

**Mr Gultekin Bodur**  
**Compliance Monitoring & Standardization Senior Manager**  
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**Turkey**

24 August 2022

Dear Mr Bodur,

### **United Kingdom Third Country Operator Certificate**

The Civil Aviation Authority (CAA) has now granted your application for a Third Country Operator approval (UK-TCO) and your certificate is attached. The basis and terms on which the certificate is granted are set out below, but please note that this authorisation **does not** entitle you to operate commercial services to or from the UK without the corresponding [Foreign Carrier Permit](#).

### **Legislation**

Following the UK's withdrawal from the European Union, EU legislation, including Regulation (EU) No 452/2014 which governs the basis on which European Aviation Safety Agency (EASA) TCO's are issued and held, has been amended and retained in UK law. The revised UK Regulation and the associated guidance can be found [here](#).

This legislation appointed the CAA as the national authority for the administration of the TCO system for the UK in place of EASA on the UK Exit from the EU. The CAA has published an amended (UK only) version of Regulation 452/2014 a copy of which can be found [here](#).

### **Validity**

Unless revised or replaced this authorisation will remain in force subject to the criteria set out below and detailed in the attached authorisation being maintained. The TCO authorisation will be initially reviewed within 24 months from the date of issue. That safety review may be initiated at any time if there are any indications that the state safety performance of the TCO holder and/or oversight capabilities of the state of the operator may have decreased below the applicable standards contained in the Annexes to the Convention on International Civil Aviation.

### **Terms**

- a. This authorisation will remain valid unless the Air Operator Certificate issued by the state in which the operator is licensed has been restricted, suspended or revoked.
- b. The following changes require prior authorisation by the Civil Aviation Authority for this certificate to remain in force and may be subject to an administration fee of £82.00:
  - I. A change in the legal entity or in the registered name of the operator, or in its principal or registered place of business.
  - II. Any takeover, merger, consolidation or similar structural change to the operator's organisation that could result in a change to (i)
  - III. Any change in the operator's scope of activities.
  - IV. Any revisions, restrictions or amendments imposed to the operational specifications of the certificate holder's AOC. This includes the addition of any new aircraft type or variant.

Any application for prior authorisation by the certificate should be submitted at least 30 days before the date of implementation of the intended change.

The UK Civil Aviation Authority must be immediately advised of the following:

Any enforcement measures or restrictions imposed by EASA, any Civil Aviation Authority (or national equivalent), including limitations or suspension of traffic rights.

If you have any queries in relation to the UK then please contact us by email at [TCO@caa.co.uk](mailto:TCO@caa.co.uk).

### **Foreign Carrier Permits**

All non-UK air carriers intending to operate either charter or scheduled flights to, from, within or via the United Kingdom must hold a [Foreign Carrier Permit](#), which governs traffic rights, prior to any commercial flight being undertaken. If you have any queries in relation to Foreign Carrier Permits then please us by email at [foreigncarrierpermits@caa.co.uk](mailto:foreigncarrierpermits@caa.co.uk).

Yours sincerely,

A handwritten signature in blue ink that reads "David Kendrick". The signature is written in a cursive style and is positioned above a horizontal line that extends to the right.

**David Kendrick**  
**Head, Airline Licensing**  
**UK Civil Aviation Authority**