



## EASA non-commercial complex aircraft operations (Part-NCC)

EASA Air Operations Regulation (EU) No 965/2012 Part-NCC applies to non-commercial flights in complex motor-powered aircraft. Part-NCC and its associated implementing rules will apply in the UK from 25 August 2016.

## European Aviation Safety Agency (EASA) non-commercial complex aircraft operations (Part-NCC)

EASA Air Operations Regulation (EU) No 965/2012 Part-NCC applies to non-commercial flights in complex motor-powered aircraft. Part-NCC will apply in the UK from 25 August 2016.

Part-NCC requires each operator to adhere to the same essential requirements as commercial air transport operators but the rules are proportionate - instead of holding an AOC, operators must submit a declaration to us about their operation.

The declaration will help us to establish and maintain the required oversight programme for Part-NCC aircraft. The programme will be developed based on the nature and complexity of each operation using available data, including that from past oversight activities.

All affected operators must apply the new implementing rules from 25 August 2016 and should start planning their transition with this date in mind.

### Quick guide to the changes

The CAA has prepared a [quick guide to the NCC changes \(pdf\)](#).

### Part-NCC Workshop

A workshop was held on the 22 September 2015 at Aviation House. The presentations from the workshop are available here:

- [CAA Part-NCC presentation September 2015](#)

### 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.

### What is classed as a 'complex motor-powered aircraft'?

Complex motor-powered aircraft means:

- **an aeroplane:**
  - with a maximum certificated take-off mass exceeding 5700 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, or
- **a helicopter certificated:**
  - for a maximum take-off mass exceeding 3175 kg, or
  - for a maximum passenger seating configuration of more than nine, or
  - for operation with a minimum crew of at least two pilots, or
- **a tilt rotor aircraft**

**The European Commission has agreed a derogation that allows non-commercial operations of twin turboprop aeroplanes, with a MCTOM of 5700kg and below, to be operated under Part-NCO (Non-Commercial Operations) rules instead of Part-NCC. This also means that operators of this type of aircraft do not have to comply with Part-ORO (Organisation Requirements).**

What is required from affected operators?

Operators will need to be familiar with the [EASA Basic Regulation and the Air Operations Regulation](#). They will also need to comply with the detailed implementing rules in Annex III (Part-ORO Organisation Requirements) and Annex VI (Part-NCC). If an operator needs specific approvals, for example, covering low visibility operations, performance based navigation or dangerous goods; they will need to comply with elements of Annex V (Part-SPA).

Affected operators need to understand the rules and ensure they are in compliance.

Operators must, for example:

- Have an operations manual
- Have a management system
- Complete and submit a declaration to us which details their aircraft type, their operational and continuing airworthiness arrangements, any approvals held etc.

Once compliant, operators of aircraft affected by the EASA regulations who are resident, or have their principal place of business, in the UK

must make their declaration to us (in accordance with Part-ORO).

### How do you make a declaration to the CAA?

A declaration process is currently being developed. Details of this process will be available from early 2016.

### What support is available to operators?

We held a workshop in Aviation House, Gatwick, on 22 September 2015 to help operators understand what is required of them to comply with Part-NCC Regulation.

There are a number of business aircraft management partners for non commercial aircraft services and trade associations who offer support to owners/operators having to comply with the requirements of Part-NCC. These types of organisations may be able to provide advice and guidance to operators, for example, on developing operations manuals.

See useful links and documents for more information.

### Useful links and documents

- The British Business and General Aviation Association - [www.bbga.aero](http://www.bbga.aero)
- European Business Aviation Association - [www.ebaa.org](http://www.ebaa.org)
- British Helicopter Association - [www.britishhelicopterassociation.org](http://www.britishhelicopterassociation.org)
- International Business Aviation Council - [www.ibac.org](http://www.ibac.org)

### Further information

- [Presentation slides from the NCC workshop held at Aviation house \(22 September 2015\)](#)
- [Answers to frequently asked questions #](#)
- [Future Flight Operations other than for the purpose of Commercial Air Transport \(June 2013\)](#)
- [Future Flight Operations other than for the purpose of Commercial Air Transport \(September 2013\)](#)
- [Non-commercial Flight Operations using Complex Motor-powered Aircraft - EASA Part-NCC \(June 2015\)](#)

Please email any enquiries about Part NCC to – [ISPOperationsManagementTeam@caa.co.uk](mailto:ISPOperationsManagementTeam@caa.co.uk)

**# Please note that the 'Answers to frequently asked questions' content is under review following the stakeholder workshop which was held in September 2015.**