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Advisory Circular

LYCAA / AC-GEN-001

Revision 0 issued on the 12th of March 2014

Introduction of New Civil Aviation Regulations

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1. PURPOSE

The Advisory circulars informs all concerned aviation personnel and stake holders that LyCAA as part of its drive to improve its regulations structure and make relevant and up to date, Libyan Civil Aviation Authority plans to adopt a selected EASA Regulations, the plan will be implemented in progressive way, and opportunity will be provided to all concerned for participation in the process.

2. REFERENCES

- Law No. 6 of 2005
- The Civil Aviation Regulations Part 11.
- ICAO ANNEX 1, 6, and 8.

3. SCOPE

LyCAA plans to amend the current Civil Aviation Regulation to align it with EASA current regulation for:

- Continuing Airworthiness Regulation.
- Air Crew Regulation.
- Air Operations Regulation.

Every of these new regulations will be accompanied by:

- AMC: Acceptable Means of Compliance.
- Guidance Materials

These elements will ease the requirements understanding and thus the implementation of process for the Civil Aviation Industry in Libya.

The development of these new regulations on the basis of the European current Regulations has recently started.

3.1 AIR OPERATIONS REGULATION

The Libyan regulation for Air Operations laying down technical requirements and administrative procedures related to air operations will be aligned with the European Commission Regulation EU 965/2012 and its amendments as follow:

Commission Regulation (EU) No 965/2012 initially issued on the 5th of October 2012 amended by:

Commission Regulation (EU) No 800/2013
 Commission Regulation (EU) No 71/2014
 Commission Regulation (EU) No 83/2014

The coming regulation for Air Operations will be structured as follow:

Proposed New Regulation Basis	Current Regulation	ICAO Annex
EU 965/2012 Annex 1 Definitions This Section establishes the definitions of the terms used in this regulation.	Part 1	Annex 1, 6
EU 965/2012 Annex 3 Part-ORO (Org Requirements for Operators) This section establishes the Organisation requirements to be met by an air operator conducting commercial air transport operations.	Air Operators Certifications (Part – 119)	Annex 6
EU 965/2012 Annex 4 Part-CAT (Commercial Air Transport Operations) This section establishes the Technical requirements to be met by an air operator conducting commercial air transport operations.	Air Operations Large Aeroplanes (Part – 121)	Annex 6
EU 965/2012 Annex 5 Part-SPA (Specific Approvals) This section establishes the requirements to be met by a non-commercial operator to be approved to perform specific operations (PBN, MNPS, RVSM, LVO, ETOPS, DG, NVIS for helicopters, Helicopter Hoist Operations, Helicopter Emergency Medical Service Operations)	N/A	Annex 6
EU 800/2013 Annex 6 Part – NCC (Non-Commercial with Complex Motor-Powered Aircraft) This section establishes the requirements to be met by a non-commercial operator operating a complex motor-powered aircraft	Air Operations Medium Aeroplanes (Part – 125)	Annex 6
EU 800/2013 Annex 7 Part-NCO This section establishes the requirements to be met by a non-commercial operator operating a other-than-complex motor-powered aircraft	Air Operations helicopters Small Aeroplanes (Part - 135)	Annex 6

Annex 2 (**Part-ARO** Authority Requirements) to EU 965/2012 won't be transferred to a Libyan Regulation as the scope covered by this annex is not applicable to Libya..

It has been decided to keep these annex as reserved in order that the Annex 3 of Libyan Air Operations Regulation corresponds to annex 3 of the European Air Operations regulation, this will ease communication between Libyan operators and their providers and will also ease the regulation amendment process.

3.2 CONTINUING AIRWORTHINESS REGULATION:

The Libyan regulation for continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks will be aligned with the European Commission Regulation EC 2042/2003 and its amendments as follow:

Commission Regulation (EC) No 2042/2003 initially issued on the 20th of October 2003 amended by:

Commission Regulation (EC) No 707/2006

Commission Regulation (EC) No 376/2007

Commission Regulation (EC) No 1056/2008

Commission Regulation (EU) No 127/2010

Commission Regulation (EU) No 962/2010

Commission Regulation (EU) No 1149/2011

A consolidated version of this regulation is available on EASA website.

The coming Libyan regulation for Continuing Airworthiness will be structured as follow:
(The table here below also provides details on the correspondence between the coming regulation and the current regulation.)

Proposed New Regulation Basis	Current Regulation	ICAO Annex
CE2042/2003 Annex 1 Part M This Section establishes the measures to be taken to ensure that airworthiness is maintained, including maintenance. It also specifies the conditions to be met by the persons or organisations involved in such continuing airworthiness management.	Part – 43 General Maintenance Regulations.	Annex 6 & 8
CE2042/2003 Annex 2 Part 145 This section establishes the requirements to be met by an organisation for the maintenance of aircraft and components.	Part – 145 Aircraft Maintenance Organisations	Annex 6 & 8
CE2042/2003 Annex 3 Part 66 This section establishes the requirements for the issue of an aircraft maintenance licence.	Part – 66 Aircraft Maintenance Personal Licensing.	Annex 1
CE2042/2003 Annex 4 Part 147 This section establishes the requirements to be met by Training organisations for Part 66 AME	N/A	Annex 1

3.3 AIRCREW REGULATION

The Libyan regulation for Air Crew will be aligned with Commission Regulation EU 1178/2011 and its amendments as follow:

Commission Regulation (EU) No 1178/2011 initially issued on the 3rd of November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew amended by:

- Commission Regulation (EU) No 290/2012
- Commission Regulation (EU) No 70/2014

The coming Libyan regulation for Aircrew will be structured as follow:

Proposed New Regulation Basis	Current Regulation	ICAO Annex
EU1178/2011 Annex 1 Part FCL This Part establishes the requirements for the issue of pilot licences and associated ratings and certificates and the conditions of their validity and use	Pilots Licenses and Ratings (Part – 61)	Annex 1
EU1178/2011 Annex 3 Conditions for the acceptance of licenses issued by or on behalf of third foreign countries.	Pilots Licenses and Ratings (Part – 61)	Annex 1
EU1178/2011 Annex 4 Part MED This Part establishes the requirements for: (a) the issue, validity, revalidation and renewal of the medical certificate required for exercising the privileges of a pilot licence or of a student pilot; (b) the medical fitness of cabin crew; (c) the certification of AMEs; and (d) the qualification of GMPs and of occupational health medical practitioners (OHMP).	Medical standards and certificates (Part – 67)	Annex 1
EU290/2012 Annex 5 Part CC This Part establishes the requirements for the issue of cabin crew attestations and the conditions for their validity and use by their holders.	Flight Attendants Licenses (Part – 64)	Annex 1
EU290/2012 Annex 7 Part ORA This Part establishes the requirements for training Organizations	Aviation Training Organization (Part – 141)	Annex 1

Annex 2 to EU 1178/2011 and Annex 6 to EU 290/2012 won't be transferred to a Libyan Regulation as the scope covered by these annexes is not applicable to Libya.

It has been decided to keep these annexes as reserved in order that the Annex 3 of Libyan Aircrew Regulation corresponds to annex 3 of the European Aircrew regulation; this will ease communication between Libyan operators and their providers and will also ease the regulation amendment process.

4. Effectivity & Schedule

Once the initial versions of the new regulations are available, the enforcement will take up to six months and will be divided into three phases as follows:

First Phase: (2 Months)

The first phase will start as soon as the LyCAA publishes the **draft regulations** for comments by the stake holders.

The stake holders will be invited to submit their comments to the LyCAA regarding the new proposed regulations.

The request for comment period will be closed after 2 months.

Second Phase: (1 Month)

During the following month, the LyCAA will review the stake holders comments and exchange with them on their concern related to the impact of the proposed new regulations.

When necessary, the regulation will be modified further to comments.

At the end of this phase the **final version** of the new regulation will be provided to all stake holders to the LyCAA website.

Third Phase: (3 Months)

The third phase is provided to give enough time for all stake holders to adapt and/or implement the necessary processes to fulfil the new regulations requirements.

The new regulation will be enforced **3 months** after the final version of the regulation has been published through the LyCAA website.

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