

REGULATION “NON-SCHEDULED AIR SERVICES BETWEEN EU AND THIRD COUNTRIES”

INTRODUCTION

Minister of Transport Decree dated June the 18th, 1981 (Provisions concerning non-scheduled air services) gave implementation to Item II, Title VI, Book I Part II of the Italian Navigation Code. This set of rules was modified following the revision of the Aeronautical Section of the Italian Navigation Code through Legislative Decree n.96 dated May the 9th, 2005 as amended and supplemented by Legislative Decree n.151 dated March the 15th, 2006.

Particularly, article 787 of the new Navigation Code sets out the following:

- Non-regular air services, when no air services agreement is in force, are allowed, on a reciprocity basis to carriers holding an EU operating licence and to the carriers of the non-EU concerned Country;
- ENAC, before granting permission, requires carriers not holding an EU operating licence to abide by technical and administrative prescriptions, including also the rules concerning the prevention of unlawful acts against the safety of civil aviation;
- Should an air carrier not conform to the above regulations, ENAC may forbid the access to the Italian air space;
- ENAC shall issue a Regulation on non-scheduled air services.

This Regulation complies with the provisions laid down in the revised Italian Navigation Code and regulates non-scheduled air services carried out for remuneration by EU (the term includes the Italian carriers) and non-EU carriers holding an air transport licence on routes connecting EU with third countries.

As regards to remunerated non-scheduled air services within the EU territory, article 781 of Legislative Decree n. 96/2005 as amended by Legislative Decree n.151/2006, recognizes EU air carriers holding an operating licence granted according to EC Regulation n. 2407/1992 by the competent licensing authority of an EU member State, the traffic rights on the Italian domestic routes according to the principles set out by EEC Regulation n.2408/1992 and subsequent amendments.

Article 1

LEGAL FRAMEWORK

The juridical sources of the present Regulation are:

- Italian Navigation Code as laid down in Legislative Decree n.96 dated May the 9th, 2005 as amended by Legislative Decree n.151 dated March the 15th, 2006;
- Convention on International Civil Aviation, signed at Chicago, on December the 7th, 1944;
- Regulation (EC) n.2027/1997 dated October the 9th on air carrier liability for carriage of passengers and their baggage by air;
- Regulation (EC) n.889/2002 dated May the 13th, amending EC Regulation n. 2027/1997 on air carrier liability in the event of accidents;
- Regulation (EC) n. 261/2004 dated February the 11th, establishing common rules on compensation and assistance to passengers in the event of denied boarding, cancellation or prolonged delay of flights, and repealing Regulation (EEC) No 295/91;
- Regulation (EC) 785/2004 dated April the 21st, on insurance requirements for air carriers and aircraft operators;
- Regulation (EC) n. 2111/2006 dated December the 14th, on the establishment of an EU list of air carriers subject to an operating ban within EU, on informing air passengers of the identity of the operating air carrier and repealing Article 9 of Directive 2004/36/EC and subsequent amendments;
- Regulation (EC) n.910/2006 dated June the 20th, amending Regulation (EC) n.474/2006 establishing the EU list of air carriers which are subject to an operating ban within the EU referred to in Chapter II of Regulation (EC) n.2111/2005;

- ENAC Regulation on the use of the Italian language on board aircraft operating within the Italian territory (Board of Directors Resolution n. 43/2006 dated September the 12th).

Article 2

DEFINITIONS

For the purpose of this Regulation:

Third freedom traffic rights: means the right for an air carrier registered in Country A to embark passengers and freight in Country A and to disembark them in Country B.

Fourth freedom traffic rights: means the right for an air carrier registered in Country A to embark in country B passengers and freight and to disembark them in Country A.

Fifth freedom traffic rights: means the right for an air carrier registered in Country A to embark passengers and freight in Country B and to disembark them in Country C.

Seat only: means the sale of seats, without any other service bundled, on non-scheduled flights.

Scheduled air service: according to the definition worked out by the ICAO Council (Doc. 72-78 C/841 dated May the 10th, 1952 and confirmed by the Community Regulations, art 2d of EEC Regulation 2408/92), means a series of flights showing the following characteristics:

- it is performed by aircraft for the transport of passengers, cargo and/or mail for remuneration, in such a manner that on each flight seats are available for individual purchase by members of the public (either directly from the air carrier or from its authorized agents);

- it is operated so as to serve traffic between the same two or more airports, either: according to a published timetable or with flights so regular or frequent that they constitute a recognizably systematic series.

Non-scheduled air services: means the carriage of passengers, cargo, or mail on domestic or international routes for remuneration on services other than scheduled air services according to the definition of article 5,2 of the Chicago Convention of December the 7th, 1944, enforced by Legislative Decree n. 616 dated March the 6th, 1948, ratified by Law n. 561 dated April 17th, 1956.

Series of flights: means a number of flights higher than four per month, to be carried out for at least two months in succession on the same route.

Feeder flights (Forbidden): means a flight carrying passengers coming from or destined for a third Country's airport when the route has been planned, due to lack of traffic rights, with the sole aim of avoiding compliance with the prohibition of direct flights.

Single flights: means a number of flights up to four to be carried out for at least two months in succession on the same route.

Article 3

CATEGORIES OF NON-SCHEDULED FLIGHTS

The non-scheduled air services include the following flights:

- a) inclusive tour charter flights (I.T.C.);
- b) special events flights;
- c) own-use flights;
- d) flights for the carriage of freight and mail;
- e) flights for the carriage of dangerous goods;
- f) taxi flights;
- g) humanitarian and emergency flights.

Article 4

INCLUSIVE TOUR CHARTER FLIGHTS

The Inclusive Tour Charter flights are carried out in pursuance of a contract signed with one or more travel agents for the entire aircraft capacity for carriage of passengers, following a public offering of a return or circular journey to be made entirely or partially by air and sold at a overall set price including, besides carriage by air:

- hotel or similar accommodation;
- other possible ancillary services such as maritime cruises, surface transport, car hire etc.

A valid and not transferable air transport ticket for each single passenger is required (flight coupons shall provide evidence of bookings on both outbound and inbound flights) and vouchers for ancillary services shall bear all relevant information. As for flights originating in Italy, the "master ticket" issued by ASTOI (Italian Tour Operators Association) may be used.

In advertising these flights it shall be clearly stated that they are "all inclusive" charter flights, itinerary, dates of outbound and inbound flights, carrier's name, services supplied and the overall, not breakable, price payable by the passengers.

Both outbound and inbound flights must be carried out by the same carrier, except in exceptional cases authorised by ENAC. Returning to a city other than the departure city shall not be allowed.

Each group purchasing an inclusive tour flight shall be made up of at least 20 passengers.

ENAC, following a grounded request and on a reciprocity basis, may authorise the carriage of passengers purchasing “seat only” tickets within 20% of the aircraft capacity subject to an assessment based on the following criteria:

- a) lack of direct scheduled air services on the route;
- b) authorisation granted by the Aeronautical Authorities of the Country of destination.

Article 5

SPECIAL EVENTS FLIGHTS

Special events flights are operated in pursuance of a contract signed with one or more travel agents for the entire aircraft capacity to provide a return trip to passengers attending sport, cultural, professional, etc. events. The advertising shall clearly state the purpose of the trip which shall be linked to a specific event, as well as:

- a) itinerary;
- b) dates of flights;
- c) company's name;
- d) services supplied and overall, not breakable, price payable by passengers.

Returning to a city other than the departure city shall not be allowed.

Each group shall be made up of at least 20 passengers.

Article 6

OWN-USE FLIGHTS

Own-use flights are operated in pursuance of a contract signed with only one contracting party for the entire capacity of the aircraft offering more than 19 seats to transport staff and possible freight. No fraction of the capacity can be sold to third parties. The name of the company hiring the aircraft shall be mentioned.

Article 7

NON-SCHEDULED FREIGHT AND MAIL FLIGHTS

Non-scheduled flights for the carriage of freight are operated in pursuance of a charter contract signed by no more than three contracting parties for the entire aircraft capacity, to carry freight or live animals belonging to the said parties or to other ones.

ENAC, following a grounded request and on a reciprocity basis, may authorise the carriage of freight in the leftover capacity of the hold, mainly devoted to carriage of passengers' freight.

Applications shall be processed according to the following criteria:

- a) lack of direct scheduled air services on the route;
- b) authorisation granted by the aeronautical authorities of the Country of destination;
- c) confirmed reciprocity.

Article 8

FLIGHTS FOR THE CARRIAGE OF DANGEROUS GOODS

Carriage of goods classified as dangerous (flammable, corrosive, toxic insofar as goods transportable by air, except those classified as forbidden) may be performed on both passengers and cargo flights, abiding by the conditions, limitations, prescriptions, quantities and labelling as provided for by ICAO Document n.9284 AN/905 "Technical Instructions for the Safe Transport of Dangerous Goods by Air", last edition.

Carriage by air of radioactive and fissile substances to, from and through the Italian territory may be performed only by carriers holding a specific and previous authorisation, to be requested to Ministero dello Sviluppo Economico - Direzione generale per l'energia e le risorse minerarie (DGERM) - Via Molise, 2 - 00187 Roma, subject to the conditions set out in ICAO Doc. 9284.

Ministry of Transport Circular n.334096 dated December the 3rd, 1992 sets out conditions, prescriptions and terms for advance notice (Published on the Official Journal of the Italian Republic n.54 dated March the 6th, 1993).

Article 9
TAXI FLIGHTS

Taxi flights are operated to carry passengers in pursuance of a charter contract signed with only one contracting party for the entire aircraft capacity (lower than 20 seats). No fraction of the capacity can be sold to third parties.

Article 10
FLIGHTS FOR HUMANITARIAN AND EMERGENCY PURPOSES

Humanitarian and emergency flights are operated to provide assistance in case of emergency or in the occurrence of a natural disaster in pursuance of a charter contract signed with only one contracting party for the entire aircraft capacity.

Article 11
GENERAL CONDITIONS AND LIMITS

Non-scheduled air services between Italy and non-EU Countries are authorised by ENAC, Direzione Centrale Regolamentazione Economica (Economic Regulation General Directorate), on a reciprocity basis, to carriers holding an EU operating licence granted according to EC Regulation 2407/1992 and to carriers belonging to the third country concerned.

Usually, third and fourth freedom traffic rights are authorised. Fifth freedom traffic rights are authorised under exceptional circumstances, on a reciprocity basis and under prior assessment of the Direzione Centrale Regolamentazione Economica, provided that carriers operating in third freedom are not available to perform the requested flights.

Applications for traffic rights shall be supplemented with a statement of unavailability by the third freedom carriers pointing out that they are unavailable to carry out the required flights.

Feeder flights are not allowed.

Non EU carriers operating charter flights in Italy may carry passengers originating in Italy and operate a double-stop on the Italian territory under exceptional circumstances and on a reciprocity basis, unless ENAC otherwise states.

Remains of deceased abroad and passengers holding free tickets may be carried on non-scheduled air services.

The authorisation to operate non-scheduled air services originating in Italy is granted provided that the carrier complies with the rules on the use of the Italian language on board aircraft as laid down in the relevant ENAC Regulation.

The air carrier shall provide evidence of having in its fleet at least one aircraft registered in the State releasing the AOC certificate or at least one leased aircraft provided that the leased aircraft is at its full disposal in compliance with article 83 bis of Chicago Convention.

As far as leased aircraft are concerned, authorisations may be granted when aircraft are used by non-EU carriers already holding ENAC's authorisation to exercise traffic rights.

Flights operated by leased aircraft may be authorised provided that the leased aircraft capacity does not considerably exceed that of the aircraft in the fleet of the non-EU carrier holding the traffic rights.

Should an already approved operator wish to use a wet-leased aircraft owned by a non-approved carrier, the procedure set out in the following articles 12 and 13 for new carriers shall be applied.

Possible travel formulas additional or derogating to those listed in the present Regulation might be authorised upon grounded request and overall assessment of current aeronautical relationship with the Country involved.

Article 12

ACCREDITATION

Accreditation of air carriers wishing to operate non-scheduled air services from Italy to a third Country must precede the application.

Non-EU air carriers applying for the first time to operate in Italy or which had not been operating during the last two IATA seasons must be previously accredited by the applicant airline's State Aeronautical Authority which shall send ENAC the ***Declaration of Competence*** stating that the carrier is entitled to provide non-scheduled international air services.

The following documents shall be enclosed with the Declaration of Competency:

- a) copy of the Air Operator Certificate, AOC with operating specifications;
- b) carrier headquarters, mail address, telex, fax, e-mail;

- c) fleet composition and registration marks of each aircraft;
- d) entitlement to use the aircraft (if owned or dry/wet-leased) and for every single aircraft registration and airworthiness certificate
- e) noise certificate
- f) ACAS II and EGPWS equipments
- g) insurance certificate, kept permanently valid and served to ENAC, issued according to the attached form (Enclosure 3), which shall comply with EC Regulation 785/04;
- h) safety programme.

Article 13

DEADLINE FOR SUBMISSION OF THE APPLICATION

Carriers already operating in the Italian market and wishing to carry out non-scheduled air services on routes between Italy and third Countries shall submit to ENAC:

- a) All inclusive charter flights, special events, own-use, carriage of freight and mail:
 - 5 (five) days before the single flight;
 - 15 (fifteen) days in advance in case of series of flights
- b) Taxi flights:
 - at least 24 hours in advance
- c) Humanitarian and emergency flights:
 - as early as possible

Should wide-bodied aircraft be used additional 10 days are required..

Flights from Countries or areas subject to health ordinance, additional:

- 5 days before the flight in case of single and humanitarian flights
- 30 days in advance in case of series of flights.

As for carriage of classified cargo 15 days additional to the terms mentioned in a) above are required.

Article 14

DOCUMENTARY REQUIREMENTS

The application shall be supplemented with the following documents:

- a) Inclusive tour charter and special events flights:
 - copy of the lease agreement;

- copy of the advertising material.
- b) Own-use and cargo flights:
 - copy of the lease agreement;
 - for own-use charters, lessee's declaration to take the responsibility for the payment of the flight
- c) Carriage of explosives, weapons and munitions:
 - copy of the lease agreement;
 - original document or certified copy of the authorisation/s granted by other Ministries and/or public authorities concerned, whenever required;
 - declaration stating that the materials for which the authorisation has been requested is exactly the same listed in the last cited authorisation/s above;
 - copy of the authorisation granted by the Aeronautical Authorities of origin and/or destination of the freight

Article 15

AUTHORISATIONS OF NEW CARRIERS

The application of new non-EU carriers to exercise charter traffic rights shall be submitted at least 45 (forty-five) days in advance, supported by the necessary documentation for accreditation and, as far as SAFA inspections are concerned, with the duly filled Foreign Operator Questionnaire validated by the Aeronautical Authorities of the applicant.

ENAC shall have the faculty to arrange inspections at the applicant's operational headquarters and maintenance centres in the Country where the applicant is registered, before granting the authorisation to operate flights to Italy.

Article 16

POWER OF ATTORNEY

When the applicant is a subject other than the legal representative of the carrier the original document or a certified copy of the power of attorney, released in its favour and endorsed by a notary, shall be submitted to ENAC.

Should the country of the carrier not be a signatory state of The Hague Convention, notary's signature shall be certified by the nearest Italian consulate.

Artiche 17

AIRPORT SCHEDULE COORDINATION

Foreign and national carriers operating non-scheduled air services shall comply with all the operational prescriptions required in general or specific terms, as well as with all the administrative regulations in force issued by ENAC as regards to airport timetable coordination for receptivity purposes (clearance).

Slots on coordinated airports according to article 2, EC Regulation 793/2004 shall be priory coordinated and allocated by Assoclearance.

In Italy the following are coordinated airports: Bergamo, Bologna, Catania, Cagliari, Florence, Lampedusa (in summer), Milan-Linate, Milan-Malpensa, Naples, Palermo, Pantelleria (in summer), Pisa, Rome-Ciampino, Rome-Fiumicino, Turin, Venice.

Slots on the other Italian airports shall be priory coordinated with Airport Directorates and managing bodies.

Article 18

USE OF WIDE-BODIED AIRCRAFT

The issue of authorisations for use of aircraft classified by ICAO as larger than airport specifications is subject to clearance of Direzione Centrale Regolazione Aeroporti – Direzione Operatività e Certificazione Aeroporti, based on the findings of the aeronautical comparative survey worked out by the carrier and by the airport managing body, consulted the Airport Directorate concerned.

The term of notice is that set out in article 13, subparagraph 2.

Article 19

CERTIFIED AIRPORTS

Aircraft arriving from abroad may land only on airports certified according to customs and health regulations, except what provided for in international agreements or except special authorisation granted by the Ministry of Transport, consulted the Administrations concerned.

An aircraft is considered as arriving from abroad when entering the customs territory of the EU.

If required by safety, security, health or any other reasons of serious public interest, ENAC prohibits or restrains the use of airports.

The managing body of the airport reports to ENAC any changes affecting airport accessibility and performance that can give rise to the measures referred to in the first paragraph of this article.

Under International Health Regulation in force the following airports are designated as sanitary airports: Fiumicino, Ciampino, Malpensa, Linate.

As for flights arriving from Countries or areas falling under an health ordinance in force on a non-sanitary airport, ENAC, Direzione Trasporto Aereo, in order to get the permit refers the flight plan to the Ministry of Health and to the Aviation Health Office (U.S.M.A.) having territorial jurisdiction.

The terms of notice requested by the Ministry of Health are those set out in article 13, subparagraph 3.

Article 20

FLIGHT CANCELLATIONS

Carriers shall notify, in due course, passengers, ENAC – Direzione Trasporto Aereo -, Airport Directorates concerned and Assoclearance for coordinated airports, possible cancellations of flights.

Article 21

CONTACTS

Applications shall be submitted to ENAC.

If the applicant belongs to a Country requiring applications to be submitted through diplomatic channels, the application, for reciprocity reason, shall be submitted to the Ministry of Foreign Affairs.

The procedure through diplomatic channels applies also to carriers belonging to internationally embargoed Countries.

Application shall supply the following information:

- a) company name, registered office, address and nationality of the operating airline;
- b) name, address and activity performed by the charterer;

- c) type, capacity, and ownership of the aircraft, indicating in case of aircraft not owned by the applicant whether said aircraft is at disposal through a dry or wet-lease agreement , as well as registration marks;
- d) entire routing, embarkation and disembarkation airports, intermediate non commercial stops if any and ferry stretches;
- e) estimated date and time of departure and arrival: carriers are required to state that the shown timetable is compliant with the authorisations granted by Assoclearance or, in case of operations on non-coordinated airports, by the competent Airport Directorate/managing body;
- f) type of flight supplemented with the relevant documentation as set out in article 2, points a), b) and c);
- g) number of passengers;
- h) nature and quantity of freight carried.

The above information shall also be supplied by EU carriers which are required to notify Airport Directorates (copy to ENAC) their schedules, possible changes and cancellations.

Article 22

OPERATIONAL CHANGES

Operational changes shall be submitted to the Airport Directorate concerned (copy to ENAC headquarters) in the following cases only:

- a) replacement of one aircraft with another one offering similar or lower capacity when the flight was due to be operated with a wide-bodied aircraft provided that the overall capacity is lower than or equal to that of the replaced aircraft
- b) provision of an intermediate stop for non-traffic or technical reasons, provided that airport accessibility and all relevant regulations are complied with;
- c) change of the foreign origin or destination airport on positioning flights;
- d) unification of separate flights even with wide-bodied in case of flights planned for the carriage of passengers originating abroad when they carry passengers leaving from abroad and provided that overall capacity is similar to or lower than that offered by the replaced aircraft and that airport accessibility rules and all relevant operational regulations are complied with.

In the aforesaid circumstances air carriers have to comply with all possible carriage limitations (passengers - cargo) set out in permits or acknowledgments.

Slots modifications shall be coordinated directly with Assoclearance (ROMSPXH) as far as coordinated airports are concerned and with the relevant Airport Directorate and managing body in the other airports.

Article 23

CONTROLS ON NON-SCHEDULED AIR SERVICES

Controls over the compliance with this Regulation are carried out both before and during the activities subject to authorisation.

ENAC headquarters are in charge to previously control the requests of authorisations.

Local ENAC offices are in charge of airport controls to be carried out during the activity of the authorised flights.

On the basis of article 801 of the Italian Navigation Code (Controls on aircraft), ENAC carries out inspections on aircraft according to national and EU programmes and checks out mandatory documentation on board.

ENAC prevents aircraft from taking off (article 802 Italian Navigation Code) when, following controls referred to in article 801, circumstances jeopardising air safety arise, when police, and safety regulations are infringed as well as in case it is ascertained by the Authorities in charge that the operating carrier and the captain did not abide to the obligations provided for by the rules of public interest in the fields of health and customs.

ENAC, also as a result of reporting from the airport managing body or ENAV (ATC), forbids the departure of aircraft when obligations related to payment of taxes, charges and compensations (including those owed to ENAV) are infringed.

Non-scheduled air services are regulated by EU administrative rules on safety and passengers' rights already in force or which will enter into in force (in particular EC Regulation 2111/2005 and subsequent amendments and EC Regulation 261/2004) as well as by the rules of the Italian Navigation Code.

Article 24
SANCTIONS

In case of infringement of this Regulation the relevant sanctions set out in the provisions in force shall apply.

Article 25
ENAC CHARGES

The release of traffic rights is subject to charges, in accordance with the relevant ENAC Regulation.

Article 26
ENTRY INTO FORCE

This Regulation shall come into force as of the day after the date of publication on ENAC web- site.

Enclosures:

1. Application form for carriage of passengers
2. Application form for carriage of cargo
3. Insurance Certificate form EU Regulation 785/2004
4. ENAC F.O.Q. Foreign Operator Questionnaire

Enclosure 1

RICHIESTA AUTORIZZAZIONE PER TRASPORTO PASSEGGERI
Application form for passengers traffic rights

TO

FROM

Reference nr.

COMPAGNIA-NAZIONALITA'
Operator/nationality

NUMERO VOLO
Flight number

PERCORSO PIANIFICATO
Planned route

DATA DEL VOLO
Date of flight

AEROMOBILE/Tipo/Registrazione/Proprietà/Equipaggiamenti/Autorizzazioni
Aircraft/Type/Registration/Ownership/Equipment (ACAS II EGPWS)/Special approvals (transport of dangerous goods etc.)

TIPO DEL VOLO
Type of flight

DIRITTI TRAFFICO
Traffic rights

NOLEGGIATORE
Charterer

INFORMAZIONI TECNICHE
Validità Certificato Operatore Aereo
Certificato di assicurazione
Technical Information
Air Operator Certificate number/validity
E.U.Reg.785/2004 Insurance Certificate number/validity

NUMERO AUTORIZZAZIONE RILASCIATA

Clearance number

VALIDITA' DAL AL

Validità from/to

NOTE/Information

FIRMA/Signature

Enclosure 2

RICHIESTA AUTORIZZAZIONE PER TRASPORTO MERCI
Application form for cargo traffic rights

TO

FROM

Reference nr.

COMPAGNIA-NAZIONALITA'
Operator/nationality

NUMERO VOLO
Flight number

PERCORSO PIANIFICATO
Planned route

DATA DEL VOLO
Date of flight

AEROMOBILE/tipo/registrazione/Proprietà/equipaggiamenti/autorizzazioni
Aircraft/Type/Registration/ Ownership/Equipment (ACAS II EGPWS)/Special
Approvals(transport of dangerous good etc.)

TIPO DEL VOLO
Type of flight

DIRITTI TRAFFICO
Traffic rights

NOLEGGIATORE/MITTENTE/DESTINATARIO
Charterer/Consignor/Consignee

INFORMAZIONI TECNICHE
Validità Certificato Operatore Aereo
Certificato di assicurazione
Technical Information
Air Operator Certificate number/validity
E.U. Reg.785/2004 nsurance Certificate number/validity

NUMERO AUTORIZZAZIONE RILASCIATA
Clearance number

VALIDITA' DAL AL
Validità from/to

NOTE/Information

FIRMA/Signature

**Insurance Company
(Headed paper)**

Address
Ph.
Fax.
e-mail

**INSURANCE CERTIFICATE
Air Carriers Aviation Liabilities pursuant to E.U. Regulation 785/2004**

This is to certify we in our capacity as Insurer, duly authorized by the competent national Authority of (State)_____ have placed insurance policy nr(s)_____ Of aviation specific liability insurance in respect of passengers, baggage, cargo and third parties as follows when operating within, into and out of Italy:

Insured Airline _____
Policy period: starting _____ ending _____
Geographical limitation _____

Such Insurance is subject to a Combined Single Limit of Liability that is sufficient to cover the sum of the followings amounts:

Minimum liability in respect of each **passenger**: SDR 250.000
Minimum liability in respect of **baggage** per passenger: SDR 1.000
Minimum liability in respect of each kg of **cargo**: SDR 17

Third party minimum liability for each and every aircraft, per accident covering also damages due to risks of war or terrorism:

- SDR _____ covering all attached owned fleet of the carrier
- or**
- SDR _____ covering all attached fleet of the carrier both owned and operated
- or**
- if the minimum amount coverage is related to the single aircraft:

Aircraft type	Registration	Third Party Minimum Insurance
_____	_____	SDR _____
_____	_____	SDR _____
_____	_____	SDR _____

(additional aircraft to be detailed in attachment)

All the minimum liability amounts stated above also cover damage due to the risks of war, terrorism, hijacking, acts of sabotage, unlawful seizure of aircraft and civil commotion as per Clause AVN52E. Third party cover under AVN52E is subject to an aggregate limit which may be placed over two separate policies as indicated by the policy numbers above.

In case of insurance interruption or modification of the minimum liability amounts before the above expiry date, the insurer will have to notify ENAC the cancellation or variation of the contract It is further certified that no clause in the referred policy(ies) contains any term or condition limiting the provisions stated in the E.U. Regulation 785/2004.

Insurers stamp and Signature

(name)

(position)

Broker's Company
(Headed paper)

Address
Ph.
Fax.
e-mail

INSURANCE CERTIFICATE
Air Carriers Aviation Liabilities pursuant to E.U. Regulation 785/2004

This is to certify we, in our capacity as Insurance Broker have placed insurance policy nr(s) _____ of aviation specific liability insurance in respect of passengers, baggage, cargo and third parties as follows when operating within, into and out of Italy with certain Insurers, whose name and participation are held on file by us, have each authorized us to issue this Certificate on their behalf

Insured Airline _____

Policy period: starting _____ ending _____

Geographical limitation _____

Such Insurance is subject to a Combined Single Limit of Liability that is sufficient to cover the sum of the followings amounts:

Minimum liability in respect of each **passenger**: SDR 250.000
Minimum liability in respect of **baggage** per passenger: SDR 1.000
Minimum liability in respect of each kg of **cargo**: SDR 17

Third party minimum liability for each and every aircraft, per accident covering also damages due to risks of war or terrorism:

SDR _____ covering all attached owned fleet of the carrier

or

SDR _____ covering all attached fleet of the carrier both owned and operated

or

if the minimum amount coverage is related to the single aircraft:

Aircraft type	Registration	Third Party Minimum Insurance
_____	_____	SDR _____
_____	_____	SDR _____
_____	_____	SDR _____

(additional aircraft to be detailed in attachment)

All the minimum liability amounts stated above also cover damage due to the risks of war, terrorism, hi-jacking, acts of sabotage, unlawful seizure of aircraft and civil commotion as per Clause AVN52E. Third party cover under AVN52E is subject to an aggregate limit which may be placed over two separate policies as indicated by the policy numbers above.

In case of insurance interruption or modification of the minimum liability amounts before the above expiry date, the insurer will have to notify ENAC the cancellation or variation of the contract.

It is further certified that no clause in the referred policy(ies) contains any term or condition limiting the provisions stated in the E.U. Regulation 785/2004 recognising that, as stated, above cover under AVN52E may be provided by two separate policies to provide the required minimum liability amount.

Signed on behalf of Subscribing Insurers

(name)

(position)



ENTE NAZIONALE DELL'AVIAZIONE CIVILE
ITALIAN CIVIL AVIATION AUTHORITY

FOQ - Foreign Operator Questionnaire

Introduction

1. Foreword
2. Foreign Operators Questionnaire purpose
3. List of documents to be enclosed
4. Foreign Operators Questionnaire filling in and delivery instructions

1) Foreword

The Article 33 of the ICAO Convention states that the certificates of airworthiness and the certificates of competency and licenses issued or rendered valid by the contracting State in which the aircraft is registered shall be recognized as valid by the other contracting States, provided that the requirements under which such certificates or licenses were issued or rendered valid are equal to or above the minimum standards which may be established from time to time pursuant the Convention. Even though air operator certificates are not formally included yet in the mutual recognition statement, the same policy is currently applied by most ICAO contracting States.

Although implementation of the above provisions seems to solve the problem of the mutual recognition, the results of ICAO safety oversight audit programme show that several contracting States are experiencing difficulties to perform their safety oversight function according to the Chicago Convention. Consequently, doubts may arise about foreign operators' capability to comply with international safety standards.

In order to maintain confidence in international aviation system, ENAC has developed the present "Foreign Operators Questionnaire" to be completed by foreign air operators that are willing to perform commercial flights in the Italian airspace. Accurate and prompt response should ease the authorization process; endorsement for correctness and currency of the provided information by the operator's State Civil Aviation Authority is required.

2) Foreign Operators Questionnaire purpose

The Foreign Operators Questionnaire is one of the component of the technical assessment process carried out by ENAC Foreign Operators Assessment Office. The output of this process is a "technical visa" regarding the operator. This "technical visa" does not constitute in itself the traffic rights authorisation but is one of the key element accounted for by ENAC Traffic Rights Authorization Office to release the final Authorisation.

The main purpose of the Questionnaire is to be provided by the Operator with a declaration of compliance with certain ICAO standards, properly confirmed by the relevant NAA performing the safety oversight function on the Operator.

3) List of documents to be enclosed

The following documents shall be enclosed to the Questionnaire:

1. Copy of the current Air Operator Certificate or equivalent document;
2. Copy of the current Operations Specification or equivalent document showing the details and information concerning the operations capabilities:
 - a) Operator's fleet (type, model, registration marks);
 - b) Area and type of operations;
 - c) Special Approvals (LVO, B-RNAV, RVSM, ETOPS, MNPS, Transport of Dangerous Goods, etc.);
3. Copy of any operator's technical or operational documentation, or part thereof, that is deemed useful to further detail the information and data provided in the questionnaire.

4) Foreign Operators Questionnaire filling and delivery instructions

The Questionnaire has to be signed by a person of the Operator who holds a responsibility for Air Operator's Certificate matters (e.g. Chief Operating Officer, Accountable Manager or Director of Flight Operations) assuring that the information and data provided in this questionnaire are true and that copies of any documents attached are true copies.

Moreover the Questionnaire has to be undersigned by a responsible person of the Civil Aviation Authority of the State of the Operator certifying that information and data provided by the Operator are current (except for operators approved by and under the oversight of US FAA).

All the information requested are to be included: notwithstanding the operator will be asked to complete the FOQ.

The information contained in page 4 are of utmost importance in order to speed up any communication deemed useful or necessary by ENAC.

The accepted methods to fill in and deliver the Foreign Operator Questionnaire are:

- a) hard copy by mail
- b) hard copy by fax
- c) electronic format by mail (preferred).

If the electronic format is chosen, the Foreign Operator Questionnaire has to be SCANNED in a UNIQUE and NOT MODIFIABLE file (for example a unique PDF file containing all the pages, SIGNATURES INCLUDED).

In general terms, there is no need to return the pages from 1 to 3 of the questionnaire.

Part I – General Information

Operator's Data

Name	
ICAO code	
Address	
Office in Italy (if any) address	
Contact name and position in the organisation	
Telephone	
Fax	
E-mail address (preferred)	

Managers and other station personnel responsible in Italy

Name	Position in the organisation	Italian office address (if any)	Telephone	Fax	E-mail address (preferred)

Authority of the State of operator responsible for Civil Aviation oversight

Name	
Country	
Address	
Telephone	
Fax	
E-mail address (preferred)	
Director General (name and telephone number)	
Person responsible for flight operation matters (name and telephone number)	
Person responsible for maintenance matters (name and telephone number)	



Type of intended operation (Please tick as appropriate)

Scheduled Passenger Scheduled Cargo Scheduled Passenger and Cargo Unscheduled Passenger Unscheduled Cargo Unscheduled Passenger and Cargo

Operator's responsible persons

	Name	Telephone	Fax	E-mail address (preferred)
Accountable manager				
Post holder responsible for Flight Operations				
Post holder responsible for Ground Operations				
Post holder responsible for Training				
Post holder responsible for Maintenance				
Responsible Person for Quality Management				
Responsible Person for Flight Safety				

Handling agents' data at each Italian interested airport

Interested Airport	Handling agent name	Hired services	Type of agreement



List of maintenance organizations that usually perform maintenance activities on operator's aircrafts

Interested Airport	Handling agent name	Hired services	Type of agreement

Specific current Approval/Authorization to operate in EU Countries

State	Authority	Type of operation	Authorization date & n.	Valid until	Special condition

Specific current Approval/Authorization to operate in USA

Approval number	Date of issue	Type of operation	Valid until	Special condition



Aircraft data of the operator's fleet intended to be operated on Italian airports and related operators' special approvals / equipments
NOTE: WET LEASED AIRCRAFT ARE NOT SUPPOSED TO BE INDICATED.

Aircraft Type	Aircraft Model	Reg. marks	Serial Number	State of airworthiness oversight (if different from the State of operator)	
ETOPS	CAT II/III	RVSM	B-RNAV	EGPWS	ACAS II or TCAS II version 7.0
Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/> -----
Dang. goods	Noise Certification : Chapter III compliance		Notes		
Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/> -----				

Aircraft Type	Aircraft Model	Reg. marks	Serial Number	State of airworthiness oversight (if different from the State of operator)	
ETOPS	CAT II/III	RVSM	B-RNAV	EGPWS	ACAS II or TCAS II version 7.0
Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/> -----
Dang. goods	Noise Certification : Chapter III compliance		Notes		
Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/> -----				

Aircraft Type	Aircraft Model	Reg. marks	Serial Number	State of airworthiness oversight (if different from the State of operator)	
ETOPS	CAT II/III	RVSM	B-RNAV	EGPWS	ACAS II or TCAS II version 7.0
Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/> -----
Dang. goods	Noise Certification : Chapter III compliance		Notes		
Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/> -----				

Aircraft Type	Aircraft Model	Reg. marks	Serial Number	State of airworthiness oversight (if different from the State of operator)	
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Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/> -----
Dang. goods	Noise Certification : Chapter III compliance		Notes		
Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/> -----				



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Aircraft Type	Aircraft Model	Reg. marks	Serial Number	State of airworthiness oversight (if different from the State of operator)	
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Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/> -----
Dang. goods	Noise Certification : Chapter III compliance			Notes	
Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/> -----				

Aircraft Type	Aircraft Model	Reg. marks	Serial Number	State of airworthiness oversight (if different from the State of operator)	
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Dang. goods	Noise Certification : Chapter III compliance			Notes	
Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/> -----				

Aircraft Type	Aircraft Model	Reg. marks	Serial Number	State of airworthiness oversight (if different from the State of operator)	
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Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/> -----
Dang. goods	Noise Certification : Chapter III compliance			Notes	
Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/> -----				

Aircraft Type	Aircraft Model	Reg. marks	Serial Number	State of airworthiness oversight (if different from the State of operator)	
ETOPS	CAT II/III	RVSM	B-RNAV	EGPWS	ACAS II or TCAS II version 7.0
Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/> -----
Dang. goods	Noise Certification : Chapter III compliance			Notes	
Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/> -----				



ENAC Foreign Operators Questionnaire

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Dang. goods	Noise Certification : Chapter III compliance		Notes		
Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/> -----				

Aircraft Type	Aircraft Model	Reg. marks	Serial Number	State of airworthiness oversight (if different from the State of operator)	
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Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/> -----
Dang. goods	Noise Certification : Chapter III compliance		Notes		
Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/> -----				

Aircraft Type	Aircraft Model	Reg. marks	Serial Number	State of airworthiness oversight (if different from the State of operator)	
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Dang. goods	Noise Certification : Chapter III compliance		Notes		
Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/> -----				

Aircraft Type	Aircraft Model	Reg. marks	Serial Number	State of airworthiness oversight (if different from the State of operator)	
ETOPS	CAT II/III	RVSM	B-RNAV	EGPWS	ACAS II or TCAS II version 7.0
Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/> -----
Dang. goods	Noise Certification : Chapter III compliance		Notes		
Yes <input type="checkbox"/> / Not <input type="checkbox"/>	Yes <input type="checkbox"/> / Not <input type="checkbox"/> -----				

Note: if necessary use another FOQ form to add more information



SAFA inspections(*) undergone at European airports during last two years which generated major (Cat. 3) or significant (Cat. 2) findings for which a communication was sent to the operator by the inspecting NAA

(*) Concerning the whole operator's fleet

Date	Place	Aircraft Type-Model	Aircraft Registration Marks	Flight number
Findings and Corrective actions taken				

Date	Place	Aircraft Type-Model	Aircraft Registration Marks	Flight number
Findings and Corrective actions taken				

Date	Place	Aircraft Type-Model	Aircraft Registration Marks	Flight number
Findings and Corrective actions taken				



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Date	Place	Aircraft Type-Model	Aircraft Registration Marks	Flight number
Findings and Corrective actions taken				

Date	Place	Aircraft Type-Model	Aircraft Registration Marks	Flight number
Findings and Corrective actions taken				

Date	Place	Aircraft Type-Model	Aircraft Registration Marks	Flight number
Findings and Corrective actions taken				

Note: if necessary use another FOQ form to add more information



Accidents or serious incidents experienced during last five years

Place		Date		Aircraft involved	
Event short description					
Cause					
Measure taken					

Place		Date		Aircraft involved	
Event short description					
Cause					
Measure taken					

Place		Date		Aircraft involved	
Event short description					
Cause					
Measure taken					

Place		Date		Aircraft involved	
Event short description					
Cause					
Measure taken					

Place		Date		Aircraft involved	
Event short description					
Cause					
Measure taken					

Place		Date		Aircraft involved	
Event short description					
Cause					
Measure taken					

Note: if necessary use another FOQ form to add more information

Part II – ICAO Standards

Based on ICAO Annex 1 / Amdt. 168 - Annex 6 - Part 1 / Amdt.32 - Annex 8 / Amdt.100 - Annex 18 / Amdt. 9

1. The operator is expected to be compliant to with ICAO standards.
2. In case of any deviations from the ICAO Standards, differences shall be notified to ENAC (Italian CAA) by the Operator in accordance with the Chicago Convention.
3. Notwithstanding the above, no differences or deviations shall be accepted for the following standards:

ICAO Ref.	Chapter	ICAO Standards	Operator response	
			Compliance	Notes (if any)
Annex 1	1.2.4.3	Medical fitness	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	1.2.6	Decrease in medical fitness	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	1.2.7	Use of psychoactive substances	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	1.2.9.1	Language proficiency	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	2.1.1.1	General licensing specification	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	2.6.1.2	ATPL – Knowledge	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	2.6.1.3	ATPL – Skill	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	2.6.1.4	ATPL – Medical fitness	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	2.7.1.1	Instrument rating – Airplane Knowledge	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	2.7.1.2	Instrument rating – Skill	Yes <input type="checkbox"/> / No <input type="checkbox"/>	

ICAO Ref.	Chapter	ICAO Standards	Operator response	
			Compliance	Notes (if any)
Annex 6 Part I	3.1	Compliance with laws, regulations and procedures	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	4.1	Operating facilities	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	4.2.1.1	The air operator certificate	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	4.2.2.3	Surveillance of operations by a foreign operator	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	4.2.3.1	Operations Manual	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	4.2.4.1	Operating instructions - general	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	4.2.5	In flight simulation of emergency situation	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	4.2.6	Check lists	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	4.2.11	Crew	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	4.2.12	Passengers	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	4.3.1	Flight Preparation	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	4.3.2	Storage of flight preparation forms	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	4.3.3.1	Operational flight planning	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	4.3.4	Alternate aerodrome	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	4.3.5	Weather condition	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	4.3.6	Fuel and oil supply	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	4.3.7	Refuelling with passengers on board	Yes <input type="checkbox"/> / No <input type="checkbox"/>	

4.3.8	Oxygen supply	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
4.4.1	Aerodrome Operating Minima	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
4.4.4	Flight crew members and duty stations	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
4.5	Duties of pilot in command	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
4.7	Additional requirements for extended range operations by aeroplanes with two turbine power units (ETOPS)	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
5.2.3	compliance with the certificate of airworthiness and approved flight manual	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
5.2.5	Performance operating limitations	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
6.1	Airplane, Instruments equipment and flight documents. - General -	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
6.2	All aeroplanes on all flight	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
6.3.10	Flight recorders- construction and installation	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
6.3.11	Flight recorders - operations	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
6.3.12	Flight recorders - continued serviceability	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
6.5	All aeroplanes on flights over water	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
6.9	All aeroplanes operated in accordance with instrument flight rules	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
6.13	All aeroplanes complying with the noise certification standards in Annex 16 Vol1	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
6.15	Aeroplanes required to be equipped with the Ground Proximity Equipment System.	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
6.17	Emergency Locator Transmitter (ELT)	Yes <input type="checkbox"/> / No <input type="checkbox"/>	

	6.18	Aeroplanes required to be equipped with an airborne collision avoidance system (ACAS II)	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	6.19	Aeroplanes required to be equipped with a pressure altitude reporting transponder	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	8.1	Operator's maintenance responsibilities	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	8.3	Maintenance programme	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	8.4	Maintenance records	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	8.5	Continuing airworthiness information	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	8.6	Modifications and repairs	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	8.8	Maintenance release	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	9.1.1	Composition of the flight crew	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	9.2	Flight crew member emergency duties	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	9.3	Flight crew member training programme	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	9.4.1	Recent experience - Pilot in Command and co-pilot	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	9.4.4	Pilot proficiency check	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	11.1	Flight Manual	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	11.5	Records of emergency and survival equipment carried	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	11.6	Flight recorder records	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	12.1	Assignment of emergency duties	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	12.2	Cabin crew at emergency evacuation stations	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	12.4	Cabin crew Training	Yes <input type="checkbox"/> / No <input type="checkbox"/>	



ENAC Foreign Operators Questionnaire

	13.2	Security of the flight crew compartment	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	13.3	Aeroplane search procedures checklist	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	13.4	Training programmes	Yes <input type="checkbox"/> / No <input type="checkbox"/>	

ICAO Ref.	Chapter	ICAO Standards	Operator response	
			Compliance	Notes (if any)
Annex 8 Part II	3.2	Issuance and continued validity of a Certificate of Airworthiness	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	3.4	Aircraft limitations and information	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	3.5	Temporary loss of airworthiness	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	3.6	Damage to aircraft	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	4.2	Determination of continuing airworthiness	Yes <input type="checkbox"/> / No <input type="checkbox"/>	

In case of Dangerous Goods approval, no differences or deviations shall be accepted for the following Annex 18 standards

ICAO Ref.	Chapter	ICAO Standards	Operator response	
			Compliance	Notes (if any)
Annex 18	8.1	Acceptance for transport	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	8.2	Acceptance checklist	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	8.3	Loading and stowage	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	8.4	Inspection for damage or leakage	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	8.5	Loading restrictions in passenger cabin or in flight deck	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	8.6	Removal of contamination	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	8.7	Separation and segregation	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	8.8	Securing of dangerous goods cargo loads	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	8.9	Loading on cargo aircraft	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	9.1	Information to pilot in command	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	9.2	Information and instructions to flight crew members	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	9.5	Information from pilot in command to aerodrome authorities	Yes <input type="checkbox"/> / No <input type="checkbox"/>	
	9.6	Information in the event of an aircraft accident or incident.	Yes <input type="checkbox"/> / No <input type="checkbox"/>	



Part III – Operator’s Technical and Operational Documentation

(Based on ICAO Annex 6 – Part I / Amdt. 32)

Document	No. / date of last amendment	Approved/accepted by (specify)	Notes (if any)
Operations Manual			
<i>General</i>			
<i>Aircraft Operating Information</i>			
- <i>Minimum Equipment List</i>			
<i>Areas, Routes and Aerodromes</i>			
- <i>Aerodrome Operating Minima</i>			
<i>Training</i>			
- <i>Ground/Flight Training Progr.</i>			
- <i>Cabin Crew Training</i>			
- <i>Security Training Programme</i>			
Operational Flight Plan			
Mass and Balance Sheet			
Operator’s Maintenance Control Manual			
Maintenance Programme (type related)			
Journey Log Book			
Technical Log / Maintenance Release			



Operator's Statement

Operator :

The undersigned responsible person of the Operator declare that the information and data provided in this questionnaire are true and that copies of any documents attached are true copies.

Name*:

Position*:

Signature: **Date:**

* To be completed by a senior person who holds a responsibility for Air Operator's Certificate matters — e.g. Chief Operating Officer, Accountable Manager or Director of Flight Operations.

Operator's State Civil Aviation Authority Statement **

Authority :

The undersigned responsible person of the Civil Aviation Authority of _____ certifies that the information and data provided by the Operator _____ are correct and current.

Name:

Position:

Signature: **Date:**

** Not needed for Operators approved by and under the oversight of Federal Aviation Administration (FAA) of United States of America
