

Council Regulation (EEC) No 3922/91 of 16 December 1991 on the harmonization of technical requirements and administrative procedures in the field of civil aviation

COUNCIL REGULATION (EEC) No 3922/91
of 16 December 1991

on the harmonization of technical requirements and
administrative procedures in the field of civil aviation

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Economic Community, and in particular Article 84 (2) thereof,

Having regard to the proposal from the Commission⁽¹⁾,

Having regard to the opinion of the European Parliament⁽²⁾,

Having regard to the opinion of the Economic and Social Committee⁽³⁾,

Whereas, as provided for in Article 8a of the Treaty, measures should be adopted with the aim of progressively establishing the internal market over a period expiring on 31 December 1992; whereas the internal market will comprise an area without internal frontiers in which the free movement of goods, persons, services and capital is ensured;

Whereas a high general level of safety in civil aviation in Europe should be maintained and current technical requirements and administrative procedures in the Member States should be raised to the highest standard currently attained in the Community;

Whereas safety is a key factor in Community air transport; whereas account should be taken of the Convention on International Civil Aviation, signed in Chicago on 7 December 1944, which provides for implementation of the measures necessary to ensure the safe operation of aircraft;

Whereas the current restrictions on the transfer of aircraft and aviation products and of certain services in the field of aviation between Member States would cause distortions in the internal market;

Whereas the Joint Aviation Authorities (JAA), an associated body of the European Civil Aviation Conference (ECAC), have worked out arrangements to cooperate in the development and implementation of joint aviation requirements (JARs) in all fields relating to the safety of aircraft and their operation;

Whereas, under the common transport policy, technical requirements and administrative procedures relating to the safety of aircraft and their operation should be harmonized on the basis of the JAR codes of the JAA;

Whereas the accession of all Member States to the JAA and the participation of the Commission in its proceedings would facilitate such harmonization;

Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)

Whereas, in order to achieve the Community objectives as regards freedom of movement of persons and products and also as regards the common transport policy, Member States should accept the certification of products and of bodies and persons concerned with the design, manufacture, maintenance and operation of products, without further technical work or evaluation, when the product, organization or person has been certificated in accordance with the common technical requirements and administrative procedures;

Whereas safety problems may arise and, in such case, Member States must take all appropriate measures as a matter of urgency; whereas such measures must be duly justified and, where the common technical requirements and administrative procedures present shortcomings, it is for the Commission, exercising its implementing powers, to adopt the necessary amendments;

[^{F1}The application of provisions regarding flight and duty time limitations can result in significant disruption of rosters for undertakings the operating models of which are exclusively based on night-time operation. The Commission should, on the basis of evidence to be provided by the parties concerned, carry out an assessment and propose an adjustment of the provisions regarding flight and duty time limitations to take account of these special operating models.]

Whereas it is desirable that funding by the Member States of research to improve aviation safety be coordinated to ensure optimum use of resources and to enable the maximum benefit to be achieved;

[^{F1}By 16 January 2009, the European Aviation Safety Agency should complete a scientific and medical evaluation of Subpart Q and, where relevant, of Subpart O of Annex III. On the basis of the results of this evaluation, and in accordance with the procedure referred to in Article 12(2), the Commission should, if necessary, draw up and submit proposals without delay to amend the relevant technical provisions.

In the review of certain provisions referred to in Article 8a, the course towards further harmonisation of cabin crew training requirements hitherto adopted should be maintained, in order to facilitate the free movement of cabin crew personnel within the Community. In this context, the possibility of further harmonisation of cabin crew qualifications should be re-examined.]

[^{F2}The measures necessary for the implementation of this Regulation should be adopted in accordance with Council Decision 1999/468/EC of 28 June 1999 laying down the procedures for the exercise of implementing powers conferred on the Commission]⁽⁴⁾

HAS ADOPTED THIS REGULATION:

Textual Amendments

- F1** Inserted by [Regulation \(EC\) No 1899/2006 of the European Parliament and of the Council of 12 December 2006 amending Council Regulation \(EEC\) No 3922/91 on the harmonisation of technical requirements and administrative procedures in the field of civil aviation \(Text with EEA relevance\)](#).
- F2** Substituted by [Regulation \(EC\) No 1899/2006 of the European Parliament and of the Council of 12 December 2006 amending Council Regulation \(EEC\) No 3922/91 on the harmonisation of technical requirements and administrative procedures in the field of civil aviation \(Text with EEA relevance\)](#).

Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)

Article 1

^{F3} 1 This Regulation applies to technical requirements and administrative procedures in the field of civil aviation safety related to the operation and maintenance of air taxi, emergency medical service and single pilot commercial air transport operations by aeroplanes, and persons and organisations involved in such tasks, until such time as detailed rules are introduced pursuant to Article 32(1)(a) of Regulation 2018/1139.]

2 The harmonized technical requirements and administrative procedures referred to in paragraph 1 shall apply to all aircraft operated by operators as defined in Article 2 (a), whether registered in ^{F4}the United Kingdom] or in a third country ^{F5}(which in this Regulation means any country or territory other than the United Kingdom)].

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Textual Amendments

- F3** Art. 1(1) substituted (31.12.2020) by [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **7(2)** (with Sch. 3) (as amended by [S.I. 2019/1098](#), regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)
- F4** Words in Art. 1(2) substituted (31.12.2020) by [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **7(3)(a)** (with Sch. 3) (as amended by [S.I. 2019/1098](#), regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)
- F5** Words in Art. 1(2) inserted (31.12.2020) by [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **7(3)(b)** (with Sch. 3) (as amended by [S.I. 2019/1098](#), regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)
- F6** Art. 1(3)(4) omitted (31.12.2020) by virtue of [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **7(4)** (with Sch. 3) (as amended by [S.I. 2019/1098](#), regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

Article 2

For the purpose of this Regulation:

- (a) ‘operator’ means a natural person residing in ^{F7}the United Kingdom] or a legal person established in ^{F7}the United Kingdom] using one or more aircraft in accordance with the regulations applicable in ^{F8}the United Kingdom], or a ^{F9}United Kingdom] air carrier as defined in ^{F10}Regulation (EC) No 1008/2008 of the Parliament and of the Council on common rules for the operation of air services];
- (b) ‘product’ means a civil aircraft, engine, propeller or appliance;
- (c) ‘appliance’ means any instrument, equipment, mechanism, apparatus or accessory used or intended to be used in operating an aircraft in flight, whether installed in, intended to be installed in, or attached to, a civil aircraft, but not forming part of an airframe, engine or propeller;
- (d) ‘component’ means a material, part or sub-assembly not covered by the definitions in (b) or (c) for use on civil aircraft, engines, propellers or appliances;
- (e) ‘certification’ (of a product, service, organization or person) means any form of legal recognition that such a product, service, body or person complies with the applicable requirements. Such certification comprises two acts:

Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)

- (i) the act of checking that technically the product, service, organization or person complies with the applicable requirements; this act is referred to as ‘making the technical findings’;
 - (ii) the act of formal recognition of such compliance with the applicable requirements by the issue of a certificate, licence, approval or other document in the manner required by national laws and procedures; this act is referred to as ‘making the legal findings’;
- (f) ‘maintenance’ means all inspections, servicing, modification and repair throughout the life of an aircraft needed to ensure that the aircraft remains in compliance with the type certification and offers a high level of safety in all circumstances; this shall include in particular modifications imposed by the authorities party to the arrangements referred to in (h) in accordance with airworthiness checking concepts;
- (g) ^{F11} ...
- (h) ‘arrangements’ means arrangements developed under the auspices of the European Civil Aviation Conference (ECAC) for cooperation in the development and implementation of joint requirements in all fields relating to the safety and safe operation of aircraft. These arrangements are specified in Annex I [^{F2}];
- (i) [^{F12}‘the CAA’ means the Civil Aviation Authority.]

Textual Amendments

- F2** Substituted by Regulation (EC) No 1899/2006 of the European Parliament and of the Council of 12 December 2006 amending Council Regulation (EEC) No 3922/91 on the harmonisation of technical requirements and administrative procedures in the field of civil aviation (Text with EEA relevance).
- F7** Words in Art. 2(a) substituted (31.12.2020) by The Aviation Safety (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/645), regs. 1, **8(2)(a)** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)
- F8** Words in Art. 2(a) substituted (31.12.2020) by The Aviation Safety (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/645), regs. 1, **8(2)(b)** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)
- F9** Words in Art. 2(a) substituted (31.12.2020) by The Aviation Safety (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/645), regs. 1, **8(2)(c)** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)
- F10** Words in Art. 2(a) substituted (31.12.2020) by The Aviation Safety (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/645), regs. 1, **8(2)(d)** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)
- F11** Art. 2(g) omitted (31.12.2020) by virtue of The Aviation Safety (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/645), regs. 1, **8(3)** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)
- F12** Art. 2(i) substituted (31.12.2020) by The Aviation Safety (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/645), regs. 1, **8(4)** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

[^{F2}Article 3

1 [^{F13}The] technical requirements and administrative procedures applicable in the [^{F14}United Kingdom] with regard to [^{F15}air taxi, emergency medical service and single pilot commercial air transport operations] shall be those specified in Annex III.

Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)

2 References made to Subpart M of Annex III or any of its provisions shall refer to Part-M of Commission Regulation (EC) No 2042/2003 of 20 November 2003 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks⁽⁵⁾ or its relevant provisions.]

Textual Amendments

- F2** Substituted by Regulation (EC) No 1899/2006 of the European Parliament and of the Council of 12 December 2006 amending Council Regulation (EEC) No 3922/91 on the harmonisation of technical requirements and administrative procedures in the field of civil aviation (Text with EEA relevance).
- F13** Word in Art. 3(1) substituted (31.12.2020) by The Aviation Safety (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/645), regs. 1, **9(a)** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)
- F14** Words in Art. 3(1) substituted (31.12.2020) by The Aviation Safety (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/645), regs. 1, **9(b)** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)
- F15** Words in Art. 3(1) substituted (31.12.2020) by The Aviation Safety (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/645), regs. 1, **9(c)** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

^{F16}Article 4

Textual Amendments

- F16** Arts. 4-7 omitted (31.12.2020) by virtue of The Aviation Safety (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/645), regs. 1, **10** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

^{F16}Article 5

Textual Amendments

- F16** Arts. 4-7 omitted (31.12.2020) by virtue of The Aviation Safety (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/645), regs. 1, **10** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

^{F16}Article 6

Textual Amendments

- F16** Arts. 4-7 omitted (31.12.2020) by virtue of The Aviation Safety (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/645), regs. 1, **10** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)

^{F16}Article 7

Textual Amendments

F16 Arts. 4-7 omitted (31.12.2020) by virtue of [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **10** (with Sch. 3) (as amended by [S.I. 2019/1098](#), regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

^{F2}Article 8

^{F17}1

2 [^{F18}The CAA] may grant exemptions from the technical requirements and administrative procedures specified by this Regulation in the case of unforeseen urgent operational circumstances or operational needs of a limited duration.

^{F19} ...

When the Commission and other Member States are informed of exemptions granted by a Member State in accordance with the second subparagraph, the Commission shall examine whether the exemptions comply with the safety objectives of this Regulation or any other relevant rule of Community legislation.

If the Commission finds that the exemptions granted do not comply with the safety objectives of this Regulation or any other relevant rule of Community legislation, it shall decide on safeguard measures in accordance with the procedure referred to in Article 12a.

In such a case, the Member State concerned shall revoke the exemption.

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4 [^{F21}The Secretary of State] may adopt or maintain provisions relating to OPS 1.1105 point 6, OPS 1.1110 points 1.3 and 1.4.1, OPS 1.1115, and OPS 1.1125 point 2.1 of Subpart Q in Annex III ^{F22}...]

Textual Amendments

F2 Substituted by [Regulation \(EC\) No 1899/2006 of the European Parliament and of the Council of 12 December 2006 amending Council Regulation \(EEC\) No 3922/91 on the harmonisation of technical requirements and administrative procedures in the field of civil aviation \(Text with EEA relevance\)](#).

F17 Art. 8(1) omitted (31.12.2020) by virtue of [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **11(2)** (with Sch. 3) (as amended by [S.I. 2019/1098](#), regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

F18 Words in Art. 8(2) substituted (31.12.2020) by [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **11(3)(a)** (with Sch. 3) (as amended by [S.I. 2019/1098](#), regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

F19 Words in Art. 8(2) omitted (31.12.2020) by virtue of [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **11(3)(b)** (with Sch. 3) (as amended by [S.I. 2019/1098](#), regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

F20 Art. 8(3) omitted (31.12.2020) by virtue of [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **11(4)** (with Sch. 3) (as amended by [S.I. 2019/1098](#), regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)

- F21** Words in Art. 8(4) substituted (31.12.2020) by [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **11(5)(a)** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)
- F22** Words in Art. 8(4) omitted (31.12.2020) by virtue of [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **11(5)(b)** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

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F23 Article 8a

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Textual Amendments

- F23** Arts. 8a-13 omitted (31.12.2020) by virtue of [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **12** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

F23 Article 9

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Textual Amendments

- F23** Arts. 8a-13 omitted (31.12.2020) by virtue of [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **12** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

F23 Article 10

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Textual Amendments

- F23** Arts. 8a-13 omitted (31.12.2020) by virtue of [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **12** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

F23 Article 11

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Textual Amendments

- F23** Arts. 8a-13 omitted (31.12.2020) by virtue of [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **12** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

F23 Article 12

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Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)

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Textual Amendments

F23 Arts. 8a-13 omitted (31.12.2020) by virtue of [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **12** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

^{F23}Article 12a

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Textual Amendments

F23 Arts. 8a-13 omitted (31.12.2020) by virtue of [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **12** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

^{F23}Article 13

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Textual Amendments

F23 Arts. 8a-13 omitted (31.12.2020) by virtue of [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **12** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

Article 14

This Regulation shall enter into force on 1 January 1992.

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Textual Amendments

F24 Words in [Signature](#) omitted (31.12.2020) by virtue of [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **13** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)

ANNEX I

Arrangements referred to in Article 2 (1) (h)

‘Arrangements concerning the Development, the Acceptance and the Implementation of Joint Aviation Requirements (JAR)’, concluded in Cyprus on 11 September 1990.

^{F25} ANNEX II

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Textual Amendments

- F25** Deleted by Regulation (EC) No 1592/2002 of the European Parliament and of the Council of 15 July 2002 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency (Text with EEA relevance).
- F26** Substituted by Commission Regulation (EC) No 2871/2000 of 28 December 2000 adapting to scientific and technical progress Council Regulation (EEC) No 3922/91 on the harmonisation of technical requirements and administrative procedures in the field of civil aviation (Text with EEA relevance).

^{F27} ANNEX III

Textual Amendments

- F27** Deleted by Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC (Text with EEA relevance).

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Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)

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Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)

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Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)

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Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)

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Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)

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Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)

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Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)

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OPS Ice and other contaminants — ground procedures
1.345

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OPS Ice and other contaminants — flight procedures
1.346

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Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)

OPS Fuel and oil supply
1.350

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OPS Take-off conditions
1.355

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OPS Application of take-off minima
1.360

.....

OPS Minimum flight altitudes
1.365

.....

OPS Simulated abnormal situations in flight
1.370

.....

OPS In-flight fuel management
1.375

.....

OPS Intentionally blank
1.380

.....

OPS Use of supplemental oxygen
1.385

.....

OPS Cosmic radiation
1.390

.....

OPS Ground proximity detection
1.395

.....

OPS Use of airborne collision avoidance system (ACAS)
1.398

.....

OPS Approach and landing conditions
1.400

.....

Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)

OPS Commencement and continuation of approach
1.405

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OPS Operating procedures — Threshold crossing height
1.410

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OPS Journey log
1.415

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OPS Occurrence reporting
1.420

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OPS Reserved
1.425

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Appendix Fuel policy
to OPS
1.255

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Appendix Fuel policy
to OPS
1.255

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Appendix Stowage of baggage and cargo
to OPS
1.270

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Appendix Re/defuelling with passengers embarking, on board or disembarking
to OPS
1.305

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Appendix Minimum number of cabin crew required to be on board an aeroplane during ground
to OPS operations with passengers
1.311

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SUBPART ALL WEATHER OPERATIONS
E

Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)

OPS Aerodrome operating minima — General(See Appendix 1 (old) and Appendix 1 (new)
1.430 to OPS 1.430)

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OPS Terminology
1.435

.....
OPS Low visibility operations — General operating rules(See Appendix 1 to OPS 1.440)
1.440

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OPS Low visibility operations — Aerodrome considerations
1.445

.....
OPS Low visibility operations — Training and qualifications(See Appendix 1 to OPS
1.450 1.450)

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OPS Low visibility operations — Operating procedures(See Appendix 1 to OPS 1.455)
1.455

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OPS Low visibility operations — Minimum equipment
1.460

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OPS VFR Operating minima(See Appendix 1 to OPS 1.465)
1.465

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AppendixAerodrome operating minima
(Old)
to OPS
1.430

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AppendixAerodrome operating minima
(New)
to OPS
1.430

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AppendixAeroplane categories — All weather operations
to OPS
1.430
(c)

Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)

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AppendixLow visibility operations — General operating rules
to OPS
1.440

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AppendixLow visibility operations — Training and qualifications
to OPS
1.450

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AppendixLow visibility operations — Operating procedures
to OPS
1.455

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AppendixMinimum visibilities for VFR operations
to OPS
1.465

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SUBPARTPERFORMANCE GENERAL
F

OPS Applicability
1.470

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OPS General
1.475

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OPS Terminology
1.480

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SUBPARTPERFORMANCE CLASS A
G

OPS General
1.485

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OPS Take-off
1.490

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OPS Take-off obstacle clearance
1.495

Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)

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OPS En-route — One engine inoperative
1.500

.....
OPS En-route — Aeroplanes with three or more engines, two engines inoperative
1.505

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OPS Landing — Destination and alternate aerodromes
1.510

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OPS Landing — Dry runways
1.515

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OPS Landing — Wet and contaminated runways
1.520

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Appendix Approval of increased bank angles
to OPS
1.495
(c)3.

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Appendix Steep approach procedures
to OPS
1.515
(a)3.

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Appendix Short landing operations
to OPS
1.515
(a)4.

.....
Appendix Airfield criteria for short landing operations
to OPS
1.515
(a)4.

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SUBPART PERFORMANCE CLASS B
H

Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)

OPS General
1.525

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OPS Take-off
1.530

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OPS Take-off obstacle clearance — Multi-engined aeroplanes
1.535

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OPS En-Route — Multi-engined aeroplanes
1.540

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OPS En-route — Single-engine aeroplanes
1.542

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OPS Landing — Destination and alternate aerodromes
1.545

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OPS Landing — Dry runway
1.550

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OPS Landing — Wet and contaminated runways
1.555

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Appendix General — Take-off and landing climb
to OPS
1.525
(b)

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Appendix Take-off flight path — Visual course guidance navigation
to OPS
1.535
(b)1.
and (c)1.

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Appendix Steep approach procedures
to OPS
1.550
(a)

Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)

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Appendix Short landing operations
to OPS
1.550
(a)

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SUBPART PERFORMANCE CLASS C
I

OPS General
1.560

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OPS Take-off
1.565

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OPS Take-off obstacle clearance
1.570

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OPS En-route — All engines operating
1.575

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OPS En-route — One engine inoperative
1.580

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OPS En-Route — Aeroplanes with three or more engines, two engines inoperative
1.585

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OPS Landing — Destination and alternate aerodromes
1.590

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OPS Landing — Dry runways
1.595

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OPS Landing — Wet and contaminated runways
1.600

.....

SUBPART MASS AND BALANCE
J

Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)

OPS General(See Appendix 1 to OPS 1.605)
1.605

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OPS Terminology
1.607

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OPS Loading, mass and balance
1.610

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OPS Mass values for crew
1.615

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OPS Mass values for passengers and baggage
1.620

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OPS Mass and balance documentation(See Appendix 1 to OPS 1.625)
1.625

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AppendixMass and Balance — General(See OPS 1.605)
to OPS
1.605

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AppendixDefinition of the area for flights within the European region
to OPS
1.620 (f)

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AppendixProcedure for establishing revised standard mass values for passengers and baggage
to OPS
1.620
(g)

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AppendixMass and Balance Documentation
to OPS
1.625

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SUBPARTINSTRUMENTS AND EQUIPMENT
K

Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)

OPS General introduction
1.630

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OPS Circuit protection devices
1.635

.....

OPS Aeroplane operating lights
1.640

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OPS Windshield wipers
1.645

.....

OPS Day VFR operations — Flight and navigational instruments and associated equipment
1.650

.....

OPS IFR or night operations — Flight and navigational instruments and associated
1.652 equipment

.....

OPS Additional equipment for single pilot operation under IFR or at night
1.655

.....

OPS Altitude alerting system
1.660

.....

OPS Ground proximity warning system and terrain awareness warning system
1.665

.....

OPS Airborne collision avoidance system
1.668

.....

OPS Airborne weather radar equipment
1.670

.....

OPS Equipment for operations in icing conditions
1.675

.....

Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)

OPS Cosmic radiation detection equipment
1.680

.....

OPS Flight crew interphone system
1.685

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OPS Crew member interphone system
1.690

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OPS Public address system
1.695

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OPS Cockpit voice recorders — 1
1.700

.....

OPS Cockpit voice recorders — 2
1.705

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OPS Cockpit voice recorders — 3
1.710

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OPS Flight data recorders — 1(See Appendix 1 to OPS 1.715)
1.715

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OPS Flight data recorders — 2(See Appendix 1 to OPS 1.720)
1.720

.....

OPS Flight data recorders — 3(See Appendix 1 to OPS 1.725)
1.725

.....

OPS Combination recorder
1.727

.....

OPS Seats, seat safety belts, harnesses and child restraint devices
1.730

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Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)

OPS Fasten seat belt and no smoking signs
1.731

.....

OPS Internal doors and curtains
1.735

.....

OPS First-aid kits
1.745

.....

OPS Emergency medical kit
1.755

.....

OPS First-aid oxygen
1.760

.....

OPS Supplemental oxygen — pressurised aeroplanes(See Appendix 1 to OPS 1.770)
1.770

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OPS Supplemental oxygen — Non-pressurised aeroplanes(See Appendix 1 to OPS 1.775)
1.775

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OPS Crew protective breathing equipment
1.780

.....

OPS Hand fire extinguishers
1.790

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OPS Crash axes and crowbars
1.795

.....

OPS Marking of break-in points
1.800

.....

OPS Means for emergency evacuation
1.805

.....

Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)

OPS Megaphones
1.810

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OPS Emergency lighting
1.815

.....

OPS Emergency locator transmitter
1.820

.....

OPS Life jackets
1.825

.....

OPS Life-rafts and survival ELTs for extended overwater flights
1.830

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OPS Survival equipment
1.835

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OPS Seaplanes and amphibians — Miscellaneous equipment
1.840

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Appendix Flight data recorders — 1 — List of parameters to be recorded
to OPS
1.715

Table A1 — Aeroplanes with a maximum certificated take-off mass of over 5 700 kg

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Table A2 — Aeroplanes with a maximum certificated take-off mass of 5 700 kg or below

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F27

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Table B — Additional parameters for aeroplanes with a maximum certificated take-off mass
of over 27 000 kg

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Table C — Aeroplanes equipped with electronic display systems

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F27

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Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)

AppendixFlight data recorders — 2 — List of parameters to be recorded to OPS
1.720

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AppendixFlight data recorders — 3 — List of parameters to be recorded to OPS
1.725

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AppendixOxygen — Minimum requirements for supplemental oxygen for pressurised to OPS aeroplanes during and following emergency descent
1.770

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AppendixSupplemental oxygen for non-pressurised aeroplanes to OPS
1.775

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SUBPARTCOMMUNICATION AND NAVIGATION EQUIPMENT L

OPS General introduction
1.845

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OPS Radio equipment
1.850

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OPS Audio selector panel
1.855

.....

OPS Radio equipment for operations under VFR over routes navigated by reference to visual landmarks
1.860

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OPS Communication and navigation equipment for operations under IFR, or under VFR over routes not navigated by reference to visual landmarks
1.865

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OPS Transponder equipment
1.866

.....

OPS Additional navigation equipment for operations in MNPS airspace
1.870

Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)

.....
OPS Equipment for operation in defined airspace with reduced vertical separation minima
1.872 (RVSM)

.....
OPS Electronic navigation data management
1.873

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SUBPART AEROPLANE MAINTENANCE
M

OPS General
1.875

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SUBPART FLIGHT CREW
N

OPS Composition of flight crew(See Appendices 1 and 2 to OPS 1.940)
1.940

.....
OPS Initial operator's crew resource management (CRM) training
1.943

.....
OPS Conversion training and checking(See Appendix 1 to OPS 1.945)
1.945

.....
OPS Differences training and familiarisation training
1.950

.....
OPS Nomination as commander
1.955

.....
OPS Commanders holding a Commercial Pilot Licence
1.960

.....
OPS Recurrent Training and Checking(See Appendices 1 and 2 to OPS 1.965)
1.965

.....
OPS Pilot qualification to operate in either pilot's seat(See Appendix 1 to OPS 1.968)
1.968

Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)

.....
OPS Recent experience
1.970

.....
OPS Route and aerodrome competence qualification
1.975

.....
OPS Alternative training and qualification programme(See Appendix 1 to OPS 1.978)
1.978

.....
OPS Operation on more than one type or variant(See Appendix 1 to OPS 1.980)
1.980

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OPS Operation of helicopter and aeroplane
1.981

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OPS Training records
1.985

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Appendix 11-flight relief of flight crew members
to OPS
1.940

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Appendix 12-single pilot operations under IFR or at night
to OPS
1.940

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Appendix 13-operator's conversion course
to OPS
1.945

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Appendix 14-recurrent training and checking — Pilots
to OPS
1.965

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Appendix 15-recurrent training and checking — System panel operators
to OPS
1.965

Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)

.....
AppendixPilot qualification to operate in either pilot's seat
to OPS
1.968

.....
AppendixAlternative training and qualification programme
to OPS
1.978

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AppendixOperation on more than one type or variant
to OPS
1.980

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SUBPARTCABIN CREW
O

OPS Applicability
1.988

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OPS Identification
1.989

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OPS Number and composition of cabin crew
1.990

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OPS Minimum requirements
1.995

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OPS Senior cabin crew members
1.1000

.....
OPS Single cabin crew member operations
1.1002

.....
OPS Initial safety training(See Appendix 1 to OPS 1.1005 and Appendix 3 to OPS
1.1005 1.1005/1.1010/1.1015)

.....
OPS Conversion and differences training(See Appendix 1 to OPS 1.1010 and Appendix 3
1.1010 to OPS 1.1005/1.1010/1.1015)

Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)

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OPS Familiarisation
1.1012

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OPS Recurrent training(See Appendix 1 to OPS 1.1015 and Appendix 3 to OPS
1.1015 1.1005/1.1010/1.1015)

.....
OPS Refresher training(See Appendix 1 to OPS 1.1020)
1.1020

.....
OPS Checking
1.1025

.....
OPS Operation on more than one type or variant
1.1030

.....
OPS Training records
1.1035

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Appendix Initial safety training
to OPS
1.1005

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Appendix Conversion and differences training
to OPS
1.1010

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Appendix Recurrent training
to OPS
1.1015

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Appendix Refresher training
to OPS
1.1020

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Appendix Training
to OPS
1.1005/1.1010/1.1015

Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)

.....
Appendix Medical aspects and first aid training
to OPS
1.1005/1.1010/1.1015

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SUBPART MANUALS, LOGS AND RECORDS
P

OPS General rules for operations manuals
1.1040

.....
OPS Operations Manual — structure and contents(See Appendix 1 to OPS 1.1045)
1.1045

.....
OPS Aeroplane flight manual
1.1050

.....
OPS Journey log
1.1055

.....
OPS Operational flight plan
1.1060

.....
OPS Document storage periods
1.1065

.....
OPS Operator's continuing airworthiness management exposition
1.1070

.....
OPS Aeroplane technical log
1.1071

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Appendix Operations Manual Contents
to OPS
1.1045

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Appendix Document storage periods
to OPS
1.1065

Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)

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SUBPART FLIGHT AND DUTY TIME LIMITATIONS AND REST REQUIREMENTS

Q

OPS Objective and scope
1.1090

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OPS Definitions
1.1095

.....

OPS Flight and duty limitations
1.1100

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OPS Maximum daily flight duty period (FDP)
1.1105

.....

OPS Rest
1.1110

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OPS Extension of flight duty period due to in-flight rest
1.1115

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OPS Unforeseen circumstances in actual flight operations — commander's discretion
1.1120

.....

OPS Standby
1.1125

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Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)

OPS Nutrition
1.1130

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OPS Flight duty, duty and rest period records
1.1135

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SUBPARTTRANSPORT OF DANGEROUS GOODS BY AIR
R

OPS General
1.1145

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OPS Terminology
1.1150

.....

OPS Approval to transport dangerous goods
1.1155

F27

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OPS Scope
1.1160

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OPS Limitations on the transport of dangerous goods
1.1165

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OPS Intentionally blank
1.1190

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OPS Acceptance of dangerous goods
1.1195

.....

OPS Inspection for damage, leakage or contamination
1.1200

.....

OPS Removal of contamination
1.1205

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Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)

OPS Loading restrictions

1.1210

.....

OPS Provision of information

1.1215

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OPS Training programmes

1.1220

.....

OPS Dangerous goods incident and accident reports

1.1225

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Appendix Dangerous goods incident and accident reports

to OPS

1.1225

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SUBPART SECURITY

S

OPS Security requirements

1.1235

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OPS Training programmes

1.1240

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OPS Reporting acts of unlawful interference

1.1245

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OPS1.1250 Aeroplane search procedure checklist

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OPS Flight crew compartment security

1.1255

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Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)

- (1) OJ No C 270, 26.10.1990, p. 3.
- (2) OJ No C 267, 14.10.1991, p. 154.
- (3) OJ No C 159, 17.6.1991, p. 28.
- (4) [^{F2} OJ L 184, 17.7.1999, p. 23. Decision as amended by Decision 2006/512/EC (OJ L 200, 22.7.2006, p. 11).]
- (5) [^{F2} OJ L 315, 28.11.2003, p. 1.]

Textual Amendments

- F2** Substituted by Regulation (EC) No 1899/2006 of the European Parliament and of the Council of 12 December 2006 amending Council Regulation (EEC) No 3922/91 on the harmonisation of technical requirements and administrative procedures in the field of civil aviation (Text with EEA relevance).

Changes to legislation:

There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91.