



**CAA Corporate Jet Seminar**

**EASA Part- NCC**

**29 June 2016**

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# Outline

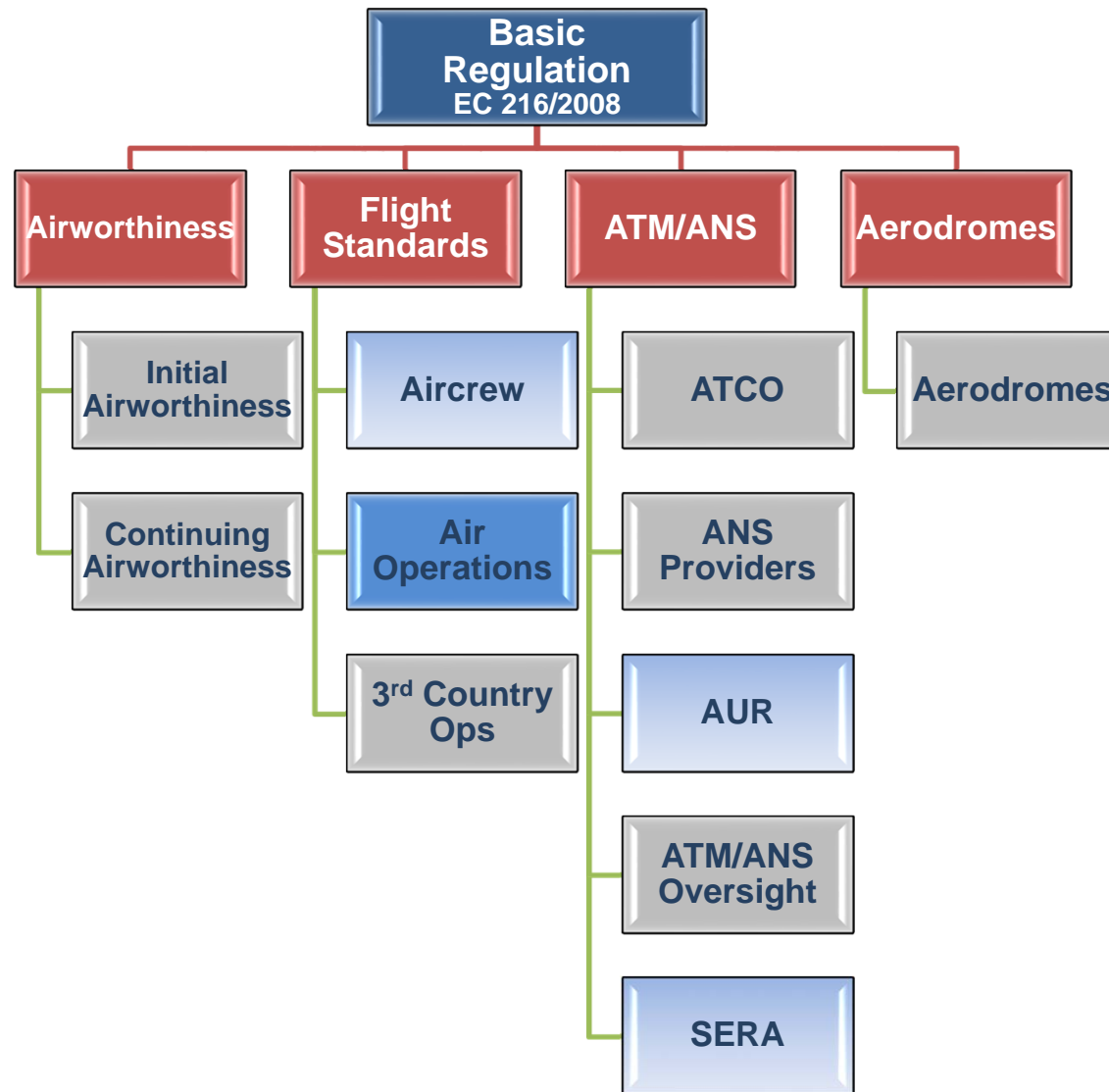
- Who is affected
- Overview of regulations
- What it means for the CAA
- What it means for Operators

# Who is affected by NCC?

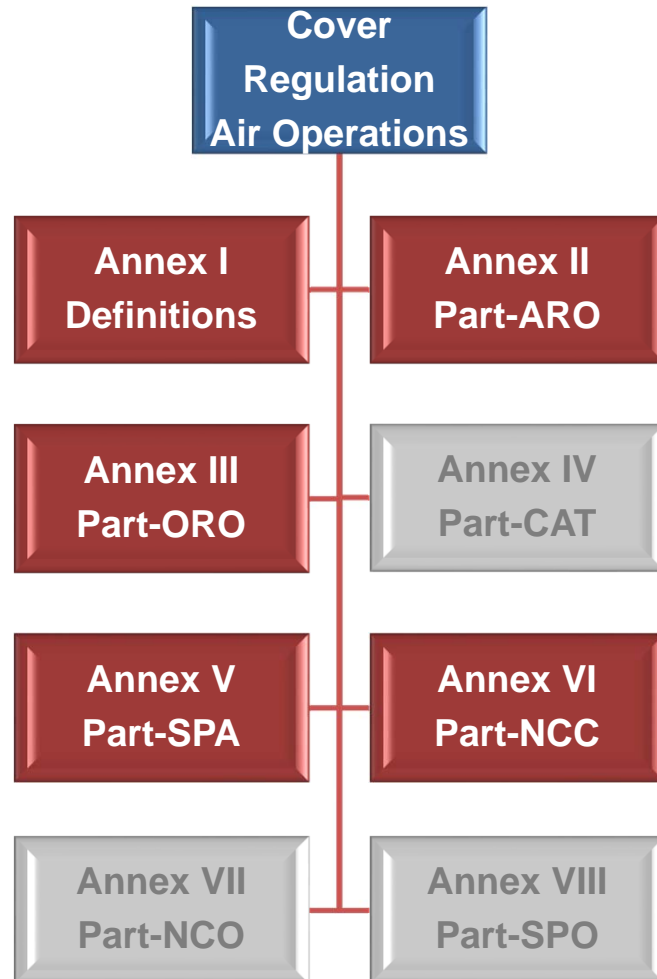
- Non-commercial operators flying a Complex Motor-Powered Aircraft
- Applicable to operators established, residing or having their principal place of business within the Community
- Applicable regardless of aircraft State of Registry
- Rules already in place but applicable 25 August 2016
- UK and the rest of the European 'EASA' States

***57 days to go!***

# European Aviation Regulations



# Annexes applicable to NCC operations

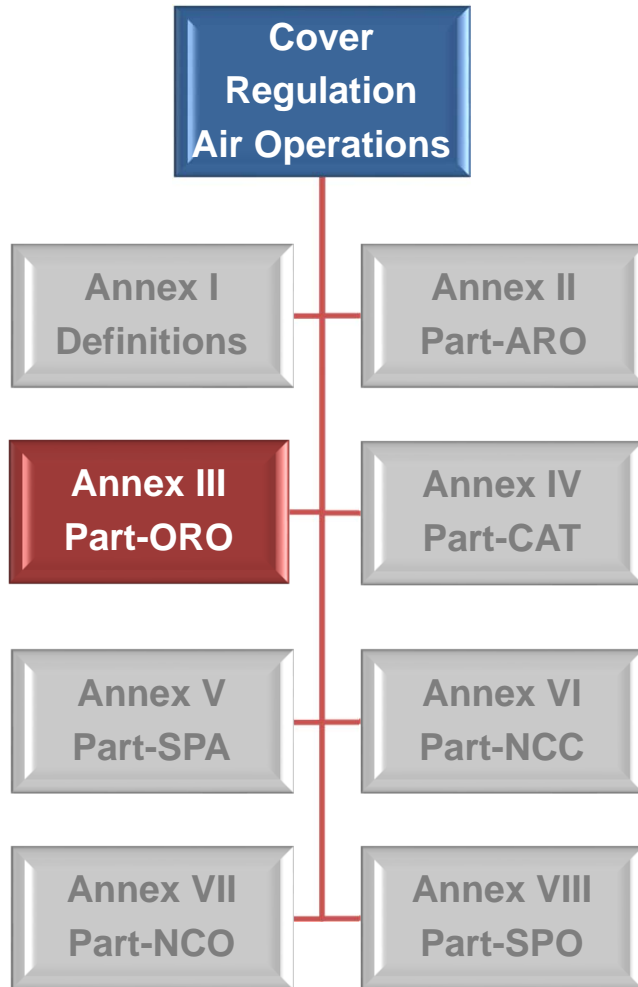


- **Part-ARO:** Authority Requirements Operations
- **Part-ORO:** Organisation Requirements Operations
- **Part-CAT:** Commercial Air Transport operations
- **Part-SPA:** Operations requiring Specific Approvals
- **Part-NCC:** Non-commercial operations with complex motor-powered aircraft
- **Part-NCO:** Non-commercial operations with other-than-complex motor-powered aircraft
- **Part-SPO:** Specialised Operations, e.g. aerial work



## Annex III Part-ORO

# Air Operations – Annex III Part-ORO

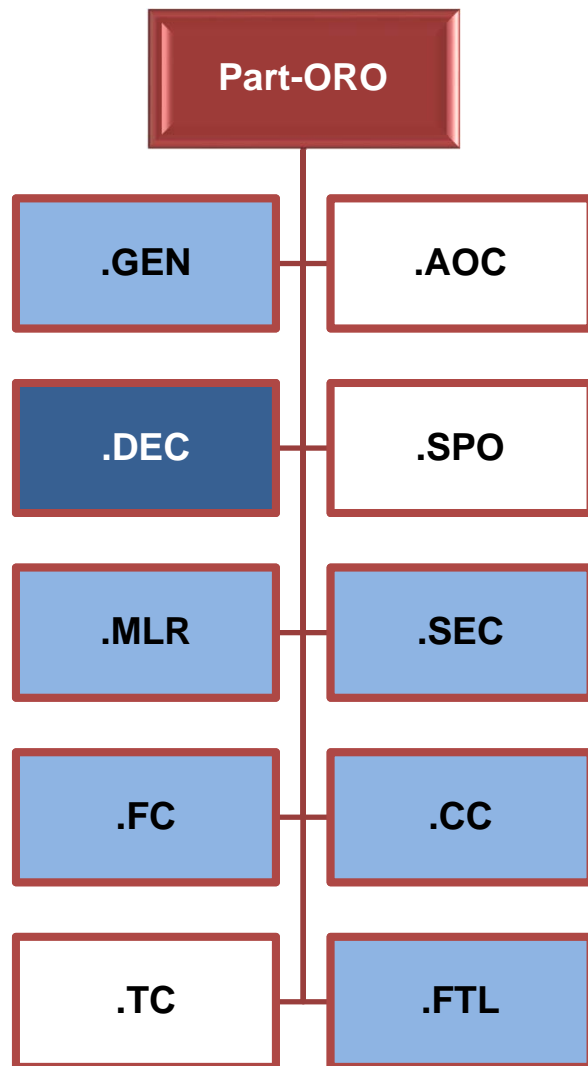


- **Applicability:**

- **Organisation Requirements for:**

- CAT operators
- NCC operators
- SPO operators:
  - Commercial operations
  - Non-commercial operations with complex aircraft

# Part-ORO - Applicability of Subparts



- .GEN** general requirements
- .AOC** air operator certification
- .DEC** declaration
- .SPO** commercial specialised operations
- .MLR** manual, logs, records
- .SEC** security
- .FC** flight crew
- .CC** cabin crew
- .TC** technical crew
- .FTL** flight and duty time limitations and rest requirements (*yet to be developed*)

## Applicability for NCC

<b>Full</b>	<b>Partial</b>	<b>Nil</b>
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# Part-ORO.GEN

- **Includes:**
  - Competent Authority
    - The designated authority in a Member State where the operator has its principle place of business (*or is residing*). (In UK, the CAA)
  - Management system
    - “The operator shall establish, implement and maintain a management system .....
    - “The management system shall correspond to the size of the operator and the nature and complexity of its activities, taking into account the hazards and associated risks inherent in these activities.”
- AMC and Guidance Material expands for both complex and non-complex operators

# Part-ORO.DEC

## ORO.DEC.100 Declaration

The non-commercial operator of complex motor-powered aircraft shall:

- (a) provide the competent authority with all relevant information **prior** to commencing operations, using the form contained in Appendix I;
- (b) notify to the competent authority a list of the alternative means of compliance (AltMOC) used;
- (c) maintain compliance with the applicable requirements and with the information given in the declaration;
- (d) notify the competent authority without delay of any changes to its declaration or the means of compliance it uses through submission of an amended declaration using the form contained in Appendix I to this Annex;  
and
- (e) notify the competent authority when it ceases operation.

# Part-ORO.DEC

- **Intent of the declaration**

- Have the operator acknowledge its responsibilities under the applicable safety regulations and that it holds all necessary specific approvals
- Inform the competent authority of the existence of a NCC operator
- Assists the competent authority in fulfilling its oversight responsibilities

- **Managed operations**

- When the aircraft is managed by a third party on behalf of the owner, that party may be the operator and has to submit the declaration

# Part-ORO.DEC

## Declaration Form

### Items on the form:

- Operator data
- Continued airworthiness data
- Aircraft operation data
- Details of specific approvals
- List of alternative means of compliance (AltMOC)
- Statements on the compliance with applicable rules
- Information on industry standards, if applicable

**A copy of the form must be carried onboard (NCC.GEN.140)**

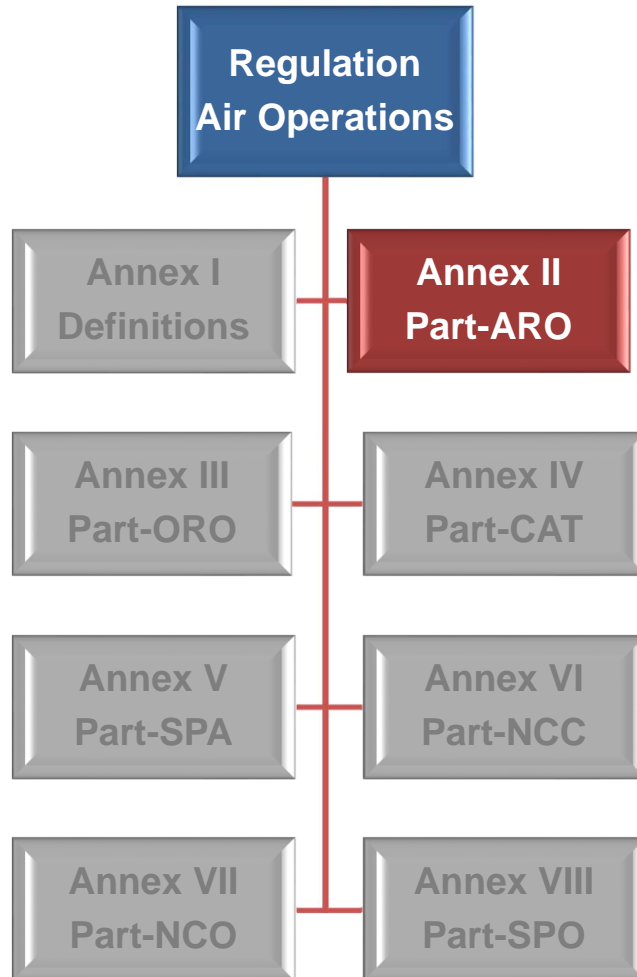
# What does this mean for operators?

- Part-ORO contains detailed organisation rules with which operators must comply
- A declaration must be made to the appropriate Competent Authority (CAA in the UK) **prior** to commencing operations
- Declaration process became available online on 6 June 2016



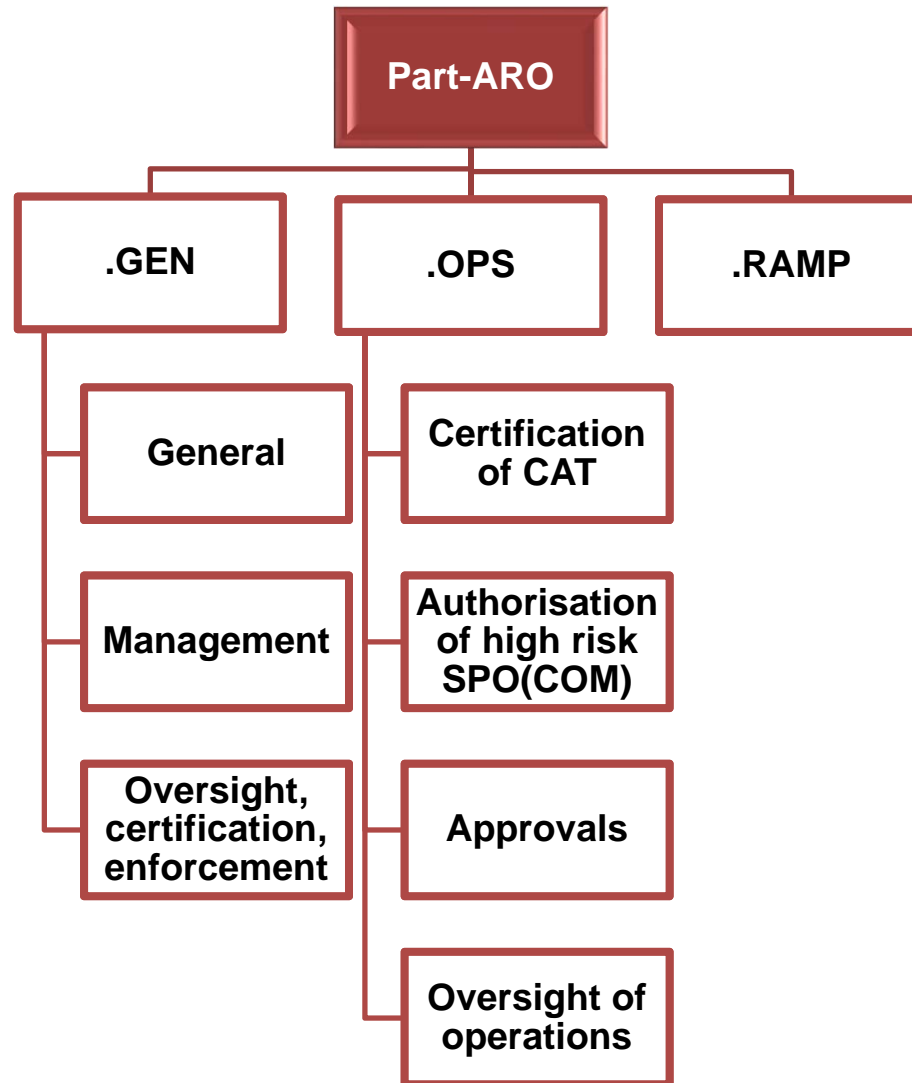
## Annex II Part-ARO

# Annex II Part-ARO



- **Applicability:**
  - Authority Requirements for Air Operations for:
    - Competent Authorities (National Aviation Authorities)
    - EASA

# Part-ARO – Rule Structure



## ARO Authority Requirements

**.GEN** general requirements

**.OPS** air operations

**.RAMP** ramp inspections



# Part-ARO – Specific Rules for NCC Operations



- **Oversight (ARO.GEN.300 & 305)**
  - The competent authority shall verify continued compliance with the applicable requirements of organisations from whom it received a declaration
  - The competent authority shall establish and maintain an oversight programme; for declared organisations it shall:
    - take into account the specific nature of the organisation, the complexity of its activities and the results of past oversight activities
    - be based on the assessment of associated risks
    - include audits and inspections, including ramp and unannounced inspections, as appropriate

# Part-ARO – Specific Rules for NCC Operations



- **Oversight (AMC to ARO.GEN.300)**
  - For NCC operators holding operational approvals for operations in PBN, MNPS or RVSM airspace issued by a non-EU State of Registry:
    - the competent authority should assess the ICAO compliance and capabilities of the non-EU State of Registry
  - *Mutually acceptable agreements being established by EASA and some MS with certain registers*
    - ICAO Annex 6 Pt II implemented in UK Overseas Territories and Crown Dependencies through regulations
    - UK satisfied that OT and CD are or will be compliant

# Part-ARO – Specific Rules for NCC Operations



- **Oversight (AMC to ARO.GEN.305)**
  - At least one inspection should be performed within each 48-month cycle starting with the date of the first declaration received
  - Additional audit/inspections to specific operators may be included in the oversight programme on the basis of the assessment of associated risks carried out within the occurrences reporting scheme(s)
  - Oversight programme should include a certain percentage of unannounced inspections
  - For organisations having demonstrated compliance with industry standards, the competent authority may adapt its oversight programme, in order to avoid duplication of specific audit items

# Part-ARO – Specific Rules for NCC Operations



- **Declaration (ARO.GEN.345)**
  - Upon receiving a declaration, the competent authority shall verify that the declaration contains all the information required by Part-ORO and shall acknowledge receipt of the declaration
  - If the declaration does not contain the required information or indicates non-compliance with applicable requirements, the competent authority shall:
    - notify the organisation about the non-compliance and request further information
    - carry out an inspection, if deemed necessary
    - issue findings and request corrective actions, if the non-compliance is confirmed
- **Declaration process established by the CAA online**
- **EASA database to be established holding details of all declarations**

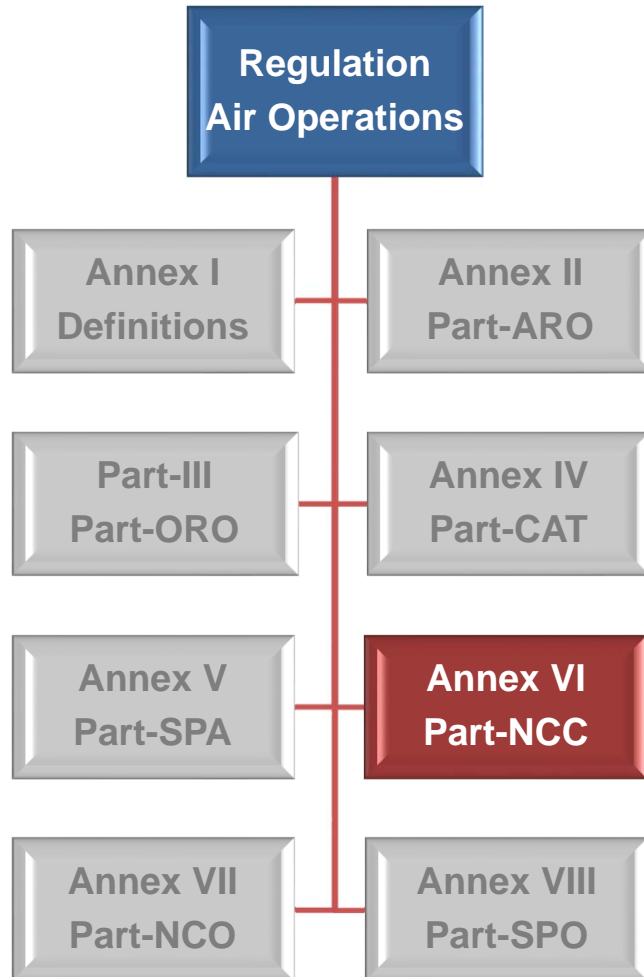
## What does this mean for CAA?

- In the UK, the CAA is the competent authority for NCC
- These are new requirements with which the CAA must comply
- This will result in additional active oversight of NCC operations
- An online Declaration process has been established



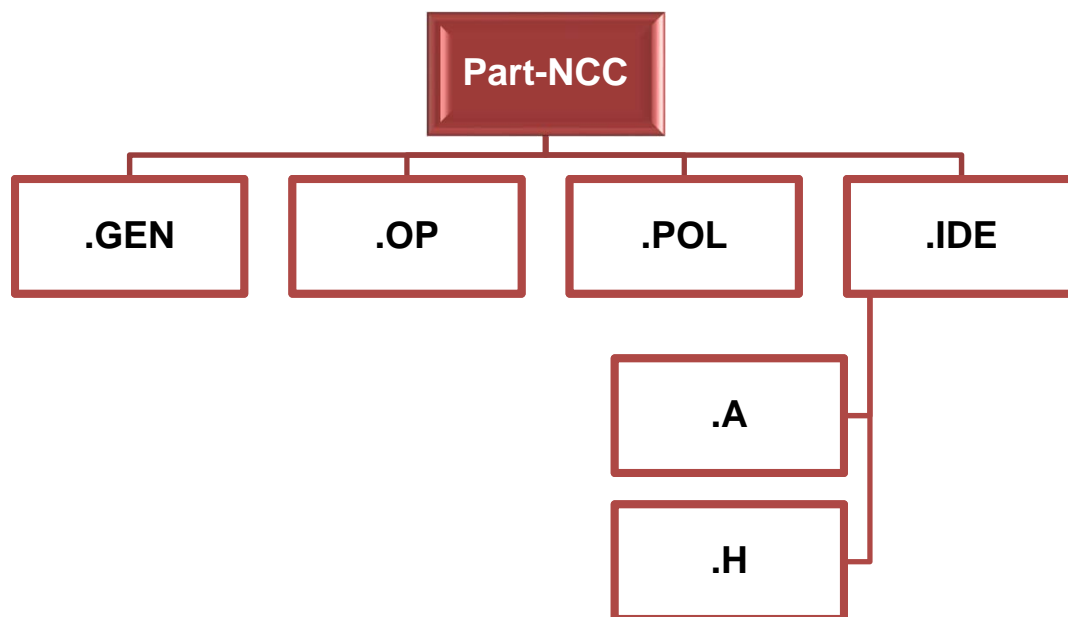
## Annex VI Part-NCC

# Air Operations – Annex VI Part-NCC



- **Applicability:**
  - Technical rules for:
    - non-commercial operations of complex motor-powered aircraft

# Annex IV Part-NCC - Rule Structure



**.GEN** – general requirements

**.OP** – operational procedures

**.POL** – performance and operating limitations

**.IDE** – instruments, data, equipment

**.A** - aeroplanes

**.H** – helicopters

**Plus associated AMC/GM**



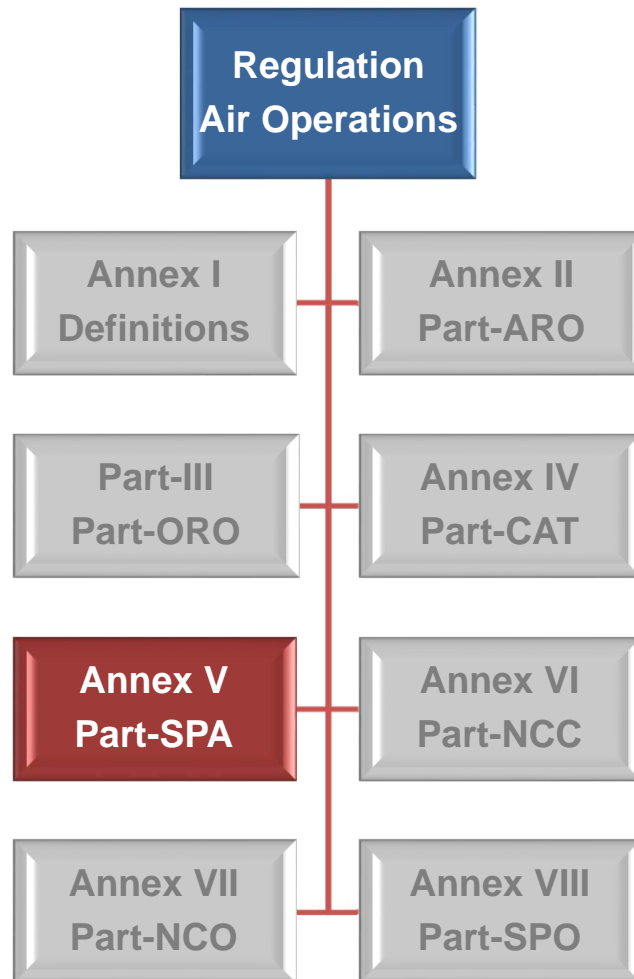
# What does this mean for operators?

- Part-NCC contains detailed operating rules, performance and equipment requirements with which they must comply
- To help compliance, there are Acceptable Means of Compliance and Guidance Material
- Alternative Means of Compliance may be used subject to operators meeting the intent of the rule and advising the CA



## Annex V Part-SPA

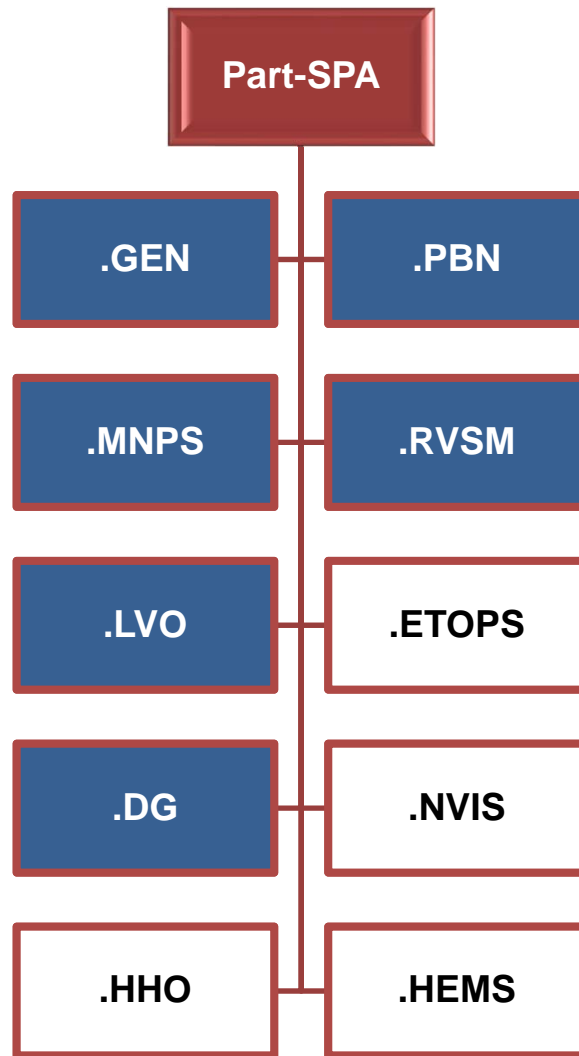
# Annex V Part-SPA



## ▪ **Applicability:**

- Operators which wish to conduct an operation requiring a **Specific Approval**
- To be documented in:
  - OPSPECS for certified operators
  - List of specific approvals for non-certified operators (attached to Declaration)

# Part-SPA – Rule Structure & NCC Applicability



- .GEN** – general requirements
- .PBN** – performance based navigation
- .MNPS** – minimum navigation performance specifications
- .RVSM** – reduced vertical separation minima
- .LVO** – low visibility operations
- .ETOPS** – extended range operations with two-engined aeroplanes (CAT only)
- .DG** – dangerous goods
- .NVIS** – night vision imaging systems (CAT only)
- .HHO** – helicopter hoist operations (CAT only)
- .HEMS** – helicopter emergency medical services (CAT only)

Full	Partial	Nil
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# Part-SPA.GEN

- **Competent Authority (SPA.GEN.100)**
  - The competent authority for issuing a specific approval for non-commercial operators shall be the State in which the operator is established or residing
  
  - For non-commercial operators using an aircraft registered in a non-EU country, the rules for the approval of PBN, MNPS and RVSM do not apply, if the State of Registry issued approvals for such operations  
*(Acceptance or agreement between States as mentioned before)*

# What does this mean for operators?

- Part-SPA contains details of activities which must have **prior** approval before being undertaken
- SPA approvals must be included in the Declaration and applied accordingly
- Operations Manual procedures should be developed appropriately and may need to be supplied with approval application
- Individual aircraft must have the required equipment and necessary airworthiness approvals
- For non-MS registered a/c, the specific approvals must be acceptable to the relevant CA (agreements)

# Don't forget!

- Details on CAA website:
  - [www.caa.co.uk/NCC](http://www.caa.co.uk/NCC)
  
- EASA website:
  - <http://easa.europa.eu/easa-and-you/general-aviation/operations-general-aviation>
  - <http://easa.europa.eu/regulations>
  - <http://easa.europa.eu/the-agency/faqs/regulations#category-part-ncc-nco>

# Questions?

