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

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► <b><u>M19</u></b>	Commission Implementing Regulation (EU) No 295/2012 of 3 April 2012	L 98	13	4.4.2012
► <b><u>M20</u></b>	Commission Implementing Regulation (EU) No 1146/2012 of 3 December 2012	L 333	7	5.12.2012
► <b><u>M21</u></b>	Commission Implementing Regulation (EU) No 659/2013 of 10 July 2013	L 190	54	11.7.2013
► <b><u>M22</u></b>	Commission Implementing Regulation (EU) No 1264/2013 of 3 December 2013	L 326	7	6.12.2013
► <b><u>M23</u></b>	Commission Implementing Regulation (EU) No 368/2014 of 10 April 2014	L 108	16	11.4.2014
► <b><u>M24</u></b>	Commission Implementing Regulation (EU) No 1318/2014 of 11 December 2014	L 355	8	12.12.2014
► <b><u>M25</u></b>	Commission Implementing Regulation (EU) 2015/1014 of 25 June 2015	L 162	65	27.6.2015

**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 <sup>(1)</sup>, 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 <sup>(2)</sup>.
- (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.

<sup>(1)</sup> OJ L 344, 27.12.2005, p. 15.

<sup>(2)</sup> 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).

**▼B****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 <sup>(1)</sup>.
- (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 <sup>(2)</sup>.
- (11) Persistent failure by Air Koryo to address deficiencies previously communicated by France was identified during other ramp inspections performed under the SAFA programme <sup>(3)</sup>.
- (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.

<sup>(1)</sup> LBA-D-2005-0003  
LBA-D-2005-0004  
LBA-D-2005-0004

<sup>(2)</sup> DGAC/F 2000-210  
No ref. for another SAFA inspection performed by Germany.

<sup>(3)</sup> 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 <sup>(1)</sup>.
- (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 <sup>(2)</sup>.
- (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.

<sup>(1)</sup> LBA-D-2004-269  
LBA-D-2004-341  
LBA-D-2004-374  
LBA-D-2004-597

<sup>(2)</sup> 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 <sup>(1)</sup>.
- (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 <sup>(2)</sup>.
- (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.

<sup>(1)</sup> LfV-S-2004-2004-52  
CAA-NL-2005-47

<sup>(2)</sup> 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 <sup>(1)</sup>.
- (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 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 <sup>(2)</sup> 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.

<sup>(1)</sup> ENAC-IT-2005-170  
ENAC-IT-2005-370

<sup>(2)</sup> Factual Aviation Report, USA-National Transportation Safety Board, 2 March 2005, (NTSB ID: DCA05RA033).

**▼ B****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 <sup>(1)</sup>.
- (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 <sup>(2)</sup>.
- (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 <sup>(3)</sup>.
- (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.

<sup>(1)</sup> 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

<sup>(2)</sup> 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

<sup>(3)</sup> 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 <sup>(1)</sup>.
- (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.

<sup>(1)</sup> BCAA-2005-36

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- (63) Belgium<sup>(1)</sup> 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<sup>(2)</sup> 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<sup>(3)</sup> 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:

<sup>(1)</sup> SAFA ramp inspection performed by the Authorities of Belgium on March 11, 2006 in Brussels.

<sup>(2)</sup> Correspondence between the UK Department of Transport and DGCA-Equatorial Guinea on the 'Aircraft Register of Equatorial Guinea' (27 March 2002).

<sup>(3)</sup> 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 <sup>(1)</sup> 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 <sup>(2)</sup>.
- (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 <sup>(3)</sup>.

<sup>(1)</sup> ICAO Council working paper C-WP/12471.

<sup>(2)</sup> Correspondence between the UK Department of Transport and ECAC on the 'Issue of Aircraft Documentation by Non-Approved Companies' (6 August 2003).

<sup>(3)</sup> 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 <sup>(1)</sup>. 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 <sup>(2)</sup> 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 <sup>(3)</sup>.

<sup>(1)</sup> UK-CAA Regulation Group — Aircraft Survey Report, 5 March 1996 (Office code: 223).

<sup>(2)</sup> 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.

<sup>(3)</sup> 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 <sup>(1)</sup>.
- (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.

<sup>(1)</sup> 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<sup>(1)</sup> 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 IAS 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 IAS 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<sup>(2)</sup>.
- (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.

<sup>(1)</sup> 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).

<sup>(2)</sup> 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<sup>(1)</sup> 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.

<sup>(1)</sup> ICAO-USOAP Summary Report — Audit of the Directorate of Civil Aviation of Swaziland, (Mbabane, 9-12 March 1999).

**▼B**

- (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.

▼ **M25**

## ANNEX A

**LIST OF AIR CARRIERS WHICH ARE BANNED FROM OPERATING WITHIN THE UNION, WITH EXCEPTIONS <sup>(1)</sup>**

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
<i>BLUE WING AIRLINES</i>	SRBWA-01/2002	BWI	Suriname
<b>All air carriers certified by the authorities with responsibility for regulatory oversight of Afghanistan, including</b>			<b>Islamic Republic of Afghanistan</b>
<i>ARIANA AFGHAN AIRLINES</i>	AOC 009	AFG	Islamic Republic of Afghanistan
<i>KAM AIR</i>	AOC 001	KMF	Islamic Republic of Afghanistan
<i>PAMIR AIRLINES</i>	Unknown	PIR	Islamic Republic of Afghanistan
<i>SAFI AIRWAYS</i>	AOC 181	SFW	Islamic Republic of Afghanistan
<b>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</b>			<b>Republic of Angola</b>
<i>AEROJET</i>	AO 008-01/11	TEJ	Republic of Angola
<i>AIR GICANGO</i>	009	Unknown	Republic of Angola
<i>AIR JET</i>	AO 006-01/11-MBC	MBC	Republic of Angola
<i>AIR NAVE</i>	017	Unknown	Republic of Angola
<i>AIR26</i>	AO 003-01/11-DCD	DCD	Republic of Angola
<i>ANGOLA AIR SERVICES</i>	006	Unknown	Republic of Angola
<i>DIEXIM</i>	007	Unknown	Republic of Angola
<i>FLY540</i>	AO 004-01 FLYA	Unknown	Republic of Angola
<i>GIRA GLOBO</i>	008	GGL	Republic of Angola
<i>HELIANG</i>	010	Unknown	Republic of Angola
<i>HELIMALONGO</i>	AO 005-01/11	Unknown	Republic of Angola
<i>MAVEWA</i>	016	Unknown	Republic of Angola

<sup>(1)</sup> 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.

▼ **M25**

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
<i>SONAIR</i>	AO 002-01/10-SOR	SOR	Republic of Angola
<b>All air carriers certified by the authorities with responsibility for regulatory oversight of Benin, including</b>			<b>Republic of Benin</b>
<i>AERO BENIN</i>	PEA No 014/ MDCTTTATP-PR/ANAC/ DEA/SCS	AEB	Republic of Benin
<i>AFRICA AIRWAYS</i>	Unknown	AFF	Republic of Benin
<i>ALAFIA JET</i>	PEA No 014/ANAC/ MDCTTTATP-PR/DEA/ SCS	Unknown	Republic of Benin
<i>BENIN GOLF AIR</i>	PEA No 012/MDCTTP-PR/ ANAC/DEA/SCS.	BGL	Republic of Benin
<i>BENIN LITTORAL AIRWAYS</i>	PEA No 013/ MDCTTTATP-PR/ANAC/ DEA/SCS.	LTL	Republic of Benin
<i>COTAIR</i>	PEA No 015/ MDCTTTATP-PR/ANAC/ DEA/SCS.	COB	Republic of Benin
<i>ROYAL AIR</i>	PEA No 11/ANAC/ MDCTTP-PR/DEA/SCS	BNR	Republic of Benin
<i>TRANS AIR BENIN</i>	PEA No 016/ MDCTTTATP-PR/ANAC/ DEA/SCS	TNB	Republic of Benin
<b>All air carriers certified by the authorities with responsibility for regulatory oversight of the Republic of Congo, including</b>			<b>Republic of Congo</b>
<i>AERO SERVICE</i>	RAC06-002	RSR	Republic of Congo
<i>CANADIAN AIRWAYS CONGO</i>	RAC06-012	Unknown	Republic of Congo
<i>EMERAUDE</i>	RAC06-008	Unknown	Republic of Congo
<i>EQUAFLIGHT SERVICES</i>	RAC 06-003	EKA	Republic of Congo
<i>EQUAJET</i>	RAC06-007	EKJ	Republic of Congo
<i>EQUATORIAL CONGO AIRLINES S.A.</i>	RAC 06-014	Unknown	Republic of Congo
<i>MISTRAL AVIATION</i>	RAC06-011	Unknown	Republic of Congo
<i>TRANS AIR CONGO</i>	RAC 06-001	TSG	Republic of Congo

## ▼ M25

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
<b>All air carriers certified by the authorities with responsibility for regulatory oversight of Democratic Republic of Congo (DRC), including</b>			<b>Democratic Republic of Congo (DRC)</b>
<i>AIR FAST CONGO</i>	409/CAB/MIN/TVC/0112/2011	Unknown	Democratic Republic of Congo (DRC)
<i>AIR KASAI</i>	409/CAB/MIN/TVC/0053/2012	Unknown	Democratic Republic of Congo (DRC)
<i>AIR KATANGA</i>	409/CAB/MIN/TVC/0056/2012	Unknown	Democratic Republic of Congo (DRC)
<i>AIR TROPIQUES</i>	409/CAB/MIN/TVC/00625/2011	Unknown	Democratic Republic of Congo (DRC)
<i>BLUE AIRLINES</i>	106/CAB/MIN/TVC/2012	BUL	Democratic Republic of Congo (DRC)
<i>BLUE SKY</i>	409/CAB/MIN/TVC/0028/2012	Unknown	Democratic Republic of Congo (DRC)
<i>BUSY BEE CONGO</i>	409/CAB/MIN/TVC/0064/2010	Unknown	Democratic Republic of Congo (DRC)
<i>COMPAGNIE AFRICAINE D'AVIATION (CAA)</i>	409/CAB/MIN/TVC/0050/2012	Unknown	Democratic Republic of Congo (DRC)
<i>CONGO AIRWAYS</i>	019/CAB/MIN/TVC/2015	Unknown	Democratic Republic of Congo (DRC)
<i>DAKOTA SPRL</i>	409/CAB/MIN/TVC/071/2011	Unknown	Democratic Republic of Congo (DRC)
<i>DOREN AIR CONGO</i>	102/CAB/MIN/TVC/2012	Unknown	Democratic Republic of Congo (DRC)
<i>GOMAIR</i>	409/CAB/MIN/TVC/011/2010	Unknown	Democratic Republic of Congo (DRC)
<i>KIN AVIA</i>	409/CAB/MIN/TVC/0059/2010	Unknown	Democratic Republic of Congo (DRC)
<i>KORONGO AIRLINES</i>	409/CAB/MIN/TVC/001/2011	KGO	Democratic Republic of Congo (DRC)
<i>MALU AVIATION</i>	098/CAB/MIN/TVC/2012	Unknown	Democratic Republic of Congo (DRC)
<i>MANGO AIRLINES</i>	409/CAB/MIN/TVC/009/2011	Unknown	Democratic Republic of Congo (DRC)
<i>SERVE AIR</i>	004/CAB/MIN/TVC/2015	Unknown	Democratic Republic of Congo (DRC)
<i>SERVICES AIR</i>	103/CAB/MIN/TVC/2012	Unknown	Democratic Republic of Congo (DRC)
<i>SWALA AVIATION</i>	409/CAB/MIN/TVC/0084/2010	Unknown	Democratic Republic of Congo (DRC)

▼ **M25**

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
<i>TRANSAIR CARGO SERVICES</i>	409/CAB/MIN/TVC/073/2011	Unknown	Democratic Republic of Congo (DRC)
<i>WILL AIRLIFT</i>	409/CAB/MIN/TVC/0247/2011	Unknown	Democratic Republic of Congo (DRC)
<b>All air carriers certified by the authorities with responsibility for regulatory oversight of Djibouti, including</b>			<b>Djibouti</b>
<i>DAALLO AIRLINES</i>	Unknown	DAO	Djibouti
<b>All air carriers certified by the authorities with responsibility for regulatory oversight of Equatorial Guinea, including</b>			<b>Equatorial Guinea</b>
<i>CEIBA INTERCONTINENTAL</i>	2011/0001/MTTCT/DGAC/SOPS	CEL	Equatorial Guinea
<i>CRONOS AIRLINES</i>	2011/0004/MTTCT/DGAC/SOPS	Unknown	Equatorial Guinea
<i>PUNTO AZUL</i>	2012/0006/MTTCT/DGAC/SOPS	Unknown	Equatorial Guinea
<i>TANGO AIRWAYS</i>	Unknown	Unknown	Equatorial Guinea
<b>All air carriers certified by the authorities with responsibility for regulatory oversight of Eritrea, including</b>			<b>Eritrea</b>
<i>ERITREAN AIRLINES</i>	AOC No 004	ERT	Eritrea
<i>NASAIR ERITREA</i>	AOC No 005	NAS	Eritrea
<b>All air carriers certified by the authorities with responsibility for regulatory oversight of the Republic of Gabon, with the exception of <i>Afrijet</i> and <i>SN2AG</i> put in Annex B, including</b>			<b>Republic of Gabon</b>
<i>AFRIC AVIATION</i>	010/MTAC/ANAC-G/DSA	EKG	Republic of Gabon
<i>ALLEGIANCE AIR TOURIST</i>	007/MTAC/ANAC-G/DSA	LGE	Republic of Gabon
<i>NATIONALE REGIONALE TRANSPORT (N.R.T)</i>	008/MTAC/ANAC-G/DSA	NRG	Republic of Gabon
<i>SKY GABON</i>	009/MTAC/ANAC-G/DSA	SKG	Republic of Gabon
<i>SOLENTA AVIATION GABON</i>	006/MTAC/ANAC-G/DSA	SVG	Republic of Gabon

## ▼ M25

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
<i>TROPICAL AIR-GABON</i>	011/MTAC/ANAC-G/DSA	Unknown	Republic of Gabon
<b>All air carriers certified by the authorities with responsibility for regulatory oversight of Indonesia, with the exception of Garuda Indonesia, Airfast Indonesia, Ekspres Transportasi Antarbenua and Indonesia Air Asia, including</b>			<b>Republic of Indonesia</b>
<i>AIR BORN INDONESIA</i>	135-055	Unknown	Republic of Indonesia
<i>AIR PACIFIC UTAMA</i>	135-020	Unknown	Republic of Indonesia
<i>ALFA TRANS DIRGANTATA</i>	135-012	Unknown	Republic of Indonesia
<i>ANGKASA SUPER SERVICES</i>	135-050	LBZ	Republic of Indonesia
<i>ASCO NUSA AIR</i>	135-022	Unknown	Republic of Indonesia
<i>ASI PUDJIASTUTI</i>	135-028	SQS	Republic of Indonesia
<i>AVIASTAR MANDIRI</i>	121-043	Unknown	Republic of Indonesia
<i>AVIASTAR MANDIRI</i>	135-029	VIT	Republic of Indonesia
<i>BATIK AIR</i>	121-050	BTK	Republic of Indonesia
<i>CITILINK INDONESIA</i>	121-046	CTV	Republic of Indonesia
<i>DABI AIR NUSANTARA</i>	135-030	Unknown	Republic of Indonesia
<i>DERAYA AIR TAXI</i>	135-013	DRY	Republic of Indonesia
<i>DERAZONA AIR SERVICE</i>	135-010	DRZ	Republic of Indonesia
<i>DIRGANTARA AIR SERVICE</i>	135-014	DIR	Republic of Indonesia
<i>EASTINDO</i>	135-038	ESD	Republic of Indonesia
<i>ELANG LINTAS INDONESIA</i>	135-052	Unknown	Republic of Indonesia
<i>ELANG NUSANTARA AIR</i>	135-053	Unknown	Republic of Indonesia
<i>ENGGANG AIR SERVICE</i>	135-045	Unknown	Republic of Indonesia
<i>ERSA EASTERN AVIATION</i>	135-047	Unknown	Republic of Indonesia
<i>GATARI AIR SERVICE</i>	135-018	GHS	Republic of Indonesia
<i>HEAVY LIFT</i>	135-042	Unknown	Republic of Indonesia

▼ **M25**

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
<i>INDONESIA AIR ASIA EXTRA</i>	121-054	Unknown	Republic of Indonesia
<i>INDONESIA AIR TRANSPORT</i>	121-034	IDA	Republic of Indonesia
<i>INTAN ANGKASA AIR SERVICE</i>	135-019	Unknown	Republic of Indonesia
<i>JAYAWIJAYA DIRGANTARA</i>	121-044	JWD	Republic of Indonesia
<i>JOHNLIN AIR TRANSPORT</i>	135-043	JLB	Republic of Indonesia
<i>KAL STAR</i>	121-037	KLS	Republic of Indonesia
<i>KARTIKA AIRLINES</i>	121-003	KAE	Republic of Indonesia
<i>KOMALA INDONESIA</i>	135-051	Unknown	Republic of Indonesia
<i>KURA-KURA AVIATION</i>	135-016	KUR	Republic of Indonesia
<i>LION MENTARI AIRLINES</i>	121-010	LNI	Republic of Indonesia
<i>MANUNGGAL AIR SERVICE</i>	121-020	MNS	Republic of Indonesia
<i>MARTABUANA ABADION</i>	135-049	Unknown	Republic of Indonesia
<i>MATTHEW AIR NUSANTARA</i>	135-048	Unknown	Republic of Indonesia
<i>MIMIKA AIR</i>	135-007	Unknown	Republic of Indonesia
<i>MY INDO AIRLINES</i>	121-042	Unknown	Republic of Indonesia
<i>NAM AIR</i>	121-058	Unknown	Republic of Indonesia
<i>NATIONAL UTILITY HELICOPTER</i>	135-011	Unknown	Republic of Indonesia
<i>NUSANTARA AIR CHARTER</i>	121-022	SJK	Republic of Indonesia
<i>NUSANTARA BUANA AIR</i>	135-041	Unknown	Republic of Indonesia
<i>PACIFIC ROYALE AIRWAYS</i>	121-045	PRQ	Republic of Indonesia
<i>PEGASUS AIR SERVICES</i>	135-036	Unknown	Republic of Indonesia
<i>PELITA AIR SERVICE</i>	121-008	PAS	Republic of Indonesia
<i>PENERBANGAN ANGKASA SEMESTA</i>	135-026	Unknown	Republic of Indonesia

▼ **M25**

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
<i>PURA WISATA BARUNA</i>	135-025	Unknown	Republic of Indonesia
<i>RIAU AIRLINES</i>	121-016	RIU	Republic of Indonesia
<i>SAYAP GARUDA INDAH</i>	135-004	Unknown	Republic of Indonesia
<i>SMAC</i>	135-015	SMC	Republic of Indonesia
<i>SRIWIJAYA AIR</i>	121-035	SJY	Republic of Indonesia
<i>SURVEI UDARA PENAS</i>	135-006	PNS	Republic of Indonesia
<i>SURYA AIR</i>	135-046	Unknown	Republic of Indonesia
<i>TRANSNUSA AVIATION MANDIRI</i>	121-048	TNU	Republic of Indonesia
<i>TRANSWISATA PRIMA AVIATION</i>	135-021	TWT	Republic of Indonesia
<i>TRAVEL EXPRESS AVIATION SERVICE</i>	121-038	XAR	Republic of Indonesia
<i>TRAVIRA UTAMA</i>	135-009	TVV	Republic of Indonesia
<i>TRI MG INTRA ASIA AIRLINES</i>	121-018	TMG	Republic of Indonesia
<i>TRIGANA AIR SERVICE</i>	121-006	TGN	Republic of Indonesia
<i>UNINDO</i>	135-040	Unknown	Republic of Indonesia
<i>WING ABADI AIRLINES</i>	121-012	WON	Republic of Indonesia
<b>All air carriers certified by the authorities with responsibility for regulatory oversight of Kazakhstan, with the exception of Air Astana put in Annex B, including</b>			<b>Republic of Kazakhstan</b>
<i>AIR ALMATY</i>	AK-0483-13	LMY	Republic of Kazakhstan
<i>ATMA AIRLINES</i>	AK-0469-12	AMA	Republic of Kazakhstan
<i>AVIA-JAYNAR/AVIA-ZHAYNAR</i>	AK-0467-12	SAP	Republic of Kazakhstan
<i>BEK AIR</i>	AK-0463-12	BEK	Republic of Kazakhstan
<i>BEYBARS AIRCOMPANY</i>	AK-0473-13	BBS	Republic of Kazakhstan
<i>BURUNDAYAVIA AIRLINES</i>	KZ-01/001	BRY	Republic of Kazakhstan



▼ **M25**

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
<i>COMLUX-KZ</i>	KZ-01/002	KAZ	Republic of Kazakhstan
<i>EAST WING</i>	KZ-01/007	EWZ	Republic of Kazakhstan
<i>EURO-ASIA AIR</i>	AK-0472-13	EAK	Republic of Kazakhstan
<i>FLY JET KZ</i>	AK-0477-13	FJK	Republic of Kazakhstan
<i>INVESTAVIA</i>	AK-0479-13	TLG	Republic of Kazakhstan
<i>IRTYSH AIR</i>	AK-0468-13	MZA	Republic of Kazakhstan
<i>JET AIRLINES</i>	KZ-01/003	SOZ	Republic of Kazakhstan
<i>KAZAIR JET</i>	AK-0474-13	KEJ	Republic of Kazakhstan
<i>KAZAIRTRANS AIRLINE</i>	AK-0466-12	KUY	Republic of Kazakhstan
<i>KAZAVIASPAS</i>	AK-0484-13	KZS	Republic of Kazakhstan
<i>PRIME AVIATION</i>	AK-0478-13	PKZ	Republic of Kazakhstan
<i>SCAT</i>	KZ-01/004	VSV	Republic of Kazakhstan
<i>ZHETYSU AIRCOMPANY</i>	AK-0470-12	JTU	Republic of Kazakhstan
<b>All air carriers certified by the authorities with responsibility for regulatory oversight of the Kyrgyz Republic, including</b>			<b>Kyrgyz Republic</b>
<i>AIR BISHKEK (formerly EASTOK AVIA)</i>	15	EAA	Kyrgyz Republic
<i>AIR MANAS</i>	17	MBB	Kyrgyz Republic
<i>AVIA TRAFFIC COMPANY</i>	23	AVJ	Kyrgyz Republic
<i>CENTRAL ASIAN AVIATION SERVICES (CAAS)</i>	13	CBK	Kyrgyz Republic
<i>HELI SKY</i>	47	HAC	Kyrgyz Republic
<i>AIR KYRGYZSTAN</i>	03	LYN	Kyrgyz Republic
<i>MANAS AIRWAYS</i>	42	BAM	Kyrgyz Republic
<i>S GROUP INTERNATIONAL (formerly S GROUP AVIATION)</i>	45	IND	Kyrgyz Republic
<i>SKY BISHKEK</i>	43	BIS	Kyrgyz Republic
<i>SKY KG AIRLINES</i>	41	KGK	Kyrgyz Republic

▼ **M25**

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
<i>SKY WAY AIR</i>	39	SAB	Kyrgyz Republic
<i>TEZ JET</i>	46	TEZ	Kyrgyz Republic
<i>VALOR AIR</i>	07	VAC	Kyrgyz Republic
<b>All air carriers certified by the authorities with responsibility for regulatory oversight of Liberia.</b>			<b>Liberia</b>
<b>All air carriers certified by the authorities with responsibility for regulatory oversight of Libya, including</b>			<b>Libya</b>
<i>AFRIQIYAH AIRWAYS</i>	007/01	AAW	Libya
<i>AIR LIBYA</i>	004/01	TLR	Libya
<i>BURAQ AIR</i>	002/01	BRQ	Libya
<i>GHADAMES AIR TRANSPORT</i>	012/05	GHT	Libya
<i>GLOBAL AVIATION AND SERVICES</i>	008/05	GAK	Libya
<i>LIBYAN AIRLINES</i>	001/01	LAA	Libya
<i>PETRO AIR</i>	025/08	PEO	Libya
<b>All air carriers certified by the authorities with responsibility for regulatory oversight of the Republic of Mozambique, including</b>			<b>Republic of Mozambique</b>
<i>AERO-SERVIÇOS SARL</i>	MOZ-08	Unknown	Republic of Mozambique
<i>CFM — TRABALHOS E TRANSPORTES AÉREOS LDA</i>	MOZ-07	Unknown	Republic of Mozambique
<i>COA — COASTAL AVIATION</i>	MOZ-15	Unknown	Republic of Mozambique
<i>CPY — CROPSPRAYERS</i>	MOZ-06	Unknown	Republic of Mozambique
<i>CRA — CR AVIATION LDA</i>	MOZ-14	Unknown	Republic of Mozambique
<i>EMÍLIO AIR CHARTER LDA</i>	MOZ-05	Unknown	Republic of Mozambique
<i>ETA — EMPRESA DE TRANSPORTES AÉREOS LDA</i>	MOZ-04	Unknown	Republic of Mozambique
<i>HCP — HELICÓPTEROS CAPITAL LDA</i>	MOZ-11	Unknown	Republic of Mozambique

## ▼ M25

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
<i>KAY — KAYA AIRLINES, LDA</i>	MOZ-09	KYY	Republic of Mozambique
<i>LAM — LINHAS AÉREAS DE MOÇAMBIQUE S.A.</i>	MOZ-01	LAM	Republic of Mozambique
<i>MAKOND, LDA</i>	MOZ-20	Unknown	Republic of Mozambique
<i>MEX — MOÇAMBIQUE EXPRESSO, SARL MEX</i>	MOZ-02	MXE	Republic of Mozambique
<i>OHI — OMNI HELICÓPTEROS INTERNATIONAL LDA</i>	MOZ-17	Unknown	Republic of Mozambique
<i>SAF — SAFARI AIR LDA</i>	MOZ-12	Unknown	Republic of Mozambique
<i>SAM — SOLENTA AVIATION MOZAMBIQUE, SA</i>	MOZ-10	Unknown	Republic of Mozambique
<i>TTA — TRABALHOS E TRANSPORTES AÉREOS LDA</i>	MOZ-16	TTA	Republic of Mozambique
<i>UNIQUE AIR CHARTER LDA</i>	MOZ-13	Unknown	Republic of Mozambique
<b>All air carriers certified by the authorities with responsibility for regulatory oversight of Nepal, including</b>			<b>Republic of Nepal</b>
<i>AIR DYNASTY HELI. S.</i>	035/2001	Unknown	Republic of Nepal
<i>AIR KASTHAMANDAP</i>	051/2009	Unknown	Republic of Nepal
<i>BUDDHA AIR</i>	014/1996	BHA	Republic of Nepal
<i>FISHTAIL AIR</i>	017/2001	Unknown	Republic of Nepal
<i>GOMA AIR</i>	064/2010	Unknown	Republic of Nepal
<i>MAKALU AIR</i>	057A/2009	Unknown	Republic of Nepal
<i>MANANG AIR PVT LTD</i>	082/2014	Unknown	Republic of Nepal
<i>MOUNTAIN HELICOPTERS</i>	055/2009	Unknown	Republic of Nepal
<i>MUKTINATH AIRLINES</i>	081/2013	Unknown	Republic of Nepal
<i>NEPAL AIRLINES CORPORATION</i>	003/2000	RNA	Republic of Nepal
<i>SHREE AIRLINES</i>	030/2002	SHA	Republic of Nepal

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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
<i>SIMRIK AIR</i>	034/2000	Unknown	Republic of Nepal
<i>SIMRIK AIRLINES</i>	052/2009	RMK	Republic of Nepal
<i>SITA AIR</i>	033/2000	Unknown	Republic of Nepal
<i>TARA AIR</i>	053/2009	Unknown	Republic of Nepal
<i>YETI AIRLINES DOMESTIC</i>	037/2004	NYT	Republic of Nepal
<b>All air carriers certified by the authorities with responsibility for regulatory oversight of Sao Tome and Principe, including</b>			<b>Sao Tome and Principe</b>
<i>AFRICA'S CONNECTION</i>	10/AOC/2008	ACH	Sao Tome and Principe
<i>STP AIRWAYS</i>	03/AOC/2006	STP	Sao Tome and Principe
<b>All air carriers certified by the authorities with responsibility for regulatory oversight of Sierra Leone, including</b>			<b>Sierra Leone</b>
<i>AIR RUM, LTD</i>	UNKNOWN	RUM	Sierra Leone
<i>DESTINY AIR SERVICES, LTD</i>	UNKNOWN	DTY	Sierra Leone
<i>HEAVYLIFT CARGO</i>	UNKNOWN	Unknown	Sierra Leone
<i>ORANGE AIR SIERRA LEONE LTD</i>	UNKNOWN	ORJ	Sierra Leone
<i>PARAMOUNT AIRLINES, LTD</i>	UNKNOWN	PRR	Sierra Leone
<i>SEVEN FOUR EIGHT AIR SERVICES LTD</i>	UNKNOWN	SVT	Sierra Leone
<i>TEEBAH AIRWAYS</i>	UNKNOWN	Unknown	Sierra Leone
<b>All air carriers certified by the authorities with responsibility for regulatory oversight of Sudan, including</b>			<b>Republic of Sudan</b>
<i>ALFA AIRLINES</i>	54	AAJ	Republic of the Sudan
<i>ALMAJAL AVIATION SERVICE</i>	15	MGG	Republic of the Sudan
<i>BADER AIRLINES</i>	35	BDR	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
<i>BENTIU AIR TRANSPORT</i>	29	BNT	Republic of the Sudan
<i>BLUE BIRD AVIATION</i>	11	BLB	Republic of the Sudan
<i>DOVE AIRLINES</i>	52	DOV	Republic of the Sudan
<i>ELIDINER AVIATION</i>	8	DND	Republic of the Sudan
<i>FOURTY EIGHT AVIATION</i>	53	WHB	Republic of the Sudan
<i>GREEN FLAG AVIATION</i>	17	Unknown	Republic of the Sudan
<i>HELEJETIC AIR</i>	57	HJT	Republic of the Sudan
<i>KATA AIR TRANSPORT</i>	9	KTV	Republic of the Sudan
<i>KUSH AVIATION</i>	60	KUH	Republic of the Sudan
<i>MARSLAND COMPANY</i>	40	MSL	Republic of the Sudan
<i>MID AIRLINES</i>	25	NYL	Republic of the Sudan
<i>NOVA AIRLINES</i>	46	NOV	Republic of the Sudan
<i>SUDAN AIRWAYS</i>	1	SUD	Republic of the Sudan
<i>SUN AIR COMPANY</i>	51	SNR	Republic of the Sudan
<i>TARCO AIRLINES</i>	56	TRQ	Republic of the Sudan
<b>All air carriers certified by the authorities with responsibility for regulatory oversight of Zambia, including</b>			<b>Zambia</b>
<i>ZAMBEZI AIRLINES</i>	Z/AOC/001/2009	ZMA	Zambia

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## ANNEX B

**LIST OF AIR CARRIERS WHICH ARE SUBJECT TO OPERATIONAL RESTRICTIONS WITHIN THE UNION <sup>(1)</sup>**

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) of restricted aircraft	State of registry
<i>TAAG ANGOLA AIRLINES</i>	001	DTA	Republic of Angola	All fleet with the exception of: 6 aircraft of type Boeing B777 and 4 aircraft of type Boeing B737-700.	All fleet with the exception of: D2-TED, D2-TEE, D2-TEF, D2-TEG, D2-TEH, D2-TEI, D2-TBF, D2-TBG, D2-TBH, D2-TBJ.	Republic of Angola
<i>AIR ASTANA</i> <sup>(1)</sup>	AK-0475-13	KZR	Kazakhstan	All fleet with the exception of: aircraft of type Boeing B767, aircraft of type Boeing B757, aircraft of type Airbus A319/320/321.	All fleet with the exception of: aircraft within the Boeing B767 fleet, as mentioned on the AOC; aircraft within the Boeing B757 fleet, as mentioned on the AOC; aircraft within the Airbus A319/320/321 fleet, as mentioned on the AOC.	Aruba (Kingdom of the Netherlands)
<i>AIR SERVICE COMORES</i>	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
<i>AFRIJET BUSINESS SERVICE</i> <sup>(2)</sup>	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
<i>NOUVELLE AIR AFFAIRES GABON (SN2AG)</i>	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

<sup>(1)</sup> 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) of restricted aircraft	State of registry
<i>IRAN AIR</i> <sup>(3)</sup>	FS100	IRA	Islamic Republic of Iran	All fleet with the exception of: 14 aircraft of type Airbus A300, 8 aircraft of type Airbus A310, 1 aircraft Boeing B737.	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
<i>AIR KORYO</i>	GAC-AOC/ KOR-01	KOR	Democratic People's Republic of Korea	All fleet with the exception of: 2 aircraft of type TU- 204.	All fleet with the exception of: P-632, P-633.	Democratic People's Republic of Korea
<i>AIR MADAGASCAR</i>	5R-M01/ 2009	MDG	Madagascar	All fleet with the exception of: aircraft of type Boeing B737, aircraft of type ATR 72/42 and 3 aircraft of type DHC 6-300.	All fleet with the exception of: aircraft within the Boeing B737 fleet, as mentioned on the AOC, aircraft within the ATR 72/42 fleet, as mentioned on the AOC; 5R-MGC, 5R-MGD, 5R-MGF.	Republic of Madagascar

<sup>(1)</sup> Air Astana is only allowed to use the specific aircraft types mentioned, provided that they are registered in Aruba and that all changes to the AOC are timely submitted to the Commission and to Eurocontrol.

<sup>(2)</sup> Afrijet is only allowed to use the specific aircraft mentioned for its current level of operations within the Union.

<sup>(3)</sup> Iran Air is allowed to operate to the Union using the specific aircraft under the conditions set out in Recital (69) of Regulation (EU) No 590/2010, OJ L 170, 6.7.2010, p. 15.