

Implementation of NCC Rules

A Complex Operator Perspective

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Part ORO. Complex Operator?



AMC1 ORO.GEN.200(b)

Workforce of more than 20 FTE

OR

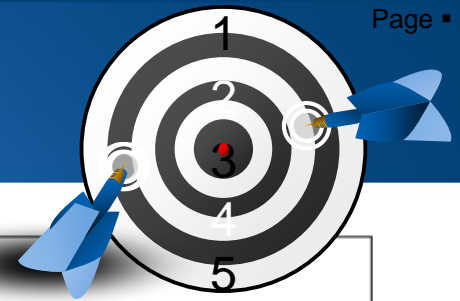
Risk Criteria like

- SPA , (e.g. PBN, LVO, ETOPS, DG)

or

- Different Aircraft Types

Part ORO. What is our aiming point?

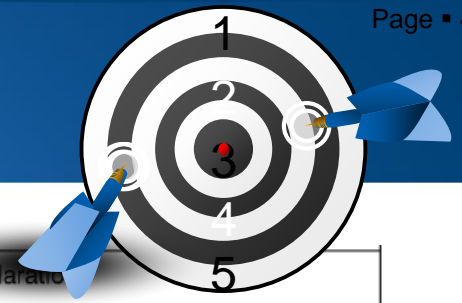


DECLARATION	
in accordance with Commission Regulation (EU) No 965/2012 on Air operations	
1	Operator Name: Place in which the operator is established or residing and place from which the operations are directed: Name and contact details of the accountable manager:
	Continuing airworthiness management organisation in accordance with Regulation (EC) No 2042/2003 Name and address of the organisation and approval reference (as per EASA Form 14)
	Aircraft operation Starting date of operation/applicability date of the change: Type(s) of operation: <input type="checkbox"/> Part-NCC: (specify if passenger and/or cargo) <input type="checkbox"/> Part-SPO: (specify which type of activity)
3	Type(s) of aircraft, registration(s) and main base:
	Details of approvals held (attach list of specific approvals to the declaration, if applicable)
	Details of specialised operations authorisation held (attach authorisations, if applicable)

MEL

e.g. PBN, LVO

Part ORO. What is our aiming point?



List of alternative means of compliance with references to the AMC's they replace (attach to the declaration)

Statements

4

☐ The management system documentation including the operations manual reflect the applicable requirements set out in Part-ORO, Part-NCC, Part-SPO and Part-SPA.

All flights will be carried out in accordance with the procedures and instructions specified in the operations manual.

☐ All aircraft operated hold a valid certificate of airworthiness and comply with Commission Regulation (EC) No 2042/2003.

5

☐ All flight crew members and cabin crew members as applicable, are trained in accordance with the applicable requirements.

☐ (If applicable)

6

The operator has implemented and demonstrated conformance to an officially recognised industry standard.

Reference of the standard:

e.g. IS-BAO

Certification body:

Date of the last conformance audit:

☐ Any change in the operation that affects the information disclosed in this declaration will be notified to the competent authority.

☐ The operator confirms that the information disclosed in this declaration is correct.

Date, name and signature of the accountable manager'

Part ORO. Highlights.

- ORO.GEN Operator Responsibilities (110)
 Management System (200)
- ORO.DEC Declaration (covered earlier)
- ORO.FC Composition of Flight Crew (100)
 Designation of Pilot-in-Command (105)
 CRM Training (115)
 Pilot qualification to operate in either pilot's seat (135)
- ORO.CC Cabin Crew (100-145)

Part ORO.GEN. Management System. Complex Operator.



- Evaluate what you already have.
- Engage all your available and key resources. Team effort.
- Talk to peers, navigate around ideas or get additional external support.
- Give your operation the structure it needs according to the complexity.
- Nominate persons as necessary for the complexity of the operation:
 - Accountable Manager
 - Safety Manager
 - Compliance Monitoring Manager

Part ORO.GEN. Safety Management System. Complex Operator.



- Safety Manager
- Safety Review Board
- Safety Action Group(s)
- Safety Policy
- Safety Risk Management
- Safety Management Manual
- Useful info in ICAO Doc 9859 and IBAC SMS Tool Kit. May use simple means for risk register, hazard tracking.

Part ORO.GEN. Compliance Monitoring. Complex Operator.



- Compliance Monitoring Manager
- Compliance Monitoring Programme

Part ORO.MLR. Practical Aspects.



- Operations Manual. Structure not prescribed. May also use AOC structure if you desire (OM A, B, C, D).
- Minimum Equipment List must be registration sign specific and reflect the installed equipment of the aircraft serial number.
- **MEL must be approved by the Competent Authority. Check for amendments and get these approved.**
- Record keeping may be easier by electronic means for many records (e.g. mass & balance via e-mail).

Part ORO.FC. Practical Aspects.



- Composition of Flight Crew.
Freelance/part-time crew members.
- Designation of Pilot-in-Command.
Define experience levels.
Define a process for the case you have more than one pilot with PIC rating on board.
- Define a Training Programme including CRM. May also look at CAT for some more guidance if you wish (e.g. Supervision, Upset Recovery)
- Pilot qualification to operate in either pilot's seat.

Part ORO.CC. Practical Aspects.

- If you desire to operate with Cabin Crew.
- Cabin crew member requirements (ORO.CC.100-145).
- A few comments on “Inflight Service Personnel”.
- Training and Recurrent Training including CRM.



Other aspects.

- Passenger Briefings prior to Take-Off (NCC.OP.140).
- Consider a training programme.
- Mass and Balance (NCC.POL.105). Standard masses may influence your traffic load.



Other aspects.



- Flight duty time regulations – NCC ops to be conducted under the ***applicable*** national flight time regulations. (Article 8 (2) of Commission Regulation (EU) No 965/2012.
- FDM, although not required for NCC operators, may greatly enhance your safety data collection and proactive approach to safety.
- Some inconsistencies exist due to NCC being a later amendment.
- You may refer to Part CAT for guidance on those parts which are not or not extensively defined for NCC.

Enjoy the journey towards a higher standard of your operations. Questions?

Thank you !

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