

Commission Implementing Regulation (EU) No 1146/2012
of 3 December 2012 amending Regulation (EC) No 474/2006
establishing the Community list of air carriers which are subject to
an operating ban within the Community (Text with EEA relevance)

COMMISSION IMPLEMENTING REGULATION (EU) No 1146/2012

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of air carriers which are subject to an operating ban within the Community

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

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 passengers of the identity of the operating carrier, and repealing Article 9 of Directive 2004/36/CE⁽¹⁾, and in particular Article 4 thereof⁽²⁾,

Whereas:

- (1) Commission Regulation (EC) No 474/2006⁽³⁾ of 22 March 2006 established the Community list of air carriers which are subject to an operating ban within the Union referred to in Chapter II of Regulation (EC) No 2111/2005.
- (2) In accordance with Article 4(3) of Regulation (EC) No 2111/2005, some Member States and the European Aviation Safety Agency (hereinafter 'EASA') communicated to the Commission information that is relevant in the context of updating the Community list. Relevant information was also communicated by third countries. On this basis, the Community list should be updated.
- (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 on them an operating ban within the Union or to modify the conditions of an operating ban imposed on an air carrier which is included in the Community list.
- (4) Opportunity was given by the Commission to the air carriers concerned to consult 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 established by Council Regulation (EEC) No 3922/1991 of 16 December on the harmonization of the technical requirements and administrative procedures in the field of civil aviation⁽⁴⁾.

Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) No 1146/2012. (See end of Document for details)

- (5) The Air Safety Committee has received updates from the Commission about the on-going joint-consultations opened in the framework of Regulation (EC) No 2111/2005 and its implementing Regulation (EC) No 473/2006⁽⁵⁾, with competent authorities and air carriers of the following States: Algeria, Aruba, Bangladesh, Burkina Faso, Cameroon, Central African Republic, China, Comoros, Cuba, Curacao, Egypt, Ethiopia, Georgia, Guinea-Bissau, Lesotho, Malawi, Mali, Nepal, Pakistan, Russian Federation, St Maarten, Ukraine, Yemen; Eritrea, Libya; Afghanistan, Angola, Benin, Congo-Brazzaville, Democratic Republic of Congo, Djibouti, DPR of Korea, Equatorial Guinea, Gabon, Ghana, Honduras, Indonesia, Iran, Jordan, Kazakhstan, Kyrgyzstan, Liberia, Madagascar, Mauritania, Mozambique, Philippines, Rwanda, Sao Tome and Principe, Sierra Leone, Sudan, Suriname, Swaziland, Venezuela and Zambia.
- (6) The Air Safety Committee has heard presentations by EASA about the results of the analysis of audit reports carried out by the International Civil Aviation Organisation (ICAO hereafter) in the framework of ICAO's Universal Safety Oversight Audit Programme (USOAP). Member States were invited to prioritize ramp inspections on air carriers licensed on States for which significant safety concern(s) have been identified by ICAO or for which EASA concluded that there are significant deficiencies in the safety oversight system. Notwithstanding consultations undertaken by the Commission under Regulation (EC) No 2111/2005, this will permit to acquire further information regarding the safety performance on the air carriers licensed in these States.
- (7) The Air Safety Committee has heard presentations by EASA about the results of the analysis of ramp inspections carried out under the Safety Assessment of Foreign Aircraft programme (SAFA) in accordance with Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down the technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council⁽⁶⁾.
- (8) The Air Safety Committee has also heard presentations by EASA about the technical assistance projects carried out in States affected by measures under Regulation (EC) No 2111/2005. It was informed about the requests for further technical assistance and cooperation to improve the administrative and technical capability of civil aviation authorities with a view to resolving non compliances with applicable international standards. Member States were invited to respond to these requests on a bilateral basis in coordination with the Commission and EASA.
- (9) Regulation (EC) No 474/2006 should be therefore amended accordingly.
- (10) The measures provided for in this Regulation are in accordance with the opinion of the Air Safety Committee.

European Union air carriers

- (11) Following the analysis by EASA of information resulting from SAFA ramp checks carried out on aircraft of certain Union air carriers or from standardisation inspections carried out by EASA as well as specific inspections and audits carried out by national aviation authorities, some Member States have taken certain enforcement measures. They informed

the Commission and the Air Safety Committee about these measures: Greece informed that the Air Operator Certificate (AOC) of Sky Wings was suspended further to the suspension of its continuous airworthiness management organisation approval on 7 October 2012; Luxembourg informed that the AOC of Strategic Airlines was revoked on 8 October 2012 and that the air carrier has ceased to exist; Spain informed that the air carrier IMD Airways has successfully implemented corrective actions and remains on heightened surveillance; and Slovenia informed that the AOC of Linair Business Airlines was revoked on 2 October 2012.

Air Algérie

- (12) Having regard to the results of the ramp inspections carried out in 2008 and 2009 on the aircraft operated by the air carrier Air Algérie in the framework of the SAFA programme, the Commission had entered into formal consultations with the competent authorities of Algeria (DACM) in December 2009 as detailed in Regulations (EC) No 590/2010⁽⁷⁾ and (EC) No 1071/2010⁽⁸⁾. These formal consultations resulted in the implementation of satisfactory solutions to redress the identified safety deficiencies in the short term as well as in the development of a solid corrective and preventive action plan by DACM and the air operator Air Algérie for sustainable solutions. The safety performance of the air carrier Air Algérie continued to be verified through the results of the SAFA programme along with the monthly reports sent by DACM to the Commission on the results of their surveillance activities on the air operator as well as on the progress made in the implementation of the aforementioned corrective and preventive plans.
- (13) Considering the favourable trend observed on the results of the SAFA inspections since November 2010, the absence of serious safety deficiencies and the implementation of the corrective and preventive actions in accordance with the planning, the Commission decided in July 2012 to close the formal consultations with DACM under Regulation (EC) No 2111/2005

Comlux Aruba N.V.

- (14) In February 2012 the competent authority of Aruba committed to introduce amendments in the national legal system and to take administrative action *vis-à-vis* Comlux Aruba to ensure that by 1 August 2012 the operational control of this air carrier would be exercised from Aruba.
- (15) In order to obtain updated information on this issue, the Commission, EASA and certain Members of the Air Safety Committee conducted on 15 October 2012 in Brussels consultations with the competent authority of Aruba. These authorities informed and provided evidence that the flight operations legislation has been amended to strengthen the requirements regarding the establishment of the principal place of business in Aruba. These authorities also confirmed that the operational control of Comlux Aruba N.V. had been established in Aruba to their satisfaction. Changes in the organisation

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and accountabilities of this carrier have been implemented in that respect. Furthermore, the AOC was limited to one aircraft of type B767 and will be renewed on a year basis only, subject to satisfactory results of the continuous oversight to ensure that the organisational changes are effective.

- (16) The Commission noted the progress made by the competent authorities of the Aruba and encourages them to continue their efforts towards strengthening their civil aviation oversight system in compliance with international safety standards.

Air carriers from the Republic of Congo

- (17) All air carriers certified in the Republic of Congo have been listed in Annex A since November 2009. The Commission and EASA held a consultation meeting with the competent authorities of the Republic of Congo (ANAC) on 12 October 2012, during which ANAC presented the progress made to date in order to alleviate the safety concerns identified by the International Civil Aviation Organisation (ICAO) at the occasion of the audit carried out in 2008 in the framework of ICAO's Universal Safety Oversight Audit Program (USOAP).
- (18) ANAC provided the Commission with evidence of the expiration of the AOC of the air carrier Société Nouvelle Air Congo and confirmed that the air carrier has ceased its activities. Consequently, on the basis of the common criteria, it should be withdrawn from Annex A.
- (19) ANAC provided the Commission with information indicating that an AOC was granted to the following air carriers: Canadian Airways' Congo, Émeraude, Equajet and Mistral Aviation. However, ANAC did not provide the evidence that the safety oversight of these air carriers are ensured in compliance with international safety standards, on the basis of the common criteria, it is assessed that these air carriers should be included in Annex A.
- (20) The Commission noted the progress made by the competent authorities of the Republic of Congo and encourages them to continue their efforts towards the establishment of a civil aviation oversight system in compliance with international safety standards.

Air carriers from the Democratic Republic of Congo

- (21) Air carriers certified in the Democratic Republic of Congo have been listed in Annex A since March 2006⁽⁹⁾. The competent authorities of the Democratic Republic of Congo have taken the initiative of re-establishing active consultations with the Commission and EASA, indicating their firm intention of conducting a thorough review and a complete overhaul of the aviation industry as well as of the national regulatory oversight authority.
- (22) The competent authorities of the Democratic Republic of Congo informed that an AOC was granted to the following air carriers: Air Fast Congo, Fly Congo,

Katanga Express, Katanga Wings, Mango Airlines, and Will Airlift. However, since ANAC did not provide the evidence that the safety oversight of these air carriers is ensured in compliance with international safety standards, on the basis of the common criteria, it is assessed that these air carriers should be included in Annex A.

- (23) The competent authorities of Democratic Republic of Congo have not provided evidence that the other air carriers mentioned in Annex A have ceased operations. Consequently, on the basis of the common criteria, it is assessed that these air carriers should remain in Annex A.
- (24) The Commission noted the progress made by the competent authorities of the Democratic Republic of Congo and encourages them to continue their efforts towards the establishment of a civil aviation oversight system in compliance with international safety standards, while remaining committed to further develop the constructive dialogue re-established recently.

Air carriers from Curaçao and St Maarten

- (25) ICAO conducted an audit of the Netherlands Antilles⁽¹⁰⁾ in 2008 and made a number of findings on all the critical elements of their safety oversight system. In particular, the competent authorities of the Netherlands Antilles did not have sufficient technical staff in the areas of personnel licensing, aircraft operations, air navigation services and aerodromes to carry out their safety oversight functions.
- (26) In addition, following an assessment by the Federal Aviation Administration (FAA) of the United States under the IASA programme in September 2011, Curaçao and St Maarten were downgraded from Category 1 to Category 2 because the FAA considers that they did not sufficiently comply with international safety standards.
- (27) Finally, ramp checks conducted under the auspices of the SAFA programme⁽¹¹⁾ during the period May 2011 to May 2012 identified findings amounting to an average of over one major finding per inspection.
- (28) As a result, the Commission entered into consultations with the competent authorities of Curaçao and St Maarten and wrote to them in July 2012 seeking details of what corrective actions had been put in place or are being planned. These consultations are on-going.
- (29) The Competent Authorities of both Curaçao and St Maarten responded to the Commission and detailed the corrective actions underway and planned to address the ICAO and FAA audit findings.
- (30) The Netherlands informed the Air Safety Committee that they were active in providing technical assistance to both Curaçao and St Maarten to assist them in their efforts to establish a safety oversight system that is in compliance with ICAO standards.

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- (31) The Commission takes note of the actions by the competent authorities of Curaçao and St Maarten and encourages them to continue with determination with their efforts to address the shortcomings in their aviation safety oversight system, failing which the Commission will be compelled to take action under Regulation (EC) No 2111/2005. Member States will continue to closely monitor, via prioritised ramp checks in the framework of the SAFA programme, that the corrective actions are effective.

Air carriers from Equatorial Guinea

- (32) All air carriers certified in Equatorial Guinea are subject to an operational ban within the EU and listed in Annex A since March 2006. The competent authorities of the Equatorial Guinea (DGAC) provided the Commission with information indicating that an AOC was granted to the air carrier Tango Airways. As there is no evidence of any change to the capacity of DGAC to ensure the oversight of air carriers certified in that State in compliance with the applicable safety standards, on the basis of the common criteria, it is assessed that this air carrier should equally be added to Annex A.

Air Carriers from Eritrea

- (33) As a result of findings identified during the ICAO audit of Eritrea in November 2010 ICAO notified to all Contracting States to the Chicago Convention three Significant Safety Concerns (SSC) in the areas of Operations, Airworthiness and Air Navigation Services. In addition, ICAO reported in its final audit report that the lack of effective implementation of international safety standards amounted 79,9 %.
- (34) Having regard to these results, the Commission entered into formal consultations with the competent authorities of Eritrea (ER-CAA) to seek details of what actions the ER-CAA had taken to address the safety deficiencies identified by the ICAO audit.
- (35) ER-CAA informed the Commission by letter that whilst two Significant Safety Concerns concerning Airworthiness and Air Navigation Services had been resolved, the third Significant Safety Concern concerning the certification process for the issuance of an Air Operators Certificate had yet to be resolved and would require a validation mission by ICAO for it to be removed. However, ER-CAA submissions did not contain any information concerning the corrective actions undertaken to address the outstanding Significant Safety Concern nor any information on the operational oversight of Eritrean air carriers, both of whom are authorised by Eritrea to operate into the EU.
- (36) The Commission invited repeatedly the ER-CAA to consultation meetings to seek further clarification of the oversight of Eritrean AOC holders. However, the ER-CAA declined to attend these meetings.

- (37) The ER-CAA was invited to the Air Safety Committee and made presentations on 21 November 2012. The ER-CAA informed that their Corrective Action Plan had been accepted by ICAO and, as a result of amending their primary aviation legislation and promulgating a number of civil aviation regulations, considered on their part that the Significant Safety Concern had been addressed. It was not clear whether that Eritrea had requested an ICAO Validation Mission although they are receiving support from the ICAO Regional Office Safety Team. However, in view of the Air Safety Committee, they failed to adequately demonstrate they had taken comprehensive action to address all aspects of the Significant Safety Concern. They were also unable to provide clarity on the oversight arrangements associated with the aircraft listed on AOCs issued by Eritrea which include wet leased aircraft from foreign air carriers, a consequence of which being that these aircraft are listed on several AOCs, which does not comply with international safety standards.
- (38) Whilst all air carriers licensed in Eritrea were invited to the Air Safety Committee, one of them, Eritrean Airlines made presentations to the Air Safety Committee on 21 November 2012. This air carrier confirmed that it operates two aircraft of type A320 to Rome under a wet lease arrangement, without providing to the satisfaction of the Air Safety Committee clarity on the operational oversight and control of its operations.
- (39) The Commission and the Air Safety Committee acknowledge the efforts being made to address the safety deficiencies in the civil aviation system in Eritrea. However, on the basis of the common criteria, pending the effective implementation of adequate corrective actions to remedy the deficiencies identified by ICAO and in particular the outstanding Significant Safety Concern, it is assessed that the competent authorities of Eritrea are, at this stage, not able to implement and enforce the relevant safety standards on air carriers under their regulatory control. Therefore, all air carriers certified in Eritrea should be subject to an operating ban and included in Annex A.
- (40) Once the outstanding significant safety concern is closed to the satisfaction of ICAO, and the major findings of the ICAO audit have been satisfactorily addressed, the Commission is ready to organise, with the assistance of the EASA and the support of Member States, an on-site assessment to verify the progress achieved and prepare a review of the case at the Air Safety Committee.

Rollins Air from Honduras

- (41) The competent authorities of Honduras requested in June 2012 the removal of Rollins Air from the safety list on the basis of the suspension of its AOC. They provided evidence on 21 November 2012 that the AOC of Rollins Air, which had been suspended for six months, had expired and was eventually cancelled on 24 September 2012. Consequently, on the basis of the common criteria, Rollins Air should be removed from Annex A.

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Air carriers from Indonesia

- (42) Consultations with the competent authorities of Indonesia (DGCA) continue with the view to monitoring the progress of the DGCA in ensuring that the safety oversight of all air carriers certified in Indonesia is in compliance with international safety standards.
- (43) On 18 October 2012 a videoconference was held between the Commission, EASA and the DGCA during which the DGCA provided an update regarding certain air carriers under their oversight. They informed that five new air carriers had been certified, namely Jayawijaya Dirantara on 16 April 2012, Pacific Royale Airways on 29 May 2012, Citilink Indonesia on 22 June 2012, Angkasa Super Services on 7 June 2012, and Air Born Indonesia on 6 March 2012. However, since DGCA did not provide the evidence that the safety oversight of these air carriers is ensured in compliance with international safety standards, on the basis of the common criteria, it is assessed that these carriers should be included in Annex A.
- (44) In addition, the DGCA informed that PT Sampoerna Air Nasantara had changed its name to PT Pegasus Air Services, and PT Nyaman Air had changed its name to PT Heavy Lift, and that therefore their names should be amended in Annex A.
- (45) DGCA also informed and provided confirmation that the AOC of Dirgantara Air Service had been revoked on 25 May 2012. Therefore, on the basis of the common criteria, it is assessed that this air carrier should be removed from Annex A.
- (46) The DGCA also briefed on the results of a US Federal Aviation Administration (FAA) assessment visit to Indonesia which took place in September 2012. Whilst the FAA noted improvements in the aviation safety oversight system over the past years, the FAA made a number of observations and recommendations in relation to inspector training, the surveillance of foreign aviation activities, enforcement policy and procedures, particularly concerning the use of fines, and the need to improve some local facilities. The DGCA agreed to provide a copy of the formal report of the assessment visit as soon as it became available.
- (47) The Commission and the Air Safety Committee noted the sound progress made by the Competent Authorities of Indonesia and continue to encourage their efforts towards completing their work of establishing an aviation system fully compliant with ICAO Standards.

Air carriers from Kazakhstan

- (48) Consultations with the competent authorities of Kazakhstan have continued actively. The competent authorities of Kazakhstan made several submissions, based on which the Commission, assisted by EASA, held a consultation

meeting on 17 October 2012. The competent authorities of Kazakhstan were also heard by the Air Safety Committee on 21 November 2012 and made presentations in that respect.

- (49) The competent authorities of Kazakhstan reported that they are progressing in an ambitious reform of the aviation sector undertaken since 2009 with a view to enhancing air safety. Following the adoption of a new civil aviation code in July 2010 and the adoption of more than 100 specific aviation regulations, the competent authorities are now progressing in their implementation. They are also progressing in their capacity building with the establishment of a Flight Safety Assessment Centre and the recruitment of additional qualified inspectors, to be continued in the coming months. They are also progressing in the recertification of aircraft and operators.
- (50) The competent authorities of Kazakhstan informed that they continued to take enforcement actions. By order of the Minister of Transport and Communications of 3 July 2011 on the establishment of flight operations rules for the civil aviation of the Republic of Kazakhstan, from 1 November 2012 onwards Soviet-built aircraft not in compliance with ICAO safety standards are not allowed to operate anymore within the Kazakh airspace; consequently the competent authorities of Kazakhstan banned the operations of 7 aircraft of type Yak-40, 2 aircraft of type Antonov 12, 5 aircraft of type Antonov 24 and 1 aircraft of type Tu-134⁽¹²⁾.
- (51) The competent authorities of Kazakhstan also informed the Commission that 5 air carriers had terminated their operations and provided evidence that their AOC had expired and were not renewed; these air carriers are: Asia Wings, Minas, Skybus, Skyjet and Sayakhat Airlines. Consequently, on the basis of the common criteria, these air carriers should be withdrawn from Annex A.
- (52) The competent authorities of Kazakhstan further informed the Commission that 4 airlines previously involved in commercial air transport have ceased this activity, reduced their fleet and have been recertified under aerial work; these airlines are: Aero Aircompany, AK Suncare Aircompany, Kazair West, Ust-Kamenogorsk Air division of EKA. Consequently, on the basis of the common criteria, these air carriers should be withdrawn from Annex A.
- (53) The competent authorities of Kazakhstan informed that by order of the Prime Minister no new AOC can be granted until the competent authorities are in position to fully discharge their responsibilities towards ICAO.
- (54) Air Astana was heard by the Air Safety Committee on 21 November 2012 with the view to provide updates on its fleet which is currently undergoing a renewal and made submissions in that respect. They informed that several aircraft had been phased out and that new aircraft are being phased in within the existing B767, B757 A320 series and Fokker 50 fleets, fleets that are already mentioned under Annex B. Air Astana stated and provided evidence that the safety performance of its fleet has improved. The competent

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authorities of Kazakhstan stated that the operations of the aircraft currently on the AOC are subject to a certain continuing oversight. The competent authorities of Aruba also provided evidence that the airworthiness of the Aruban registered aircraft currently on the AOC of Air Astana are subject to continuing oversight in accordance with international safety standards and that they are satisfied with the airworthiness standards demonstrated. In addition, Member States and EASA confirmed that no specific concern arose from ramp checks carried out at European airports in the framework of the SAFA programme. Consequently, in accordance with the common criteria, Annex B should be amended to allow, within the current level of operations, the operation of aircraft of type B767, B757, A320 series and Fokker 50 that are or will be listed on the AOC of Air Astana provided such aircraft are registered in Aruba and the AOC and all changes thereto are timely submitted to the Commission and Eurocontrol.

- (55) Member States will verify the effective compliance with relevant safety standards through the prioritisation of ramp inspections to be carried out on aircraft of Air Astana pursuant to Regulation (EU) No 965/2012. Should the results of such checks, or any other relevant safety information, indicate that international safety standards are not being met, the Commission will be forced to take action under the auspices of Regulation (EC) No 2111/2005.
- (56) The Commission continues to support the ambitious reform of the civil aviation system undertaken by the authorities of Kazakhstan and invites these authorities to continue with determination their efforts towards the establishment of a civil aviation oversight system in compliance with international safety standards. To that end, it encourages these authorities to continue the implementation of the corrective action plan agreed with ICAO, focusing in priority on the two outstanding Significant Safety Concerns and the recertification of all operators under their responsibility. Once those significant safety concerns are closed to the satisfaction of ICAO, the Commission is ready to organise, with the assistance of the EASA and the support of Member States, an on-site assessment to verify the progress achieved and prepare a review of the case at the Air Safety Committee.

Air carriers from Kyrgyzstan

- (57) The air carriers established in the Kyrgyz Republic have been subject to an operating ban since 2006. The Commission, assisted by EASA, held a consultation meeting on 5 October 2012 with the competent authorities of Kyrgyzstan, during which these authorities indicated that the Kyrgyzstan had adopted a new legal framework and that the exit from the safety list was a priority for the government.
- (58) The competent authorities of Kyrgyzstan provided information indicating that the following air carriers had changed their names: Eastok Avia into Air Bishkek and Dames into State Aviation Enterprise under the Ministry of

Emergency Situations (SAEMES). Therefore, Annex A should be amended accordingly.

- (59) The competent authorities of Kyrgyzstan informed that an AOC has been granted to the following air carriers: Manas Airways, Supreme Aviation and Sky KG Airlines. However, they did not provide the evidence that the safety oversight of these air carriers are ensured in compliance with international safety standards. Therefore, on the basis of the common criteria, it is assessed that these air carriers should be included in Annex A.
- (60) The competent authorities of Kyrgyzstan provided the Commission with evidence of the revocation of the following AOCs: Trast Aero, Asian Air and Kyrgyzstan Airlines. In addition, they informed that the AOCs of Aerostan and Itek Air had expired and had not been renewed. Consequently, on the basis of the common criteria, these air carriers should be withdrawn from Annex A.
- (61) Upon agreement with the competent authorities of Kyrgyzstan, the Commission remains committed to organise, with the assistance of EASA and the support of Member States, a safety assessment mission to Kyrgyzstan to verify on-site the implementation of the new rules and the satisfactory oversight of certain air carriers certified in Kyrgyzstan.

Air carriers from Libya

- (62) Consultations with the competent authorities of Libya (LCAA) continue with the aim of confirming that Libya is progressing in its work to reform its civil aviation safety system, and in particular ensuring that the safety oversight of all air carriers certified in Libya is in compliance with international safety standards.
- (63) The LCAA, and representatives of Afriqiyah, Libyan Airlines and Buraq Air, met with the Commission, EASA, and certain members of the Air Safety Committee on 15 October 2012 to brief on progress. The LCAA informed that they had taken regulatory action by revoking the AOCs⁽¹³⁾ of 16 of the 26 Libyan air carriers. They had employed consultants in the short term and ICAO assistance in the long term to provide technical support, and that they were in the process of recruiting a number of additional pilots and engineers to act as inspecting staff.
- (64) The LCAA further informed that they were embarking on a five stage recertification process of all Libyan air carriers, commencing with Libyan Airlines and Afriqiyah, and would report on progress and provide the audit reports when they became available. At the same time they would develop and implement an annual oversight system to ensure continued compliance of ICAO standards by their air carriers.
- (65) The Air Safety Committee heard presentations from the LCAA, Libyan Airlines and Afriqiyah on 21 November 2012. The LCAA stated clearly that unsafe operations would not be tolerated in Libya. They confirmed the details

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provided at the meeting of the 16 October, in particular that the investigation report on the Afriqiyah A330 accident would be published before February 2013, that the recertification process is planned to be completed in the case of Libyan Airlines and Afriqiyah by December 2012 and for the remaining air carriers by December 2013. They also informed that they would continue to take enforcement action where necessary to contain safety risks, as they did in the case of the temporary grounding of an A320.

- (66) Libyan Airlines informed its safety management processes had been improved as well as the training of its crew.
- (67) Afriqiyah informed the Air Safety Committee about its quality assurance system and the use of external training organisations. The air carrier also stated that, as a result of the A330 accident, the flight schedules were modified to reduce the risk of pilot fatigue, a pilot training programme on 'go-around' procedures was carried out and external expertise was brought in to assist in developing safety programmes. The air carrier also expressed the desire to operate to Spain, France, the United Kingdom, Italy, Germany and Austria, once the LCAA had lifted their current restrictions.
- (68) The Commission and Air Safety Committee were encouraged by the sound plan of the LCAA to address the safety deficiencies in their aviation system, the realistic timescales for actions, and the progress made to date. They noted that the LCAA would retain the current restrictions on each Libyan air carriers operations into the EU, Norway, Switzerland and Iceland until such time as a full five stage recertification has been completed and any significant findings closed, following which, and in agreement with the Commission, individual air carriers could be permitted to recommence commercial flights to the EU, Norway, Switzerland and Iceland.
- (69) Furthermore, for each air carrier recertified, the LCAA committed to submit to the Commission detailed information on the recertification process and meet with the Commission and Member States to discuss in detail the relevant audits, findings, remedial actions taken and closure actions, together with details of the plans for continuing oversight before any relaxations of restrictions are agreed. Should this information fail to demonstrate to the satisfaction of the Commission and Member States that the recertification process had been effectively completed and a sustainable continued oversight is in place in accordance with ICAO standards, the Commission would be compelled to take measures to prevent air carriers from operating into the EU, Norway, Switzerland and Iceland airspace. If further clarification is needed the Commission may decide to conduct an on-site visit prior to any relaxation in restrictions.
- (70) For air carriers that are subsequently permitted to operate into the EU, the Member States will verify the effective compliance with relevant safety standards through the prioritisation of ramp inspections to be carried out on

aircraft of this carrier pursuant to Regulation (EU) No 965/2012. Should the results of such checks, or any other relevant safety information, indicate that international safety standards are not being met the Commission will be forced to take action under the auspices of Regulation (EC) No 2111/2005.

Air carriers from the Islamic Republic of Mauritania

- (71) Air carriers certified in Mauritania have been listed in Annex A since November 2010⁽¹⁴⁾. The competent authorities of Mauritania (ANAC) have since then engaged in active consultations with the Commission with the view to update on progress made in the reform of the regulation of civil aviation and made numerous submissions in that respect. Two meetings were held with ANAC and Mauritania Airlines on 24 September and 10 October 2012. ANAC and Mauritania Airlines International were also heard by the Air Safety Committee on 21 November 2012.
- (72) ANAC informed that decisive actions were undertaken to reform the safety oversight system and that a number of achievements have already been obtained: in particular, the establishment of a new civil air code, the amendment of the civil aviation legislation to align it with the Annexes to the Chicago Convention, changes to the ANAC's management, structure and staffing and the establishment of a complete set of procedures for the certification and the continuous surveillance of air carriers.
- (73) ANAC informed that they have taken effective enforcement actions. ANAC confirmed in particular that the AOC of Mauritania Airways expired on 15 December 2010 and was not renewed as the air carrier ceased its activity. ANAC also informed that the certificates and derogations held by the air carrier Class Aviation were revoked in January 2011.
- (74) ICAO carried out two coordination and validation missions (ICVM) in Mauritania in April and September 2012 to validate the progress made by the State. The final reports stemming from these missions confirm that major progress has been achieved, with a 47 % improvement in the overall compliance with international safety standards. ICAO confirmed to the Commission on 1 October 2012 the exceptional progress made by ANAC. However, these missions also concluded on the need to continue the effective implementation of all corrective actions, notably with regard to the surveillance obligations and the resolution of identified safety concerns, where ICAO reports the lack of effective implementation of international safety standards reaches 51 % and 58 % respectively. ANAC indicated it intends to pursue its actions with determination to improve further the compliance with ICAO standards.
- (75) In its consultations with ANAC, the Commission specifically assessed the robustness of the safety oversight of Mauritania Airlines International. Deficiencies had been identified in the initial certification of Mauritania Airlines International as its AOC was issued on 8 May 2011 without providing

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evidence that the non-compliance identified during the initial certification of the airline, in particular the RVSM (reduced vertical separation minima) authorisations, the lack of flight data monitoring and the lack of ground personnel, had been effectively rectified prior to the issuance of the AOC. However, ANAC and Mauritania Airlines International reported and provided evidence that all deficiencies were resolved on 25 October 2012. ANAC also stated and provided evidence that the air carrier is now subject to adequate continuous oversight in accordance with international safety standards.

- (76) The Air Safety Committee welcomes the major progress reported by the competent authorities of Mauritania in the rectification of the deficiencies identified by ICAO and the resolution of the deficiencies identified in the initial certification of Mauritania Airlines International. Taking into account the effective enforcement actions decided and implemented by ANAC with regard to the other air carriers which are no longer in existence, on the basis of the common criteria, it is assessed that all air carriers certified in Mauritania should be removed from Annex A.
- (77) ANAC stated and confirmed in writing that Mauritania Airlines International does not intend to resume flights to the EU in the short term, except to Las Palmas de Gran Canaria (Spain) and not before February 2013.
- (78) The competent authorities of Spain indicated that they had provided technical assistance to ANAC and confirmed that they were satisfied with the flights resuming to Las Palmas de Gran Canaria.
- (79) Member States will verify the effective compliance with relevant safety standards through the prioritisation of ramp inspections to be carried out on aircraft of air carriers licensed in Mauritania pursuant to Regulation (EU) No 965/2012.
- (80) The Commission intends to carry out, with the assistance of EASA and the support of Member States, an on-site safety assessment visit to confirm the satisfactory implementation of the measures taken by ANAC.
- (81) Should the results of ramp checks or any other relevant safety information indicate that international safety standards are not being met, the Commission will be forced to take actions under the auspices of Regulation (EC) No 2111/2005.

Air carriers from the Philippines

- (82) Air carriers certified in the Philippines have been listed in Annex A since 31 March 2010⁽⁴⁵⁾. Consultations with the competent authorities of the Philippines (CAAP) have since then been pursued with the view to obtain updates on progress made in the reform of the regulation of civil aviation. Several submissions were made and a videoconference was held on 18 November 2012 between the Commission, assisted by EASA, and the CAAP.

- (83) CAAP informed that ICAO carried out an on-site coordination and validation mission (ICVM) in October 2012, and gave a view on its preliminary results, which reveal a 7 % improvement in the overall compliance to ICAO standards. However, the Significant Safety Concern notified by ICAO to all Contracting Parties to the Chicago Convention with regard to the safety oversight of air operators would remain open and further safety concerns were raised by ICAO regarding the aircraft registry.
- (84) CAAP confirmed that AviaTour Fly'In was involved in a second fatal accident on 18 August 2012, in addition to the fatal accident occurred on March 2012⁽¹⁶⁾. The CAAP did not respond adequately to requests for information by the Commission, failing in particular to provide information on the validity of the AOC of this air carrier which, according to previous submissions, was due to expire on 14 August 2012, and on the on-going results of the accident investigations on both accidents.
- (85) Whilst the Commission had received information that the air carriers South West Air Corporation, Airgurus and Skyjet would have started commercial air transport, the CAAP did not respond adequately to requests for information by the Commission, failing in particular to provide the AOCs of these air carriers together with the complete operations specifications; the CAAP also failed to demonstrate that the certification and continuous oversight of these air carriers comply fully with the applicable international safety standards. Therefore, on the basis of the common criteria, it is assessed that these air carriers should be equally included in Annex A.
- (86) The Commission continues to support the reform of the civil aviation system undertaken by the competent authorities of the Philippines and invites these authorities to continue with determination their efforts towards the establishment of a civil aviation oversight system in compliance with international safety standards. To that end, it encourages these authorities to continue the implementation of the corrective action plan agreed with the FAA and ICAO, focusing in priority on the outstanding Significant Safety Concerns, the recertification of all operators under their responsibility and effective enforcement actions in case of safety concerns or violations of the applicable legislation. Once the FAA has modified its assessment of the Philippines compliance with international safety standards and all Significant Safety Concerns are closed to the satisfaction of ICAO, the Commission is ready to organise, with the assistance of the EASA and the support of Member States, an on-site assessment to verify the progress achieved and prepare a review of the case at the Air Safety Committee.

Jordan Aviation

- (87) The Commission, assisted by EASA, carried out a safety assessment visit to the Hashemite Kingdom of Jordan between 30 September and 4 October 2012 in order to verify the satisfactory implementation of the measures undertaken

Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) No 1146/2012. (See end of Document for details)

by the competent authorities for civil aviation (Civil Aviation Regulatory Commission — CARC) and the air carrier Jordan Aviation (PSC) to address the safety concerns described in Regulation (EC) No 1197/2011.

- (88) During the visit, CARC provided the assessment team with evidence of the effectiveness of its corrective and preventive action plan developed and implemented after the imposition of the EU operational restrictions on the air carrier Jordan Aviation. It also demonstrated that it was now capable of discharging its obligations under ICAO standards for the oversight of operators to whom it had issued an AOC. The assessment team reported a credible commitment by CARC to implement its corrective and preventive action plan, significant improvements achieved to date as well as its open, cooperative and constructive approach in addressing shortfalls identified in their procedures. While receiving confirmation that the existing procedures for oversight can guarantee that the air carriers undertake timely effective corrective actions in case safety deficiencies would be identified, the assessment team identified however areas for improvements, notably with regard to the procedure related to the approval of Minimum Equipment List (MEL) as well as the one related to the approval of the transport of dangerous goods.
- (89) Since November 2011 the air carrier Jordan Aviation was subject to heightened surveillance by CARC through an intensive focus on ramp inspections, en-route inspections, aircraft airworthiness reviews and Continuous Airworthiness Management Organisation reviews. Jordan Aviation was also assessed for compliance with Jordan Civil Aviation Regulations during an annual audit. The results of these audits pointed to a significant improvement in the field of the management of the continuing airworthiness. In addition, further to the request of the air operator to add a new type of aircraft (Airbus A330-200) to its fleet, CARC proceeded with an assessment of the ability of Jordan Aviation for the induction of a new aircraft type. The variation of the AOC was completed on 9 May 2012 and the Airbus A330-200 was added to Jordan Aviation AOC Operations Specifications.
- (90) During the visit the assessment team was provided with evidence of the effectiveness of the corrective and preventive action plan developed and implemented by Jordan Aviation. Whilst the air carrier was able to demonstrate that the system put in place for management of continuing airworthiness is now adequate to ensure the air carrier's aircraft remain airworthy, the team identified however areas for improvement, notably with regard to the procedures for the operation of a new route and the crew planning.
- (91) Following the request made by CARC and Jordan Aviation for the reassessment of the operating restrictions imposed by Regulation (EC) No 1197/2011 and considering that the conditions therefore were met, CARC and Jordan Aviation were invited to make presentations to the Air Safety

Committee. The hearing took place on 21 November 2012. During the meeting CARC and Jordan Aviation also provided the details of the corrective action plan set up to address the observations made during the on-site visit.

- (92) The Air Safety Committee welcomed the improvements achieved by CARC and Jordan Aviation in the implementation of international safety standards and considered that further limitations of this air carrier are no longer necessary. Therefore, on the basis of the common criteria, it is assessed that Jordan Aviation should be removed from Annex B.
- (93) Member States will verify the effective compliance with relevant safety standards through the prioritisation of ramp inspections to be carried out on aircraft of this carrier pursuant to Regulation (EU) No 965/2012.

Air Madagascar

- (94) The air carrier Air Madagascar is subject to operational restrictions and is listed in Annex B pursuant to Regulation (EC) No 390/2011. Consultations with the competent authorities of Madagascar (ACM) and the Air Madagascar have since been pursued with the view to get updates on progress made in the implementation of corrective actions.
- (95) ICAO carried out a Coordinated Validation Mission (ICVM) from 21 to 25 May 2012 which confirmed some progress as the lack of effective implementation of ICAO standards was evaluated at 44,4 % down from 70,7 %. However the mission also concluded on the need to continue the effective implementation of all corrective actions, notably with regard to the provisions for the training and qualification of technical personnel, the surveillance obligations and the resolutions of safety concerns where respectively 67 %, 58 % and 86 % of ICAO standards were not effectively implemented.
- (96) ACM and the air carrier Air Madagascar requested to be heard by the Air Safety Committee and did so on 20 November 2012. They presented the progress made in the implementation of their respective action plans. ACM also informed they have entered into a two-year contract to obtain external technical assistance to support their safety oversight. The Air Safety Committee took note of the progress reported and welcomed the efforts made by ACM to improve its capacity to fulfil its obligations with regard to the ICAO requirements.
- (97) The Air Safety Committee encourages ACM to continue its efforts towards resolution of all non-compliance findings identified during the ICVM audit carried out by ICAO and especially in the field of the surveillance of the air operators certified in Madagascar. The Commission, assisted by the EASA and with the support of the Member States, is ready to carry out an assessment on site once the implementation of the action plans by ACM and Air Madagascar has sufficiently advanced.

Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) No 1146/2012. (See end of Document for details)

Vim Avia from the Russian Federation

- (98) The Commission, assisted by the EASA and certain Member States, carried out a safety assessment visit to the Russian Federation from 4 to 8 June 2012 in order to verify the satisfactory implementation of the measures undertaken by the competent authorities of the Russian Federation (FATA) and the air carrier VIM AVIA certified in the Russian Federation to address the safety concerns described in Commission Implementing Regulations (EC) No 1197/2011⁽¹⁷⁾ and (EU) No 295/2012⁽¹⁸⁾. This safety assessment included visits to FATA headquarters as well as VIM AVIA headquarters, to the air carrier's maintenance facilities at Domodedovo airport and a ramp check of one aircraft of its fleet. The results of this assessment revealed that overall VIM AVIA has progressed with the establishment of a safety management system. With regard to VIM AVIA's corrective action plans, however, it appeared that three out of the 12 corrective actions could not be considered to be effectively implemented. VIM AVIA was invited to review and complete its action plan accordingly before resuming flights into the EU.
- (99) On 20 June 2012, FATA informed the Commission that the air carrier had been reauthorized, with effect from that date, to fly to and from the EU on grounds that it had successfully completed additional corrective actions related to these three areas.
- (100) The Commission, after reviewing the additional measures reported, expressed concerns that the company could have completed them effectively in such a short time. The attention of the Russian competent authorities was also drawn to the unsatisfactory results of a ramp inspection carried out in Spain on 26 June 2012⁽¹⁹⁾, which pointed to deficiencies in VIM AVIA's continuous airworthiness and maintenance departments. The Russian competent authorities were also invited to provide information on a serious incident occurred to VIM AVIA on 24 June 2012.
- (101) In view of the above, the Commission, EASA and certain Members of the Air Safety Committee held a meeting on 19 October 2012 with the Russian competent authorities and VIM AVIA. VIM AVIA reported that corrective measures had been undertaken and closed with regard to all open issues identified in the final report of the safety assessment mission in Russia carried out in June 2012 and provided evidence for closure actions after the meeting. FATA informed that two investigations had been opened following a serious incident occurred to VIM AVIA on 24 June 2012 and provided a summary of their conclusions.
- (102) Spain confirmed to the Air Safety Committee that all findings of the later ramp inspections performed in Spain to VIM AVIA had been closed. Spain also informed about a meeting held in Madrid with VIM AVIA representatives and noted the cooperative attitude of this company.

- (103) Member States will verify the effective compliance with relevant safety standards through the prioritisation of ramp inspections to be carried out on aircraft of this carrier at European airports. Should the results of these ramp inspections show a repetition of safety concerns regarding the operations of VIM AVIA, the Commission will be compelled to take action under in the framework of Regulation (EC) No 2111/2005.

Air carriers from Rwanda

- (104) On 9 May 2012 the Competent Authorities of Rwanda wrote to the Commission and provided evidence that Silverback Cargo Freighters' AOC had been revoked on 30 October 2009. Therefore, on the basis of the common criteria, it is assessed that Silverback Cargo Freighters should be removed from Annex A.
- (105) The Commission and the Air Safety Committee notes, however, that Rwanda remains subject to a Significant Safety Concern issued following the ICAO USOAP audit in 2007 and notified by ICAO to all States Party to the Chicago Convention. The Commission therefore encourages the competent authorities of Rwanda to continue their efforts in addressing the safety issues and will continue to closely monitor the aviation safety situation in Rwanda to ensure that any remaining safety concern is effectively addressed.

HAS ADOPTED THIS REGULATION:

Article 1

Regulation (EC) No 474/2006 is amended as follows:

1. Annex A is replaced by the text set out in Annex A to this Regulation.
2. Annex B is replaced by the text set out in Annex B to this Regulation.

Article 2

This Regulation shall enter into force on the day following 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.

Done at Brussels, 3 December 2012.

For the Commission, On behalf of the President,

Joaquín ALMUNIA

Vice-President

Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) No 1146/2012. (See end of Document for details)

ANNEX

ANNEX LIST OF AIR CARRIERS OF WHICH ALL OPERATIONS ARE SUBJECT TO A BAN WITHIN THE EU

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.

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

BW

Suriname

CONSORCIO VENEZOLANO DE INDUSTRIAS AERONAUTICAS Y SERVICIOS AEREOS, S.A. "CONVIASA"

VCV-DB-10

VCV

Bolivarian Republic of Venezuela

MERIDIAN AIRWAYS LTDA

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-DCDD

CDR

Republic of Angola

Air Gicango

009

Unknown

Republic of Angola

AIRJET

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

FLY

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

SONAIR

AO 002-01/10-SORSOR

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/MDCTTT

TATP-PR/ANAC/DEA/SCSAE

B

Republic of Benin

AFRICA AIRWAYS

Unknown

AFF

Republic of Benin

ALAFIA JET

PEA No 014/ANAC/MDCTTT

TATP-PR/DEA/SCSN/AR

Republic of Benin

BENIN GOLF AIR

PEA No 012/MDCTTP-PR/ANAC/DEA/SCS

BGL

Republic of Benin

BENIN LITTORAL AIRWAYS

SPEA No 013/MDCTTT

TATP-PR/ANAC/DEA/SCS

LTL

Republic of Benin

COTAIR

PEA No 015/MDCTTT

TATP-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/MDCTTT

TATP-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

EMERAUD

ERAC06-008

Unknown

Republic of Congo

EQUAFLIGHT SERVICES

SRAC 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

RAC06-001

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

COMMUTER104/CAB/MIN/TVC/2012

Unknown

Democratic Republic of Congo (RDC)

AIR FAST CONGO

409/CAB/MIN/

TVC/0039/2010UnknownDemocratic Republic of Congo (RDC)AIR KASAI409/CAB/MIN/TVC/0053/2010UnknownDemocratic Republic of Congo (RDC)AIR KATANGA409/CAB/MIN/TVC/0056/2010UnknownDemocratic Republic of Congo (RDC)AIR TROPIQUES409/CAB/MIN/TVC/00625/2010UnknownDemocratic Republic of Congo (RDC)BLUE AIRLINES106/CAB/MIN/TVC/2012BULDemocratic Republic of Congo (RDC)BRAVO AIR CONGO409/CAB/MIN/TC/0090/2006BRVDemocratic Republic of Congo (RDC)BUSINESS AVIATION409/CAB/MIN/TVC/048/09ABBDemocratic Republic of Congo (RDC)BUSY BEE CONGO409/CAB/MIN/TVC/0064/2010UnknownDemocratic Republic of Congo (RDC)CETRACA AVIATION SERVICE105/CAB/MIN/TVC/2012CERDemocratic Republic of Congo (RDC)CHC STELLAVIA409/CAB/MIN/TC/0050/2006UnknownDemocratic Republic of Congo (RDC)CONGO EXPRESS409/CAB/MIN/TVC/083/2009EXYDemocratic Republic of Congo (RDC)COMPAGNIE AFRICAINE D'AVIATION (CAA)409/CAB/MIN/TVC/0050/2010CAADemocratic Republic of Congo (RDC)DOREN AIR CONGO102/CAB/MIN/TVC/2012UnknownDemocratic Republic of Congo (RDC)ENTREPRISE WORLD AIRWAYS (EWA)409/CAB/MIN/TVC/003/08EWSDemocratic Republic of Congo (RDC)FilaIR409/CAB/MIN/TVC/037/08FILDemocratic Republic of Congo (RDC)FLY CONGO409/CAB/MIN/TVC/0126/2012UnknownDemocratic Republic of Congo (RDC)GALAXY KAVATSI409/CAB/MIN/TVC/027/08UnknownDemocratic Republic of Congo (RDC)GILEMBE AIR SOUTENANCE (GISAIR)409/CAB/MIN/TVC/053/09UnknownDemocratic Republic of Congo (RDC)GOMA EXPRESS409/CAB/MIN/TC/0051/2011UnknownDemocratic Republic of Congo (RDC)GOMAIR409/CAB/MIN/TVC/011/2011UnknownDemocratic Republic of Congo (RDC)HEWA BORA AIRWAYS (HBA)409/CAB/MIN/TVC/038/08ALXDemocratic Republic of Congo (RDC)International Trans Air Business (ITAB)409/CAB/MIN/TVC/0065/2010UnknownDemocratic Republic of Congo (RDC)JET CONGO AIRWAYSUnknownUnknownDemocratic Republic of Congo (RDC)KATANGA EXPRESS409/CAB/MIN/TVC/0083/2010UnknownDemocratic Republic of Congo (RDC)KATANGA WINGS409/CAB/MIN/TVC/0092/2011UnknownDemocratic Republic of Congo (RDC)KIN AVIA409/CAB/MIN/TVC/0059/2010UnknownDemocratic Republic of Congo (RDC)KORONGO AIRLINES409/CAB/MIN/TVC/001/2011UnknownDemocratic Republic of Congo (RDC)Lignes Aériennes Congolaises (LAC)Ministerial signature (ordonnance No 78/205)LCGDemocratic Republic of Congo (RDC)MALU AVIATION098/CAB/MIN/TVC/2012UnknownDemocratic Republic of Congo (RDC)MANGO AIRLINES409/CAB/MIN/TVC/009/2011UnknownDemocratic Republic of Congo (RDC)MANGO AVIATION409/CAB/MIN/TVC/034/08UnknownDemocratic Republic of Congo (RDC)SAFE AIR COMPANY409/CAB/MIN/TVC/025/08UnknownDemocratic Republic of Congo (RDC)SERVICES AIR103/CAB/MIN/TVC/2012UnknownDemocratic Republic of Congo (RDC)STELLAR AIRWAYSAAAC/DG/DTA/TM/787/2011UnknownDemocratic Republic of Congo (RDC)SWALA AVIATION409/CAB/MIN/TVC/0084/2010UnknownDemocratic Republic of Congo (RDC)TMK AIR COMMUTER409/CAB/MIN/TVC/044/09UnknownDemocratic Republic of Congo (RDC)TRACEP CONGO/TRACEP CONGO AVIATION409/CAB/MIN/TVC/0085/2010UnknownDemocratic Republic of Congo (RDC)TRANS AIR CARGO SERVICES409/CAB/MIN/TVC/073/2011UnknownDemocratic Republic of Congo (RDC)WILL AIRLIFT409/CAB/MIN/TVC/0247/2011UnknownDemocratic Republic of Congo (RDC)WIMBI DIRA AIRWAYS409/CAB/MIN/TVC/039/08WDADemocratic

Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) No 1146/2012. (See end of Document for details)

Republic of Congo (RDC)ZAABU INTERNATIONAL409/CAB/MIN/TVC/049/09UnknownDemocratic Republic of Congo (RDC)All air carriers certified by the authorities with responsibility for regulatory oversight of Djibouti, includingDjiboutiDAALLO AIRLINESUnknownDAODjiboutiAll air carriers certified by the authorities with responsibility for regulatory oversight of Equatorial Guinea, includingEquatorial GuineaCronos AIRLINES2011/0004/MTTCT/DGAC/SOPUnknownEquatorial GuineaCEIBA INTERCONTINENTAL2011/0001/MTTCT/DGAC/SOPSCELEquatorial GuineaPunto Azul2012/0006/MTTCT/DGAC/SOPUnknownEquatorial GuineaTANGO AIRWAYSUnknownUnknownEquatorial GuineaAll air carriers certified by the authorities with responsibility for regulatory oversight of Eritrea, includingEritreaERITREAN AIRLINESAOC No 004ERTERitreaNASAIR ERITREAAOC No 005NASERitreaAll air carriers certified by the authorities with responsibility for regulatory oversight of Indonesia, with the exception of Garuda Indonesia, Airfast Indonesia, Mandala Airlines, EkspresTransportasiAntarbenua, Indonesia Air Asia and Metro Batavia, includingRepublic of IndonesiaAIR BORN INDONESIA135-055UnknownRepublic of IndonesiaAIR PACIFIC UTAMA135-020UnknownRepublic of IndonesiaALFA TRANS DIRGANTATA135-012UnknownRepublic of IndonesiaANGKASA SUPER SERVICES135-050UnknownRepublic of IndonesiaASCO NUSA AIR135-022UnknownRepublic of IndonesiaASI PUDJIASTUTI135-028UnknownRepublic of IndonesiaAVIASTAR MANDIRI135-029UnknownRepublic of IndonesiaCITILINK INDONESIA121-046UnknownRepublic of IndonesiaDABI AIR NUSANTARA135-030UnknownRepublic of IndonesiaDERAYA AIR TAXI135-013DRYRepublic of IndonesiaDERAZONA AIR SERVICE135-010DRZRepublic of IndonesiaDIRGANTARA AIR SERVICE135-014DIRRepublic of IndonesiaEASTINDO135-038UnknownRepublic of IndonesiaEnggang Air Service135-045'UnknownRepublic of IndonesiaErsa Eastern Aviation135-047UnknownRepublic of IndonesiaGATARI AIR SERVICE135-018GHSRepublic of IndonesiaHEAVY LIFT135-042UnknownRepublic of IndonesiaINDONESIA AIR TRANSPORT121-034IDARepublic of IndonesiaINTAN ANGKASA AIR SERVICE135-019UnknownRepublic of IndonesiaJAYAWIJAYA DIRGANTARA121-044UnknownRepublic of IndonesiaJOHNLIN AIR TRANSPORT135-043UnknownRepublic of IndonesiaKAL STAR121-037KLSRepublic of IndonesiaKARTIKA AIRLINES121-003KAERepublic of IndonesiaKURA-KURA AVIATION135-016KURRepublic of IndonesiaLION MENTARI AIRLINES121-010LNIRepublic of IndonesiaMANUNGGAL AIR SERVICE121-020UnknownRepublic of IndonesiaMatthew Air Nusantara135-048UnknownRepublic of IndonesiaMERPATI NUSANTARA AIRLINES121-002MNARepublic of IndonesiaMIMIKA AIR135-007UnknownRepublic of IndonesiaNATIONAL UTILITY HELICOPTER135-011UnknownRepublic of IndonesiaNUSANTARA AIR CHARTER121-022UnknownRepublic of IndonesiaNUSANTARA BUANA AIR135-041UnknownRepublic of IndonesiaPACIFIC ROYALE AIRWAYS121-045UnknownRepublic of IndonesiaPEGASUS AIR SERVICES135-036UnknownRepublic of IndonesiaPELITA AIR SERVICE121-008PASRepublic of IndonesiaPENERBANGAN ANGKASA SEMESTA135-026UnknownRepublic of IndonesiaPURA WISATA BARUNA135-025UnknownRepublic of IndonesiaRIAU AIRLINES121-016RIURepublic of IndonesiaSAYAP GARUDA

Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) No 1146/2012. (See end of Document for details)

INDAH135-004UnknownRepublic of IndonesiaSKY
AVIATION135-044UnknownRepublic of IndonesiaSMAC135-015SMCRepublic of
IndonesiaSRIWIJAYA AIR121-035SJRRepublic of IndonesiaSURVEI UDARA
PENAS135-006UnknownRepublic of IndonesiaSURYA
AIR135-046UnknownRepublic of IndonesiaTransNusa Aviation
Mandiri121-048UnknownRepublic of IndonesiaTRANSWISATA PRIMA
AVIATION135-021UnknownRepublic of IndonesiaTRAVEL EXPRESS
AVIATION SERVICE121-038XARRepublic of IndonesiaTRAVIRA
UTAMA135-009UnknownRepublic of IndonesiaTRI MG INTRA
ASIA AIRLINES121-018TMGRRepublic of IndonesiaTRIGANA AIR
SERVICE121-006TGNRepublic of IndonesiaUNINDO135-040UnknownRepublic
of IndonesiaWING ABADI AIRLINES121-012WONRepublic of IndonesiaAll
air carriers certified by the authorities with responsibility for
regulatory oversight of Kazakhstan, with the exception of Air
Astana, includingRepublic of KazakhstanAIR ALMATYAK-0453-11LMYRepublic
of KazakhstanAIR TRUST AIRCOMPANYAK-0455-12RTRRepublic of
KazakhstanASIA CONTINENTAL AirlinesAK-0317-12CIDRepublic of
KazakhstanATMA AIRLINESAK-0437-10AMARepublic of KazakhstanAVIA-
JAYNAR/avia-zhaynarAK-067-12SAPRepublic of KazakhstanBEYBARS
AIRCOMPANYAK-0442-11BBSRepublic of KazakhstanBEK
AIRAK-0463-12BEKRepublic of KazakhstanBURUNDAYAVIA
AIRLINESAK-0456-12BRYRepublic of KazakhstanCOMLUX-
KZAK-0449-11KAZRepublic of KazakhstanDETA AIRAK-0458-12DETRepublic
of KazakhstanEAST WINGAK-0465-12EWZRepublic of KazakhstanLUK
AERO (FORMER EASTERN EXPRESS)AK-0464-12LISRepublic of
KazakhstanEURO-ASIA AIRAK-0441-11EAKRepublic of KazakhstanEURO-
ASIA AIR INTERNATIONALAK-0445-11KZERepublic of KazakhstanFLY JET
KZAK-0446-11FJKRepublic of
KazakhstanINVESTAVIAAK-0447-11TLGRepublic of KazakhstanIRTYSH
AIRAK-0439-11MZARepublic of KazakhstanJET
AIRLINESAK-0459-12SOZRepublic of KazakhstanJET
ONEAK-0468-12JKZRepublic of KazakhstanKAZAIR
JETAK-0442-11KEJRepublic of KazakhstanKAZAIRTRANS
AIRLINEAK-0466-12KUYRepublic of
KazakhstanKAZAVIASPASAK-0452-11KZSRepublic of KazakhstanMEGA
AirlinesAK-0462-12MGKRepublic of KazakhstanPrime
aviationAK-0448-11PKZRepublic of KazakhstanSAMAL
AIRAK-0454-12SAVRepublic of
KazakhstanSEMEYAVIAAK-450-11SMKRepublic of
KazakhstanSCATAK-0460-12VSVRepublic of KazakhstanZHETYSU
AIRCOMPANYAK-0438-11JTURepublic of KazakhstanAll air carriers certified
by the authorities with responsibility for regulatory oversight of the Kyrgyz
Republic, includingKyrgyz RepublicAIR MANAS17MBBKyrgyz RepublicAvia
Traffic Company23AVJKyrgyz RepublicCENTRAL ASIAN AVIATION SERVICES
(CAAS)13CBKKyrgyz RepublicClick Airways11CGKKyrgyz RepublicSTATE
AVIATION ENTERPRISE UNDER THE MINISTRY OF EMERGENCY
SITUATIONS (SAEMES)20DAMKyrgyz RepublicAIR BISHKEK (FORMERLY
EASTOK AVIA)15EEAKyrgyz RepublicKYRGYZ TRANS AVIA31KTCKyrgyz
RepublicKyrgyzstan03LYNKyrgyz RepublicMANAS AIRWAYS42BAMKyrgyz
RepublicS GROUP AVIATION6SGLKyrgyz RepublicSKY KG
AIRLINES41KGKKyrgyz RepublicSky Way air39SABKyrgyz RepublicSUPREME
AVIATION40SGKKyrgyz RepublicVALOR AIR07VACKyrgyz RepublicAll air
carriers certified by the authorities with responsibility for regulatory oversight

Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) No 1146/2012. (See end of Document for details)

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 SA004/MTAC/ANAC-G/DSARV S Republic of Gabon AIR TOURIST (ALLEGIANCE) 007/MTAC/ANAC-G/DSALGER Republic of Gabon NATIONALE ET REGIONALE TRANSPORT (NATIONALE) 008/MTAC/ANAC-G/DSANRG Republic of Gabon SCD AVIATION 005/MTAC/ANAC-G/DSASCY Republic of Gabon SKY GABON 009/MTAC/ANAC-G/DSASKG Republic of Gabon SOLENTA AVIATION GABON 006/MTAC/ANAC-G/DSA Unknown Republic of Gabon 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 s MOZ-07 Unknown Republic of Mozambique Emilio Air Charter lda MOZ-05 Unknown Republic of Mozambique ETA Air Charter LDAMOZ-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 AIR GURUS 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 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 Inaer Aviation Corp. 4AN2002004 Unknown Republic of the Philippines INTERISLAND AIRLINES 2010023 Unknown Republic of the

PhilippinesIsland Aviation2009009SOYRepublic of the PhilippinesIsland HELICOPTER SERVICES2011043SOYRepublic of the PhilippinesISLAND TRANSVOYAGER2010022UnknownRepublic of the PhilippinesLion Air, Incorporated2009019UnknownRepublic of the PhilippinesMacro asia air taxi services2010029UnknownRepublic of the PhilippinesMID-SEA EXPRESSUnknownRepublic of the PhilippinesMindanao Rainbow Agricultural Development Services2009016UnknownRepublic of the PhilippinesMISIBIS AVIATION & DEVELOPMENT CORP2010020UnknownRepublic of the PhilippinesNORTHSKY AIR INC.2011042UnknownRepublic of the PhilippinesOmni aviation corp.2010033UnknownRepublic of the PhilippinesPacific East Asia Cargo Airlines, Inc.4AS9800006PECRepublic of the PhilippinesPacific Airways Corporation4AN9700007UnknownRepublic of the PhilippinesPacific Alliance Corporation4AN2006001UnknownRepublic of the PhilippinesPhilippine Airlines2009001PALRepublic of the PhilippinesPhilippine Agricultural aviation corp.4AN9800015UnknownRepublic of the PhilippinesRoyal air charter services Inc.2010024UnknownRepublic of the PhilippinesRoyal Star Aviation, Inc.2010021UnknownRepublic of the PhilippinesSKYJETUnknownUnknownRepublic of the PhilippinesSOUTH EAST ASIA AIRLINE INC. (SEAIR)2009 004UnknownRepublic of the PhilippinesSOUTHERN AIR FLIGHT SERVICES2011045UnknownRepublic of the PhilippinesSouthstar aviation company, inc.4AN9800037UnknownRepublic of the PhilippinesSOUTHWEST AIR CORPORATIONUnknownUnknownRepublic of the PhilippinesSpirit of Manila Airlines Corporation2009008MNPRepublic of the PhilippinesSubic international air charter4AN9900010UnknownRepublic of the PhilippinesSubic seaplane, inc.4AN2000002UnknownRepublic of the PhilippinesTopflite airways, inc.4AN9900012UnknownRepublic of the PhilippinesTransglobal Airways Corporation2009007TCURRepublic of the PhilippinesWorld aviation, corp.UnknownUnknownRepublic of the PhilippinesWcC Aviation Company2009015UnknownRepublic of the PhilippinesYOkota aviation, inc.UnknownUnknownRepublic of the PhilippinesZenith Air, Inc.2009012UnknownRepublic of the PhilippinesZest Airways Incorporated2009003RITRepublic of the PhilippinesAll air carriers certified by the authorities with responsibility for regulatory oversight of Sao Tome and Principe, includingSao Tome and PrincipeAFRICA CONNECTION10/AOC/2008UnknownSao Tome and PrincipeBRITISH GULF INTERNATIONAL COMPANY LTD01/AOC/2007BGISao Tome and PrincipeEXECUTIVE JET SERVICES03/AOC/2006EJZSao Tome and PrincipeGLOBAL AVIATION OPERATION04/AOC/2006UnknownSao Tome and PrincipeGOLIAF AIR05/AOC/2001GLESao Tome and PrincipeISLAND OIL EXPLORATION01/AOC/2008UnknownSao Tome and PrincipeSTP AIRWAYS03/AOC/2006STPSao Tome and PrincipeTRANSAFRIK INTERNATIONAL LTD02/AOC/2002TFKSao Tome and PrincipeTRANSCARG01/AOC/2009UnknownSao Tome and PrincipeTRANSLIZ AVIATION (TMS)02/AOC/2007TMSSao Tome and PrincipeAll air carriers certified by the authorities with responsibility for regulatory oversight of Sierra Leone, includingSierra LeoneAIR RUM, LtdUnknownRUMSierra LeoneDESTINY AIR SERVICES, LtdUnknownDTYSierra LeoneHEAVYLIFT CARGOUnknownUnknownSierra LeoneORANGE AIR SIERRA LEONE LTDUnknownORJSierra LeonePARAMOUNT AIRLINES, LtdUnknownPRRSierra LeoneSEVEN FOUR EIGHT AIR SERVICES LTDUnknownSVTSierra LeoneTEEBAH AIRWAYSUnknownUnknownSierra LeoneAll air carriers certified by the authorities with responsibility for regulatory oversight of Sudan, includingRepublic of SudanALFA AIRLINES054AAJRepublic of the SudanALMAJAL AVIATION SERVICE015MGGRRepublic of the

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SudanALMAJARA AVIATIONUnknownMJARepublic of the SudanATTICO
 AIRLINES (TRANS ATTICO)023ETCRepublic of the SudanAZZA TRANSPORT
 COMPANY012AZZRepublic of the SudanBADER AIRLINES035BDRRepublic
 of the SudanFOURTY EIGHT AVIATION054WHBRepublic of
 the SudanGREEN FLAG AVIATION017UnkownRepublic of the
 SudanMARSLAND COMPANY040MSLRepublic of the SudanNOVA
 AIRLINES001NOVRepublic of the SudanSudan AirwaysUnknownSUDRepublic
 of the SudanSUDANESE STATES AVIATION COMPANY010SNVRepublic
 of the SudanSUN AIR COMPANY051SNRRepublic of the SudanTARCO
 AIRLINES056UnknownRepublic of the SudanAll air carriers certified by
 the authorities with responsibility for regulatory oversight of Swaziland,
 includingSwazilandSWAZILAND AIRLINKUnknownSZLSwazilandAll air carriers
 certified by the authorities with responsibility for regulatory oversight of Zambia,
 includingZambiaZAMBEZI AIRLINESZ/AOC/001/2009ZMAZambia

ANNEX LIST OF AIR CARRIERS OF WHICH OPERATIONS ARE SUBJECT TO
 B OPERATIONAL RESTRICTIONS WITHIN THE EU 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. Afrijet is only allowed to use the specific aircraft
 mentioned for its current operations within the European Union. 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. Gabon
 Airlines is only allowed to use the specific aircraft mentioned for its current
 operations within the European Community. 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. 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 KORYOGAC-AOC/
 KOR-01 KORDPRK All fleet with the exception of: 2 aircraft of type TU-204 All
 fleet with the exception of: P-632, P-633 DPRK AFRIJET002/MTAC/ANAC-G/
 DSAABS 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 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 mentioned on the AOC
 aircraft within the Fokker 50 fleet, as mentioned on the AOC Aruba (Kingdom of
 the Netherlands) AIRLIFT INTERNATIONAL (GH) Lt DAOC 017 ALER Republic of
 Ghana All fleet with the exception of: 2 aircraft of type DC8-63FA All fleet with the
 exception of: 9G-TOP and 9G-RAC Republic of Ghana AIR MADAGASCAR 5R-
 M01/2009 MDGM Madagascar 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 Comoros 06-819/
 TA-15/DGACMKMD Comoros All fleet with the exception of: LET 410 UVP All
 fleet with the exception of: D6-CAM (851336) Comoros GABON AIRLINES 001/
 MTAC/ANACGBK Republic of Gabon All fleet with the exception of: 1 aircraft

of type Boeing B-767-200All fleet with the exception of: TR-LHPRepublic of GabonIRAN AIRFS100IRAIslamic Republic of IranAll fleet with the exception of: 14 aircraft of type A-300, 8 aircraft of type A-310, 1 aircraft B-737All fleet with the exception of:EP-IBAEP-IBBEP-IBCEP-IBDEP-IBGEP-IBHEP-IBIEP-IBJEP-IBMEP-IBNEP-IBOEP-IBSEP-IBTEP-IBVEP-IBXEP-IBZEP-ICEEP-ICFEP-IBKEP-IBLEP-IBPEP-IBQEP-AGAIslamic Republic of IranNOUVELLE AIR AFFAIRES GABON (SN2AG)003/MTAC/ANAC-G/DSANVSRepublic of GabonAll fleet with the exception of: 1 aircraft of type Challenger CL-601, 1 aircraft of type HS-125-800All fleet with the exception of: TR-AAG, ZS-AFGRepublic of Gabon; Republic of South AfricaTAAG ANGOLA AIRLINES001DTARepublic of AngolaAll fleet with the exception of: 5 aircraft of type Boeing B-777 and 4 aircraft of type Boeing B-737-700All fleet with the exception of: D2-TED, D2-TEE, D2-TEF, D2-TEG, D2-TEH, D2-TBF, D2-TBG, D2-TBH, D2-TBJRepublic of Angola

Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) No 1146/2012. (See end of Document for details)

- (1) [OJ L 344, 27.12.2005, p. 15.](#)
- (2) [OJ L 143, 30.4.2004, p. 76.](#)
- (3) [OJ L 84, 23.3.2006, p. 14.](#)
- (4) [OJ L 373, 31.12.1991, p. 4.](#)
- (5) [OJ L 84, 23.3.2006, p. 8.](#)
- (6) [OJ L 296 25.10.2012, p 1.](#)
- (7) [OJ L 170, 6.7.2010, p. 9.](#)
- (8) [OJ L 306, 23.11.2010, p. 44.](#)
- (9) Recitals (60) to (64) of Regulation (EC) No 474/2006 of 22 March 2006, [OJ L 84, 23.3.2006, p. 18.](#)
- (10) In October 2010 the Netherlands Antilles (being part of the Kingdom of the Netherlands) were dissolved and two new countries were created: Curaçao and Sint Maarten. The Kingdom of the Netherlands now consists of four countries: the Netherlands (in Europe), Aruba, Curaçao and Sint Maarten. Curaçao and Sint Maarten are the legal successors of the Netherlands Antilles and therefore share the same aircraft register (PJ). Since October 2010 both countries have to organize their aviation safety oversight system for themselves and each country has created its own competent authorities. Because of the interdependencies between the two countries, the cases are reviewed in parallel.
- (11) CAA-NL-2012-30, CAA-NL-2012-154, CAA-NL-2012-155, CAA-NL-2012-156, CAA-NL-2012-161, CAA-NL-2012-162; DGAC/F-2011-1628, DGAC/F-2011-1640, DGAC/F-2011-2007, DGAC/F-2011-2329, DGAC/F-2012-230, DGAC/F-2012-231, DGAC/F-2012-603, DGAC/F-2012-693.
- (12) 7 aircraft of type Yak-40; 2 aircraft of type Antonov 12; 5 aircraft of type Antonov 24; 1 aircraft of type Tu-134.
- (13) International Company, Tobruk Air Transport, Awsaj Aviation Service, Kalat Aleker Air Company, Alajniha Air Transport, Nayzak Air Transport, Qurina Air Services, Libyan Air Cargo, Air One Nine, Gulf Pearl Airlines, Horizon Airline, North African Air Transport, Madina Air, Assanad Aviation, Benina Air, Awas Aviation.
- (14) Recitals (43) to (51) of Regulation (EU) No 1071/2010 of 22 November 2010, [OJ L 306, 23.11.2010, p. 49.](#)
- (15) Recitals (74) to (87) of Regulation (EU) No 273/2010 of 30 March 2010, [OJ L 84, 31.3.2010, p. 32.](#)
- (16) Recital (43) of Regulation (EU) No 295/2012 of 3 April 2012, [OJ L 98, 4.4.2012, p. 17.](#)
- (17) [OJ L 303, 22.11.2011, p. 14.](#)
- (18) [OJ L 98, 4.4.2012, p. 13.](#)
- (19) No AESA-E-2012-392

Changes to legislation:

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