

How to Meet Part NCC with IS-BAO

The IS-BAO is performance-based and conforms to ICAO Annex 6 Part II and Part III, Section 2, as well as many other industry best practices. Operators who implement the IS-BAO facilitate IBAC's mission of creating harmony in business aviation operations. However, EASA Part NCC is prescriptive and places other requirements above that of the ICAO. Because the IS-BAO covers most of the Part NCC requirements, an operator can meet their Part NCC obligations via IS-BAO. Here's how:

1. Implement the IS-BAO
2. IS-BAO Standard 3.3, Compliance Monitoring, states, "Each aircraft operator must establish and maintain a system for identifying applicable regulations, standards, approvals and exemptions and demonstrating compliance with them."
3. Utilize the Part NCC / IS-BAO Gap Analysis Tool by IBAC to ensure all Part NCC items not covered by IS-BAO are met.
4. Accomplished!

IS-BAO Recognized by EASA

IS-BAO was granted official European recognition as an industry standard for business aircraft operations. This recognition was achieved through a European Committee for Standardization (CEN) Workshop Agreement (CAW).

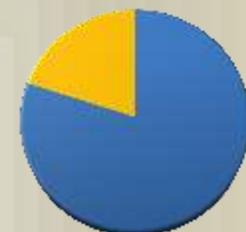
Non-Commercial operators can list IS-BAO Implementation and Registration as an alternative means of compliance used in meeting the requirements of Part NCC.



Future Solutions Now

Meet EASA Part NCC with IS-BAO

IS-BAO conforms to most of EASA Part NCC. The gap can be met using an Part NCC / IS-BAO Gap Analysis Tool by IBAC.



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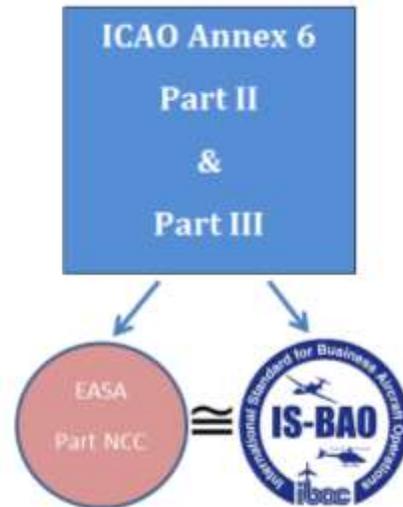
The IS-BAO - An International Standard for Business Aircraft Operations was developed by the business aviation and international helicopter communities to promote aviation safety in those communities.

The purpose is to promote global standardization and to assist operators in establishing quality flight operations using best practices of business aircraft and of helicopter operations world-wide.

The IS-BAO generally reflects the requirements of ICAO Annex 6, Part II and Part III, Section 2, plus other industry best practices. The IS-BAO was originally developed over two years (2000 - 2002) by the International Business Aviation Council (IBAC) and its member associations. In 2009 the IS-BAO was officially recognized as a European Standard by the European Committee for Standardization.

In 2010 and 2011 IBAC worked with the Helicopter Association International (HAI), the British Helicopter Association (BHA) and the European Helicopter Association (EHA) to adapt the IS-BAO to include helicopter operations which resulted in the second edition of the IS-BAO.

The EASA Part NCC, which is the operating rules for non-commercial operation of complex motor-powered aircraft, along with some provisions in Part ORO, (Operator Responsibilities Air Operations) are also designed to reflect the requirements of Annex 6 Part II and Part III, Section 2, plus other EASA provisions.



EASA requires the non-commercial operator of complex motor-powered aircraft to notify (Declare) to the Competent Authority the means by which they will comply with Part NCC.

This Operator Declaration Form is appended to ORO.DEC.100

(If applicable)

The operator has implemented and demonstrated conformance to an officially recognised industry standard.

Reference of the standard:

Certification body:

Date of last conformance audit:

EASA Basic Regulation allows Part NCC operators to utilize alternative means of compliance to meet their obligations. Therefore, Part NCC operators may declare the IS-BAO Implementation and Registration as their means of meeting the requirements specified by the EASA rules for the non-commercial operation of complex motor-powered aircraft.