



Implementering av EU/EASA regler Del NCC Informationsmöte – Del 1-3 Norrköping 2016-06-01

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➤ Program

- Del NCC – Non-Commercial air operations with Complex motor-powered aircraft – Ikke-kommersiell flygdrift med komplekse motordrivna luftfartyg
 - Tid **10.00-14.30** (lunch ca 11.30–12.30)
 - Bensträckare enligt önskemål
 - Presentation av närvarande – inledning och syfte – varför är vi här?
 - Del 1 – EU/EASA regelverket på en övergripande nivå
 - Del 2 – Förordning (EU) nr 965/2012
 - Indelning, struktur, Del DEF samt ARO
 - Del 3 – Förordning (EU) nr 965/2012
 - Del ORO, NCC samt SPA

- Förväntningar på dagen?
 - Ambitionen är att reda ut:
 - Vem som är berörd?
 - Vad man förväntas göra om man är berörd?
 - Om det finns några undantag?
 - Vad som gäller vid privatflyg inom ramen för ett AOC?
 - Kommer INTE att diskutera regler som rör R965/R1178 när det gäller:
 - Del CAT
 - Del NCO
 - Del SPO
 - Del FCL
 - Språket är "Svengelska" med en touch av Östgötska...
 - Presentationerna kommer att publiceras på TS hemsida

EU/EASA regler

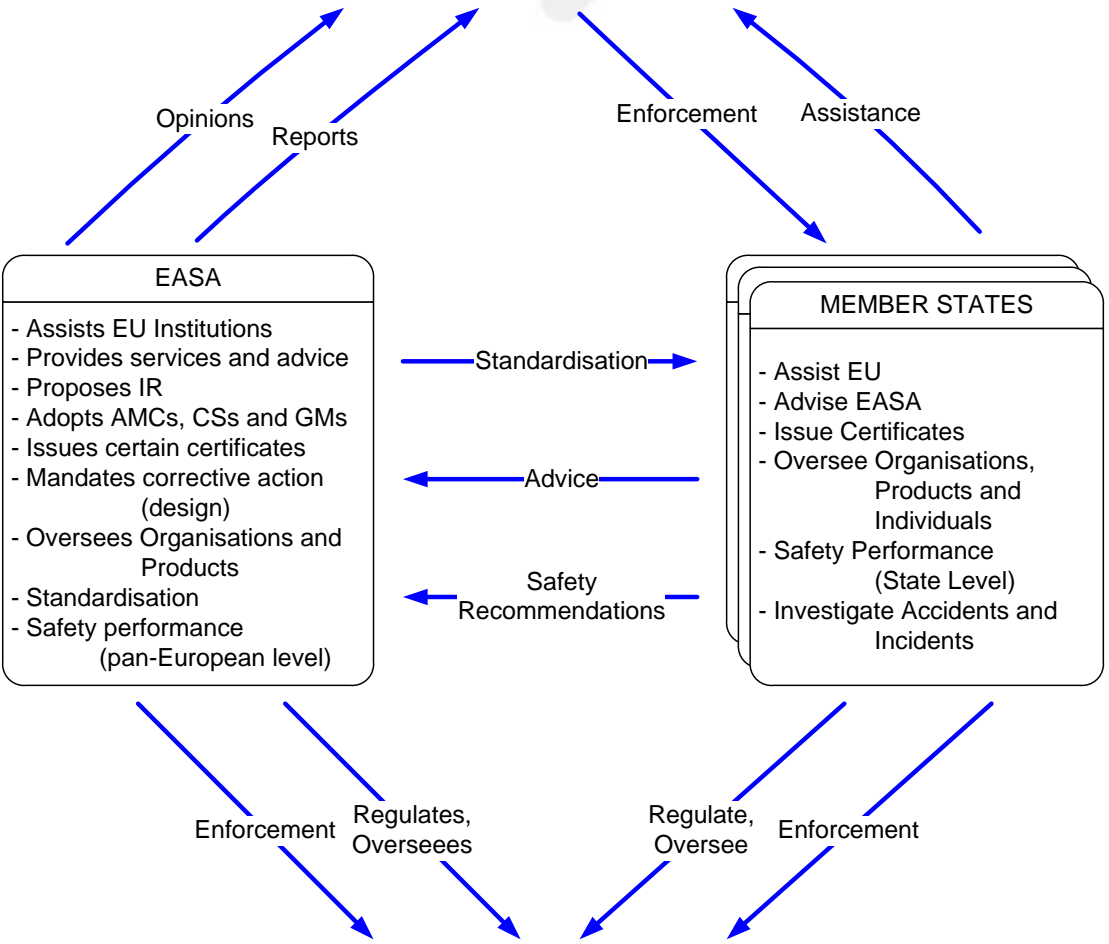


- Nationella regler
 - BCL -> LFS -> TSFS
- EU och EASA regler
 - FCL, OPS, SERA etc.....
- **Utgångspunkt**
 - **ICAO Annex 1-19**

Aktörerna

EU Institutions

- Adopt Regulations
- Set policies
- Infringement procedures
- Decide on EASA resources.
- Conclude international treaties



**TRANSPORT
STYRELSEN**
Etc...

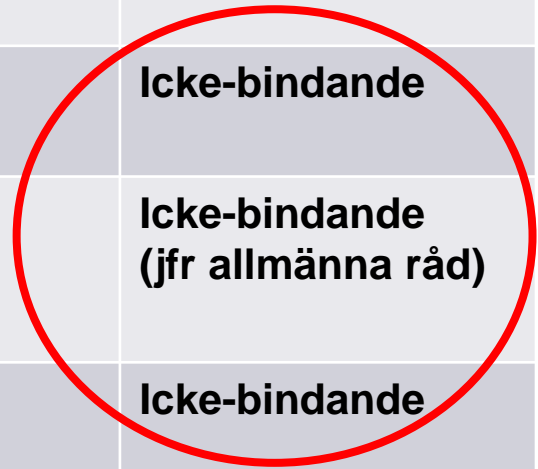
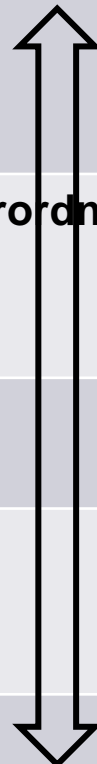


STAKEHOLDERS
(end users)



Normhierarki

<i>Typ av regel</i>	<i>Beslutas av</i>	<i>Resultat</i>	<i>Status</i>
Utvidgning (ER) och ändring av Basic Regulation	Parlamentet och rådet (ordinarie lagstiftningsförfarandet)	EU-förordning	Bindande föreskrifter
Tillämpningsföreskrifter (IR) med bilagor (Parts)	Kommissionen (EASA-kommittén)	EU-förordning	Bindande föreskrifter
Certifierings-specifikationer (CS)	EASA:s VD	CS	Icke-bindande
Godtagbara sätt att uppfylla kraven (AMC)	EASA:s VD	AMC	Icke-bindande (jfr allmänna råd)
Vägledande material (GM)	EASA:s VD	GM	Icke-bindande

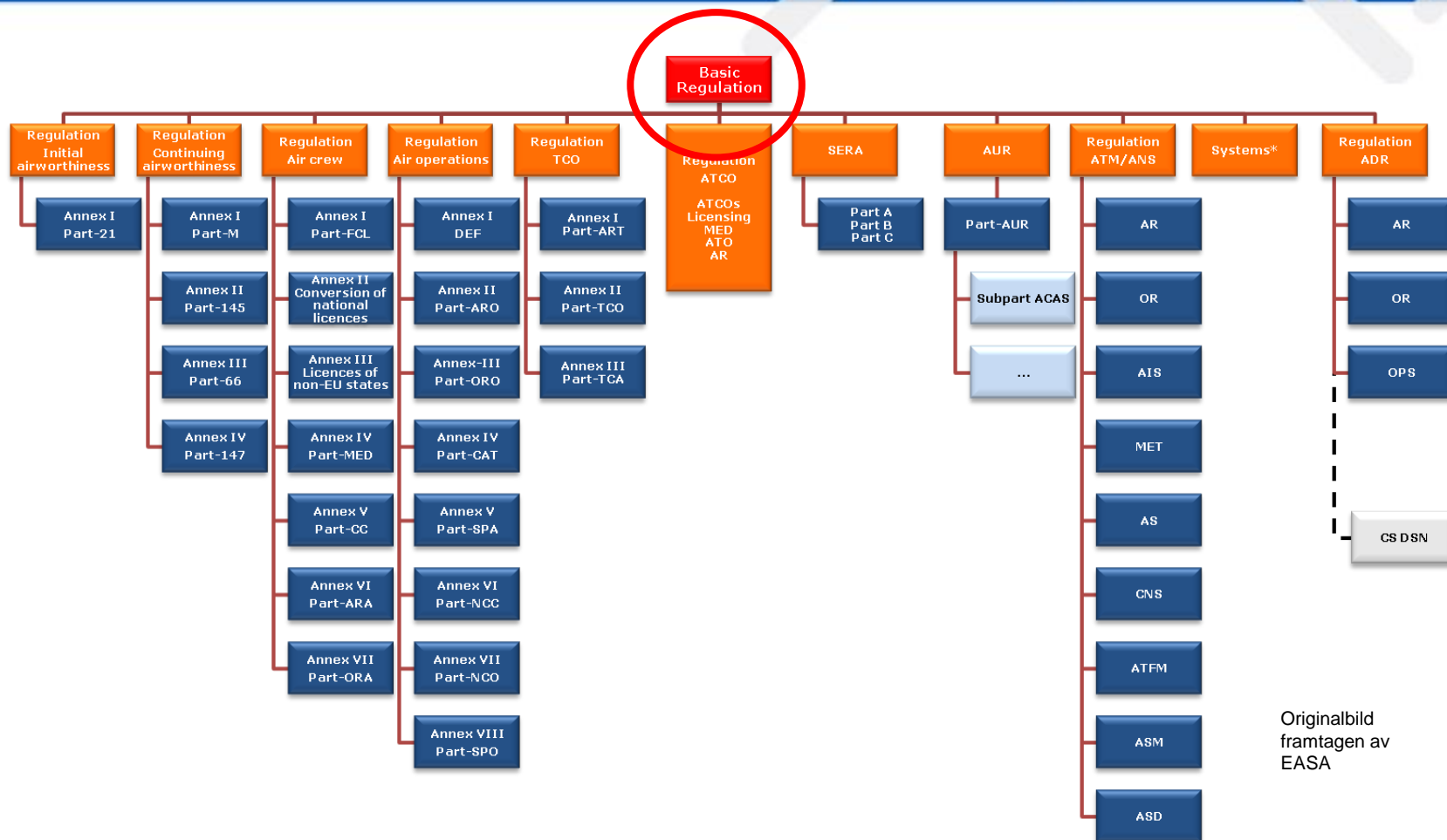


Grundförordningen

- Vi börjar på toppen i normhierarkin

Basic Regulation EUROPAPARLAMENTETS OCH RÅDETS FÖRORDNING (EG) nr 216/2008

Övergripande regelstruktur



Originalbild
framtagen av
EASA

Basic Regulation – Syften och mål

Huvudsyfte:

Hög och enhetlig flygsäkerhetsnivå i Europa

Övriga mål:

- Hög och enhetlig miljöskyddsnivå
- Fri rörlighet för varor, personer och tjänster
- Kostnadseffektiva reglerings- och certifieringsförfaranden – inget dubbelarbete på nationell och europeisk nivå
- Hjälpa MS att uppfylla sina skyldigheter enligt Chicagokonventionen
- Sprida EU:s syn på flygsäkerhetsbestämmelser i hela världen

Basic Regulation – Innehåll

Förordning (EG) 216/2008 med ändringar består av artikel 1-70 och 8 bilagor (bilaga I, II, III, IV, V, Va, Vb och VI) och innehåller bl.a.;

- Olika övergripande säkerhetsmål och inriktningar.
- Flexibilitetsbestämmelser bl.a. reglering av undantag.
- Institutionella frågor – exempelvis vilka uppgifter EASA ska ägna sig åt och på vilket sätt EASA ska arbeta.
- Grundläggande krav s.k. (Essential Requirements ER) som finns i bilagor till Basic Regulation. Exempelvis grundläggande krav på piloter (bilaga III) och flygdrift, (bilaga IV).
- Av bilaga II framgår vilka luftfartyg som INTE omfattas av EU/EASA reglerna.....

Basic Regulation – Innehåll

- Basic Regulation forts.
 - Artikel 4 - Grundläggande principer och tillämplighet
 - 4. Punkt 1 ska inte tillämpas på luftfartyg som avses i bilaga II.....
 - BILAGA II
 - **Luftfartyg som avses i artikel 4.4**
 - Artikel 4.1, 4.2 och 4.3 är inte tillämplig på sådana luftfartyg som tillhör en eller flera av nedanstående kategorier:.....
 - **Exempel på bilaga II-luftfartyg är amatörbyggda luftfartyg, experimentklassade luftfartyg och före detta militärregistrerade luftfartyg.**

Basic Regulation – Innehåll

- Vad gäller för bilaga II-luftfartyg?
 - Nationella regler ska fortsatt tillämpas vid flygdrift av de luftfartyg som INTE omfattas av Basic Regulation!
 - Tillämpningsmomenten i berörda LFS/TSFS kommer i steg 1 att ändras så att de endast är tillämpliga när INTE gemensamma europeiska civila luftfartsbestämmelser ska tillämpas.....

Basic Regulation – Innehåll

- Exempel – Transportstyrelsens föreskrifter om ändring i Luftfartsstyrelsens föreskrifter och allmänna råd (LFS 2007:58) om privatflygning med flygplan;
 - **1 §** Dessa föreskrifter ska tillämpas vid privatflygning med svenskregistrerade flygplan.
 - Vid privatflygning utomlands ska föreskrifterna tillämpas vid flygning med svenskregistrerade flygplan, om inte annat är fastställt eller motsägs av gällande rätt i den staten.
 - **Föreskrifterna gäller inte när gemensamma europeiska civila luftfartsbestämmelser ska tillämpas.**

Basic Regulation – Innehåll

- Om man nu har ett luftfartyg som omfattas av EU regleringen....
 - Hur vet jag då om det är komplext motordrivet luftfartyg (Complex motor-powered aircraft) eller inte?

Basic Regulation – Innehåll

➤ Basic Regulation forts.

➤ Artikel 3 - Definitioner.....

➤ (j) '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**, or

➤ (ii) a helicopter certificated:

- for a maximum take-off mass **exceeding 3 175 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

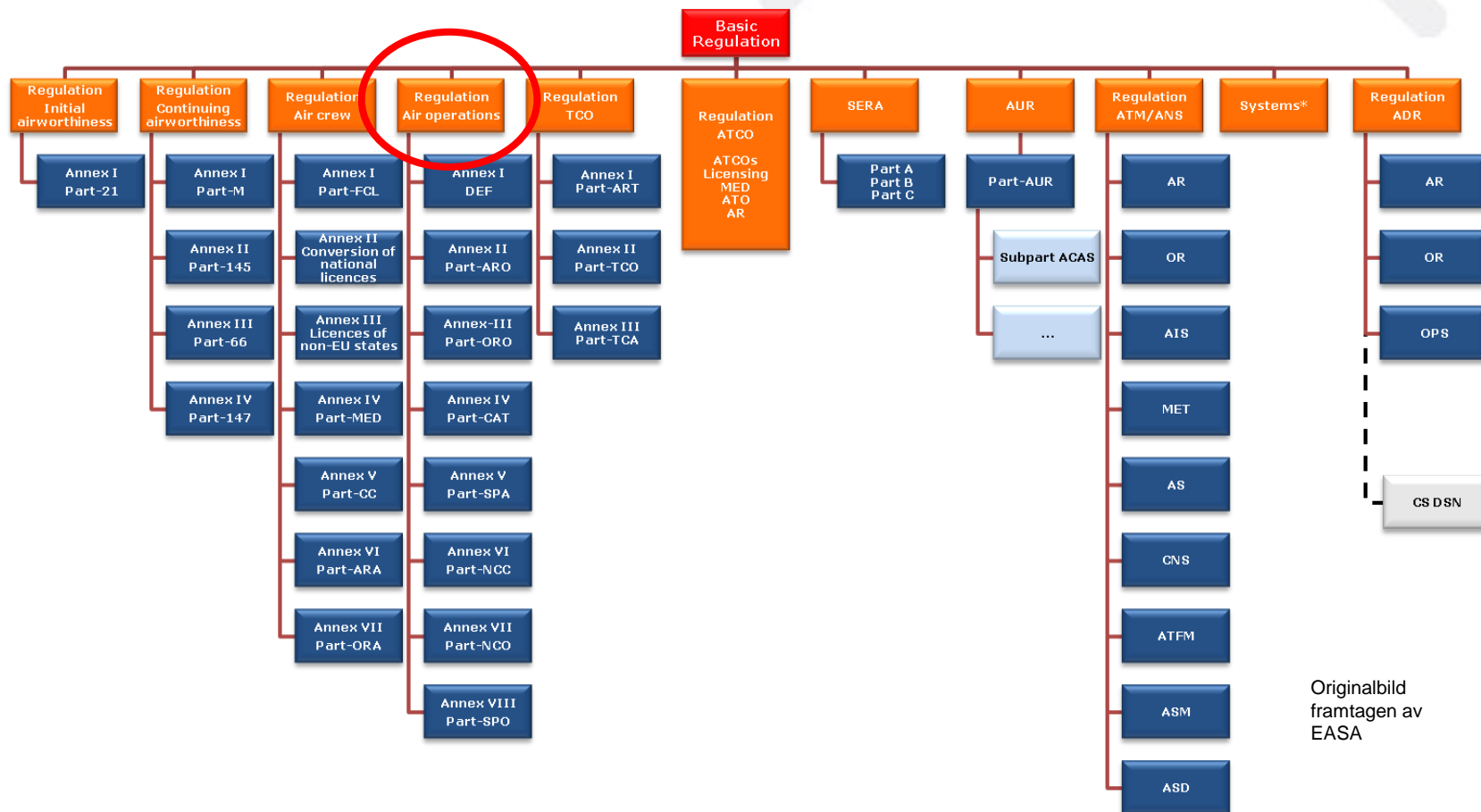
➤ (iii) a tilt rotor aircraft;



Air Operations

R965/2012

Övergripande regelstruktur



Originalbild
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EASA

R965 – ”EASA-OPS”

- Förordningens inledande artiklar s.k. ”*Cover Regulation*” definierar bl.a;
 - Tillämplighet
 - Vissa definitioner
 - Övergripande administrativa krav på medlemsstater
 - Interimsreglering till dess nya regler har kommit på plats och övergångsbestämmelser i form av ”grandfathering” och ikraftträdandebestämmelser
- *Cover Regulation* sätter i kraft de olika bestämmelserna i bilagorna (Annex I-VIII) genom att peka på dessa i artiklarna

R965 – "EASA-OPS"

Cover Regulation

- Article 1 Subject matter and scope
- **Article 2 Definitions**
- Article 3 Oversight capabilities
- Article 4 Ramp inspections
- **Article 5 Air operations**
- **Article 6 Derogations**
- Article 7 Air operator certificates
- Article 8 Flight time limitations
- Article 9 Minimum equipment lists
- Article 9a Flight and cabin crew training
- Article 9b Review (FTL)
- Article 10 Entry into force

R965 – "EASA-OPS"

- **R965 Article 5(3) – Air operations**
- Operators of **complex motor-powered aeroplanes and helicopters** involved in **non-commercial operations** shall **declare** their capability and means to discharge their responsibilities associated with the operation of aircraft and operate the aircraft in accordance with the provisions specified in **Annex III (ORO)** and **Annex VI (NCC)**.....

R965 – "EASA-OPS"

- **R965 – Article 6 Derogations:**
- Amended – paragraphs 8 and 9 are added (**not yet published**):
- 8. By way of derogation from the first sentence of Article 5(3), operators of complex motor-powered aeroplanes with a maximum certificated take-off mass (MCTOM) at or below 5 700 kg, equipped with turboprop engines, involved in non-commercial operations, **shall operate those aircraft only in accordance with Annex VII (NCO)**.
- 9. By way of derogation from Article 5(5)(a), training organisations shall, when conducting flight training on complex motor-powered aeroplanes with a maximum certificated take-off mass (MCTOM) at or below 5 700 kg, equipped with turboprop engines, **operate those aircraft in accordance with Annex VII (NCO)**.

R965 – ”EASA-OPS”

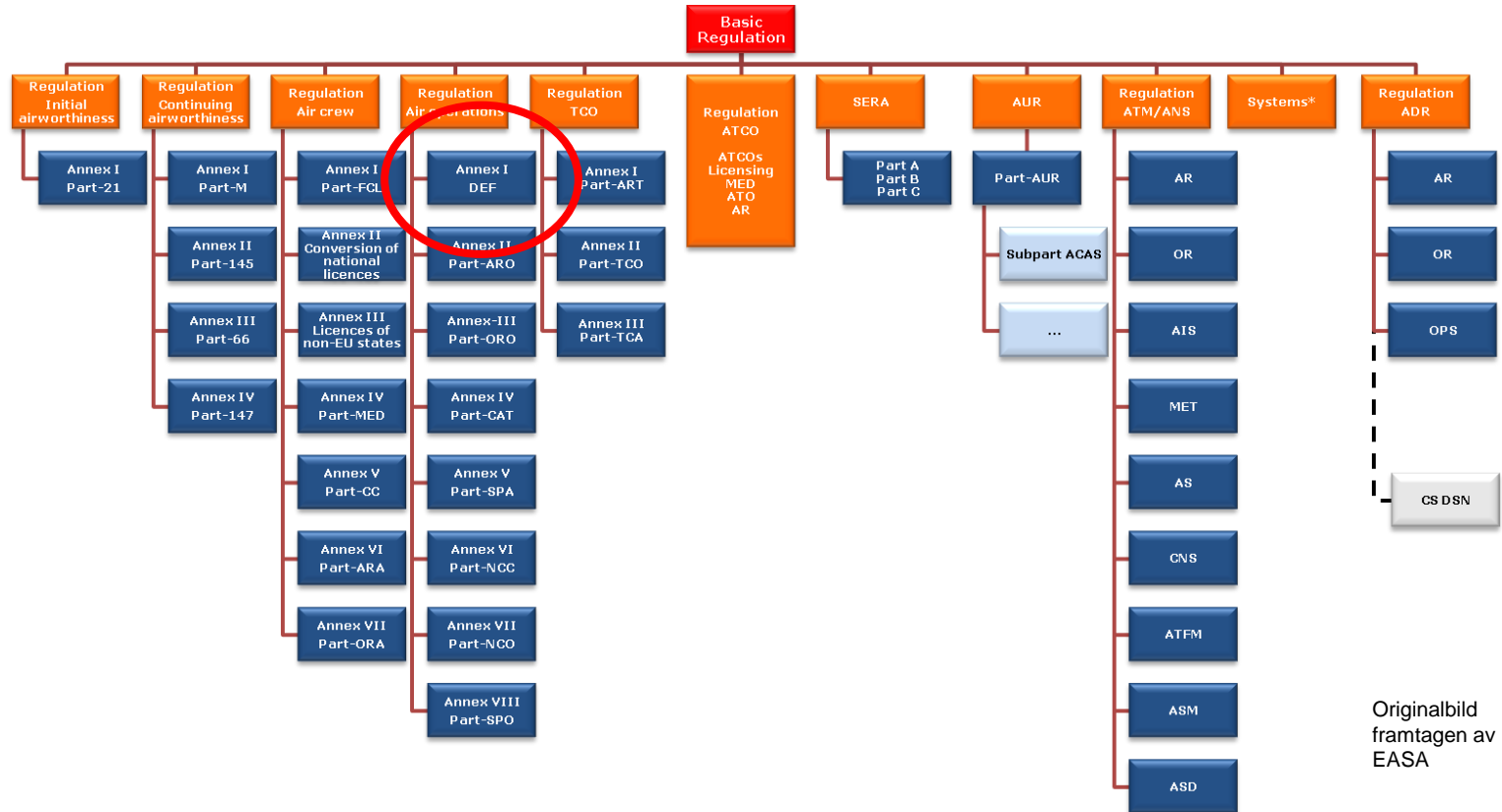
- När ska reglerna tillämpas?
 - Kommersiell flygtransport – CAT (R965/2012)
 - **Ska uppfylla kraven senast den 28 oktober 2014**
 - Privatflyg – NCC/NCO (R800/2013)
 - **Ska uppfylla kraven senast den 25 augusti 2016**
 - Bruksflyg – SPO (R379/2014)
 - **Ska uppfylla kraven senast den 21 april 2017**

Publicering av reglerna

- Var hittar jag reglerna?
- EASA publicerar reglerna på sin hemsida
- Här finner man även konsoliderade versioner av reglerna (just nu 1683 sidor flygoperativa regler – R965.....)!
- <http://www.easa.europa.eu/regulations>

Definitions (Annex I till R965)

Regelstruktur



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EASA

Definitioner – Övergripande

- Definitioner återfinns på flera ställen i regelstrukturen!
 - Basic Regulation
 - Cover Regulation (R965)
 - **Annex1 till R965 – DEF med tillhörande AMC/GM**

Definitioner – Övergripande


- **Basic Regulation – Article 3**
- For the purposes of this Regulation:.....
 -
 - (h) ‘**operator**’ shall mean any legal or natural person, operating or proposing to operate one or more aircraft or one or more aerodromes;
 - (i) ‘**commercial operation**’ shall mean any operation of an aircraft, in return for remuneration or other valuable consideration, which is available to the public or, when not made available to the public, which is performed under a contract between an operator and a customer, where the latter has no control over the operator;
 -

Definitioner – Övergripande

- **Air Operations – Article 2**
- For the purposes of this Regulation:...
 - 'commercial air transport (CAT) operation' means an aircraft operation to transport passengers, cargo or mail for remuneration or other valuable consideration;
 -

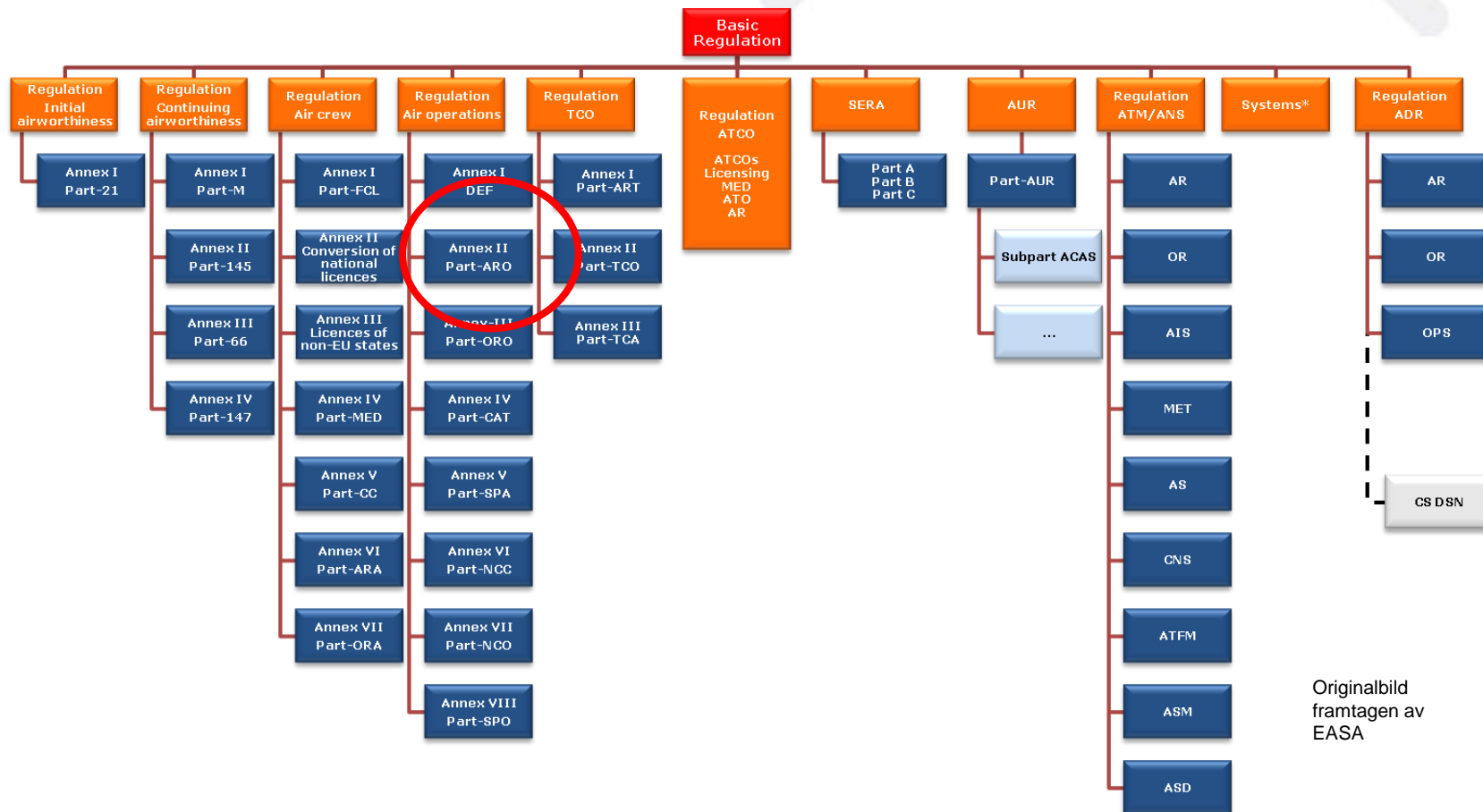
Definitioner – Annex I

- Definitioner av begrepp som används i bilagorna II-VIII
 -
 - **'acceptable means of compliance (AMC)'** means non-binding standards adopted by the Agency to illustrate means to establish compliance with Regulation (EC) No 216/2008 and its IR
 - **'principal place of business'** means the head office or registered office of the organisation within which the principal financial functions and operational control of the activities referred to in this Regulation are exercised
 -



Authority Requirements for Air Operations – ARO (Annex II till R965)

ARO – Annex II



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ARO – Annex II

- Del ARO reglerar de administrativa kraven på EASA och EU:s medlemstater för implementering och genomförande av kraven i "Basic Regulation" och dess tillämpningsföreskrifter
 - Regler och administrativa krav för nationella myndigheter

ARO – Annex II

➤ ARO

➤ Subpart GEN

- General requirements

➤ Subpart OPS

- Air Operations

➤ Subpart RAMP

- Ramp inspections

➤ Appendix I – VI

➤ Templates

- AOC, Ops.Spec, **List of specific approvals** (for Non-commercial operations)....etc.

ARO – Annex II

➤ ARO.GEN.005 Scope

This Annex establishes requirements for the administration and management system to be fulfilled by the Agency and Member States for the implementation and enforcement of Regulation (EC) No 216/2008 and its Implementing Rules regarding civil aviation air operations.

ARO – Annex II

➤ **ARO.GEN.120 Means of compliance**

(a) The Agency shall develop acceptable means of compliance (AMC) that may be used to establish compliance with Regulation (EC) No 216/2008 and its Implementing Rules. **When the AMC are complied with, the related requirements of the Implementing Rules are met.**

(b) Alternative means of compliance may be used to establish compliance with the Implementing Rules.....

ARO – Annex II

➤ ARO.GEN.300 Oversight

- (a) The competent authority shall verify:.....
- (2) continued compliance with the applicable requirements of organisations it has certified, specialised operations it has authorised and **organisations from whom it received a declaration;**

➤ ARO.GEN.305 Oversight programme

- (a) The competent authority shall establish and maintain an oversight programme covering the oversight activities required by ARO.GEN.300 and by ARO.RAMP.....
- (d) For organisations **declaring** their activity to the competent authority, the oversight programme shall be based on the specific nature of the organisation, the complexity of its activities and the data of past oversight activities and the assessment of risks associated with the type of activity carried out. **It shall include audits and inspections, including ramp and unannounced inspections, as appropriate.....**

ARO – Annex II

- **AMC1 ARO.GEN.305(d) Oversight programme**
OVERSIGHT DECLARED ORGANISATIONS
 -
 - (c) The results of past oversight activities should include information from approval activities, e.g. SPA or from other survey programmes such as ACAM.
 - (d) The oversight programme should also include a certain percentage of unannounced inspections.
 - (e) The oversight programme should be developed on a yearly basis. All operators should be considered for inclusion into the programme not later than **12 months** after the date of the first declaration received. At least one inspection should be performed within each **48-month cycle** starting with the date of the first declaration received.....

➤ **ARO.GEN.345 Declaration — organisations**

- (a) Upon receiving a **declaration** from an organisation carrying out or intending to carry out activities for which a **declaration** is required, the competent authority shall verify that the declaration contains all the information required by Part-ORO and shall acknowledge receipt of the declaration to the organisation.....

- **AMC1 ARO.GEN.345 Declaration — organisations**
ACKNOWLEDGEMENT OF RECEIPT


- The competent authority should acknowledge receipt of the declaration in writing within **10 working days**.

- **GM1 ARO.GEN.345 Declaration — organisations** VERIFICATION —
DECLARATION

- The verification made by the competent authority upon receipt of a declaration does not imply an inspection. The aim is to check whether what is declared complies with applicable regulations.

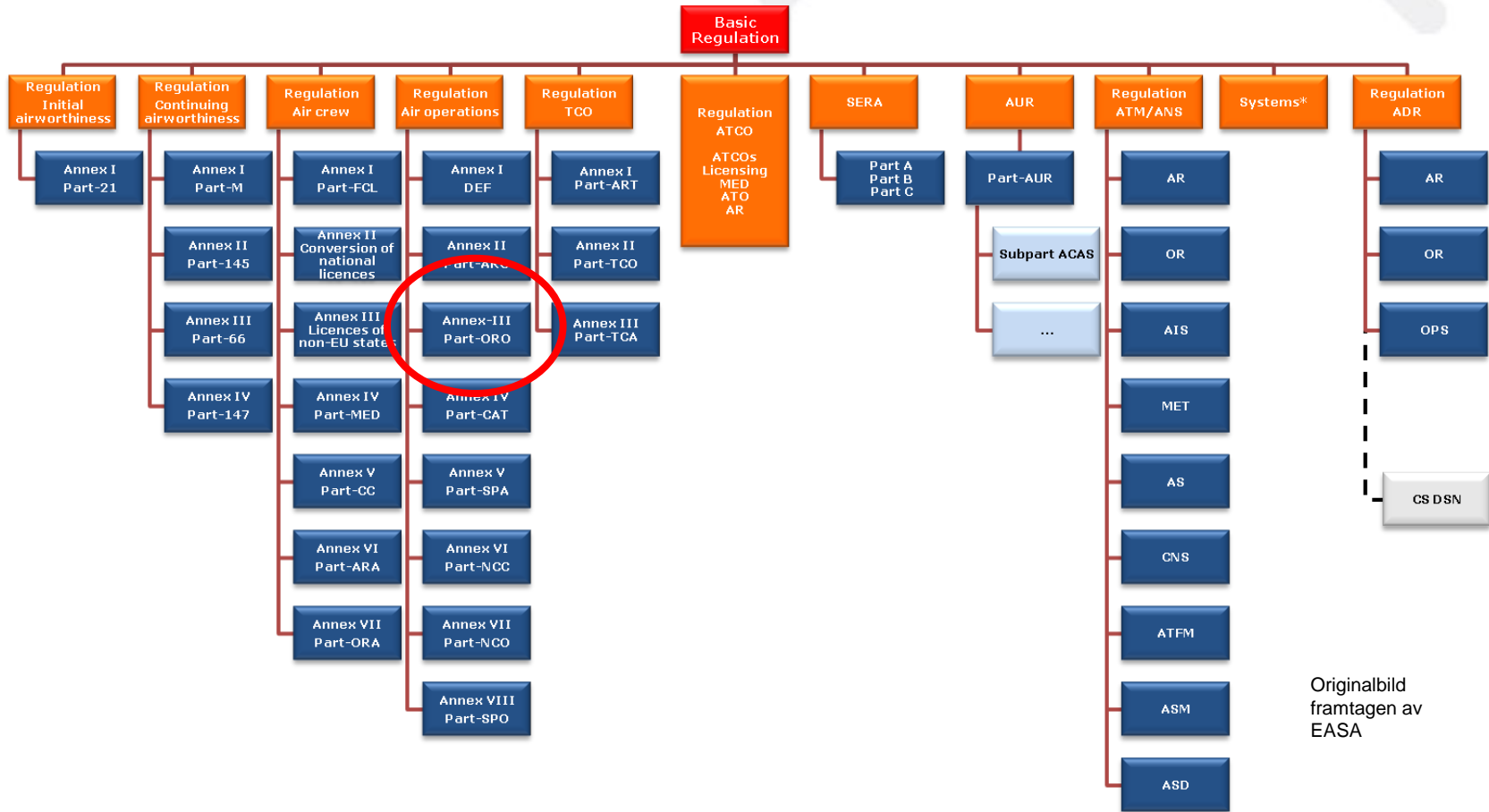
➤ **ARO.OPS.200 Specific approval procedure**

- (a) Upon receiving an application for the issue of a specific approval or changes thereof, the competent authority shall assess the application in accordance with the relevant requirements of Annex V (Part-SPA) and conduct, where relevant, an appropriate inspection of the operator.
- (b) When satisfied that the operator has demonstrated compliance with the applicable requirements, the competent authority shall issue or amend the approval. The approval shall be specified in:
 - (1) the operations specifications, as established in Appendix II, for commercial air transport operations; or
 - (2) the list of specific approvals, as established in Appendix V, for non-commercial operations and specialised operations.



Organisation Requirements for Air Operations – ORO (Annex III till R965)

ORO – Annex III



Originalbild framtagen av EASA

ORO – Annex III

- Kraven i Del ORO utgör den stora skillnaden från tidigare nationella regler!
 - LFS 2007:58 Luftfartsstyrelsens föreskrifter och allmänna råd om privatflygning med flygplan;.....
 - 1 kap. INLEDANDE BESTÄMMELSER.....
 - 9 § För flygning med flygplan vars högsta tillåtna startmassa **överstiger 5 700 kg** skall befälhavaren ha stöd av en operativ organisation. Den operativa organisationen skall godkännas av Luftfartsstyrelsen.
 - För ett sådant godkännande krävs att organisationen, beroende på verksamhetens art, antingen **baseras på tillämpliga krav** i Luftfartsstyrelsens föreskrifter (LFS 2007:47) om bruksflyg med flygplan eller på JAR-OPS 1 (LFS 2002:78).....

ORO – Annex III

➤ ORO – Scope

- This Annex establishes requirements to be followed by an air operator conducting:
 - CAT
 - Commercial SPO
 - **NCC**
 - Non-commercial SPO with complex motor-powered aircraft

ORO – Annex III

➤ ORO

- Subpart GEN
 - General requirements
- Subpart AOC
 - Air Operator Certification
- Subpart DEC
 - Declaration
- Subpart SPO
 - Commercial Specialised Operations
- Subpart MLR
 - Manuals, Logs and Records

ORO – Annex III

➤ ORO cont.

- Subpart SEC
 - Security
- **Subpart FC**
 - **Flight Crew**
- Subpart CC
 - Cabin Crew
- Subpart TC
 - Technical Crew in HEMS, HHO or NVIS Operations
- Subpart FTL
 - Flight and Duty Time Limitations and rest requirements
- Appendix I
 - Template - **Declaration**

ORO – Annex III

➤ Subpart GEN – ORO.GEN.105 Competent authority

- For the purpose of this Annex, the competent authority exercising oversight over **operators** subject to a certification or **declaration obligation** or specialised operation authorisation shall be for operators having their **principal place of business** in a Member State, the authority designated by that Member State.
 - *BR Def. Art. 3 – Operator – shall mean any legal or natural person, operating or proposing to operate one or more aircraft or one or more aerodromes;*
 - *R965 DEF – Principal place of business – means the head office or registered office of the organisation within which the principal financial functions and operational control of the activities referred to in this Regulation are exercised*
- Further guidance in **GM1 ORO.GEN.105 Competent authority NON-COMMERCIAL OPERATIONS**

➤ Subpart GEN – ORO.GEN.110 Operator responsibilities

- (j) The operator shall establish and maintain dangerous goods training programmes for personnel as required by the technical instructions which shall be subject to review and approval by the competent authority. Training programmes shall be commensurate with the responsibilities of personnel.
 - This is also applicable to NCC operators not intending to carry DG!
 - EASA is preparing an alleviation which will apply to those NCC operators that do not request a specific approval to transport DG.
 - It is recommended that MSs apply for an exemption from the respective NCC rules after 25 August 2016. Exemptions should thus cover the period until the text containing this alleviation is adopted and published in a Commission regulation.....

- **Subpart GEN – ORO.GEN.200 Management system**
 - (a) The operator shall establish, implement and maintain a management system that includes:
 -
 - (b) 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.
 - NCC operators that qualify as non-complex organisations would allow them to benefit from the following provisions:
 - The organisation may use simple procedures and tools for its safety risk management process (e.g. checklists), and safety performance monitoring and measurement (no need to perform extensive safety studies, surveys, etc.).
 - The accountable manager or a person with an operational role in the organisation may fulfil the role of safety manager.
 - The organisation does not need to have a safety review board.
 - The accountable manager may also be the compliance monitoring manager provided that he/she has demonstrated the required competence, and that the independence of the internal audits is maintained.
 - Simple checklists may be used to document compliance monitoring audits and inspections.

➤ Complex or non-complex organisation?

➤ AMC1 ORO.GEN.200(b) Management system – SIZE, NATURE AND COMPLEXITY OF THE ACTIVITY

- (a) An operator should be considered as complex when it has a workforce of **more than 20 full time equivalents (FTEs)** involved in the activity subject to Regulation (EC) No 216/2008 and its Implementing Rules.
- (b) Operators with up to 20 FTEs involved in the activity subject to Regulation (EC) No 216/2008 and its Implementing Rules **may also be considered complex** based on an assessment of the following factors:
 - (1) in terms of complexity, the extent and scope of contracted activities subject to the approval;
 - (2) in terms of risk criteria, whether any of the following are present:
 - (i) operations requiring the following specific approvals: performance-based navigation (**PBN**), low visibility operation (**LVO**), extended range operations with two-engined aeroplanes (ETOPS), helicopter hoist operation (HHO), helicopter emergency medical service (HEMS), night vision imaging system (NVIS) and dangerous goods (DG);
 - (ii) commercial specialised operations requiring an authorisation;
 - (iii) different types of aircraft used;
 - (iv) the environment (offshore, mountainous area, etc.).

➤ Subpart GEN – ORO.GEN.210 Personnel requirements

- (a) The operator shall appoint an **accountable manager**, who has the authority for ensuring that all activities can be financed and carried out in accordance with the applicable requirements. The accountable manager shall be responsible for establishing and maintaining an effective management system.
- (b) A person or group of persons shall be nominated by the operator, with the responsibility of ensuring that the operator remains in compliance with the applicable requirements. Such person(s) shall be ultimately responsible to the accountable manager.
- (c) The operator shall have sufficient qualified personnel for the planned tasks and activities to be performed in accordance with the applicable requirements.
- (d) The operator shall maintain appropriate experience, qualification and training records to show compliance with point (c).
- (e) The operator shall ensure that all personnel are aware of the rules and procedures relevant to the exercise of their duties.

- **Subpart AOC – ORO.AOC.125 Non-commercial operations of aircraft listed in the operations specifications by the holder of an AOC**
 - (a) The holder of an AOC may conduct non-commercial operations with an aircraft otherwise used for commercial air transport operations that is listed in the operations specifications of its AOC, provided that the operator:
 - (1) describes such operations in detail in the operations manual, including:
 - (i) identification of the applicable requirements;
 - (ii) a clear identification of any differences between operating procedures used when conducting commercial air transport and non-commercial operations;
 - (iii) a means of ensuring that all personnel involved in the operation are fully familiar with the associated procedures;
 - (2) submits the identified differences between the operating procedures referred to in (a)(1)(ii) to the competent authority for prior approval.
 - (b) An AOC holder conducting operations referred to in (a) shall not be required to submit a **declaration** in accordance with this Part.

ORO – Annex III

- **EASA proposal for a new GM – NOT published yet!**
 - **GM1 ORO.AOC.125 Non-commercial operations with aircraft listed in the operations specifications by the holder of an AOC – RULE APPLICABILITY**
 - If the operator of a particular non-commercial flight is the AOC holder and the aircraft is listed in its AOC, the provisions of ORO.AOC.125 apply.
 - If the operational control is transferred from the AOC holder to another operator, then the provisions of ORO.AOC.125 do not apply anymore since the AOC holder is no longer the operator of the aircraft. The new operator has to comply with the appropriate rules, e.g. **Part-NCC for non-commercial operations with complex aircraft**, Part-SPO for specialised operations, etc., **and has to submit a declaration in accordance with ORO.DEC.100.**

➤ Subpart DEC – ORO.DEC.100 Declaration

- The operator of **complex motor-powered aircraft engaged in non-commercial operations** or non-commercial specialised operations, and the commercial specialised operator shall:
 - (a) provide the competent authority with all relevant information **prior to commencing operations**, using the form contained in Appendix I to this Annex;
 - (b) notify to the competent authority a list of the alternative means of compliance 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.

ORO – Annex III

➤ Subpart DEC – GM1 ORO.DEC.100 Declaration GENERAL

➤

➤ MANAGED OPERATIONS

➤ When the non-commercial operation of a complex motor-powered aircraft is managed by a third party on behalf of the owner, that party may be the operator in the sense of Article 3(h) of Regulation (EC) No 216/2008, and therefore has to **declare** its capability and means to discharge the responsibilities associated with the operation of the aircraft to the competent authority.

➤

➤ <http://www.transportstyrelsen.se/sv/luftfart/Privat--och-allmanflyg/Nytt-operativt-regelverk-for-privatflygare/>

ORO – Annex III

- **Subpart MLR – ORO.MLR.100 Operations Manual**
 - (a) The operator shall establish an operations manual (OM) as specified under 8.b of Annex IV to Regulation (EC) No 216/2008.
 - (b) The content of the OM shall reflect the requirements set out in **this Annex**, Annex IV (Part-CAT), **Annex V (Part-SPA)**, **Annex VI (Part-NCC)** and Annex VIII (Part-SPO), as applicable, and shall not contravene the conditions contained in the operations specifications to the air operator certificate (AOC), the SPO authorisation or **the declaration and the list of specific approvals**, as applicable.....

ORO – Annex III

➤ Subpart MLR

➤ Further guidance in

➤ **AMC1 ORO.MLR.100 Operations manual**

➤ **AMC2 ORO.MLR.100 Operations manual**

➤ **CONTENTS — NON-COMMERCIAL OPERATIONS WITH
COMPLEX MOTOR-POWERED AIRCRAFT.....**

➤ En förenkling jämfört med en OM (A-D) för en CAT operatör!

➤ TS har publicerat en CCL för NCC som hjälp

➤ <http://www.transportstyrelsen.se/sv/luftfart/Privat--och-allmanflyg/Nytt-operativt-regelverk-for-privatflygare/>

➤ EASA avser att publicera en NCC OM template på sin hemsida?

ORO – Annex III

➤ Subpart MLR – ORO.MLR.105 MEL

- (a) A minimum equipment list (MEL) shall be established as specified under point 8.a.3 of Annex IV to Regulation (EC) No 216/2008, based on the relevant master minimum equipment list (MMEL) as defined in the data established in accordance with Regulation (EU) No 748/2012. If an MMEL has not been established as part of the operational suitability data, the MEL may be based on the relevant MMEL accepted by the State of Operator or Registry as applicable.
- (b) The MEL and any amendment thereto shall be approved by the competent authority.....
 - En NCC operatör behöver en godkänd MEL innan man deklarerar sin förmåga!

ORO – Annex III

➤ Subpart FC

➤ Flight Crew

- Section 1 Common requirements to both NCC and any CAT
- Section 2 Additional requirements applicable to CAT
- Section 3 Additional requirements for commercial SPO


➤ Subpart CC

➤ Cabin Crew

➤ Section 1 Common requirements applicable to all operations

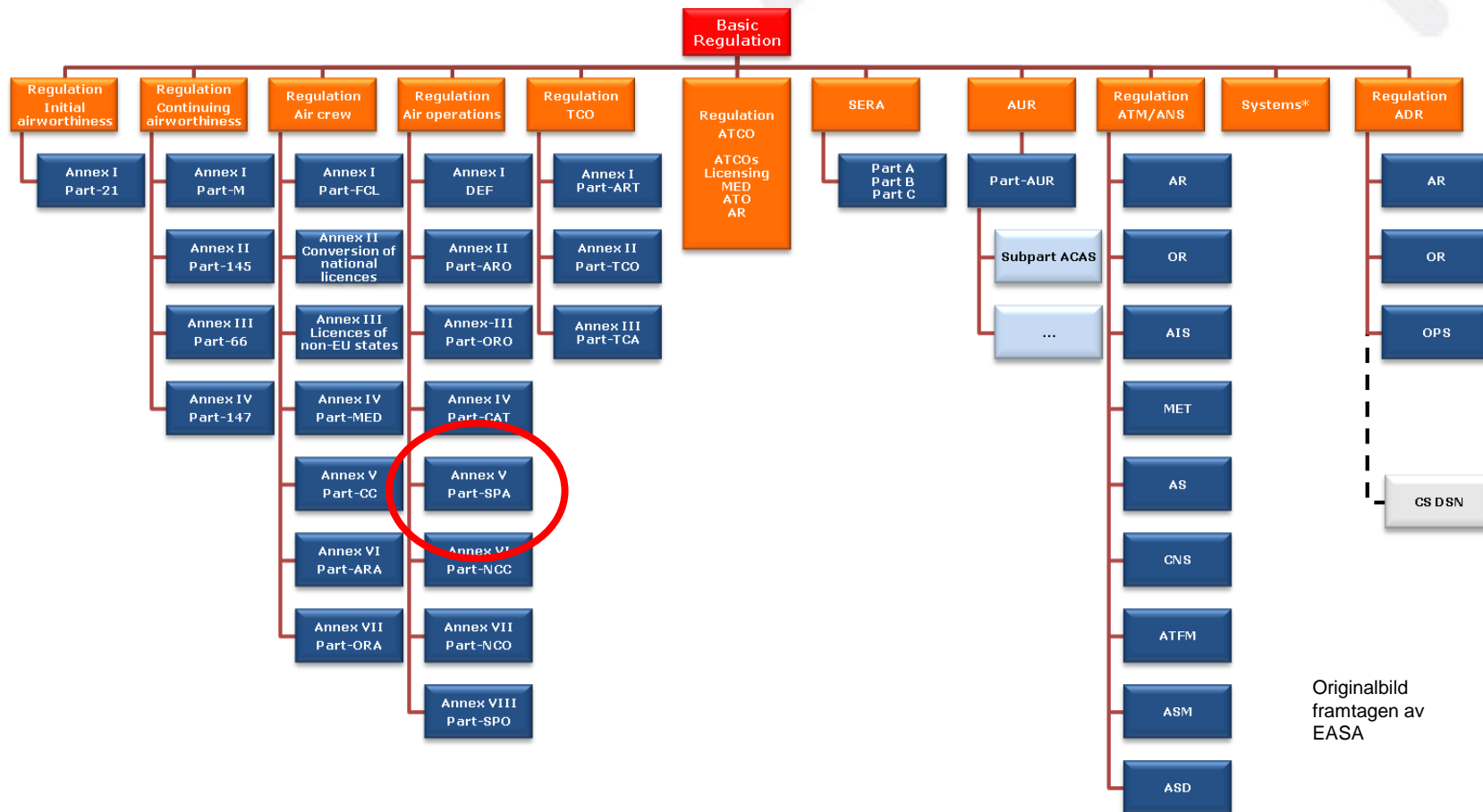
➤ Section 2 Additional requirements only applicable to CAT

➤ OBS: Regler rörande **grundutbildning** för CC finns i Air Crew regleringen (R1178)



Specific Approvals – Part SPA (Annex V till R965)

SPA – Annex V



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SPA – Annex V

➤ SPA

➤ Subpart A

- General requirements

➤ Subpart B

- **PBN Operations (New rules 2016-08-25!)**

➤ Subpart C

- MNPS

➤ Subpart D

- **RVSM**

➤ Subpart E

- **LVO**

SPA – Annex V

- **SPA cont.**
 - Subpart F
 - ETOPS
 - Subpart G
 - DGR
 - Subpart H
 - Helicopter Ops with NVIS
 - Subpart I
 - HHO
 - Subpart J
 - HEMS

➤ **Subpart A – SPA.GEN.100 Competent authority**

- (a) The competent authority for issuing a specific approval shall be:.....
 - (2) for the non-commercial operator the authority of the State in which the operator is established or residing.
- (b) Notwithstanding (a)(2), for the non-commercial operator using aircraft registered in a third country, the applicable requirements under this Annex for the approval of the following operations shall not apply if these approvals are issued by a third country State of Registry:
 - (1) Performance-based navigation (PBN);
 - (2) Minimum operational performance specifications (MNPS);
 - (3) Reduced vertical separation minima (RVSM) airspace.

SPA – Annex V

- OBS: Enligt luftfartslagen ska ett luftfartyg som inte används vid tillståndspliktig luftfart (**privatflyg**) och som **stadigvarande** används inom svenskt område vara registrerat i Sverige.
 - **Luftfartslag (2010:500) 1 kap. Inledande bestämmelser**
 - **6 §** Ett luftfartyg som används vid luftfart inom svenskt område ska vara registrerat i Sverige eller i ett annat land som är medlem i Internationella civila luftfartsorganisationen (ICAO) eller som Sverige träffat avtal med om rätt till luftfart inom svenskt område. **Ett luftfartyg som inte används vid tillståndspliktig luftfart och som stadigvarande används inom svenskt område ska vara registrerat i Sverige.....**

SPA – Annex V

- **Subpart A – SPA.GEN.110 Privileges of an operator holding a specific approval**
 - The scope of the activity that an operator is approved to conduct shall be documented and specified:
 - (a) for operators holding an air operator certificate (AOC) in the operations specifications to the AOC;
 - **(b) for all other operators in the list of specific approvals.**
- **Subpart A – SPA.GEN.120 Continued validity of a specific approval**
 - Specific approvals shall be issued for an **unlimited duration** and shall remain valid subject to the operator remaining in compliance with the requirements associated with the specific approval.....

➤ Subpart B – PBN Operations

- I dag krävs Ops Approval för samtliga NAV Spec:ar förutom
 - RNAV 5 (B-RNAV)
- Från den 25 augusti 2016 krävs Ops Approval endast för följande NAV Spec:ar
 - SPA.PBN.100 PBN operations
 - (a) An approval is required for each of the following PBN specifications:
 - **(1) RNP AR APCH; and**
 - **(2) RNP 0.3 for helicopter operation.**

SPA – Annex V


- EU/EASA regler – **PBN – R1178**
 - Förordning (EU) nr 1178/2011 – ”EASA-FCL” ändrad genom förordning (EU) nr 2016/539
 - IR med PBN-befogenheter skall vara tillgängliga från 25 augusti 2018
 - *Piloter får flyga i enlighet med procedurer för prestandabaserad navigering (PBN) **endast** efter det att de har beviljats PBN-befogenheter som ett tillägg till sin instrumentbehörighet (IR)*
 - PBN befogenheter ska ingå i IR från 25 augusti 2020

SPA – Annex V

- EU/EASA regler – **PBN – R1178**
 - PBN-befogenheter beviljas om:
 - Man genomgått **teoretisk** PBN-utbildning
 - Man genomgått **praktisk** PBN-utbildning
 - Man genomgått ett **flygprov eller en kompetenskontroll** i enlighet med tillägg 7 eller 9
 - Återkommande kompetenskontroll (RNP APCH)
 - Likvärdig utbildning eller kännedom om PBN-verksamhet kan godkännas av den behöriga myndigheten
 - Dokumentation om godkänt påvisande av PBN-kompetens ska, efter slutförande av flygprovet eller kompetenskontrollen, **föras in i pilotens loggbok eller motsvarande dokumentation** och undertecknas av den kontrollant som genomförde provet eller kontrollen

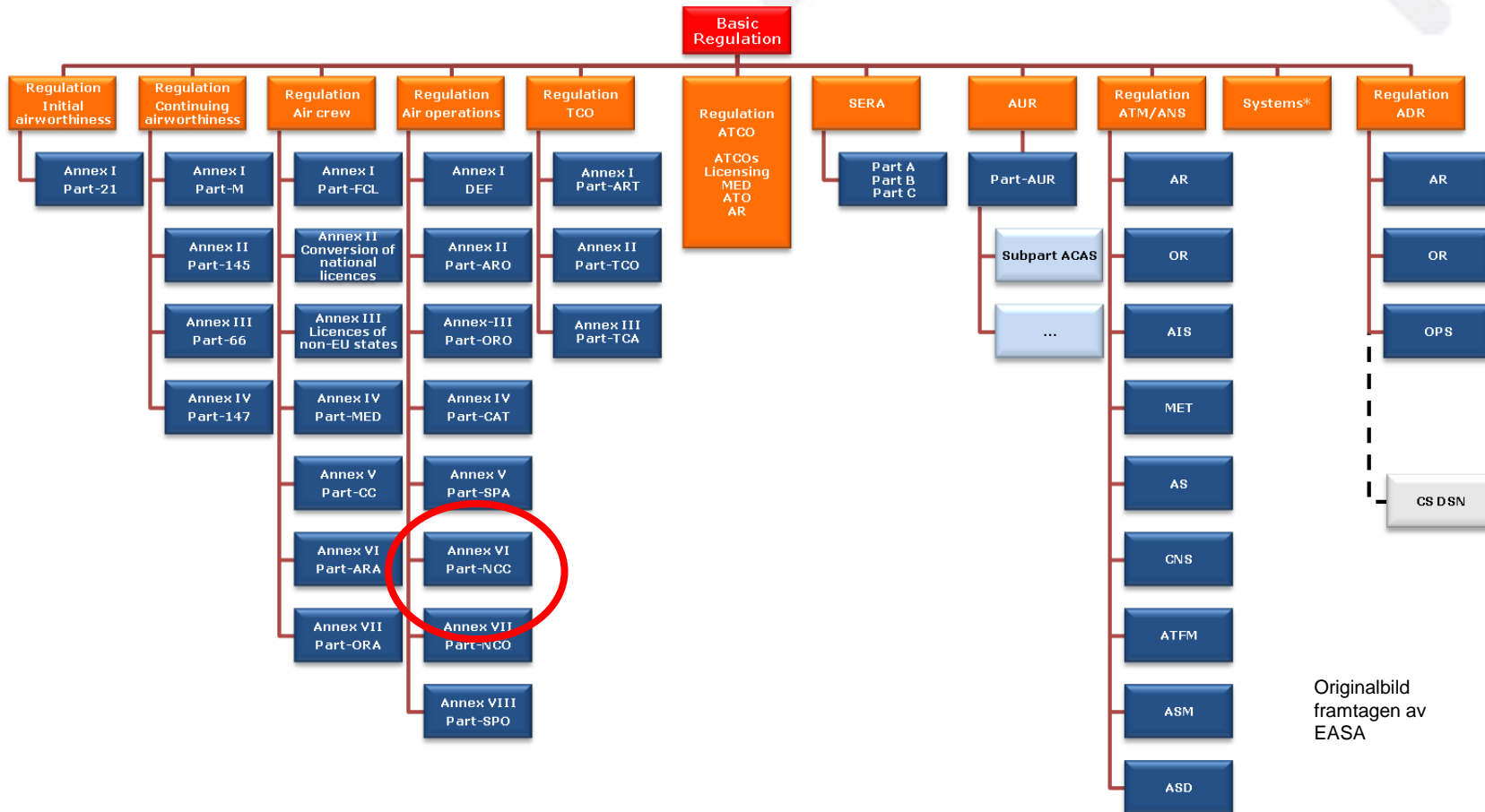
SPA – Annex V

- **Subpart E – Low Visibility Operations – LVO**
 - Under 200 ft / lägre RVR än 550 meter
 - LTS Cat I
 - OTS CAT II
 - CAT II/III
 - LVTO – Low visibility take-off
 - Tillstånd krävs för all LVO – även start under 400m
 - Övriga regler i **NCC.OP.110/NCC.OP.111**
 - AOM



Non-Commercial Air Operations with Complex Motor-Powered Aircraft Part NCC (Annex VI till R965)

NCC – Annex VI



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NCC – Annex VI

- **NCC**
 - Subpart A
 - General requirements
 - Subpart B
 - Operational Procedures
 - Subpart C
 - Aircraft Performance and Operating Limitations
 - Subpart D
 - Instrument, Data and Equipment
 - Section 1 – Aeroplanes
 - Section 2 – Helicopter

NCC – Annex VI

- **Subpart A (GEN)**
- **NCC.GEN.100 Competent authority**
 - The competent authority shall be the authority designated by the Member State in which the operator has its **principal place of business or is residing**.
 - *R965 DEF – **Principal place of business** – means the head office or registered office of the organisation within which the principal financial functions and operational control of the activities referred to in this Regulation are exercised*

NCC – Annex VI

➤ **Subpart A (GEN) cont.**

- NCC.GEN.105 Crew responsibilities
- NCC.GEN.106 Pilot-in-command responsibilities and authority
- NCC.GEN.110 Compliance with laws, regulations and procedures
- NCC.GEN.115 Common language
- NCC.GEN.119 Taxiing of aircraft
- NCC.GEN.120 Taxiing of aeroplanes
- NCC.GEN.125 Rotor engagement — helicopters
- NCC.GEN.130 Portable electronic devices
- NCC.GEN.140 Documents, manuals and information to be carried
- NCC.GEN.145 Handling of flight recorder recordings: Preservation, production, protection and use
- NCC.GEN.150 Transport of dangerous goods

➤ **Subpart B (OP)**

- NCC.OP.100 Use of aerodromes and operating sites
- NCC.OP.105 Specification of isolated aerodromes — aeroplanes
- NCC.OP.110 Aerodrome operating minima — general
- NCC.OP.111 Aerodrome operating minima — NPA, APV, CAT I operations
- NCC.OP.113 Aerodrome operating minima — onshore circling operations with helicopters
- NCC.OP.115 Departure and approach procedures
- NCC.OP.120 Noise abatement procedures
- NCC.OP.125 Minimum obstacle clearance altitudes — IFR flights
- NCC.OP.130 Fuel and oil supply — aeroplanes
-etc.....

NCC – Annex VI

➤ **Subpart C (POL)**

- NCC.POL.100 Operating limitations — all aircraft
- NCC.POL.105 Mass and balance, loading
- NCC.POL.110 Mass and balance data and documentation
- NCC.POL.111 Mass and balance data and documentation — alleviations
- NCC.POL.115 Performance — general
- NCC.POL.120 Take-off mass limitations — aeroplanes
- NCC.POL.125 Take-off — aeroplanes
- NCC.POL.130 En-route — one engine inoperative — aeroplanes
- NCC.POL.135 Landing — aeroplanes

NCC – Annex VI

➤ **Subpart D (IDE) – Section 1 Aeroplanes**

- NCC.IDE.A.100 Instruments and equipment — general
- NCC.IDE.A.105 Minimum equipment for flight
- NCC.IDE.A.110 Spare electrical fuses
- NCC.IDE.A.115 Operating lights
-etc.....

➤ **Subpart D (IDE) – Section 2 Helicopters**

- NCC.IDE.H.100 Instruments and equipment — general
- NCC.IDE.H.105 Minimum equipment for flight
- NCC.IDE.H.115 Operating lights
-etc.....

Inte bara "EASA-OPS"!

- Basic Regulation (BR) 216/2008
- Air Crew (R1178) – Part-FCL, Part-MED, Part CC
- SERA – Standardised European Rules of the Air – förordning (EU) 923/2012 – tillämpas från **4 Dec 2014**
- AUR – Airspace Usage Requirements
 - Part ACAS – förordning (EU) 1332/2011 – (ACAS II version 7.1) – tillämpas från **1 Dec 2015**
- Förordning (EU) nr 376/2014 – Reporting, analysis and follow-up of occurrences in civil aviation – tillämpas från **15 Nov 2015**
- Etc.....

- Viktigt att lära sig strukturen i det europeiska regelverket för civil luftfart!

Länkar

- Transportstyrelsen
 - <http://www.transportstyrelsen.se/sv/luftfart/Privat--och-allmanflyg/Nytt-operativt-regelverk-for-privatflygare/>
- EASA (European Aviation Safety Agency)
 - <http://www.easa.europa.eu/the-agency/faqs/part-nccnco>
- EGAST (The European General Aviation Safety Team)
 - <http://essi.easa.europa.eu/egast/>
- EBAA (European Business Aviation Association)
 - <http://www.ebaa.org/>
- IBAC (International Business Aviation Council)
 - <http://www.ibac.org/>

- SLUT -

Frågor ?

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