related to this activity
  » certain Annex II aircraft when used in CAT operations
**Derogations:**

- Single engine IMC operations with aeroplanes may continue to be operated in accordance with the conditions contained in exemptions accepted under EU-OPS.
- Helicopter operations to public interest sites may continue outside performance class 1 and under conditions defined by the MS.
- Additional conditions and approval for helicopter offshore operations.
- Future rulemaking tasks will gradually address these issues.
# Rule development in 4 phases

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<th>Part</th>
<th>Phase OPS I</th>
<th>Phase OPS II</th>
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- **Phase OPS I**: Initial version
- **Phase OPS II**: Amendment
- **Phase OPS III**: Amendment
- **Phase OPS IV**: Amendment
### Documents’ status

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<tr>
<th>Part</th>
<th>Publication planned for 4q/2012</th>
<th>Adopted in EASA Committee</th>
<th>Discussed in EASA Committee</th>
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**IR:**
- Rule development finalised
- IR to be published in the Official Journal

**AMC/GM:**
- Rule development finalised/ final stage
- Will be published when IR are published

**Date:** 08.10.2012

**ICF | OPS presentation**
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**Transition periods – proposed opt outs**

- **CAT**
  - A, H
  - 2 years
- **NCC**
  - A, H
  - 3 years
- **NCO**
  - A, H, B, S
  - 3 years
- **SPO**
  - A, H, B, S
  - 3 years

- **MS shall**
  - inform EC and EASA within 2 months if opt-out is used;
  - describe reasons, duration, implementation programme
Annex II: Part-ARO

» Applicability:

» Authority requirements for air operations
  » National aviation authorities
  » EASA
Annex II: Part-ARO

aro – authority requirements, national aviation authorities, EASA

.gen – general requirements

.ops – air operations

.ramp – ramp inspections
Annex III: Part-ORO

» Applicability:

» Organisation requirements for
  » CAT operators
  » NCC operators
  » SPO operators
    » Commercial operations
    » Non-commercial operations with complex aircraft
Annex III: Part-ORO

- **.GEN** – general requirements
- **.AOC** – air operator certification
- **.DEC** – declaration
- **.MLR** – manual, logs, records
- **.SEC** – security
- **.FC** – flight crew
- **.CC** – cabin crew
- **.TC** – technical crew
- **.FTL** – flight time limitations
Annex IV: Part-CAT

» Applicability:

» Technical rules for CAT operations with
  » Complex aircraft: A, H
  » Non-complex aircraft: A, H, S, B
  » A-to-A operations with A, H
Annex IV: Part-CAT

- **CAT** – commercial air transport
- **GEN** – general requirements
- **OP** – operational procedures
- **POL** – performance and operating limitations
- **IDE** – instruments, data, equipment
- **MPA** – motor-powered aircraft
- **NMPA** – non-motor-powered aircraft
- **.MAB** – mass and balance

08.10.2012 ICF | OPS presentation
Key issues

- Part contains technical rules for all CAT operations
- Part structured into aircraft-specific sections/chapters
- Part could be easily amended for other aircraft categories, e.g. tilt rotor, airships, remotely piloted aircraft systems
- Rule text aligned with the content of
  - EU-OPS and Section 1 of JAR-OPS 3
  - Section 2 material of JAR-OPS 1 and JAR-OPS 3
- Adapted balance between Implementing Rules and AMC/GM
- EU-OPS/JAR-OPS 3 text has been given precedence over ICAO SARPs
Annex IV: Part-CAT

» **Applicability:**

» To all operators which wish to conduct an operation requiring a specific approval

» To be documented

» in OPSPECS for commercial operators

» List of specific approvals for non-commercial operators
Annex V: Part-SPA

- .GEN – general requirements
- .PBN – performance based navigation
- .MNPS – minimum navigation performance specifications
- .RVSM – reduced vertical separation minima
- .LVO – low visibility operations
- .ETOPS – extended range operations with two-engined aeroplanes
- .DG – dangerous goods
- .NVIS – night vision imaging systems
- .HHO – helicopter hoist operations
- .HEMS – helicopter emergency medical services
Annex VI: Part-NCC

» Applicability:
  » Technical rules for non-commercial operations of complex motor-powered aircraft
    » complex aeroplanes
    » complex helicopters
Annex VI: Part-NCC

Complex motor-powered aircraft

- EC Super Puma
- Cessna Citation
- Beechcraft King Air

Reg. (EC) No 216/2008
Annex VI: Part-NCC

**Part-NCC**

- **.GEN** – general requirements
- **.OP** – operational procedures
- **.POL** – performance and operating limitations
- **.IDE** – instruments, data, equipment
  - **.A**
  - **.H**

**NCC** – non-commercial operations with complex motor-powered aircraft

**.GEN** – general requirements

**.OP** – operational procedures

**.POL** – performance and operating limitations

**.IDE** – instruments, data, equipment

**.A, .H** - aeroplanes, helicopters
Annex VI: Part-NCC

» Applicability:

» Technical rules for non-commercial operations of other-than-complex motor-powered aircraft

» Non-complex aeroplanes

» Non-complex helicopters

» Sailplanes

» Balloons
NCO – non-commercial operations with other-than-complex motor-powered aircraft

**.GEN** – general requirements

**.OP** – operational procedures

**.POL** – performance and operating limitations

**.IDE** – instruments, data, equipment

Annex VI: Part-NCC

» Applicability:

» Technical rules for commercial and non-commercial specialised operations, e.g. aerial work

» Aeroplanes
» Helicopters
» Sailplanes
» Balloons
Annex VIII: Part-SPO

SPO – specialised operations – commercial and non-commercial, all type of aircraft

SPEC – specific requirements

HESLO – helicopter external sling load operations

HEC – human external cargo operations

PAR – parachute operations

ABF – aerobatic flights
Flight Standards Department
Any Questions?
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