



# **Fédération Aéronautique Internationale**

## **European Legislation and Air Sports**

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## **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

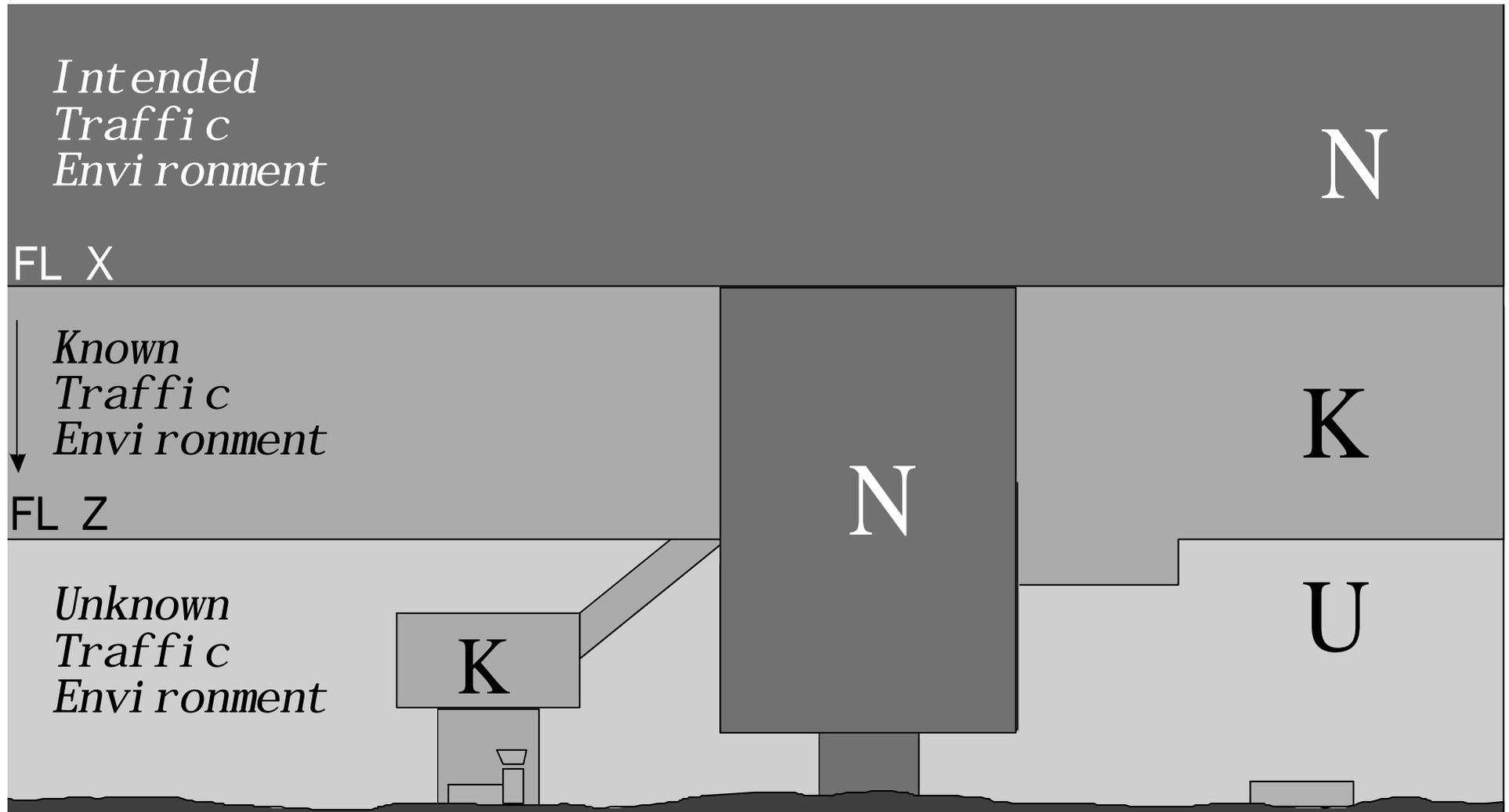
**We must do our homework now !!**



# **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

