

 HELLENIC CAA	FLIGHT STANDARDS DIVISION INFORMATION BULLETIN	FSD/OPS/IB/ 1/2016
	For all NCC and SPO Operators	1/8/2016

Subject	NCC and SPO Declaration and Approvals List
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SCOPE

This Information Bulletin is intended to provide instructions to all NCC and SPO Operators on the use of the NCC and SPO Declaration and the associated list of approvals (EASA Form 140).

Application

This IB contains information for:

- Non-commercial Operations with complex motor-powered aircraft (NCC) declaring in Greece.
- Specialised Operations (SPO) declaring in Greece.

1. 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 (aeroplanes and helicopters).

Considerations for NCC declaring Operators

Before an NCC operator submits the declaration and list of approvals to the HCAA, he shall first ensure compliance with stated legal requirements.

The following Regulations shall be considered:

Regulation (EU) 965/2012 amended with associated AMCs, CS, GM

- Part-ORO where applicable
- Part-NCC in full
- Part-SPA where applicable

The following type of Operators are affected by the above mentioned regulation and must be compliant with EASA Air Operations Part-ORO, Part-NCC and Part-SPA, fully or partially as required. All such Operators shall submit to HCAA a Declaration and a List of Approvals before 25th of August 2016:

- non-commercial operators of complex motor-powered aircraft registered in an EASA State and having the principal place of business or residence in Greece.
- non-commercial operators of complex motor-powered aircraft registered in a non-EASA State but having their principal place of business (i.e. operator is established or residing) in Greece.
- non-commercial operators of complex motor-powered aircraft registered in Greece and having the aircraft based outside the EASA member states.

Note: An EASA State is a state where the Commission Regulations on Air Operations apply.

An aircraft is considered as complex as following:

An aeroplane:

- certified with a maximum take-off mass exceeding 5700 kg, or,
- certified for a maximum passenger seating configuration of more than 19, or,
- certified for operation with a minimum crew of at least two pilots, or
- equipped with (a) turbojet engine(s) or equipped with more than one turboprop(*) engine.

A helicopter certified:

- for a maximum take-off mass exceeding 3175 kg, or,
- for a maximum passenger seating configuration of more than 9, or,
- for operation with a minimum crew of at least two pilots.

A tilt rotor aircraft

() Note: The European Commission and the EASA Committee have agreed, by 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 IB, i.e. are not requested to declare their operation.*

2. SPO Operator

After the 21st of April 2017 and in accordance with Regulation (EU) 379/2014 amending Regulation (EU) No 965/2012 on Air Operations, Annex VIII (Part-SPO) will be applicable to specialized operations (e.g. aerial work with aeroplanes, helicopters, balloons and sailplanes).

Considerations for specialised operations

Before a NCC/SPO Operator submits the Declaration and list of approvals (if applicable) to HCAA, he shall first ensure compliance with all requirements.

The following Regulations shall be considered:

Regulation (EU) 965/2012 amended with associated AMCs, CS, GM

- Part ORO where applicable

- Part SPO in full

- Part SPA where applicable

Note: For the time being, SPO operators shall not tick-mark the box SPO on the Declaration, as Greece is implementing EASA Air Operations Part-SPO on the 21st of April 2017.

3. Purpose of the Declaration

The intent of the Declaration is for the Operator to acknowledge its responsibilities under the applicable safety regulations and to show 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 fulfill its oversight responsibilities in accordance with the applicable authority requirements (Part-ARO).

Upon receiving a Declaration, HCAA will evaluate completeness and plausibility of the submitted documents and send a confirmation letter to the declaring NCC or SPO operator. The operator shall carry the HCAA receipt on board in case of ramp checks.

The Operator, besides the completed Declaration, should submit to HCAA also the Operations Manual. The purpose for this is help HCAA to fulfill its oversight responsibilities in accordance with the applicable authority requirements (Part-ARO). Nevertheless no proof of reading or content evaluation of the documentation is intended.

In the following cases all relevant documentation shall be handled in:

- the NCC or SPO Operator wishes to implement a new SPA (Specific Approval/Ops Spec) in accordance with EASA Part-SPA. The operator is recommended to contact HCAA early in advance so that all procedures explained and followed.

- the NCC Operator has no approved Minimum Equipment List (MEL). In such a case the NCC Operator shall submit the required documentation including MMEL to the HCAA to obtain the necessary approval for the MEL.

- the SPO Operator applies for the issue or change of a high risk commercial specialized operations authorisation.

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

NCC and SPO Operators who have obtained a non-EASA Specific Approval on third country State registered aircraft may continue using such approval. The SPAs described in SPA.GEN.100 and shall be issued in accordance with ICAO Annex 6 are the following:

- Performance-based navigation (PBN);
- Minimum navigational performance specifications (MNPS);
- Reduced vertical separation minima (RVSM).

Within the Declaration, the NCC and SPO operator shall notify to HCAA any alternative means of compliance used with reference to the AMCs they replace.

If the Declaration does not contain the required information, or contains information that indicates a non-compliance with applicable requirements, HCAA will notify the operator about the noncompliance and request further information. If deemed necessary HCAA will carry out an inspection of the organisation. If the non-compliance is confirmed, HCAA will take action as described in ARO.GEN.350.

The NCC Operator shall 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 attached Declaration. The operator shall also notify HCAA when it ceases or plans to cease operations.

HCAA maintains a list of all organization declarations it received.

4. Purpose of the list of approvals

The list of approvals shall be a summary of obtained Specific Approvals in accordance with EASA Air Operations Part-SPA or ICAO SARPs when in line with SPA.GEN.100. Based on certificates provided by the issuing EASA member state or third country competent authorities and when in line with ICAO Annex 6 HCAA will sign the list of approvals with reference to the issuing authority.

Therefore the declaring operator shall submit all relevant evidence which will support this process.

APPENDIX I

DECLARATION					
in accordance with Commission Regulation (EU) No 965/2012 on Air operations					
Operator					
Name: <input style="width: 100%;" type="text"/>					
Place in which the operator is established or residing: <input style="width: 100%;" type="text"/>					
Place from which the operations are directed: <input style="width: 100%;" type="text"/>					
Name and contact details of the accountable manager:					
<input style="width: 95%;" type="text"/>	<input style="width: 95%;" type="text"/>	<input style="width: 95%;" type="text"/>			
Name	Phone No.	Email			
Aircraft Operation					
Starting Date of Operation: <input style="width: 200px;" type="text"/> Applicability date of the change: <input style="width: 200px;" type="text"/>					
Type(s) of Operation					
<input type="checkbox"/> Part-NCC					
<input type="checkbox"/> Part-SPO					
<input type="checkbox"/> 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
<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>
<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>
<p>1. <i>Type(s) of operation</i> 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.</p> <p>2. Information about the organisation responsible for the continuous airworthiness management shall include the name of the organisation, the address and the approval reference.</p>					
Details of approvals held (<i>attach list of specific approvals to the declaration, if applicable</i>)					
<input style="width: 100%;" type="text"/>					
Details of specialised operations authorisation held (<i>attach authorisations, if applicable</i>)					
<input style="width: 100%;" type="text"/>					
List of alternative means of compliance with references to the AMCs they replace					
<input style="width: 100%;" type="text"/>					

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.

The operator confirms that the information disclosed in this declaration is correct.

Date, name and signature
of the accountable manager:

Date

Name

Signature

EASA Declaration

APPENDIX II

List of specific approvals <i>Non-commercial operations</i> Specialised operations		
EU 800/2013 EU 379/2014		
(subject to the conditions specified in the approval and contained in the operations manual or pilot's operating handbook)		
Issuing Authority ¹ : [REDACTED]		
List of Specific Approvals # ² : [REDACTED]		
Name of Operator: [REDACTED]		
Date ³ : [REDACTED] Signature: [REDACTED]		
Aircraft Model and Registration Marks ⁴ : e.g. Boeing-737-3K2 or Airbus-A320-214 + -		
Types of specialised operation (SPO), if applicable ⁵ : + -		
<input type="checkbox"/> --- click here to choose SPO type --- <input type="checkbox"/> --- click here to choose SPO type ---		
<input type="checkbox"/> other		
Specific Approvals⁶	Specification⁷	Remarks + -
[REDACTED]	[REDACTED]	[REDACTED]

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 advertisement.

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.

Ο Προϊστάμενος

Διεύθυνσης Πτητικών Προτύπων

Χ. Παπαγεωργίου

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