EUROPEAN AVIATION SAFETY AGENCY
AGENCE EUROPÉENNE DE LA SÉCURITÉ AÉRIENNE
EUROPÄISCHE AGENTUR FÜR FLUGSICHERHEIT

COMMISSION REGULATION (EU) No 965/2012

Annex VI Part-NCC

NCC OPERATOR

After 25th of August 2016 and in accordance with Regulation (EU) 800/2013 amending Regulation (EU) No 965/2012 on Air Operations, Annex VI Part-NCC will be applicable to non-commercial operations with complex motor-powered aircraft.

NCC WHO IS AFFECTED?

Operators of complex motor-powered aircraft flying non-commercial flights;

- with an aircraft which is registered in an EASA State or
- with an aircraft which is registered in a non-EASA State but where the operator is established or residing in an EASA State.
- with an aircraft registered in Switzerland and having the aircraft based outside the EASA member states.

"Principal place of business" Residence

- is defined as "the head office or registered office of the organisation within which the principal financial functions and operational control of the activities are exercised". (Regulation (EU) No 965/2012, Annex I (97))
- *"For non-commercial operations, this is usually the home base of the aircraft concerned, or the location of the flight department."* (Guidance Material GM1 ORO.GEN.105)

COMPLEX MOTOR-POWERED AIRCRAFT

The term 'complex motor-powered aircraft' is defined in the Basic Regulation (EC No 216/2008) as follows: 'complex motor-powered aircraft' shall mean: **(i) an aeroplane:**

- with a maximum certificated take-off mass exceeding 5 700 kg, or
- certificated for a maximum passenger seating configuration of more than nineteen, or
- certificated for operation with a minimum crew of at least two pilots, or
- equipped with (a) turbojet engine(s) or more than one turboprop engine

Note 1

The definition of a complex motor-powered aeroplane as defined in the Basic Regulation deviates from the ICAO definition of a large aeroplane insofar as a complex motor-powered aeroplane includes expressively a multi-engine turboprop aeroplane with a maximum take-off mass at or below 5,7t. Under ICAO SARPs, such an aeroplane is classified as a small aeroplane. As stipulated in the Essential Requirements for Air Operations (Annex IV of the Basic Regulation), for such aeroplanes the European rules are intentionally stricter than ICAO SARPs. For such aircraft, the NCC rules apply.

Note 2

The European Commission and the EASA Committee have agreed a derogation to allow non-commercial operations of twin turboprop aeroplanes, with a MTOM of 5 700 kg and below, to be operated under Part-NCO (Non-Commercial Operations) rules instead of Part-NCC. Such Operators are therefore not affected by this GM/INFO, i.e. are not requested to declare their operation.

APPENDIX I DECLARATION

The intent of the declaration is to have the operator acknowledge its responsibilities under the applicable safety regulations and that it holds all necessary approvals. The declaration also serves the purpose to inform the competent authority of its existence and to enable the competent authority to fulfil its oversight responsibilities in accordance with the applicable authortiy requirements (Part-ARO).

APPENDIX I

DECLARATION

In accordance with Commission Regulation (EU) No 965/2012 on Air operations

Operator

Name:

Place in which the operator is established or residing:

Place from which the operations are directed:

Name and contact details of the accountable manager:

Name | Phone No. | Email

Aircraft Operation

Starting Date of Operation: | Applicability date of the change:

Type(s) of Operation

- ☐ Part-NCC
- ☐ Part-SPO
  - ☐ other:

Please complete the table below with information on:
Type(s) of aircraft, registration(s), main base, type(s) of operation and organisation responsible for the continuous airworthiness management

Aircraft MSN	Aircraft Type	Aircraft Registration	Main base	Type(s) of operation[1]	continuous airworthiness management organisation[2]

1. *Type(s) of operation refers to operations conducted with this aircraft, such as non-commercial operations or types of specialised operations e.g. aerial photography flights, aerial advertising flights, news media flights, television and movie flights, parachute operations, skydiving, etc.*
2. Information about the organisation responsible for the continuous airworthiness management shall include the name of the organisation, the address and the approval reference.

Details of approvals held (*attach list of specific approvals to the declaration, if applicable*)

Details of specialised operations authorisation held (*attach authorisations, if applicable*)

List of alternative means of compliance with references to the AMCs they replace

Statements

- ☐ 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 Regulation (EU) No 1321/2014.
- ☐ All flight crew members and cabin crew members as applicable, are trained in accordance with the applicable requirements.
- ☐ (If applicable) The operator has implemented and demonstrated conformance to an officially recognised industry standard.

Reference of the standard:

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 (FOCA).
- ☐ The operator confirms that the information disclosed in this declaration is correct.

Date, name and signature of the accountable manager:

Date | Name | Signature

EASA FORM Declaration

APPENDIX V LIST OF SPECIFIC APPROVALS

Together with the declaration, the NCC operator shall also submit a filled in list of specific approvals which can be found at the end of this guidance material. The NCC operator shall therein provide details on formerly obtained specific approvals SPA together with details on the issuing EASA or non-EASA national aviation authority.

APPENDIX V

List of specific approvals

EU 800/2013 — *Non-commercial operations*

EU 379/2014 — Specialised operations

(subject to the conditions specified in the approval and contained in the operations manual or pilot's operating handbook)

Issuing Authority[1]:

List of Specific Approvals #[2]:

Name of Operator:

Date[3]: Signature:

Aircraft Model and Registration Marks[4]: e.g. Boeing-737-3K2 or Airbus-A320-214 + -

Types of specialised operation (SPO), if applicable[5]: + -

- [X] news media flights, television and movie flights
- [X] animal herding/rescue and vet. dropping flights
- [X] other

Specific Approvals[6]	Specification[7]	Remarks + -

EASA FORM 140 Issue 1

1 Insertion of name and contact details.
2 Insertion of the associated number.
3 Issue date of the specific approvals (dd-mm-yyyy) and signature of the competent authority representative.
4 Insertion of the commercial Aviation Safety Team (CAST)/ICAO designation of the aircraft make, model and series, or master series, if a series has been designated (e.g. Boeing-737-3K2 or Boeing-777-232). The CAST/ICAO taxonomy is available at: http://www.intlaviationstandards.org/. The registration marks should be either listed in the List of Specific Approvals or in the operations manual. In the latter case the List of Specific Approvals shall refer to the related page in the operation manual.
5 Specify the type of operation, e.g., agriculture, construction, photography, surveying, observation and patrol, aerial avertisement.
6 List in this column any approved operations, e.g., Dangerous goods, LVO, RVSM, RNP, MNPS.
7 List in this column the most permissive criteria for each approval, e.g. the decision height and RVR minima for CAT II.

APPENDIX V LIST OF SPECIFIC OPERATION / APPROVALS

operations using performance-based navigation *(PBN);*

→ ***some PBN operations will be removed from SPA (expl. BRNAV RNP 5)***

→ ***refer ToR RMT.0256&257 (MDM.062(a)&(b))***

operations in accordance with minimum navigation performance specifications *(MNPS*

low visibility operations *(LVO);*

operations in airspace with reduced vertical separation minima *(RVSM);*

aeroplanes and helicopters used for the transport of dangerous goods *(DG);*

two-engined aeroplanes used for extended range operations *(ETOPS)* in commercial air transport;

NCC REQUIREMENTS

Requirements	Management System & Operations / Training
➢ORO.GEN.110 Operator responsibilities ➢ORO.GEN.200 Management system ➢ORO.DEC.100 Declaration ➢ORO.MLR.100 Operations manual ➢ORO.MLR.105 Minimum equipment list ➢ORO.MLR.115 Record-keeping ➢ORO.FC.100 Composition of Flight Crew ➢ORO.FTL.115 Crew member responsibilities ➢ORO.FTL.120 Fatigue risk management (FRM) ➢ORO.FTL.125 Flight time specification ➢SPA.GEN.100 Competent authority ➢SPA.GEN.105 Application for a specific approval ➢SPA.PBN.100 PBN operations ➢SPA.MNPS.100 MNPS operations ➢SPA.RVSM.100 RVSM operations ➢SPA.LVO.100 Low visibility operations ➢SPA.ETOPS.100 ETOPS	➢ Establish a Management System ➢ Create an Operations Manual and a tail-sign specific Minimum Equipment List (MEL) ➢ Nominate persons as applicable to the operation ➢ Assign the aircraft to a CAMO (Continuing Airworthiness Management Organisation) ➢ Show compliance by establishing an audit plan ➢ Provide the declaration to the Competent Authority

NCC OPERATOR MUST COMPLY WITH

Areas	Today Private Ops	August 2016 NCC „any operator“
Operations Ops Specs (RVSM, RNP, etc) Performance (W&B, Rwy, climb) Daily Ops (organisation) Ops Supervision (flight watch) Flight Planning (Route, ATC, OFP) Document Storage (3 months) Manuals (OM A – D, incl MEL) Crewing	Approval by Registry State Any software, AFM Own organisation by crew Pre/post flight docs Own setup Own setup Own setup and follow up acc Registry State Own setup	No change at current stage; changes in discussion within EASA Any software, AFM acc Operator‘s procedures acc Operator‘s procedures acc Operator‘s procedures acc Operator‘s procedures Manuals acc Operator acc Operator‘s acceptance
Training A/C, Sim training (FSI, any ATO) Special courses (RVSM, DG, Security, etc) License revalidation (HB, VP, N, T7, etc) Expiry check (supervision) Yearly operator ground course	Own setup with any ATO Own setup with ATO/online Own setup with Authority Own supervision Not required today	To be defined with the Operator To be defined with the Operator To be defined with the Operator To be defined with the Operator To be defined with the Operator
Maintenance CAMO Management Agreement	Owner-CAMO contract	Owner-CAMO-Operator contract
Management Setup / Compliance Mgmt Ownership in registry Insurance Operator Initial setup cost with any operator or in order to establish an in-house solution	Any registry possible with owner base in Europe. Own Insurance setup No operator required	No registry change required Same insurance or acc Operator Any Operator that fulfilles the NCC minimum requirement acc Operator Subcontractor audits

HOW TO FULLFIL NCC

	Do it Yourself NCC	Do it Yourself NCC / QCM compliance monitoring	NCC only Management / Operator	AOC
POSETIVE ASPECTS	+ No monthly management fee + Independance of any operator + „Business as usual“ + No foreign influnece	+ Low monthly management fee + Independance of any operator + Own personell is involved in defining procedures and writting manual. + No foreign influnece + The compliance monitoring is done by QCM consultants. + QCM can support in establishing the manuals.	+ Low monthly management fee + Mgmt system is consistent and ready + OM A – D is ready, incl crew duty & responsibilities and all relevat ops specs + no add work in regards of compliance management or any other operational systems + benefit of bigger group of A/C and crew; share of experience + price benefit / some purchasing power + minimal contact to legislation and Authority + Possibility for lo lower insurance cost (Pool)	+ Chartering to any third party possible + Reduction of part of the fixed cost + cheaper fuel due to tax savings, an other benefits + back office to cover for any Accounting / Reporting issues + purchasing power of a bigger organisation => tax benefits

HOW TO FULLFIL NCC

	Do it Yourself NCC	Do it Yourself NCC / QCM compliance monitoring	NCC only Management / Operator	AOC
NEGATIVE ASPECTS	- Own system to be developed within next 4-5 month (External consultancy recommended) - Management system to be maintained and updated; regular admin effort required - Lot of regular additional tasks to be performed on top of flight duty - Unpredictable external ad hoc consultancy cost in addition to the operational cost - No back up	- Own system to be developed within next 4-5 month (External consultancy recommended) - Management system to be maintained and updated; regular admin effort required - Lot of regular additional tasks to be performed on top of flight duty	- Ops System to be followed, incl all OM; - Supervision and ops control by Operator; procedures to be defined	- Tax ruling to be followed / owner will be limited in the useage of his A/C due to tax reasons and non availibility of the A/C - Landing factor 1.67 - Additional Training requirements (OPC 2x/year) - More complex management system will lead to more changes in the individual A/C operation - Tighter control an supervision of the commercial operator and the Authority - Mgmt Personel qualification requirements leads to more cost - Increased personnel cost (multi-crew, no single-pilot allowed) - Limiting duty time regulation acc. EU/EASA Ops - Increased use of A/C (wear and tear) - Increaased flight hours result in more maintenance - => increased cost with less A/C availibility/flexibility

QCM WORKS FOR NCC SUPPORT WITH THE FOLLOWIG SUPPLIERS

Do it Yourself NCC (Consulting)	Claudio Pacozzi (QCM) Patrik Sutter (QCM) Markus Chatelain (QCM) Cedric Gitchenko (JP) Andreas Pfisterer (JP)	CAMO: QCM CAMOPLUS AG
NCC only Management / Operator	(JU-PRIVATE), Dübendorf	CAMO : QCM CAMOPLUS AG
AOC	NOMAD AVIATION (SWISS) ART AVIATION (AUSTRIA) PRO JET (GERMANY)	CAMO: Subcontract QCM CAMOPLUS AG