

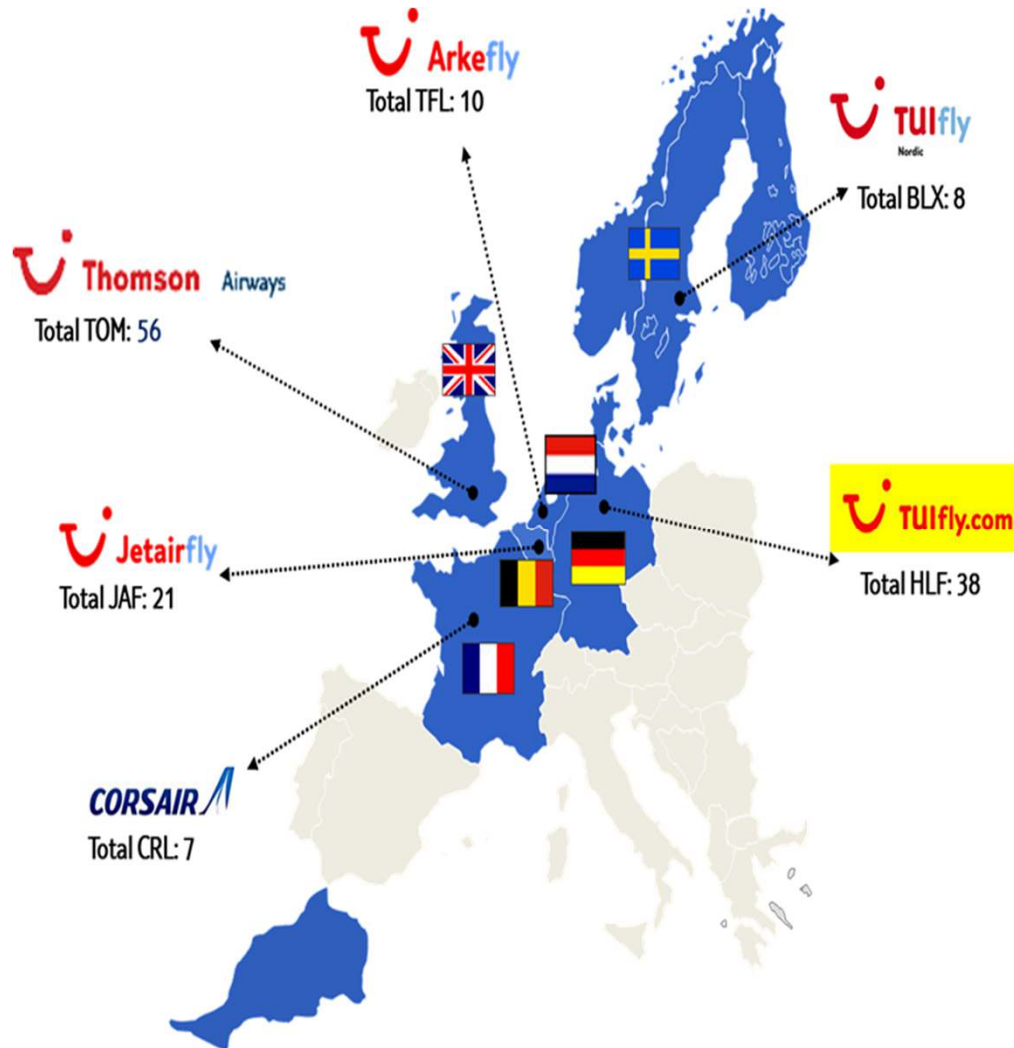
Oversight of Operators with Activities in Different Member States

Johan Gauermann – Director Flight Operations, TUIfly Nordic
Lars Kristiansson - Flight Operations Inspector, Swedish CAA



The Point of View from the Operators.....

TUI Travel plc Fleet



- Total order book of 15 B787-8s
- TOM & JAF have entered service
- TFL EIS = May 14
- BLX EIS = May 15

Challenges.... And Opportunities

- Single Aircraft Fleets
- Limited 787 standby capability
- LH planning
- Traffic Rights
- Positioning flights
- Common EASA Regulations
- Different interpretations of EASA amongst TUI Airlines & NAAs
- Utilise standby 787
- Create 1 x TUI LH programme
- Reduce costs
- Enhanced safety
- Greater oversight & best practice
- Standardisation across TUI airlines & EASA/NAAs

Create “virtual” fleet of B787s across 4 AOCs

B787 – Exchange of Aircraft & Crew



Creating a Virtual B787 Fleet.....

B787 OM-B

Creating a Virtual B787 Fleet.....

Air Operator Management System
(EASA OPS1 ORO.GEN200)

**National
Requirements**

**EU Security
requirement**
(EU VO 300/2008)

***E-IOSA
Requirements***

OM-A

CAME

B787 OM-B

OM-C

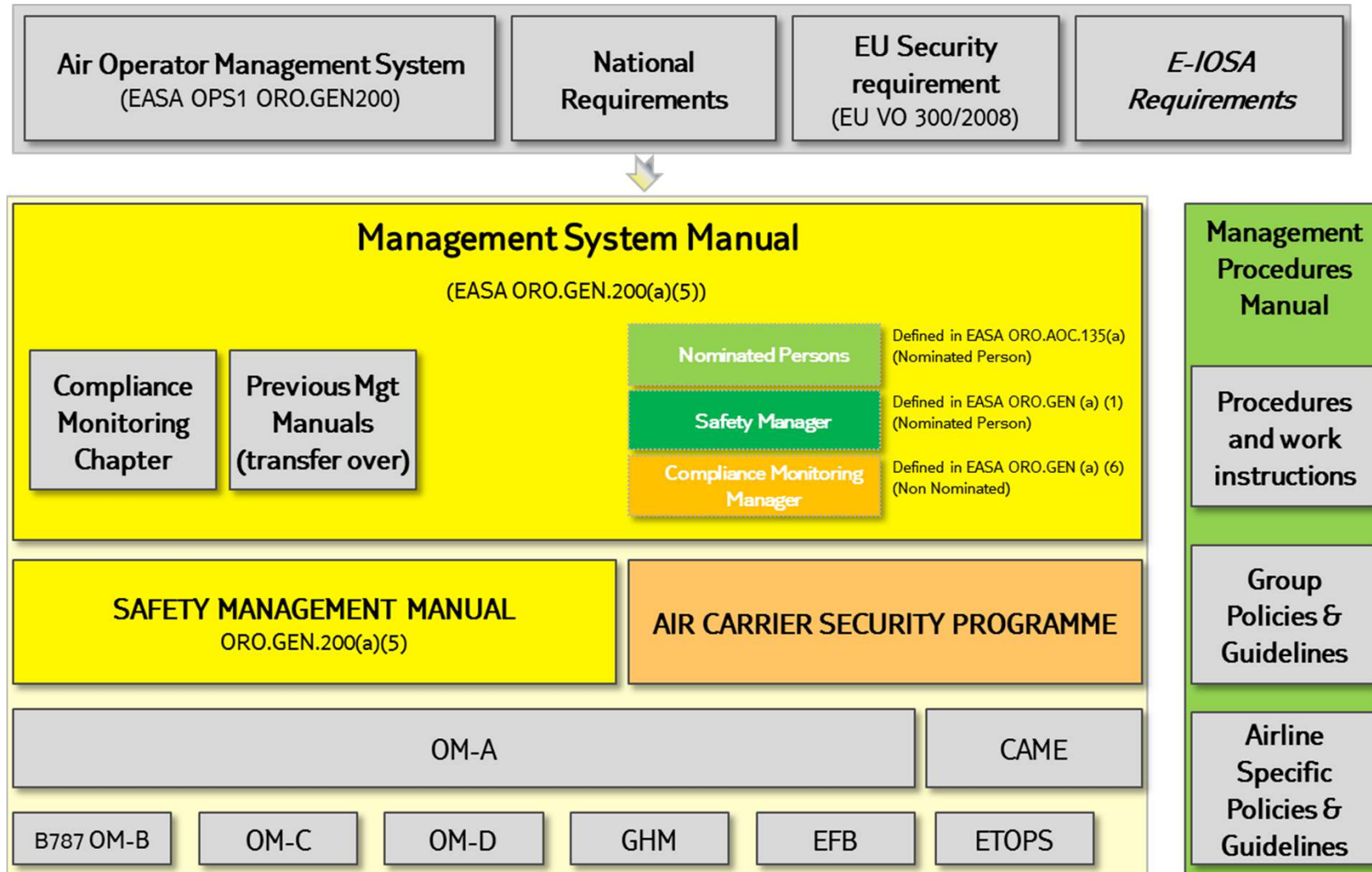
OM-D

GHM

EFB

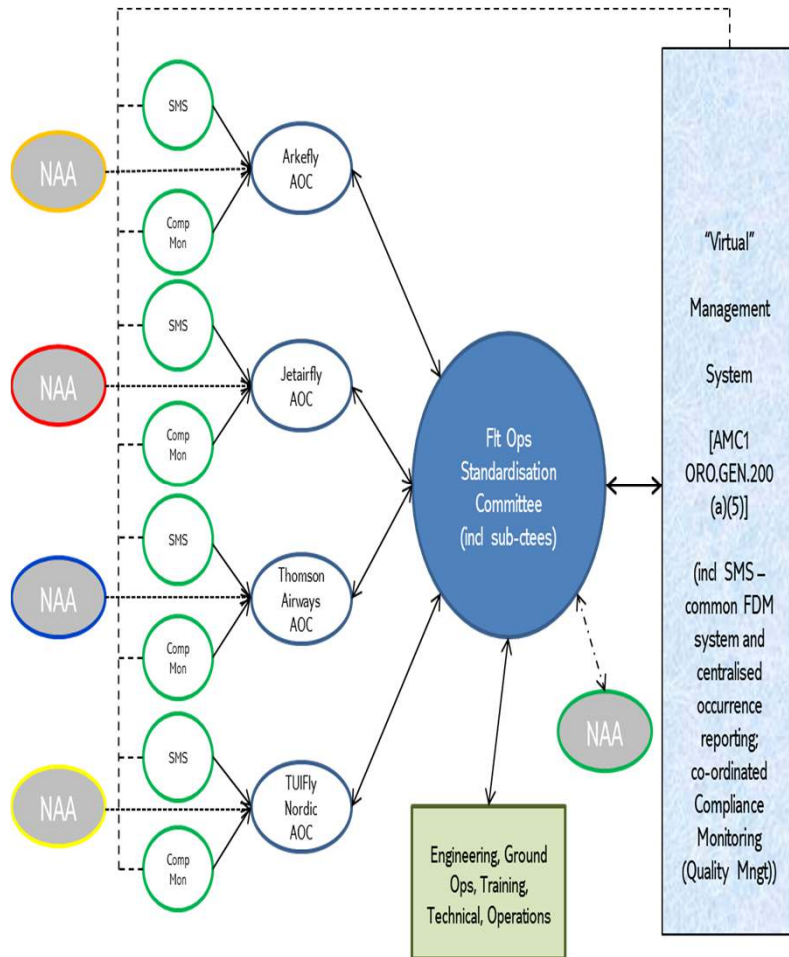
ETOPS

Creating a Virtual B787 Fleet.....



- TUI Group Common manual suite will be submitted to the NAAs
- Ability to mix crews across all AOCs
- TUI have requested “Collaborative Oversight”
- “Ad Hoc Dry Lease” process

TUI Travel plc Flight Ops Steering Committee – B787 Operational Governance Process



Combined Flight Data Monitoring

Shared Flight Safety Investigations

Increased oversight

Common risk management system

Supporting EASA standardisation

The Point of View from the Authorities....



Inspectie Leefomgeving en Transport
Ministerie van Infrastructuur en Milieu



TUI Group Interoperability Project

NAA's point of view

First meeting Aug. 2013 EASA Cologne

- How time and budget consuming will this be
- Is it possible to find a way through this project
- Large scope of questions to be asked
- The NAA role in this project
- EASA an important part to clarify intent of regulation

First step, Ad Hoc Dry lease

- From 2-3 weeks down to a few hours
- Leasing experts
- Airworthiness experts
- Which AOC is responsible for the aircraft
- Which CAMO is responsible for the aircraft
- Separate meetings with NAA and AOC Airworthiness and leasing experts

Cooperation between four NAA's

- Ex. Revision of TUI group OM-A
- Thomson Airways in charge of OM-A
- Revision to be accepted / approved by NAA
- Four different inspectors reviewing the same manual ?
- How to handle findings during the review, coordination
- Training
- Line inspections
- TUI group has to find a way to make all documents accessible for the four NAA's

Underlying Regulation – ARO.GEN.300

ARO.GEN.300 Oversight

- (a) The competent authority shall verify:
 - (1) compliance with the requirements applicable to organisations prior to the issue of an organisation certificate or approval, as applicable;
 - (2) continued compliance with the applicable requirements of organisations it has certified;
 - (3) implementation of appropriate safety measures mandated by the competent authority as defined in ARO.GEN.135(c) and (d).
- (b) This verification shall:
 - (1) be supported by documentation specifically intended to provide personnel responsible for safety oversight with guidance to perform their functions;
 - (2) provide the persons and organisations concerned with the results of safety oversight activity;
 - (3) be based on audits and inspections, including ramp and unannounced inspections; and
 - (4) provide the competent authority with the evidence needed in case further action is required, including the measures foreseen by ARO.GEN.350 and ARO.GEN.355.
- (c) The scope of oversight defined in (a) and (b) shall take into account the results of past oversight activities and the safety priorities.
- (d) Without prejudice to the competences of the Member States and to their obligations as set out in ARO.RAMP, the scope of the oversight of activities performed in the territory of a Member State by persons or organisations established or residing in another Member State shall be determined on the basis of the safety priorities, as well as of past oversight activities.
- (e) Where the activity of a person or organisation involves more than one Member State or the Agency, the competent authority responsible for the oversight under (a) may agree to have oversight tasks performed by the competent authority(ies) of the Member State(s) where the activity takes place or by the Agency. Any person or organisation subject to such agreement shall be informed of its existence and of its scope.
- (f) The competent authority shall collect and process any information deemed useful for oversight, including for ramp and unannounced inspections.

Cooperative oversight across involved NAA's

- Letter from AOC to NAA
- NAA Directors to decide if this cooperation is legal, practical.
- Can the Swedish Authority claim that they have oversight when an inspection is performed by an inspector from Holland ?
- Memorandum of understanding between all parties involved in this project

Summary & Lessons Learned

- Common Manuals to enable TUI to mix B787 crews across AOCs
- NAAs committed to working towards collaborative oversight
- Support of EASA has been invaluable
- Early identification of risks
- Don't underestimate the changes that EASA Air Ops brings!

- THANK YOU & QUESTIONS?

