



# EASA non-commercial air operations with other than complex motor-powered aircraft (Part-NCO)

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

## Who is affected?

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Operators of "other-than-complex motor-powered aircraft" flying non-commercial flights:

- An EASA aircraft (other than sailplanes and balloons) that is registered in an EASA State; or,
- An EASA aircraft that is registered in a non-EASA State but where the operator is established or residing in an EASA State.

## Who is not affected?

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- Non-EASA aircraft are not affected by the introduction of the Air Ops Regulation Annex VII – Part NCO. These aircraft will continue to be regulated by the Air Navigation Order. This includes sailplanes and balloons.

## What is classed as an 'other-than-complex motor-powered aircraft'?

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The term 'complex motor-powered aircraft' refers to 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

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
- a tilt rotor aircraft.

An aircraft not meeting the above criteria is an 'other-than-complex motor-powered aircraft'. This includes sailplanes and balloons regulated by EASA.

\* A derogation has been agreed to allow non-commercial operations of twin turboprop aeroplanes, with a MCTOM of 5,700kg or less, to be operated under Part-NCO rules.



## What do pilots/operators who fly/operate an 'other-than-complex motor-powered aircraft' need to do?

You need to familiarise yourself with the relevant Annexes of the Air Operations Regulations in the table below:

As a Part-NCO operator, you also need to know:

- the EASA Basic Regulation
- Annex I - Definitions
- NCO.SPEC\*

\*NCO.SPEC does not come into force until 21 April 2017.

A review of the ANO has been carried out with a view to aligning the regulations for EASA and non-EASA aircraft wherever possible. The revised ANO should come into force at the same time as the Air Ops Regulations, 25 August 2016. There are certain operational regulations within the ANO that will continue to apply to EASA "other-than-complex motor-powered aircraft"

## For more information

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➔ [www.caa.co.uk/NCO](http://www.caa.co.uk/NCO)

➔ [www.easa.europa.eu/regulations](http://www.easa.europa.eu/regulations)

		Annex							
		I: DEF	II: ARO	III: ORO	IV: CAT	V: SPA	VI: NCC	VII: NCO	VIII: SPO
Non-commercial operations	Types of operation								
	Other than CM/PA	✓	✓			✓		✓	