

ICAO Compliant Operations
GENERAL COMPARISON TABLE showing basic differences
Private Ops (Complex Aircraft or Equivalent)

Requirement	OPS Manuals	SMS	ERP	Accountable Manager	Safety Manager	CAMO (or Tech. Rep.)
1 Non ICAO compliant OPS						x*
2 ICAO Compliant OPS	x	x	x	x	x	x

1 Non ICAO compliant private OPS (today) pertain to such registries as the FAA, IofM and EASA.

2 ICAO compliant private OPS already apply to the BDCA, CAACI. IofM is now enforcing changes to meet these requirements, while the EU is intending to enforce Part NCC applicable to Operators of EASA and non-EASA registered aircraft, with their principle place of business in Europe by Aug. 2016.

* FAA Part 91 Operations do not require CAMO.

IS-BAO	PART NCC
-	Legal Operator Responsibility
(NOTE: refer specific rules/requirements for other states)	
A standard	A requirement
Performance Based	Compliance Based
3 rd Party Audit	NAA or local authority Audit
<i>Refer to IS-BAO / Part NCC Matrix for detailed differences.</i>	

