

Regulatorni okviri NCC i NCO operacije

10 Mart 2015, Podgorica

ICAO



- ICAO- International Civil Aviation Organization : specialized agency of UN established by Chicago Convention in order to develop standards of technologies and encourage the development of international air transport;

- Annex 6
 - Operation of Aircraft
 - Part II — International General Aviation — Aeroplanes
 - Part III — International Operations — Helicopters

Status of Annex components

STANDARDS

uniform application is recognised as necessary (differences to be notified to ICAO)

RECOMMENDED PRACTICES

uniform application is recognised as desirable (no need to notify differences to ICAO)

APPENDICES

form part of the Standards and Recommended Practices

ATTACHMENTS

comprise material supplementary to the SARPs, but do not have the value of SARPs (mostly guidance for application)

EU/EASA

European Parliament and
European Council
Essential Rules
Regulation 216/2008

European Commission
Implementing Rules
Regulation 965/2012

EASA
AMC, GM and CS

EU/EASA



'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:

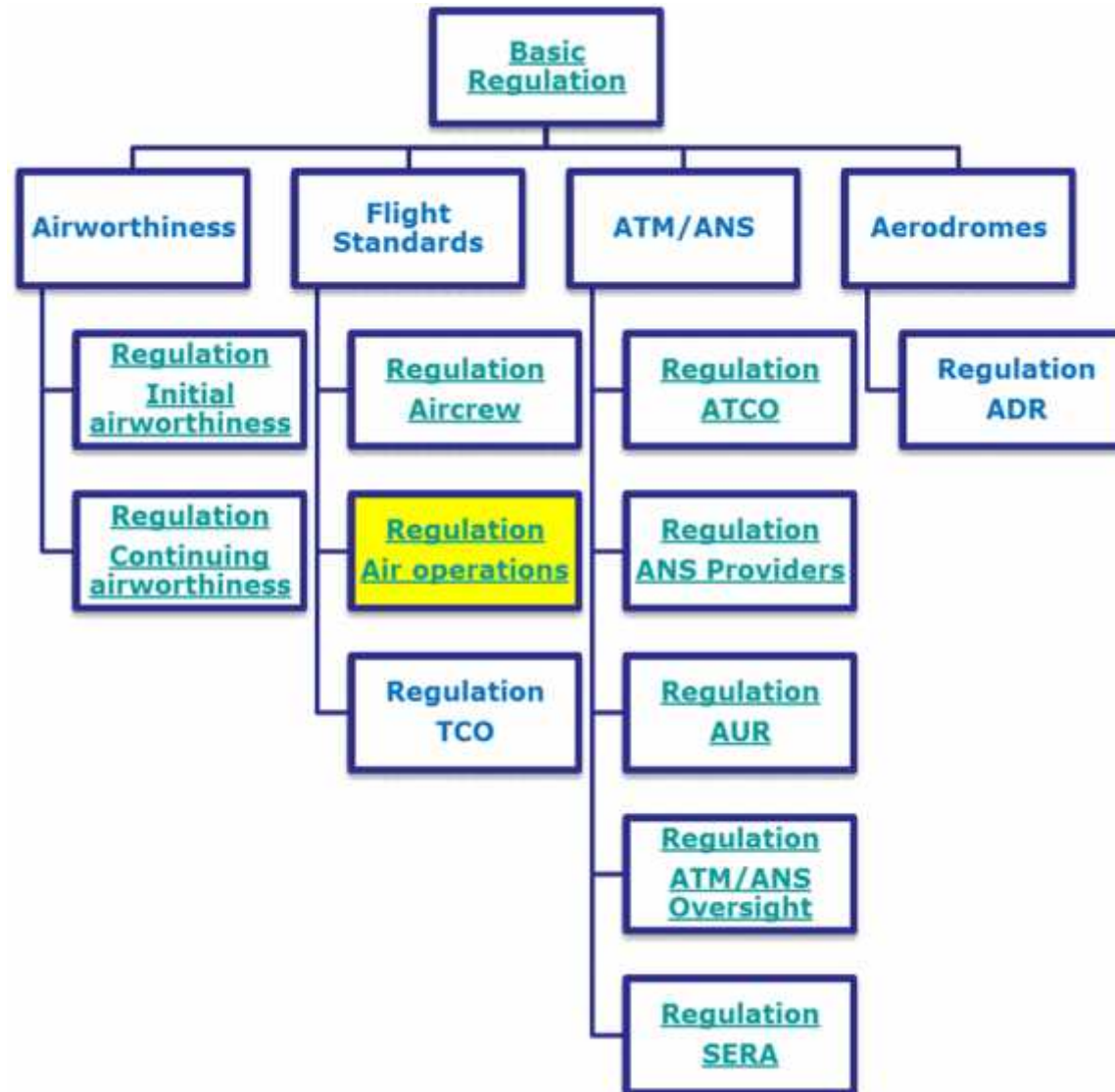
— for a maximum take-off mass exceeding 3 175 kg, or

— for a maximum passenger seating configuration of more than nine, or

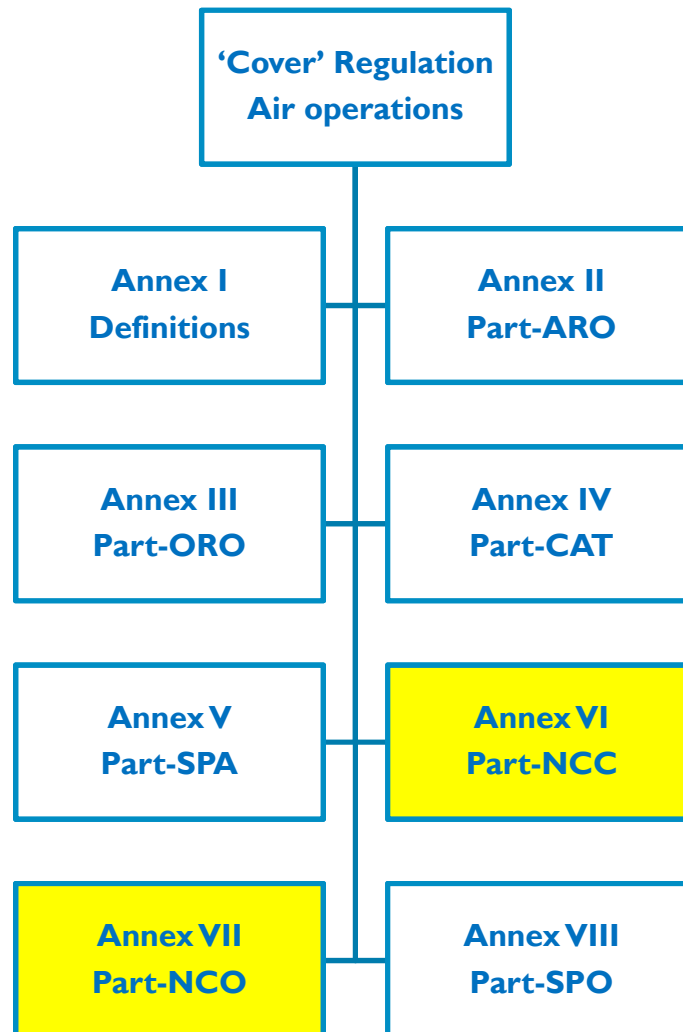
— for operation with a minimum crew of at least two pilots, or

(iii) a tilt rotor aircraft;

EU/EASA



EU/EASA



- Part-ARO: Authority requirements
- Part-ORO: Organisation requirements
- Part-CAT: Commercial air transport
- Part-SPA: Operations requiring specific approvals
- Part-NCC: non-commercial operations with complex motor-powered aircraft (CMPA)
- Part-NCO: non-commercial operations with other-than-CMPA
- Part-SPO: specialised operations, e.g. aerial work

EU/EASA



(Reg.965/2012) Article 5

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 and Annex VI.

Operators of other-than- complex motor-powered aeroplanes, and helicopters, as well as balloons and sailplanes, involved in non-commercial operations, including non-commercial specialised operations, shall operate the aircraft in accordance with the provisions specified in Annex VII.

EU/EASA

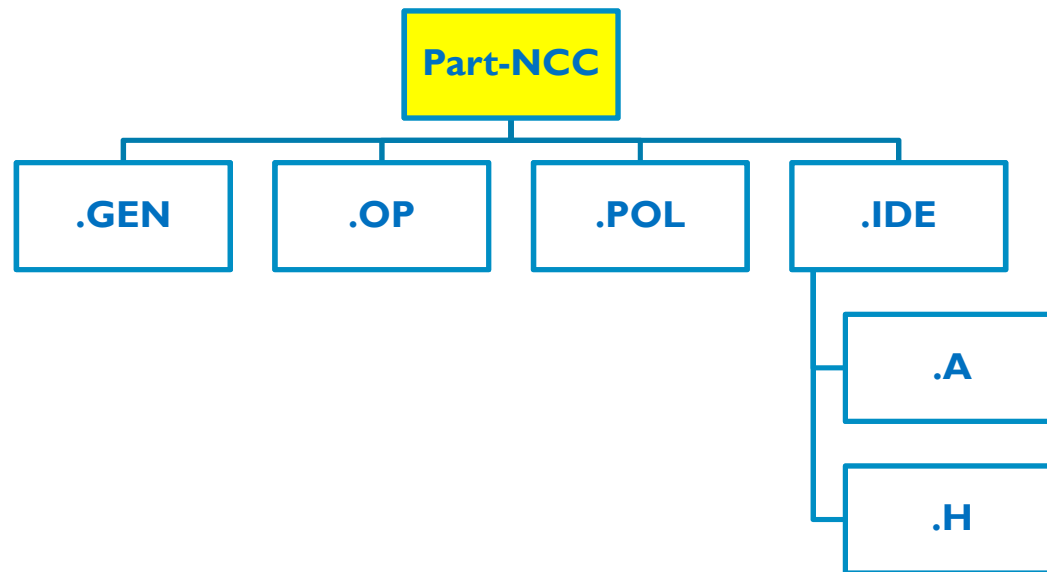


(Reg.965/2012) Article 5

Training organisations having their principal place of business in a Member State and approved in accordance with Regulation (EU) No 1178/2011 when conducting flight training into, within or out of the Union shall operate:

- (a) complex motor-powered aeroplanes and helicopters in accordance with the provisions specified in Annex VI (NCC);
- (b) other-than-complex motor-powered aeroplanes and helicopters as well as balloons and sailplanes in accordance with the provisions specified in Annex VII (NCO).

EU/EASA



NCC – non-commercial operations with complex motor-powered aircraft

.GEN – general requirements

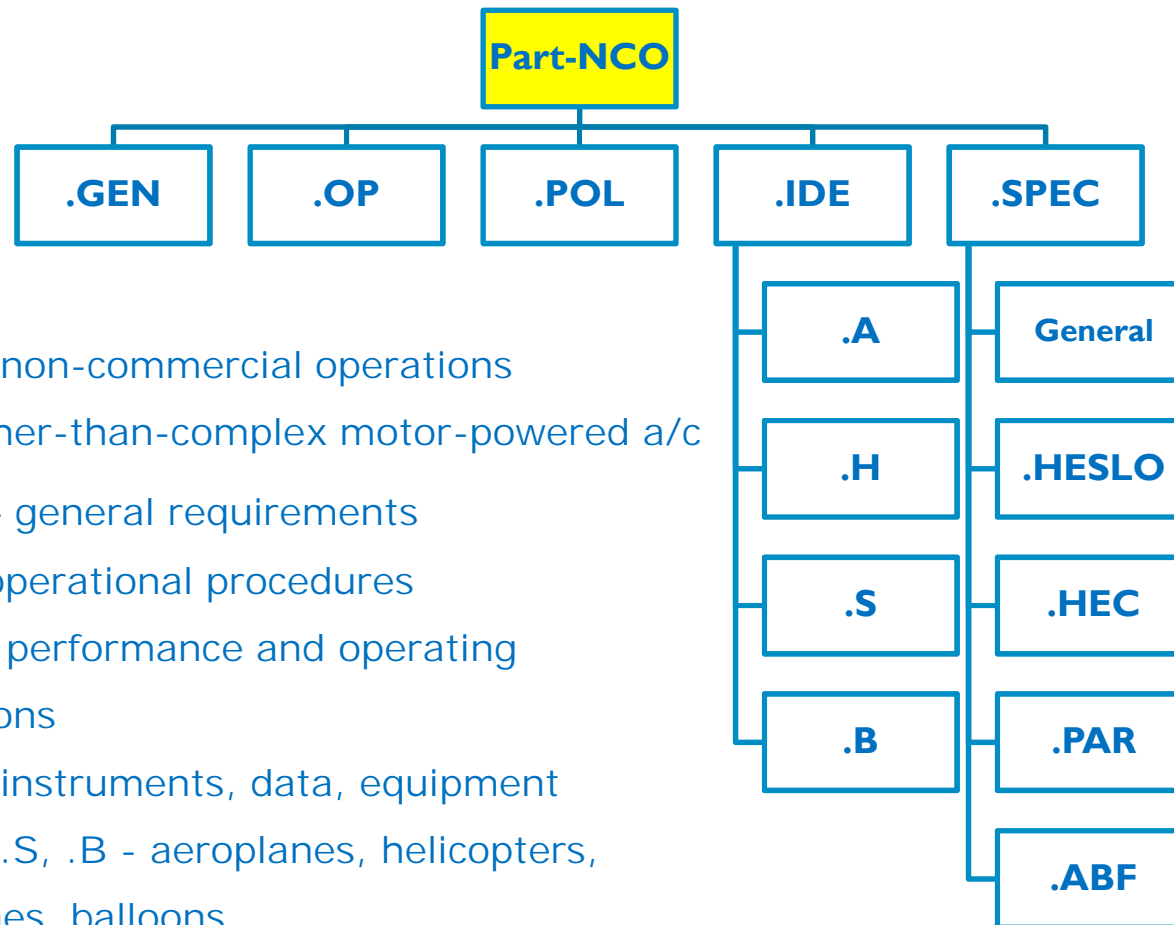
.OP – operational procedures

.POL – performance and operating limitations

.IDE – instruments, data, equipment

.A – aeroplanes .H - helicopters

EU/EASA



NCO – non-commercial operations
with other-than-complex motor-powered a/c

.GEN – general requirements

.OP – operational procedures

.POL – performance and operating
limitations

.IDE – instruments, data, equipment

.A, .H, .S, .B - aeroplanes, helicopters,
sailplanes, balloons

.SPEC – specific requirements

.HESLO – helicopter external sling load operations .HEC – human external cargo
operations .PAR – parachute operations .ABF – aerobatic flights

NAA-AltMOC



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.

(c) The competent authority shall establish a system to consistently evaluate that all alternative means of compliance used by itself or by organisations and persons under its oversight allow the establishment of compliance with Regulation (EC) No 216/2008 and its Implementing Rules.

NAA-AltMOC



AMC provide legal certainty, contribution to uniform implementation, and presumption of compliance with the rules.

AltMOC:

- Propose an alternative to an existing AMC
- Propose means to establish compliance with BR or IR if no AMC has been adopted by the Agency

DO NOT presume compliance and evaluation by CA needed.

IF used, compliance **MUST** be demonstrated and process established by operator, CA and Agency to ensure no negative effect on safety, transparency and harmonization.

Treatment of AltMOC has two different scenarios:

- a) proposed by operator,
- b) proposed by authority.

Zakon o vazdušnom saobraćaju



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(6) Vazduhoplov koji se upotrebljava u komercijalnim operacijama i slozeni vazduhoplov na motorni pogon mora da ima listu minimalne ispravnosti opreme vazduhoplova, koju odobrava Agencija.

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(1) Operator u nekomercijalnim operacijama slozenim vazduhoplovom na motorni pogon može biti pravno ili fizi ko lice, odnosno državni organ koji ima profesionalnu sposobnost, odobren operativni priručnik od strane Agencije i organizacionu strukturu koja obezbeđuje sigurno izvođenje vazdušnih operacija koje obavlja.

(2) Ispunjenost uslova iz stava 1 ovog lana operator vazduhoplova dokazuje davanjem izjave o svojoj profesionalnoj sposobnosti i sredstvima za ispunjenje obaveza u vezi sa upravljanjem vazduhoplovima iz stava 1 ovog lana.

(3) Operator u nekomercijalnim operacijama koje se ne obavljaju slozenim vazduhoplovom na motorni pogon može biti pravno ili fizi ko lice i nije dužno da daje izjavu iz stava 2 ovog lana za obavljanje vazdušnih operacija, ako vazduhoplov ispunjava propisane uslove za plovidbenost, kao i ako ima odgovarajuće dozvole za posadu i ispunjava druge uslove u skladu sa ovim zakonom.

Pravilnik o operacijama vazdušnog prevoza



Pravilnik o tehničkim zahtjevima i administrativnim procedurama za obavljanje operacija vazdušnog prevoza (Sl.I. CG br. 31/2013) (Preuzeta Uredba Evropske Komisije (EU) br.965/2012)

Izmjene i dopune (Sl.I. CG br. 24/2014 i 47/2014) (Preuzete Uredbe Evropske Komisije (EU) br. 800/2013, br. 71/2014 o br. 83/2014)

Pravilnik o operacijama vazdušnog prevoza



Države članice mogu da odlu e da ne primjenjuju:

(a) odredbe Aneksa III na nekomercijalne operacije sa složenim avionima i helikopterima na motorni pogon do 25. avgusta 2016. godine; i

(b) odredbe Aneksa V, VI i VII na nekomercijalne operacije sa avionima, helikopterima, jedrilicama i balonima do 25. avgusta 2016. godine.”;

Pravilnik o operacijama vazdušnog prevoza



Regulation 965/2012 Annex III PART ORO (applicable to NCC)		
01 January 2015	01 May 2015	25 August 2016
SUBPART GEN		
ORO.GEN.105		
ORO.GEN.110 a,b,c,d,e,f,g,h,j		ORO.GEN.110 i
ORO.GEN.120		
ORO.GEN.130 a (2)		ORO.GEN.130 b,c
ORO.GEN.140 a		
ORO.GEN.150		
ORO.GEN.155		
ORO.GEN.160		
		ORO.GEN.200
		ORO.GEN.205
		ORO.GEN.210
		ORO.GEN.215
		ORO.GEN.220
SUBPART DEC		
ORO.DEC.100		
SUBPART MLR		
ORO.MLR.100 a,b,c,d,e,f,i,j,k		ORO.MLR.100 h
ORO.MLR.105		
ORO.MLR.110		
ORO.MLR.115 a (2), b (1)(2)(4)(5)(6), d, e, f		ORO.MLR.115 b (3), c
SUBPART SEC		
ORO.SEC.100.A		
ORO.SEC.100.H		



Hvala na pažnji/pitanja