

**UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND  
THIRD COUNTRY OPERATOR AUTHORISATION UK-TCO-2022-0811-0001**

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TCO HOLDER: **SUPER AIR HAVA TASIMACILIGI A.S DBA SUPER AIR**  
AOC State of Registration: **TURKEY**  
AOC Number (or equivalent): **TR-AT-031**  
TCO Authorisation: **UK-TCO-2022-0811**  
Issued on: **08 November 2022**  
Issue Number: **0001**

**CONDITIONS OF ISSUE**

**1. Validity**

- a. This authorisation confirms that the TCO Holder has complied with the requirements of Regulation 452/2014 (as amended and brought into force by the United Kingdom European Union (Withdrawal) Act 2018).
- b. The authorisation shall remain valid subject to the TCO Holder having carried out at least one flight every 24 months to, from and within the territory of the United Kingdom.
- c. The authorisation remains valid subject to the terms below, unless amended, surrendered, suspended, or revoked.
- d. The TCO Holder is responsible for continued compliance with the requirements laid down in Regulation 452/2014 and is subject to monitoring by the United Kingdom Civil Aviation Authority (UK CAA). Failure to comply with any of the requirements of the Regulation 425/2014 may result in the suspension or revocation of the TCO authorisation.
- e. This authorisation confirms that the TCO Holder is entitled to apply and to hold a United Kingdom Foreign Carrier Permit allowing it to undertake approved commercial air transport operations to, from and within the territory of the United Kingdom.
- f. Nothing within this authorisation grants traffic rights to the TCO Holder for which a Foreign Carrier Permit is required.

**2. Restrictions**

**No specific restrictions or limitations apply**

### 3. Terms

**a. This authorisation will remain valid unless the Air Operator Certificate issued by the state in which the TCO Holder is licensed has been restricted, suspended or revoked.**

**b. The following changes require prior authorisation by the UK CAA for this authorisation to remain in force:**

- i. A change in the legal entity or in the registered name of the TCO Holder, or in its principal or registered place of business.
- ii. Any takeover, merger, consolidation or similar structural change to the TCO Holder's organisation that could result in a change to (i)
- iii. Any change in the TCO Holder's scope of activities.
- iv. Any revisions, restrictions or amendments imposed to the operational specifications of the TCO holder's AOC. This includes the addition of any new aircraft type or variant.

**The application for prior authorisation by the UK CAA shall be submitted by the TCO holder at least 30 days before the date of implementation of the intended change.**

**Changes other than those listed in 3.b. do not require prior authorisation. However, any other changes shall still be notified to the UK CAA before the change is implemented.**

**c. Changes that do not require prior authorisation for operators whose primary business is non-scheduled passenger transport, business aviation or the conduct of air ambulance flights;**

**Derogating from 3.b.iv. the TCO Holder may use a new aircraft type under its TCO authorisation without prior authorisation by the UK CAA where the aircraft:**

- i. is not used for scheduled operations,
- ii. is a multi-engine passenger aeroplane,
- iii. is operated by multi-crew,
- iv. does not exceed an MTOW of 45,500 kg,
- v. is not authorised to carry more than 19 passengers,
- vi. holds a type certificate recognised by the UK CAA,
- vii. holds a standard Certificate of Airworthiness and
- viii. the aircraft complies with all applicable ICAO standards and United Kingdom airspace requirements.

Any changes shall be notified to the UK CAA before the new aircraft is used under the TCO authorisation by submitting an updated version of the fleet schedule as previously provided to the UK CAA.

**d. The UK CAA must be immediately advised of the following:**

- i. Any enforcement measures or restrictions imposed by a National Aviation Authority (or equivalent), including limitations and suspension of traffic rights.
- ii. Any accident as defined in ICAO Annex 13, involving aircraft used under its AOC.

#### **4. Monitoring**

**a. The TCO authorisation shall be reviewed every 24 months. At the discretion of the UK CAA, the intervals between review may be extended to a period not exceeding 48 months. Where the interval between review has been reduced to less than 24 months for reasons of enhanced monitoring of safety performance, this will be stated in the restrictions/limitations.**

**b. The TCO safety review may be initiated at any time if there are indications that the safety performance of the TCO Holder and/or the oversight capabilities of the state of the TCO Holder may have decreased below the applicable standards contained in the Annexes to the Convention on International Civil Aviation.**

**Issued Date: 08 November 2022**  
**452/2014 - ACAT2-01 - 21/12/2021**

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**For the Civil Aviation Authority**