

AIR OPS – PART NCC

NON-COMMERCIAL AIR OPERATIONS
WITH COMPLEX MOTOR-POWERED AIRCRAFT

AN HELICOPTER OPERATOR POINT OF VIEW



WHO'S INTERESTED IN PART-NCC?



All motor-powered complex aircrafts – As defined in Basic Regulation (EC)No 216/2008:

(i) an airplane:

with a MTOM over 5 700 kg / more than 19 Pax / minimum 2 Pil. / Turbojet or multi-prop

(ii) an helicopter certificated:

with a MTOM over 3 175 kg / more than 9 Pax / minimum 2 Pil. / Turbojet or multi-prop

(iii) a tilt rotor aircraft;

Operated in NON COMMERCIAL operations (according to Regulation (EU) No 965/2012 Art. 5 Pt 3.)

WHY APPLYING PART-NCC?



- **SAFETY**

Except for a few cases, Complex Aircraft are employed as they were involved in commercial operations and operated in the same environment (airports, conditions)

- **HARMONIZATION**

Before PART-NCC each Member-State used to apply to their own regulations

DIFFERENCES BETWEEN CAT AND NCC



(16 Differences to spot)

Considering the operations type, the differences are very few.

Almost all aspects of PART-CAT are reflected in PART-NCC.

This is very important because Pilots and Owners must know the regulations and understand them correctly.

HELICOPTER «USER» CONSIDERATIONS

The situation becomes complicated for «non-commercial operators» (Pilots and/or Owner of Complex non-commercial aircrafts).

They should prepare manuals, procedures, MEL / CDL documents
Safety reports, checklists and other stuff they aren't used to do
(i.e. not all NCC users have a Technical Log or MEL docs).

Moreover, they **MUST** participate actively in the process according to their responsibilities as Accountable Managers, Flight Post Holders
Safety Managers etc.
(i.e. they'll be audited by Authorities)

ANALOGIES WITH OTHER SITUATIONS

For the same reason (safety and harmonization), EASA introduced PART-M Continuing Airworthiness for Large Aircrafts.

Large Aircrafts (slightly different than Complex ones) are obliged to be managed by CAMO approved Companies, for CAT as well as for NC operations.

In this case, the Regulation states that some or all tasks can be demanded with specific contracts.

WAY AHEAD?

PART M

- ▶ Large Aircrafts
- ▶ CAMO Approved Companies
- ▶ Contracts

AIR OPS PART-NCC

- ▶ Complex Aircraft
- ▶ NCC declaration
- ▶ Not defined?

PROPOSAL?

- ▶ As for CAMO contract one possible solution is to demand the management of NCC to an AOC holder. This means that the NCC operator holds only the responsibilities of the operations as developed from AOC holders.

NOTE: as for CAMO not all responsibilities could be demanded.

- ▶ All the remaining tasks and responsibilities are left to the approved Company.

The demanded task are completely under responsibility of the AOC holder.

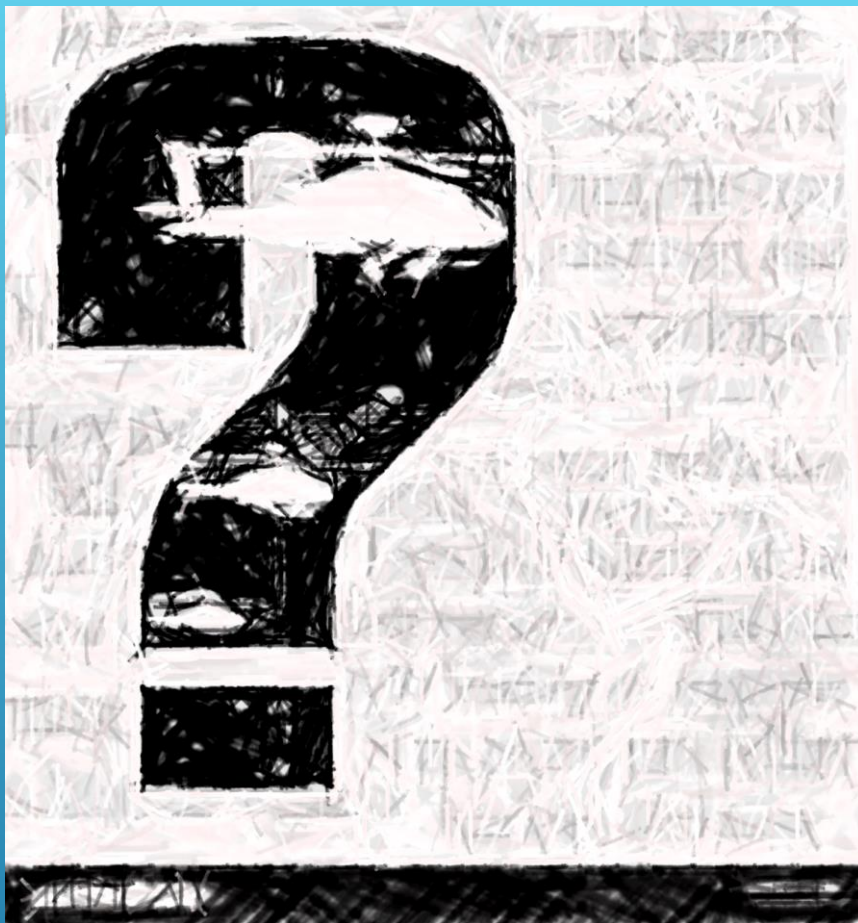
ONE EXAMPLE:

The AOC holder develops procedures for Flight Preparation according to existing rules. The NCC operator applies the procedure.

Both share responsibilities: AOC holder for developing it correctly and NCC operator to apply it properly.

ADVANTAGES OF «CONTRACTED» NCC'S

1. The Private Owner/Pilot is controlled by an "approved" Company, overviewed by the Authorities.
2. The personnel involved and demanded is experienced, trained and "aeronautical educated".
3. Subcontracting the NCC will spread the aeronautical culture to private users.
4. An approved Company can have more than one contract thus reducing cost management as having many small companies. Also NAA doesn't have additional costs in terms of man-power and hours spent for the overview and surveillance.



DISADVANTAGES?

QUESTIONS?

After all these questions, I'll rather be surprised if you have more!

THANKS FOR YOUR ATTENTION