

Practical Aspects from an Operator Perspective

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Any Non-Commercial Operators with Complex Motor-Powered Aircraft registered within the EASA member states are obligated to comply with the Part-NCC regulations latest by **25th August 2016.**

177 days to go !



- ➔ Are your operations affected?
- ➔ Complex or non-complex organisation?
- ➔ Identifying your competent authority
- ➔ Understanding what needs to be done
- ➔ Structure
- ➔ Compliance
- ➔ Required approvals?
- ➔ Documentation
- ➔ What should be considered?

Complex Motor-Powered Aircraft

an aeroplane:

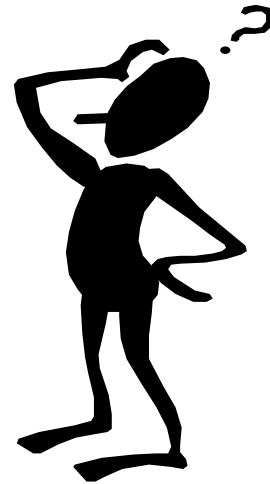
- **Derogations for non-commercial operations with twin turboprop aeroplanes ?**
- The European Commission and the EASA Committee have agreed a derogation to allow non-commercial operations of twin turboprop aeroplanes, with a **MCTOM of 5 700 kg and below**, to be operated under Part-NCO (Non-Commercial Operations) rules instead of Part-NCC.
- Operators of this type of aircraft **do not have to comply** with Annex III Part-ORO (Organisation Requirements) of the Regulation (EU) No 965/2012 on air operations.
(Source EASA webpage)

- for a maximum take-off mass **exceeding 3 175 kg**, or
- for a maximum **passenger seating** configuration of more than nine, or
- for operation with a **minimum crew of at least two** pilots,

a tilt rotor aircraft

AMC1 ORO.GEN.200(b) SIZE, NATURE AND COMPLEXITY OF THE ACTIVITY

- ➔ **workforce of more than 20 full time equivalents (FTEs)** involved in the activity subject to Reg. (EC) No 216/2008 and its Implementing Rules
- ➔ Up to 20 FTE **may also be considered** complex based on an assessment of the following factor:
 - **in terms of complexity**, the extent and scope of contracted activities subject to the approval;
 - **in terms of risk criteria**, whether any of the following are present:
 - operations requiring specific approvals (SPA.PBN; SPA.LVO etc.)
 - **different types of aircraft** used;
 - the environment (offshore, mountainous area, etc.).



NPA 2015-18 (B) (48) **Amendment** of AMC1 ORO.GEN.200(b)

ensure that **all non-commercial operators operating a maximum of two complex-motor-powered aircraft of the same type** are to be considered as non-complex organisation by default.

→ Part ORO:

the competent authority exercising oversight over operators subject to a declaration obligation shall be for operators having their **principal place of business in a Member State**, the authority designated by that Member State.

→ Part NCC:

The competent authority shall be the authority designated by the Member State in which the operator has its **principal place of business or is residing**.

→ Part SPA:

The competent authority for issuing a specific approval to NC operator:

- the authority of the State in which the **operator is established or residing**.
- non-commercial operator using **aircraft registered in a third country**, the applicable requirements for the approval of the following operations shall not apply if these approvals are **issued by a third country State of Registry**:
 - 1) Performance-based navigation (**PBN**);
 - 2) Minimum operational performance specifications (**MNPS**);
 - 3) Reduced vertical separation minima (**RVSM**) airspace.

Organisation Requirements

- ➔ Personnel Requirements (Accountable Manager, suitable qualified personnel)
- ➔ Safety Management System
- ➔ Compliance Monitoring
- ➔ Operations Manual, Minimum Equipment List (MEL), Record keeping
- ➔ Training Requirements (Proficiency Check, CRM, Either Seat check out, Conversion, etc)

Operating Procedures & Performance Limitations

- ➔ Standard Operating Procedures
- ➔ Operating Minima
- ➔ Fuel Requirements
- ➔ Passenger Briefing
- ➔ Meteorological conditions
- ➔ Mass and balance, loading
- ➔ Take-off, enroute & landing performance

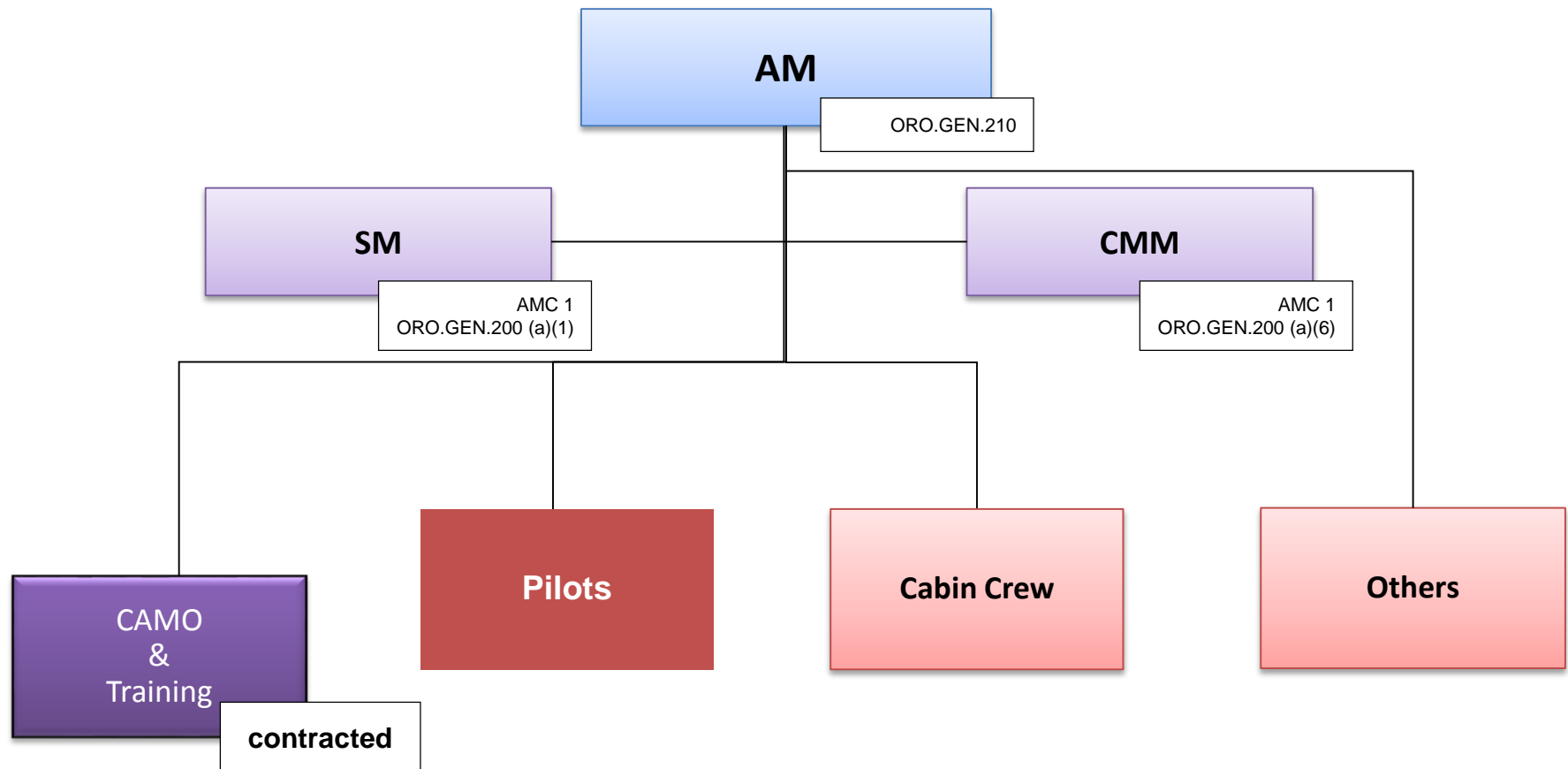
Instruments, Data and Equipment requirements

- ➔ Minimum equipment for flight
- ➔ TAWS, ACAS
- ➔ FDR & CVR
- ➔ Data Link
- ➔ Emergency and Safety Equipment
- ➔ Radio and Navigation Equipment

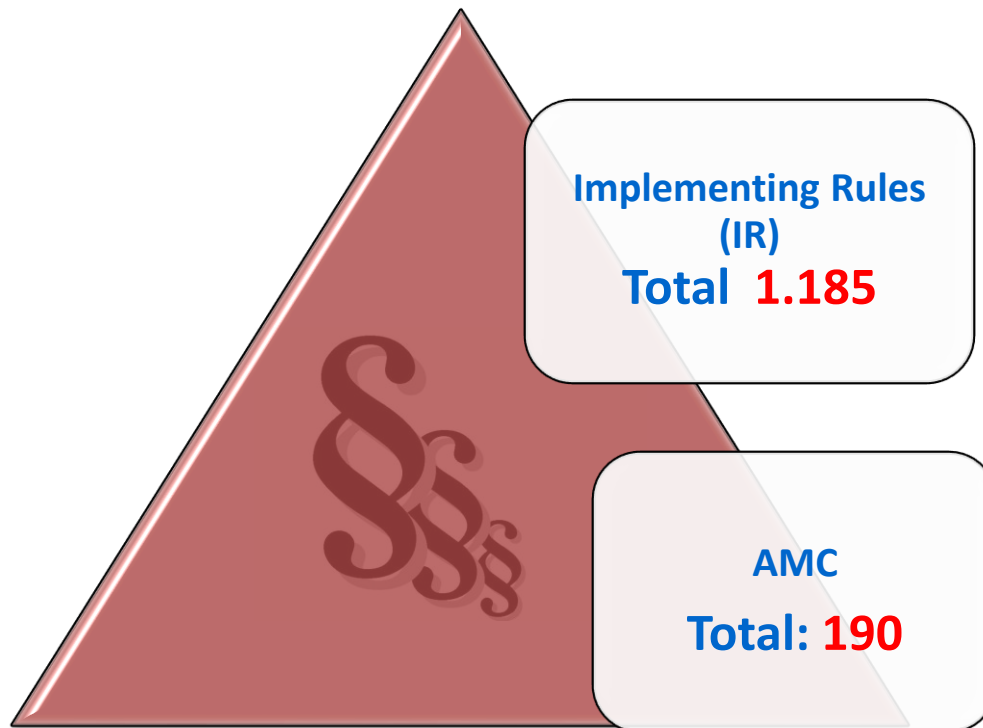
Specific Approvals

- ➔ Performance Based Navigation
- ➔ RVSM, MNPS
- ➔ Low Visibility Operations (LVO)
- ➔ Dangerous Goods (DGR)

NCC Operator typical structure



➔ Magnitude of Regulations for an NCC Operator (aeroplane) - SPA (PBN, MNPS, RVSM)



→ Specific Approvals

- Performance Based Navigation (PBN)
- RVSM, MNPS (NAT HLA)
- Low Visibility Operations (LVO)
- Dangerous Goods (DGR)

→ MEL

→ Training Programmes

- approval of DGR training programmes (ORO.GEN.110j) ?

NPA 2015-18 (A) ORO.GEN.110 k.

(k) Notwithstanding (j), an **operator** of a complex motor-powered-aircraft used in **non-commercial operations**, provided they do not intend to transport dangerous goods, shall establish and maintain dangerous goods training programmes for personnel as required by the Technical Instructions. **This training shall not be required to be approved.**

- How many different manuals?
- Choosing the right structure
- Compliance with IR /AMC / AltMoC
- Instructions & GM from NAA's or Industry
- Keeping up to date with regulatory changes
- No duplication
- Different definition & acronyms
- Accessibility and user friendly



Write what you do !

- ➔ The operator shall establish a **system of record-keeping** that allows **adequate storage** and **reliable traceability** of all activities developed, covering in particular all the elements indicated in ORO.GEN.200.
(Management system)
- ➔ The format of the records shall be specified in the operator's procedures.
- ➔ Records should be kept in **paper form** **or** in **electronic format** or a combination of both.

The **following records shall be stored:**

- ✓ a copy of the **operator's declaration**; details **of approvals held**; operations manual; **information** used for the **preparation and execution of a flight**, and associated **reports**.
- ✓ Personnel records
- ✓ all **training, checking** and **qualifications** of **each crew member**
- ✓ Documents required by Part M

- ➔ Guidance and information from NAA's
 - How to declare?
 - Specific Approvals / MEL approval
 - Standardization between NAA's
- ➔ Oversight Coordination / Avoid duplication
- ➔ Legal certainty
 - Complex/Non Complex Operator,
 - Turboprops exempted?,
 - Approval of DGR training programmes?,
 - SPA.PBN amendment?,
 - Principal place of business
- ➔ SACA/SAFA NCC Inspecting Instructions
- ➔ Marked difference with CAT
- ➔ Acceptance of IS-BAO





Thank you for
your attention

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