



# NIGERIAN CIVIL AVIATION AUTHORITY

P.M.B. 21029, 21038, IKEJA-LAGOS.

OFFICE OF THE DIRECTOR-GENERAL

Ref: NCAA/DG/ASL/14/002  
Date: 30<sup>th</sup> September, 2014  
To: All AOC Holders  
From: Nigerian Civil Aviation Authority  
Attn: Accountable Managers/Quality & Safety Managers  
Subject: **NEW EU REGULATION FOR COMMERCIAL AIR TRANSPORT OPERATORS FLYING TO EUROPEAN TERRITORIES - IMPORTANT**

The European Aviation Safety Agency is implementing a safety authorization system for Third-Country Operators (TCO) engaging in commercial air transport into, within or out of the EU territories. The single, harmonized TCO Authorisation issued by EASA is replacing the various schemes currently in place in EU member States. The TCO Authorisation is free of charge for operators.

The TCO is applicable to any foreign operator who intends to perform Commercial Air Transport (CAT) operations to, from or within any of the following territories:

1. All EASA Member States (Member States of all European Union plus Iceland, Liechtenstein, Norway and Switzerland); and
2. A number of other territories in which European aviation rules apply.

The TCO Authorisation is not required for operators only overflying the abovementioned territories without intended landing. **The deadline for applying for the TCO Authorisation is before 26<sup>th</sup> November, 2014.**

*All Nigerian AOC holders operating into EU territories as described above are hereby invited to note the deadline and take appropriate actions to avoid disruptions of their services.*

Attached is the self-explanatory letter ref: 2014(D)54268 SOS/CARM/FS2.3 Cologne dated 29<sup>th</sup> September, 2014 from EASA and more information can be obtained from the website [www.easa.europa.eu/tco](http://www.easa.europa.eu/tco).

Please be informed accordingly.

Engr. Benedict Adeyileka  
Acting Director General

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Patrick KY  
Executive Director

2014(D)54268  
SOS/CARM/FS2.3  
Cologne,

29. SEP. 2014



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NIGERIA

Email: [benedict.adeyileka@ncaa.gov.ng](mailto:benedict.adeyileka@ncaa.gov.ng)

**New EU regulation for commercial air transport operators flying to European territories – Important deadline and request for your assistance**

Dear Mr Adeyileka,

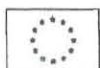
I am seeking your assistance in addressing my message below to all commercial air operators certified by your authority and operating to any EU territory.

My services are currently implementing a safety authorisation system for third-country operators (TCO) engaging in commercial air transport into, within or out of EU territories. A single, harmonised TCO Authorisation issued by EASA is replacing the various schemes currently in place in EU member states. The TCO Authorisation is free of charge for the operators.

We have created a website describing the new European TCO Authorisation system. This website can be accessed at [www.easa.europa.eu/tco](http://www.easa.europa.eu/tco). It also provides a direct link to the TCO application form with completion and submission instructions. There is also a comprehensive "Frequently Asked Questions" (FAQ) section.

There is an important deadline of **26 November 2014**: all TCO currently operating to the EU must have submitted their TCO application to EASA by this date. Operators missing this deadline cannot be guaranteed that their TCO Authorisation process can be completed before the end of the TCO transition phase on 26 November 2016. This may result in a situation where these TCO may see their services to the EU interrupted. After the end of the TCO transition phase, EASA member states can only issue operating permits to TCO that hold an authorisation.

My services have repeatedly communicated on the new TCO Authorisation. However, our records indicate that there are AOC holders certified in your State that had previously operated or currently are operating to the EU, having not yet submitted to EASA a TCO application. For these air carriers, it is in their best interest to **apply for a TCO Authorisation before 26 November 2014**.



An agency of the European Union

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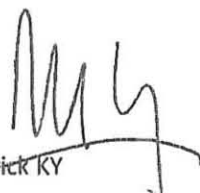
For your convenience, please find a list in the attachment. These are TCO known to us that have previously operated to the EU. However, our list is non-exhaustive, and there may be additional AOC holders certified in your country who operate to EU territories (including to EU overseas territories).

In addition to the information provided on our website mentioned above, I am forwarding in the attachment a PDF version of our latest TCO information leaflet. Please be invited to also forward this leaflet to your AOC holders.

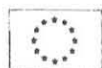
Should you require more information about TCO, please contact the TCO Section within my services directly via email [TCO@easa.europa.eu](mailto:TCO@easa.europa.eu).

Your support in informing your AOC holders of the new EU TCO regulation is truly appreciated. Please be assured of my highest considerations.

Yours sincerely,

  
Patrick KY

Enclosure: (Non-exhaustive) list of operators under the oversight of your authority not yet having applied for a TCO Authorisation

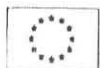


**Enclosure**

(Non-exhaustive) list of operators under the oversight of your authority  
not yet having applied for TCO Authorisation

**AOC holders certified in Nigeria****ICAO 3-letter code**

AERO CONTRACTORS COMPANY	NIG
AIR NIGERIA	ANP
ALLIED AIR LTD.	AJK
ARIK AIR LTD	ARA
ASSOCIATED AVTN (2)	SCD
CAVERTON HELICOPTERS	-
DANA AIR	-
DANA AIRLINES LIMITED	DAN
DOMINION AIR LTD	-
DORNIER NIGERIA	DAV
EURAFRIC OIL	-
EXPRESS AIRWAYS (DN)	EAN
IRS AIRLINES LTD	LVB
IZY AIR	-
KINGS AIRLINES (2)	-
MAXAIR (NIGERIA)	-
MRS HOLDINGS	-
NIGERIAN POLICE	-
ORANTO PETROLEUM	-
PRIVATE FLYERS NIG.	-
SOUTHERN AIRLINES	-
TAK AVIATION	-
VIRGIN NIGERIA trading as AIR NIGERIA	VGN





## Entry into force and transition period

Part-TCO is applicable as from 26 May 2014. A 30-month transition period ensures smooth implementation without interrupting international air operations of foreign air carriers to the EU. Air carriers that previously operated to the EU and already hold an operating permit issued by a European Member State can continue to do so. However, they must submit to EASA an application for a TCO authorisation within a 6-month application period until 26 November 2014.

EASA will determine, for each applicant, the time when that TCO assessment will be commenced within the transition period, which ends on 26 November 2016. Only for applications received before 26 November 2014 can EASA guarantee that the applicant operator is included in the authorisation sequence and the operation to the EU can be continued without interruption after the end of the transition period.

During the transition period, operators who upon entry-into-force of Part-TCO do not hold an operating permit can apply for such permit with the respective Member State in accordance with national procedures. In parallel they shall apply for a TCO authorisation with EASA.

After 26 November 2016, a valid TCO authorisation will be a mandatory prerequisite in the absence of which an operating permit cannot be issued by any EASA Member State.

## Further information and regulatory material

Further information including "Frequently Asked Questions" (FAQ) is available on the website <http://easa.europa.eu/TCO>. The TCO Regulation and the associated Acceptable Means of Compliance (AMC) and Guidance Material (GM) issued by EASA are also available here.

MAY 2014

# EASA

## Authorisation of Third Country Operators (TCO)



## TCO authorisation

By means of a new European Regulation (Part-TCO) with applicability date on 26 May 2014, Europe centralises the process to authorise third-country (non-EU) operators performing commercial air transport operations into the EU. Part-TCO replaces the various schemes of the EASA Member States that are currently in place. Instead, a single safety authorisation is issued centrally by the European Aviation Safety Agency (EASA). **Part-TCO harmonises and streamlines the authorisation process for foreign operators by introducing a single, proportionate and risk-based safety assessment performed by EASA.**

EASA TCO will only take over the safety-related part of foreign operator assessment. Operating permits will continue to be issued by Member States. These remain an area of national responsibility. A valid TCO authorisation will be a mandatory prerequisite, in the absence of which an operating permit cannot be issued by a Member State.

## Who needs a TCO authorisation?

**Any foreign operator who intends to perform commercial air transport (CAT) operations to, from or within any of the following territories:**

- **All EASA Member States** (Member States of the European Union plus Iceland, Liechtenstein, Norway and Switzerland); and
- **A number of other territories** in which European aviation rules apply.

A TCO authorisation is not required for operators only overflying the abovementioned territories without intended landing.

## The authorisation process

The authorisation of third country operators validates the Air Operator Certificate (AOC) issued to a foreign air operator by its State's competent aviation authority in all EASA Member States.

The TCO authorisation document issued by EASA is accompanied by Technical Specifications that set out the scope of operations authorised in the EU.

The authorisation is based on EASA's level of confidence in the foreign AOC, as determined by the competence of its holder to discharge its responsibilities and the safety oversight capability of the certifying State. Assessment criteria are ICAO Standards applicable to air operators. Authorisations issued under Part-TCO are not subject to fees.

A web-interface serves as the sole communication platform; all relevant data to and from EASA are exchanged via this online tool. A list of authorised third-country operators will be made available on the EASA website. Non-European aviation authorities can apply for access to data of operators under their oversight. European aviation authorities and ramp inspectors have access to data of all authorised foreign operators.

