



EUROPEAN AVIATION SAFETY AGENCY
AGENCE EUROPÉENNE DE LA SÉCURITÉ AÉRIENNE
EUROPÄISCHE AGENTUR FÜR FLUGSICHERHEIT

OSWG, Joint Session

Third Country Operators

Naval Heritage Center
Washington, DC
17 October 2012

Your safety is our mission.
easa.europa.eu



European Union and EFTA countries



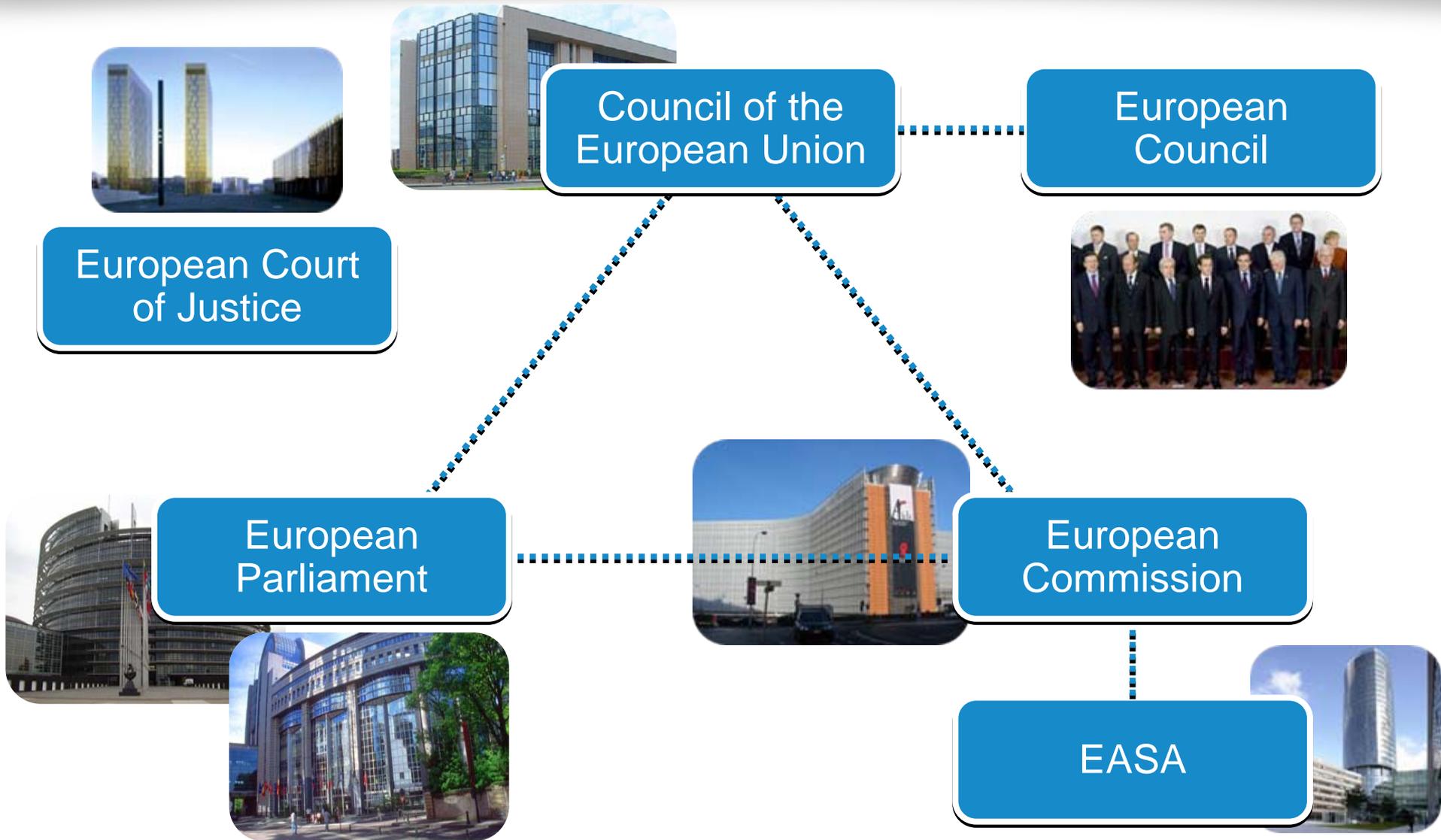
27 EU states



4 EFTA states



The institutions





The EU aviation safety system





About EASA



Founded in 2003



Built on experience
from the JAA



Located in
Cologne, Germany



Staff of more than
700



Headed by Mr
Patrick Goudou



The European civil aviation safety system

R 1592/2002

- Initial and continuing airworthiness (aircraft)
- Environment (noise/emissions)

IR's in place since 2003

R 216/2008

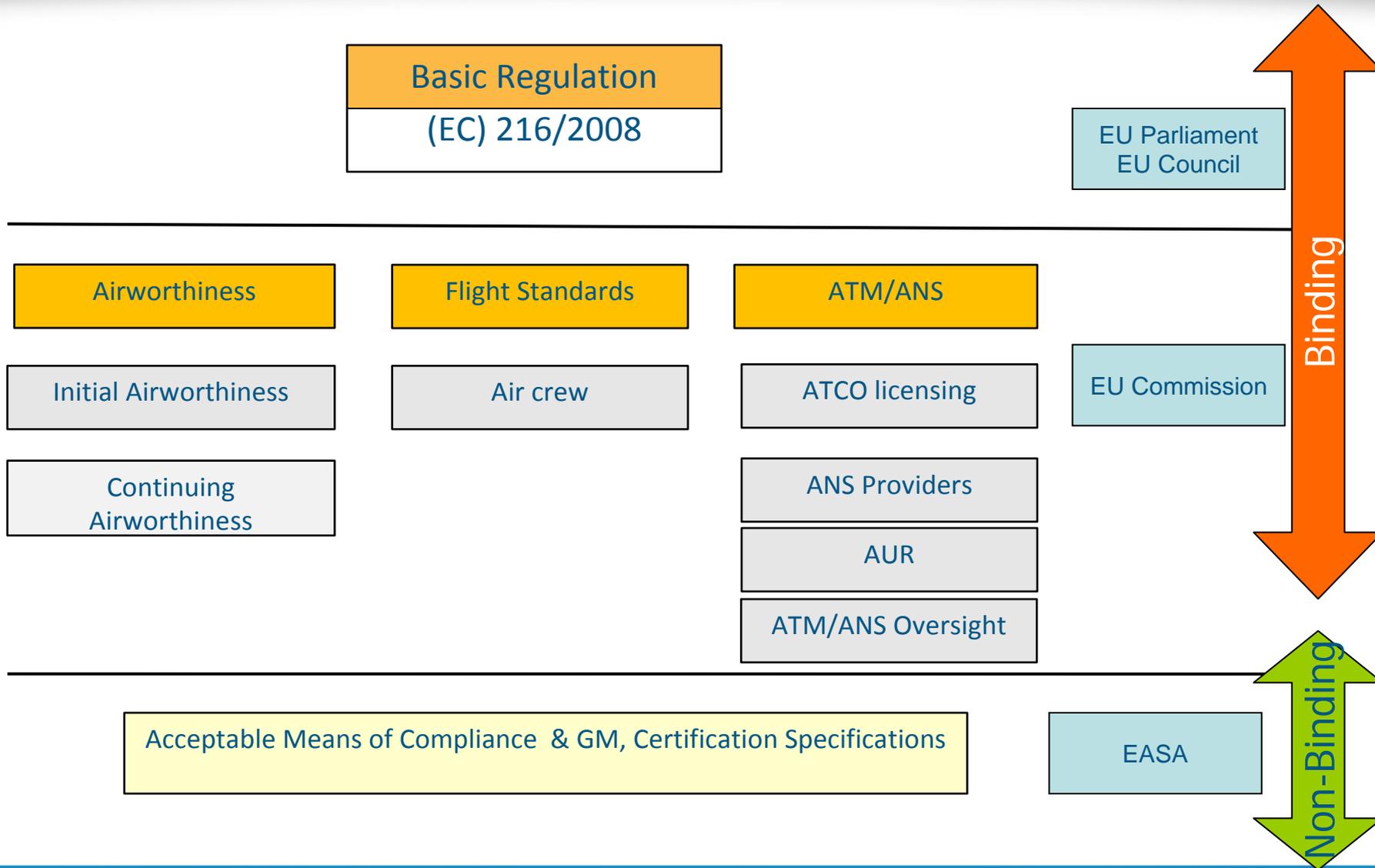
- Air operations (operators)
- Crew licensing (flight and cabin crew)
- Authorisation for third country aircraft

R 1108/2009 amending 216/2008

- Aerodromes
- Air Traffic Management
- Air Navigation Services

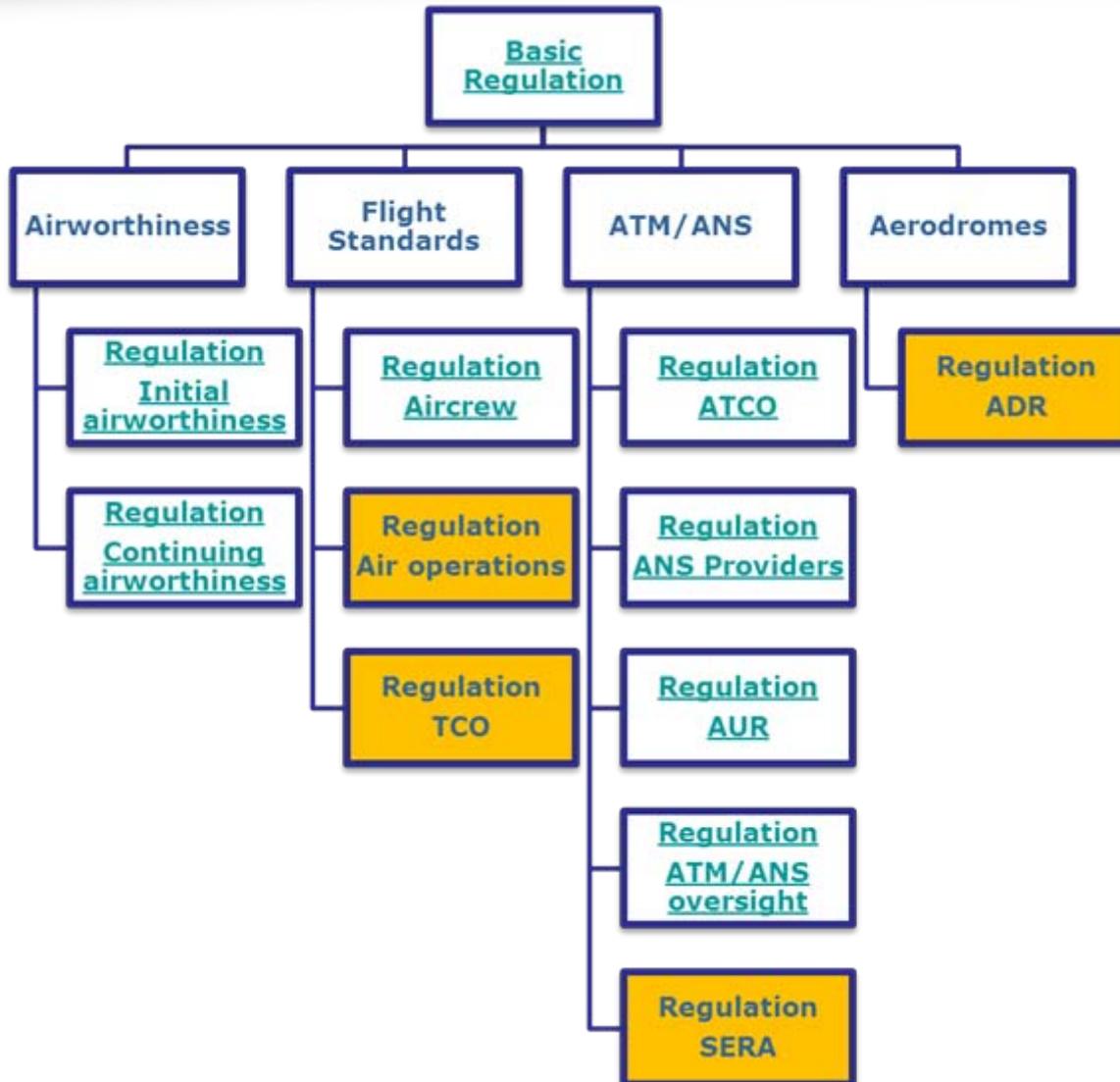


Regulations structure





Regulations structure



- **ATM/ANS:** air traffic management, air navigation services
- **TCO:** third country operators
- **ATCO:** air traffic controllers' licensing
- **AUR:** airspace usage requirements
- **SERA:** standardised European rules of the air
- **ADR:** aerodromes



Third country operators



Content

Introduction

Legal framework/Scope

Assessment methodology

Relation Part-TCO and the EU Safety List



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CRD 2011-05

Comment Response Document (CRD) –TCO is published on 26 January 2012

Consultation period until 26 March 2012

The Agency received 29 reactions from 11 NAAs, professional organisations and private companies



Current planning

Publication Date NPA 2011-05	End of Comment Period	CRD published	Opinion to Commission	Publication Official Journal
<i>01 April 2011</i>	<i>08 July 2011</i>	<i>26 January 2012</i>	<i>4th Quarter 2012</i>	<i>2013</i>



Harmonisation and Simplification

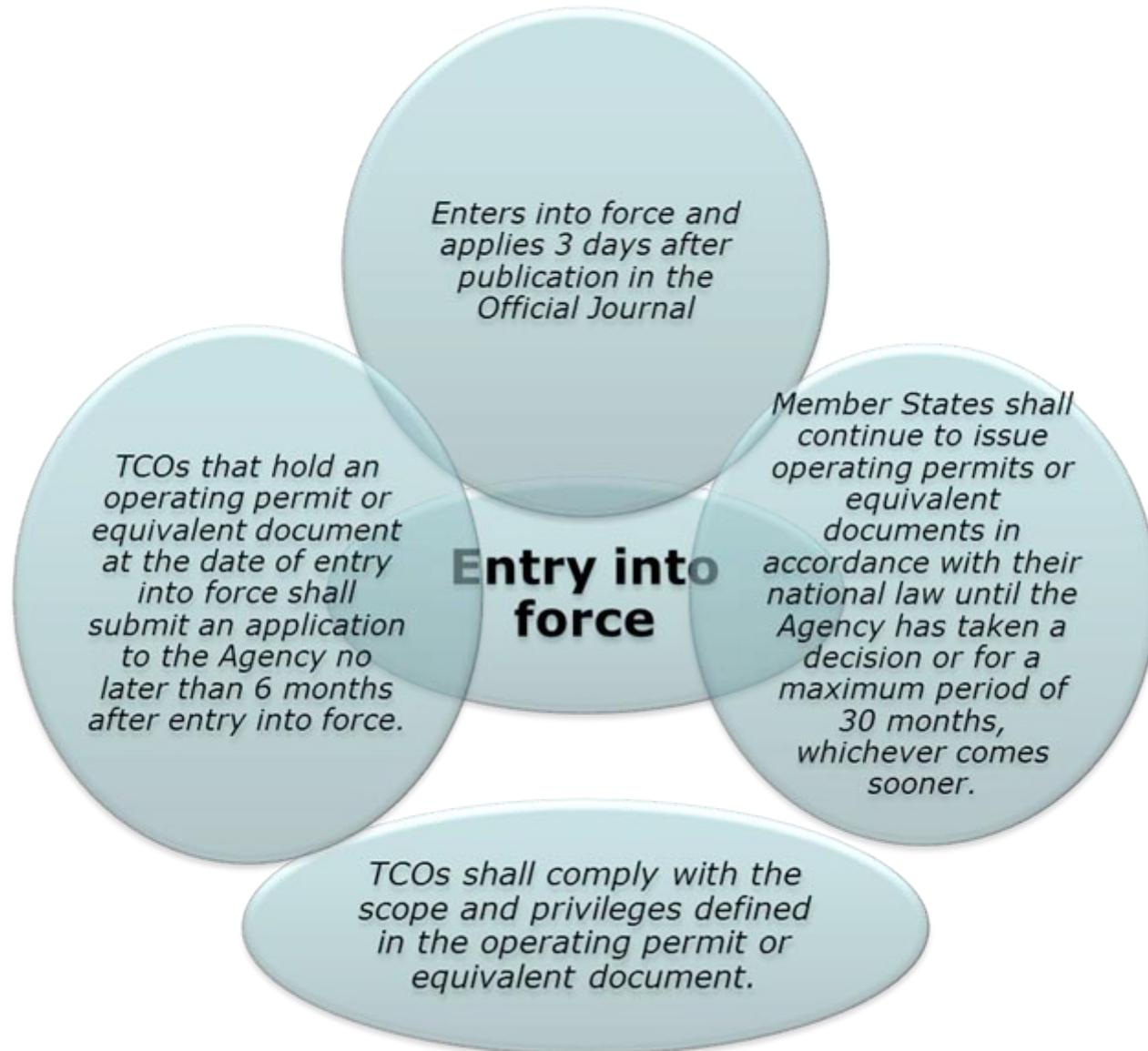
One Authority (EASA)

One Assessment methodology

One EU Authorisation



Transition period





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Legal Framework

Article 9(1) Regulation (EC) No 216/2008

*"Aircraft referred to in Article 4(1)(d), as well as their crew and their operations, shall comply with applicable ICAO standards.
(...)"*

(...) To the extent that there are no such standards, these aircraft and their operations shall comply with the requirements set out in Annexes I, III, IV and, if applicable, Annex Vb, provided these requirements are not in conflict with the rights of third countries under international conventions."



- **Additional EU Requirements**

- ▶ **In-flight fuel management (TCO OPS.200)**

- New Annex 6 Part I, 4.3.7 "Fuel management"
(envisaged as applicable from November 2012)

- ▶ **Pre-flight inspection (TCO OPS.205)**

- Common Practice for Annex 6 Part I, 4.3.1(a) and
Part III, 2.4(7)

- SAFA "Pre-flight inspection" Item A24

- ▶ **flight compartment seats for helicopters
(TCO OPS.200)**

- Annex 10(1)(a) of Regulation (EC) No 300/2008



SCOPE

**Authorisation by
the Agency**

**Third country operators performing CAT operations,
including operators on the EU Safety List**



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Assessment Criteria



1. State Dimension:

- How capable is the State in pro-actively managing the aggregated risk of all its certified operators?
- How much credible data is available to us from that State?

2. Operator Dimension:

- Do we have data that provide confidence that an operator is capable to operate in compliance with international standards?
- What is the risk exposure to EU citizens by the intended scope of operations?





Comments from stakeholders

Assessment methodology should be *simple, proportionate, cost-effective and efficient* in all cases (desktop based on:

USOAP

Limited to oversight capabilities of states

International register of AOC

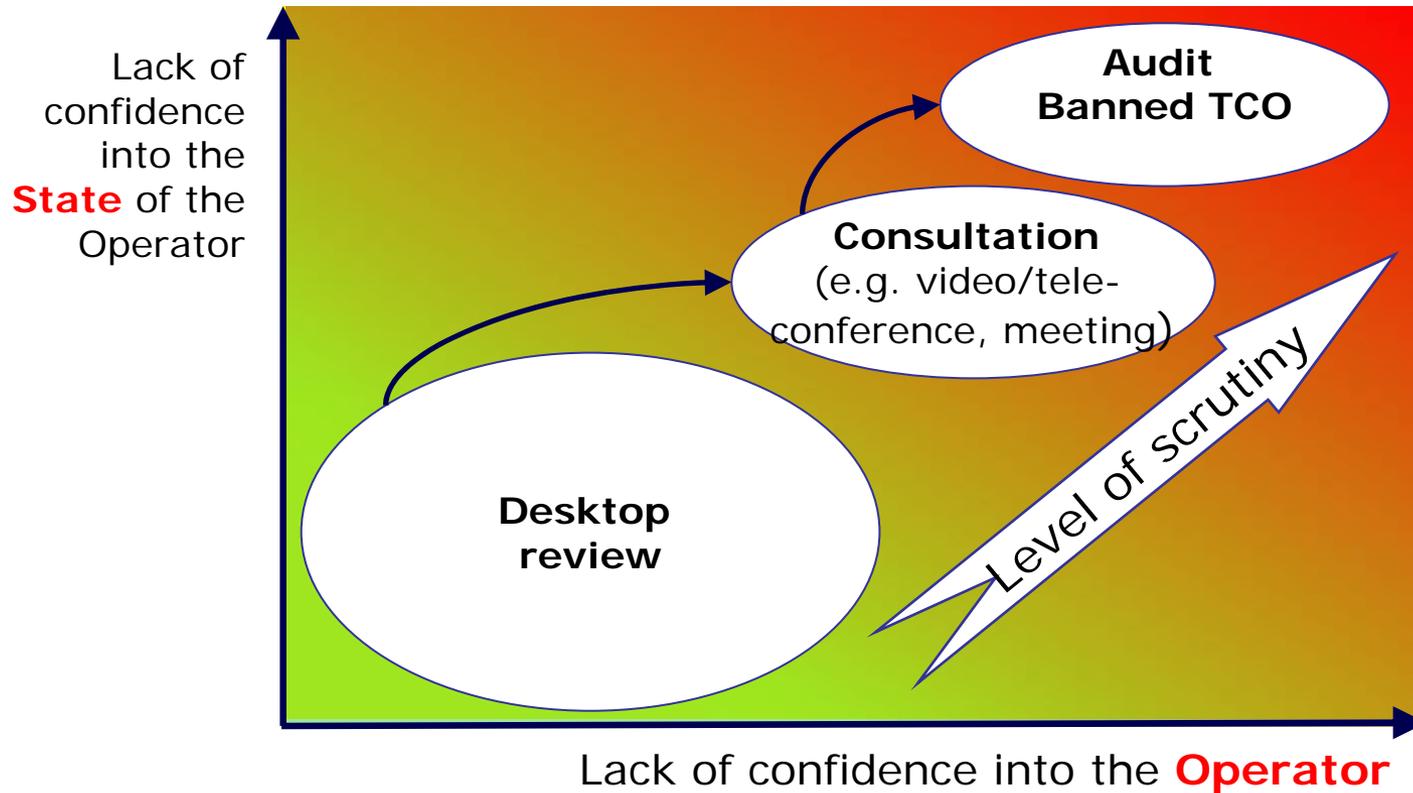
On-going process

IOSA programme

Limited to assessment of airlines



TCO Assessment Model (proposed)



- The TCO Assessment Model is a tool to decide upon the **level of assessment** for each TCO applicant
- It will **not decide upon the authorisation** itself!





TCO Assessment levels (proposed)

Population: 850+ TCOs from 100+ States

Expected distribution of assessment levels

Vast majority to be processed in a simple, straight-forward document review

A minority to be assessed by means of further investigations (consultations as deemed necessary, video-/teleconferencing)

Only banned TCOs or TCOs subject to an enforcement measure (i.e. suspension) will be audited



Assessment methodology

The State of the operator remains responsible for the certification and safety oversight of the operator

The authorisation process should be understood as a validation process that aims at verifying the reliability of the originally certified information

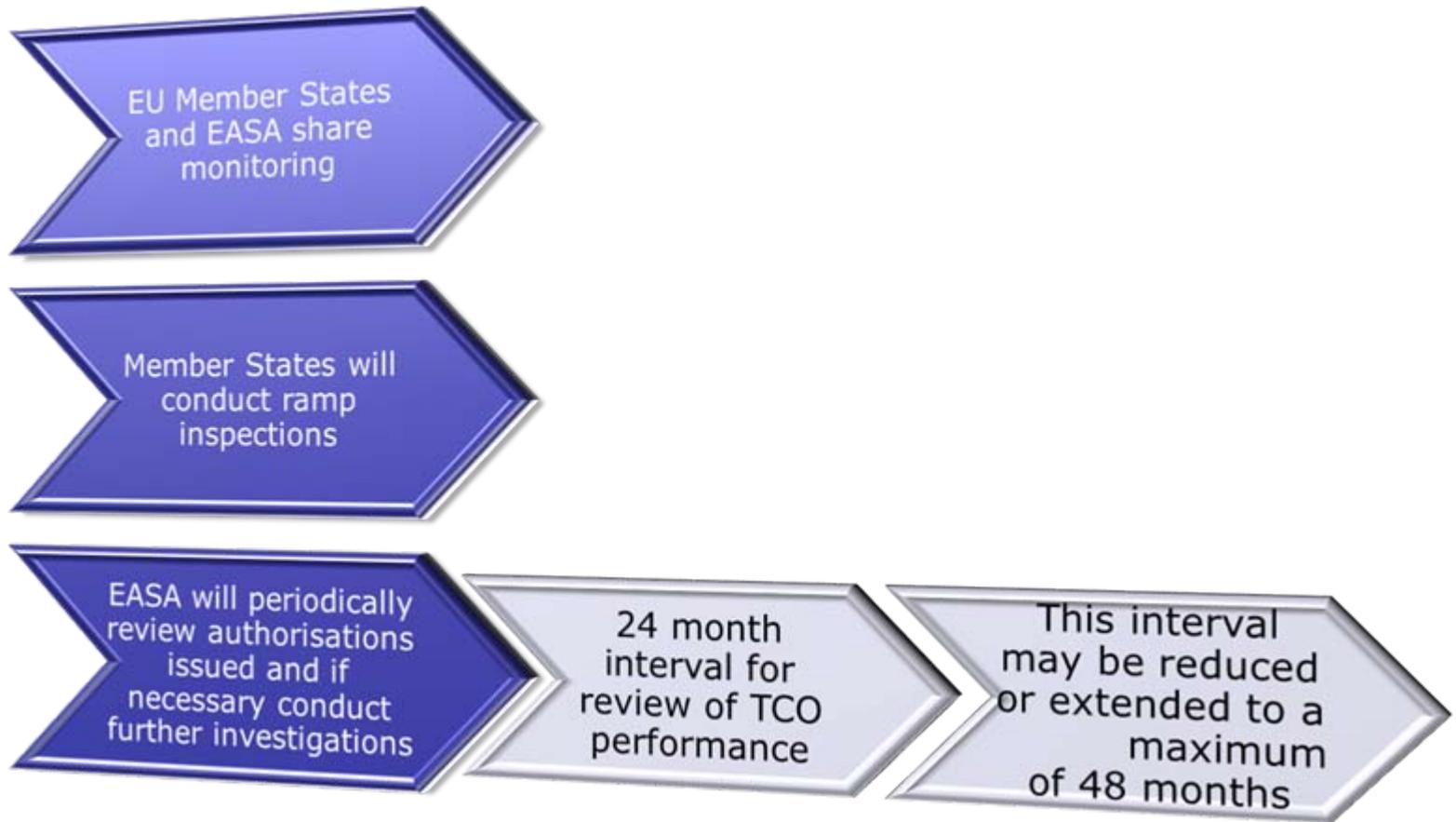


No significant safety findings

- Simple process based mainly on foreign AOC & Opspecs and oversight capabilities of SoO.

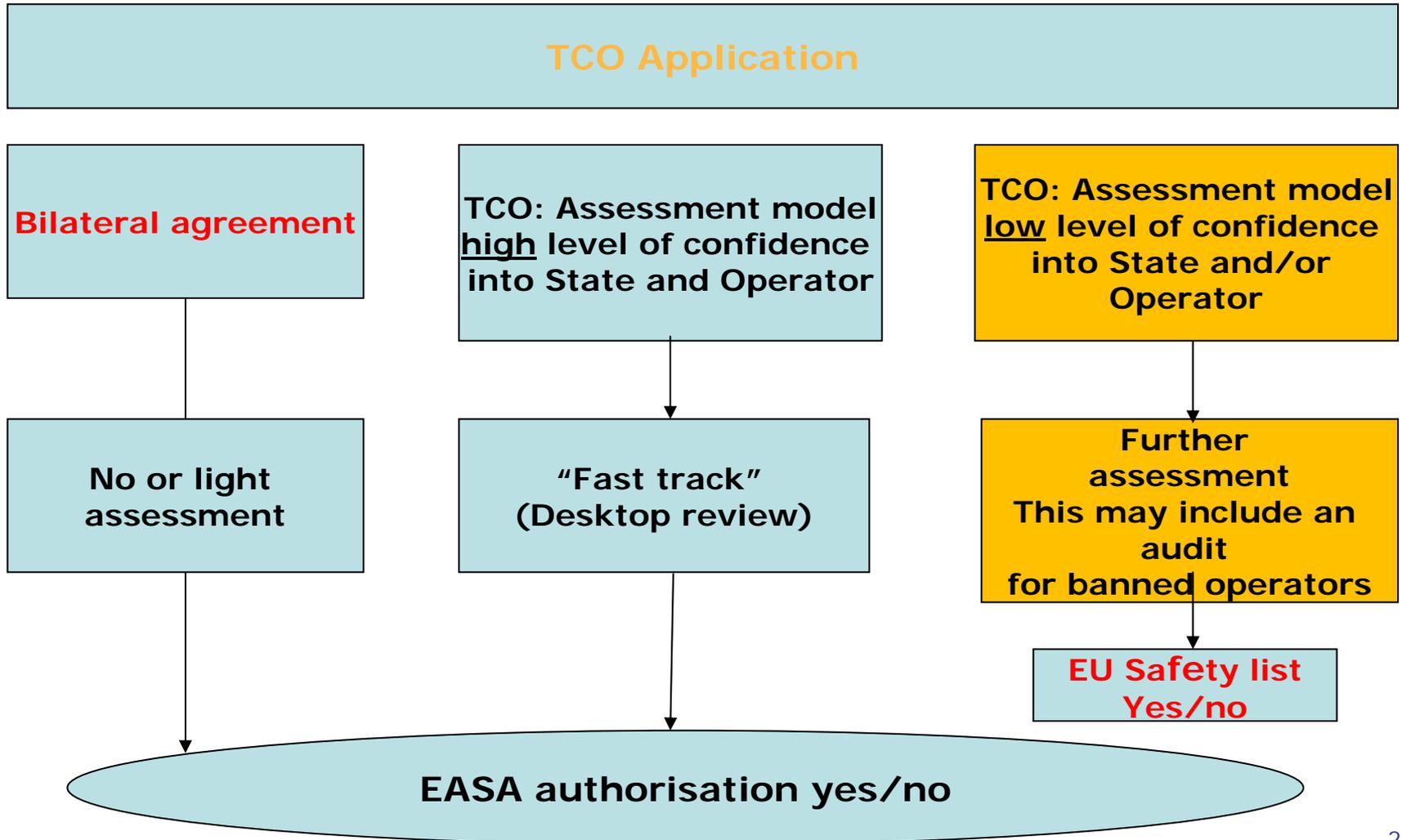
Significant safety findings

- Applicant subject to further review (e.g. investigations).
- *Onsite audit for banned operators*





Overview





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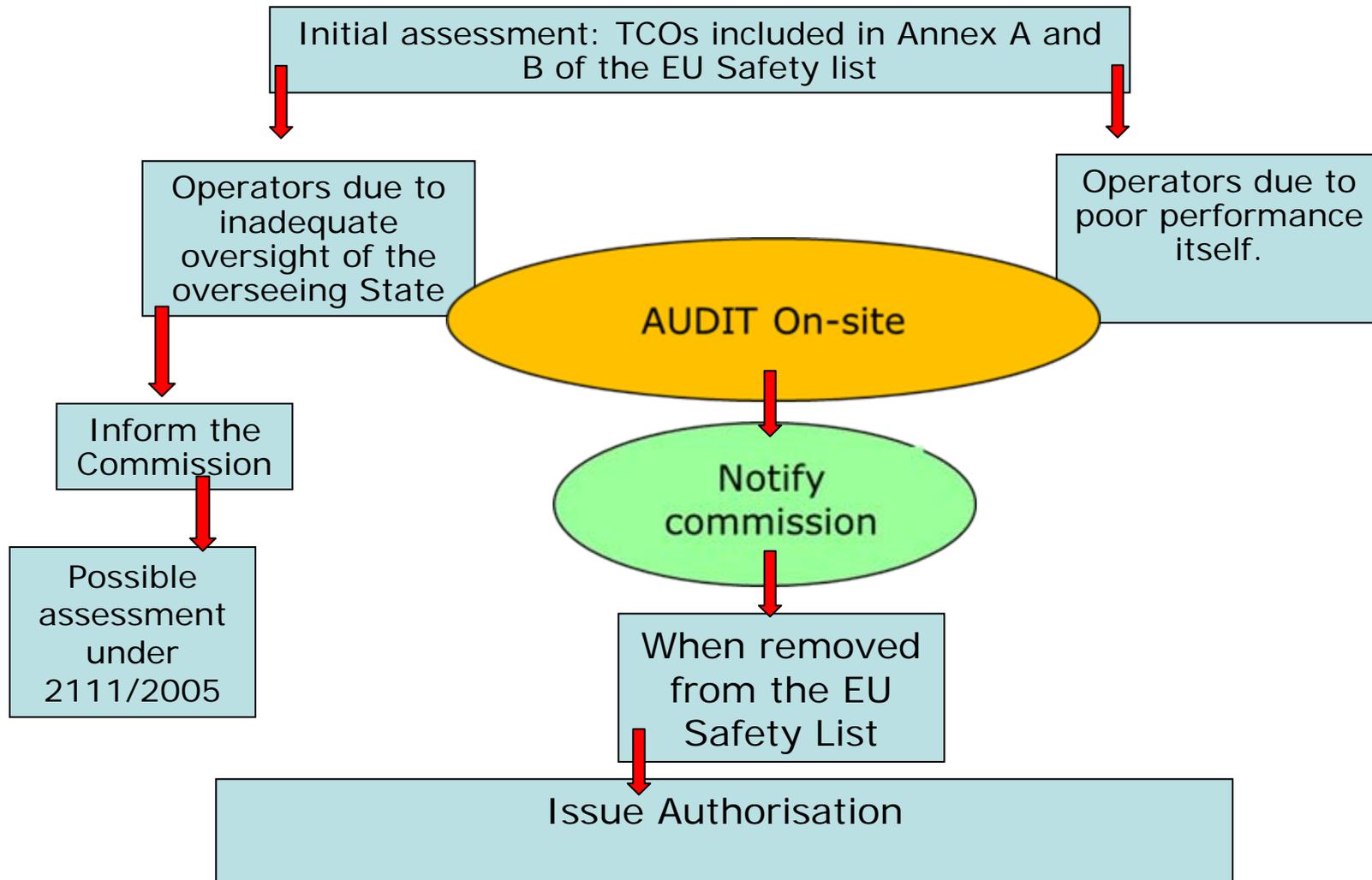
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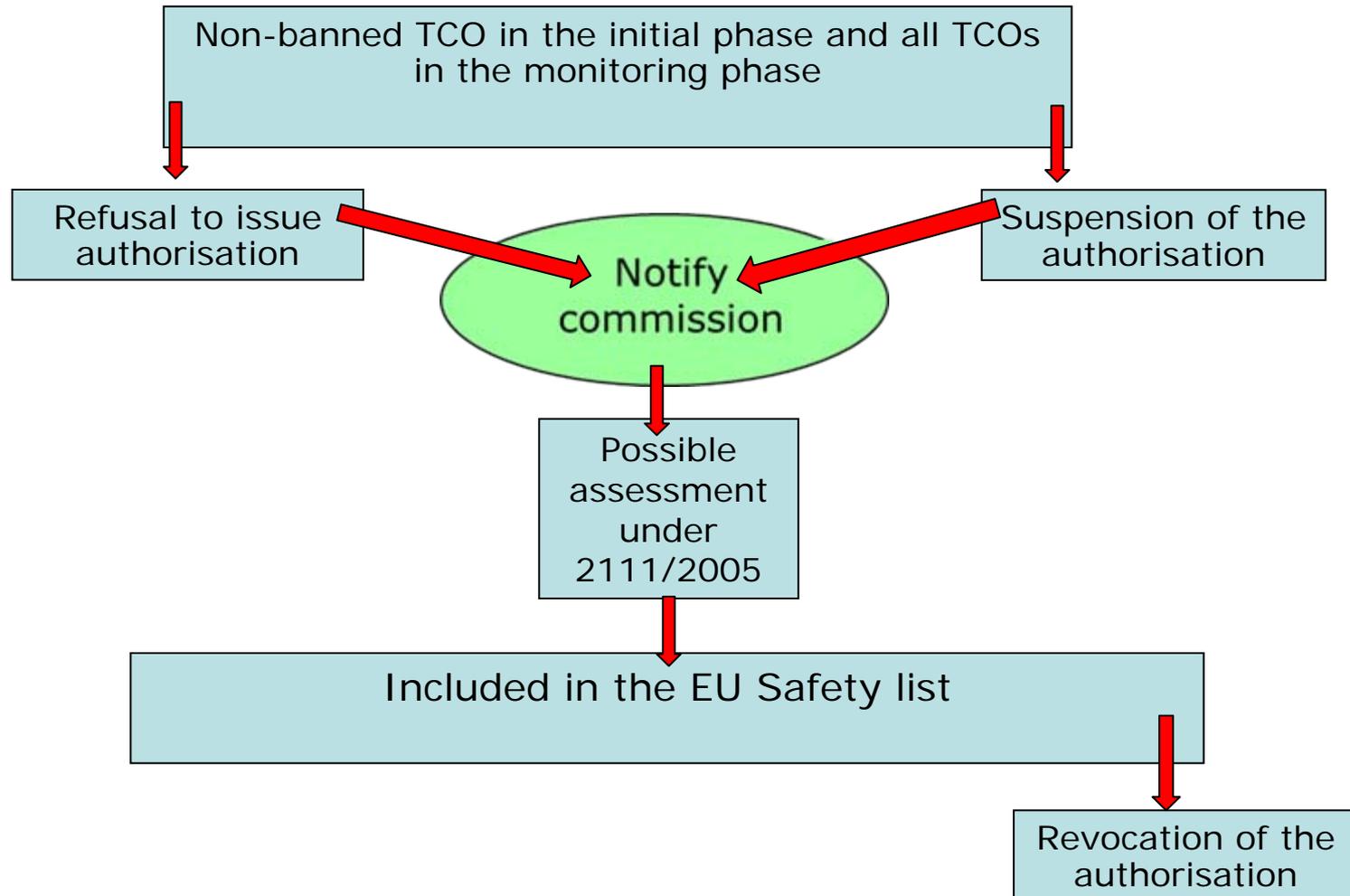


TCO on the EU Safety list





Candidates for the EU Safety list





Key points

- ▶ Annex 6 Part I, 4.2.2.2 "Surveillance of foreign operators (*National schemes already in place*)
- ▶ TCOs must adhere to ICAO standards
- ▶ Harmonisation of existing different approval systems (one set of rules) in the EU
- ▶ Simplification
 - *one Authority (the Agency), one assessment methodology (Part-TCO) and one Authorisation*
 - *In the majority of cases desktop reviews only*
 - *on-site visits only for banned operators or operators subject to an enforcement measure, i.e. suspension*
- ▶ Alignment with the EU Safety List



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TCO latest news:

<http://easa.europa.eu/approvals-and-standardisation/third-country-operators-authorisations.php>



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**Thank you for your
attention**

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