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THOUGHTS ON THE REGULATION OF OPERATIONS WITH VERY LIGHT JETS (VLJs)

Rob McGregor Operations Focal Point JAAT-LO

4th May 2007

VLJ Operations Workshop

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Hmm.....

The basic regulatory requirements for a flight are that:

1. The aircraft must have a valid C of A.
2. The pilot must have a valid licence.
3. The flight must comply with the Rules of the Air.

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Where Airworthiness is concerned:

1. VLJs will most probably be certificated in accordance with FAR 23, CS 23, or an equivalent code.
2. VLJs can be expected to have Type Certificates.
3. VLJs can be expected to be eligible for Cs of A.
4. The validity of the C of A will be dependent upon appropriate maintenance e.g. according to EC Reg 2042/2003 Part M

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A VLJ can be flown under VFR by the holder of:

- An ATPL + the appropriate Type Rating;
- A CPL + the appropriate Type Rating;
- A PPL + a Certificate of High Performance Aeroplane Training + the appropriate Type Rating.

Under IFR these licences would also need to include an IR.

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For international flight a VLJ will need to be equipped and to comply with the Standards required by ICAO Annex 6:

Part I for Commercial Air Transport;

Part II for General Aviation, and

be equipped and to comply with the requirements of the ICAO Supplementary Regional Procedures (Doc 7030).



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Commercial Air Transport operations in accordance with JAR-OPS 1 will require:

- (i) Under IFR: a flight crew of two pilots (one with an ATPL), and
- (ii) Under VFR: a flight crew of one pilot with a CPL.

The JAA does not regulate General Aviation, but corporate flights could be operated by a CPL, if remunerated, or as a private flight by a PPL.



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Some conclusions:

1. Operations will most likely be under IFR.
2. Training for a PPL will be extensive.
3. Training and currency will be time consuming and expensive for a PPL.
4. Flights in uncontrolled airspace will be largely – ‘uncontrolled’.
5. Air traffic services and route charges may need to be increased to cater for any major expansion in this field of operations.