European Union Aviation Safety Agency

Technical Issues

Does EASA require us to keep current a registry of aircraft?

Answer

All relevant operator information, including the aircraft used for flights under the TCO authorisation, is required to be kept up to date during the initial application and for as long as the TCO authorisation is valid. This is normally done by the operator, using the TCO web-interface.

No prior approval by EASA is required for an aircraft of the same type and variant to be added to an already-authorised fleet.

Should you wish to add a new aircraft type or variant (as identified by a different ICAO type designator), then prior approval from EASA must be obtained. This request needs to be submitted 30 days before the planned date of first use of the new aircraft type (TCO.315).

It is at the discretion of EASA to allow selected Business Aviation operators to start operation with a new type of aircraft without having to wait for prior approval. These operators will receive specifications for so-called “TCO Business Aircraft”, which combine aircraft of different types as long as they all meet specified criteria. Details are explained in the specifications associated to the TCO authorisation of the affected operators.

In general, all changes that require EASA to issue a new authorisation document or new technical specifications associated to the TCO authorisation will require prior approval by EASA.

Last updated:
14/03/2023

Link:
https://www.easa.europa.eu/en/faq/19584

Can EASA issue a TCO authorisation in the absence of any aircraft compliant with the applicable standards of the Annexes to the Chicago Convention?

Answer

No, if an applicant for a TCO authorisation does not declare at least one aircraft compliant with all applicable technical standards of the Annexes to the Chicago Convention, EASA will not issue a TCO authorisation and will mark the aircraft as ‘Not authorised’ in the online TCO web-interface.

Should a TCO authorisation holder remove all authorised aircraft from the aircraft listing in the web-interface, then EASA will render the TCO authorisation invalid.

Last updated:
14/03/2023

Link:
https://www.easa.europa.eu/en/faq/21111

My aircraft is not fitted with a reinforced cockpit door. Can I use it for flights to the EU?

Answer

Chapter 13 “Security” of Annex 6 to the Chicago Convention is fully applicable in the EU.

If your aircraft falls under the criteria for a reinforced cockpit door listed therein, but it is not equipped with one, it cannot be used for commercial air transport operations to the EU.

Last updated:
18/12/2019

Link:
https://www.easa.europa.eu/en/faq/19580

Can EASA issue a TCO authorisation to an operator with open SAFA ramp inspection findings?

Answer

Yes. However, Commission Regulation (EU) No 452/2014 (the ‘TCO Regulation’) stipulates that EASA shall take into account ramp inspections, as well as other recognised information on safety aspects with regards to third country operators. Open SAFA findings may indicate systemic non-compliances and warrant further focused assessments to be performed by EASA. If evidence gathered during such an assessment confirms a non-compliance with an ICAO standard, EASA may raise a separate finding under Part-TCO. This finding will need to be closed before issuance of a TCO authorisation.

Last updated:
24/11/2016

Link:
https://www.easa.europa.eu/en/faq/19588

Can EASA issue a TCO authorisation in case for one or more aircraft, a non-compliance is found with the applicable standards of the Annexes to the Chicago Convention?

Answer

Yes, as long as at least one aircraft is compliant with the applicable standards of the Annexes to the Chicago Convention applicable to air operators, EASA may issue a TCO authorisation. Any non-compliant aircraft and/or types of aircraft will be marked as ‘Not authorised’ in the online TCO web-interface.

Last updated:
18/12/2019

Link:
https://www.easa.europa.eu/en/faq/21112

Are there recognised industry standards or third-party audit programmes (e.g., ISO 9001, IOSA, IS-BAO, Air Charter Safety Foundation IAS, etc.) that, if accomplished, may ease the assessment process for operators requesting authorisation?

Answer

Conformity with industry standards (when fulfilling the requirements set out in TCO.200 and to the extent that they cover the scope defined in TCO.200(a)(1) and in the absence of safety concerns) may result in a certain bonus rating in the TCO risk-based approach. However, conformity with an industry standard does not substitute for the demonstration of compliance with specific international aviation safety (ICAO) standards by the operator, and does not replace a TCO assessment performed by EASA.

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24/11/2016

Link:

https://www.easa.europa.eu/en/faq/19583