

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

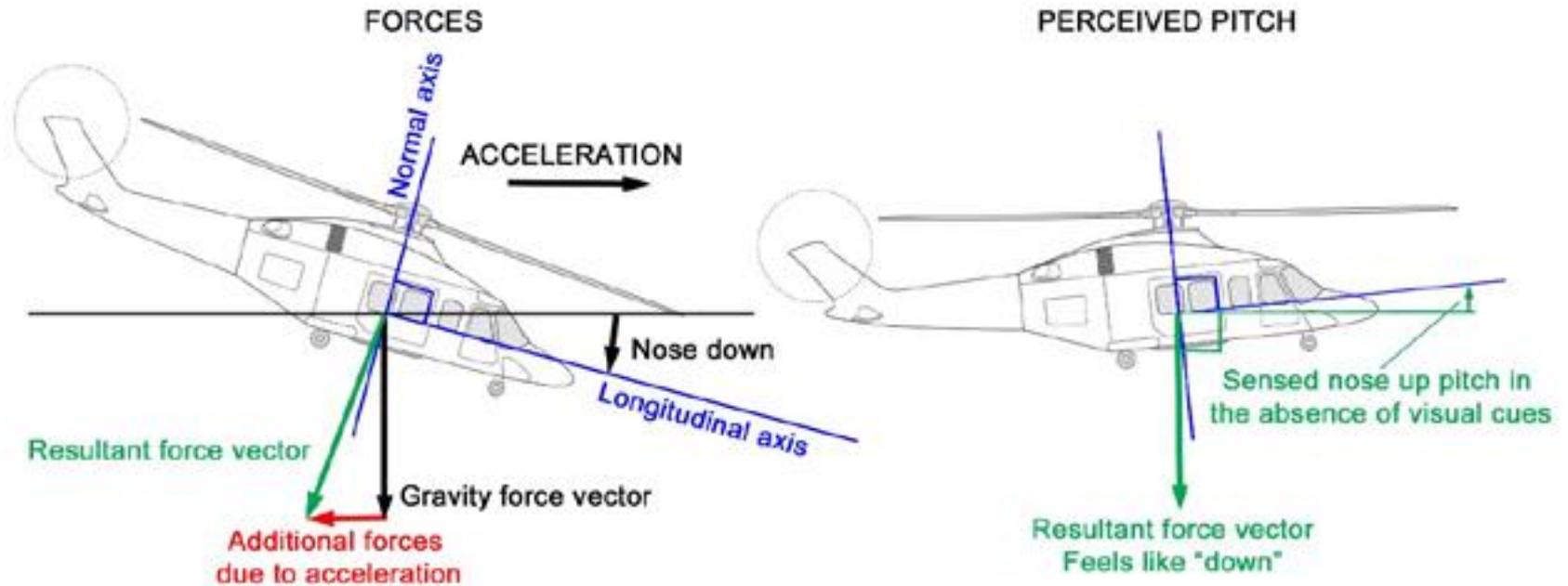


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9<sup>th</sup> EASA Rotorcraft Symposium,  
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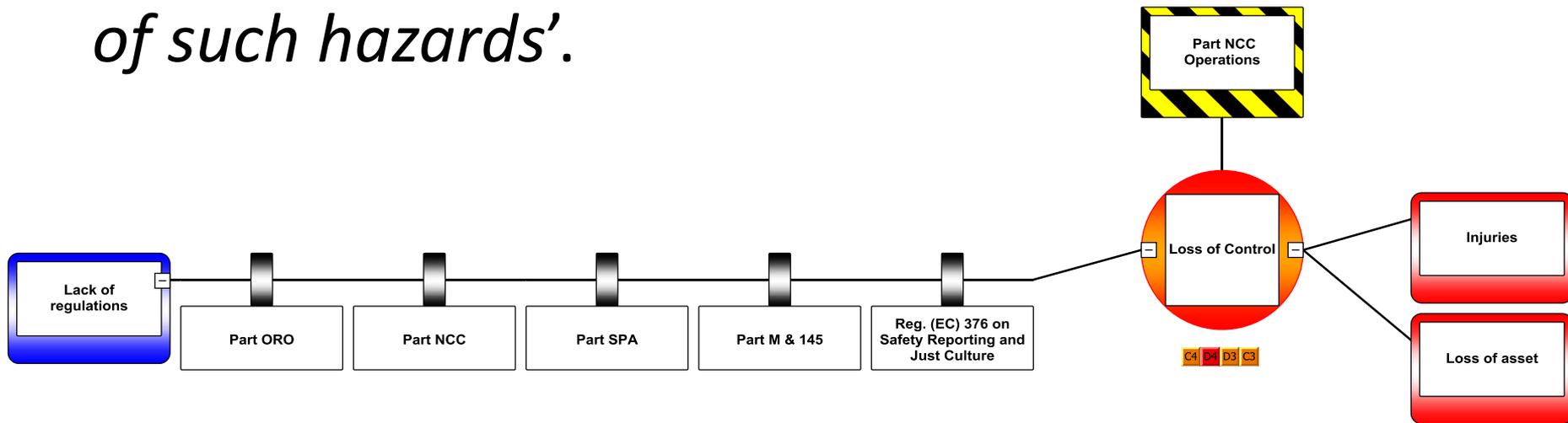
Credit of all pictures: Claudio Caceres

# 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

Organizational/  
Regulatory

Human

Company/  
Organization

## ***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<sub>3</sub> 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



SOME NEGATIVE CONSEQUENCES

- Injuries
- Damage to assets
- Reputation damage
- Damage to environment



Crane LTE 2004.MOV

# Safety risk controls (*L<sub>1</sub> controls*)

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

**SOME OPERATIONAL HAZARDS**

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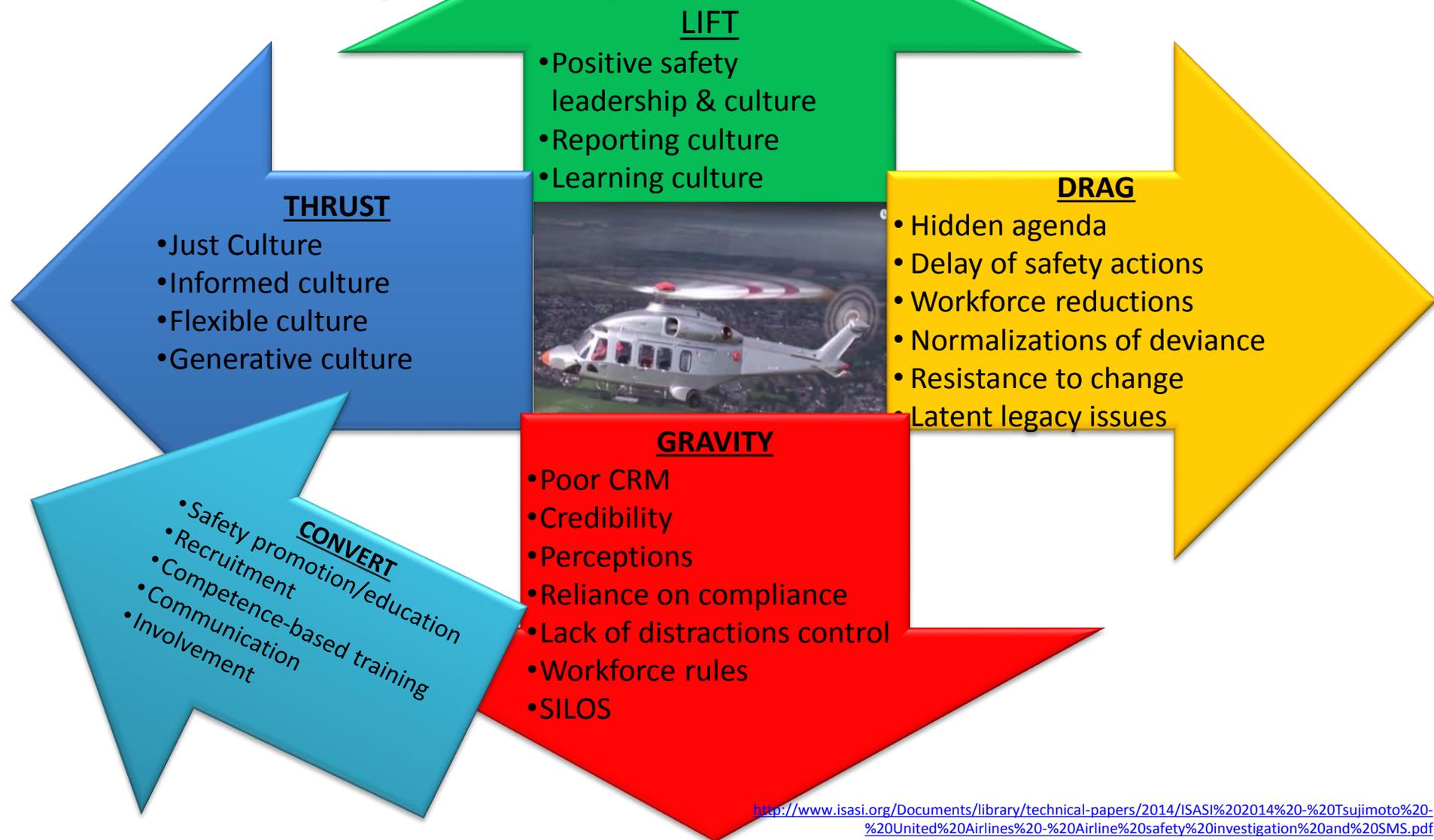


- SAFETY POLICY — VISION, MISSION, VALUES & STRATEGY**
- OPERATIONAL STANDARD & Part Specific Approvals (Part SPA)
- SPECIFIC TYPE RELATED
- ELECTRONIC FLIGHT BAG
- Competence-Based Training (including Part SPA)
- CAME & MEL - Safety Standard & Part Specific Approvals (Part SPA)
- Part 145 Operator's Minimum Requirements (impact on SPA)
- Health & Safety Executive
- Environmental Control
- Contracted Services
- Security
- Aircraft Leasing

**SOME NEGATIVE CONSEQUENCES**

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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*

- Operational procedures
- Mass & Balance
- Fuel and Wx policy
- Student/PAX safety
- MORs, VORs, RCA
- Use of FSTDs

## THRUST

- ORA, FRAT, CRM
- PBN, ADS-B, TAWS, ACAS
- CPDLC, LVO (150mts)
- Management of Tablets
- Operating site/PIS training
- ATO: NVIS, HO, HEMS

## DRAG

- Airspace infringement
- Putting under the carpet non-compliances
- Normalizations of deviances
- Hidden Dangerous Goods



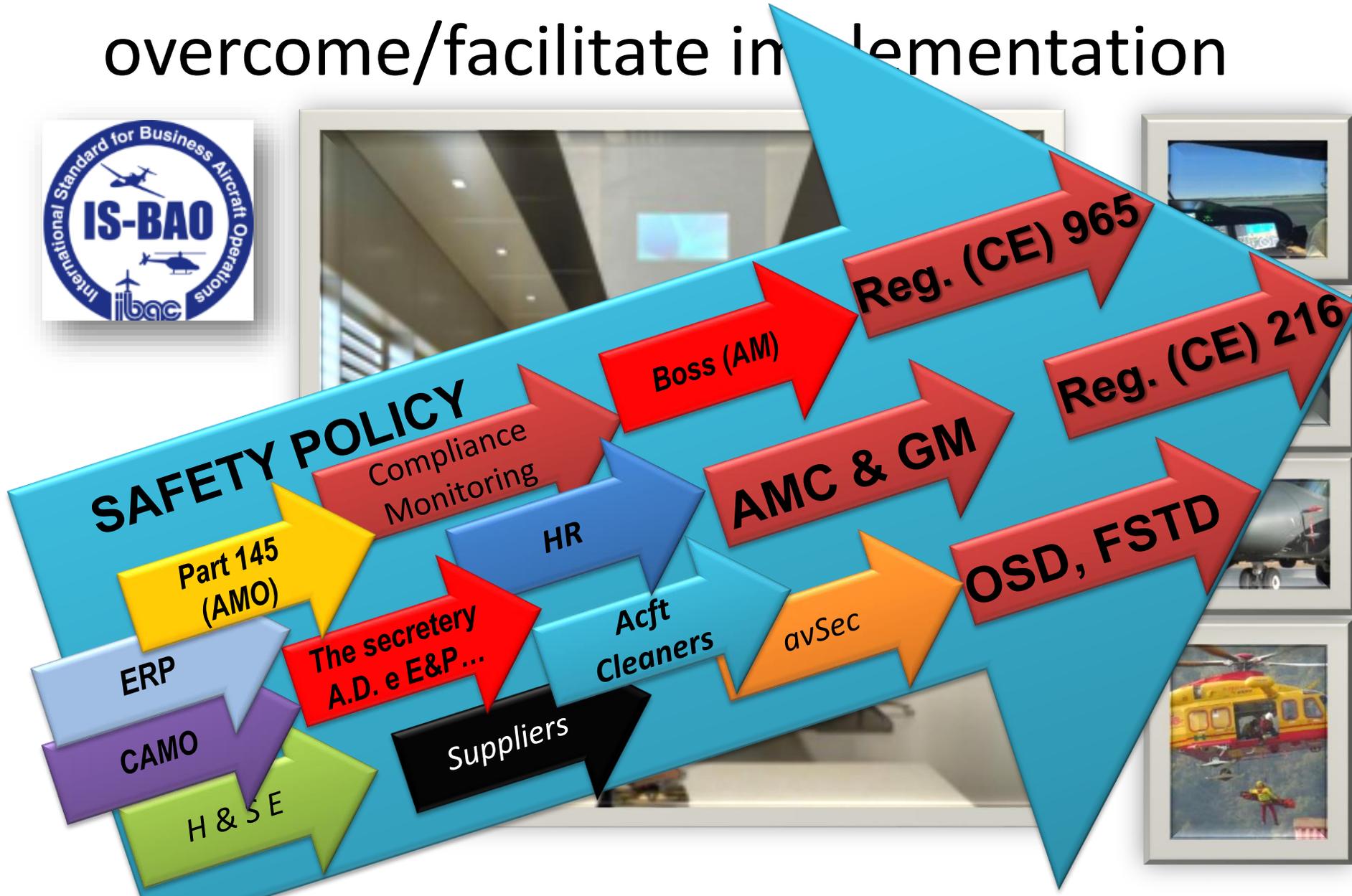
## GRAVITY

- Negative Tech. Training
- Lack of pilot self-training
- Expired RFM
- Expired Database
- Non-learning from non-compliances

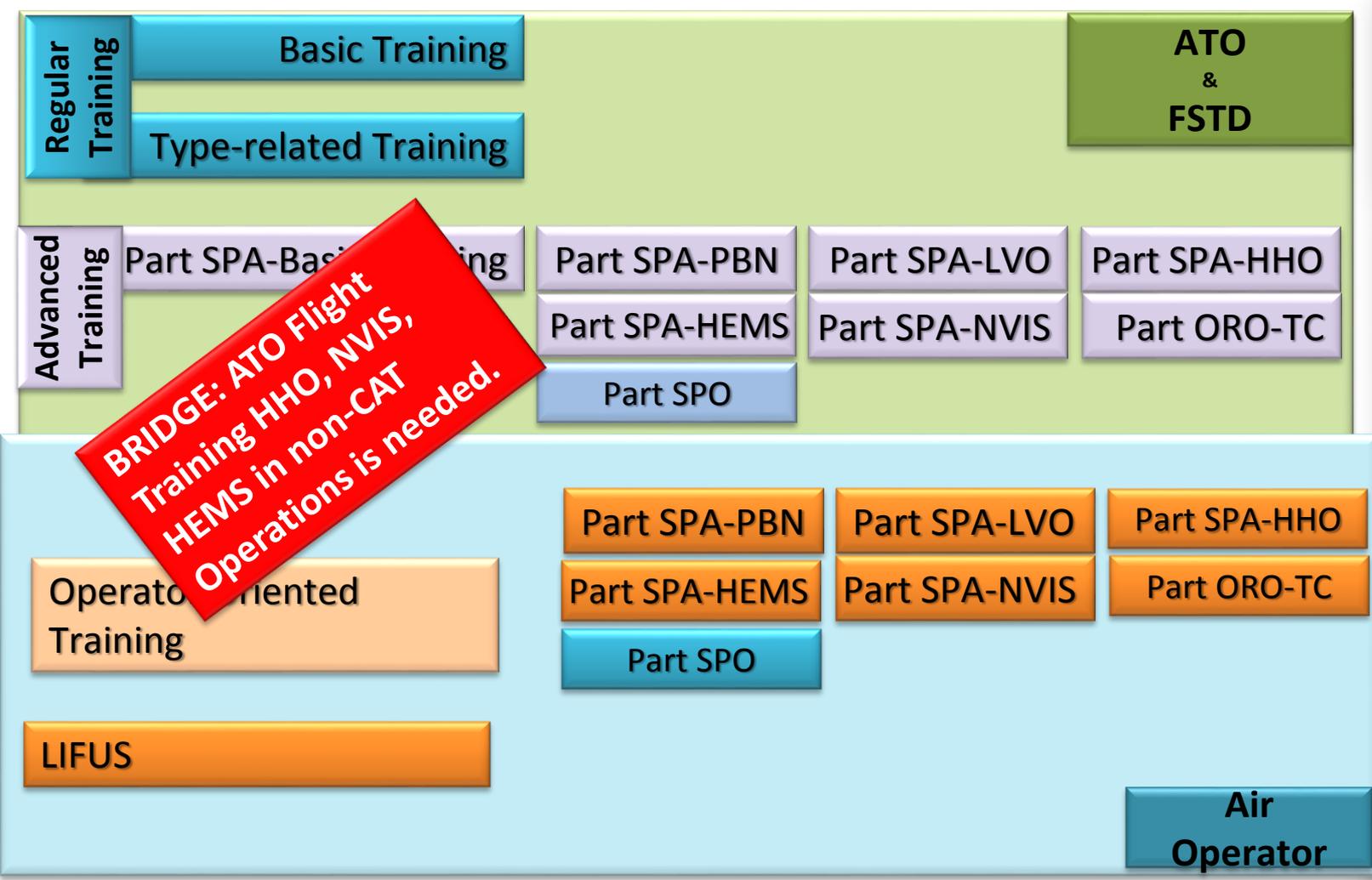
## CONVERT

- Safety promotion/education
- Recruitment
- Competence-based training
- Communication
- Involvement

# Part NCC – *obstacles* to overcome/facilitate implementation



# ATO: Alignment to *Air Operations*

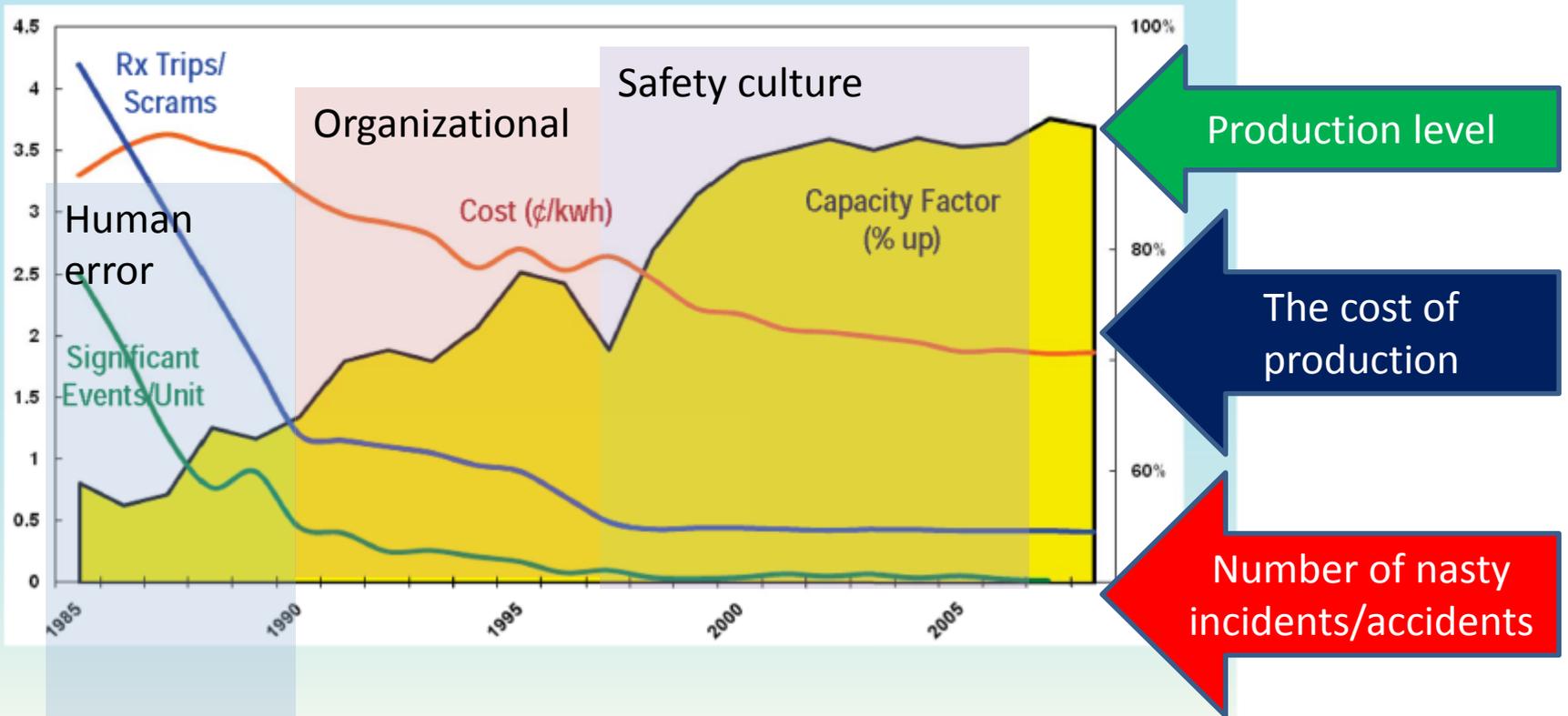


# Part NCC: How to get competitive advantage



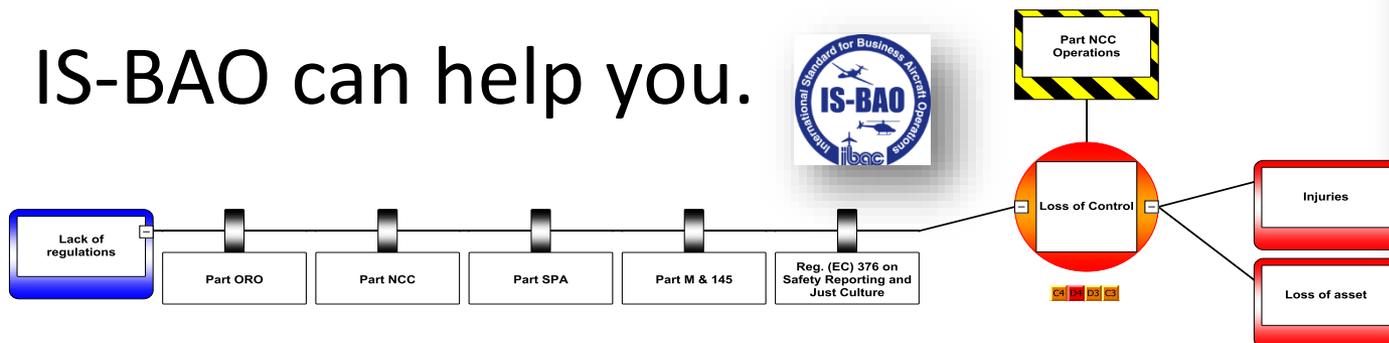
# Part NCC: How to get competitive advantage (II)

## 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](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™** 

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