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COMMISSION REGULATION (EC) No 474/2006

of 22 March 2006

establishing the Community list of air carriers which are subject to an operating ban within the Community referred to in Chapter II of Regulation (EC) No 2111/2005 of the European Parliament and of the Council

(Text with EEA relevance)

(OJ L 84, 23.3.2006, p. 14)

Amended by:

		Official Journal		
		No	page	date
►M1	Commission Regulation (EC) No 910/2006 of 20 June 2006	L 168	16	21.6.2006
►M2	Commission Regulation (EC) No 1543/2006 of 12 October 2006	L 283	27	14.10.2006
►M3	Commission Regulation (EC) No 235/2007 of 5 March 2007	L 66	3	6.3.2007
►M4	Commission Regulation (EC) No 787/2007 of 4 July 2007	L 175	10	5.7.2007
►M5	Commission Regulation (EC) No 1043/2007 of 11 September 2007	L 239	50	12.9.2007
►M6	Commission Regulation (EC) No 1400/2007 of 28 November 2007	L 311	12	29.11.2007
►M7	Commission Regulation (EC) No 331/2008 of 11 April 2008	L 102	3	12.4.2008
►M8	Commission Regulation (EC) No 715/2008 of 24 July 2008	L 197	36	25.7.2008
►M9	Commission Regulation (EC) No 1131/2008 of 14 November 2008	L 306	47	15.11.2008
►M10	Commission Regulation (EC) No 298/2009 of 8 April 2009	L 95	16	9.4.2009
►M11	Commission Regulation (EC) No 619/2009 of 13 July 2009	L 182	4	15.7.2009
►M12	Commission Regulation (EC) No 1144/2009 of 26 November 2009	L 312	16	27.11.2009
►M13	Commission Regulation (EU) No 273/2010 of 30 March 2010	L 84	25	31.3.2010
►M14	Commission Regulation (EU) No 590/2010 of 5 July 2010	L 170	9	6.7.2010
►M15	Commission Regulation (EU) No 791/2010 of 6 September 2010	L 237	10	8.9.2010
►M16	Commission Regulation (EU) No 1071/2010 of 22 November 2010	L 306	44	23.11.2010
►M17	Commission Implementing Regulation (EU) No 390/2011 of 19 April 2011	L 104	10	20.4.2011
►M18	Commission Implementing Regulation (EU) No 1197/2011 of 21 November 2011	L 303	14	22.11.2011
►M19	Commission Implementing Regulation (EU) No 295/2012 of 3 April 2012	L 98	13	4.4.2012
►M20	Commission Implementing Regulation (EU) No 1146/2012 of 3 December 2012	L 333	7	5.12.2012

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COMMISSION REGULATION (EC) No 474/2006

of 22 March 2006

establishing the Community list of air carriers which are subject to an operating ban within the Community referred to in Chapter II of Regulation (EC) No 2111/2005 of the European Parliament and of the Council

(Text with EEA relevance)

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Regulation (EC) No 2111/2005 of the European Parliament and the Council of 14 December 2005 on the establishment of a Community list of air carriers subject to an operating ban within the Community and on informing air transport passengers of the identity of the operating air carrier, and repealing Article 9 of Directive 2004/36/CE ([1]), and in particular Article 3 thereof,

Whereas:

(1) Chapter II of Regulation (EC) No 2111/2005 (hereinafter referred to as 'the basic Regulation') lays down procedures for establishing the Community list of air carriers which are subject to an operating ban within the Community as well as procedures allowing the Member States, in certain circumstances, to adopt exceptional measures imposing operating bans within their territory.

(2) In accordance with Article 3(3) of the basic Regulation, each Member State communicated to the Commission the identity of the air carriers that are subject to an operating ban in its territory, together with the reasons which led to the adoption of such bans and any other relevant information.

(3) The Commission informed all air carriers concerned either directly or, when this was not practicable, through the authorities responsible for their regulatory oversight, indicating the essential facts and considerations which would form the basis for a decision to impose them an operating ban within the Community.

(4) In accordance with Article 7 of the basic Regulation, opportunity was given by the Commission to the air carriers concerned to consult the documents provided by Member States, to submit written comments and to make an oral presentation to the Commission within 10 working days and to the Air Safety Committee ([2]).

(5) The common criteria for consideration of an operating ban for safety reasons at Community level are set out in the Annex to the basic Regulation.

([1]) OJ L 344, 27.12.2005, p. 15.

([2]) Established by Article 12 of Council Regulation (EEC) No 3922/91 of 16 December 1991 on the harmonization of technical requirements and administrative procedures in the field of civil aviation (OJ L 373, 31.12.1991, p. 4).

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Air Bangladesh

(6) There is verified evidence of serious safety deficiencies on the part of Air Bangladesh with regard to a certain aircraft of its fleet. These deficiencies have been identified during ramp inspections performed by Germany under the SAFA programme ([1]).

(7) Air Bangladesh did not respond adequately and timely to an enquiry by the civil aviation authority of Germany regarding the safety aspect of its operation showing a lack of transparency or communication, as demonstrated by its lack of reply to correspondence from this Member State. To date Germany had no opportunity to verify whether the safety deficiencies have been corrected.

(8) The authorities of Bangladesh with responsibility for regulatory oversight of Air Bangladesh have not exercised an adequate oversight on one specific aircraft used by this carrier in accordance with their obligations under the Chicago Convention.

(9) Therefore, on the basis of the common criteria, it is assessed that Air Bangladesh should be submitted to a strict operational restriction and included in Annex B.

Air Koryo

(10) There is verified evidence of serious safety deficiencies on the part of Air Koryo. These deficiencies have been identified by France and Germany, during ramp inspections performed under the SAFA programme ([2]).

(11) Persistent failure by Air Koryo to address deficiencies previously communicated by France was identified during other ramp inspections performed under the SAFA programme ([3]).

(12) Substantiated and serious incident-related information communicated by France indicates latent systemic safety deficiencies on the part of Air Koryo.

(13) Air Koryo demonstrated a lack of ability to address these safety deficiencies.

(14) Air Koryo did not respond adequately and timely to an enquiry by the civil aviation authority of France regarding the safety aspect of its operation showing a lack of transparency or communication, as demonstrated by the absence of reply to a request by that Member State.

(15) The corrective action plan presented by Air Koryo in response to France's request was not adequate and sufficient to correct the identified serious safety deficiencies.

([1]) LBA-D-2005-0003
LBA-D-2005-0004
LBA-D-2005-0004
([2]) DGAC/F 2000-210
No ref. for another SAFA inspection performed by Germany.
([3]) DGAC/F-2000-895

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(16) The authorities of the Democratic People Republic of Korea with responsibility for regulatory oversight of Air Koryo have not exercised an adequate oversight on this carrier in accordance with their obligations under the Chicago Convention.

(17) Therefore, on the basis of the common criteria, it is assessed that Air Koryo does not meet the relevant safety standards.

Ariana Afghan Airlines

(18) There is verified evidence of serious safety deficiencies on the part of certain aircraft operated by Ariana Afghan Airlines. These deficiencies have been identified by Germany, during ramp inspections performed under the SAFA programme ([1]).

(19) Ariana Afghan Airlines demonstrated a lack of ability to address these safety deficiencies.

(20) Ariana Afghan Airlines did not respond adequately and timely to an enquiry by the civil aviation authority of Germany regarding the safety aspect of its operation showing a lack of communication, as demonstrated by the absence of adequate response to correspondence from this Member State.

(21) The competent authorities of Afghanistan, where the aircraft used by Ariana Afghan Airlines is registered, have not exercised a fully adequate oversight of the aircraft used by this carrier in accordance with their obligations under the Chicago Convention.

(22) Therefore, on the basis of the common criteria, it is assessed that Ariana Afghan does not meet the relevant safety standards for all the aircraft it operates, with the exception of A310 registration number F-GYYY which is registered in France and subject to the oversight of the French authorities.

BGB Air

(23) There is verified evidence of serious safety deficiencies on the part of BGB Air. These deficiencies have been identified by Italy, during ramp inspections performed under the SAFA programme ([2]).

(24) BGB Air demonstrated a lack of ability or willingness to address safety deficiencies as demonstrated by the submission of a self-assessment with ICAO Standards on the basis of the Foreign Operator Check List provided by Italy, which was found not to be in conformity with the subsequent findings of SAFA inspections.

(25) BGB Air did not respond adequately to an enquiry by the civil aviation authority of Italy, regarding the safety aspect of its operation showing a lack of transparency or communication, as demonstrated by the absence of reply to some correspondence sent by this Member State.

([1]) LBA-D-2004-269
LBA-D-2004-341
LBA-D-2004-374
LBA-D-2004-597

([2]) ENAC-IT-2005-237

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(26) There is no evidence of the implementation of an adequate corrective action plan presented by BGB Air to correct the serious safety deficiencies in response to the request from Italy.

(27) The authorities of Kazakhstan with responsibility for regulatory oversight of BGB Air did not fully cooperate with the civil aviation authority of Italy when concerns about the safety of the operation of BGB Air certified in that state were raised, as demonstrated by the absence of reply to the correspondence sent by this Member State.

(28) Therefore, on the basis of the common criteria, it is assessed that BGB Air does not meet the relevant safety standards.

Buraq Air

(29) There is verified evidence of serious safety deficiencies on the part of Buraq Air concerning its cargo operations. These deficiencies have been identified by Sweden and the Netherlands, during ramp inspections performed under the SAFA programme ([1]).

(30) Buraq Air did not respond adequately and timely to an enquiry by the civil aviation authority of Germany regarding the safety aspect of its Cargo operations showing a lack of transparency or communication, as demonstrated by a lack of response to correspondence from this Member State.

(31) The authorities of Libya with responsibility for regulatory oversight of Buraq Air have not exercised an adequate oversight on the Cargo operations of this carrier in accordance with their obligations under the Chicago Convention.

(32) Therefore, on the basis of the common criteria, it is assessed that Buraq Air should be subject to strict operational restrictions and included in Annex B.

Air Service Comores

(33) There is verified evidence of serious safety deficiencies on the part of Air Service Comores. These deficiencies have been identified by a Member State, France, during a ramp inspection performed under the SAFA programme ([2]).

(34) There is no evidence of the implementation of an adequate corrective action plan presented by Air Service Comores to correct the identified serious safety deficiencies in response to the request from France.

(35) The authorities with responsibility for regulatory oversight of Air Service Comores have shown a lack of ability to address safety deficiencies.

(36) The authorities with responsibility for regulatory oversight of Comores did not cooperate in due time with the civil aviation authority of France when concerns about the safety of the operation of a carrier licensed or certified in that state were raised.

([1]) LFV-S-2004-2004-52
CAA-NL-2005-47
([2]) DGAC/F-2005-1222

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(37) Therefore, on the basis of the common criteria, it is assessed that Air Service Comores does not meet the relevant safety standards.

GST Aero Air Company

(38) There is verified evidence of serious safety deficiencies on the part of GST Aero Air Company. These deficiencies have been identified by Italy, during ramp inspections performed under the SAFA programme ([1]).

(39) GST Aero Air Company demonstrated a lack of ability or willingness to address safety deficiencies.

(40) GST Aero Air Company did not respond adequately and timely to an enquiry by the civil aviation authority of Italy regarding the safety aspect of its operation showing a lack of transparency or communication as demonstrated by the absence of reply to the correspondence sent by this Member State.

(41) There is no evidence of the implementation of an adequate corrective action plan presented by GST Aero Air Company to correct the serious safety deficiencies in response to Italy's request.

(42) The authorities of Kazakhstan with responsibility for regulatory oversight of GST Aero Air Company did not fully cooperate with the civil aviation authority of Italy when concerns about the safety of the operation of a carrier licensed or certified in that state were raised, as demonstrated by the limited reply to the correspondence sent by Italy.

(43) Therefore, on the basis of the common criteria, it is assessed that GST Aero Air Company does not meet the relevant safety standards.

Phoenix Aviation

(44) The authorities with responsibility for regulatory oversight of Kirghizstan have shown an insufficient ability to implement and enforce the relevant safety standards with regard to Phoenix Aviation. While Phoenix Aviation's Air Operator's Certificate was issued by Kyrgyzstan, there is evidence showing s that the airline has its principal place of business in the United Arab Emirates (UAE), contrary to the requirements of Annex 6 to the Chicago Convention. The US National Transportation Safety Board's Factual Report ([2]) into an accident involving Kam Air flight 904, which was operated by Phoenix Aviation, states that Phoenix Aviation has its headquarters in the UAE.

(45) Therefore, on the basis of the common criteria, it is assessed that Phoenix Aviation does not meet the relevant safety standards.

([1]) ENAC-IT-2005-170
ENAC-IT-2005-370

([2]) Factual Aviation Report, USA-National Transportation Safety Board, 2 March 2005, (NTSB ID: DCA05RA033).

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Phuket Airlines

(46) There is verified evidence of serious safety deficiencies on the part of Phuket Airlines. These deficiencies have been identified by Member States, the United Kingdom and the Netherlands, during ramp inspections performed under the SAFA programme ([1]).

(47) Phuket Airlines demonstrated a lack of ability to address timely and adequately these safety deficiencies.

(48) The authorities with responsibility for regulatory oversight of Thailand did not fully cooperate with the civil aviation authority of the Netherlands when concerns about the safety of Phuket Airlines certified in that state were raised as demonstrated by the lack of pertinent responses to the correspondence from this Member State.

(49) Therefore, on the basis of the common criteria, it is assessed that Phuket Airlines does not meet the relevant safety standards.

Reem Air

(50) There is verified evidence of serious safety deficiencies on the part of Reem Air. These deficiencies have been initially identified by the Netherlands, during ramp inspections performed under the SAFA programme ([2]).

(51) Persistent failure by Reem Air to address deficiencies was confirmed by the Netherlands, during subsequent ramp inspections on one specific aircraft performed under the SAFA programme ([3]).

(52) Reem Air demonstrated a lack of ability or willingness to address safety deficiencies.

(53) Reem Air did not respond adequately and timely to an enquiry by the civil aviation authority of the Netherlands regarding the safety aspect of its operation showing a lack of transparency or communication as demonstrated by the absence of reply to the correspondence sent by this Member State.

([1]) CAA-UK-2005-40
CAA-UK-2005-41
CAA-UK-2005-42
CAA-UK-2005-46
CAA-UK-2005-47
CAA-UK-2005-48
CAA-NL-2005-49
CAA-NL-2005-51
CAA-NL-2005-54
CAA-NL-2005-55
CAA-NL-2005-56

([2]) CAA-NL-2005-119
CAA-NL-2005-122
CAA-NL-2005-128
CAA-NL-2005-171
CAA-NL-2005-176
CAA-NL-2005-177
CAA-NL-2005-191
CAA-NL-2005-195
CAA-NL-2005-196

([3]) CAA-NL-2005-230
CAA-NL-2005-234
CAA-NL-2005-235

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(54) There is no evidence of the implementation of an adequate corrective action plan presented by Reem Air to correct the identified serious safety deficiencies in response to the request from the Netherlands.

(55) The authorities of Kirghizstan with responsibility for regulatory oversight of Reem Air have not exercised an adequate oversight on this carrier in accordance with their obligations under the Chicago Convention, as demonstrated by the persistence of serious safety deficiencies. In addition, information provided to the Commission by Reem Air during the hearing granted to this company evidences that, while Reem Air Operator's Certificate was issued by Kyrgyzstan, this airline has its principal place of business in the United Arab Emirates (UAE), contrary to the requirements of Annex 6 to the Chicago Convention.

(56) Therefore, on the basis of the common criteria, it is assessed that Reem Air does not meet the relevant safety standards.

Silverback Cargo Freighters

(57) There is verified evidence of serious safety deficiencies on the part of Silverback Cargo Freighters. These deficiencies have been identified by Belgium during a ramp inspection performed under the SAFA programme ([1]).

(58) Silverback Cargo Freighters which equally assures the maintenance (A&B checks) of its own aircraft, did not respond adequately to an enquiry by the civil aviation authority of this Member State regarding the safety aspect of its operation showing a lack of transparency or communication as demonstrated by the lack of pertinent response to requests made by this Member State.

(59) Therefore, on the basis of the common criteria, it is assessed that Silverback Cargo Freighters does not meet the relevant safety standards.

Air carriers from the Democratic Republic of Congo

(60) In spite of its efforts, the civil aviation authorities of the Democratic Republic of Congo ('DRC') have persistent difficulties to implement and enforce the relevant safety standards, as demonstrated by the ICAO-USOAP — Audit Summary Report of the Directorate of Civil Aviation of the Democratic Republic of Congo (Kinshasa, 11-18 June 2001). In particular, no system for the certification of Air Operators is currently in place.

(61) The authorities of the DRC with responsibility for regulatory oversight have consequently shown a lack of ability to carry out adequate safety oversight.

(62) An operating ban is imposed on Central Air Express because of substantiated deficiencies related to international safety standards, and its lack of cooperation with a Member State.

([1]) BCAA-2005-36

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(63) Belgium ([1]) and Hewa Bora Airways (HBA) have provided information showing that, in the case of HBA, the deficiencies observed in the past by the Belgian authorities have been significantly corrected with respect to certain aircraft. Belgium has further informed the Commission that it intends to conduct systematic ramp inspections of HBA. In view of this, it is considered that this air carrier should be allowed to continue its current operations.

(64) Therefore, on the basis of the common criteria, it is assessed that all air carriers certified in the Democratic Republic of Congo (RDC) should be included in Annex A with the exception of Hewa Bora Airways (HBA) which should be included in Annex B.

Air carriers from Equatorial Guinea

(65) The authorities with responsibility for regulatory oversight of Equatorial Guinea did not fully cooperate with the civil aviation authority of the United Kingdom (UK) when concerns about the safety of the operation of carriers licensed or certified in that state were raised. The UK wrote to the Director General of Civil Aviation in Equatorial Guinea on 27 March 2002 ([2]) seeking clarification on the following points:

— a significant increase in the number of aircraft registered in Equatorial Guinea and suggestions that the Aircraft Registration Bureau (ARB) or a similar organisation might be managing the register,

— the fact that a number of operators holding an Air Operator Certificate (AOC) issued by Equatorial Guinea did not have their principal place of business in Equatorial Guinea.

The letter also advised the Director General of Civil Aviation that the UK would not be in a position to allow further commercial operations to its territory by Equatorial Guinea airlines until the UK authorities were satisfied that these airlines were receiving satisfactory oversight. Equatorial Guinea did not reply to this letter.

(66) The authorities with responsibility for regulatory oversight of Equatorial Guinea have shown an insufficient ability to implement and enforce the relevant safety standards, in particular as demonstrated by audits and related corrective action plans established under ICAO's Universal Safety Oversight Audit Programme. Such a USOAP audit of Equatorial Guinea took place in May 2001 whereby the audit report ([3]) indicated that the Civil Aviation Authority did not, at the time of the audit, have the ability to provide adequate oversight to its airlines and ensure that they operate in accordance with ICAO standards. These audit findings namely included:

([1]) SAFA ramp inspection performed by the Authorities of Belgium on March 11, 2006 in Brussels.

([2]) Correspondence between the UK Department of Transport and DGCA-Equatorial Guinea on the 'Aircraft Register of Equatorial Guinea' (27 March 2002).

([3]) ICAO-USOAP Summary Report — Audit of the Directorate of Civil Aviation of the Republic of Equatorial Guinea (Malabo, 14-18 May 2001).

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— lack of an organisation capable of undertaking safety oversight activities, in particular a lack of specialised staff in the areas of licensing, aircraft operations or airworthiness,

— inability to identify the number of aircraft on the register or the number of valid certificates of airworthiness issued,

— failure to establish a structured system for the certification and supervision of air operators,

— failure to adopt aeronautical operations regulations,

— failure to perform surveillance on authorised operators,

— failure to implement a system for performing the basic duties of an airworthiness inspection agency.

Furthermore the Directorate General of Civil Aviation of Equatorial Guinea has never up to date submitted to ICAO an action plan to address these audit findings ([1]) and consequently an audit follow up mission has not taken place.

(67) The authorities with responsibility for regulatory oversight of Equatorial Guinea have shown an insufficient ability to implement and enforce the relevant safety standards in accordance with their obligations under the Chicago Convention. In fact, some holders of Air Operator Certificate (AOC) issued by Equatorial Guinea do not have their principal place of business in Equatorial Guinea, contrary to the requirements of Annex 6 to the Chicago Convention ([2]).

(68) The authorities of Equatorial Guinea with responsibility for regulatory oversight of the following air carriers have shown a lack of ability to carry out adequate safety oversight on these carriers: Air Consul SA, Avirex Guinée Equatoriale, COAGE — Compagnie Aeree de Guinée Equatorial, Ecuato Guineana de Aviación, Ecuatorial Cargo, GEASA — Guinea Ecuatorial Airlines SA, GETRA — Guinea Ecuatorial de Transportes Aéreos, Jetline Inc., King Transavia Cargo, Prompt Air GE SA, UTAGE — Unión de Transporte Aéreo de Guinea Ecuatorial.

(69) Therefore, on the basis of the common criteria, it is assessed that all air carriers certified in Equatorial Guinea should be subject to an operating ban and included in Annex A.

Air carriers from Liberia

(70) There is verified evidence of serious safety deficiencies on the part of International Air Services certified in Liberia. These deficiencies have been identified by France, during ramp inspections performed under the SAFA programme ([3]).

([1]) ICAO Council working paper C-WP/12471.
([2]) Correspondence between the UK Department of Transport and ECAC on the 'Issue of Aircraft Documentation by Non-Approved Companies' (6 August 2003).
([3]) DGAC/F-2004 Nos 315, 316

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(71) The authorities with responsibility for regulatory oversight of Liberia did not fully cooperate with the civil aviation authority of the United Kingdom (UK) when informed of serious safety deficiencies identified during a ramp inspection of a Liberian-registered aircraft carried out by the UK civil aviation authority on 5 March 1996 ([1]). Concerns about the safety of the operation of carriers licensed or certified in Liberia were promptly raised when on 12 March 1996 the Liberian DCA was advised by the UK civil aviation authority that all requests for permits for Liberian registered aircraft to operate commercial services to the UK would be refused until the Liberian authorities could demonstrate the existence of an effective regulatory system to ensure the airworthiness of aircraft on the Liberian register. No response was ever received from the Liberian authorities. Likewise, the Liberian authorities did not fully cooperate with the civil aviation authority of France by declining to reply when the latter Member State raised concerns about the safety of the operation of a carrier licensed or certified in Liberia.

(72) The authorities with responsibility for regulatory oversight of Liberia have shown an insufficient ability to implement and enforce the relevant safety standards. The Government of Liberia itself admitted in 1996 ([2]) that it was unable to maintain regulatory control over Liberian registered aircraft because of the civil conflict. While the Comprehensive Peace Agreement was signed in 2003 and the UN and the National Transitional Government of Liberia are slowly putting in place measures to improve security, it is unlikely that the Government's ability to regulate its register has improved since 1996. ICAO has not yet carried out a USOAP audit of Liberia because of the security situation.

(73) The authorities of Liberia with responsibility for regulatory oversight of the following air carriers have shown a lack of ability to carry out adequate safety oversight on these carriers: International Air Services Inc., Satgur Air Transport Corp., Weasua Air Transport Co. Ltd.

(74) Therefore, on the basis of the common criteria, it is assessed that all air carriers certified in Liberia should be subject to an operating ban and included in Annex A.

Air carriers from Sierra Leone

(75) There is verified evidence of serious safety deficiencies on the part of Air Universal Ltd. These deficiencies have been identified by Sweden during a ramp inspection performed under the SAFA programme ([3]).

([1]) UK-CAA Regulation Group — Aircraft Survey Report, 5 March 1996 (Office code: 223).

([2]) Correspondence between the Transport Ministry of Liberia and UK DGCA on the 'inability, due to the Liberian Civil conflict, to maintain regulatory control over Liberian registered aircraft', 28 August 1996.

([3]) LFV-S-04-0037

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(76) The authorities with responsibility for regulatory oversight of Sierra Leone did not fully cooperate with the civil aviation authority of Sweden when concerns about the safety of the operation of Air Universal Ltd. certified in that state were raised, as demonstrated by the lack of response to the correspondence from this Member State.

(77) The operating authorisation or technical permission of any carrier under the oversight of Sierra Leone has previously been refused or revoked by the United Kingdom.

(78) While the Air Operator's Certificate of Air Universal Ltd was issued by Sierra Leone, evidence shows that the airline has currently its principal place of business in Jordan, contrary to the requirements of Annex 6 to the Chicago Convention.

(79) The authorities of Sierra Leone with responsibility for regulatory oversight of Air Universal Ltd have not exercised an adequate oversight on this carrier in accordance with their obligations under the Chicago Convention.

(80) Therefore, on the basis of the common criteria, it is assessed that Air Universal Ltd. does not meet the relevant safety standards.

(81) There is verified evidence of serious safety deficiencies on the part of air carriers certified in Sierra Leone. These deficiencies have been identified by three Member States, the UK, Malta and Sweden, during ramp inspections performed under the SAFA programme ([1]).

(82) The authorities with responsibility for regulatory oversight of Sierra Leone did not fully cooperate with the civil aviation authorities of Sweden and of Malta when concerns about the safety of the operation of Air Universal Ltd certified in that state were raised as demonstrated by the lack of response to the correspondence from this Member State.

(83) The authorities with responsibility for regulatory oversight of Sierra Leone have shown an insufficient ability to implement and enforce the relevant safety standards in accordance with their obligations under the Chicago Convention. Sierra Leone lacks an appropriate system in place to oversee its operators or the aircraft, and does not have the technical capability or resources to undertake such a task. Some holders of Air Operator Certificate (AOC) issued by Sierra Leone did not have their principal place of business in Sierra Leone, contrary to the requirements of Annex 6 to the Chicago Convention.

([1]) CAA-UK-2003-103
CAA-UK-2003-111
CAA-UK-2003-136
CAA-UK-2003-198
CAA-MA-2003-4
LFV-S-2004-37

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(84) The corrective action plan presented by Sierra Leone is considered inappropriate (or insufficient) to correct the identified serious safety deficiencies. The Civil Aviation Authority of Sierra Leone has contracted a private company, International Aviation Surveyors (IAS), to conduct certain oversight activities on its behalf. However, the arrangements entered into between the two parties in a Memorandum of Understanding ([1]) do not provide an adequate oversight system for aircraft on the Sierra Leone register. In particular:

— The aircraft/airlines covered by the MoU were not based in Sierra Leone and the lAS personnel were based in neither Sierra Leone nor the country in which the airlines were based.

— IAS did not appear to have any enforcement powers.

— IAS assumed responsibility for routine inspections of the airlines concerned but the level of inspection activity was not specified.

— The MoU gave lAS a contractual relationship with the airlines concerned.

— The MoU did not appear to adequately address the supervision of flight operations.

(85) The authorities of Sierra Leone with responsibility for regulatory oversight of the following air carriers have shown a lack of ability to carry out adequate safety oversight on these carriers: Aerolift Co. Ltd, Afrik Air Links, Air Leone Ltd, Air Rum Ltd, Air Salone Ltd, Air Universal Ltd, Destiny Air Services Ltd, First Line Air (SL) Ltd, Heavylift Cargo, Paramount Airlines Ltd, Star Air Ltd, Teebah Airways, West Coast Airways Ltd.

(86) Therefore, on the basis of the common criteria, it is assessed that all air carriers certified in Sierra Leone should be subject to an operating ban and included in Annex A.

Air carriers from Swaziland

(87) There is verified evidence of serious safety deficiencies on the part of Jet Africa, an air carrier certified in Swaziland. These deficiencies have been identified by the Netherlands during a ramp inspection performed under the SAFA programme ([2]).

(88) Jet Africa did not respond adequately and timely to an enquiry by the civil aviation authority of the Netherlands regarding the safety aspect of its operation showing a lack of transparency or communication as demonstrated by the absence of reply to the correspondence sent by this Member State.

(89) There is no evidence of a corrective action plan presented by Jet Africa to correct the serious safety deficiencies in response to the Netherlands request.

([1]) Memorandum of Understanding between DCA Sierra Leone and 'FAST International Aviation Surveyors on the inspection, surveillance and provision of regulatory services to extra-regional air operators' (IAS/SL DCA MOA 201101).

([2]) CAA/NL-2004-98

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(90) The authorities with responsibility for regulatory oversight of Swaziland have shown an insufficient ability to implement and enforce the relevant safety standards, in particular as demonstrated by a USOAP audit which took place in March 1999. The audit report [1] concluded that at the time of the audit, Swaziland was not capable of satisfactorily undertaking safety oversight related responsibilities in respect of its airlines and aircraft register. It also noted that it was not possible to determine the actual number of aircraft on the register as it was not properly maintained. Neither was it possible for the audit team to determine the actual number of personnel licences issued by Swaziland that were still valid, as records were not being maintained. A USOAP audit follow up mission has not taken place because Swaziland has not provided ICAO with information on the progress it has made in implementing the action plan to address the audit findings.

(91) The authorities of Swaziland with responsibility for regulatory oversight of the following air carriers have shown a lack of ability to carry out adequate safety oversight on these carriers: Aero Africa (Pty) Ltd, African International Airways (Pty) Ltd, Airlink Swaziland Ltd, Northeast Airlines (Pty) Ltd, Scan Air Charter Ltd, Swazi Express Airways, Jet Africa.

(92) Therefore, on the basis of the common criteria, it is assessed that all air carriers certified in Swaziland should be subject to an operating ban and included in Annex A.

General considerations concerning the carriers included in the list

(93) Since it would not compromise safety, all air carriers mentioned above can be permitted to exercise traffic rights by using wet-leased aircraft of an air carrier which is not subject to an operating ban, provided that the relevant safety standards are complied with.

(94) The Community list has to be updated regularly and as soon as it is required, in order to take into account the evolution of safety in relation to the air carriers concerned and on the basis of further evidence of remedial actions undertaken.

Air carriers not included in the list

(95) In light of the evidence provided by Tuninter and the authorities of Tunisia with responsibility for its regulatory oversight and further confirmation by Italy, it is considered that there is substantiated evidence that the safety deficiencies observed during two on-site inspections by the Italian authorities have been corrected by this carrier.

[1] ICAO-USOAP Summary Report — Audit of the Directorate of Civil Aviation of Swaziland, (Mbabane, 9-12 March 1999).

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(96) On the basis of the information provided by Germany, it is considered that there is no longer substantiated evidence of a lack of ability or willingness of the authorities of Tajikistan with responsibility for regulatory oversight of air carriers certified in this State.

(97) On the basis of the information provided to Belgium showing that the deficiencies which led to a national ban on I.C.T.T.P.W. and South Airlines have been fully remedied, it is considered that there is no substantiated evidence of persisting serious safety deficiencies on the part of these air carriers.

(98) On the basis of the information provided by Germany showing that the specific aircraft which led to the imposition of a operational restriction on Atlant Soyuz is no more part of its fleet, it is considered that there is no substantiated evidence of persisting serious safety deficiencies on the part of this air carrier.

(99) On the basis of the information available at this stage, it is considered that there is no substantiated evidence of non-corrected serious safety deficiencies on the part of Air Mauritanie. Nevertheless, the ability of the authorities of Mauritania with responsibility for regulatory oversight of this air carrier needs to be further assessed. To this end, an evaluation of the authorities of Mauritania with responsibility for regulatory oversight of this air carrier and the undertakings under its responsibility should be conducted within 2 months by the Commission with the assistance of the authorities of any interested Member States.

(100) The measures provided for in this Regulation are in accordance with the opinion of the Air Safety Committee,

HAS ADOPTED THIS REGULATION:

Article 1

Subject matter

This Regulation establishes the Community list of air carriers which are subject to an operating ban within the Community referred to in Chapter II of the basic Regulation.

Article 2

Operating bans

1. The air carriers listed in Annex A are subject to a ban within the Community for all their operations.

2. The air carriers listed in Annex B are subject to operational restrictions within the Community. The operational restrictions consist of a prohibition on the use of the specific aircraft or specific aircraft types mentioned in Annex B.

▼B

Article 3

Enforcement

Member States shall inform the Commission of any measures taken under Articles 3(1) of the basic Regulation to enforce, within their territory, the operating bans included in the Community list in respect of the air carriers that are the subject of those bans.

Article 4

Entry into force

This Regulation shall enter into force on the first day following that of its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

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ANNEX A

LIST OF AIR CARRIERS OF WHICH ALL OPERATIONS ARE SUBJECT TO A BAN WITHIN THE EU [1]

Name of the legal entity of the air carrier as indicated on its AOC (and its trading name, if different)	Air Operator Certificate (AOC) Number or Operating Licence Number	ICAO airline designation number	State of the Operator
BLUE WING AIRLINES	SRBWA-01/2002	BWI	Suriname
CONSORCIO VENEZOLANO DE INDUSTRIAS AERONAUTICAS Y SERVICIOS AEREOS, S.A. 'CONVIASA'	VCV-DB-10	VCV	Bolivarian Republic of Venezuela
MERIDIAN AIRWAYS LTD	AOC 023	MAG	Republic of Ghana
All air carriers certified by the authorities with responsibility for regulatory oversight of Afghanistan, including			**Islamic Republic of Afghanistan**
ARIANA AFGHAN AIRLINES	AOC 009	AFG	Islamic Republic of Afghanistan
KAM AIR	AOC 001	KMF	Islamic Republic of Afghanistan
PAMIR AIRLINES	Unknown	PIR	Islamic Republic of Afghanistan
SAFI AIRWAYS	AOC 181	SFW	Islamic Republic of Afghanistan
All air carriers certified by the authorities with responsibility for regulatory oversight of Angola, with the exception of TAAG Angola Airlines put in Annex B, including			**Republic of Angola**
AEROJET	AO 008-01/11	Unknown	Republic of Angola
AIR26	AO 003-01/11-DCD	DCD	Republic of Angola
Air Gicango	009	Unknown	Republic of Angola
AIR JET	AO 006-01/11-MBC	MBC	Republic of Angola
AIR NAVE	017	Unknown	Republic of Angola
ANGOLA AIR SERVICES	006	Unknown	Republic of Angola
Diexim	007	Unknown	Republic of Angola
FLY540	AO 004-01 FLYA	Unknown	Republic of Angola
GIRA GLOBO	008	GGL	Republic of Angola
HELIANG	010	Unknown	Republic of Angola
HELIMALONGO	AO 005-01/11	Unknown	Republic of Angola
MAVEWA	016	Unknown	Republic of Angola

[1] Air carriers listed in Annex A could be permitted to exercise traffic rights by using wet-leased aircraft of an air carrier which is not subject to an operating ban, provided that the relevant safety standards are complied with.

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Name of the legal entity of the air carrier as indicated on its AOC (and its trading name, if different)	Air Operator Certificate (AOC) Number or Operating Licence Number	ICAO airline designation number	State of the Operator
SONAIR	AO 002-01/10-SOR	SOR	Republic of Angola
All air carriers certified by the authorities with responsibility for regulatory oversight of Benin, including			**Republic of Benin**
AERO BENIN	PEA No 014/ MDCTTTATP-PR/ ANAC/DEA/SCS	AEB	Republic of Benin
AFRICA AIRWAYS	Unknown	AFF	Republic of Benin
ALAFIA JET	PEA No 014/ANAC/ MDCTTTATP-PR/ DEA/SCS	N/A	Republic of Benin
BENIN GOLF AIR	PEA No 012/MDCTTP-PR/ANAC/DEA/SCS.	BGL	Republic of Benin
BENIN LITTORAL AIRWAYS	PEA No 013/ MDCTTTATP-PR/ ANAC/DEA/SCS.	LTL	Republic of Benin
COTAIR	PEA No 015/ MDCTTTATP-PR/ ANAC/DEA/SCS.	COB	Republic of Benin
ROYAL AIR	PEA No 11/ANAC/ MDCTTP-PR/DEA/SCS	BNR	Republic of Benin
TRANS AIR BENIN	PEA No 016/ MDCTTTATP-PR/ ANAC/DEA/SCS	TNB	Republic of Benin
All air carriers certified by the authorities with responsibility for regulatory oversight of the Republic of Congo, including			**Republic of Congo**
AERO SERVICE	RAC06-002	RSR	Republic of Congo
CANADIAN AIRWAYS CONGO	RAC06-012	Unknown	Republic of Congo
EMERAUDE	RAC06-008	Unknown	Republic of Congo
EQUAFLIGHT SERVICES	RAC 06-003	EKA	Republic of Congo
EQUAJET	RAC06-007	Unknown	Republic of Congo
EQUATORIAL CONGO AIRLINES S.A.	RAC 06-014	Unknown	Republic of Congo
MISTRAL AVIATION	RAC06-011	Unknown	Republic of Congo
TRANS AIR CONGO	RAC 06-001	Unknown	Republic of Congo
All air carriers certified by the authorities with responsibility for regulatory oversight of Democratic Republic of Congo (DRC), including			**Democratic Republic of Congo (RDC)**
AFRICAN AIR SERVICE COMMUTER	104/CAB/MIN/TVC/ 2012	Unknown	Democratic Republic of Congo (RDC)
AIR FAST CONGO	409/CAB/MIN/TVC/ 0039/2010	Unknown	Democratic Republic of Congo (RDC)

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Name of the legal entity of the air carrier as indicated on its AOC (and its trading name, if different)	Air Operator Certificate (AOC) Number or Operating Licence Number	ICAO airline designation number	State of the Operator
AIR KASAI	409/CAB/MIN/TVC/ 0053/2010	Unknown	Democratic Republic of Congo (RDC)
AIR KATANGA	409/CAB/MIN/TVC/ 0056/2010	Unknown	Democratic Republic of Congo (RDC)
AIR TROPIQUES	409/CAB/MIN/TVC/ 00625/2010	Unknown	Democratic Republic of Congo (RDC)
BLUE AIRLINES	106/CAB/MIN/TVC/ 2012	BUL	Democratic Republic of Congo (RDC)
BRAVO AIR CONGO	409/CAB/MIN/TC/ 0090/2006	BRV	Democratic Republic of Congo (RDC)
BUSINESS AVIATION	409/CAB/MIN/TVC/ 048/09	ABB	Democratic Republic of Congo (RDC)
BUSY BEE CONGO	409/CAB/MIN/TVC/ 0064/2010	Unknown	Democratic Republic of Congo (RDC)
CETRACA AVIATION SERVICE	105/CAB/MIN/TVC/ 2012	CER	Democratic Republic of Congo (RDC)
CHC STELLAVIA	409/CAB/MIN/TC/ 0050/2006	Unknown	Democratic Republic of Congo (RDC)
CONGO EXPRESS	409/CAB/MIN/TVC/ 083/2009	EXY	Democratic Republic of Congo (RDC)
COMPAGNIE AFRICAINE D'AVIATION (CAA)	409/CAB/MIN/TVC/ 0050/2010	CAA	Democratic Republic of Congo (RDC)
DOREN AIR CONGO	102/CAB/MIN/TVC/ 2012	Unknown	Democratic Republic of Congo (RDC)
ENTREPRISE WORLD AIRWAYS (EWA)	409/CAB/MIN/TVC/ 003/08	EWS	Democratic Republic of Congo (RDC)
FilaIR	409/CAB/MIN/TVC/ 037/08	FIL	Democratic Republic of Congo (RDC)
FLY CONGO	409/CAB/MIN/TVC/ 0126/2012	Unknown	Democratic Republic of Congo (RDC)
GALAXY KAVATSI	409/CAB/MIN/TVC/ 027/08	Unknown	Democratic Republic of Congo (RDC)
GILEMBE AIR SOUTENANCE (GISAIR)	409/CAB/MIN/TVC/ 053/09	Unknown	Democratic Republic of Congo (RDC)
GOMA EXPRESS	409/CAB/MIN/TC/ 0051/2011	Unknown	Democratic Republic of Congo (RDC)
GOMAIR	409/CAB/MIN/TVC/ 011/2011	Unknown	Democratic Republic of Congo (RDC)
HEWA BORA AIRWAYS (HBA)	409/CAB/MIN/TVC/ 038/08	ALX	Democratic Republic of Congo (RDC)
International Trans Air Business (ITAB)	409/CAB/MIN/TVC/ 0065/2010	Unknown	Democratic Republic of Congo (RDC)
JET CONGO AIRWAYS	Unknown	Unknown	Democratic Republic of Congo (RDC)
KATANGA EXPRESS	409/CAB/MIN/TVC/ 0083/2010	Unknown	Democratic Republic of Congo (RDC)

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Name of the legal entity of the air carrier as indicated on its AOC (and its trading name, if different)	Air Operator Certificate (AOC) Number or Operating Licence Number	ICAO airline designation number	State of the Operator
KATANGA WINGS	409/CAB/MIN/TVC/0092/2011	Unknown	Democratic Republic of Congo (RDC)
KIN AVIA	409/CAB/MIN/TVC/0059/2010	Unknown	Democratic Republic of Congo (RDC)
KORONGO AIRLINES	409/CAB/MIN/TVC/001/2011	Unknown	Democratic Republic of Congo (RDC)
Lignes Aériennes Congolaises (LAC)	Ministerial signature (ordonnance No 78/205)	LCG	Democratic Republic of Congo (RDC)
MALU AVIATION	098/CAB/MIN/TVC/2012	Unknown	Democratic Republic of Congo (RDC)
MANGO AIRLINES	409/CAB/MIN/TVC/009/2011	Unknown	Democratic Republic of Congo (RDC)
MANGO AVIATION	409/CAB/MIN/TVC/034/08	Unknown	Democratic Republic of Congo (RDC)
SAFE AIR COMPANY	409/CAB/MIN/TVC/025/08	Unknown	Democratic Republic of Congo (RDC)
SERVICES AIR	103/CAB/MIN/TVC/2012	Unknown	Democratic Republic of Congo (RDC)
STELLAR AIRWAYS	AAC/DG/DTA/TM/787/2011	Unknown	Democratic Republic of Congo (RDC)
SWALA AVIATION	409/CAB/MIN/TVC/0084/2010	Unknown	Democratic Republic of Congo (RDC)
TMK AIR COMMUTER	409/CAB/MIN/TVC/044/09	Unknown	Democratic Republic of Congo (RDC)
TRACEP CONGO/TRACEP CONGO AVIATION	409/CAB/MIN/TVC/0085/2010	Unknown	Democratic Republic of Congo (RDC)
TRANS AIR CARGO SERVICES	409/CAB/MIN/TVC/073/2011	Unknown	Democratic Republic of Congo (RDC)
WILL AIRLIFT	409/CAB/MIN/TVC/0247/2011	Unknown	Democratic Republic of Congo (RDC)
WIMBI DIRA AIRWAYS	409/CAB/MIN/TVC/039/08	WDA	Democratic Republic of Congo (RDC)
ZAABU INTERNATIONAL	409/CAB/MIN/TVC/049/09	Unknown	Democratic Republic of Congo (RDC)
All air carriers certified by the authorities with responsibility for regulatory oversight of Djibouti, including			**Djibouti**
DAALLO AIRLINES	Unknown	DAO	Djibouti
All air carriers certified by the authorities with responsibility for regulatory oversight of Equatorial Guinea, including			**Equatorial Guinea**
Cronos AIRLINES	2011/0004/MTTCT/DGAC/SOPS	Unknown	Equatorial Guinea
CEIBA INTERCONTINENTAL	2011/0001/MTTCT/DGAC/SOPS	CEL	Equatorial Guinea
Punto Azul	2012/0006/MTTCT/DGAC/SOPS	Unknown	Equatorial Guinea

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Name of the legal entity of the air carrier as indicated on its AOC (and its trading name, if different)	Air Operator Certificate (AOC) Number or Operating Licence Number	ICAO airline designation number	State of the Operator
TANGO AIRWAYS	Unknown	Unknown	Equatorial Guinea
All air carriers certified by the authorities with responsibility for regulatory oversight of Eritrea, including			**Eritrea**
ERITREAN AIRLINES	AOC No 004	ERT	Eritrea
NASAIR ERITREA	AOC No 005	NAS	Eritrea
All air carriers certified by the authorities with responsibility for regulatory oversight of Indonesia, with the exception of Garuda Indonesia, Airfast Indonesia, Mandala Airlines, Ekspres-TransportasiAntarbenua, Indonesia Air Asia and Metro Batavia, including			**Republic of Indonesia**
AIR BORN INDONESIA	135-055	Unknown	Republic of Indonesia
AIR PACIFIC UTAMA	135-020	Unknown	Republic of Indonesia
ALFA TRANS DIRGANTATA	135-012	Unknown	Republic of Indonesia
ANGKASA SUPER SERVICES	135-050	Unknown	Republic of Indonesia
ASCO NUSA AIR	135-022	Unknown	Republic of Indonesia
ASI PUDJIASTUTI	135-028	Unknown	Republic of Indonesia
AVIASTAR MANDIRI	135-029	Unknown	Republic of Indonesia
CITILINK INDONESIA	121-046	Unknown	Republic of Indonesia
DABI AIR NUSANTARA	135-030	Unknown	Republic of Indonesia
DERAYA AIR TAXI	135-013	DRY	Republic of Indonesia
DERAZONA AIR SERVICE	135-010	DRZ	Republic of Indonesia
DIRGANTARA AIR SERVICE	135-014	DIR	Republic of Indonesia
EASTINDO	135-038	Unknown	Republic of Indonesia
Enggang Air Service	135-045'	Unknown	Republic of Indonesia
Ersa Eastern Aviation	135-047	Unknown	Republic of Indonesia
GATARI AIR SERVICE	135-018	GHS	Republic of Indonesia

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Name of the legal entity of the air carrier as indicated on its AOC (and its trading name, if different)	Air Operator Certificate (AOC) Number or Operating Licence Number	ICAO airline designation number	State of the Operator
HEAVY LIFT	135-042	Unknown	Republic of Indonesia
INDONESIA AIR TRANSPORT	121-034	IDA	Republic of Indonesia
INTAN ANGKASA AIR SERVICE	135-019	Unknown	Republic of Indonesia
JAYAWIJAYA DIRGANTARA	121-044	Unknown	Republic of Indonesia
JOHNLIN AIR TRANSPORT	135-043	Unknown	Republic of Indonesia
KAL STAR	121-037	KLS	Republic of Indonesia
KARTIKA AIRLINES	121-003	KAE	Republic of Indonesia
KURA-KURA AVIATION	135-016	KUR	Republic of Indonesia
LION MENTARI AIRLINES	121-010	LNI	Republic of Indonesia
MANUNGGAL AIR SERVICE	121-020	Unknown	Republic of Indonesia
Matthew Air Nusantara	135-048	Unknown	Republic of Indonesia
MERPATI NUSANTARA AIRLINES	121-002	MNA	Republic of Indonesia
MIMIKA AIR	135-007	Unknown	Republic of Indonesia
NATIONAL UTILITY HELICOPTER	135-011	Unknown	Republic of Indonesia
NUSANTARA AIR CHARTER	121-022	Unknown	Republic of Indonesia
NUSANTARA BUANA AIR	135-041	Unknown	Republic of Indonesia
PACIFIC ROYALE AIRWAYS	121-045	Unknown	Republic of Indonesia
PEGASUS AIR SERVICES	135-036	Unknown	Republic of Indonesia
PELITA AIR SERVICE	121-008	PAS	Republic of Indonesia
PENERBANGAN ANGKASA SEMESTA	135-026	Unknown	Republic of Indonesia
PURA WISATA BARUNA	135-025	Unknown	Republic of Indonesia
RIAU AIRLINES	121-016	RIU	Republic of Indonesia
SAYAP GARUDA INDAH	135-004	Unknown	Republic of Indonesia

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Name of the legal entity of the air carrier as indicated on its AOC (and its trading name, if different)	Air Operator Certificate (AOC) Number or Operating Licence Number	ICAO airline designation number	State of the Operator
SKY AVIATION	135-044	Unknown	Republic of Indonesia
SMAC	135-015	SMC	Republic of Indonesia
SRIWIJAYA AIR	121-035	SJY	Republic of Indonesia
SURVEI UDARA PENAS	135-006	Unknown	Republic of Indonesia
SURYA AIR	135-046	Unknown	Republic of Indonesia
TransNusa Aviation Mandiri	121-048	Unknown	Republic of Indonesia
TRANSWISATA PRIMA AVIATION	135-021	Unknown	Republic of Indonesia
TRAVEL EXPRESS AVIATION SERVICE	121-038	XAR	Republic of Indonesia
TRAVIRA UTAMA	135-009	Unknown	Republic of Indonesia
TRI MG INTRA ASIA AIRLINES	121-018	TMG	Republic of Indonesia
TRIGANA AIR SERVICE	121-006	TGN	Republic of Indonesia
UNINDO	135-040	Unknown	Republic of Indonesia
WING ABADI AIRLINES	121-012	WON	Republic of Indonesia
All air carriers certified by the authorities with responsibility for regulatory oversight of Kazakhstan, with the exception of Air Astana, including			**Republic of Kazakhstan**
AIR ALMATY	AK-0453-11	LMY	Republic of Kazakhstan
AIR TRUST AIRCOMPANY	AK-0455-12	RTR	Republic of Kazakhstan
ASIA CONTINENTAL Airlines	AK-0317-12	CID	Republic of Kazakhstan
ATMA AIRLINES	AK-0437-10	AMA	Republic of Kazakhstan
AVIA-JAYNAR/avia-zhaynar	AK-067-12	SAP	Republic of Kazakhstan
BEYBARS AIRCOMPANY	AK-0442-11	BBS	Republic of Kazakhstan
BEK AIR	AK-0463-12	BEK	Republic of Kazakhstan
BURUNDAYAVIA AIRLINES	AK-0456-12	BRY	Republic of Kazakhstan
COMLUX-KZ	AK-0449-11	KAZ	Republic of Kazakhstan

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Name of the legal entity of the air carrier as indicated on its AOC (and its trading name, if different)	Air Operator Certificate (AOC) Number or Operating Licence Number	ICAO airline designation number	State of the Operator
DETA AIR	AK-0458-12	DET	Republic of Kazakhstan
EAST WING	AK-0465-12	EWZ	Republic of Kazakhstan
LUK AERO (FORMER EASTERN EXPRESS)	AK-0464-12	LIS	Republic of Kazakhstan
EURO-ASIA AIR	AK-0441-11	EAK	Republic of Kazakhstan
EURO-ASIA AIR INTERNATIONAL	AK-0445-11	KZE	Republic of Kazakhstan
FLY JET KZ	AK-0446-11	FJK	Republic of Kazakhstan
INVESTAVIA	AK-0447-11	TLG	Republic of Kazakhstan
IRTYSH AIR	AK-0439-11	MZA	Republic of Kazakhstan
JET AIRLINES	AK-0459-12	SOZ	Republic of Kazakhstan
JET ONE	AK-0468-12	JKZ	Republic of Kazakhstan
KAZAIR JET	AK-0442-11	KEJ	Republic of Kazakhstan
KAZAIRTRANS AIRLINE	AK-0466-12	KUY	Republic of Kazakhstan
KAZAVIASPAS	AK-0452-11	KZS	Republic of Kazakhstan
MEGA Airlines	AK-0462-12	MGK	Republic of Kazakhstan
Prime aviation	AK-0448-11	PKZ	Republic of Kazakhstan
SAMAL AIR	AK-0454-12	SAV	Republic of Kazakhstan
SEMEYAVIA	AK-450-11	SMK	Republic of Kazakhstan
SCAT	AK-0460-12	VSV	Republic of Kazakhstan
ZHETYSU AIRCOMPANY	AK-0438-11	JTU	Republic of Kazakhstan
All air carriers certified by the authorities with responsibility for regulatory oversight of the Kyrgyz Republic, including			**Kyrgyz Republic**
AIR MANAS	17	MBB	Kyrgyz Republic
Avia Traffic Company	23	AVJ	Kyrgyz Republic
CENTRAL ASIAN AVIATION SERVICES (CAAS)	13	CBK	Kyrgyz Republic

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Name of the legal entity of the air carrier as indicated on its AOC (and its trading name, if different)	Air Operator Certificate (AOC) Number or Operating Licence Number	ICAO airline designation number	State of the Operator
Click Airways	11	CGK	Kyrgyz Republic
STATE AVIATION ENTERPRISE UNDER THE MINISTRY OF EMERGENCY SITUATIONS (SAEMES)	20	DAM	Kyrgyz Republic
AIR BISHKEK (FORMERLY EASTOK AVIA)	15	EEA	Kyrgyz Republic
KYRGYZ TRANS AVIA	31	KTC	Kyrgyz Republic
Kyrgyzstan	03	LYN	Kyrgyz Republic
MANAS AIRWAYS	42	BAM	Kyrgyz Republic
S GROUP AVIATION	6	SGL	Kyrgyz Republic
SKY KG AIRLINES	41	KGK	Kyrgyz Republic
Sky Way air	39	SAB	Kyrgyz Republic
SUPREME AVIATION	40	SGK	Kyrgyz Republic
VALOR AIR	07	VAC	Kyrgyz Republic
All air carriers certified by the authorities with responsibility for regulatory oversight of Liberia.			**Liberia**
All air carriers certified by the authorities with responsibility for regulatory oversight of the Republic of Gabon, with the exception of Gabon Airlines, Afrijet and SN2AG put in Annex B, including			**Republic of Gabon**
AFRIC AVIATION	010/MTAC/ANAC-G/DSA	Unknown	Republic of Gabon
AIR SERVICES SA	004/MTAC/ANAC-G/DSA	RVS	Republic of Gabon
AIR TOURIST (ALLEGIANCE)	007/MTAC/ANAC-G/DSA	LGE	Republic of Gabon
NATIONALE ET REGIONALE TRANSPORT (NATIONALE)	008/MTAC/ANAC-G/DSA	NRG	Republic of Gabon
SCD AVIATION	005/MTAC/ANAC-G/DSA	SCY	Republic of Gabon
SKY GABON	009/MTAC/ANAC-G/DSA	SKG	Republic of Gabon
SOLENTA AVIATION GABON	006/MTAC/ANAC-G/DSA	Unknown	Republic of Gabon

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Name of the legal entity of the air carrier as indicated on its AOC (and its trading name, if different)	Air Operator Certificate (AOC) Number or Operating Licence Number	ICAO airline designation number	State of the Operator
All air carriers certified by the authorities with responsibility for regulatory oversight of the Republic of Mozambique, including			**Republic of Mozambique**
Aero-Servicos sarl	MOZ-08	Unknown	Republic of Mozambique
Aerovisao de Mozambique	Unknown	Unknown	Republic of Mozambique
CFA Mozambique	MOZ-10	Unknown	Republic of Mozambique
CFM-Transportes e trabalho aereo sA	MOZ-07	Unknown	Republic of Mozambique
Emilio Air Charter lda	MOZ-05	Unknown	Republic of Mozambique
ETA Air Charter LDA	MOZ-04	Unknown	Republic of Mozambique
Helicopteros Capital	MOZ-11	Unknown	Republic of Mozambique
KAYA AIRLINES	MOZ-09	Unknown	Republic of Mozambique
Mozambique Airlines (linhas aereas de moçambique)	MOZ-01	LAM	Republic of Mozambique
Mozambique Express/MEX	MOZ-02	MXE	Republic of Mozambique
Unique Air Charter	MOZ-13	Unknown	Republic of Mozambique
Safari Air	MOZ-12	Unknown	Republic of Mozambique
VR Cropsprayers lda	MOZ-06	Unknown	Republic of Mozambique
All air carriers certified by the authorities with responsibility for regulatory oversight of the Philippines, including			**Republic of the Philippines**
AEROEQUIPEMENT AVIATION	Unknown	Unknown	Republic of the Philippines
AEROMAJESTIC	Unknown	Unknown	Republic of the Philippines
Aerowurks Aerial SprAying Services	2010030	Unknown	Republic of the Philippines
AIR ASIA PHILIPPINES	Unknown	Unknown	Republic of the Philippines
AIRGURUS	Unknown	Unknown	Republic of the Philippines
Air Philippines Corporation	2009006	GAP	Republic of the Philippines
AIR WOLF AVIATION INC.	200911	Unknown	Republic of the Philippines

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Name of the legal entity of the air carrier as indicated on its AOC (and its trading name, if different)	Air Operator Certificate (AOC) Number or Operating Licence Number	ICAO airline designation number	State of the Operator
Airtrack Agricultural Corporation	2010027	Unknown	Republic of the Philippines
Asia Aircraft Overseas Philippines Inc.	4AN9800036	Unknown	Republic of the Philippines
Aviation Technology Innovators, Inc.	4AN2007005	Unknown	Republic of the Philippines
AVIATOUR'S FLY'N INC.	200910	Unknown	Republic of the Philippines
AYALA aviation corp.	4AN9900003	Unknown	Republic of the Philippines
Beacon	Unknown	Unknown	Republic of the Philippines
BENDICE transport management inc.	4AN2008006	Unknown	Republic of the Philippines
Canadian helicopters philippines inc.	4AN9800025	Unknown	Republic of the Philippines
Cebu Pacific Air	2009002	CEB	Republic of the Philippines
CERTEZA INFOSYSTEMS CORP.	2011040	Unknown	Republic of the Philippines
Chemtrad Aviation Corporation	2009018	Unknown	Republic of the Philippines
CM aero SERVICES	20110401	Unknown	Republic of the Philippines
Corporate Air	Unknown	Unknown	Republic of the Philippines
Cyclone airways	4AN9900008	Unknown	Republic of the Philippines
Far East Aviation Services	2009013	Unknown	Republic of the Philippines
F.F. Cruz and Company, Inc.	2009017	Unknown	Republic of the Philippines
Huma Corporation	2009014	Unknown	Republic of the Philippines
Inaec Aviation Corp.	4AN2002004	Unknown	Republic of the Philippines
INTERISLAND AIRLINES	2010023	Unknown	Republic of the Philippines
Island Aviation	2009009	SOY	Republic of the Philippines
Island HELICOPTER SERVICES	2011043	SOY	Republic of the Philippines
ISLAND TRANSVOYAGER	2010022	Unknown	Republic of the Philippines
Lion Air, Incorporated	2009019	Unknown	Republic of the Philippines

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Name of the legal entity of the air carrier as indicated on its AOC (and its trading name, if different)	Air Operator Certificate (AOC) Number or Operating Licence Number	ICAO airline designation number	State of the Operator
Macro asia air taxi services	2010029	Unknown	Republic of the Philippines
MID-SEA EXPRESS		Unknown	Republic of the Philippines
Mindanao Rainbow Agricultural Development Services	2009016	Unknown	Republic of the Philippines
MISIBIS AVIATION & DEVELOPMENT CORP	2010020	Unknown	Republic of the Philippines
NORTHSKY AIR INC.	2011042	Unknown	Republic of the Philippines
Omni aviation corp.	2010033	Unknown	Republic of the Philippines
Pacific East Asia Cargo Airlines, Inc.	4AS9800006	PEC	Republic of the Philippines
Pacific Airways Corporation	4AN9700007	Unknown	Republic of the Philippines
Pacific Alliance Corporation	4AN2006001	Unknown	Republic of the Philippines
Philippine Airlines	2009001	PAL	Republic of the Philippines
Philippine Agricultural aviation corp.	4AN9800015	Unknown	Republic of the Philippines
Royal air charter services Inc.	2010024	Unknown	Republic of the Philippines
Royal Star Aviation, Inc.	2010021	Unknown	Republic of the Philippines
SKYJET	Unknown	Unknown	Republic of the Philippines
SOUTH EAST ASIA AIRLINE INC. (SEAIR)	2009 004	Unknown	Republic of the Philippines
SOUTHERN AIR FLIGHT SERVICES	2011045	Unknown	Republic of the Philippines
Southstar aviation company, inc.	4AN9800037	Unknown	Republic of the Philippines
SOUTHWEST AIR CORPORATION	Unknown	Unknown	Republic of the Philippines
Spirit of Manila Airlines Corporation	2009008	MNP	Republic of the Philippines
Subic international air charter	4AN9900010	Unknown	Republic of the Philippines
Subic seaplane, inc.	4AN2000002	Unknown	Republic of the Philippines
Topflite airways, inc.	4AN9900012	Unknown	Republic of the Philippines
Transglobal Airways Corporation	2009007	TCU	Republic of the Philippines

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Name of the legal entity of the air carrier as indicated on its AOC (and its trading name, if different)	Air Operator Certificate (AOC) Number or Operating Licence Number	ICAO airline designation number	State of the Operator
World aviation, corp.	Unknown	Unknown	Republic of the Philippines
WcC Aviation Company	2009015	Unknown	Republic of the Philippines
YOkota aviation, inc.	Unknown	Unknown	Republic of the Philippines
ZenitH Air, Inc.	2009012	Unknown	Republic of the Philippines
Zest Airways Incorporated	2009003	RIT	Republic of the Philippines
All air carriers certified by the authorities with responsibility for regulatory oversight of Sao Tome and Principe, including			**Sao Tome and Principe**
AFRICA CONNECTION	10/AOC/2008	Unknown	Sao Tome and Principe
BRITISH GULF INTERNATIONAL COMPANY LTD	01/AOC/2007	BGI	Sao Tome and Principe
EXECUTIVE JET SERVICES	03/AOC/2006	EJZ	Sao Tome and Principe
GLOBAL AVIATION OPERATION	04/AOC/2006	Unknown	Sao Tome and Principe
GOLIAF AIR	05/AOC/2001	GLE	Sao Tome and Principe
ISLAND OIL EXPLORATION	01/AOC/2008	Unknown	Sao Tome and Principe
STP AIRWAYS	03/AOC/2006	STP	Sao Tome and Principe
TRANSAFRIK INTERNATIONAL LTD	02/AOC/2002	TFK	Sao Tome and Principe
TRANSCARG	01/AOC/2009	Unknown	Sao Tome and Principe
TRANSLIZ AVIATION (TMS)	02/AOC/2007	TMS	Sao Tome and Principe
All air carriers certified by the authorities with responsibility for regulatory oversight of Sierra Leone, including			**Sierra Leone**
AIR RUM, Ltd	Unknown	RUM	Sierra Leone
DESTINY AIR SERVICES, Ltd	Unknown	DTY	Sierra Leone
HEAVYLIFT CARGO	Unknown	Unknown	Sierra Leone
ORANGE AIR SIERRA LEONE LTD	Unknown	ORJ	Sierra Leone
PARAMOUNT AIRLINES, Ltd	Unknown	PRR	Sierra Leone
SEVEN FOUR EIGHT AIR SERVICES LTD	Unknown	SVT	Sierra Leone
TEEBAH AIRWAYS	Unknown	Unknown	Sierra Leone
All air carriers certified by the authorities with responsibility for regulatory oversight of Sudan, including			**Republic of Sudan**
ALFA AIRLINES	054	AAJ	Republic of the Sudan
ALMAJAL AVIATION SERVICE	015	MGG	Republic of the Sudan

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Name of the legal entity of the air carrier as indicated on its AOC (and its trading name, if different)	Air Operator Certificate (AOC) Number or Operating Licence Number	ICAO airline designation number	State of the Operator
ALMAJARA AVIATION	Unknown	MJA	Republic of the Sudan
ATTICO AIRLINES (TRANS ATTICO)	023	ETC	Republic of the Sudan
AZZA TRANSPORT COMPANY	012	AZZ	Republic of the Sudan
BADER AIRLINES	035	BDR	Republic of the Sudan
FOURTY EIGHT AVIATION	054	WHB	Republic of the Sudan
GREEN FLAG AVIATION	017	Unkown	Republic of the Sudan
MARSLAND COMPANY	040	MSL	Republic of the Sudan
NOVA AIRLINES	001	NOV	Republic of the Sudan
Sudan Airways	Unknown	SUD	Republic of the Sudan
SUDANESE STATES AVIATION COMPANY	010	SNV	Republic of the Sudan
SUN AIR COMPANY	051	SNR	Republic of the Sudan
TARCO AIRLINES	056	Unknown	Republic of the Sudan
All air carriers certified by the authorities with responsibility for regulatory oversight of Swaziland, including			**Swaziland**
SWAZILAND AIRLINK	Unknown	SZL	Swaziland
All air carriers certified by the authorities with responsibility for regulatory oversight of Zambia, including			**Zambia**
ZAMBEZI AIRLINES	Z/AOC/001/2009	ZMA	Zambia

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ANNEX B

LIST OF AIR CARRIERS OF WHICH OPERATIONS ARE SUBJECT TO OPERATIONAL RESTRICTIONS WITHIN THE EU [1]

Name of the legal entity of the air carrier as indicated on its AOC (and its trading name, if different)	Air Operator Certificate (AOC) Number	ICAO airline designation number	State of the Operator	Aircraft type restricted	Registration mark(s) and, when available, construction serial number(s)	State of registry
AIR KORYO	GAC-AOC/ KOR-01	KOR	DPRK	All fleet with the exception of: 2 aircraft of type TU-204	All fleet with the exception of: P-632, P-633	DPRK
AFRIJET [1]	002/MTAC/ ANAC-G/ DSA	ABS	Republic of Gabon	All fleet with the exception of: 2 aircraft of type Falcon 50, 2 aircraft of type Falcon 900	All fleet with the exception of: TR-LGV; TR-LGY; TR-AFJ; TR-AFR	Republic of Gabon
AIR ASTANA [2]	AK-0443-11	KZR	Kazakhstan	All fleet with the exception of: aircraft of type B-767, aircraft of type B-757, aircraft of type A319/320/ 321, aircraft of type Fokker 50	All fleet with the exception of: aircraft within the B-767 fleet, as mentioned on the AOC, aircraft within the B-757 fleet, aircraft within the A319/320/321 fleet, as mention don the AOC aircraft within the Fokker 50 fleet, as mentioned on the AOC	Aruba (Kingdom of the Nether-lands)
AIRLIFT INTER-NATIONAL (GH) LtD	AOC 017	ALE	Republic of Ghana	All fleet with the exception of: 2 aircraft of type DC8-63F	All fleet with the exception of: 9G-TOP and 9G-RAC	Republic of Ghana
AIR MADAGASCAR	5R-M01/ 2009	MDG	Madaga-scar	All fleet with the exception of: 2 aircraft of type Boeing B-737-300, 2 aircraft of type ATR 72-500, 1 aircraft of type ATR 42-500, 1 aircraft of type ATR 42-320 and 3 aircraft of type DHC 6-300	All fleet with the exception of: 5R-MFH, 5R-MFI, 5R-MJE, 5R-MJF, 5R-MJG, 5R-MVT, 5R-MGC, 5R-MGD, 5R-MGF	Republic of Madagascar
Air Service Comores	06-819/TA-15/DGACM	KMD	Comoros	All fleet with the exception of: LET 410 UVP	All fleet with the exception of: D6-CAM (851336)	Comoros

[1] Air carriers listed in Annex B could be permitted to exercise traffic rights by using wet-leased aircraft of an air carrier which is not subject to an operating ban, provided that the relevant safety standards are complied with.

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Name of the legal entity of the air carrier as indicated on its AOC (and its trading name, if different)	Air Operator Certificate (AOC) Number	ICAO airline designation number	State of the Operator	Aircraft type restricted	Registration mark(s) and, when available, construction serial number(s)	State of registry
GABON AIRLINES ([3])	001/MTAC/ ANAC	GBK	Republic of Gabon	All fleet with the exception of: 1 aircraft of type Boeing B-767-200	All fleet with the exception of: TR-LHP	Republic of Gabon
IRAN AIR ([4])	FS100	IRA	Islamic Republic of Iran	All fleet with the exception of: 14 aircraft of type A-300, 8 aircraft of type A-310, 1 aircraft B-737	All fleet with the exception of: EP-IBA EP-IBB EP-IBC EP-IBD EP-IBG EP-IBH EP-IBI EP-IBJ EP-IBM EP-IBN EP-IBO EP-IBS EP-IBT EP-IBV EP-IBX EP-IBZ EP-ICE EP-ICF EP-IBK EP-IBL EP-IBP EP-IBQ EP-AGA	Islamic Republic of Iran
NOUVELLE AIR AFFAIRES GABON (SN2AG)	003/MTAC/ ANAC-G/ DSA	NVS	Republic of Gabon	All fleet with the exception of: 1 aircraft of type Challenger CL-601, 1 aircraft of type HS-125-800	All fleet with the exception of: TR-AAG, ZS-AFG	Republic of Gabon; Republic of South Africa
TAAG ANGOLA AIRLINES	001	DTA	Republic of Angola	All fleet with the exception of: 5 aircraft of type Boeing B-777 and 4 aircraft of type Boeing B-737-700	All fleet with the exception of: D2-TED, D2-TEE, D2-TEF, D2-TEG, D2-TEH, D2-TBF, D2-TBG, D2-TBH, D2-TBJ	Republic of Angola

([1]) Afrijet is only allowed to use the specific aircraft mentioned for its current operations within the European Union.
([2]) Air Astana is only allowed for their current operations within the EU to use the specific aircraft types listed above, provided (1) they are registered in Aruba and (2) all changes to the AOC are timely submitted to the Commission and to Eurocontrol.
([3]) Gabon Airlines is only allowed to use the specific aircraft mentioned for its current operations within the European Community.
([4]) Iran Air is allowed to operate to the European Union using the specific aircraft under the conditions set out in recital (69) Regulation (EU) No 590/2010, OJ L 170, 6.7.2010, p. 15.