



EUROPEAN AVIATION SAFETY AGENCY  
AGENCE EUROPÉENNE DE LA SÉCURITÉ AÉRIENNE  
EUROPÄISCHE AGENTUR FÜR FLUGSICHERHEIT

# Regulation Air operations

**Willy Sigl**  
**EASA**

**AUSTROCONTROL OPS WS**

Vienna

22 February 2013

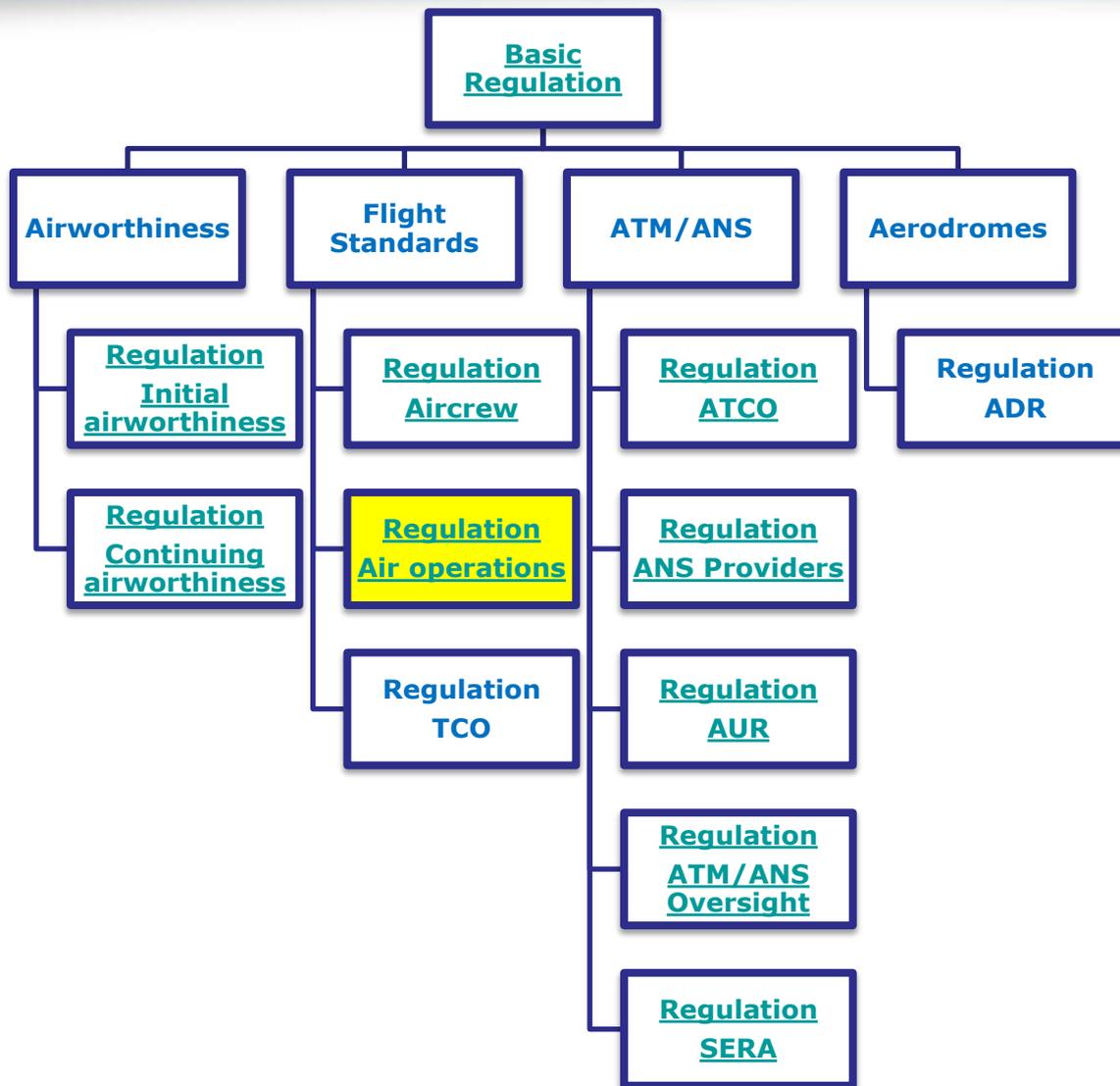
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- **European aviation rules**
- **OPS rule structure and rule development**
- **Regulation Air operations – Phase I**
- **Drafting principles**
- **Transition to new European OPS rules**
- **Overview to Annexes**
- **Additional and future OPS rulemaking deliverables**
- **Links**
- **Questions**



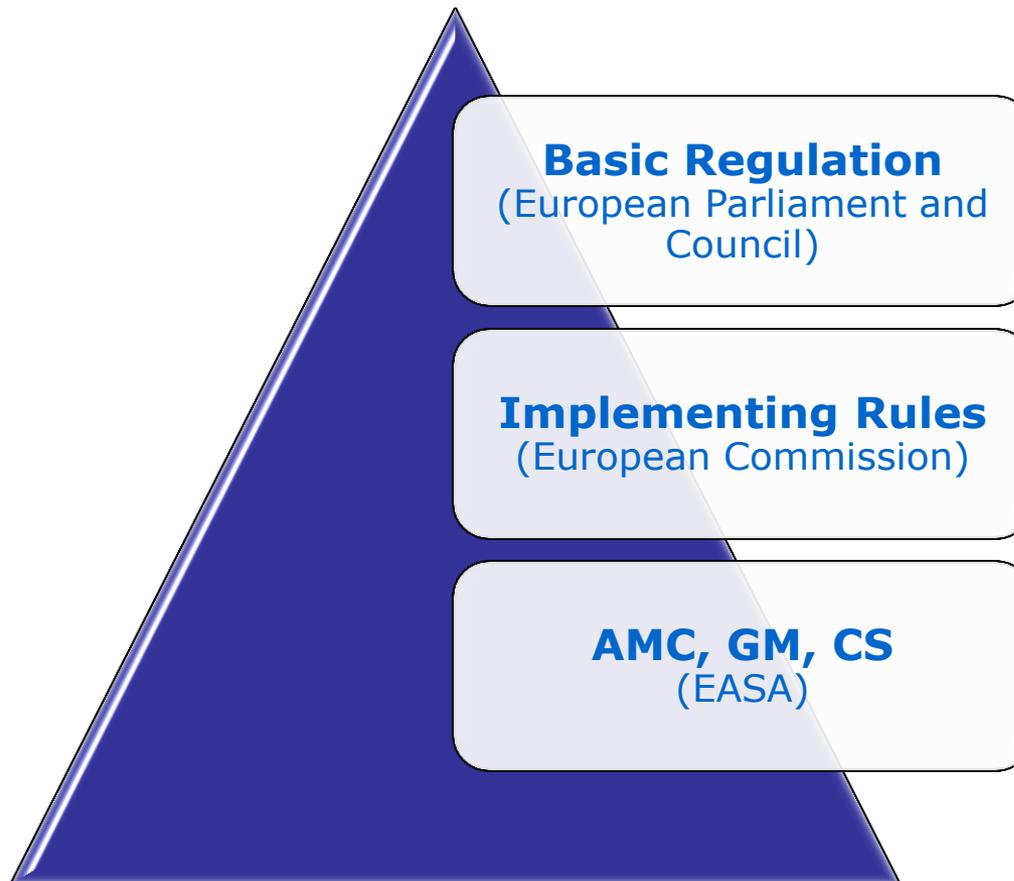
# European aviation rules



- **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



## ➤ Rule hierarchy and responsible actors





# European aviation rule structure



 27 EU states

 4 EFTA states





- European aviation rules
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# OPS rule development

Rule development	Phase OPS I	Phase OPS II	Phase OPS III	Phase OPS IV
Cover Reg.	initial version	amendment	amendment	amendment
Definitions	initial version	amendment	amendment	amendment
Part-ARO	initial version	amendment	amendment	amendment
Part-ORO	initial version	amendment	amendment	amendment
Part-CAT	A, H			S, B, A-to-A
Part-SPA	initial version	amendment		
Part-NCC		initial version		
Part-NCO		initial version		
Part-SPO			initial version	

Legend:  
■ initial version  
■ amendment



# OPS rule development

Status	Published as Reg. 965/2012	Adopted in EASA Committee	Discussed in EASA Committee	Discussed in EASA Committee
	Phase OPS I	Phase OPS II	Phase OPS III	Phase OPS IV
Cover Reg.	Dark Blue	Light Purple	Light Purple	Light Purple
Definitions	Dark Blue	Light Purple	Light Purple	Light Purple
Part-ARO	Dark Blue	Light Purple	Light Purple	Light Purple
Part-ORO	Dark Blue	Light Purple	Light Purple	Light Purple
Part-CAT	A, H	White	White	S, B, A-to-A
Part-SPA	Dark Blue	Light Purple	White	White
Part-NCC	White	Dark Blue	White	White
Part-NCO	White	Dark Blue	White	White
Part-SPO	White	White	Dark Blue	White

## Implementing rules:

- Rule development completed

## AMC/GM:

- Rule development for Phase I to III completed, for Phase IV at final stage



# OPS rule development

<b>Rule applicability</b>	<b>CAT operator</b>	<b>NCC operator</b>	<b>NCO operator</b>	<b>SPO operator</b>	<b>NAA</b>
<b>Cover Reg.</b>					
<b>Definitions</b>					
<b>Part-ARO</b>					
<b>Part-ORO</b>				Com/non-com CMPA	
<b>Part-CAT</b>					
<b>Part-SPA</b>					
<b>Part-NCC</b>					
<b>Part-NCO</b>					
<b>Part-SPO</b>					



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## ➤ **Scope (OPS Phase I)**

### ➤ CAT operations with

➤ aeroplanes, helicopters

### ➤ Excluded for the time being are:

➤ operations with airships, tilt-rotor aircraft, tethered balloons and remotely piloted aircraft

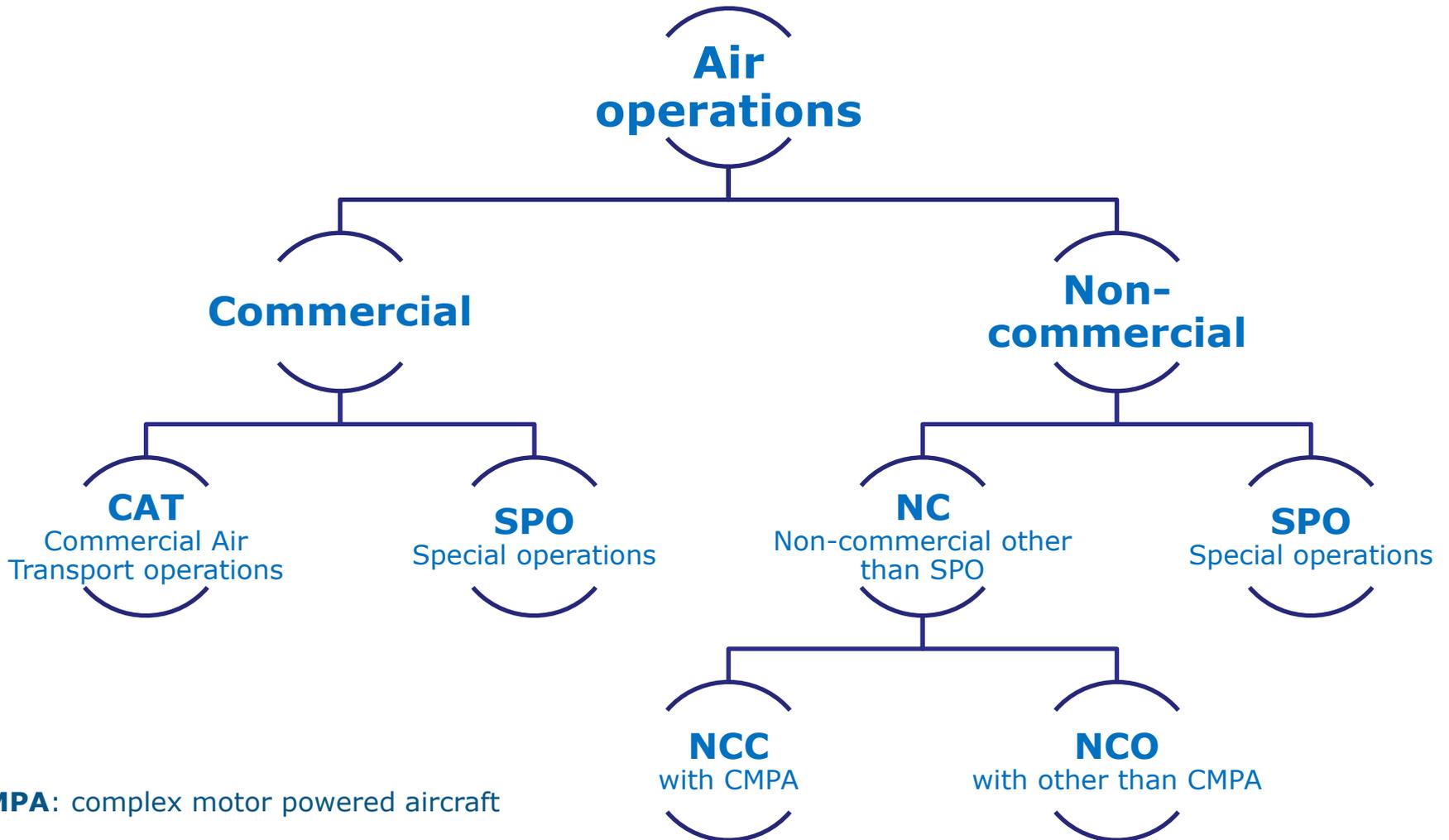
➤ operations by design or production organisations related to the introduction or modification of aircraft types

➤ A-to-A operations with performance class B aeroplanes and non-complex helicopters

## ➤ **Derogations (OPS Phase I)**

- Specific Annex II aircraft when used in CAT operations
- Single engine IMC operations with aeroplanes may continue to be operated in accordance with the conditions contained in exemptions accepted under EU-OPS
- Member States may continue to require a specific approval and additional requirements for helicopter offshore operations
- Helicopter operations to public interest sites may continue outside performance class 1 and under conditions defined by the MS

# Drafting principles for OPS rules



## ➤ **Safety focus**

- Emphasis on SMS and oversight capabilities
- 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



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- **Proportionality: CAT rules differentiate between (1/2)**
  - Organisation
    - Non-complex versus complex organisations
  - Nature of operation
    - local/A-to-A versus A-to-B operations
  - Flight rules
    - IFR and night versus VFR operations
  - Crew
    - Single-pilot versus multi-pilot operations
    - operations with cabin crew versus operations without cabin crew

- **Proportionality: CAT rules differentiate between (2/2)**
  - Aircraft
    - non-complex aircraft versus complex aircraft
    - single-engined aircraft versus multi-engined aircraft
    - performance classes A, B and C for aeroplanes
    - performance classes 1, 2, 3 and categories A and B for helicopters

## ➤ **For transposing EU-OPS and JAR-OPS 3**

- Rules with a safety objective are transposed as IR
- Rules with a means to comply with a safety objective are transposed as AMC
  - following this principle, most Appendices have been transposed as AMC
- Rules which could not obviously be classified as safety objective or means to comply are transposed as IR
- Notes and rules with explanatory character are transposed as GM
- Appendices with alleviations: 1.005(a), 3.005(f), 3.005(g) have been transposed into the applicable rules, where relevant

## ➤ **For transposing EU-OPS and JAR-OPS 3 (cont.)**

- Rules allowing an alternative if approved/accepted by the authority have been removed and are replaced
  - For IRs by the Article 14 procedure
  - For AMCs by the alternative means of compliance procedure
- Rules requiring an approval are either
  - transposed as IR or
  - if transposed as AMC have been removed (alternative MOC procedure)
- Rules which are already covered in the essential requirements (ER) of the BR have been retained with link to the ER.

- **For transposing EU-OPS and JAR-OPS 3 (cont.)**
  - Rules containing “acceptable to the authority” have been transposed as the “operator shall specify in the OM”
  - Rules containing “if approved by the authority” have been transposed, if, as an item requiring prior approval



# Transposition of EU-OPS

<b>EU-OPS</b>	<b>Part-CAT</b>	<b>Part-SPA</b>	<b>Part-ORO</b>	<b>Part-ARO</b>	<b>Annex 1</b>	<b>Others</b>
SUBPART A — Applicability and definitions					DEF	CR OPS
SUBPART B — General	GEN		GEN/AOC/MLR		DEF	
SUBPART C — Operator certification and supervision			GEN/AOC	GEN/OPS		
SUBPART D — Operational procedures	OP	MNPS/PBN /ETOPS/ RVSM	GEN/MLR	OPS	DEF	SERA AMC-20
SUBPART E — All weather operations	OP	LVO		OPS	DEF	SERA
SUBPART F — Performance general	POL.A				DEF	
SUBPART G — Performance Class A	POL.A					
SUBPART H — Performance Class B	POL.A					
SUBPART I — Performance Class C	POL.A					
SUBPART J — Mass and balance	POL.MAB				DEF	Part-M



# Transposition of EU-OPS

<b>EU-OPS</b>	<b>Part-CAT</b>	<b>Part-SPA</b>	<b>Part-ORO</b>	<b>Part-ARO</b>	<b>Annex 1</b>	<b>Others</b>
SUBPART K — Instruments and equipment	IDE.A.					Part-M AMC-20
SUBPART L — Communication and navigation equipment	IDE.A.					Part-M AMC-20
SUBPART M — Aeroplane maintenance						Part-M
SUBPART N — Flight crew			FC		DEF	Part-FCL
SUBPART O — Cabin crew			CC	AR.CC		Part-CC
SUBPART P — Manuals, logs and records	OP		GEN/MLR			
SUBPART Q — Flight and duty time limitations and rest requirements			FTL		DEF	OPS.055
SUBPART R — Transport of dangerous goods by air	GEN	DG		OPS	DEF	
SUBPART S — Security	GEN		SEC			



# Transposition of JAR-OPS 3

<b>JAR-OPS 3</b>	<b>Part-CAT</b>	<b>Part-SPA</b>	<b>Part-ORO</b>	<b>Part-ARO</b>	<b>Annex 1</b>	<b>Others</b>
SUBPART A — Applicability and definitions					DEF	CR OPS
SUBPART B — General	GEN	NVIS/HHO/ HEMS	GEN/AOC/ MLR		DEF	
SUBPART C — Operator certification and supervision			GEN/AOC	GEN/OPS		
SUBPART D — Operational procedures	OP	PBN	GEN/MLR	OPS	DEF	SERA AMC-20
SUBPART E — All weather operations	OP	LVO		OPS	DEF	SERA
SUBPART F — Performance general	POL.H				DEF	
SUBPART G — Performance Class 1	POL.H					
SUBPART H — Performance Class 2	POL.H					
SUBPART I — Performance Class 3	POL.H					
SUBPART J — Mass and balance	POL.MAB				DEF	



# Transposition of JAR-OPS 3

<b>JAR-OPS 3</b>	<b>Part-CAT</b>	<b>Part-SPA</b>	<b>Part-ORO</b>	<b>Part-ARO</b>	<b>Annex 1</b>	<b>Others</b>
SUBPART K — Instruments and equipment	IDE.H.					
SUBPART L — Communication and navigation equipment	IDE.H.					
SUBPART M — Helicopter maintenance						Part-M
SUBPART N — Flight crew			FC		DEF	Part-FCL
SUBPART O — Crew members other than flight crew			TC			
SUBPART P — Manuals, logs and records	OP		GEN/MLR			
SUBPART Q — Flight and duty time limitations and rest requirements			FTL		DEF	
SUBPART R — Transport of dangerous goods by air	GEN	DG		OPS	DEF	
SUBPART S — Security	GEN		SEC			



# X-REF tables

## ➤ X-REF tables

- Cross references between EASA OPS and EU-OPS/JAR-OPS3 including difference statements
- Available on [EASA Flight Standards website](#)

Reg. OPS IR/AMC/GM	Reg. OPS rule reference	Reg. OPS rule title	EU-OPS/JAR-OPS3 IR/AMC/GM/IEM	EU-OPS rule reference	JAR-OPS3 rule reference	EU-OPS/JAR-OPS3 rule title	Difference to EU-OPS Classification	Difference to EU-OPS Description	Difference to JAR-OPS3 Classification	Difference to JAR-OPS3 Description
	CAT.GEN.100	Competent Authority		n.a.	n.a.	n.a.	New	Added to define the term "competent authority" in the context of CAT operations.	New	Added to define the term "competent authority" in the context of CAT operations.
	CAT.GEN.MPA.100	Crew responsibilities		1.085(a), (b), (c), (d)	3.085(a), (b), (c), (d)	Crew responsibilities	Amended	Includes rules for crew undertaking duties for more than one operator.	Amended	Includes rules for crew undertaking duties for more than one operator.
AMC1	CAT.GEN.MPA.100(b)	Crew responsibilities COPIES OF REPORTS		1.085(b)(3)	3.085(b)(3)	Crew responsibilities	No change		No change	
AMC1	CAT.GEN.MPA.100(c)	Crew responsibilities ALCOHOL CONSUMPTION		1.085(e)	3.085(e)	Crew responsibilities	No change		No change	
GM1	CAT.GEN.MPA.100(c)	Crew responsibilities ELAPSED TIME BEFORE RETURNING TO FLYING DUTY		n.a.	n.a.	n.a.	New	To further describe the term "elapsed time"; based on stakeholder comments.	New	To further describe the term "elapsed time"; based on stakeholder comments.
GM1	CAT.GEN.MPA.100(c)	Crew responsibilities PART-MED	ACJ	1.085(e)(3)		Crew responsibilities	Amended	Updated with link to Part-MED	New	scope of former ACJ extended to helicopter operations
	CAT.GEN.MPA.105	Responsibilities of the commander		1.085(f), (g)	3.085(f), (g)	Crew responsibilities	Amended	Rules on the use of flight recorders amended to align with recent amendments to ICAO Annex 6.	Amended	Rules on the use of flight recorders amended to align with recent amendments to ICAO Annex 6.
	CAT.GEN.MPA.105(a)(13)	Responsibilities of the commander		1.330	3.330(b)	Accessibility of emergency equipment	No change		No change	
	CAT.GEN.MPA.110	Authority of the commander		1.090	3.090	Authority of the commander	No change		Amended	Aligned with CAT operations with aeroplanes. The rule is addressed to the operator and not to passengers.
	CAT.GEN.MPA.115	Personnel or crew members other than cabin crew in the passenger compartment		1.040(b)		Crew members	No change			
AMC1	CAT.GEN.MPA.115	Personnel or crew members other than cabin crew in the passenger compartment MEASURES TO PREVENT CONFUSION BY PASSENGERS		1.989(b)		Identification	Amended	Text amendment should better describe the intent of the rule.		
GM1	CAT.GEN.MPA.115	Personnel or crew members other than cabin crew in the passenger compartment CREW MEMBERS ON POSITIONING FLIGHTS		1.989(b)		Identification	New	providing guidance on crew members on positioning flights and to prevent confusion with operating cabin crew		
A	CAT.GEN.MPA.120	Common Language		1.025(a)	3.025(a)	Common Language	No change		Amended	Aligned with CAT operations with aeroplanes. The rule does not mention other means acceptable to the authority.
A	CAT.GEN.MPA.125	Taxiing of aeroplanes		1.095		Authority to taxi an aeroplane	No change			



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# Transition to new European OPS rules

- **As from the date of entry into force of Reg. 965/2012 (September 2012)**
  - Competent authority
    - adapt management procedures, inspector's handbooks, certification software, etc.
    - prepare a conversion report for CAT(H) in consultation with EASA, describing how and when CAT(H) AOCs holders will move to full compliance with new rules
  - Operators
    - adapt management systems, operational procedures, training programmes, manuals



# Transition to new European OPS rules

- ▶ **Around 6 months before the transition period elapses (March 2014)**
  - ▶ Transition process for operators should be almost finalised
  - ▶ Initial certification or AOC renewal to be based on new rules if likely not completed before end of opt-out period



# Transition to new European OPS rules

## ➤ **Grandfathering of CAT aeroplane operations**

### ➤ AOC:

- AOC issued in accordance with EU-OPS are deemed to be compliant with the new regulation
- new AOC format to be issued when the authority and the operator are fully compliant with the new rules

### ➤ Differences between EU-OPS and new rules:

- during opt-out phase adaptation of operator's management system, training programmes, procedures and manuals to be fully compliant with the new rules



# Transition to new European OPS rules

## ➤ **Conversion of CAT helicopter operations**

### ➤ AOC:

➤ no grandfathering

➤ New AOC to be issued when the operator is fully compliant

### ➤ Member States to establish conversion report describing:

➤ the national requirements on the basis of which the AOCs were issued

➤ the scope of privileges that were given to the operators

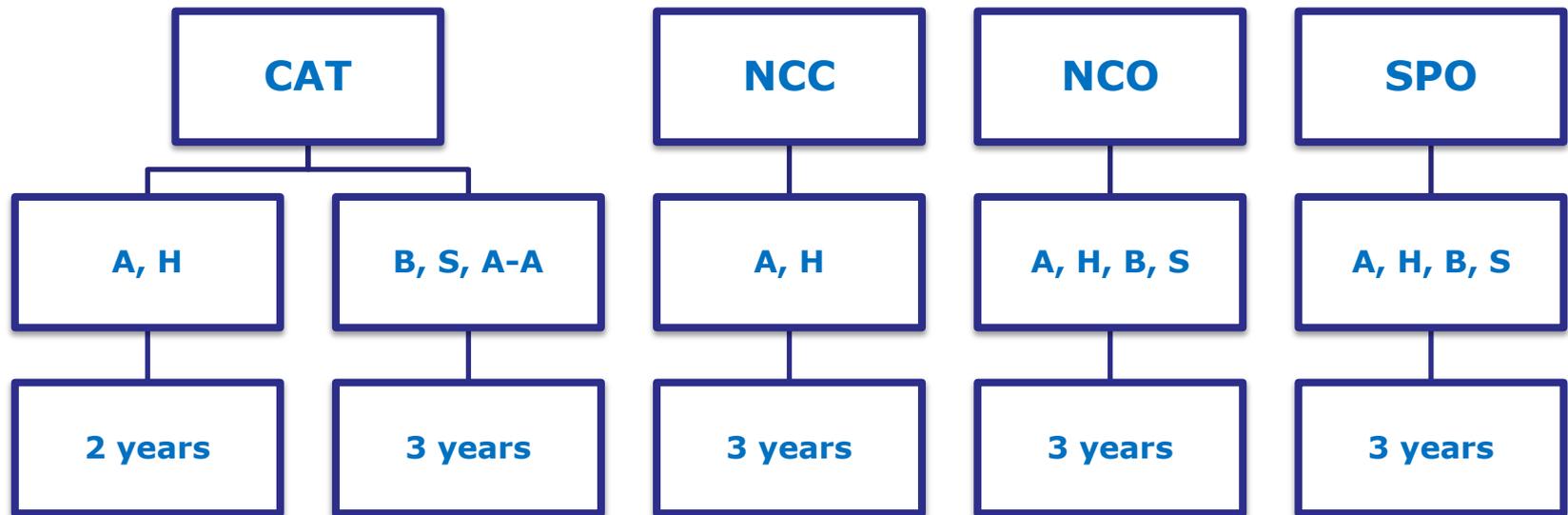
➤ the differences between the national requirements and the new rules

➤ how and when the operators will be required to ensure full compliance with new rules



# Transition to new European OPS rules

## ➤ Transition periods (opt outs)



## ➤ MS shall

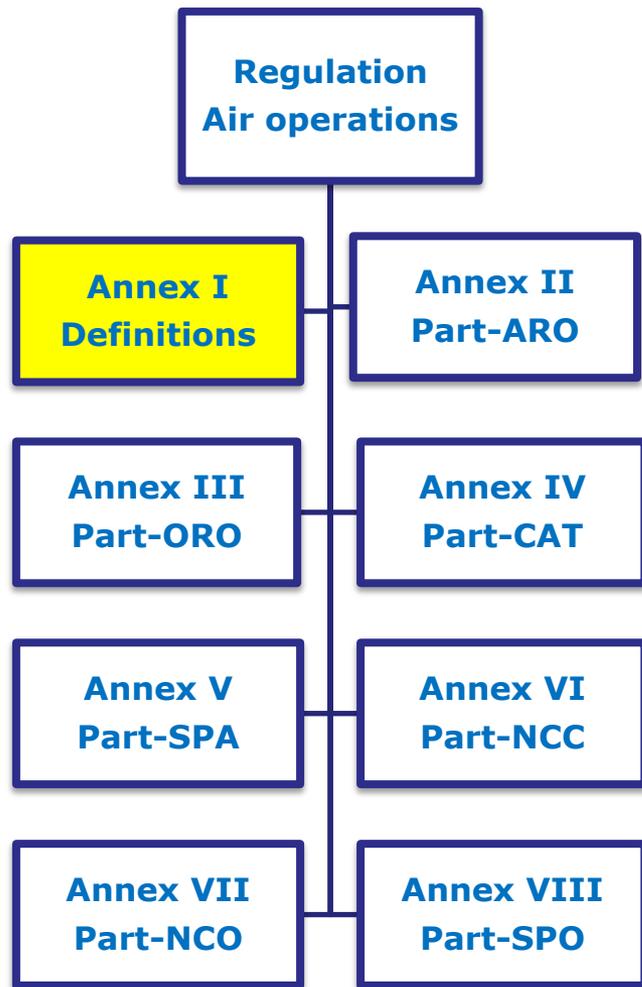
- inform EC and EASA within 2 months if opt-out is used;
- describe reasons, duration, implementation programme



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# Annex I: Definitions

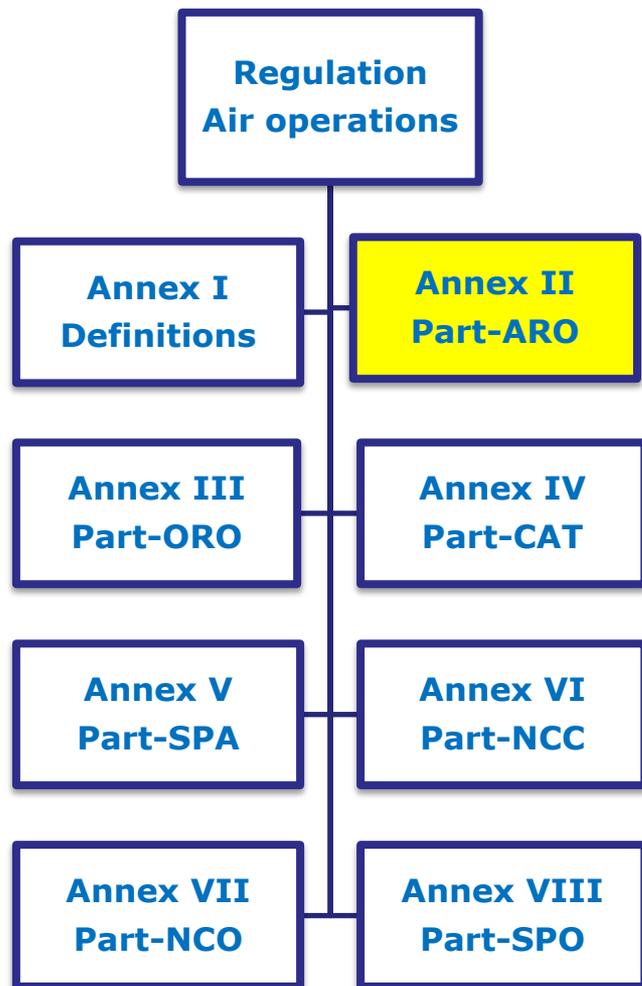


## ► **Applicability:**

- » operators and
- » competent authorities



# Annex II: Part-ARO

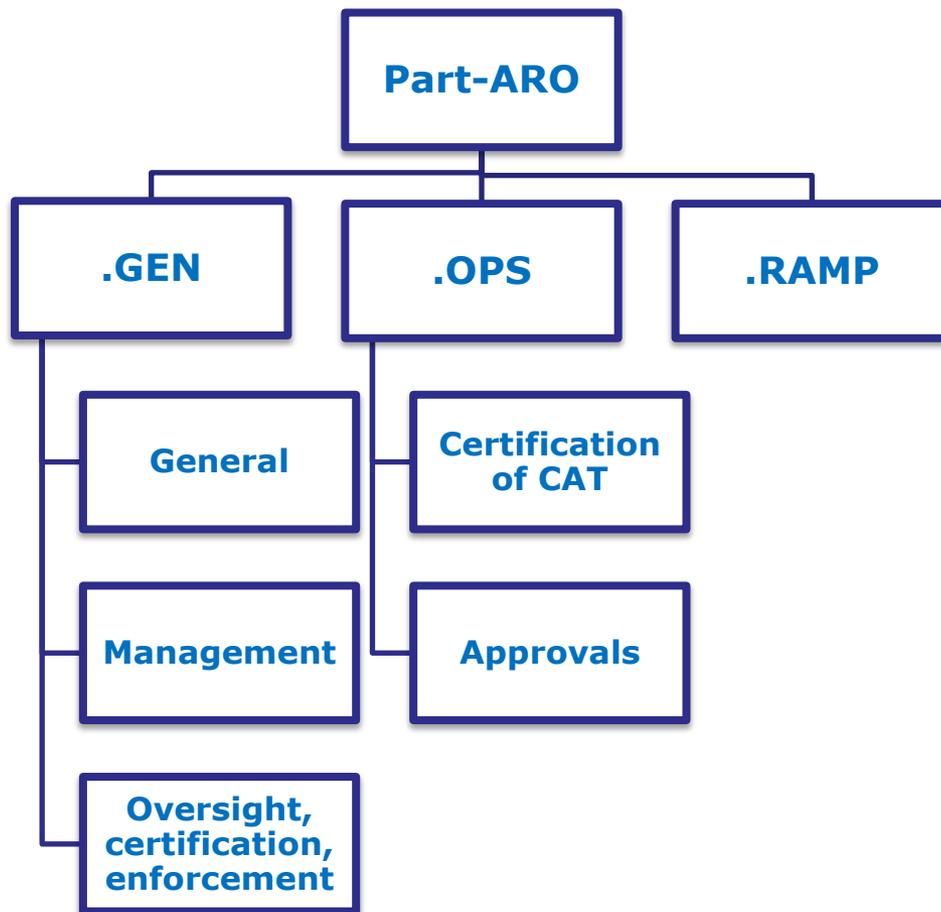


## ► **Applicability:**

- » Authority requirements for air operations for
  - » National aviation authorities
  - » EASA



# Annex II: Part-ARO



**ARO** – authority requirements

**.GEN** – general requirements

**.OPS** – air operations

**.RAMP** – ramp inspections

## ➤ References

- Definition of AltMOC:
  - Annex I – Definitions
- For the authority:
  - ARO.GEN.120 Means of compliance
  - ARO.GEN.220 Record-keeping
- For the operator:
  - ORO.GEN.120 Means of compliance

➤ **AltMOC is**

- an alternative to an existing AMC; or
- new means to establish compliance with the Basic Regulation and its Implementing Rules for which no associated AMC have been adopted by the Agency



# AltMOC: The operator process

- Before an operator uses an AltMOC it shall provide the competent authority with a full description of the proposed AltMOC
- The description shall include
  - revisions to manuals and/or
  - procedures that may be relevant; and
  - an assessment demonstrating that the Implementing Rules are met
- The operator may implement AltMOC upon receipt of the approval notification



# AltMOC: The NAA process

- The authority needs a process in place to analyse the AltMOC documentation, if needed, by inspection for AltMOC proposed by
  - an operator; and
  - the authority itself
- Operator AltMOC: if the proposed AltMOC complies with the rule it shall
  - notify the applicant and change the certificate if needed
  - notify the Agency including the content of the AltMOC and copies of relevant documents
  - inform other Member States



# AltMOC: The NAA process

- Authority AltMOC: if the proposed AltMOC complies with the rule it shall
  - make it available to all organisations and persons under its oversight
  - notify the Agency including a full description of the AltMOC and any revisions to procedures
  - demonstrate compliance with the rules



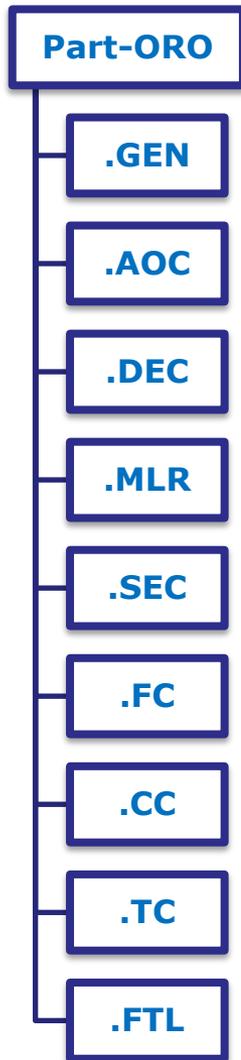
# AltMOC: The EASA process

- When EASA receives a notification it will
  - add it to a database
  - review it on a regular basis by focal points in S and R to
    - identify of significant AltMOC which needs further assessment
    - provide statistical reports to S and R
- Significant AltMOC will be
  - reviewed by internal experts on compliance with rules and regularity of the procedure; and
  - used by
    - S for standardisation visits
    - R for possible RMT





# Annex III: Part-ORO



**.GEN** – general requirements

**.AOC** – air operator certification

**.DEC** – declaration (added soon)

**.MLR** – manual, logs, records

**.SEC** – security

**.FC** – flight crew

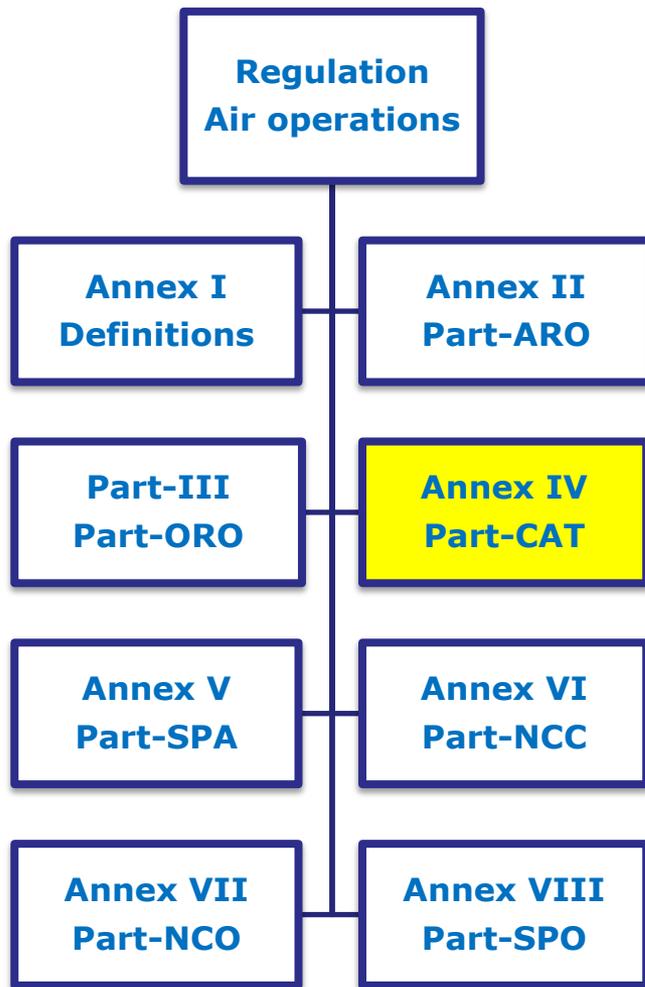
**.CC** – cabin crew

**.TC** – technical crew

**.FTL** – flight time limitations (to be added)



# Annex IV: Part-CAT

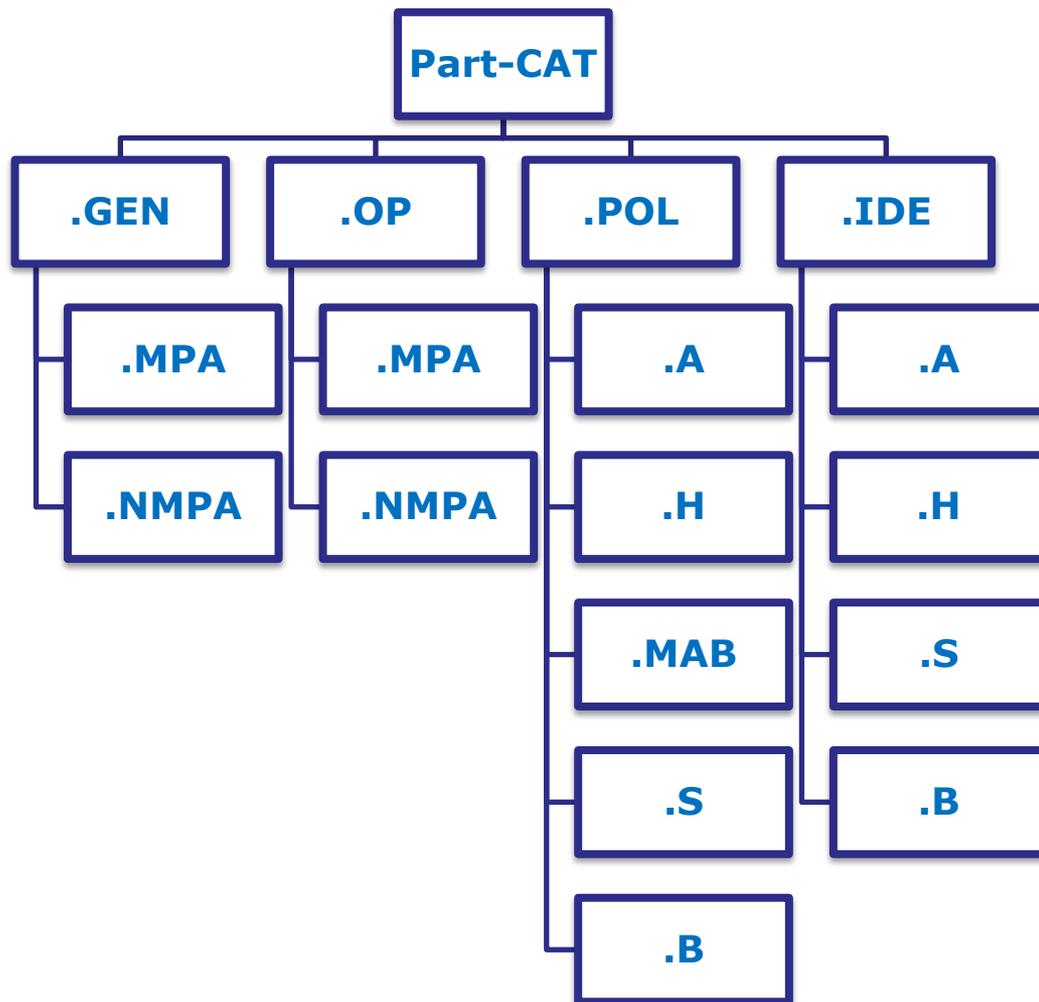


## ► **Applicability:**

- » 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

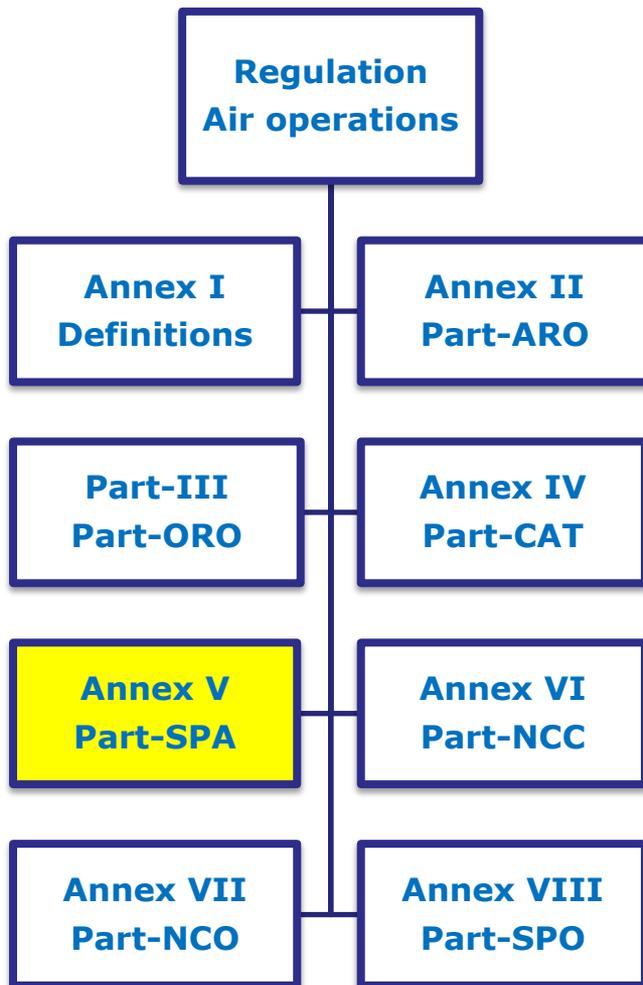
**.NMPA** – non-motor-powered aircraft

**.A, .H, .S, .B** – aeroplanes, helicopters, sailplanes, balloons

**.MAB** – mass and balance



# Annex V: Part-SPA

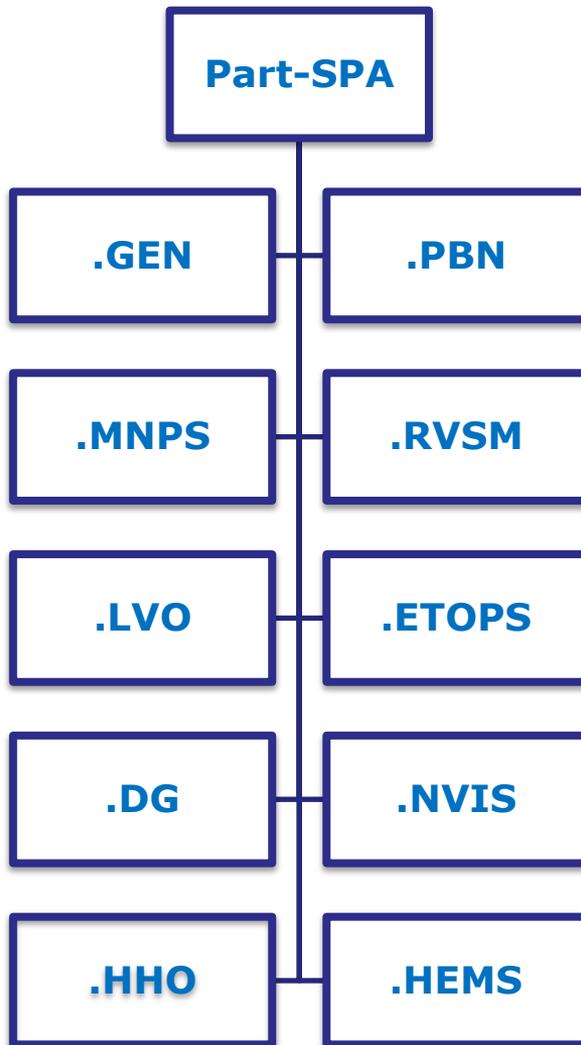


## ➤ **Applicability:**

- Operators which wish to conduct an operation requiring a specific approval
- To be documented in
  - OPSPECS for certified operators
  - List of specific approvals for non-certified 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



## ➤ **SPA.GEN.100 Competent authority**

➤ for commercial operations:

➤ operator's principal place of business

➤ for non-commercial operations:

➤ place where the operator is established or residing

➤ when using an aircraft registered in a third country, the approvals for PBN, MNSP, RVSM may be issued by the third country State of Registry

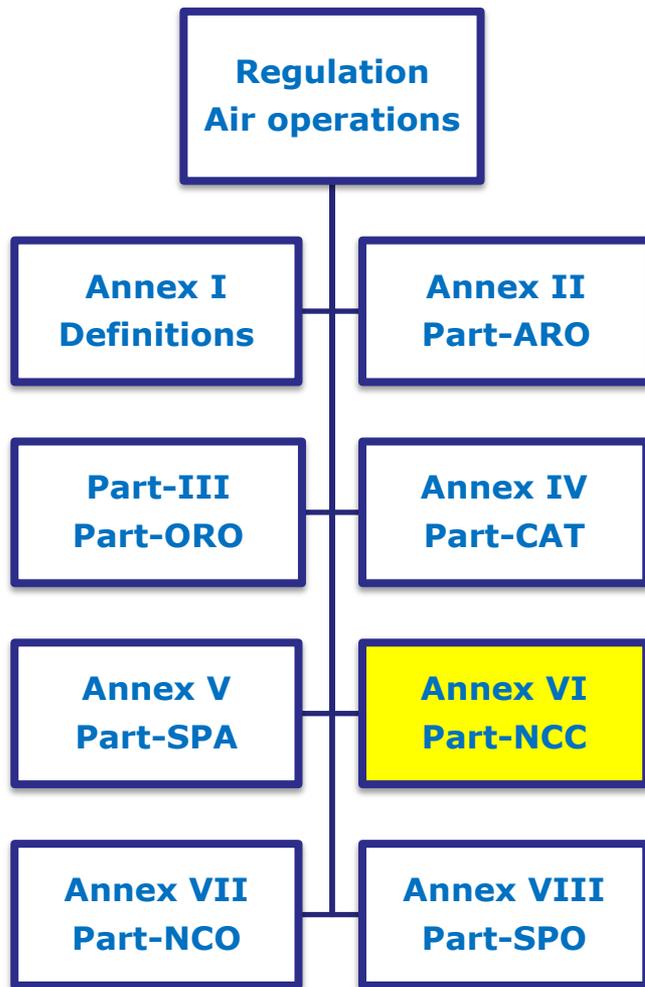


## ➤ **SPA.GEN.110**

- Documentation of specific approvals
  - for commercial operations:  
“operations specifications” (OPSPECS)
  - for non-commercial operations:  
“list of specific approvals”
- The corresponding authority requirements are specified in Part-ARO including the forms for
  - OPSPECS and
  - list of specific approvals



# Annex VI: Part-NCC

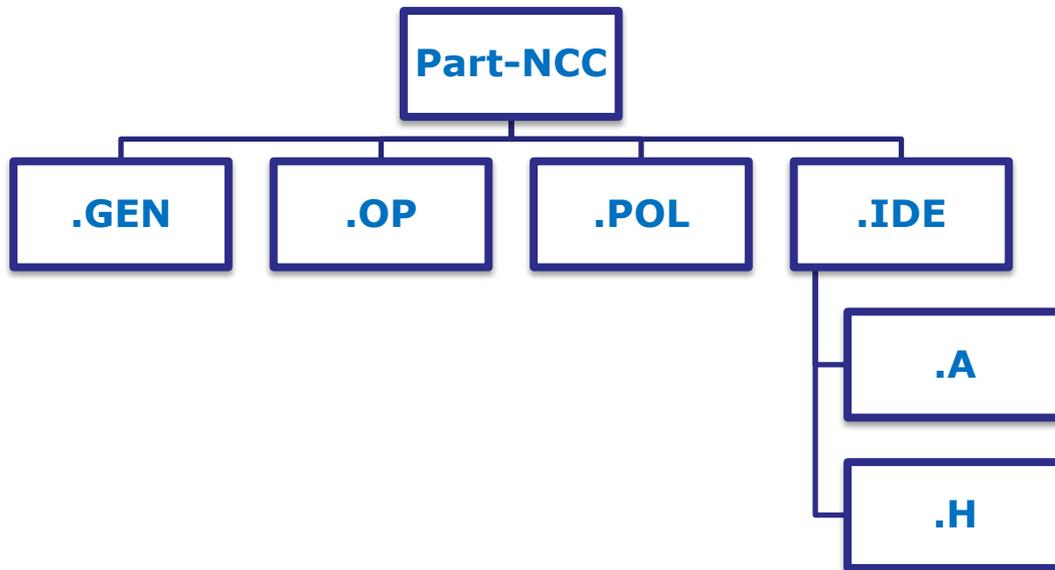


## ► **Applicability:**

- » Technical rules for non-commercial operations of complex motor-powered aircraft
  - » complex aeroplanes
  - » complex helicopters



# Annex VI: Part-NCC



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

**.GEN** – general requirements

**.OP** – operational procedures

**.POL** – performance and operating limitations

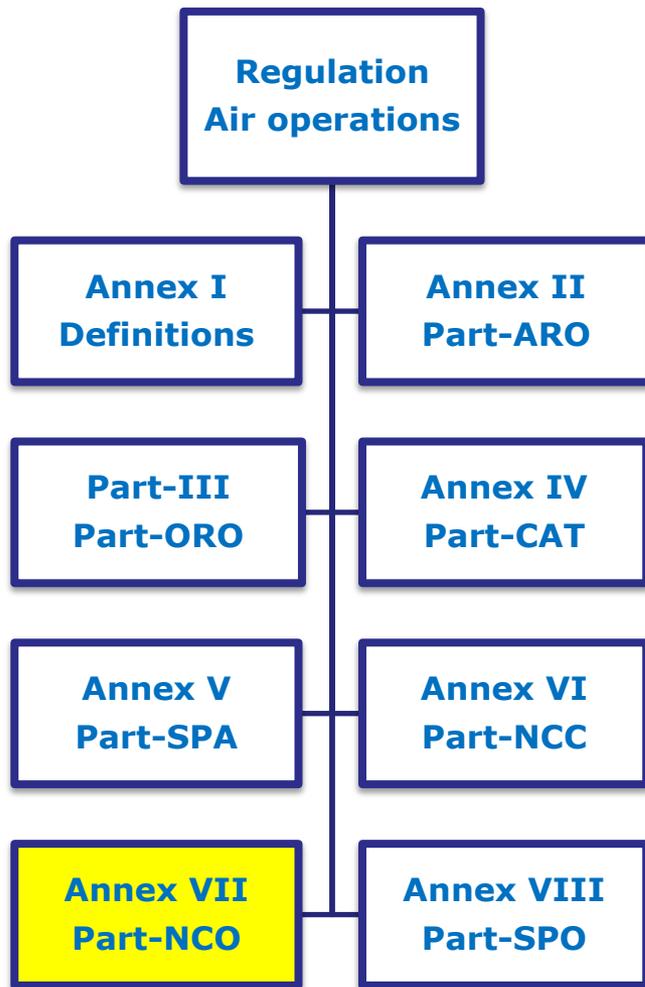
**.IDE** – instruments, data, equipment

**.A** - aeroplanes

**.H** - helicopters



# Annex VI: Part-NCO

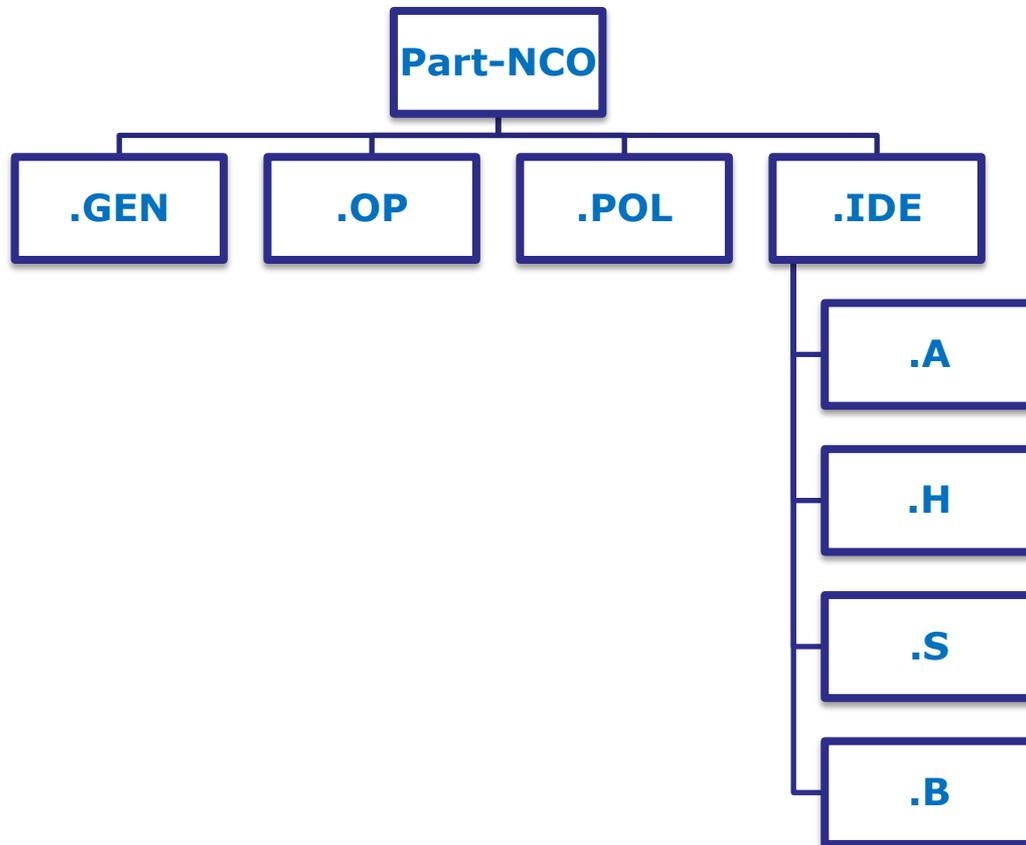


## » Applicability:

- » Technical rules for non-commercial operations of other-than-complex motor-powered aircraft:
  - » Non-complex aeroplanes
  - » Non-complex helicopters
  - » Sailplanes
  - » Balloons



# Annex VII: Part-NCO



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

**.GEN** – general requirements

**.OP** – operational procedures

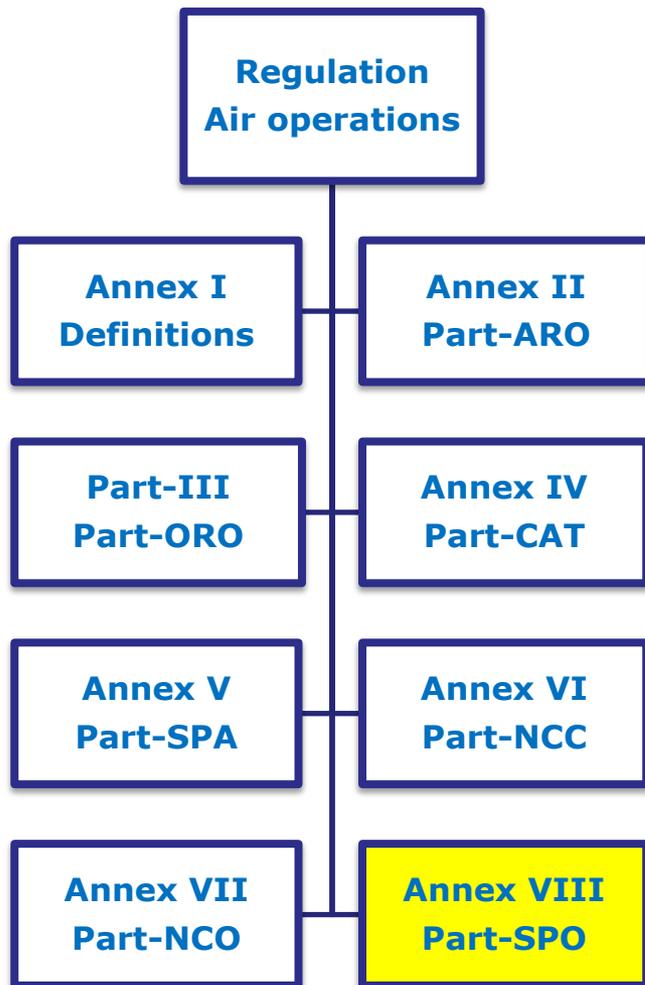
**.POL** – performance and operating limitations

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

**.A, .H, .S, .B** - aeroplanes, helicopters, sailplanes, balloons



# Annex VIII: Part-SPO

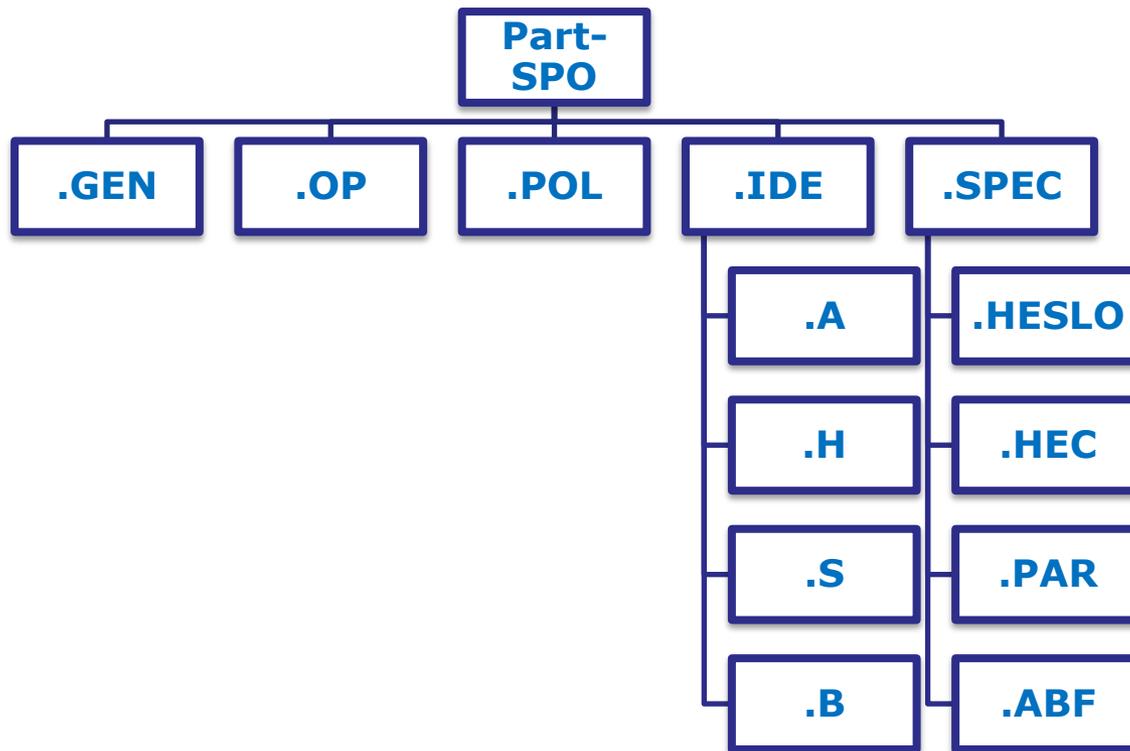


## ➤ **Applicability:**

- 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

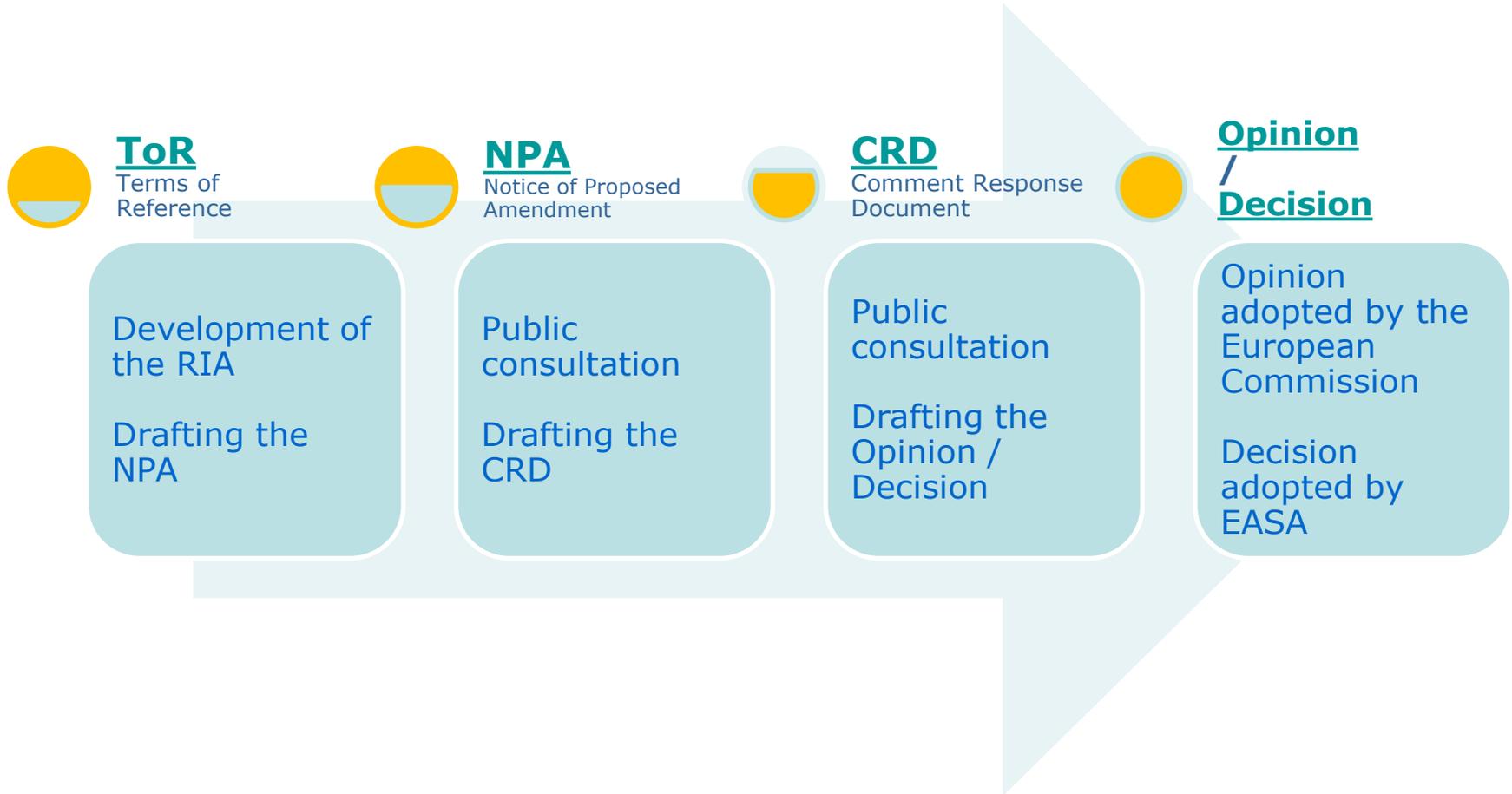
**.ABF** – aerobatic flights



- European aviation rules
- OPS rule structure and rule development
- Regulation Air operations – Phase I
- Drafting principles
- Transition to new European OPS rules
- Overview to Annexes
- **Additional and future OPS rulemaking deliverables**
- Links
- Questions



# EASA rulemaking process (simplified)





# Additional rulemaking deliverables

- **Part-TCO (third country operator – CAT)**
  - Opinion 05/2012
- **ORO.FTL (scheduled CAT operations with aeroplanes)**
  - Opinion 04/2012
- **OSD (operational suitability data)**
  - Opinion 07/2011



# Future rulemaking deliverables

- **Volcanic ash safety risk assessment (RMT.0460)**
  - Decision (AMC/GM) to be published 1q 2013
- **Transfer of JAA cabin safety tasks (RMT.0327, 0328)**
  - CRD to be published 1q 2013
- **Sterile Flight Deck Procedures (RMT.0416, 0417)**
  - CRD to be published 1q 2013
- **Electronic Flight Bags (RMT.0001)**
  - CRD to be published 2q 2013
- **Maintenance check flights (RMT.0393, 0344)**
  - CRD to be published 3q 2013



# Future rulemaking deliverables

## ➤ **NPAs under preparation:**

- Helicopter offshore operations (RMT.0409, 0410) – 1q 2013
- Additional IR and GM for ramp inspections – 1q 2013
- FTL for CAT Emergency Medical Services (A+H) (RMT.0346) – 3q 2013
- Runway overrun protection system (RMT.0047, 0569, 0570) – 1/2q 2013
- Carriage of special categories of passengers (RMT.0269, 0270) – 3q 2013
- PBN operational approvals (RMT.0256, 0257) – 3q 2013
- Commercial air transportation aeroplane operations single engine IMC (RMT.0232, 0233) – 4q 2013

## ➤ **NPAs under preparation:**

- Updating of existing recorder installations and equipment (RMT.0400, 0401) - 4q 2013
- Crew resource management (RMT.0411) - 2014
- HEMS performance and public interest site (RMT.0325, 0326) - 2014
- Flights of design and production organisations (RMT.0348, 0349) - 2014
- FTL for CAT operations - air taxi and single-pilot operations (aeroplane) (RMT.0429) - 2014
- Helicopter height velocity diagram (RMT.0132, 0515) - 2014

## ➤ **Tasks to be initiated 2013:**

- New PBN applications (RMT.0519, 0520)
- Updating authority and organisation requirements (RMT.0516, 0517)
- FTL requirements for CAT operations for helicopters (RMT.0430)
- Passenger seating and briefing (RMT.0575, 0576)
- Prediction of windshear for aeroplane CAT operations (IRs) (RMT.0369, 0370)
- Non-revenue flights (RMT.0352, 0353)
- Carbon monoxide detector on board all piston-engined aircraft (RMT.0329, 0330)



# Future rulemaking deliverables

## ➤ **Tasks to be initiated 2013:**

- Recorders for small aircraft (RMT.0271, 0272)
- TAWS for smaller aircraft (RMT.0371, 0372)



# Future rulemaking deliverables

- **Further important tasks (starting 2014 and beyond):**
  - Remotely piloted aircraft (RMT.0229, 0230)
  - Low visibility operations and operations with advanced vision systems – results of the harmonisation with the FAA and at the ICAO level
  - Extended diversion time operations
  - Amendment of fuel requirements
  - TCO rules for non-commercial operations and commercial operations other than CAT
  - FTL rules for other commercial operations
  - CAT single engine helicopter operations over hostile environment
  - CAT aeroplane performance



- European aviation rules
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## ➤ **Regulation 965/2012**

➤ <http://easa.europa.eu/regulations/flight-standards-implementing-rules.php#Air-Operations>

## ➤ **AMC and GM to Regulation 965/2012**

➤ <http://easa.europa.eu/agency-measures/agency-decisions.php#Rulemaking-2012>

## ➤ **Cross reference table – version 2**

➤ <http://easa.europa.eu/flightstandards/cross-reference-table.html>

## ➤ **Official Publication**

➤ <http://www.easa.europa.eu/official-publication/index.php>

- **Flight Standards mini-website**
  - <http://easa.europa.eu/flightstandards/>
- **Opt-Out table to Regulation Air operations**
  - <http://easa.europa.eu/approvals-and-standardisation/regulations-1178-2011-and-290-2012.php>
- **Derogations for Regulations Aircrew and Air operations**
  - <http://easa.europa.eu/approvals-and-standardisation/regulations-1178-2011-and-290-2012.php>
- **Interpretation questions should be directed to**
  - [Air\\_OPS@easa.europa.eu](mailto:Air_OPS@easa.europa.eu)



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AGENCE EUROPÉENNE DE LA SÉCURITÉ AÉRIENNE  
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**Any Questions?**  
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