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1 December 2006

JAR-OPS 1: Commercial Air Transportation (Aeroplanes)

Please find attached a copy of Amendment 12 to JAR-OPS 1, effective 1 December 2006

Instructions on how to incorporate the affected pages are available at the end of this letter.

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Luz Mendes
NPA & Publications Administrator

JAR-OPS 1, Amendment 12, 1 December 2006

Please replace and insert the following pages included in this package as follows:

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Contents (details) (pages C-3 to C-4/ C-7 to C-18)

Checklist (pages CL-1 to CL-8)

Preamble (pages P-21 to P-24)

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Joint Aviation Requirements

JAR-OPS 1

Commercial Air Transportation (Aeroplanes)

Joint Aviation Requirements

JAR-OPS 1

Commercial Air Transportation (Aeroplanes)

Amendment 12
1 December 2006

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FOREWORD

- 1 The Civil Aviation Authorities of certain European countries have agreed common comprehensive and detailed aviation requirements, referred to as the Joint Aviation Requirements (JAR), with a view to minimising Type Certification problems on joint ventures, to facilitate the export and import of aviation products, to make it easier for maintenance carried out in one European country to be accepted by the Civil Aviation Authority in another European country and to regulate commercial air transport operations.
- 2 ICAO Annex 6 has been selected to provide the basic structure of JAR–OPS, the JAR for Air Operator Certification, but with additional sub-division where considered appropriate. The content of Annex 6 has been used and added to where necessary by making use of existing European regulations and the Federal Aviation Requirements of the United States of America where acceptable.
- 3 JAR–OPS has been issued with no National Variants. It may be felt that the document does not contain all of the detailed compliance and interpretative information which some Civil Aviation Authorities and Industry organisations would like to see. However, it has been accepted that JAR–OPS should be applied in practice and the lessons learned embodied in future amendments. The Civil Aviation Authorities of the JAA are therefore committed to amendment in the light of experience.
- 4 Future development of the requirements of JAR–OPS, including the commitment in Paragraph [3], will be in accordance with the JAA's Notice of Proposed Amendment (NPA) procedures. These procedures allow for the amendment of JAR–OPS to be proposed by the Civil Aviation Authority of any of the participating countries and by any organisation represented on the Joint Steering Assembly.
- 5 The Civil Aviation Authorities have agreed they should not unilaterally initiate amendment of their national codes without having made a proposal for amendment of JAR–OPS in accordance with the agreed procedure.
- 6 Definitions and abbreviations of terms used in JAR–OPS that are considered generally applicable are contained in JAR–1, Definitions and Abbreviations. However, definitions and abbreviations of terms used in JAR–OPS that are specific to a Subpart of JAR–OPS are normally given in the Subpart concerned or, exceptionally, in the associated compliance or interpretative material.
- 7 [Amendments to the text in JAR–OPS are issued as Replacement Pages. These show an effective date and have the same status and applicability as JAR–OPS from that date.]
- 8 [New, amended and corrected text will be enclosed within heavy brackets until a subsequent 'Amendment' is issued.]

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JOINT AVIATION REQUIREMENTS

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INTENTIONALLY LEFT BLANK

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