



## **Annex 11**

# **Foreign Air Transport AOC (FATAOC) Holders**

## Introduction

This annex is an integral part of the CASA Surveillance Manual (CSM), which should be referenced at all times. To allow for more frequent revisions, this annex can be updated independent of the CSM and other annexes. The process of updating this annex requires verification and approval from its owners and sponsors, as well as from Coordination and Safety Systems (CSS). An updated version can only be published once CSS has finalised the format, with the latest revision history data included in the revision table.

## Revision history

Revisions to this annex are recorded below in order of the most recent first.

| Version Nº. | Date           | Parts / sections                                | Details  |
|-------------|----------------|---|--|
| 6.0         | March 2023     | Section 2                                       | Removal of Table Foreign Aircraft Surveillance   |
| 5.0         | December 2019  | Nil change                                      | Health Check mandatory element section not requiring update in this annex                  |
| 4.1         | September 2019 | Section 1                                       | Update manual reference and add hyperlink  |
| 4.0         | April 2019     | Inclusion of Introduction and Revision history. | These inclusions allow for updates and revisions independent of the CSM and other annexes. |
| 4.0         | April 2019     | Section 2                                       | Addition of third-party audits.  |

## 1 Overview

This Annex provides information relating to the surveillance of Foreign Air Transport AOC (FATAOC) holders.

Ramp Inspections.

Ramp inspections are the primary form of surveillance on foreign operators.

CASA has a working arrangement with the European Aviation Safety Agency (EASA) to participate in the European (EU) Safety Assessment of Foreign Aircraft (SAFA) Programme and as such CASA has adopted the EU SAFA Programme for the surveillance of foreign operators.

The working arrangement requires that CASA complies with the EU SAFA Technical Requirements as laid out in Annex 1 of the Working arrangement. These include:

- use of the Inspection Instructions on the Categorisation of Ramp Inspection (SAFA/SACA) Findings
- use of the EASA Ramp Inspection Manual
- use of the EASA managed centralised database
- inspector qualification and training
- attendance at the RICS meetings
- participation in working groups and inspector exchanges.

Procedures from the EASA Ramp Inspection Manual have been incorporated into [Foreign Aircraft Ramp Inspection Manual](#) available on Horace under Foreign Operators.

Information relating to the working arrangement can be found at:

<https://www.easa.europa.eu/document-library/working-arrangements/wa-between-casa-australia-and-easa-cooperation-eu-safa>

Information relating to the EU Ramp Inspection programme can be found at:

<http://www.easa.europa.eu/node/15629>

Other

Under certain circumstances, and with the cooperation of the relevant National Aviation Authority, CASA may conduct a line operational safety audit.

If required, CASA may conduct a Special Purpose Audit either desktop or on site as part of an entry control or continuous monitoring activity.

## 2 Information Sources

The following is a non-exhaustive list of information sources that can be accessed to support the assessment of an authorisation holder:

- International Civil Aviation Organisation (ICAO)
- National Aviation Authorities
- International Air Transport Association (IATA)
- EASA EU SAFA Database and Regular Analysis
- Australian government agencies (ATSB, ASA)
- general public (complaints, reports)
- aviation industry
- open-source information (news, media and aviation publications)
- third-party audits.