



OPERATOR ORGANIZATION

AIR OPS - EASA REGULATION

Folder 4

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OPERATOR ORGANIZATION

AIR OPS - Applicability

COVER REGULATION

COMMISSION REGULATION (EU) No 965/2012

of 5 October 2012

1. This Regulation lays down detailed rules for air operations with aeroplanes and helicopters, including ramp inspections of aircraft of operators under the safety oversight of another State when landed at aerodromes located in the territory subject to the provisions of the Treaties.
2. This Regulation also lays down detailed rules on the conditions for issuing, maintaining, amending, limiting, suspending or revoking the certificates of operators of aircraft referred to in points (b) (i) and (ii) of Article 2(1) of Regulation (EU) 2018/1139, except for balloons and sailplanes, engaged in commercial air transport operation, the privileges and responsibilities of the holders of certificates as well as conditions under which operations shall be prohibited, limited or subject to certain conditions in the interest of safety.
3. This Regulation also lays down detailed rules on the conditions and procedures for the declaration by operators engaged in commercial specialised operations of aeroplanes and helicopters or in non-commercial operation of complex motor-powered aircraft, including non-commercial specialised operations of complex motor-powered aircraft, of their capability and the availability of the means to discharge the responsibilities associated with the operation of aircraft, and for the oversight of such operators.
4. This Regulation also lays down detailed rules on the conditions under which certain high risk commercial specialised operations shall be subject to authorisation in the interest of safety, and on the conditions for issuing, maintaining, amending, limiting, suspending or revoking the authorisations.
5. This Regulation shall not apply to air operations within the scope of Article 1(2)(a) of Regulation (EC) No 216/2008.
6. This Regulation shall not apply to air operations with airships.
7. This Regulation shall not apply to air operations with balloons and sailplanes. However, in respect of such air operations with balloons, other than tethered gas balloons, and sailplanes, the requirements in respect of oversight of Article 3 shall apply.



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AIR OPS - Definitions

The definition for '**commercial operation**' is in Article 2 of Regulation (EU) No 965/2012:

“(1)(d) 'commercial operation' means 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 customer, where the latter has no control over the operator”.

References: Regulation (EU) No 965/2012 on air operations as amended by Regulation (EU) No 800/2013

GM1 Article 2(1)(d) Definitions

NON-COMMERCIAL OPERATIONS

“**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

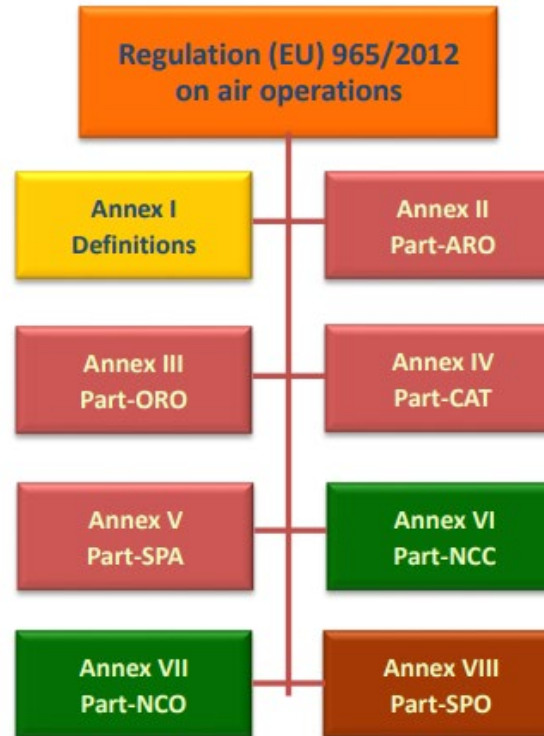
(iii) a tilt rotor aircraft”.

Art. 3 Reg. (EC) No 216/2008



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AIR OPS - Annexes



Regulation (EU) 965/2012

Part-ARO: Authority requirements

Part-ORO: Organisation requirements

Part-CAT: Commercial air transport operations

Part-SPA: Operations requiring specific approvals

Regulation (EU) 800/2013

Part-NCC: Non-commercial operations with complex motor-powered aircraft (CMPA)

Part-NCO: Non-commercial operations with other than CMPA

Regulation (EU) 379/2014

Part-SPO: Specialised operations (e.g. aerial work)

Regulation (EU) 83/2014

ORO.FTL: Flight Time Limitations for CAT operations with aeroplanes

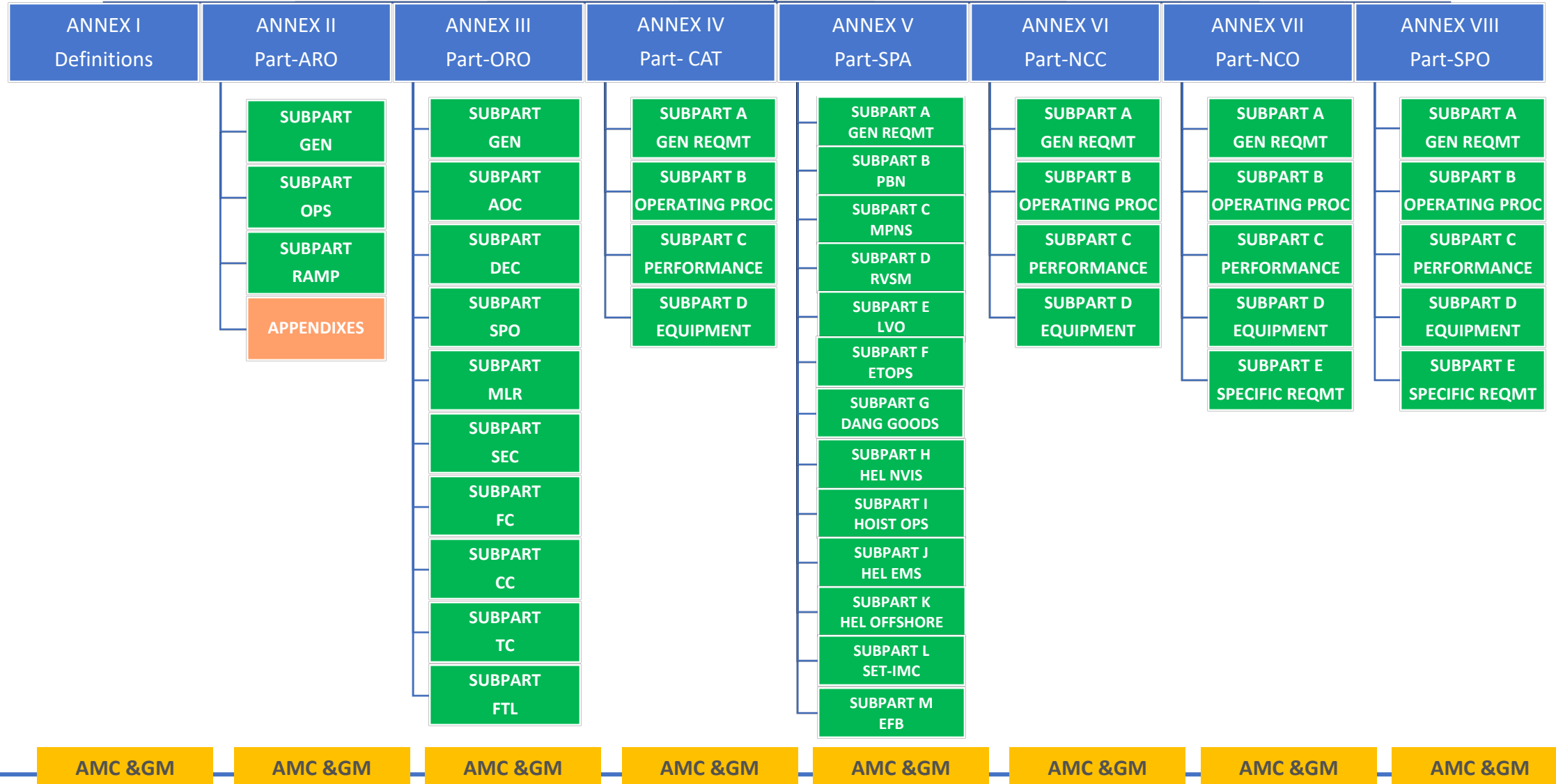
Regulation (EU) 965/2012 +
related EASA Decisions

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



Structure of Air OPS

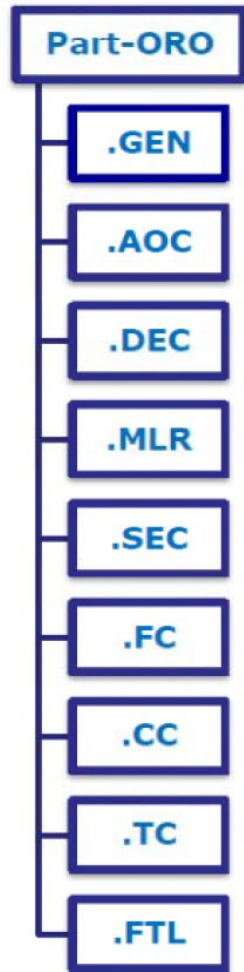
AIR OPS
Cover regulation





OPERATOR ORGANIZATION

AIR OPS – ORO structure

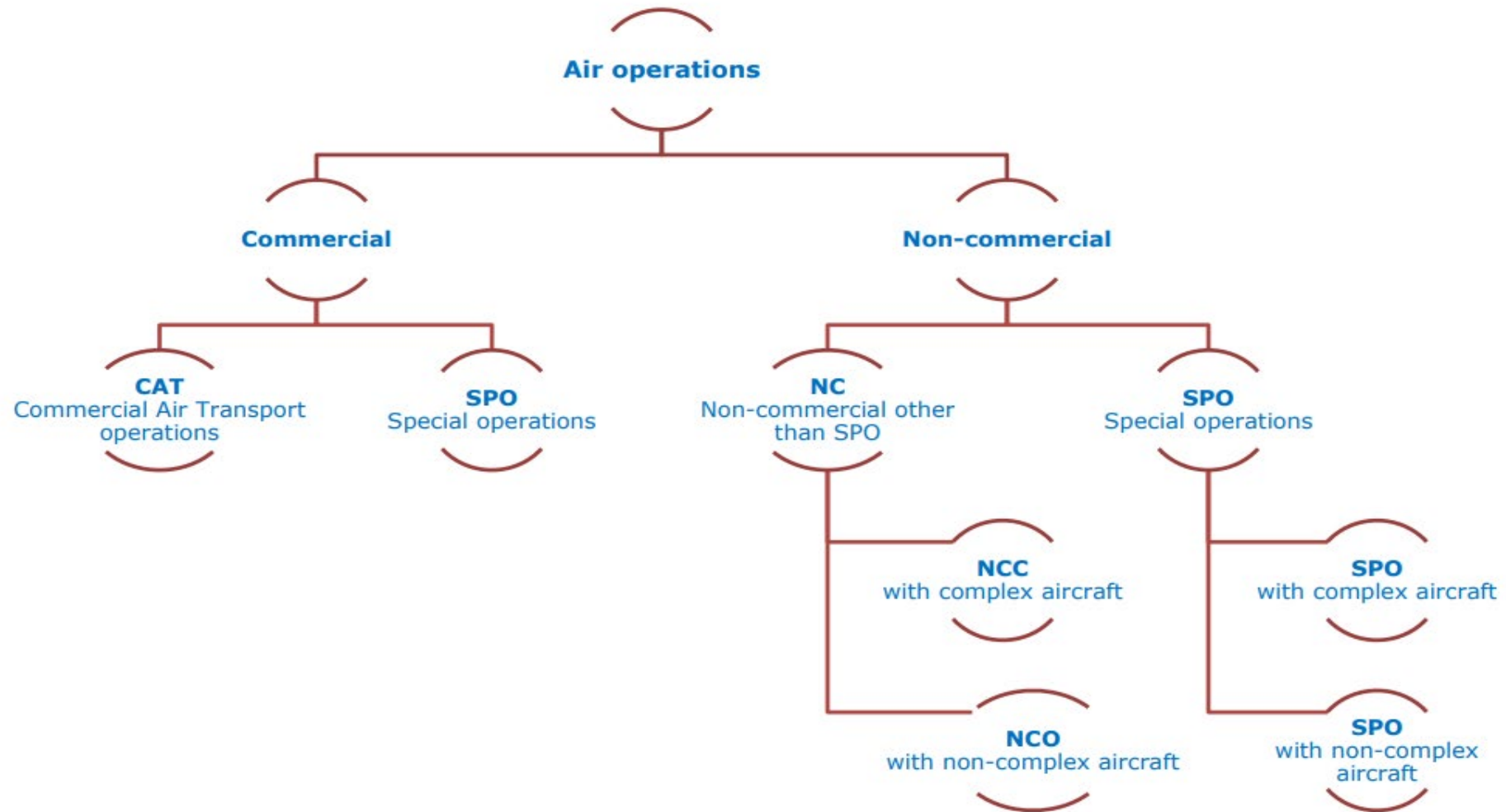


- .GEN** – general requirements
- .AOC** – air operator certification
- .DEC** – declaration (added soon)
- .MLR** – manuals, logs, records
- .SEC** – security
- .FC** – flight crew
- .CC** – cabin crew
- .TC** – technical crew
- .FTL** – flight time limitations



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AIR OPS – Classification of operations





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AIR OPS - Rules applicability to different operators

Commercial operations

Commercial air transport (CAT) operations

Technical rules: **Part-CAT**

Operator rules: **Part-ORO**

Specialised operations (aerial work)

Technical rules: **Part-SPO**

Operator rules: **Part-ORO**

Non-commercial operations

Non-commercial operations other than SPO (e.g. business/corporate flights, leisure flights, private flights, training flights)

With CMPA:

Technical rules: **Part NCC**
Operator rules: **Part-ORO**

With Ot-CMPA:

Technical rules: **Part-NCO**

Specialised operations (aerial work)

With CMPA:

Technical rules: **Part-SPO**
Operator rules: **Part-ORO**

With Ot-CMPA

Technical rules: **Part-NCO**

The applicable rules are determined by the complexity of the aircraft being used



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AIR OPS - Annexes applicability per type of operation

	Annex:	I: DEF	II: ARO	III: ORO	IV: CAT	V: SPA	VI: NCC	VII: NCO	VIII: SPO
	Type of ops:								
Commercial Operations	CAT	✓	✓	✓	✓	✓			
	Other than CAT	✓	✓	✓		✓			✓
Non-commercial operations	CMPA	✓	✓	✓		✓	✓		
	Other than CMPA	✓	✓			✓		✓	
	Specialised operations	✓	✓	✓		✓			✓



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AIR OPS - NCC applicability

The NCC rules apply to you if you are

An aircraft operator having your principal place of business, or if you are established, or if you reside in a Member State and	you operate complex motor-powered aircraft registered in a Member State
	you operate complex motor-powered aircraft registered in a third country

Derogations for non-commercial operations with twin turboprop aeroplanes

Operators of twin-turboprop aeroplanes with an MCTOM of 5 700 kg or less performing non-commercial operations must comply with the provisions of Part-NCO.

Annex III (Part-ORO, Organisation Requirements) of Regulation (EU) No 965/2012 is not applicable to them.

This alleviation was published in Reg. (EU) 2016/1199.

Operators having their principal place of business in a third country and performing NCC operations with aircraft registered in a Member State may have to comply with the rules of the EU Member State (State of Registry) related to the aircraft if the State of Registry has not delegated its responsibilities to the State of the Operator.