



# Selectieschema EU Air Operations

## DEFINITIONS / DEFINITIES

Hieronder zijn enkele definities uit EU OPS opgenomen. Er zijn verschillen in interpretatie mogelijk tussen de Engelse tekst en de Nederlandse tekst. Om verwarring te voorkomen wordt in deze publicatie de oorspronkelijke Engelse tekst gebruikt.

### **2. Operator - EU Regulation 216/2008, Article 3 (h)**

1.1 'operator' shall mean any legal or natural person, operating or proposing to operate one or more aircraft or one or more aerodromes;

### **3 en 4. Operations - EU Regulation 216/2008, Article 4, paragraph 4**

Aircraft, including any installed product, part and appliance, which are:

- a. designed or manufactured by an organisation for which the Agency or a Member State ensures safety oversight; or
- b. registered in a Member State, unless their regulatory safety oversight has been delegated to a third country and they are not used by a Community operator; or
- c. registered in a third country and used by an operator for which any Member State ensures oversight of operations or used into, within or out of the Community by an operator established or residing in the Community; or
- d. registered in a third country, or registered in a Member State which has delegated their regulatory safety oversight to a third country, and used by a third-country operator into, within or out of the Community shall comply with this Regulation.

2.1 Personnel involved in the operations of aircraft referred to in paragraph 1(b), (c) or (d) shall comply with this Regulation.

2.2 Operations of aircraft referred to in paragraph 1(b), (c) or (d) shall comply with this Regulation.

2.3 Paragraph 1 shall not apply to aircraft referred to in Annex II.

### **4. Commercial Operation - EU Regulation 216/2008, Article 3 (i)**

3.1 '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;

### **6. Commercial Air Transport - EU Regulation 965/2012, Art. 2 (1)**

'commercial air transport (CAT) operation' means an aircraft operation to transport passengers, cargo or mail for remuneration or other valuable consideration;

### **5 en 8. Complex Aircraft - EU Regulation 216/2008, Article 3 (j)**

'complex motor-powered aircraft' shall mean:

- i. an aeroplane:
  - with a maximum certificated take-off mass exceeding 5.700 kg, or
  - certificated for a maximum passenger seating configuration of more than nineteen, or
  - certificated for operation with a minimum crew of at least two pilots, or
  - equipped with (a) turbojet engine(s) or more than one turboprop engine and MTOW > 5.700kg, or
- ii. a helicopter certificated:
  - for a maximum take-off mass exceeding 3.175 kg, or
  - for a maximum passenger seating configuration of more than nine, or
  - for operation with a minimum crew of at least two pilots, or

iii. a tilt rotor aircraft;

## **7. Commercial operation other than Commercial Air Transport**

See note **IV**.

## **8. Specialised Operation - EU Regulation 965/2012, Article 2 (7)**

“Specialised operation (SPO)” means **any operation other than commercial air transport** where the aircraft is used for specialised activities such as agriculture, construction, photography, surveying, observation and patrol, aerial advertisement.

**SPA** Specific Approval: operations, as defined in Annex V, Part SPA, requiring specific approvals

**NCC** Non Commercial operation with Complex Aircraft

**NCO** Non Commercial operation with Other than complex aircraft.

## **NOTES/NOTEN:**

**I.** If EU OPS Regulations are not applicable, national Rules and Regulations apply.

**II.** Annex III, Part ORO is applicable to:

- CAT
- Commercial SPO
- NCC
- Non-Commercial SPO with complex aircraft (ORO.GEN.005):

**III.** Annex V, Part SPA is applicable to all operators, independent of category of operation SPA' s shall be documented in the list of Specific Approvals, For AOC holders in the Operations Specifications.

**IV.** Annex VIII, Part SPO applies to all commercial operations other than CAT.

**V.** M.E.L. approvals

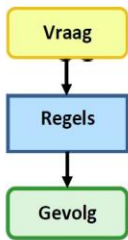
- M.E.L. and amendments shall be approved by the Competent Authority (ORO.MLR.105).
- For Annex VII, Part NCO operations a notification is sufficient {NCO.GEN.155 (b)}.

**VI.** Approvals of ALTMOC(s) – ORO.GEN.120

- ALTMOC's to be used by AOC holders require prior approval.
- ALTMOC's to be used during operations which require a declaration are required to be declared.
- ALTMOC's to be used during approved SPO's require to follow either a) or b).

**VII.** The following operations with other-than-complex motor-powered aircraft aeroplanes and helicopters, balloons and sailplanes may be conducted in accordance with Annex VII, part NCO:

- cost-shared flights by private individuals, on the condition that the direct cost is shared by all the occupants of the aircraft, pilot included and the number of persons sharing the direct costs is limited to six;
- competition flights or flying displays, on the condition that the remuneration or any valuable consideration given for such flights is limited to recovery of direct costs and a proportionate contribution to annual costs, as well as prizes of no more than a value specified by the competent authority;
- introductory flights, parachute dropping, sailplane towing or aerobatic flights performed either by a training organisation having its principal place of business in a Member State and approved in accordance with Regulation (EU) No 1178/2011, or by an organisation created with the aim of promoting aerial sport or leisure aviation, on the condition that the aircraft is operated by the organisation on the basis of ownership or dry lease, that the flight does not generate profits distributed outside of the organisation, and that whenever non-members of the organisation are involved, such flights represent only a marginal activity of the organisation.



Dit schema is niet van toepassing op operaties met:

- ballonnen
- zweefvliegtuigen

