

Part NCC (H) - A big safety chance to improve safety for the operations of 'C.M-P.(H)' involved in private & ATOs operations.



Capt. Claudio Daniel Caceres, MSc,

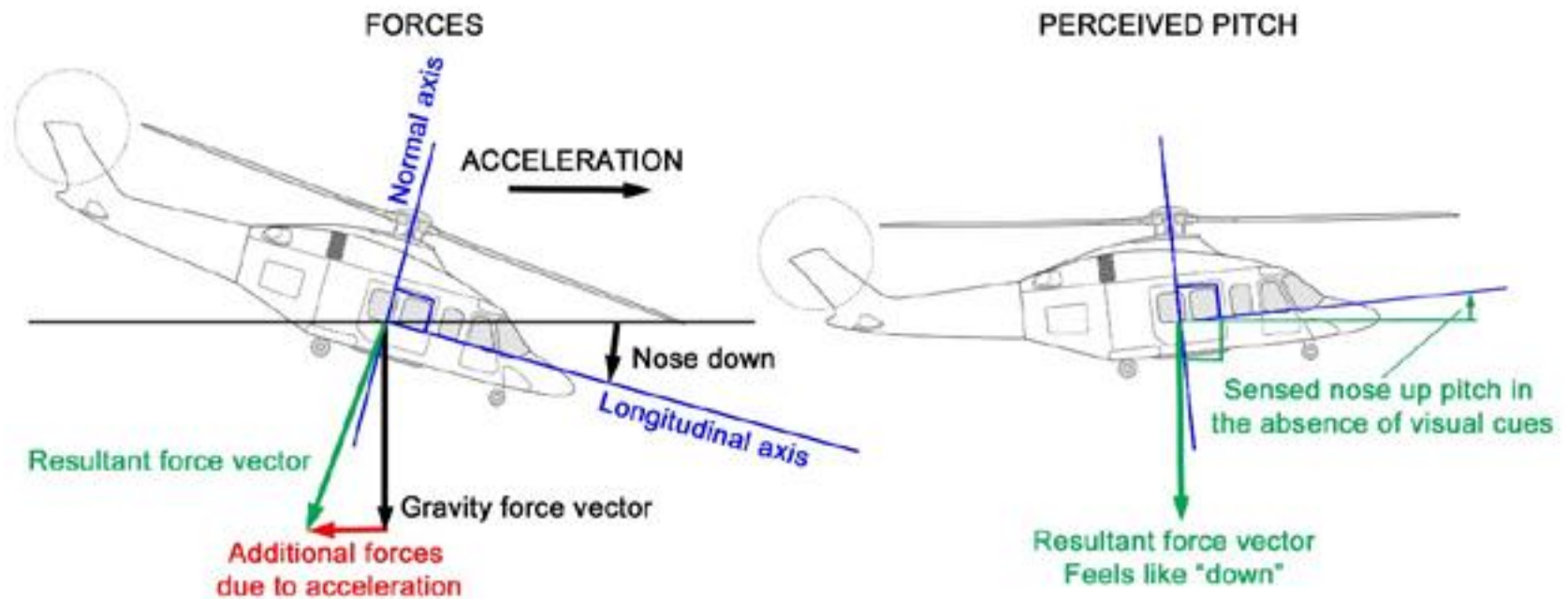
MISASI, MAIAA

Senior SMS Lecturer, IS-BAO Auditor &
International Standard Support Affiliate (ISSA)

9th EASA Rotorcraft Symposium,
Cologne 2 and 3 December 2015

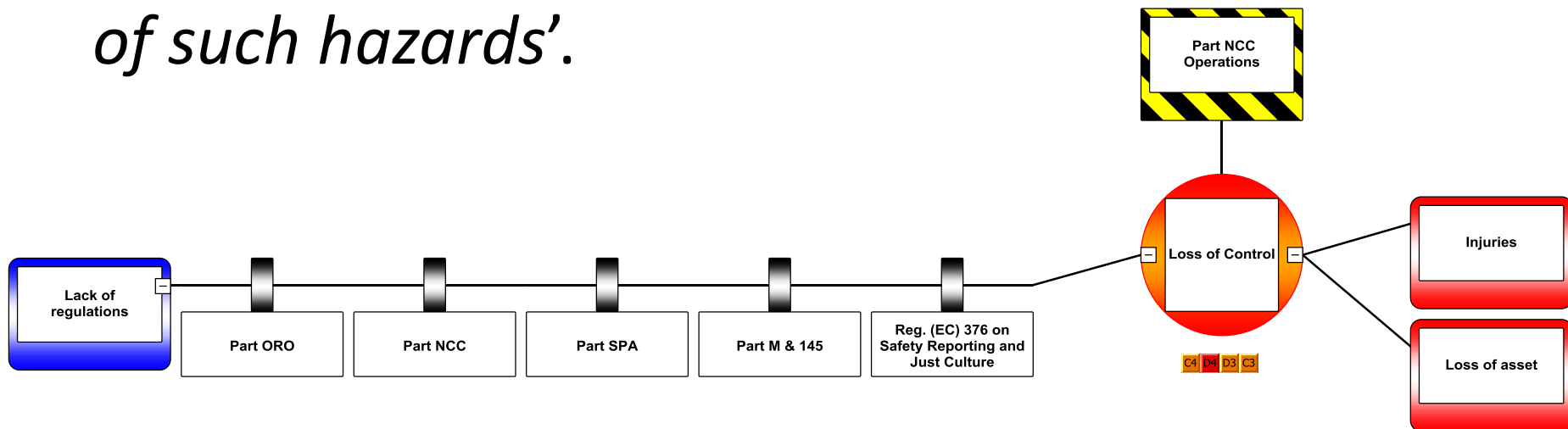
Credit of all pictures: Claudio Caceres

A case study – G-LBAL



Operation

- Is 'An activity or group of activities which are subject to the same or similar hazards and which require a set of **equipment** to be specified, or the **achievement** and **maintenance** of a set of **pilot competencies**, to eliminate or mitigate the risk of such hazards'.



Part NCC - Outline

- 1) as safety risk controls imposed by the regulator;
- 2) how should it be perceived by the operator
- 3) perception obstacles to be overcome
- 4) how to get competitive advantage from it



Business as usual



The Part-NCC as safety risk controls imposed by the regulator

Individual

Human

Company/
Organization

Organizational/
Regulatory

Safety risk controls

some **imposed** by the regulator & other **adopted** by EASA

Focusing on the individual = minimal improvements.

Focusing on entire system = greatest potential for safety improvements.

Safety risk controls (L_3 controls)

Part ORO, Subpart GEN

SOME OPERATIONAL HAZARDS

Low
Visibility

Collision
with GND

Static/
Dynamic
rollover

Loss of Tail
Rotor
Effectiveness

Vortex
Ring

In-flight
collision

Fuel
exhaustion

DVE

The Accountable
Manager

Mr. Aggregator Silos Bust

Safety &
Compliance

Mr. Champion Standard

Flight Operations
Manager

Mr. Safely Oriented

CAMO

Reg. (EC) 1321/2014

Mr. Do it Safely/Right the
First Time

Safety Policy

Does the staff
recognize
themselves with
the text?

How about reporting
(& Just culture)?

SOME NEGATIVE CONSEQUENCES

Injuries

Damage
to assets

Reputation
damage

Damage to
environment



Crane LTE 2004.MOV

Safety risk controls (L_1 controls)

Part NCC/SPA - Subparts GEN, OP, POL & IDE

SOME OPERATIONAL HAZARDS

Low
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Dynamic
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Ring

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Fuel
exhaustion

DVE



⚡ /// ← Safety control measures or barriers → /// ⚡

**SAFETY POLICY — VISION, MISSION,
VALUES & STRATEGY**

**OPERATIONAL STANDARD & Part
Specific Approvals (Part SPA)**

SPECIFIC TYPE RELATED

ELECTRONIC FLIGHT BAG

**Competence-Based Training
(including Part SPA)**

**CAME & MEL - Safety Standard &
Part Specific Approvals (Part SPA)**

**Part 145 Operator's Minimum
Requirements (impact on SPA)**

Health & Safety Executive

Environmental Control

Contracted Services

Security

Aircraft Leasing

SOME NEGATIVE CONSEQUENCES

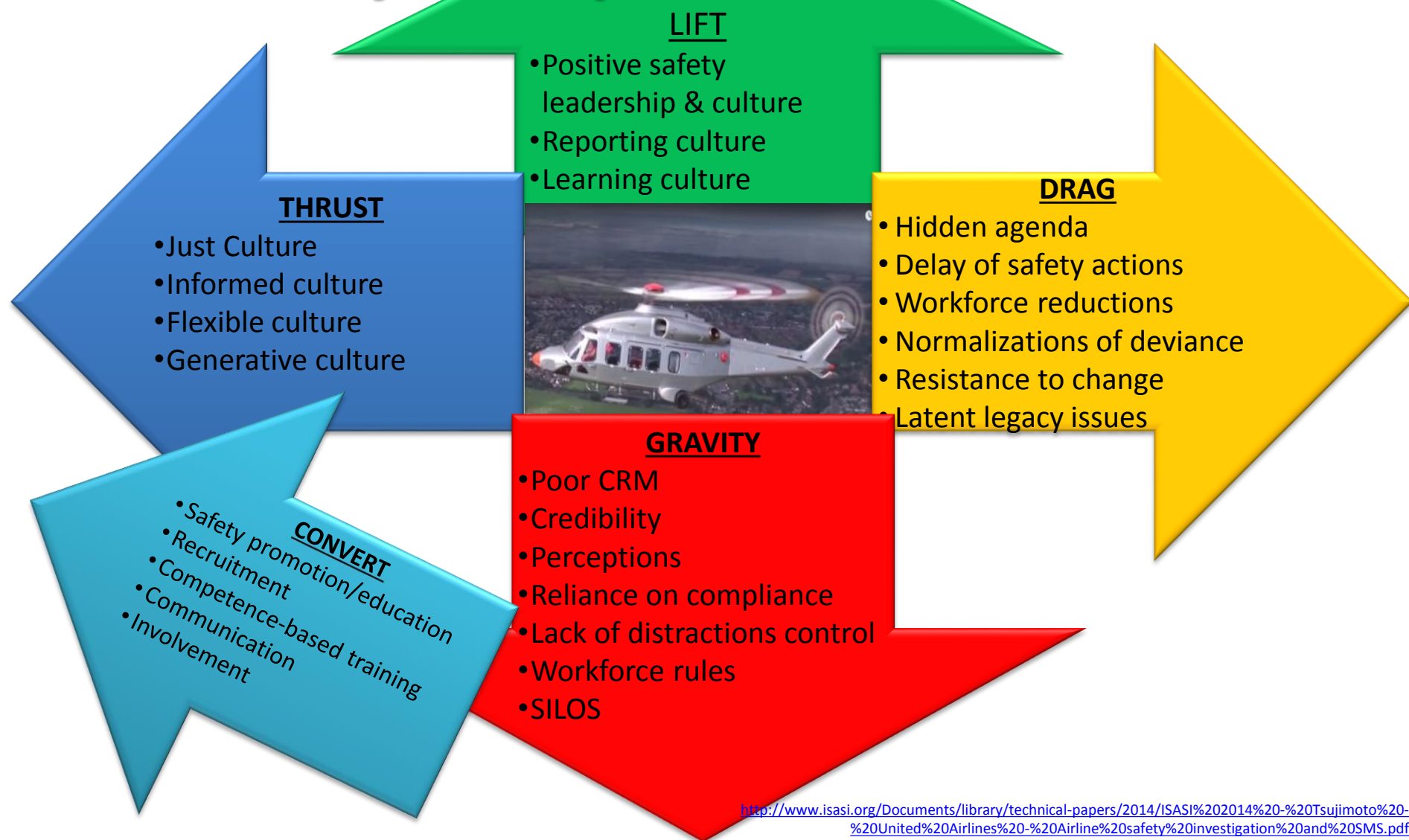
Injuries

Damage
to assets

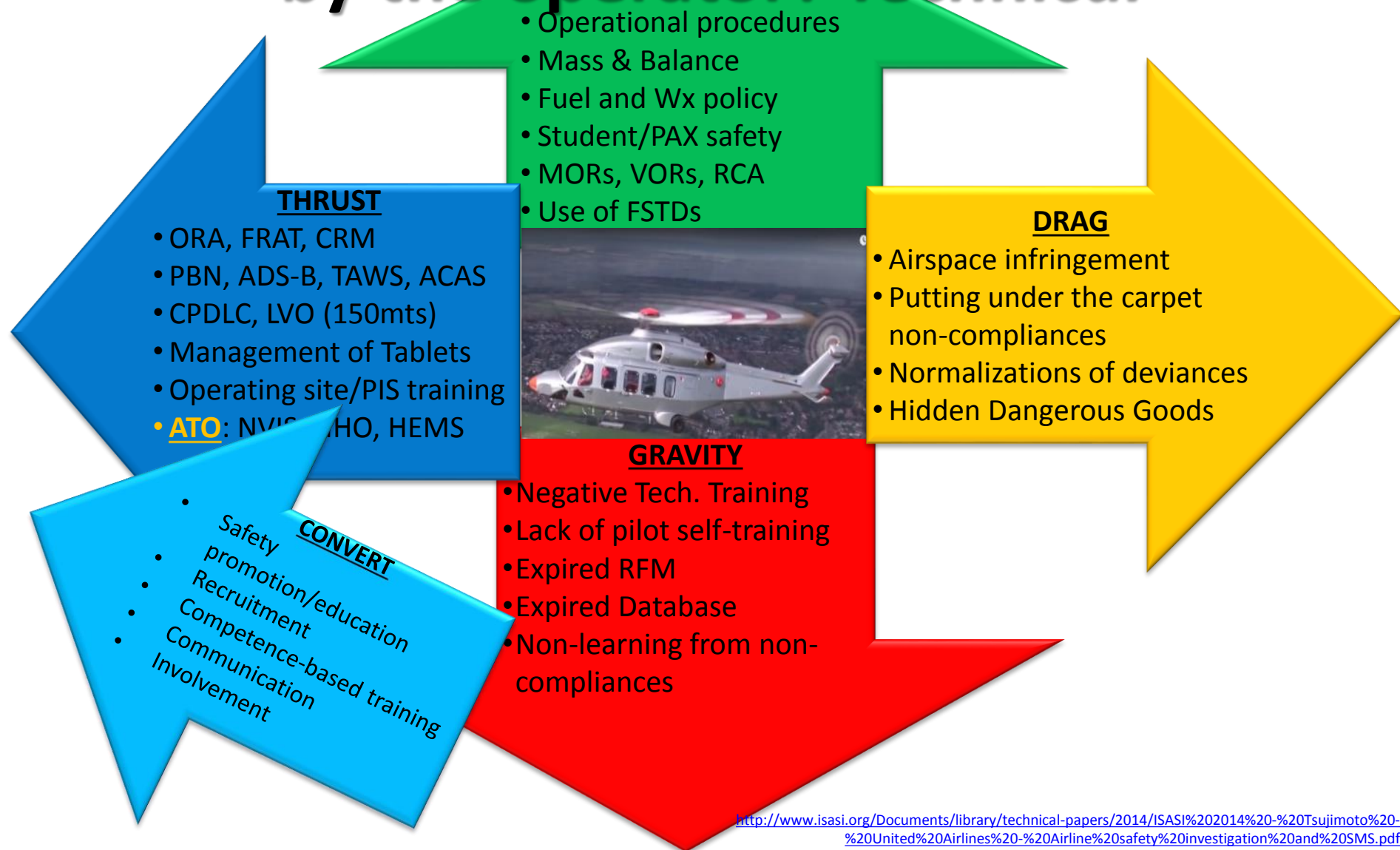
Reputation
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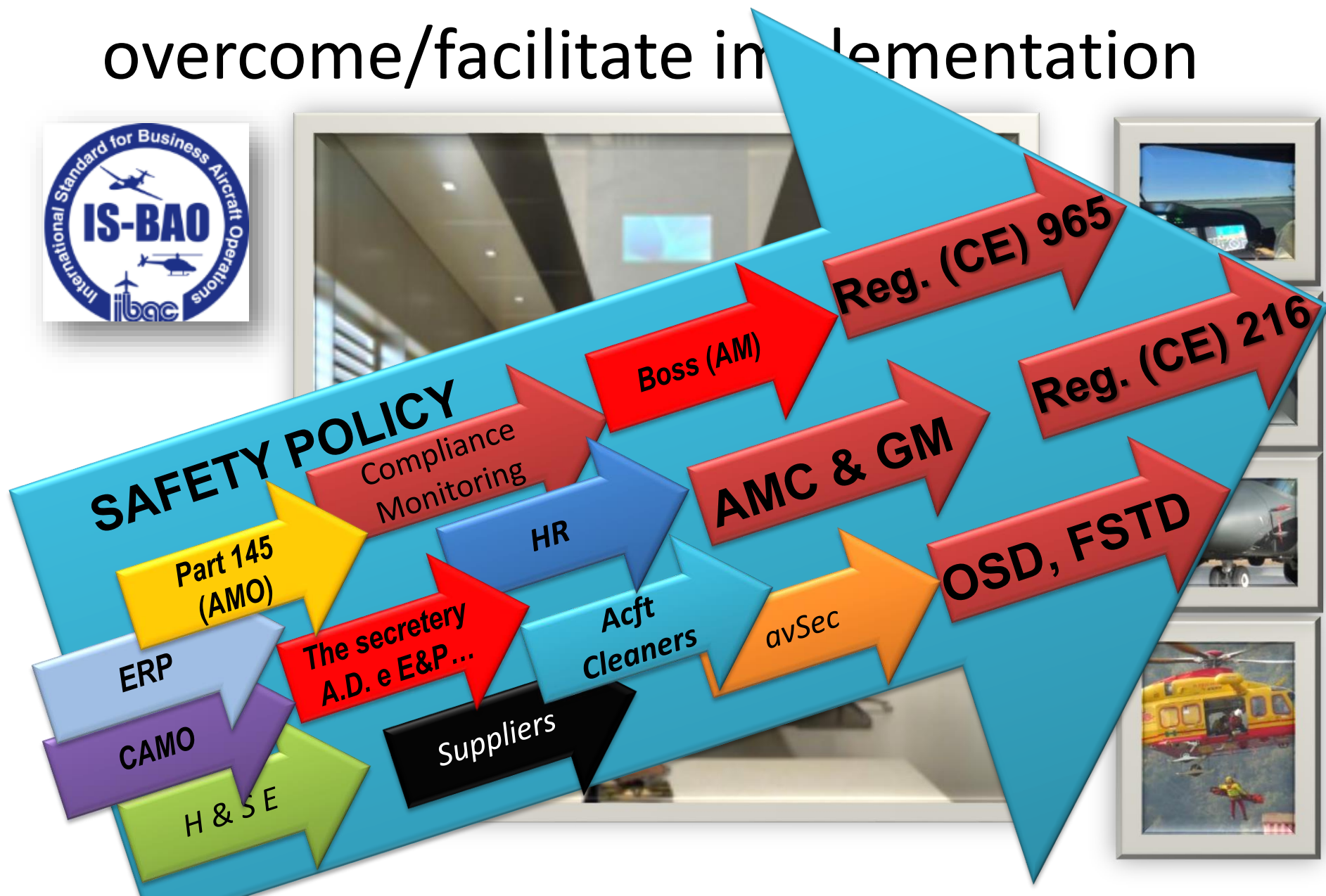
Part NCC: How should it be perceived by the operator? *Non-technical*



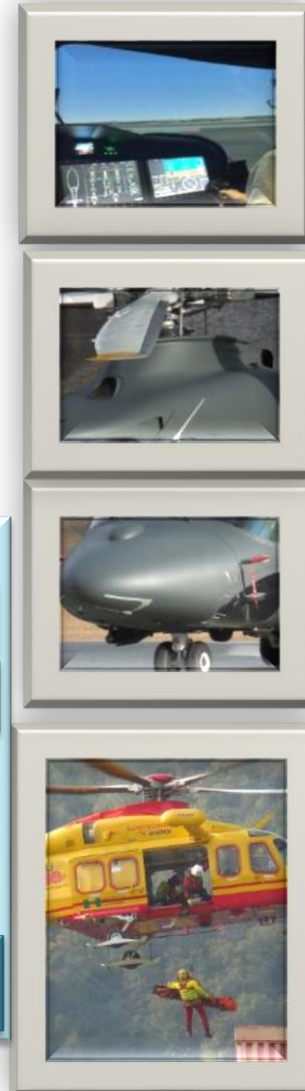
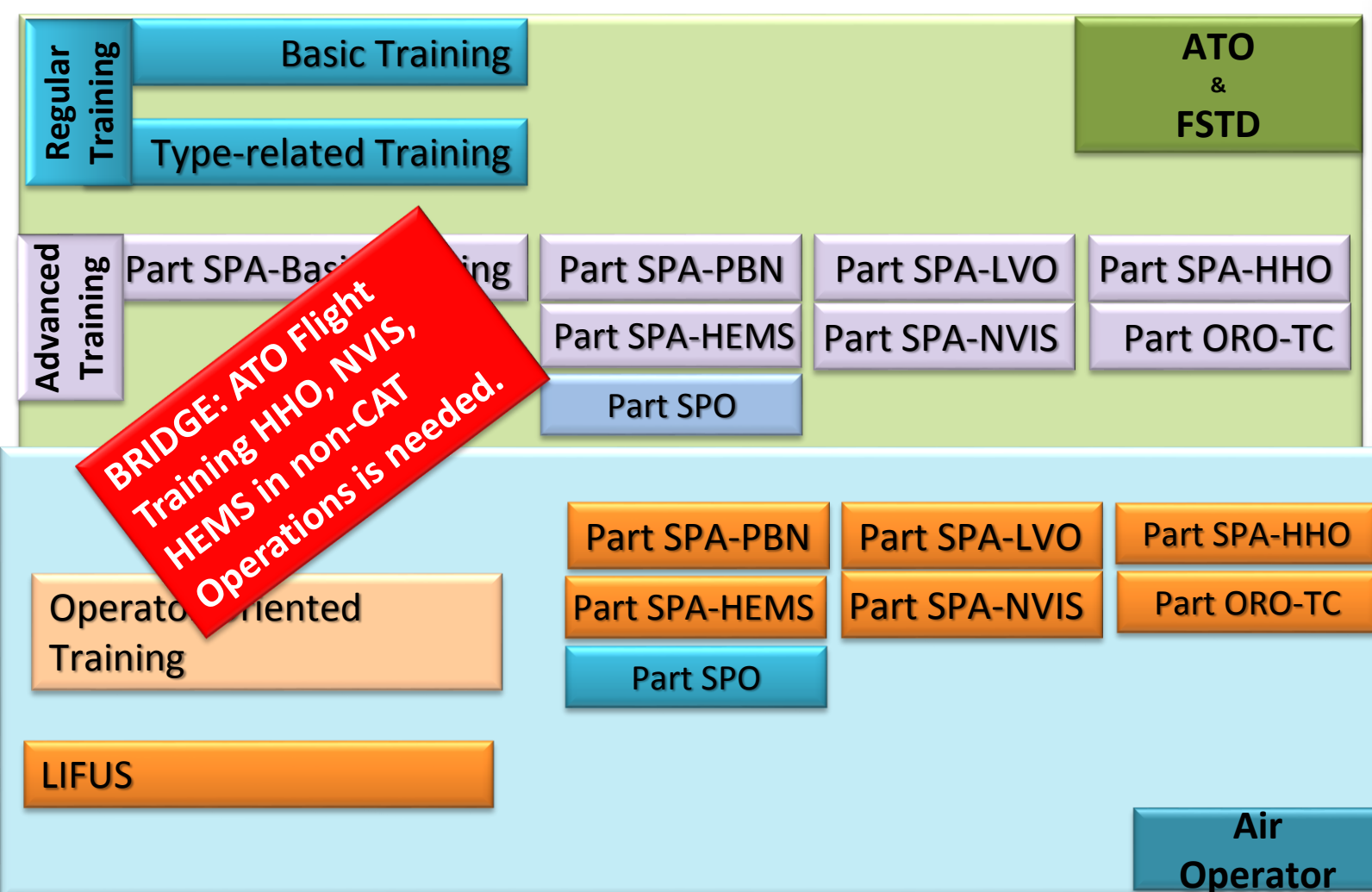
Part NCC: How should it be perceived by the operator? *Technical*



Part NCC – *obstacles* to overcome/facilitate implementation



ATO: Alignment to *Air Operations*

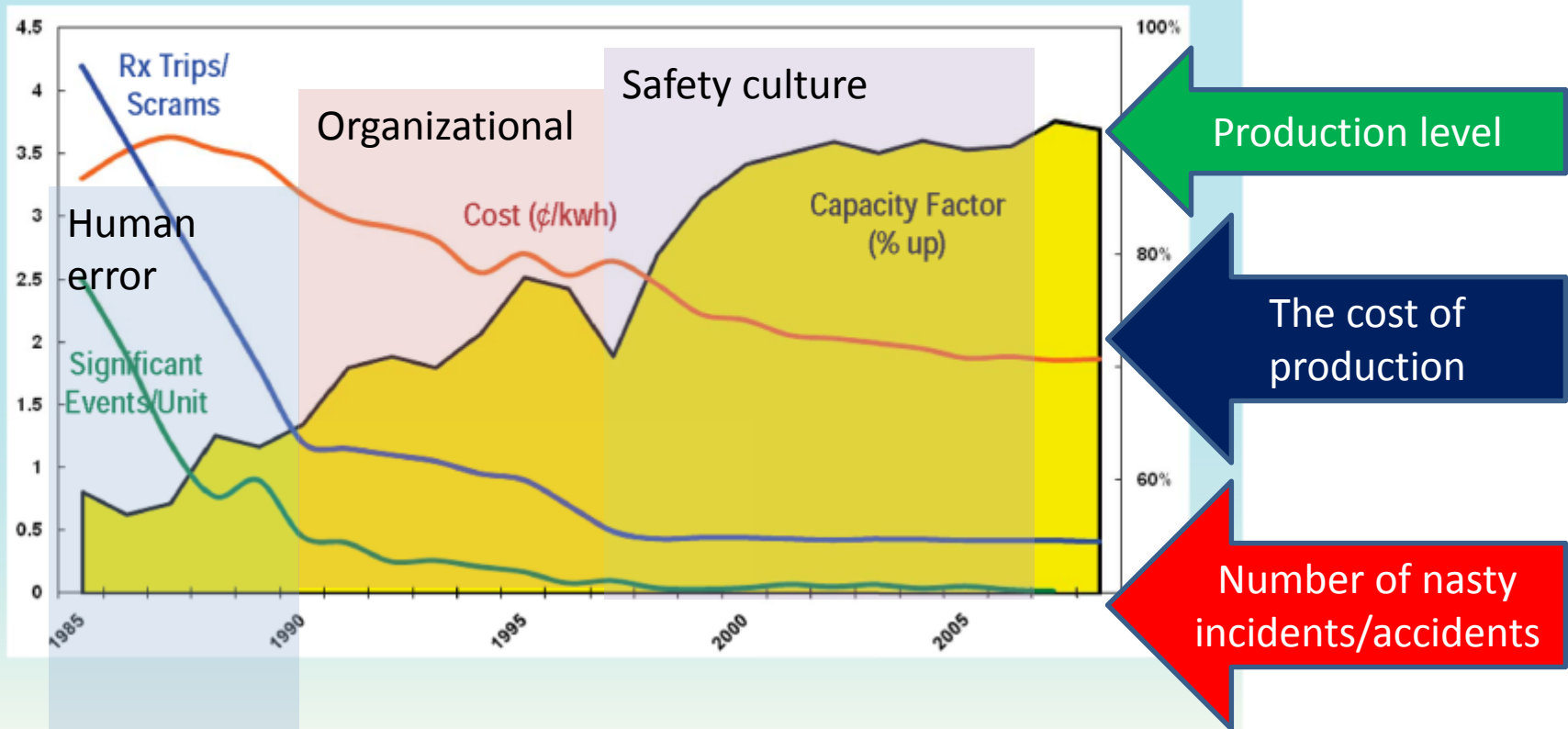


Part NCC: How to get competitive advantage



Part NCC: How to get competitive advantage (II)

Nuclear Energy Performance Trends 1985-2008



Summary

- Part NCC a set of safety risk controls;
- It is a great opportunity to learn from it;
- Regulations will never cover all the aspects of the operations;
- It can provide you with safety as well as with competitive advantage;
- IS-BAO can help you.



Prof. Andrew Hopkins/AUS

- Prior to any major accident **there are always warning signs** which had they been responded to **would have averted the accident.**

Very often there is a ***whole culture of denial operating*** to suppress **these warning signs.**



C Northcote Parkinson

- *Delay is the deadliest form of denial*



Further useful reading

- European Commission on the Just Culture in aviation
 - http://ec.europa.eu/transport/modes/air/events/2015-10-01-just-culture_en.htm
- 1) **Team Leadership in High-hazard Environments: Performance, Safety and Risk Management Strategies for Operational Teams** - Cadieux, Randy E. - Published by Gower Pub Co (2014-12-28) ISBN 10: 147243353X / ISBN 13: 9781472433534
 - 2) **Safety Culture: An Innovative Leadership Approach** by Nathan Crutchfield (Author), James Roughton (Author) Published by Elsevier (2014). ISBN: 978-0-12-396496-0.
 - 3) **A short guide to Operational risk**, David Tattam, Gower Published by Gower (2014). ISBN-13: 978-0566091834, ISBN-10: 0566091836 .
 - 4) **The Fifth Discipline: The Art and Practice of the Learning Organization**: First edition (Century business) by Peter M Senge (ISBN: 9780712656870).



Further training videos

- **EHEST - European Helicopter Safety Team and Its Activities -**
<https://vimeo.com/125411545>
- **CONFERENCE AVIATION SAFETY - "SAVING LIVES WITH SAFETY INFORMATION" / THE IMPACT OF IMPLEMENTING A JUST CULTURE IN AVIATION -** <https://scic.ec.europa.eu/streaming/conference-aviation-safety-saving-lives-with-safety-information-the-impact-of-implementing-a-just-culture-in-aviation>
- Gretchen Haskins, CEO HeliOffshore, Formerly Safety Director UK Civil Aviation Authority (CAA) and NATS, and served in US Air. Speech at Risky Business <http://www.risky-business.com/video.php?videoid=193>
- The BowTie XP principles, by CGE Risk
<https://www.youtube.com/watch?v=P7Z6L7fjsi0>



Thank you!

Continuous Safety™ 

Capt. Claudio D. Caceres,

MSc, MISASI, MAIAA,

sms@mycs.it - www.mycs.it

+41 79 287 80 99

