



EASA

European Aviation Safety Agency

Concept of the NPA AMCs & GMs for ORO.FC Section 1 Non-commercial operation with complex motor power aircraft (NCC)

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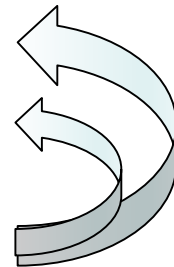
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Why AMC and GM for ORO.FC Section 1

- For many IR of ORO.FC Section 1 there is no AMC/GM for NCC operators (nor for SPO):
 - ORO.FC.105 – Means of compliance for Aerodrome quilification?
 - ORO.FC.105 – Means of compliance for a Command course
 - ORO.FC.120 - Means of compliance for the OCC?
 - ORO.FC.130 - Means of compliance for recurrent?
 - ORO.FC.145 – means for interoperability?
- Why is important for our NCC stakeholder?
 - To Ensure level playing field.
 - Resolve current and future implementation issues
 - Support the industry (NAA + Operator)





ORO.FC.105 Designation as pilot-in-command for NCC operators

- AMC 1 ORO.FC.105 (b)(2) added to clarify the requirements of Route/Area and aerodrome knowledge.
- GM 2 ORO.FC.105 (b)(2) added to support operators how to define complexity of aerodromes. (category A, B & C)
- AMC 1 ORO.FC.105 (b)(3) added to specify the means for the command course



ORO.FC.120 Operation conversion training

- AMC 1 to ORO.FC.120 added to specify the contents of the operator conversion training
- The OCC should include the following:
 - Emergency and safety equipment training;
 - Passenger handling where no cabin crew is required;
 - A minimum number of sectors and/or flight under supervision of a flight crew member nominated by the operator (number as specified in the OM).
- Note: still Under discussion





ORO.FC.130 Recurrent training and checking

- AMC 1 to ORO.FC.130 is added to specify the requirements for recurrent training and checking and to demonstrate competence as required by the implementing rule:

This AMC specifies the following requirements:

- The content of the ground training;
- Items that need to be covered by the emergency and safety equipment training;
- Elements of CRM Training;
- Aircraft/FSTD Training programme;
- Requirements for the periodic check to demonstrate competence;
- Requirements for personnel providing training and checking.



ORO.FC.130 Recurrent training and checking

- Availability of the FSTD - accepted by the NAA.
- GM 1 to ORO.FC.130 is added to support the operators how to conduct safe and efficient training on the aircraft instead of using the FSTD.



ORO.FC.135 Qualification to operate in either pilot's seat

- GM 1 to ORO.FC.135 is added to support the operators to establish a Training programme for right hand seat check.

The three-year validity is in accordance with the ATOs 3-year phase training programme.



ORO.FC.145 Provision of training

- AMC 2 and GM 1 to ORO.FC.145 are added to clarify the requirements for acceptance of previous training.
- The following requirements must be met:
 - The credits are concerning the conversion course described in ORO.FC.120 and the recurrent training and checking described in ORO.FC.130.
 - The specific procedures should include measures to ascertain:
 - The content of the training;
 - whether the training was delivered by appropriately qualified personnel or organization;
 - whether any aircraft, FSTD or other equipment used for the training was representative of the aircraft and equipment to be operated by the crew member;
 - whether the operating procedures used during such training were representative of the procedures used by the operator.
 - An aircraft operator remains responsible for all training and checking required by this part regardless of whether training is conducted by the operator, a certificated organisation or another sub-contractor..



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