



Air Operations Requirements

**Information Session
Commercial Balloon Operations
Cologne, 17 February 2009**



AGENDA

- 1. The Basic Regulation and Essential Requirements**
 - 2. The Implementing Rules – Structure and Basis**
 - 3. Part-OPS.GEN/CAT/COM**
 - 4. Part-OR.GEN and OR.OPS**
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1. The Basic Regulation and Essential Requirements



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The Basic Regulation

Art. 3 Definitions

- (i) **'commercial operation'** shall mean any operation of an aircraft, in return for remuneration or other valuable consideration, which is available to the public or, when not made available to the public, which is performed under a contract between an operator and a customer, where the latter has no control over the operator
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The Basic Regulation

Art. 8 Air operations

2. Unless otherwise determined in the implementing rules, **operators engaged in commercial operations shall demonstrate their capability and means of discharging the responsibilities** associated with their privileges. These capabilities and means shall be recognised through the issuance of a **certificate**. The privileges granted to the operator and the scope of the operations shall be specified in the certificate.



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Essential Requirements

➤ **BR Annex IV Chapter 8 contains additional requirements for operation for commercial purposes**

- ✦ **Organisation requirements and management system**
- ✦ **Operator training**
- ✦ **Minimum Equipment List (MEL)**
- ✦ **Operations Manual**
- ✦ **Security Programme**
- ✦ **Flight Time Limitations and Rest Requirements**

➤ **the proposed IRs had to be based on these ERs**

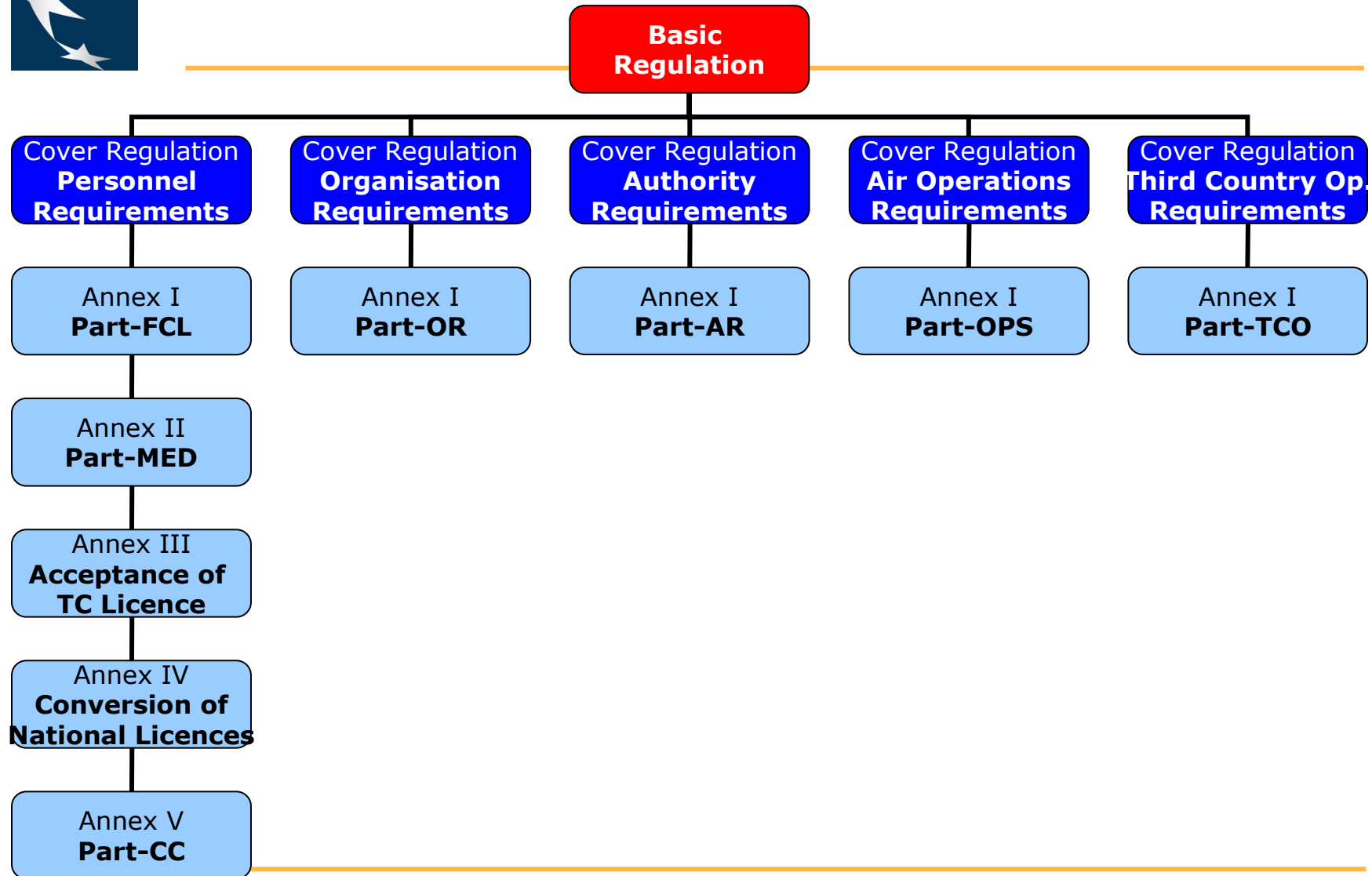


2. The Implementing Rules – Structure and Basis



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EASA IR Structure





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EASA IR Structure

Separation in

- **Technical requirements**
 - ★ **contained in the Personnel, Air Operations and Third Country Operators Regulation**

 - **Organisation requirements and management system of organisations**
 - ★ **contained in the Organisation Requirements Regulation**

 - **Authority requirements**
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OPS Content

➤ The Agency proposals

- ★ **are based on ICAO Annex 6**

- ★ **follow latest amendments of EU-OPS/JARs:**

 - ➔ EU-OPS (Reg. 859/2008) / JAR-OPS 1 Amendment 13 / TGL 44

 - ➔ JAR-OPS 3 Amendment 5

 - ➔ Draft JAR-OPS 0,2,4 after A-NPA process - 2002/03

- ★ **take into account JAA NPAs in an advanced phase of adoption**

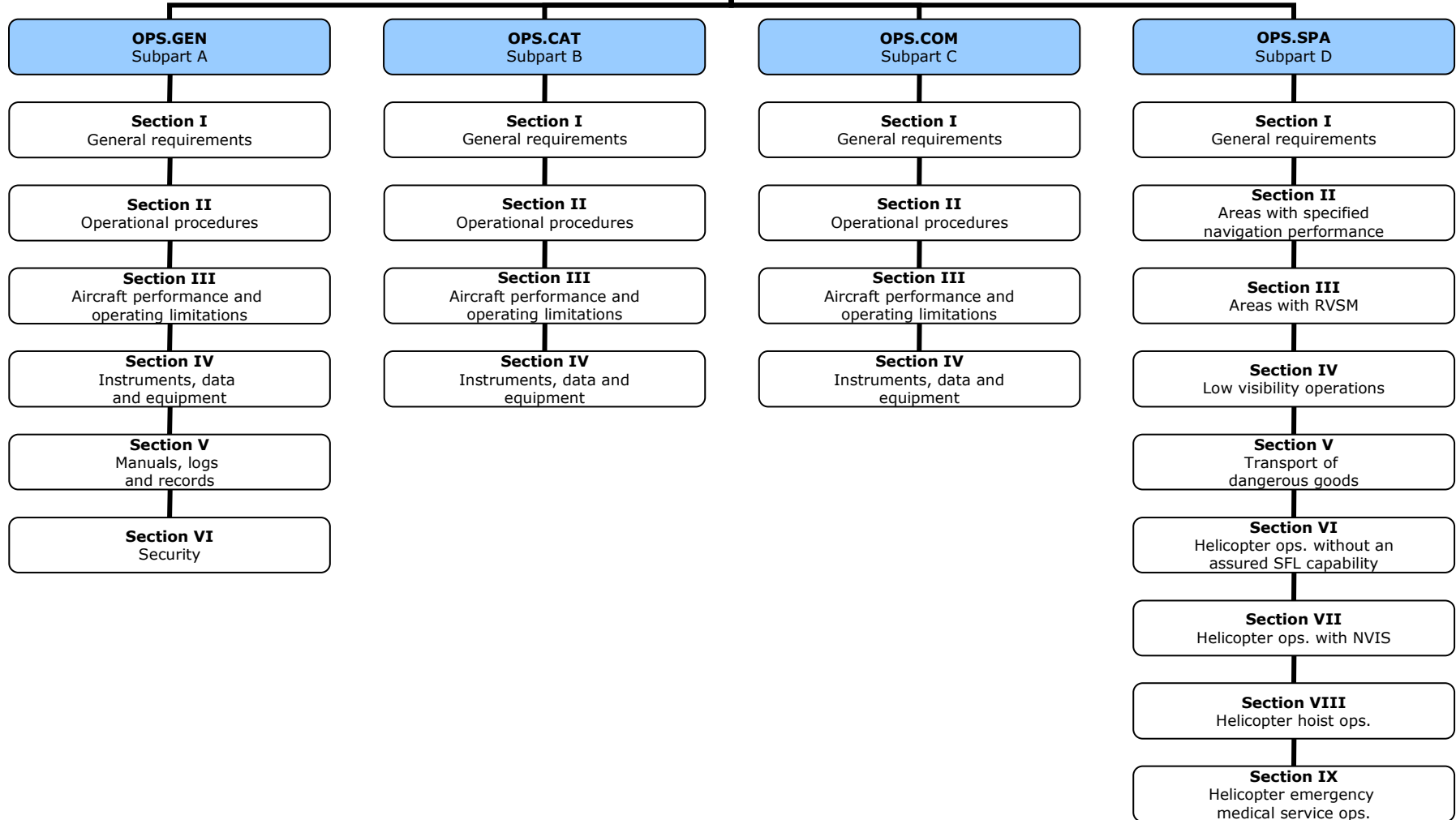
- ★ **for balloons are based on various MS legislation**



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Part-OPS

Annex I Part-OPS





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Part-OPS Content

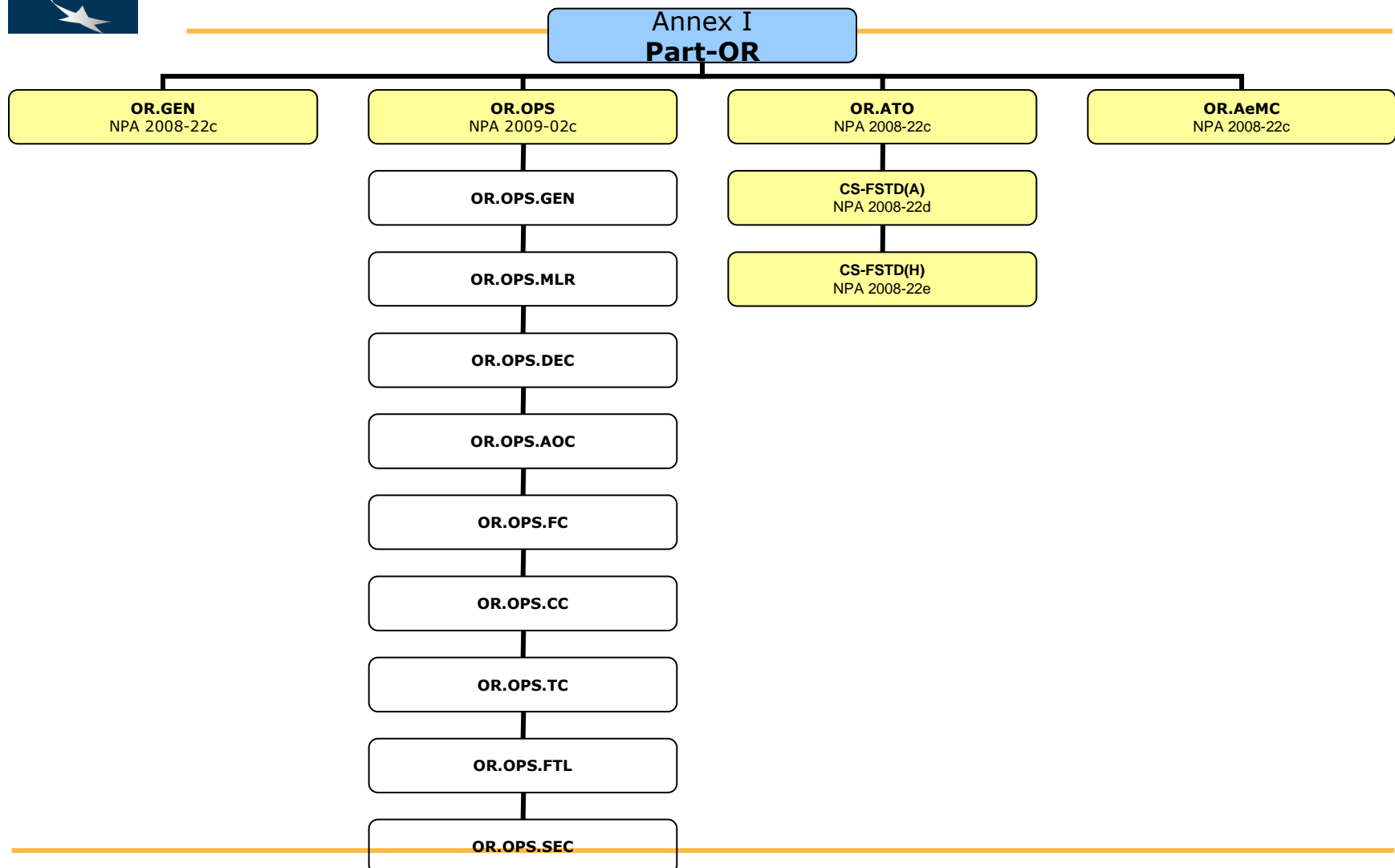
- **Part-OPS contains technical requirements for:**
 - ✦ **Air operations of any aircraft**
 - aeroplanes, helicopters, sailplanes and balloons*
 - ✦ **Non-commercial and commercial operations**
 - Non-commercial operations with non-complex motor-powered aircraft and complex motor-powered aircraft
 - Commercial air transport
 - Commercial operations other than commercial air transport (aerial work)
- **These technical requirements correspond to chapters 1-7 of Annex IV of the BR Essential requirements for air operations**

* tilt-rotor aircraft, airships and UAV will be addressed in separate EASA Rulemaking tasks



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Part-OR





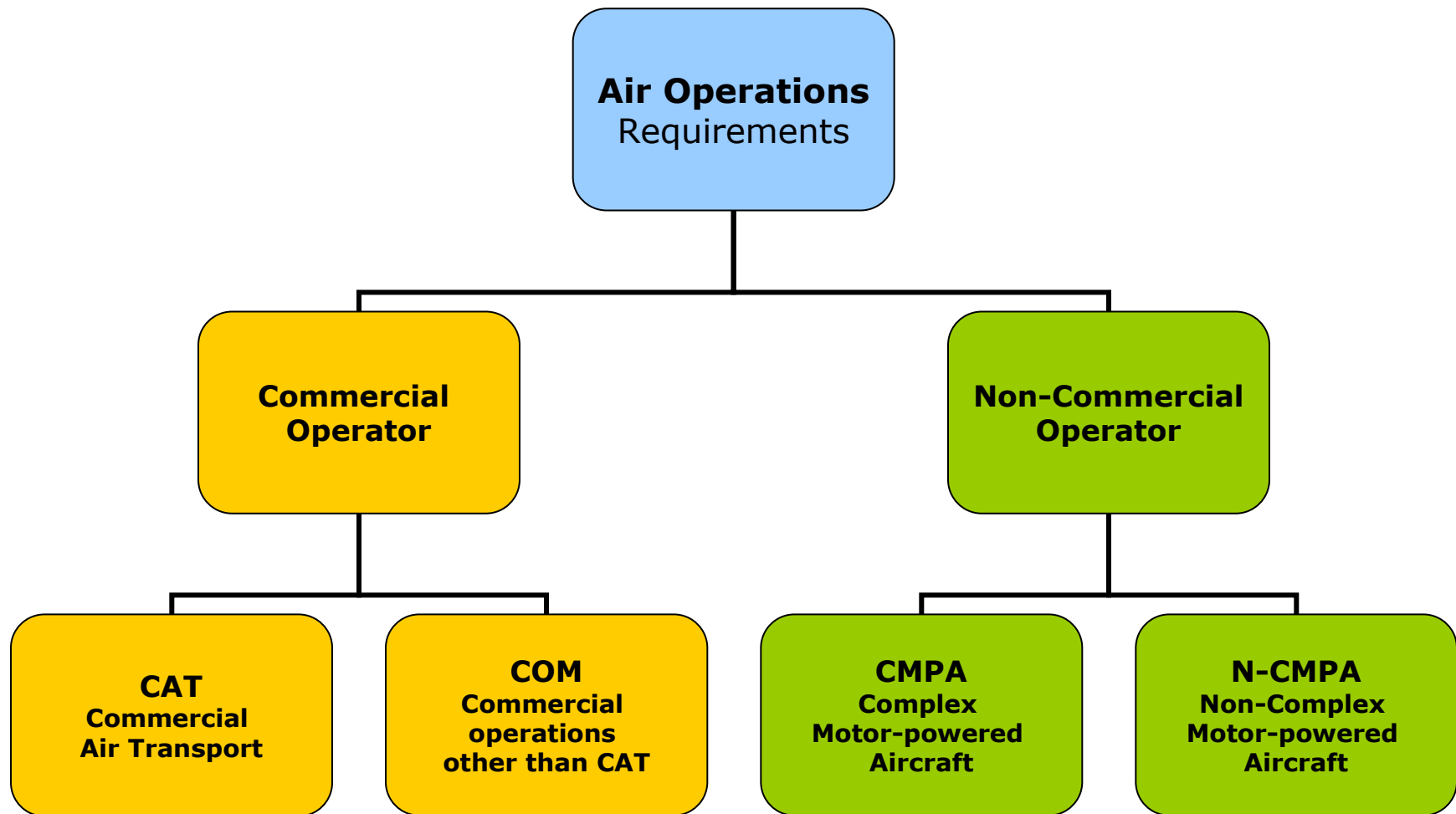
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Part-OR Content

- Subpart OR.GEN is applicable to all organisations (certificated or declared)
 - Subpart OR.OPS contains additional and specific operator requirements for:
 - ✦ Non-commercial operators of complex motor-powered aircraft
 - ✦ All commercial operators
 - OR.OPS applies in addition to the common organisation requirements in OR.GEN
 - The requirements of OR.OPS correspond to chapter 8 of Annex IV of the BR Essential requirements for air operations
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Implementing Rules

Definition of Commercial Air Transport

An aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire.



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3. Part-OPS.GEN/CAT/COM



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Subpart OPS.GEN

Annex I Part-OPS

Subpart A

OPS.GEN

Section I - General Requirements (OPS.GEN.001)
Section II - Operational procedures (OPS.GEN.100)
Section III - Aircraft performance and operating limitations (OPS.GEN.300)
Section IV - Instruments, data and equipment (OPS.GEN.400)
Section V - Manuals, Logs and Records (OPS.GEN.600)
Section VI - Security (OPS.GEN.700)

AMC and GM to Part-OPS follow the IRs



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Subpart OPS.GEN Applicability

Subpart OPS.GEN is applicable to all operations



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Part-OPS Subpart Structure

Annex I Part-OPS

Subpart B
OPS.CAT

Subpart C
OPS.COM

Section I - General Requirements (OPS.CAT/COM.001)
Section II - Operational procedures (OPS.CAT/COM.100)
Section III - Aircraft performance and operating limitations (OPS.CAT/COM.300)
Section IV - Instruments, data and equipment (OPS.CAT/COM.400)

AMC and GM to Part-OPS follow the IRs



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OPS.CAT and OPS.COM Applicability

- **Subparts OPS.CAT contains additional and specific requirements for Commercial Air Transport**
 - **Subpart OPS.COM contains additional and specific requirements for Commercial Operations other than Commercial Air Transport (Aerial Work)**
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Part-OPS Numbering principles

- **Same number as in OPS.GEN:**
 - ★ **OPS.CAT/COM is an additional requirement**
 - ★ **can also replace the requirement in OPS.GEN (e.g. notwithstanding OPS.GEN...)**
 - **Different number from that in OPS.GEN:**
 - ★ **always additional requirement to that contained in OPS.GEN**
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4. Part-OR.GEN and OR.OPS



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Subpart OR.GEN content

➤ **Subpart OR.GEN (NPA 2008-22c) is applicable to all organisations**

★ **Scope**

★ **Designation of the competent authority**

★ **General requirements for certified organisations (application, changes, continued validity)**

★ **Findings**

★ **Acceptable Means of Compliance**



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Subpart OR.GEN content

- **Subpart OR.GEN Management System for all organisations**
 - ✦ **Requirements of integrated management system consisting of**
 - ➔ Safety Management System
 - ➔ Compliance Monitoring System
 - ✦ **Objective: to enable the organisation to fit all its different management systems into one (EASA only regulates safety)**
 - ✦ **Management system appropriate to the size, nature and complexity of the activities, and the hazards and associated risks inherent in these activities**
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Subpart OR.GEN content

- **Other generic organisation requirements such as:**
 - ★ **Contracting or purchasing of services or products – responsibility of the contracting organisation**
 - ★ **Personnel requirements, e.g. accountable manager**
 - ★ **Facility requirements, e.g. appropriate for the tasks to be carried out**
 - ★ **Record-keeping**
 - **Several AMCs catering for organisations of a different “size”**
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Subpart OR.OPS

Annex I Part-OR

Subpart

OR.OPS

Section I - Operator requirements (OR.OPS.GEN)
Section II - Manuals, logs and records (OR.OPS.MLR)
Section III - Air operator declaration (OR.OPS.DEC)
Section IV - Air operator certification (OR.OPS.AOC)
Section V - Flight crew (OR.OPS.FC)
Section VI - Cabin crew (OR.OPS.CC)
Section VII - Technical crew (OR.OPS.TC)
Section VIII - Flight and Duty Time Limitations and Rest Requirements
(OR.OPS.FTL)
Section IX - Security (OR.OPS.SEC)

AMC and GM to Subpart OR.OPS follow the IRs



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Subpart OR.OPS content

- **Section I Operator requirements (OR.OPS.GEN)**
 - ★ **Scope**
 - ★ **Definitions**
 - ★ **Operator responsibilities, e.g. compliance with rules, operational control, establishment of procedures, properly equipped aircraft and trained staff**
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Subpart OR.OPS content

- **Section II Manuals, Logs and Records (OR.OPS.MLR)**
 - ★ **Operations Manual**
 - ★ **Minimum Equipment List**
 - ★ **Record-keeping**
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Subpart OR.OPS content

- **Section IV Air operator certification (OR.OPS.AOC)**
 - ★ **Requirements for certificate holders**
 - ★ **Process of AOC application, changes and continued validity**
 - ★ **One certificate for all commercial operations = AOC**
 - ★ **Ops Specs and privileges granted make the difference!**
 - ★ **Additional personnel, facility and documentation requirements**
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Subpart OR.OPS content

➤ Section V Flight Crew (OR.OPS.FC)

★ Operator requirements for flight crew training

- Based on Subpart N of EU-OPS/JAR-OPS 3
 - Provisions affecting the privileges of a license holder transferred to Part-FCL, e.g. EU-OPS 1.960 Commander holding a CPL
 - Provisions regarding type rating training transferred to Part-FCL, if not operator specific, e.g. Zero Flight Time Training (ZFTT)
 - Alleviations for balloon operations
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Subpart OR.OPS content

- **Section VIII Flight and Duty Time Limitations and Rest Requirements (OR.OPS.FTL)**
 - ★ **Based on ICAO Annex 6, the essential requirements of Annex IV to the BR and EU-OPS**
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FTL - Fatigue Risk Management

- **An operator shall establish and maintain a fatigue risk management system:**
 - ★ **FRMS policy**
 - ★ **process for the detection, reporting, investigation and managing of fatigue risk**
 - ★ **process for setting safety objectives and performance standards**
 - ★ **clearly defined lines of safety accountability, including senior management**
 - ★ **correspond to the size, nature and complexity of the flight time specification scheme, and the associated risks arising from crew member fatigue**
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The Concept – FTL & CSs

Certification Specifications (CS)

- **FTL Schemes / Certification Specifications**
 - ★ **based upon current scientific principles and knowledge, operational experience and best practices**
 - ★ **supported by corresponding FRMS**
 - ★ **appropriate for the particular type of operation**
 - ★ **proactive fatigue management**
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Subpart OR.OPS content

- **Section Section IX Security (OR.OPS.SEC)**
 - ★ **Security training programme**
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**Thank you
for your attention**
