



REPUBLIC of SAN MARINO CIVIL AVIATION AUTHORITY

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Information Circular No. 7

EASA NON-COMMERCIAL COMPLEX AIRCRAFT OPERATIONS (PART-NCC)

Background

The European Union is introducing new rules (EC 965/2012 Part NCC effective 25 August 2016) that will affect operators of San Marino registered complex motor powered aircraft operating under CAR OPS 2, Part II that are based or residing in an EASA Member State.

EASA Part-NCC requires every NCC operator based in an EASA Member State, regardless of where they are registered, to submit a declaration to the National Aviation Authority (NAA) of that State about their operation. That declaration will be used to establish and maintain the required oversight programme.

All affected operators must follow the new implementing rules from **25 August 2016**.

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

Under EASA Part NCC a complex motor-powered aircraft is:

- **an aeroplane:**
 - with a maximum certificated take-off mass exceeding 5700 kg; or,
 - certificated for a maximum passenger seating configuration of more than 19; or,
 - certificated for operation with a minimum crew of two pilots; or,
 - equipped with a turbojet engine(s); or,
 - equipped with more than one turboprop engine and exceeding 5700kg.

- **a helicopter:**
 - certificated for a maximum take-off mass exceeding 3175 kg; or,
 - certificated for a maximum passenger seating configuration of more than nine; or,
 - certificated for operation with a minimum crew of two pilots.

Who is affected?

San Marino registered aircraft operators of complex motor-powered aircraft as described above flying non-commercial flights established or residing in an EASA Member State.



What is required from affected operators?

Operators of San Marino registered aircraft 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), Annex VI (Part-NCC) and the AMC/GM to Annex VI. Affected operators need to understand the rules and ensure they are in compliance. For example, operators should already have the following as they are required by CAR OPS 2, Part II:

- Safety Management System proportionate to your operations;
- Fatigue Risk Management System
- Operations Manual that correctly reflects your operation;
- Training programme proportionate to your operation;
- Maintenance Control Manual
- Maintenance programme
- Approved MEL.

Note: Any operator who needs assistance with any of the above manuals/systems should contact the CAA or SMAR at registration@smar.aero as assistance can be provided.

The Operator must complete the declaration in accordance with EASA ORO.DEC.100 in Annex III of Regulation (EU) No 965/2012 (as amended by Regulation (EU) No 800/2013) and submit it to the NAA where you are established before **24 August 2016**.

Note: If you apply alternative means of compliance (e.g., the IS-BAO standards), you have to submit this information to your NAA together with the Declaration form.

Useful websites

EASA:

<http://easa.europa.eu/regulations>

European Business Aviation Association:

www.ebaa.org

International Business Aviation Council:

www.ibac.org

Operators of San Marino registered aircraft that are established or residing outside in a non-EASA State, including operators' residents of San Marino, will not be affected by the EASA Part-NCC regulation.

San Marino CAA will guide you through the entire process of getting compliant according to Part-NCC.

Yours truly



Eng. Marco Conti
Director General

01 March, 2016