

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;

Status: Point in time view as at 31/01/2020.

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 \(Text with EEA relevance\)](#).

Status: Point in time view as at 31/01/2020.

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

[^{F21} This Regulation shall apply to the harmonisation of technical requirements and administrative procedures in the field of civil aviation safety related to the operation and maintenance of aircraft and persons and organisations involved in such tasks.]

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 a Member State or in a third country.

[^{F13} The application of this Regulation to the airport of Gibraltar is understood to be without prejudice to the respective legal positions of the Kingdom of Spain and the United Kingdom with regard to the dispute over sovereignty over the territory in which the airport is situated.

4 Application of this Regulation to Gibraltar airport shall be suspended until the arrangements included in the Joint Declaration made by the Foreign Ministers of the Kingdom of Spain and the United Kingdom on 2 December 1987 enter into operation. The Governments of Spain and the United Kingdom shall inform the Council of such date of entry into operation.]

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 \(Text with EEA relevance\).](#)

Article 2

For the purpose of this Regulation:

- (a) ‘operator’ means a natural person residing in a Member State or a legal person established in a Member State using one or more aircraft in accordance with the regulations applicable in that Member State, or a Community air carrier as defined in Community legislation;
- (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:
- (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’;

*Status: Point in time view as at 31/01/2020.**Changes to legislation: There are currently no known outstanding effects for the Council Regulation (EEC) No 3922/91. (See end of Document for details)*

- (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) ‘national variant’ means a national requirement or regulation imposed by a country in addition to or instead of a JAR;
- (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) ^[F1]‘the Authority’ in Annex III means the competent authority that has granted the air operator's certificate (AOC).]

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).

^[F2]Article 3

1 Without prejudice to Article 11, the common technical requirements and administrative procedures applicable in the Community with regard to commercial transportation by aeroplane shall be those specified in Annex III.

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).

Article 4

^[F21] With regard to the fields not covered by Annex III, common technical requirements and administrative procedures shall be adopted on the basis of Article 80(2) of the Treaty. The

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Commission shall, where appropriate and as soon as possible, submit suitable proposals in these fields.]

2 Pending adoption of the proposals referred to in paragraph 1 member States may apply the relevant provisions of their existing national regulations.

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 \(Text with EEA relevance\).](#)

Article 5

Member States shall ensure that their responsible civil aviation authorities meet the conditions for membership of the JAA specified in the arrangements and shall sign such arrangements without reservation before 1 January 1992.

^{F2}Article 6

Aircraft operated under an authorisation granted by a Member State in compliance with the common technical requirements and administrative procedures may be operated under the same conditions in other Member States, without further technical requirements or evaluation by those other Member States.]

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 \(Text with EEA relevance\).](#)

^{F2}Article 7

Member States shall recognise the certification granted pursuant to this Regulation by another Member State or by a body acting on its behalf, to bodies or persons placed under its jurisdiction and under its authority, who are concerned with the maintenance of products and the operation of aircraft.]

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 \(Text with EEA relevance\).](#)

^{F2}Article 8

1 The provisions of Articles 3 to 7 shall not prevent a Member State from reacting immediately to a safety problem which involves a product, person or organisation subject to this Regulation.

If the safety problem results from an inadequate level of safety provided for by the common technical requirements and administrative procedures, or shortcomings in these requirements and procedures, the Member State shall immediately inform the

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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)

Commission and the other Member States of the measures taken and the reasons therefor.

The Commission shall decide, in accordance with the procedure referred to in Article 12(2), whether an inadequate level of safety or a shortcoming in the common technical requirements and administrative procedures justifies the continued application of the measures adopted pursuant to the first subparagraph of this paragraph. In such a case, the Commission shall also take the necessary steps to amend the common technical requirements and administrative procedures concerned in accordance with Article 4 or Article 11. If the Member State's measures are found not to be justified, it shall revoke the measures in question.

2 A Member State 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.

The Commission and the other Member States shall be informed of any exemptions granted repeatedly or for a period of more than two months.

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.

3 In cases where a safety level equivalent to that attained by the application of the common technical requirements and administrative procedures set out in Annex III can be achieved by other means, Member States may, without discrimination on grounds of the nationality of the applicants and having regard to the need not to distort competition, grant approval derogating from these provisions.

In such cases the Member State concerned shall notify the Commission of its intention to grant such approval, the reasons therefor and the conditions laid down in order to ensure that an equivalent level of safety is achieved.

The Commission shall, within a period of three months following notification by a Member State, initiate the procedure referred to in Article 12(2) in order to decide whether the proposed approval of the measure can be granted.

[^{F3}In such a case, the Commission shall notify its decision to all Member States, which shall be entitled to apply that measure. The relevant provisions of Annex III may also be amended in accordance with Article 11, so as to reflect that measure.]

Articles 6 and 7 shall apply to the measure in question.

4 Notwithstanding the provisions of paragraphs 1, 2 and 3, a Member 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 until Community rules based on scientific knowledge and best practices are established.

Status: Point in time view as at 31/01/2020.

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

A Member State shall inform the Commission of the provisions that it decides to maintain.

For national provisions derogating from the OPS 1 provisions referred to in the first subparagraph, which Member States intend to adopt after the date of application of Annex III, the Commission shall, within a period of three months following the notification by a Member State, initiate the procedure referred to in Article 12(2) in order to decide whether these provisions comply with the safety objectives of this Regulation and other rules of Community law, and if they may be made applicable.

[^{F3}In such a case, the Commission shall notify its decision to all Member States, which shall be entitled to apply that measure. The relevant provisions of Annex III may also be amended in accordance with Article 11, so as to reflect that measure.]

Articles 6 and 7 shall apply to the measure in question.]

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 \(Text with EEA relevance\)](#).
- F3** Substituted by [Regulation \(EC\) No 1900/2006 of the European Parliament and of the Council of 20 December 2006 amending Council Regulation \(EEC\) No 3922/91 on the harmonisation of technical requirements and administrative procedures in the field of civil aviation](#).

[^{F1}Article 8a

1 By 16 January 2009, the European Aviation Safety Agency shall conclude a scientific and medical evaluation of the provisions of Subpart Q and, where relevant, of Subpart O of Annex III.

2 Without prejudice to Article 7 of 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⁽⁶⁾, the European Aviation Safety Agency shall assist the Commission in the preparation of proposals for the modification of the applicable technical provisions of Subpart O and Subpart Q of Annex III.]

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 \(Text with EEA relevance\)](#).

Article 9

Member States shall take the necessary steps to coordinate their research programmes to improve the safety of civil aircraft and their operation and to inform the Commission thereof. After consulting the Member States, the Commission may take any relevant initiative to promote such national research programmes.

Article 10

Member States shall notify the Commission of:

Status: Point in time view as at 31/01/2020.

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

- (a) any new or amended requirement or procedure developed or adopted in accordance with procedures laid down in the Arrangements; and
- (b) any modification of the Arrangements; and
- (c) the results of consultations with industry and other interested bodies.

Article 11

[^{F3}1 The measures, designed to amend non-essential elements of this Regulation by supplementing it, which are necessitated by scientific and technical progress and which amend the common technical requirements and administrative procedures listed in Annex III, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 12(3). On imperative grounds of urgency, the Commission may follow the urgency procedure referred to in Article 12(4).]

2 Where the amendments referred to in paragraph 1 contain a national variant for a Member State the Commission, following the procedure laid down [^{F3}in Article 12(3)], shall decide whether or not to include that variant in the common technical requirements and administrative procedures.

Textual Amendments

F3 Substituted by [Regulation \(EC\) No 1900/2006 of the European Parliament and of the Council of 20 December 2006 amending Council Regulation \(EEC\) No 3922/91 on the harmonisation of technical requirements and administrative procedures in the field of civil aviation.](#)

[^{F3}Article 12

1 The Commission shall be assisted by the Air Safety Committee (hereinafter referred to as ‘the Committee’).

2 Where reference is made to this paragraph, Articles 5 and 7 of Decision 1999/468/EC shall apply, having regard to the provisions of Article 8 thereof.

The period laid down in Article 5(6) of Decision 1999/468/EC shall be set at three months.

3 Where reference is made to this paragraph, Article 5a(1) to (4), and Article 7 of Decision 1999/468/EC shall apply, having regard to the provisions of Article 8 thereof.

4 Where reference is made to this paragraph, Article 5a(1), (2), (4) and (6), and Article 7 of Decision 1999/468/EC shall apply, having regard to the provisions of Article 8 thereof.]

Textual Amendments

F3 Substituted by [Regulation \(EC\) No 1900/2006 of the European Parliament and of the Council of 20 December 2006 amending Council Regulation \(EEC\) No 3922/91 on the harmonisation of technical requirements and administrative procedures in the field of civil aviation.](#)

[^{F1}Article 12a

Where reference is made to this Article, the safeguard procedure laid down in Article 6 of Decision 1999/468/EC shall apply.

Before adopting its decision, the Commission shall consult the Committee.

Status: Point in time view as at 31/01/2020.

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

The period provided for in Article 6(b) of Decision 1999/468/EC shall be set at three months.

When a Commission decision is referred to the Council by a Member State, the Council, acting by a qualified majority, may take a different decision within a period of three months.]

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 \(Text with EEA relevance\)](#).

Article 13

1 Member States shall assist one another in implementing this Regulation and in monitoring its implementation.

2 As part of the mutual assistance referred to in paragraph 1 the Member States' competent authorities shall regularly exchange all available information on:

- infringements of this Regulation by non-residents and penalties imposed in respect thereof,
- penalties imposed on its residents by a Member State in respect of such infringements committed in other Member States.

Article 14

This Regulation shall enter into force on 1 January 1992.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Status: Point in time view as at 31/01/2020.

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.

F4 ANNEX II

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Textual Amendments

F4 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).

F5 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).

F6 ANNEX III

Textual Amendments

F6 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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SUBPART APPLICABILITY AND DEFINITIONS

A

OPS Applicability
1.001

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OPS Definitions
1.003

Status: Point in time view as at 31/01/2020.

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 GENERAL

B

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OPS Laws, regulations and procedures — Operator's responsibilities
1.020

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1.025

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OPS Minimum equipment lists — Operator's responsibilities
1.030

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OPS Quality system
1.035

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OPS Accident prevention and flight safety programme
1.037

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OPS Crew members
1.040

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OPS Search and rescue information
1.050

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OPS Information on emergency and survival equipment carried
1.055

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OPS Ditching
1.060

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OPS Carriage of weapons of war and munitions of war
1.065
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Status: Point in time view as at 31/01/2020.

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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1.070

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1.075

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1.080

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OPS Crew responsibilities
1.085

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OPS Authority of the commander
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OPS Authority to taxi an aeroplane
1.095

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1.100

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1.105

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OPS Portable electronic devices
1.110

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OPS Alcohol and drugs
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1.120

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1.125

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Status: Point in time view as at 31/01/2020.

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 Additional information and forms to be carried
1.135

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OPS Information retained on the ground
1.140

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1.145

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OPS Preservation, production and use of flight recorder recordings
1.160

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1.165

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Appendix Operations of performance class B aeroplanes
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1.005
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Appendix Documents to be carried See OPS 1.125.
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1.125

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SUBPART OPERATOR CERTIFICATION AND SUPERVISION C

OPS General rules for air operator certification
1.175

Status: Point in time view as at 31/01/2020.

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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1.180

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1.185

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Appendix Contents and conditions of the Air Operator Certificate
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1.175

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Appendix The management and organisation of an AOC holder
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1.175

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1.192

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OPS Operational control
1.195

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OPS Operations manual
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OPS Competence of operations personnel
1.205

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OPS Establishment of procedures
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1.215

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Status: Point in time view as at 31/01/2020.

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 Authorisation of aerodromes by the operator(See OPS 1.192)
1.220

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OPS Aerodrome operating minima
1.225

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OPS Instrument departure and approach procedures
1.230

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1.240

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OPS Operation in defined airspace with reduced vertical separation minima (RVSM)
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OPS Operation in areas with specified navigation performance requirements
1.243

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OPS Maximum distance from an adequate aerodrome for two-engined aeroplanes without
1.245 an ETOPS approval(See OPS 1.192)

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OPS Extended range operations with two-engined aeroplanes (ETOPS)(See OPS 1.192)
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OPS Establishment of minimum flight altitudes
1.250

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OPS Fuel policy(See Appendix 1 and Appendix 2 to OPS 1.255)
1.255

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Status: Point in time view as at 31/01/2020.

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 Carriage of persons with reduced mobility
1.260

OPS Carriage of inadmissible passengers, deportees or persons in custody
1.265

OPS Stowage of baggage and cargo(See Appendix 1 to OPS 1.270)
1.270

OPS Intentionally blank
1.275

OPS Passenger seating
1.280

OPS Passenger briefing
1.285

OPS Flight preparation
1.290

OPS Selection of aerodromes
1.295

OPS Planning minima for IFR flights
1.297

OPS Submission of ATS flight plan
1.300

OPS Refuelling/defuelling with passengers embarking, on board or disembarking(See
1.305 Appendix 1 to OPS 1.305)

OPS Refuelling/defuelling with wide-cut fuel
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Status: Point in time view as at 31/01/2020.

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 Push back and towing
1.308

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OPS Crew members at stations
1.310

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OPS Minimum number of cabin crew required to be on board an aeroplane during ground
1.311 operations with passengers(see Appendix 1 to OPS 1.311)

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OPS Use of headset
1.313

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OPS Assisting means for emergency evacuation
1.315

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OPS Seats, safety belts and harnesses
1.320

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OPS Securing of passenger cabin and galley(s)
1.325

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OPS Accessibility of emergency equipment
1.330

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OPS Smoking on board
1.335

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OPS Meteorological conditions
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OPS Ice and other contaminants — ground procedures
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OPS Ice and other contaminants — flight procedures
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Status: Point in time view as at 31/01/2020.

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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1.350

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OPS Take-off conditions
1.355

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OPS Application of take-off minima
1.360

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OPS Minimum flight altitudes
1.365

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OPS Simulated abnormal situations in flight
1.370

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1.375

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OPS Intentionally blank
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OPS Use of supplemental oxygen
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OPS Cosmic radiation
1.390

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OPS Ground proximity detection
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OPS Use of airborne collision avoidance system (ACAS)
1.398

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OPS Approach and landing conditions
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Status: Point in time view as at 31/01/2020.

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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1.405

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Appendix Fuel policy
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Appendix Fuel policy
to OPS
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Appendix Stowage of baggage and cargo
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Appendix Re/defuelling with passengers embarking, on board or disembarking
to OPS
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Appendix Minimum number of cabin crew required to be on board an aeroplane during ground
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SUBPART ALL WEATHER OPERATIONS
E

Status: Point in time view as at 31/01/2020.

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

.....

OPS Low visibility operations — Aerodrome considerations
1.445

.....

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

.....

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

.....

OPS Low visibility operations — Minimum equipment
1.460

.....

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

.....

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)

Status: Point in time view as at 31/01/2020.

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

.....

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

Status: Point in time view as at 31/01/2020.

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

.....
OPS Landing — Destination and alternate aerodromes
1.510

.....
OPS Landing — Dry runways
1.515

.....
OPS Landing — Wet and contaminated runways
1.520

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

.....
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

Status: Point in time view as at 31/01/2020.

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

.....

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

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AppendixSteep approach procedures
to OPS
1.550
(a)

Status: Point in time view as at 31/01/2020.

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

.....

OPS Landing — Destination and alternate aerodromes
1.590

.....

OPS Landing — Dry runways
1.595

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OPS Landing — Wet and contaminated runways
1.600

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SUBPART MASS AND BALANCE
J

Status: Point in time view as at 31/01/2020.

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

.....

OPS Loading, mass and balance
1.610

.....

OPS Mass values for crew
1.615

.....

OPS Mass values for passengers and baggage
1.620

.....

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

.....

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

.....

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

.....

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

Status: Point in time view as at 31/01/2020.

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

.....

OPS Circuit protection devices
1.635

.....

OPS Aeroplane operating lights
1.640

.....

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

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Status: Point in time view as at 31/01/2020.

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

.....

OPS Crew member interphone system
1.690

.....

OPS Public address system
1.695

.....

OPS Cockpit voice recorders — 1
1.700

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OPS Cockpit voice recorders — 2
1.705

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OPS Cockpit voice recorders — 3
1.710

.....

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

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OPS Combination recorder
1.727

.....

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

.....

Status: Point in time view as at 31/01/2020.

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

.....

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

.....

OPS Crew protective breathing equipment
1.780

.....

OPS Hand fire extinguishers
1.790

.....

OPS Crash axes and crowbars
1.795

.....

OPS Marking of break-in points
1.800

.....

OPS Means for emergency evacuation
1.805

.....

Status: Point in time view as at 31/01/2020.

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

.....

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

.....

OPS Survival equipment
1.835

.....

OPS Seaplanes and amphibians — Miscellaneous equipment
1.840

.....

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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F6

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

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F6

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

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F6

Table C — Aeroplanes equipped with electronic display systems

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Status: Point in time view as at 31/01/2020.

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

.....
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

.....
OPS Audio selector panel
1.855

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

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

.....
OPS Transponder equipment
1.866

.....
OPS Additional navigation equipment for operations in MNPS airspace
1.870

Status: Point in time view as at 31/01/2020.

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

.....
OPS Electronic navigation data management
1.873

.....
SUBPART AEROPLANE MAINTENANCE
M

OPS General
1.875

.....
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

Status: Point in time view as at 31/01/2020.

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 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

.....

OPS Operation of helicopter and aeroplane
1.981

.....

OPS Training records
1.985

.....

Appendix 1 In-flight relief of flight crew members
to OPS
1.940

.....

Appendix 2 Single pilot operations under IFR or at night
to OPS
1.940

.....

Appendix 3 Operator's conversion course
to OPS
1.945

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Appendix 4 Recurrent training and checking — Pilots
to OPS
1.965

.....

Appendix 5 Recurrent training and checking — System panel operators
to OPS
1.965

Status: Point in time view as at 31/01/2020.

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 Pilot qualification to operate in either pilot's seat
to OPS
1.968

.....

Appendix Alternative training and qualification programme
to OPS
1.978

.....

Appendix Operation on more than one type or variant
to OPS
1.980

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SUBPART CABIN CREW
O

OPS Applicability
1.988

.....

OPS Identification
1.989

.....

OPS Number and composition of cabin crew
1.990

.....

OPS Minimum requirements
1.995

.....

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)

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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)

Status: Point in time view as at 31/01/2020.

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

.....

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

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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

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OPS Training records
1.1035

.....

Appendix Initial safety training
to OPS
1.1005

.....

Appendix Conversion and differences training
to OPS
1.1010

.....

Appendix Recurrent training
to OPS
1.1015

.....

Appendix Refresher training
to OPS
1.1020

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Appendix Training
to OPS
1.1005/1.1010/1.1015

Status: Point in time view as at 31/01/2020.

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 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

.....
Appendix Operations Manual Contents
to OPS
1.1045

.....
Appendix Document storage periods
to OPS
1.1065

Status: Point in time view as at 31/01/2020.

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

.....

OPS Definitions
1.1095

.....

OPS Flight and duty limitations
1.1100

.....

OPS Maximum daily flight duty period (FDP)
1.1105

.....

OPS Rest
1.1110

.....

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

.....

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

.....

OPS Standby
1.1125

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Status: Point in time view as at 31/01/2020.

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

.....

OPS Flight duty, duty and rest period records

1.1135

.....

SUBPART TRANSPORT OF DANGEROUS GOODS BY AIR

R

OPS General

1.1145

.....

OPS Terminology

1.1150

.....

OPS Approval to transport dangerous goods

1.1155

F6

.....

.....

OPS Scope

1.1160

.....

OPS Limitations on the transport of dangerous goods

1.1165

.....

OPS Intentionally blank

1.1190

.....

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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Status: Point in time view as at 31/01/2020.

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

.....

OPS Training programmes
1.1220

.....

OPS Dangerous goods incident and accident reports
1.1225

.....

Appendix Dangerous goods incident and accident reports
to OPS
1.1225

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SUBPART SECURITY
S

OPS Security requirements
1.1235

.....

OPS Training programmes
1.1240

.....

OPS Reporting acts of unlawful interference
1.1245

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OPS1.1250 Aeroplane search procedure checklist

.....

OPS Flight crew compartment security
1.1255

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Status: Point in time view as at 31/01/2020.

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.]
- (6) [^{F1} OJ L 240, 7.9.2002, p. 1. Regulation as last amended by Commission Regulation (EC) No 1701/2003 (OJ L 243, 27.9.2003, p. 5).]

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).

Status:

Point in time view as at 31/01/2020.

Changes to legislation:

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