



Fédération Aéronautique Internationale

European Legislation and Air Sports

Worldwide Impact

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Agenda

- Europe and the rest of the world
- EASA – what it is and what it entails
- Insurance requirements
- Airspace harmonization
- Questions & answers



Europe vs. the rest of the world

We are living in a changing world

- **IN THE PAST**

- ✓ the world followed US developments

- **NOW**

- ✓ the US is concerned about development in Europe

- **FUTURE**

- ✓ bad news – US is harmonizing with Europe

GUESS WHAT THAT MEANS ??



European Air Safety Agency (EASA)



European Air Safety Agency (EASA)

Established via a « regulation »

- becomes law in all EU Member States
- operational since 28 September 2003

Scope

- design, production, maintenance and operation of aeronautical products, parts and appliances as well as personnel and organisations involved in the design, production and maintenance
- personnel and organisations involved in the operation of aircraft



Applicability

- ✓ certification
- ✓ airworthiness
- ✓ air operations and flight crew licensing
- ✓ recognition of certificates
- ✓ acceptance of third-country approval



European Air Safety Agency (EASA)

Does not apply to

- aircraft having historical relevance
- aircraft specifically designed or modified for research, experimental or scientific purposes
- amateur built (at least 51%)
- aeroplanes having no more than 2 seats, with a stall speed < 35 kt (CAS) and a maximum MTOM of
 - 300 kg for single seater land plane
 - 450 kg two seater land plane
- gliders (< 80 kg for single seater & < 100 kg for two seater)
- unmanned aircraft with an operating mass of < 150kg



European Air Safety Agency (EASA)

Impact on Air Sports of Commission Regulation

on the continuing airworthiness of aircraft and aeronautical appliances, and
on the approval of organisations and personnel involved in these tasks

- concept of large aircraft (MTOM > 5700 kg)
vs. aircraft with MTOM of 5700 kg and below
- shall enter into force on 28 September 2008
- commercial vs. non-commercial operations
- owner's responsibility



Insurance Requirements for Air Carriers & Aircraft Operators



Insurance Requirements for Air Carriers & Aircraft Operators

Will be established as a « regulation »

- when approved - becomes law in all Member States, and
- will affect also aircraft registered in non EU States
- amended draft is being discussed
- implementation not expected before next year



Insurance Requirements for Air Carriers & Aircraft Operators

Scope

- It shall apply (among others) to all aircraft operators flying to and from an airport situated in the Community or flying over the territory of a member state carrying passengers and their baggage, mail and/or cargo with or without remuneration or hire
- Council's Common Position :
 - o It shall **also** apply to non-power driven aircraft and/or ultra-light power driven aircraft
- EP and Commission still supports the exclusion



Insurance Requirements for Air Carriers & Aircraft Operators

Coverage : Council Common Position

- Passenger :
 - ✓ minimum amount of 250.000 SDRs per passenger
 - ✓ for non commercial ops & aircraft < 2700 kg = 100.000 SDRs
(DK has a reserve – wants 500.000 SDRs)
- Third Party liability :
(incl. act of war, hijacking, sabotage, terrorism, civil commotion or social disturbance)
 - ✓ aircraft with MTOW of < 500 kg 0,75 million SDRs
 - ✓ aircraft with MTOW of < 1000 kg 1,5 million SDRs
 - ✓ aircraft with MTOW of < 2700 kg 3 million SDRs
 - ✓ aircraft with MTOW of < 6000 kg 7 million SDRs



Insurance Requirements for Air Carriers & Aircraft Operators

Coverage : European Commission Position

- Third Party liability :
(incl. act of war, hijacking, sabotage, terrorism, civil commotion or social disturbance)
 - ✓ aircraft with MTOW of < 2000 kg 1,5 million SDRs
 - ✓ aircraft with MTOW of < 6000 kg 4,5 million SDRs
 - ✓ aircraft with MTOW of < 14000 kg 9 million SDRs



Insurance Requirements for Air Carriers & Aircraft Operators

Next step is second reading in the European Parliament

- at this stage there is still a possibility to lobby :
 - o the Members of the European Parliament
 - o the European Commission
 - o your National Authorities

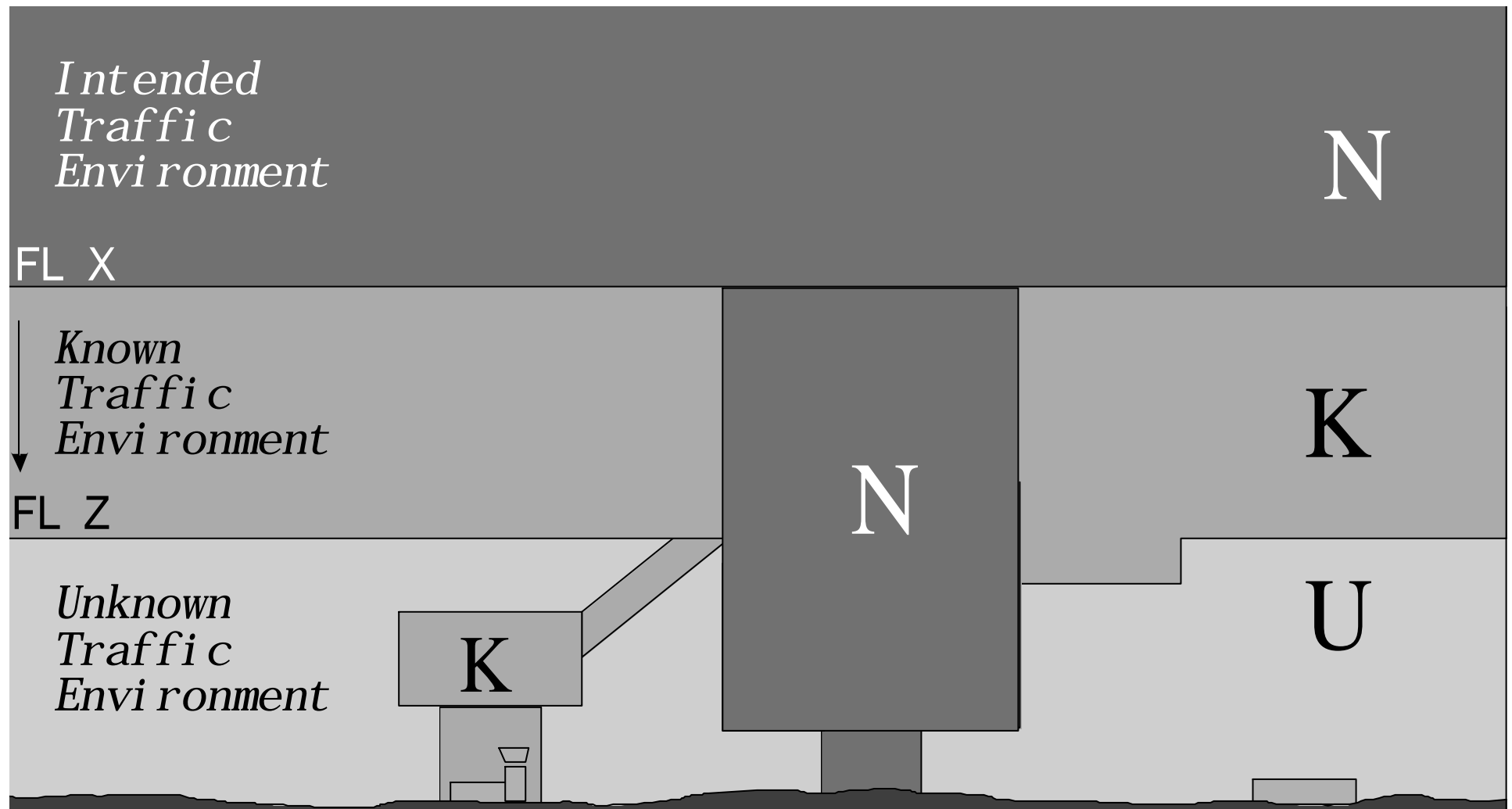
We must do our homework now !!



Airspace harmonization



Airspace harmonization





Airspace harmonization

Where are we now ??

Approved

- FL X = FL 195 and above
- airspace classification – ICAO class « C »
- implementation starts in November 2003

Next : FL Z is being discussed with the following options

- FL 95, FL 115, FL 135 and FL 195
- classification :
 - ✓ inside controlled airspace – ICAO class C, D or E
 - ✓ outside controlled airspace – ICAO class E, F or G



Questions & Answers

