

**AIR-OPS workshop,
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Code-share : a French outlook

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Contents

- How we deal today with code-share applications
- Code-share in IR-OPS : a few questions

Code-share today

- French regulation (arrêté) on franchise, leasing and code-share

Arrêté du 30 août 2006 relatif à l'autorisation des opérations d'affrètement, de franchise et de partage de codes des entreprises françaises de transport aérien pris en application de l'article R. 330-9 du code de l'aviation civile

- Refers to EU regulations 216/2008 (1592/2002), 1008/2008 (2407/92), and 2111/2005
- Approval required before implementation
 - Distinguishes between communautary and TCO operators



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Code-share today



- We take SAFA results into account
- Community operators : valid AOC
- Third country operators (TCO)
 - « internationally recognized aviation states » (eg. USA, Canada) : valid AOC
 - Other : **audit**

Code-share today

- TCO from other than internationally recognized aviation states : audit
 - Operations (incl. flight) and airworthiness
 - Reference framework : Annex 6, part I
 - Performed by competent auditors
 - From the airline
 - From a third party provider
 - Written statement from AM/CMM stating that the TCO is ICAO-compliant
- IOSA accepted as « audit by a third party provider»
 - Written statement from CMM/AM endorsing the TCO due to its IOSA registration

Code-share after the 28th of October



Preliminary disclaimer :
this is still under discussion in the French CAA!

- Code-share with a communautory operator: no prior approval
 - notification of operations
- Code-share with a TCO : **prior approval required**
 - A TCO authorisation is not enough
 - TCO authorisation required for code-sharing within/from/to european territories, not if the code-shared operations take place outside these territories

Code-share after the 28th of October



- Code-share with TCO : how will DGAC France satisfy itself that the TCO complies with the applicable ICAO standards?
 - TCO authorisation if needed
 - SAFA results
 - State of the operator : “Safety list” and consultations in the framework of EU reg. 2111/2005
 - Code-share audit programme of the French operator

(detailed check probably included in audits of the management system. We will probably only ask for any updates when studying a code-share application)

– TCO audit

– “Compliance statement” from French airline, endorsed by AM or CMM



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Code-share after the 28th of October



- Code-share with TCO : TCO audit
 - Full audit report (including C/L)
(audit should include a flight observation)
 - Corrective actions taken by TCO and their assessment by the French operator
 - Study of the audit/corrective actions
 - Acceptability of the third-party provider, if any
 - Is IOSA an acceptable third-party provider?

To be determined in liaison with EASA

We need a full assessment of the IOSA program's compliance with AMC2 ORO.AOC.115(b)

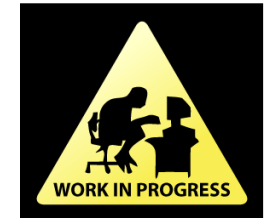


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Code-share after the 28th of October



- Code-share with TCO : is IOSA an acceptable third-party provider?
 - Can we consider the IOSA program as a third party provider when there are many IOSA-accredited audit organisations?
 - The audit organisation is, to a certain extent, chosen by the auditee (TCO)
 - We need to assess regularly the latest IOSA C/L, evaluation system and requirements regarding auditors

*IOSA should be assessed at European level
to ensure a “level playing field” to all EU operators*



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Any questions?

