European Union Aviation Safety Agency

Third Country Operators (TCO)

In case the answer you were looking for in this FAQ section is not available: you might submit your enquiry here.

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.

Last updated:
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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18/12/2019

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

Last updated:
05/01/2026

Link:
https://www.easa.europa.eu/en/faq/107555

Applications for TCO a Authorisation

Who has access to the EASA TCO web-interface?

Answer

The person who has been explicitly nominated as contact point in the EASA form "Application for Third Country Operators Authorisation" will be your organisation's Master User for the TCO web-interface. This Master User may register and manage additional Users within your organisation.. EASA recommends that for redundancy reasons at least two users are registered for each operator.

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Link:
https://www.easa.europa.eu/en/faq/19572

What is the responsibility of the operator's focal point the so-called TCO Master User?

Answer

The Master User (MU) is the User EASA's primary point of contact and shall be an agent or employee of the organisation, duly authorised/empowered by senior management to represent the operator. He/she should have direct access to technical information. Therefore, remotely located personnel (e.g. station managers) or lawyers/consultants are not ideal candidates to act as MU and often cause delays in the process.

The MU is the only user that has the privilege to submit technical questionnaires to EASA. An operator can only appoint one MU. The MU is responsible for the administration and management of the organisations' staff users' accounts. For redundancy reasons the MU shall

appoint at least one staff user.

The MU shall terminate access of staff users to the web-interface upon termination of employment with the current employer when access to the TCO web interface is not needed or following a breach of any of the policies governing the “Terms of Reference” of the web-interface.

When the MU intends to terminate function, he/she shall coordinate the succession with EASA.

The MU shall maintain technical data submitted to EASA current at all times, (e.g., aircraft types, individual airframes, relevant certificates). The MU shall always be attentive to the email notifications received from the TCO web-interface (even after the initial issuance of the authorisation).

The MU is responsible for the follow up of non-compliance findings where applicable.

Furthermore, the MU should ensure that a proper system is put in place to respond/act immediately upon receipt of ‘TCO Alert’ messages, which are triggered when an aircraft submits a flight plan to EU territories for an aircraft that is not (yet) authorised under Part-TCO.

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14/03/2023

Link:
https://www.easa.europa.eu/en/faq/137704

How do we get our EASA TCO authorisation document when the authorisation process is completed?

Answer

Once your technical data has been reviewed and processed (and the outcome is positive) you will receive the original EASA TCO authorisation document as hard copy and in pdf format along with the specifications that are associated with the authorisation. Furthermore, the documents will be published on the TCO web-interface..

The authorisation remains valid subject to the conditions specified in the associated technical specifications which are published electronically.

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14/03/2023

Link:
https://www.easa.europa.eu/en/faq/19573

Where can I find the TCO technical specifications associated with my TCO authorisation?

Answer

The latest TCO technical specifications associated with your TCO authorisation and the list of authorised aircraft will always be available on-line in the TCO web-interface when you are authorised.

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14/03/2022

Link:
https://www.easa.europa.eu/en/faq/19574

What is the "TCO authorisation number" mentioned on the TCO authorisation?

Answer

The TCO authorisation number (example: EASA.TCO.ABC-0567.01) is the official number of the authorisation document and is composed as follows: - EASA.TCO specifying the type of official EASA document - ABC-0567 corresponding to your TCO Code (unique identifier allocated to you upon application) - 01 the version of your authorisation.

Last updated:
14/03/2023

Link:
https://www.easa.europa.eu/en/faq/19575

What are the technical requirements needed to access the EASA TCO web interface?

Answer

You will need internet access and an internet browser. The EASA TCO web-interface supports the most common internet browsers.

To use the EASA TCO web-interface your browser must support JAVA script and SSL (Secure Sockets Layer) in order to secure confidential communication. In order to correctly view and

complete the application forms on the TCO web-interface you must have Adobe® Reader® (version 8 or higher) installed on your computer. This can be downloaded free-of-charge from http://www.adobe.com.

Last updated:

24/11/2016

Link:

https://www.easa.europa.eu/en/faq/19571

Will Member States or EASA be responsible for the authorisation of special approvals, e.g. for Low Visibility Operations (LVO)?

Answer

When an operator receives the TCO authorisation from EASA, the authorisation is accompanied by technical specifications. Normally, EASA will authorise the operator to perform all types of operation for flights to the EU, for which the operator holds an approval from its competent authority (e.g. LVO, EDTO, PBN, DG). Where necessary, EASA will exclude certain operations, by means of a technical limitation. The scope of the TCO authorisation can never exceed the scope of operations approved in the underlying air operator certificate (AOC) (Operations Specifications) issued by the competent authority of the operator.

Whenever there is a difference between the operations specifications associated to AOC and the specification associated to scope and privileges granted in the TCO Authorisation, the more limiting specification one should apply (AMC1 TCO200(b)).

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14/03/2023

Link:

https://www.easa.europa.eu/en/faq/19578

Is there any effect on an operator who applies for a TCO authorisation if an EASA Member State is not ICAO compliant with a specific ICAO standard?

Answer

In order to be authorised, an operator must comply with all relevant ICAO standards, unless covered by either a) or b) below:

a) For reasons of equal treatment, EASA will not require compliance with those ICAO

standards for which any EASA Member State has filed a difference to ICAO.

b) EASA has granted an exemption upon application of the operator in accordance with Article 76(4) of the Basic Regulation (EU) No 2018/1139. (GM1 TCO.200(a).

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14/03/2023

Link:
https://www.easa.europa.eu/en/faq/19579

Are EU Member States involved in related processes?

Answer

Individual EU Member States no longer perform their own safety assessments of third country operators as part of the process to grant operating permits. However, EASA Member States will continue to take care of the following, as applicable:

- Commercial agreements (traffic rights), operating permits
- Insurance coverage
- Noise-abatement provisions
- Aviation security regulations
- Exemptions from Dangerous Goods Regulations
- Local aerodrome procedures (steep approach, Enhanced Vision Systems (EVS), etc.)

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24/11/2016

Link:
https://www.easa.europa.eu/en/faq/19591

How can we obtain operating permits for commercial operations to EASA Member States?

Answer

EU Member States will continue to issue operating permits for commercial air transport operations in accordance with their national regulations. The TCO authorisation issued by EASA is a prerequisite to apply for such operating permits.

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Link:
https://www.easa.europa.eu/en/faq/19595

Which aircraft should be notified in the TCO Web Interface as part of our TCO application?

Answer

You should only notify aircraft listed in Operations Specifications associated to your AOC that are intended to be used for commercial air transport to EU territories. These aircraft must be authorised by your Civil Aviation Authority for flights to EU territories. To give an example, if you were an airline operating a regional turboprop fleet and a long-haul fleet, and you only intended to use your long-haul fleet to the EU, then only enter your long-haul fleet in the TCO web-interface. If your long-haul fleet consisted of sister aircraft A, B and C and you only intend to use aircraft A and B for flights to EU territories, do not notify aircraft C.

Aircraft planned to be added to your fleet in the future should not be notified to us, until they are endorsed in the Operations Specifications of your AOC. Aircraft withdrawn from operations to the EU and/or withdrawn from your fleet should be deleted in the TCO web-interface without undue delay.

You can amend the aircraft list in your Basic Operator Data (BOD) questionnaire in the TCO web-interface any time. It is important that the aircraft list is kept up to date at all times to avoid potential problems, e.g., during ramp inspections.

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Link:
https://www.easa.europa.eu/en/faq/19596

We have applied for an EASA TCO Authorisation, but it has not yet been granted. Can we operate to the EU before we have received an EASA TCO authorisation?

Answer

No. You can only operate to the EU once EASA has issued your TCO Authorisation. Furthermore, EU Member States cannot issue operating permits for your commercial flights as

long as you do not hold a TCO authorisation.

For ambulance flights and for flights in the public interest (e.g., humanitarian) the process for one-off notification flights is available (TCO.305).

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Link:
https://www.easa.europa.eu/en/faq/19560

What is the difference between the EASA TCO Authorisation and an operating permit issued by an EASA member State?

Answer

The TCO Authorisation is a safety authorisation issued by EASA following a technical assessment. This technical authorisation issued by EASA is a mandatory prerequisite when applying with any EASA Member State for commercial traffic rights (operating permits), which continue to be issued directly by Member States.

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14/03/2023

Link:
https://www.easa.europa.eu/en/faq/21600

Which information must an air operator provide during the administrative TCO application?

Answer

In addition to the application form, which is available on the EASA website, the applicant operator must provide its AOC, the complete set of Operations Specifications and a Certificate of Incorporation or similar document.

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18/12/2019

Link:
https://www.easa.europa.eu/en/faq/19563

Where do I find the TCO application form?

Answer

Application for Third Country Operator Authorisation (TCO authorisation)

Last updated:
14/03/2023

Link:
https://www.easa.europa.eu/en/faq/19565

How do I submit my technical data?

Answer

Once your application has been accepted EASA will provide you with a personal login and password that will allow you access to the EASA TCO web-interface. This will allow you to start the technical part of the authorisation process. At this stage you will be requested to submit the technical information and any related additional information as requested.

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14/03/2023

Link:
https://www.easa.europa.eu/en/faq/19569

How do I get access to the EASA TCO web-interface?

Answer

Upon reception of the TCO application, credentials (Login and password) will be provided to your nominated TCO contact person by email, together with the link to the EASA TCO web-interface.

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24/11/2016

Link:
https://www.easa.europa.eu/en/faq/19570

Can you explain the steps involved in the TCO application process.

Can you explain the steps involved in the TCO application process, beginning with how the carrier should initiate contact to apply, through to the issuance of the TCO authorisation?

Answer

1. The operator should follow the process published on the EASA website and submit its administrative TCO application form (TCO.300(a)(b)(c)).

2. Once EASA has received the administrative application and has determined that the operator is eligible to apply, the operator receives log-on credentials to the web-based TCO software application.

3. Once logged-on to the web-based TCO software application, the operator completes an electronic questionnaire and uploads specific operational documents as requested by the Agency (TCO.300(d)).

4. EASA then evaluates all the submitted information and decides if a further in-depth assessment is necessary (ART.200).

5. As soon as the assessment is successfully completed and any non-compliance finding that may have resulted from the assessment has been closed, the operator will receive its TCO authorisation document and associated technical specifications.

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14/03/2023

Link:
https://www.easa.europa.eu/en/faq/19564

How much in advance should an application for TCO authorisation be submitted before the intended starting date of our EU operations?

Answer

TCO.300 (b)(1) requires the application at least 30 days before the intended starting date of operation. Therefore, it is highly recommended that you submit the application well in advance of the intended operation.

ART.200 requires EASA to complete its initial assessment within 30 days after all documents pursuant to TCO.300(c) and (d) have been submitted. Furthermore, under ART.200(b), EASA may need to conduct a further assessment, and it may decide to invite operators for a meeting or to perform an on-site audit. In this case, the TCO Authorisation process can take several

months, especially when the technical assessment results in findings that have to be closed before EASA can issue the authorisation.

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Link:
https://www.easa.europa.eu/en/faq/19576

How can I submit my application form?

Answer

You can send it

- by email to tco.applications [at] easa.europa.eu (tco[dot]applications[at]easa[dot]europa[dot]eu) with copy to tco [at] easa.europa.eu; or
- by regular mail to the following address:
  European Union Aviation Safety Agency Applications and Procurement Services Department Postfach 10 12 53 D-50452 Köln, Germany

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14/03/2023

Link:
https://www.easa.europa.eu/en/faq/19566

Applicability

Is a TCO authorisation issued by EASA required to perform commercial air transport operations to the United Kingdom?

Answer

No. As a result of the decision of the United Kingdom to leave the European Union, foreign air operators are no longer required to hold an EASA TCO authorisation to operate to the United Kingdom and EASA does no longer have a mandate to issue authorisations for this purpose.

For further information, you may wish to contact the UK Civil Aviation Authority via TCO [at] caa.co.uk (e-mail) to enquire on UK TCO related issues.

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14/03/2023

Link:

https://www.easa.europa.eu/en/faq/122935

We run a helicopter operation and are contracted for aerial work in the EU. Do I have to apply for a TCO Authorisation?

Answer

No. Special operations, such as aerial work is outside the scope of TCO authorisation. For activities which do not fall under commercial air transport, as covered in ICAO Annex 6, third country operators must apply for permission with the concerned Member State.

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14/03/2023

Link:

https://www.easa.europa.eu/en/faq/19553

Our operation is currently subject to an operating ban in accordance with the EU Air Safety List (Reg. (EC) No 2111/2005). Can we nevertheless apply for a TCO authorisation?

Answer

Operators that are subject to an operating ban or restriction in accordance with Reg. (EC) No 2111/2005 are eligible to apply for a TCO authorisation. The authorisation process will require an audit to be performed at the operational premises of the operator. Once EASA has finished its assessment, it will present the results to the European Commission for consideration. EASA cannot issue an authorisation until the European Commission has lifted the operating ban under the Air Safety List Regulation (EC) No 2111/2005. Note: When the operator is subject to an operating ban due to the State of the Operator not performing adequate oversight, EASA must coordinate with the European Commission before processing the application for a TCO authorisation (ART.205).

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14/03/2023

Link:

https://www.easa.europa.eu/en/faq/19554

We are a non-EU AOC holder with no plans to fly commercially to the EU. However, our maintenance facility is located in the EU. Do I need a TCO authorisation when flying there?

Answer

No – as long as these flights to-and-from the maintenance facility are non-commercial (ferry flights). These flights shall be designated a non-commercial (General Aviation) flights in the ATS flight plan (GM1 TCO.100).

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14/03/2023

Link:
https://www.easa.europa.eu/en/faq/19552

How will the provisions on code-sharing that are laid down in the EU Rules for Air Operations interact with Part-TCO?

Answer

In order to comply with the code-sharing requirements of Regulation (EU) No. 965/2012, it is not sufficient to hold only a TCO authorisation. Code-share provisions apply in addition to the requirements of Part-TCO. Therefore, a third-country operator who shares codes with an EU carrier will be subject to both sets of requirements and their related AMC [ORO.AOC.115/ARO.OPS.105]. In practice, the third-country operator will be obliged to undergo comprehensive audits for the initial and continuous verification of compliance with the applicable ICAO Standards [AMC1 ORO.AOC.115(a)]. The audits can be performed either by the EU operator itself, or by a third-party provider [AMC2 ORO.AOC.115(b)], which includes the possibility of using industry standards such as IOSA. The audit will focus on the operational, management and control systems of the TCO [AMC1 ORO.AOC.115(a)(1)]. Ensuring that the code-sharing third-country operator continues to comply with the applicable ICAO Standards, will be achieved through a code-share audit programme [AMC1 ORO.AOC.115(b)].

A third country operator that does not intend to perform flights under its own AOC to aerodromes located in an EU territory is not required to hold a TCO authorisation when entering into a code-share agreement with an EU operator (GM1 TCO.100).

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Link:
https://www.easa.europa.eu/en/faq/19539

Leasing scenario 1. We plan to wet lease-out one of our aircraft to an EU operator. The operations will be performed under our own AOC, with our crew and under our full operational responsibility. Do we need a TCO authorisation?

Answer

Yes. A third country operator that leases out aircraft under a wet-lease agreement falls within the scope of TCO.100 and is required to hold a TCO authorisation for aircraft under its air operator certificate (AOC) that are used to fly to the territory subject to the provisions of the Treaties (GM1 TCO.100).

In addition to this, you will need to comply with the European requirements for leasing as laid down in Reg. (EC) No 965/2012.

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Link:
https://www.easa.europa.eu/en/faq/19555

Leasing, scenario 2. Could you specify if the lessor must have a TCO authorisation in the following situation? A third country operator (lessee) uses an aircraft wet leased-in from a non-EU carrier operating flights under the AOC of the lessor, using the flight number of the third-country operator.

Answer

The lessor (non-EU carrier) needs a TCO authorisation (GM1 TCO.100).

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Link:
https://www.easa.europa.eu/en/faq/19557

Leasing, scenario 3. Could you specify if the lessor must have a TCO authorisation in the following situation? A third country operator (lessee) uses an aircraft for commercial air transport operations to the EU that is dry leased-in from another non-EU or EU operator (lessor).

Answer

No. The aircraft lessor does not need a TCO authorisation, but the third country operator (lessee) must hold a TCO authorisation. Rule of thumb: it is always the operating carrier that performs flights under its responsibility with aircraft under its AOC that needs a TCO authorisation (GM1 TCO.100).

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Link:
https://www.easa.europa.eu/en/faq/19558

Leasing, scenario 4. Please specify which of the two operators must have a TCO authorisation in the following situation: A third country operator (lessee) uses an aircraft wet leased-in from an EU carrier (lessor) operating flights to the EU under the AOC of the lessor, and using the flight number of the third-country operator.

Answer

Neither the lessee (TCO) nor the lessor (EU carrier) need a TCO authorisation, because the flights are performed under the responsibility of an operator that does not fall under the definition of a third country operator (GM1 TCO.100).

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Link:
https://www.easa.europa.eu/en/faq/19556

Which EU operating rules are applicable to third country operators?

Answer

(TCO.200) Third country operators intending to perform commercial air transport operations (into, out or within the EU) are subject to Part-TCO. In addition, they must comply with the Standardised European Rules of the Air (SERA) and Airspace Usage Requirements (AUR). The State Aeronautical Information Publication (AIP), the Single European Sky (SES) implementing rules and in particular the Interoperability rules also apply. There are also other Regulations under the responsibility of the European Commission that need to be followed, including:

- Commission Implementing Regulation (EU) No 1206/2011 of 22 November 2011 (requirements on aircraft identification for surveillance for the Single European Sky), as amended by Regulation (EU) 2020/587
- Commission Implementing Regulation (EU) No 1207/2011 of 22 November 2011 (requirements for the performance and the interoperability of surveillance for the single European sky), as amended by Regulation (EU) No 1028/2014, Regulation (EU) 2017/386, Regulation (EU) 2020/587 and Regulation (EU) 2022/2;
- Commission Regulation (EC) No 29/2009 of 16 January 2009 (requirements on data-link services for the single European sky), as amended by Regulation (EU) No 441/2014, Regulation (EU) No 2015/310, Regulation (EU) 2019/1170 and Regulation (EU) No 2020/208;
- Commission Decision (EU) 2019/2012 of 29 November 2019 (exemptions on data link services requirements);
- Commission Implementing Regulation (EC) No 1079/2012 of 16 November 2012 (requirements on air ground voice channel spacing for the single European sky), as amended by Regulation (EU) No 657/2013, Regulation (EU) 2016/2345 and Regulation (EU) 2017/2160;
- Commission Regulation (EC) No 1332/2011 of 16 December 2011 (common airspace usage requirements and operating procedures for airborne collision avoidance) [ACAS II 7.1], as amended by Regulation (EU) 2016/583.

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14/03/2023

Link:

https://www.easa.europa.eu/en/faq/19559

Do AOC holders certified by an EASA Member State need to apply for a TCO authorisation?

Answer

No. AOC holders certified by an EU Member State or an associated State (Iceland, Liechtenstein, Norway, Switzerland) do not require a TCO authorisation (Article 2 of TCO Regulation (EU) No 452/2014).

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Link:
https://www.easa.europa.eu/en/faq/19590

Are there any territories related to the EU to which a third country operator can fly without holding a TCO authorisation?

Answer

A third country operator can fly to the following territories without holding a TCO authorisation:

- Greenland and Faroe Islands
- French Polynesia
- French Southern & Antarctic Territories
- New Caledonia and Dependencies
- Wallis and Futuna Islands
- Saint Pierre and Miquelon
- Aruba
- Bonaire
- Curaçao
- Saba
- Saint-Barthélemy
- Saint Eustatius
- Sint Maarten (part of the island that forms part of the Kingdom of the Netherlands)

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14/03/2023

Link:
https://www.easa.europa.eu/en/faq/19593

Will the TCO authorisation cover the transport of forbidden Dangerous Goods?

Answer

The TCO authorisation does not cover the transport of forbidden DGs. Exemptions issued by each of the concerned states in accordance with paragraph 4.2 of Annex 18 to the Chicago Convention are required for this operation.

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18/12/2019

Link:
https://www.easa.europa.eu/en/faq/21340

For a flight requiring diplomatic clearance, does it need to be performed under a TCO authorisation?

Answer

A flight that has been arranged by means of a diplomatic clearance does not fall under the scope of TCO.100 and does not require a TCO authorisation (GM1 TCO.100).

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Link:
https://www.easa.europa.eu/en/faq/21865

My principle place of business (POB) is in an EU overseas territory which is not listed in the scope of Commission Regulation (EU) No 452/2014. Do I need a TCO authorisation to fly to territories which are in the scope of Commission Regulation (EU) 452/2014 ?

Answer

Yes a TCO authorisation is required, if your principle place of business (POB) is in one of the following territories (i.e. an EU overseas territory which is not listed in the scope of Commission Regulation (EU) No 452/2014), unless your air operator certificate has been issued by an EASA Member State (Article 2(4) of TCO Regulation (EU) No 452/2014.

- Greenland and Faroe Islands
- French Polynesia
- French Southern & Antarctic Territories
- New Caledonia and Dependencies
- Wallis and Futuna Islands

- Saint Pierre and Miquelon
- Aruba
- Bonaire
- Curaçao
- Saba
- Saint-Barthélemy
- Saint Eustatius
- Sint Maarten (part of the island that forms part of the Kingdom of the Netherlands)

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Link:
https://www.easa.europa.eu/en/faq/19594

Is a TCO authorisation required by Business Aviation Operators?

Answer

Generally, yes. If you perform commercial air transport under an Air Operator Certificate (AOC) (operating aircraft for hire to transport passengers, cargo or mail) (e.g. under U.S. 14 CFR Part 135) then a TCO authorisation is required. If you file flight plans using the flight types “N” or “S” then you are conducting commercial air transport operations and must hold a TCO authorisation issued by EASA in order to operate to EU territories.

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Link:
https://www.easa.europa.eu/en/faq/19544

We are a U.S. 14 CFR Part 91 operator. Are we subject to a TCO authorisation?

Answer

For operations performed strictly within the classification of Part-91, EASA does not require an authorisation under Part-TCO. These flights shall be designated a non-commercial (General Aviation) flight in the ATS flight plan.

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14/03/2023

Link:
https://www.easa.europa.eu/en/faq/19546

We are a U.S. 14 CFR Part 125 Operator. Do we need a TCO authorisation issued by EASA for operations to EU territories?

Answer

U.S. 14 CFR Part 125 Operators are not eligible to apply for a TCO authorisation. An FAA Part 125 Operating Certificate is not an Air Operator Certificate (AOC) as defined in ICAO Annex 6, Part I. An ICAO-compliant AOC is required for commercial air transport operations to EU territories. United States 14 CFR Part 125 Operators may conduct non-commercial, general aviation flights to EU territories in line with provisions stipulated in the AIP of the State of destination. Make sure the type of flight is correctly denoted in item no. 8 of the ATS flight plan (‘G’ for general aviation).

Last updated:
23/11/2016

Link:
https://www.easa.europa.eu/en/faq/21597

I plan to overfly EU territories without intending to land. Is a TCO authorisation required?

Answer

No. A TCO authorisation is only required for intended landings in EU territories.

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23/11/2016

Link:
https://www.easa.europa.eu/en/faq/19547

I plan a technical fuel stop in EU territories. Is a TCO authorisation required?

Answer

Yes. The intended use of an aerodrome located in the territory subject to the provisions of the Treaties as a technical stop (e.g. for the purpose of refuelling or crew change) as part of a Commercial Air Transport operation falls within the scope of TCO.100 and requires a TCO authorisation (GM1 TCO.100).TCO authorisation

Last updated:

14/03/2023

Link:

https://www.easa.europa.eu/en/faq/19548

I plan to fly from a non-EU departure airport to a non-EU destination airport and I intend to file a destination alternate airport in the territory of an EASA Member State. Can I do this without holding a TCO authorisation?

Answer

Yes. The selection and use of an aerodrome located in the territory subject to the provisions of the Treaties as an alternate aerodrome for the case of an in-flight diversion does not fall within the scope of TCO.100 and does not require a TCO authorisation. An in-flight diversion may become necessary out of safety considerations on a flight that was initially intended to serve an aerodrome outside the EU (GM1 TCO.100).

After landing at the EU aerodrome, it is permissible for the aircraft to leave the EU to the planned destination or to any other aerodrome outside the EU with the passengers and/or cargo on board. The operator shall however not unload any cargo or passengers at the EU aerodrome and shall not take any additional payload on board.

Last updated:

03/01/2024

Link:

https://www.easa.europa.eu/en/faq/19549

We are a U.S. 14 CFR Part 135 operator. Do I need to hold an authorisation if I intend flying commercially to Europe?

Answer

Yes. Part-TCO is fully applicable to flights conducted under an U.S. 14 CFR Part 135 certificate. Note: The international standards laid down in the ICAO Annexes exceed the

requirements of U.S. 14 CFR Part 135 in several aspects, including but not limited to crew training requirements and the implementation of Safety Management Systems.

Last updated:
14/03/2023

Link:
https://www.easa.europa.eu/en/faq/19550

Do non-scheduled charter operators need a TCO authorisation?

Answer

Yes. The TCO authorisation TCO Regulation (EU) No 452/2014 does not differentiate between scheduled and non-scheduled commercial air transport operations. All operators that engage in commercial air transport need to apply for a TCO authorisation.

For air ambulance flights and other urgent flights performed in the public interest where the urgency of the mission justifies bypassing the regular TCO assessment process (e.g. humanitarian missions or disaster relief operations), please consult the section for “One-off” notification flights pursuant to article TCO.305.

Last updated:
14/03/2023

Link:
https://www.easa.europa.eu/en/faq/19551

One-off notification flights

What type of operations may be performed under a one-off notification?

Answer

According to article TCO.305, the following operations may be conducted under a one-off notification:

1. Flights that are performed in the public interest, to address an urgent need, such as humanitarian missions and disaster relief operations;
2. Air ambulance flights: The use of an aircraft to move sick or injured patients between healthcare facilities and/or deliver patient medical care.

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14/03/2023

Link:
https://www.easa.europa.eu/en/faq/21603

Under which conditions may I apply for a one-off notification?

Answer

The following conditions shall be met by an applicant (operator) in order to satisfy the one-off notification requirements:

EASA is notified prior to the intended date of the first flight. The operator will need to file and submit the appropriate ‘One-off notification’ form and provide the necessary supporting documents to EASA; and

The operator provides evidence that the planned operation meets the criteria for “One-off notification flights”; and

The operator is not subject to an operating ban pursuant to Regulation (EC) No 2111/2005 of the European Parliament and of the Council; and

The operator is not subject to rejection, suspension or revocation of a TCO authorisation on safety grounds, and

The operator must not have filed a ‘One-off notification’ with the Agency within the previous 24 months.

Last updated:
14/03/2023

Link:
https://www.easa.europa.eu/en/faq/21604

Where do I find the One-off notification form?

Answer

The One-off notification form may be found here.

Last updated:
25/11/2016

Link:

Link:
https://www.easa.europa.eu/en/faq/21607

What information must an air operator provide with the one-off notification form?

Answer

In addition to the one-off notification form, which is available on the EASA website, the applicant operator must provide its AOC, Operations Specifications and the valid certificate of airworthiness of the aircraft intended to be used under the one-off notification. Furthermore, the operator shall provide evidence that the planned operation meets the criteria for “One-off notification flights”.

Last updated:
14/03/2023

Link:
https://www.easa.europa.eu/en/faq/21608

What is a one-off notification?

Answer

Article 3 of the TCO Regulation (EU) No 452/2014 requires all third country operators engaging in commercial air transport operations to EASA Member States to hold an authorisation issued by EASA.

One-off notification is referring to article TCO.305 “One-off notification flights“ of the TCO regulation.

This article provides a way to derogate from Article 3 r to perform air ambulance flights or flights that are performed in the public interest, to address an urgent need, such as humanitarian missions and disaster relief operations ;without first obtaining an authorisation issued by EASA.

Last updated:
14/03/2023

Link:
https://www.easa.europa.eu/en/faq/21602

How do I apply for a one-off notification?

Answer

The dedicated application form may be found here.

The filled form together with the requested supporting documents must be submitted to EASA via the dedicated ‘one-off’ email address.

Upon receipt of the application form and the supporting documents, EASA will send the applicant an automated acknowledgment email. The received acknowledgment email will serve as a proof that EASA has received a ‘one-off notification’ application. This acknowledgement may be used temporarily by operators, in conjunction with the application form and the submitted documents, to support their request for operating permits from the concerned EU Member States.

Within 14 days the operator must apply for a regular TCO authorisation, otherwise EASA will remove the privilege to perform one-off notification flights.

Last updated:
14/03/2023

Link:
https://www.easa.europa.eu/en/faq/21610

How long is a ‘one-off notification’ valid?

Answer

It is important to remember the following critical milestones in the ‘one-off notification’ process:

The operator must formally apply to the Agency for a standard TCO authorisation **within 14 days** after the date of the ‘one-off notification’; and

Flights may only be performed under the ‘one-off notification’ for a maximum period of **twelve (12) consecutive weeks** (= 84 calendar days) following the date of the ‘one-off notification’, or until such time as the Agency has taken a final decision on the formal TCO application (see point 1. above).

Last updated:
14/03/2023

Link:

https://www.easa.europa.eu/en/faq/21613

Under which circumstances may I re-apply for a one-off notification?

Answer

A ‘one-off notification’ may be filed only once every 24 months by an operator.

The conditions to be met for a re-application are identical to the ones applicable for the first ‘one-off notification’ filed with EASA.

Last updated:
18/12/2019

Link:
https://www.easa.europa.eu/en/faq/21611

What happens if I did not apply formally for a TCO authorisation within 14 days following the ‘one-off notification date?

Answer

The ‘one-off notification’ privileges will be removed. All commercial air transport operations must stop with immediate effect.

Last updated:
14/03/2023

Link:
https://www.easa.europa.eu/en/faq/21614

What happens following the submission of the ‘one-off notification’ accompanied with the provided application form and supporting documents?

Answer

The concerned EU Member State will review the application form and the submitted documents to evaluate and decide on the request for the operating permits. In case of a refusal, the EU Member State will inform EASA accordingly.

EASA will also review the received application form and the supporting documentation. Should

this review be unsatisfactory (e.g. no valid Air Operator Certificate, operations are requested that are not approved on the operations specifications documents, false declaration, etc.) EASA will immediately remove the privileges given under the ‘One-off notification’ and inform the Member States. All commercial air transport operations must then stop with immediate effect.

Last updated:
14/03/2023

Link:
https://www.easa.europa.eu/en/faq/21612

What happens if EASA has not taken any decision on my formal TCO application for a TCO authorisation within the consecutive twelve (12) weeks (84 calendar days) following the ‘one-off notification date?

Answer

The ‘one-off notification’ privileges will be removed until the Agency has come to a final decision concerning the TCO application. All commercial air transport operations must stop with immediate effect until further notice.

Last updated:
14/03/2023

Link:
https://www.easa.europa.eu/en/faq/21615

What happens if EASA takes a negative decision regarding my formal TCO application for a TCO authorisation within the consecutive twelve (12) weeks (84 calendar days) following the ‘one-off notification date?

Answer

The ‘one-off notification’ privileges will be removed. All commercial air transport operations must stop with immediate effect.

Last updated:
14/03/2023

Link:
https://www.easa.europa.eu/en/faq/21616

How can I submit my one-off notification form and the supporting documents?

Answer

Only by email on the following address: TCO_one_off [at] easa.europa.eu (TCO_one_off[at]easa[dot]europa[dot]eu)

Last updated:
25/11/2016

Link:
https://www.easa.europa.eu/en/faq/21609

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.

Last updated:
24/11/2016

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