



**EASA**  
European Aviation Safety Agency

# NCC Regulatory Overview

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# EU 965/2012 – dates and numbers

- NCC amendment: (EU) No 800/2013
  - Date of applicability: 25 August 2016
  - Opt-out period: until 25 August 2016
  - Affected stakeholders and applicable parts:
    - NCC: “Operators of complex motor-powered aeroplanes and helicopters involved in non-commercial operations shall [...] operate the aircraft in accordance with the provisions specified in Annex III and Annex VI”.
    - NCO: ...



# Annexes applicable to NCC operations

Type of operation	Annex	C.R.	I: DEF	II: ARO	III: ORO	IV: CAT	V: SPA	VI: NCC	VII: NCO	VIII: SPO
Commercial operations	CAT		✓	✓	✓	✓	✓			
	Other than CAT		✓	✓	✓		✓			
Non-commercial operations	CMPA	✓	✓	✓	✓		✓	✓		
	Other than CMPA		✓	✓			✓		✓	
	Specialised operations		✓	✓	✓		✓			✓

- › CAT: Commercial Air Transport
- › CMPA: complex motor-powered aircraft
- › C.R.: Cover Regulation (Articles 1 to 10)
- › DEF: Definitions of terms used in Annexes II to VIII
- › Part-ARO: Authority requirements - OPS
- › Part-ORO: Organisation requirements - OPS

- › Part-CAT: Commercial air transport operations
- › Part-SPA: Operations requiring specific approvals
- › Part-NCC: Non-commercial operations with CMPA
- › Part-NCO: Non-commercial operations with other-than-CMPA
- › Part-SPO: Specialised operations, e.g. aerial work



# Principles for developing the NCC rules

- **ICAO compliance** with Annex 6 Part II
- **Consistency with CAT rules** and alignment where appropriate
- Shift to **performance-based** rulemaking and **risk-based** approach
- Emphasis on **(S)MS**
- **Balance** between Implementing rule (IR) and AMC level
  - Safety objective – at IR level
  - Method to comply with the safety objective – at AMC level
- **Flexibility** through Alternative Means of Compliance (AltMoC)
- **Proportionality**



# Differences from ICAO Annex 6 Part II

- Principal **competent authority** for European NCC is the **State of the Operator**, not the State of Registry.
- European NCC operators have to submit a **declaration** to the State of Operator, including a list of AltMoCs.
- European NCC operator holds a **list of specific approvals**, which contains all granted specific approvals.
- European NCC operators need to be **approved for LVO**.
- European rules **do not contain FTL rules** – they continue to be regulated by the national legislator.



# Complex /non-complex - an SMS dimension

- Risk criteria to help you build a customised SMS:
  - Size → number of staff; organisational structure
  - Nature of operation → defines its risks
    - e.g. operations requiring specific approvals,
    - specialised high-risk operations,
    - different types of aircraft,
    - operating environment (e.g. offshore or mountainous area).
  - Complexity of activities → add to risk dimension
    - number of operating sites,
    - equipment, facilities, procedures,
    - processes and interfaces,
    - number and type of contractors,
    - fleet complexity



# Key facts

- The following operations may fall under NCC rules
  - corporate aviation
  - fractional ownership operations
  - owner/pilot operations
- The new European NCC rules provide considerable benefits for the industry
  - instead of fragmented rules in 32 States there will be a coherent, modern and updated European standard
  - they ensure compliance with ICAO rules and are designed for global operations
  - they are seen as a best practice example by many other regulators around the world
- **Alleviations under way:**
  - light twin turbo-props (<5 700 kg) will be excluded (part NCO will apply)
  - Amending Regulation expected mid-2016
- **Implementation deadline is fast approaching: 25 August 2016!**



# Rules being adopted soon

## ➤ Important upcoming rule changes

### ➤ PBN | Amendments to Aircrew and Air OPS

- ToR, NPA 2013-15, CRD/Opinion 3/2015, **voted by EASA CMT**
- Next deliverable: Amendment to Reg. (EU) 965/2014 and publication of final AMC/GM, planned for Q2-3/2016
- Rule applicability envisaged for August 2016
- Corresponding ICAO amendments proposed through SL9/2015 (**accepted**)
- New regulatory approach:
  - instead of requiring operational approval, safety to be ensured through:
    - ▶ improved pilot training and periodic checking
    - ▶ effective performance-based operational rules
- Benefits for operators
  - no specific operational approvals (except for RNP AR APCH, RNP 0.3 H)
  - reduction of administrative obligations





# Useful links

- [Regulations page](#)
- [EASA Air OPS Easy Access Rules](#)
- [EASA NCC page](#)



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**Thank you!**

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