European Union Aviation Safety Agency

Third Country Operators - General

Are approvals obtained in the field of aviation security (e.g., ACC3) considered in the TCO authorisation process?

Answer

No. TCO is a flight safety (not an aviation security) assessment. To this end, TCO addresses security-related issues only to the extent that these are relevant to flight safety and part of an ICAO standard applicable to air operators pursuant to ICAO Annex 6 (reinforced cockpit door, security training programs, etc.). ACC3 is subject to a separate EU regulation that is unrelated to the TCO Regulation.

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14/03/2023

Link:
https://www.easa.europa.eu/en/faq/19589

How long should we expect the process to take for the initial TCO authorisation?

Answer

Although article TCO.300 (b)(1) of the TCO Regulation requires operators to submit their application at least 30 days before the intended starting date of operation, it is highly recommended to submit the application well in advance of the intended operation in order to allow for sufficient lead time for the technical assessment. Pursuant to article ART.200(b), EASA shall complete the assessment within 30 days, after the operator has submitted a complete application and has submitted all relevant material requested by the Agency. . Where EASA decides to conduct further assessments, to invite operators for a meeting or to perform an on-site audit, the timeline of 30 days does not apply and the TCO authorisation process can take several months, especially where the technical assessment results in findings that must be closed before EASA can issue the authorisation.

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https://www.easa.europa.eu/en/faq/19586

How is the economic aspect of the approval (commercial traffic rights - air services agreement) split from the EASA Safety oversight element?

Answer

EASA TCO only takes over the safety-related part of foreign operator assessment, whereas operating permits (commercial traffic rights) will continue to be issued by individual Member States. EASA does not (and cannot) issue operating permits and these remain an area of national responsibility. A valid TCO Authorisation is a prerequisite before a Member State can issue an operating permit.

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Link:
https://www.easa.europa.eu/en/faq/19543

Does EASA collect any fees or charges to operators under Part-TCO?

Answer

Third Country Operators authorisation processes are subject to fees as per EASA's "Fees and Charges" Commission Implementing Regulation (EU) 2025/2347. The published amounts are subject to annual update.

Flat fees apply in the context of both initial application and continuous monitoring activities.

In addition, when further assessment is justified according to the criteria set in the Part-TCO Regulation and following the established risk-based approach, EASA may decide to:

- Perform "Further Assessment"
- Invite operator to technical meetings at EASA headquarters in Cologne, in fully remote or in hybrid mode for an additional fee or
- Conduct an onsite audit to Third-Country operator

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