

COMMISSION REGULATION (EC) No 1069/1999
of 25 May 1999
adapting to scientific and technical progress Council Regulation (EEC)
No 3922/91
(Text with EEA relevance)

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

among others those relative to approach and landing with one engine inoperative;

Having regard to the Treaty establishing the European Community,

(6) Whereas JAR E — 'Engines' has been amended to introduce updated requirements resulting from FAA/JAA harmonisation and to improve consistency with JAR-21 and other JARs;

Having regard to Council Regulation (EEC) No 3922/91 of 16 December 1991 on the harmonisation of technical requirements and administrative procedures in the field of civil aviation ⁽¹⁾ as last amended by Commission Regulation No 2176/96 ⁽²⁾, and in particular Article 11 thereof,

(7) Whereas JAR P — 'Propellers' has been amended to make it consistent with JAR-21;

(8) Whereas JAR APU — 'Auxiliary Power Unit' has been amended to make it consistent with JAR-21;

(1) Whereas Regulation (EEC) No 3922/91 provides that the Commission shall make the amendments necessitated by scientific and technical progress to the common technical requirements and administrative procedures listed in Annex II thereto and whereas such amendments, particularly to improve safety requirements, are now appropriate;

(9) Whereas JAR TSO — 'Technical Standard Orders' has been amended to revise existing TSOs and to introduce new TSOs (e.g. cockpit voice recorders);

(10) Whereas the measures provided for in this Regulation are in accordance with the opinion of the Aviation Safety Regulations Committee ⁽³⁾,

(2) Whereas JAR 1 — 'Definitions' has been amended to introduce further definitions related to commercial air transportation;

HAS ADOPTED THIS REGULATION:

(3) Whereas JAR 22 — 'Sailplanes and powered sailplanes' has been amended to introduce the concept of self sustaining powered sailplanes and to update its various sub-parts;

Article 1

(4) Whereas JAR 25 — 'Large aeroplanes' has been modified to incorporate agreed changes to the equivalent American code (FAR 25) and to introduce updated requirements resulting from JAA/FAA harmonisation activities and to improve APU and autopilot requirements;

Annex II to Council Regulation (EEC) No 3922/91 is replaced by the Annex to this Regulation.

Article 2

(5) Whereas JAR AWO — 'All Weather Operations' has been updated to introduce requirements,

This Regulation shall enter into force on the 20th day following its publication in the *Official Journal of the European Communities*.

⁽¹⁾ OJ L 373, 31.12.1991, p. 4.
⁽²⁾ OJ L 291, 14.11.1996, p. 15.

⁽³⁾ Aviation Safety Regulations Committee, written consultation of 4 February 1999.

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

Done at Brussels, 25 May 1999.

For the Commission

Neil KINNOCK

Member of the Commission

ANNEX

ANNEX II

Lists of codes in force containing the common technical requirements and administrative procedures referred to in Article 3

1. General and procedures

JAR 1 Definitions and Abbreviations up to and including change 5, 15 July 1996 and amendment 1/97/1, 12 December 1997

2. Type certification of products and parts

JAR 22 Sailplanes and powered sailplanes up to and including change 5, 28 October 1995

JAR 25 Large aeroplanes up to and including amendment 25/96/1, 19 April 1996

JAR AWO All Weather Operations up to and including change 2, 1 August 1996

JAR E Engines up to and including amendments E/96/1, 8 August 1996 and E/97/1, 30 December 1997

JAR P Propellers up to and including amendment P/96/1, 8 August 1996

JAR APU Auxiliary Power Units up to and including amendment APU/96/1, 8 August 1996

JAR TSO Technical Standard Orders up to and including change 3, 28 April 1998

JAR VLA Very Light Aeroplanes up to and including amendment VLA/92/1

JAR 145 Approved maintenance organisations as at 1 January 1992'
