

Air Operations for GA

May a European NCC or NCO operator use third-country registered aircraft?

Answer

Yes this is permitted

Last updated:

23/02/2018

Link:

<https://www.easa.europa.eu/lv/faq/45480>

Why are non-commercial operations treated in two parts, i.e. Part NCC (Non-commercial with complex) motor-powered aircraft and Part NCO (Non-commercial with other-than-complex) motor-powered aircraft?

Answer

The rules concerning non-commercial operations are developed separately for complex motor-powered aircraft (MPA) and other-than-complex MPA because it does not make sense to have the same requirements apply to operations with an Airbus 320 for example and a Cessna 172. This way, the principle of proportionality of rules is preserved.

Last updated:

23/02/2018

Link:

<https://www.easa.europa.eu/lv/faq/45479>

What does Part-NCO mean for GA pilots? Can I share flying costs between my friends, are there restrictions covering carrying dangerous goods in GA flights, when do I need to use supplemental oxygen and can I perform special operations (e.g. aerial advertisement).

Answer

See [Flying in the EU OPS leaflet](#).

Last updated:

23/02/2018

Link:

<https://www.easa.europa.eu/lv/faq/45478>