

EUROPEAN CIVIL AVIATION CONFERENCE

ECAC

ECAC/JAA PROGRAMME FOR SAFETY ASSESSMENT OF FOREIGN AIRCRAFT

- SAFA -

REPORT 2001



**ECAC/JAA
PROGRAMME FOR
SAFETY ASSESSMENT OF
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REPORT

(01 JANUARY 2001 TO 31 DECEMBER 2001)

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1. INTRODUCTION

Safety has always been of prime importance to the development of international air transport. During the last ten years, globalisation has had an impact on civil aviation as well as on many other areas. This has increased the need for each State to be able to maintain confidence in the safety oversight provided by other States.

- In 1996, the International Civil Aviation Organization (ICAO), a specialised agency of the United Nations, began a voluntary programme of assessments of national aviation authorities. As a result of decisions taken during the 32nd Session of the Assembly in 1998, the ICAO programme has been operating on a universal, transparent and mandatory basis. In the framework of the *Universal Safety Oversight Audit Programme*, all ICAO Contracting States were audited by the end of 2001, their ability to conform to the safety-related Standards and Recommended Practices of the Organization was assessed, and the main conclusions were made available to other Contracting States. In 2001, the 33rd Assembly decided to continue the Programme and to carry out follow-up audits in the period 2002-2004.
- Also in 1996, ECAC launched its own SAFA (*Safety Assessment of Foreign Aircraft*) Programme, as a complement to the ICAO audits. The SAFA Programme is based on a bottom-up approach, taking as its starting point ramp inspections of aircraft landing in ECAC States, and progressing through further steps to the involvement of States of Registry or States of Operator when circumstances so require.
- The linkage between the above two programmes was framed through a Memorandum of Understanding between ICAO and ECAC, signed in November 1997 at Presidential level, to achieve mutual support and co-operation. The MOU was subsequently amended, in May 1999, to take into account the evolution of the ICAO Programme towards its universal application.

The SAFA Programme is supported by the European Union through the active participation of the European Commission in the Steering Committee overseeing the Programme. The European Commission also makes available funds to the JAA for the day to day co-ordination of SAFA activities.

2. MAIN FEATURES OF SAFA

The main features of the SAFA Programme are:

- its application by all 38 ECAC Member States¹, including the sharing of information through an on-line centralised database
- its bottom-up approach: the Programme is built around ramp inspections of aircraft
- its non-discriminatory nature — SAFA applies equally to aircraft from ECAC and non-ECAC States
- its close relationship with the ICAO Universal Safety Oversight Audit Programme.

The principles of the Programme are simple: in each ECAC State, foreign aircraft (ECAC or non-ECAC) can be subject to a ramp inspection, chiefly concerned with the aircraft documents and manuals, flight crew licenses, the apparent condition of the aircraft and the presence and condition of mandatory cabin safety equipment. The references for these inspections are contained in the Standards of ICAO Annexes 1 (Personnel Licensing), 6 (Operations of Aircraft) and 8 (Airworthiness of Aircraft).

These checks are carried out following a procedure which is common to all ECAC Member States and are subject of reports which also follow a common format. In the case of significant irregularities, the operator and the appropriate Aviation Authority are contacted in order to arrive at corrective measures to be taken not only with regard to the aircraft inspected but also with regard to other aircraft which could be concerned in the case of an irregularity which is of a generic nature. All data from the reports, as well as supplementary information (for example a list of actions undertaken and finalised following an inspection), are centralised in a computerised central database set up by the Joint Aviation Authorities (JAA), the Associated Body of ECAC.

It is to be noted that SAFA ramp inspections are by their nature on-the-spot assessments which can not substitute or replace safety oversight responsibilities of the State of Registry. Ramp inspections serve as pointers but they are not intended to, and they cannot, guarantee the airworthiness of a particular aircraft.

This report presents the results of the Programme for the year 2001 in terms of inspections and findings.

¹ Albania, Armenia, Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Moldova, Monaco, Netherlands, Norway, Poland, Portugal, Romania, Slovak Republic, Slovenia, Spain, Sweden, Switzerland, The former Yugoslav Republic of Macedonia, Turkey, Ukraine, United Kingdom

3. *CENTRAL SAFA DATABASE*

In 2000, the SAFA database became fully operational. The database contains the reports of the ramp inspections performed by ECAC States. Although it is managed and maintained by the JAA, the inclusion of reports in the database remains a responsibility of the individual National Aviation Authorities (NAA) of ECAC Member States.

Data contained in the database is considered confidential in the sense that it is only shared with other ECAC Member States and is not available to the general public. It can be accessed via a secure private communication network.

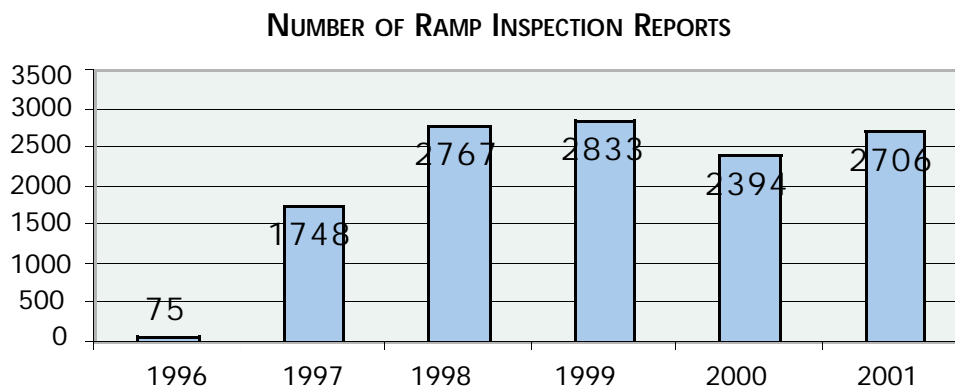
Some National Aviation Authorities of ECAC Member States have yet to get access to the database. However, all States which are active have secured their access to the database. Therefore, the number of reports contained in the database reflects the actual number of inspections carried out.

This annual report is based upon the reports that are contained in the database.

4. DATA COLLECTION

In general, ECAC Member States are dedicated to the SAFA Programme. 33 of them have participated — in one form or the other — since 1996, when the Programme was launched. More than 12,000 inspections have been carried out and recorded in the database since the start of the Programme.

During the year 2001, 25 States performed 2,706 inspections.



The following factors contributed to the increase in the total number of ramp inspections performed in 2001, compared to the previous year:

- the number of ECAC States performing SAFA Ramp Checks has increased from 22 to 25
- some States performed considerably more inspections. This was possible because dedicated full-time or part-time staff were made available in the National Aviation Authorities to perform inspections.
- some States have increased their inspections according to the experience gained that performing SAFA inspections is a useful tool to control the safety of foreign operators flying to their airports
- the increase in total number of inspections has been partially offset by some States which adopted a policy to perform less but more focused inspections, concentrating on those operators that have frequent or serious deficiencies
- both the increase of inspections by certain States and the increase in total number of States active in the SAFA Programme has led to an overall increase in the total number of SAFA inspections in the year 2001.

The table below indicates Member States which carried out inspections and, for comparison purposes, those which did so in earlier years.

Member State	1996	1997	1998	1999	2000	2001
Albania						
Armenia						
Austria			√			
Belgium	√	√	√	√	√	√
Bulgaria		√				
Croatia						
Cyprus						√
Czech Republic		√	√	√	√	√
Denmark	√	√	√	√	√	√
Estonia				√	√	√
Finland		√	√	√	√	√
France	√	√	√	√	√	√
Germany	√	√	√	√	√	√
Greece			√			√
Hungary						√
Iceland		√			√	√
Ireland	√	√	√	√	√	√
Italy	√	√				
Latvia			√	√	√	√
Lithuania			√			
Luxembourg		√		√	√	
Malta						
Moldova					√	
Monaco		√				
Netherlands	√	√	√	√	√	√
Norway			√	√	√	√
Poland		√	√	√	√	√
Portugal		√	√	√	√	√
Romania			√	√	√	√
Slovak Republic			√	√	√	√
Slovenia			√	√		√
Spain			√	√	√	√
Sweden		√	√	√	√	√
Switzerland		√	√		√	√
The former Yugoslav Republic of Macedonia (FYROM)						√
Turkey	√	√	√	√		
Ukraine						
United Kingdom	√	√	√	√	√	√

5. AREAS OF INSPECTION

In nearly all States, the number of flights by foreign operators is far greater than the inspection capability. This means that only spot checks are possible. This can be done at random or it might be decided to focus the inspection. There are four areas on which the inspections can be focused:

- specific State of Operator (checking operators from a particular State)
- specific aircraft type
- specific foreign operator; or
- specific aircraft identified by its individual aircraft registration.

Appendices A to C list the States of Operator, aircraft types and operators, which were inspected in 2001. This highlights the wide coverage of the SAFA Programme and, more importantly, its non-discriminatory application.

The smooth operation of the Programme can also be illustrated by the table below, which aggregates the information in the Appendices and provides an overview of activities.

Overview of SAFA Programme in the year 2001	
Inspections	2,706 inspections ...
Operator	...on 488 different foreign operators...
State of Operator	...from 118 States...
Aircraft type	...operating 181 different (sub)types of aircraft

Because of the non-discriminatory character of the SAFA Programme, aircraft both from ECAC and non-ECAC States are inspected. The following table shows the results (3 years moving average):

	ECAC	non-ECAC
1996	51%	49%
1997	57%	43%
1998	57%	43%
1999	58%	42%
2000	61%	39%
2001	64%	36%
Average	58%	42%

6. MAIN FINDINGS

6.1 DEFICIENCIES IN GENERAL

A simple analysis of ramp inspection findings (which are deviations from ICAO Standards) may be carried out using a quantitative approach. This compares the total number of findings (F) to both the total number of inspections (I) and the total number of items inspected (II).

The number of items inspected may vary. Due to time constraints it may be possible that not all 54 items on the checklist can be checked. Therefore, the relationship between the total number of findings and the total number of items inspected (II) might give a better understanding. The results are presented in the table below.

	1996	1997	1998	1999	2000	2001	Period 1996-2001
Total inspections (I)	75	1,748	2,767	2,833	2,394	2,706	12,523
Total items inspected (II)	1,675	31,413	88,400	95,524	80,454	82,935	380,401
Total findings (F)	212	1,951	2,573	2,631	2,587	2,851	12,805
Findings/ inspections (F/I (%))	282.7%	111.6%	93.0%	92.9%	108.1%	105.4	102.3%
Findings/items inspected (F/II (%))	12.7%	6.2%	2.9%	2.8%	3.2%	3.4	3.4%

As can be seen, the ratio findings/inspections is above 100%, based on data from the time period 1996-2001. This means that, on average, during each inspection a finding was made.

Related to an individual item inspected, this means that for every 100 items inspected on average three findings were established.

In the first years of the Programme (1996-1999), the ratio F/I and F/II showed a declining trend. It is likely that the implementation of the SAFA Programme and an increasing number of ramp inspections have focused the operators' attention on the need to ensure that they comply with safety requirements. In the last two years (2000-2001), the downward trend reversed into an upward trend. Contributing factors are:

- a majority of the States are focusing their inspections on areas of specific concern, for example on those operators that had significant findings in the past

- certain States focus during their inspections on specific inspection items and inspect into more depth and detail
- experience and knowledge of the inspectors has increased through training and exchange programmes
- an increased access to, and distribution of, SAFA information by means of the central SAFA database.

Since it is expected that the States will continue to focus their inspections on a specific group of operators, the upward trend in the number of findings per inspections may continue in the coming years.

6.2 SPECIFIC DEFICIENCIES

Appendix D shows the results for each individual inspection item (III). It shows the number of times that a particular inspection item has been checked, the number of findings and the ratio F/III (%).

Of the inspections performed in the year 2001, the top 10 concerning the highest ratio of findings related to the number of times a specific item has been inspected, is given below:

No.	Inspection item category	Description of inspection item	No. inspections (III)	No. findings (F)	F/III (%)
1	Cargo	Dangerous Goods	271	30	11.1%
2	Cargo	Security of cargo on board	621	67	10.8%
3	Flight Deck/Documentation	Minimum Equipment List (MEL)	1371	128	9.3%
4	Safety/Cabin	Emergency exit, lighting and marking, torches	1282	109	8.5%
5	Aircraft Condition	General external condition	2352	177	7.5%
6	Flight Deck/Flight Data	Operational Flight Plan	1428	103	7.2%
7	Flight Deck/General	Equipment (GPWS)	1601	113	7.1%
8	Flight Deck/Documentation	Radio Navigation Charts	1555	108	6.9%
9	Flight Deck/Flight Data	Weight and Balance Sheet	1291	80	6.2%
10	Cargo	General condition cargo compartment	1133	70	6.2%

1. DANGEROUS GOODS

The findings included improper labelling of Dangerous Goods carried onboard, improper storage, and unavailability of required documents and manuals (e.g. Emergency Response Guide).

2. SECURITY OF CARGO ON BOARD

In several cases cargo was not properly secured. This included heavy items (such as spare wheels) which would be very hazardous in the event of rapid acceleration or deceleration. In other cases barrier nets were either not installed or in poor condition.

3. MINIMUM EQUIPMENT LIST (MEL)

The Master Minimum Equipment List (MMEL) specifies conditions, limitations or procedures under which the aircraft can be operated in spite of particular equipment being inoperative.

4. EMERGENCY EXITS, LIGHTING AND MARKING, TORCHES

The findings mainly concern emergency exit lights that were not functioning properly, unavailability or poor condition of torches (flashlights), and malfunctioning or non-installation of floor proximity (emergency) escape path marking systems.

5. GENERAL EXTERNAL CONDITION

The most frequent findings included missing rivets, corrosion, dents on wings and engine covers, damage to strobe light covers and peeling paint.

6. OPERATIONAL FLIGHT PLAN (OFP)

The findings included the unavailability of Operational Flight Plans, no evidence of fuel calculations for destination and alternate airports or in-flight fuel monitoring.

7. EQUIPMENT (GPWS)

The Ground Proximity Warning System (GPWS) on a number of CIS built aircraft types still in operation (such as Antonov AN-12, Ilyushin IL-18 and Yakovlev YAK-40) does not fully meet the ICAO Standard. This item has received increased attention during the SAFA inspections.

8. RADIO NAVIGATION CHARTS

Findings include out of date Navigation Charts and computer databases.

9. WEIGHT AND BALANCE SHEET

The main findings were that weight and balance sheets were not carried onboard or were inaccurate.

10. GENERAL CONDITION CARGO COMPARTMENT

Findings related to the general condition of the cargo compartment such as damage to panels, deficiencies with the locking system, damage to containers carried onboard, cargo pallets not restrained/secured and fasteners missing in the cargo compartment.

In **Appendix E**, the percentage of findings in relation to inspections is given for Flight Deck, Cabin & Safety, Aircraft Condition & Cargo for the years 1999, 2000 and 2001.

It can be observed that, in 2001, percentages of findings have increased in the areas of harness, Operational Flight Plan, Minimum Equipment List, safety instructions, emergency exits, lighting and markings, torches, and Dangerous Goods.

7. ACTION TAKEN

7.1 GENERAL

Based on the number and nature of findings, several actions may be taken. In the majority of cases, the findings are minor and require no other action than to draw them to the attention of the aircraft commander. More serious findings which do not have an immediate effect on safety will be notified to the airlines' regulatory authority. However, if the safety of the aircraft or its occupants is affected, either corrective action will be required before the aircraft can depart or else an operational restriction will be imposed. An example of such a restriction would be where a number of seat belts were unserviceable, the aircraft would be required to operate with those seats unoccupied.

If there is no sign of any improvement and the findings are significant, individual ECAC Member States may decide to revoke the entry permit of that particular foreign operator.

Through the database, all ECAC Member States have access to the inspections performed by other States.

Standard practice is that the commander of the aircraft which has just been inspected is debriefed about minor findings. In addition, significant and major findings are communicated to the responsible Civil Aviation Authority and the home base of the operator with the request to take appropriate action to prevent recurrence.

The frequency of inspections of a certain operator or aircraft type may be increased if serious findings are established.

7.2 DEPTH OF INSPECTION

Based on the SAFA inspections performed over the last years, experience shows that these are representative as regards the safety of operators.

However, a full judgement of a particular aircraft or operator can only be obtained through an in-depth inspection such as one that would be performed by the oversight authority. The information gained through the SAFA Programme is nonetheless useful. Inspections contribute to the safe operation of the particular aircraft which has been inspected and to aviation safety in general.

The fact that the central database has become operational is particularly positive as it contributes to a rapid flow of information to the States participating in the SAFA Programme. Information from all inspections performed is shared thus contributing to a more complete picture about a certain aircraft, aircraft type or operator.

7.3 FUTURE ACTION

In the year 2002, the training and formation of inspectors from ECAC Member States will continue. In the previous two years, nearly 200 inspectors from 32 ECAC States have participated in the training courses during which they learned the application and usage of the SAFA procedures. In addition, practical experience is shared with and among the participants. The training provides a positive contribution to a common approach among ECAC States to the way inspections are performed.

Because the training sessions have a more theoretical approach, a new initiative has been launched to stimulate the exchange of practical experience. This *Inspectors Exchange Programme* aims to provide on-the-job training by allowing inspectors of one ECAC Member State to visit their colleagues in another ECAC State. Practical knowledge and skills are obtained through participation in the performance of ramp inspections.

Several exchanges have successfully been completed, and it is expected that the Exchange Programme will develop further in the coming years.

The use of and connection to the central SAFA database will be further promoted. Those States which are connected find the database particularly useful as it allows them to review the results of inspections performed by other States.

The database will evolve to accommodate new operational requirements such as user-friendliness, reduced response times and more effective analytical functions. It will be adapted to keeping a record of action taken as a result of the inspections. This will also include keeping records of replies received from the responsible Aviation Authority of the State of Operator in response to communication sent by the State which has performed the SAFA inspections.

If considered necessary and practical, the inspection checklist may be amended to include additional inspection items. These will flow from new regulations coming into force and most probably will be in the field of operational equipment to be carried in the Flight Deck.

The database will be analysed on an ongoing basis and results will be communicated to ECAC States. This will allow the States to focus their inspections on a certain aircraft, aircraft type, operator or specific inspection item and will contribute to more effective and efficient inspections. Results may be shared with the States of the foreign operators so that appropriate preventive and corrective measures may be taken.

The database will be accessible to other parties involved in the SAFA Programme, such as the European Commission and the ICAO Safety Oversight Audit Section. It is also envisaged that limited data access will be given to non-ECAC States on the basis of agreements covering the bilateral exchange of safety data.

8. APPENDIX A

LIST OF STATES OF INSPECTED OPERATORS

Operator State	ICAO Code	Operator State	ICAO Code
Albania	LA	Iceland	BI
Algeria	DA	India	VA
Antigua and Barbuda	TA	Indonesia	WA
Armenia	U5	Iran	OI
Australia	Y	Ireland	EI
Austria	LO	Israel	LL
Azerbaijan	UB	Italy	LI
Bahamas	MY	Japan	RJ
Bahrain	OB	Jordan	OJ
Bangladesh	VG	Kazakhstan	UA
Barbados	TB	Kenya	HK
Belarus	UM	Korea (North)	ZK
Belgium	EB	Korea (South)	RK
Bermuda	TX	Kuwait	OK
Bosnia and Herzegovina	LQ	Kyrgyzstan	U2
Brazil	SB	Latvia	EV
Bulgaria	LB	Lebanon	OL
Cabo Verde (Cape Verde)	GV	Liberia	GL
Cameroon	FK	Libyan Arab Jamahiriya (Libya)	HL
Canada	C	Lithuania	EY
Cayman Islands	MW	Luxembourg	EL
China	ZB	Macedonia (Former Yugoslav Republic of Macedonia)	LW
Colombia	SK	Madagascar	FM
Côte d' Ivoire	DI	Malaysia	WM
Croatia	LD	Malta	LM
Cuba	MU	Mauritius	FI
Cyprus	LC	Mexico	MM
Czech Republic	LK	Micronesia (Federated States of)	PT
Denmark	EK	Moldova	LU
Egypt	HE	Monaco	LN
Equatorial Guinea	FG	Morocco	GM
Estonia	EE	Namibia	FY
Ethiopia	HA	Netherlands	EH
Finland	EF	Netherlands Antilles	TN
France	LF	New Zealand	NZ
Gabon	FO	Nigeria	DN
Georgia	UG	Norway	EN
Germany	ED	Pakistan	OP
Ghana	DG	Poland	EP
Greece	LG	Portugal	LP
Hong Kong	VH	Qatar	OT
Hungary	LH		

Operator State	ICAO Code	Operator State	ICAO Code
Romania	LR	Thailand	VT
Russian Federation	U	Togo	DX
Saint Vincent and the Grenadines	TV	Trinidad and Tobago	TT
Saudia Arabia	OE	Tunisia	DT
Seychelles	FS	Turkey	LT
Singapore	WS	Turkmenistan	U3
Slovakia	LZ	Uganda	HU
Slovenia	LJ	Ukraine	UK
South Africa	FA	United Arab Emirates	OM
Spain	LE	United Kingdom	EG
Sri Lanka	VC	United States of America	K
Sudan	HS	Uzbekistan	U4
Swaziland	FD	Venezuela	SV
Sweden	ES	Viet Nam	VV
Switzerland	LS	Yemen	OY
Syrian Arab Republic (Syria)	OS	Yugoslavia	LY
Tajikistan	UT	Zimbabwe	FV
Taiwan (Republic of China)	RC		

9. APPENDIX B

AIRCRAFT TYPES INSPECTED			
Aircraft Type	ICAO Code	Aircraft Type	ICAO Code
Airbus A-300B2/4-1/ 2/100/200, A-300C4-200	A30B	Beech 300	BE30
Airbus A-300B4-600	A306	Beech 90	BE9L
Airbus A-310 (CC-150 Polaris)	A310	Beech B300 Super King Air 350	B350
Airbus A-319	A319	Bell 206A/B/L, 406, JetRanger	B06
Airbus A-320	A320	Bell 212, 412	B12
Airbus A-321	A321	Bell 407	B407
Airbus A-330	A330	Beriev A-40 Albatros	BE40
Airbus A330-200	A332	Boeing 707-300	B703
Airbus A330-300	A333	Boeing 717-200	B712
Airbus A-340	A340	Boeing 727-100	B721
Airbus A340-200	A342	Boeing 727-200	B722
Airbus A340-300	A343	Boeing 737-100	B731
American Champion 7 Citabria	AR7	Boeing 737-200	B732
Antonov AN-12	AN12	Boeing 737-300	B733
Antonov AN-124 Ruslan	A124	Boeing 737-400	B734
Antonov AN-24	AN24	Boeing 737-500	B735
Antonov AN-26	AN26	Boeing 737-600	B736
Antonov AN-28/PZL-Mielec AN-28	AN28	Boeing 737-700, BBJ	B737
Antonov AN-72/74	AN72	Boeing 737-800	B738
ATR-42/72	ATR	Boeing 747-100	B741
ATR-42-200/300/320	AT43	Boeing 747-200	B742
ATR-42-400	AT44	Boeing 747-300	B743
ATR-42-500	AT45	Boeing 747-400	B744
ATR-72	AT72	Boeing 747SP	B74S
BAC 111 One-Eleven	BA11	Boeing 757-200	B752
BAe ATP	ATP	Boeing 757-300	B753
BAe Jetstream 31	JSTA	Boeing 767-200	B762
BAe RJ-100	RJ1H	Boeing 767-300	B763
BAe RJ-70	RJ70	Boeing 777-200	B772
BAe RJ-85	RJ85	Bombardier BD-700	
BAe-125-1000	H25C	Global Express	GLEX
BAe-146, RJ, Quiet Trader	BA46	Canadair CL-600 Challenger	CL60
BAe-146-100, Statesman	B461	Canadair RJ-100 Regional Jet	CRJ1
BAe-146-200, Quiet Trader, Statesman	B462	Canadair RJ-200 Regional Jet	CRJ2
BAe-146-300	B463	Canadair RJ-700 Regional Jet	CRJ7
BAe-3100 Jetstream 31	JS31	Caravelle SE-210	S210
BAe-4100 Jetstream 41	JS41	Cessna 172, P172, R172, Skyhawk	C172
Beech 100 King Air	BE10	Cessna 182	C182
Beech 1900	B190	Cessna 208 Caravan	C208
Beech 200, 1300 Super King Air	BE20	Cessna 401, 402	C402
		Cessna 421, Golden Eagle	C421
		Cessna 500 Citation, Citation 1	C500

Aircraft Type	ICAO Code	Aircraft Type	ICAO Code
Cessna 501 Citation 1SP	C501	Gulfstream G-1159 3/4/5	GULF
Cessna 525 Citation Jet	C525	Harbin SH-5, PS-5	SH5
Cessna 550, 551	C550	Hawker Siddeley HS-748,	
Cessna 560 Citation 5	C560	BAe-748	A748
Cessna 650 Citation3/6/7	C650	HS-125-1/2/3/400/600	H25A
Cessna 750 Citation 10	C750	HS-125-700	H25B
Commander 500	AC50	IAI 1124 Westwind, Sea Scan	WW24
Dassault Falcon 2000	F2TH	Ilyushin IL-18/20/22/24	IL18
Dassault Falcon-Mystère 10/100	FA10	Ilyushin IL-62	IL62
Dassault Falcon-Mystère 20/200	FA20	Ilyushin IL-76/78, Gajaraj	IL76
Dassault Falcon-Mystère 50	FA50	Ilyushin IL-86	IL86
Dassault Falcon-Mystère 900	F900	Ilyushin IL-96	IL96
DHC-3-PZL3S/1000 Otter	DHC3	Jetprop Commander	
DHC-6 Twin Otter	DHC6	980/1000 Rockwell	AC95
DHC-7 Dash 7	DHC7	Kelowna CV-5800,	
DHC-8 Dash 8	DHC8	Convair CV-540/580/	
DHC-8-100 Dash 8	DH8A	600/640	CVLT
DHC-8-200 Dash 8	DH8B	Learjet 31	LJ31
DHC-8-300 Dash 8	DH8C	Learjet 35, 36	LJ35
DHC-8-400 Dash 8	DH8D	Learjet 45	LJ45
Dornier 228	D228	Learjet 55	LJ55
Dornier 328	D328	Learjet 60	LJ60
DC-3	DC3	Let L-410/420 Turbolet	L410
Douglas DC-8-50, Jet Trader (EC-24)	DC85	Lockheed C-130, AC-130	C130
Douglas DC-8-60	DC86	Lockheed Electra 1188	L188
Douglas DC-8-70	DC87	Lockheed L-1011 TriStar	L101
DC-9	DC9	MD-11	MD11
Douglas DC-9-10	DC91	MD-81	MD81
Douglas DC-9-20	DC92	MD-81/82/83/87/88	MD80
Douglas DC-9-30	DC93	MD-82	MD82
Douglas DC-9-40	DC94	MD-83	MD83
Douglas DC-9-50	DC95	MD-87	MD87
DC-10	DC10	MD-88	MD88
Embrear EMB-110/111 Bandeirante	E110	MD-90	MD90
Embrear EMB-120 Brasilia	E120	Piaggio P-180 Avanti	P180
Embrear EMB-121 Xingu	E121	Pilatus PC-12	PC12
Embrear EMB-145, ERJ-145	E145	Piper PA-28 Cherokee	PA28
Embrear ERJ-135	E135	Piper PA-31/31P Navajo	PA31
Eurocopter AS-350/550 Ecureuil	AS50	Piper PA-34 Seneca	PA34
Eurocopter AS-365/565 Dauphin 2	AS65	Piper PA-46 Malibu	PA46
Fairchild Dornier 328JET, Envoy 3	J328	Saab 2000	SB20
Fairchild SA-226TB, SA-227TT	SW3	Saab SF-340	SF34
Fairchild SA-226TC,		Short 360	SH36
SA-227AC/AT	SW4	Sikorsky S-64 Skycrane	S64
Fairey BN-2A/B Islander	BN2P	Sikorsky S-76, H-76, AUH-76	S76
Fokker 50	F50	SN-601 Corvette	S601
Fokker 70	F70	Socata TBM-700	TBM7
Fokker 100	F100	Soko G-2	G2
Fokker F-27 Friendship	F27	Soko G-4	G4
Fokker F-28 Fellowship	F28	Swearingen SA-26 Merlin 2	SW2

Aircraft Type	ICAO Code
Tupolev Tu-134	T134
Tupolev Tu-154	T154
Tupolev Tu-204/214/224/234	T204
Yak-40	YK40
Yak-42/142	YK42

10. APPENDIX C

OPERATORS INSPECTED			
Operator	ICAO Code	Operator	ICAO Code
ABELAG AVIATION	AAB	AIR ENTREPRISE	AEN
ADA AIR	ADE	AIR EUROPA	AEA
ADRIA AIRWAYS	ADR	AIR EUROPE SPA	AEL
AEGEAN AVIATION	AEE	AIR EXEL NETHERLANDS B.V.	AXL
AER LINGUS TEORANTA	EIN	AIR FRANCE	AFR
AER TURAS TEORANTA	ATT	AIR GLACIERS SA	AGV
AEREO POSTAL DE MEXICO	PTX	AIR HOLLAND CHARTER	AHR
AERIS	AIS	AIR INDIA	AIC
AERO LLOYD FLUGREISEN GMBH	AEF	AIR JET	AIJ
AERO SERVICES EXECUTIVE	BES	AIR KAZAKSTAN	KZK
AERO-CHARTER UKRAINE LTD.	UCR	AIR KILROE LTD.	AKL
AEROCOM	MCC	AIR KORYO	KOR
AERODIENST GMBH, NURNBURG	ADN	AIR LIBERTE	LIB
AEROFLOT - RUSSIAN INT. AIRL.	AFL	AIR LITTORAL	LIT
AEROFLOT DON/DONAVIA	DNV	AIR LUXOR, LDA	LXR
AEROFREIGHT AIRLINES	FRT	AIR MADAGASCAR	MDG
AEROLINEAS MEXICANAS	LMX	AIR MALTA CO. LTD.	AMC
AEROLYON	AEY	AIR MAURITIUS LTD.	MAU
AERONOVA	OVA	AIR MAX LTD.	RMX
AEROPOSTALE (FRANCE)	ARP	AIR MEMPHIS	MHS
AEROPUT	PUT	AIR MIDI BIGORRE	BIE
AEROSWEET AIRLINES	AEW	AIR MOLDOVA	MLD
AEROVIAS DE MEXICO, S.A. DE CV	AMX	AIR MOLDOVA INT.	MLV
AFRICAN INT. AIRWAYS	AIN	AIR NEW ZEALAND LTD.	ANZ
AFRICAN SAFARI AIRWAYS LTD.	QSC	AIR NOSTRUM	ANS
AHK AIR HONG KONG LTD.	AHK	AIR NOVE	NHA
AIR 2000 LTD.	AMM	AIR ONE	ADH
AIR AFRIQUE	RKA	AIR SEYCHELLES	SEY
AIR ALFA HAVA YOLLARI	LFA	AIR SLOVAKIA BWJ LTD.	SVK
AIR ALGERIE	DAH	AIR SOFIA	SFB
AIR ANATOLIA (ANADOLU HAVA.)	NTL	AIR TOGO	TGA
AIR ATLANTIQUE	AAG	AIR TRANSAT	TSC
AIR BALTIC CORPORATION SIA	BTI	AIR VIA	VIM
AIR BOSNA	BON	AIR ZENA	TGZ
AIR BOTNIA	KFB	AIR ZIMBABWE	AZW
AIR CANADA	ACA	AIRCRAFT MAINTENANCE	
AIR CHINA	CCA	COMPANY	AMV
AIR COMET	MPD	AIRLINES 400, JSC	VAZ
AIR CONTRACTORS (IRELAND) LTD.	ABR	AIRLINK LUFTVERKEHRS GESELL.	JAR
AIR DOLOMITI	DLA	AIRSTARS, AIRWAY COMPANY	ASE
AIR ENGIADINA	RQX	AIRTOURS INT.	AIH
AIR ENTERPRISE PULKOVO	PLK	AIRVALLEE S.P.A.-(VAL D'AOSTE)	RVL

Operator	ICAO Code	Operator	ICAO Code
ALBA SERVICIO AEROTRASPORTI	AFQ	BELAVIA	BRU
ALBANIAN AIRLINES MAK S.H.P.K.	LBC	BENAIR	BEI
ALITALIA	AZA	BLUE PANORAMA	BPA
ALITALIA EXPRESS	SMX	BRAATHENS ASA	BRA
ALITALIA TEAM	NOV	BRIGHT AVIATION SERVICES	BRW
ALL NIPPON AIRWAYS CO., LTD.	ANA	BRITAIR S.A.	BZH
ALPI EAGLES SPA	ELG	BRITANNIA AIRWAYS LTD.	BAL
AMERER AIR	AMK	BRITANNIA GMBH, FRANKFURT	DBY
AMERICAN AIRLINES INC.	AAL	BRITISH AIRWAYS	BAW
AMERICAN TRANS AIR, INC.	AMT	BRITISH MIDLAND AIRWAYS LTD.	BMA
AMERJET INT.	AJT	BRITISH REGIONAL AIRLINES LTD.	BRT
ANTONOV DESIGN BUREAU	ADB	BRITISH WORLD AIRLINES LTD.	BWL
AOM-MINERVE S.A.	AOM	BRITTANNIA AB	BLX
ARAM AIRLINE	IRW	BRYMON EUROPEAN AIRWAYS	BRY
ARCHANGELSK AIRLINES	AUL	BULGARIAN AIR CHARTER	BUC
ARKIA ISRAEL INLAND AIRLINES	AIZ	BWIA INT. AIRWAYS LTD.	BWA
ARMENIAN INT. AIRLINES	RME	CAIRO AIR TRANSPORT COMPANY	CCE
ATLANTA	ABD	CAMEROON AIRLINES	UYC
ATLANTIC AIR TRANSPORT	3AA	CANADA 3000 AIRLINES	CMM
ATLANT-SOYUZ	AYZ	CANADIAN AIRLINES INT.	CDN
ATLAS AIR, INC. (JAMAICA, NY)	GTI	CARIB AVIATION LTD.	DEL
ATLAS INT. (TURKEY)	OGE	CARPATAIR S.A.	KRP
ATRAN-AVIATRANS CARGO AIRLINES	VAS	CATHAY PACIFIC AIRWAYS LTD.	CPA
ATYRAU AUE JOLY	JOL	CAVEI AVIR LEMITANIM	ICL
AUDELI AIR EXPRESS	ADI	CEGA AVIATION LTD.	CEG
AUGSBURG-AIRWAYS GMBH	AUB	CHALAIR	CLG
AURIGNY AIR SERVICES LTD.	AUR	CHANNEL EXPRESS (AIR SERVICES)	EXS
AUSTRIAN AIRLINES (AUA)	AUA	CHAUFFAIR LTD.	CFR
AVCON, AVIATION CONSULTING LTD.	VCN	CHELYABINSK AIR ENTERPRISE	CHB
AVENSA, AEROVIAS VENEZOLANAS	AVE	CHINA AIRLINES	CAL
AVIAENERGO	ERG	CHINA EASTERN AIRLINES	CES
AVIAL (RUSSIAN COMPANY LTD.)	RLC	CIMBER AIR A/S	CIM
AVIAL NV LTD., AVIATION COMPANY	NVI	CITY AIRLINE AB	SDR
AVIANCA (COLOMBIA)	AVA	CITY BIRD S.A.	CTB
AVIAPASLAUGA	AVX	CITYFLYER EXPRESS	CFE
AVIATION ASSISTANCE	4AS	CITYJET	BCY
AVIATION COMPANY MERIDIAN	MMM	CLASSIC AIR AG (SWITZERLAND)	CLC
AVIAVILSA	LVR	COMPAGNIE NATIONALE AIR GABON	AGN
AVIOGENEX	AGX	CONDOR FLUGDIENST GMBH	CFG
AVIOIMPEX	AXX	CONTACTAIR FLUGDIENST AND CO	KIS
AXON S.A.	AXO	CONTINENTAL AIR LINES INC.	COA
AZALAVIA-AZERBAIJAN HAVA YOL.	AHY	CORSE AIR INT.	CRL
AZERBAIJAN HAVA JOLLARI	AHC	CROATIA AIRLINES	CTN
AZZURRA AIR	AZI	CRONUS AIRLINES	CUS
BALAIR CTA	BBB	CROSS AIR AG	CRX
BALKAN-BULGARIAN AIRLINES	LAZ	CUBANA DE AVIACION S.A.	CUB
BANGLADESH BIMAN	BBC	CYPRUS AIRWAYS LTD.	CYP
BANNERT AIR	BBA	CZECH AIRLINES J.S.C.	CSA
BASE REGIONAL AIRLINES	BRO	DANISH AIR TRANSPORT	DTR
		DAS AIR CARGO	DAZ

Operator	ICAO Code	Operator	ICAO Code
DELTA AIR LINES, INC.	DAL	EXECUTIVE AVIATION SERVICES	ESY
DELTA AIR TRANSPORT	DAT	EXIN	EXN
DENIM AIR	DNM	EXPRESS AIRWAYS	EPA
DEUTSCHE BA	BAG	FAI AIRSERVICE, NURNBERG	IFA
DEUTSCHE LUFTHANSA, A.G.	DLH	FALCON JET CENTER	FJC
DHL AIRWAYS, INC.	DHL	FARNER AIR TRANSPORT AG	FAT
DNIEPROAVIA	UDN	FEDERAL EXPRESS CORPORATION	FDX
DOBROLET AIRLINES	DOB	FINNAIR O/Y	FIN
DONBASS-EASTERN UKRAINIAN	UDC	FIRMA CIRRUS, SAARBRUCKEN	RUS
DRAVIDIAN AIR SERVICES LTD.	DRA	FIRST AIR (BRADLEY SCHEDULED)	FAB
DUCOR WORLD AIRLINES	7DW	FISCHER AIR LTD.	FFR
DUTCHBIRD	DBR	FLIGHT RESEARCH INST., GROMOV	LII
DYNAMIC AIR	DYE	FLIGHTLINE	FLT
EAGLE AIR LTD. A BERNE	EAB	FLUGFELAG ISLANDS	FXI
EAST LINE AIRLINES	ESL	FOXAIR	FXR
EASYJET AIRLINES CO. LTD.	EZY	FREE BIRD AIRLINES	FHY
EGYPT AIR	MSR	FROSCH TOURISTIK, AUGSBURG	FTI
EL AL - ISRAEL AIRLINES LTD.	ELY	FUTURA	FUA
ELECTRA AIRLINES	ELD	GANDALF	GNF
ELK AIRWAYS ESTONIAN AVIATION	ELK	GARUDA INDONESIA, P.T.	GIA
EMERALD AIRWAYS LTD.	JEM	GATS GUINEA S.A.	GTS
EMIRATES	UAE	GAZPROMAVIA	GZP
ENIMEX LTD.	ENI	GEORGIAN AIRLINES	GEG
ENKOR, JOINT STOCK COMPANY	ENK	GESTAIR EXECUTIVE JET	GES
ERMOLINO FLYING TEST RESEARCH	EFE	GHANA AIRFORCE/GOV.	7GA
ESTONIAN AIR	ELL	GHANA AIRWAYS CORP.	GHA
ETELEAIR, AIR COMPANY LTD.	ETO	GILL AVIATION LTD.	GIL
ETHIOPIAN AIRLINES CORP.	ETH	GO FLY LTD.	GOE
EURALAIR	EUL	GOLD AIR INT. LTD.	GDA
EURAVIATION	EVN	GOLDEN AIR FLYG AB	GAO
EURECA SRL.	URE	GREAT LAKES AIRWAYS	7GL
EURO CONTINENTAL AIE, S.L.	ECN	GRENZLAND AIR SERVICE	GZA
EURO SUN AIRLINES	ESN	GULF AIR	GFA
EUROATLANTIC AIRWAYS	MMZ	HAHN AIR GMBH & CO	HHN
EUROCYPRIA AIRLINES LTD.	ECA	HAMARFLY AS	HAM
EUROFLY S.P.A.	EEZ	HANG KHONG VIET NAM	HVN
EUROFLY SERVICE	EEU	HAPAG LLOYD	HLF
EUROJET ITALIA	ERJ	HEAVYLIFT CARGO AIRLINES LTD.	HLA
EUROLOT S.A.	ELO	HELI-AIR-MONACO	MCM
EUROPE AIR CHARTER	PTU	HELIOPOLIS AIRLINE	HEP
EUROPEAN AIR EXPRESS	2EA	HELIOS AIRWAYS LTD.	HCY
EUROPEAN AIR TRANSPORT	BCS	HEMUS AIR	HMS
EUROPEAN AR CHARTER	EAL	HONG KONG DRAGON AIRLINES	HDA
EUROPEAN AVIATION		HUNGARIAN-UKRAINIAN AIRLINES	HUK
AIR CHARTER	EAF	HYDRO AIR LTD.	HYC
EUROPEAN EXECUTIVE EXPRESS	EXC	IBERIA	IBE
EUROWINGS AG, NURNBERG	EWG	IBERTRANS AEREA S.L.	IBT
EUROWINGS FLUG GMBH, DORTMUND	EWF	IBERWORLD	IWD
EVA AIRWAYS CORP.	EVA	ICELANDAIR	ICE
EXECUTIVE AIR CHARTER	EAC	IMAIR	ITX

Operator	ICAO Code	Operator	ICAO Code
INTER AIR AB	INR	MALMO AVIATION SCHEDULE AB	SCW
INTER TRANS AIR	ITT	MALMOE AIR TAXI AB	LOD
INTERMEDIACION AEREA S.L.	IEA	MALTA AIR CHARTER COMPANY LTD.	MAC
INVERSIA	INV	MANHATTAN AIR LTD.	MHN
IRAN NAT. AIRLINES-IRAN AIR	IRA	MANX AIRLINES LTD.	MNX
IRKUTSK AVIATION INDUSTRIAL	UTK	MD AIRLINES LTD.	MDI
IRTYSH-AVIA	IRT	MERIDIANA SPA	ISS
ISLANDFLUG (ICEBIRD AIRLINE)	ICB	MIAMI AIR CHARTER (MIAMI, FL)	HUR
ISRAIR	ISR	MIDDLE EAST AIRLINES	MEA
JAMAHIRIYA LIBYAN ARAB AIRL.	LAA	MINERVA AIRLINES	MTC
JAPAN AIR LINES COMPANY, LTD.	JAL	MINILINER SRL	MNL
JERSEY EUROPEAN AIRWAYS	JEA	MK AIRCARGO	MKA
JET AVIATION, BUSINESS JETS AG	PJS	MNG HAVAYOLLARI VE TASIMACILIK	MNB
JETCLUB LTD.	JCS	MOLDAVIAN AIRLINES	MDV
JMC AIRLINES LTD.	JMC	MONARCH AIRLINES LTD.	MON
JUGOSLOVENSKI AEROTRANS.-JAT	JAT	MONTENEGRO AIRLINES	MGX
KALININGRAD AIR ENTERPRISE	KLN	MOTOR SICH	MSI
KAVMINVODYAVIA	MVD	MOUNTAIN AIR CARGO, INC.	MTN
KENYA AIRWAYS LTD.	KQA	MTM AVIATION GMBH, MUNCHEN	MTM
KHALIFA AIRWAYS	KZW	MUK AIR TAXI	MUK
KHORS AIRCOMPANY	KHO	MUSTIQUE AIRWAYS	MAW
KLM CITYHOPPER BV	KLC	NEWAIR	NAW
KLM ROYAL DUTCH AIRLINES	KLM	NOMADS TRAVEL CLUB	2NT
KLM UK (EX AIR UK LTD.)	UKA	NORTH FLYING A/S	NFA
KOGALYMAVIA	KGL	NOUVEL AIR TUNISIE	LBT
KOREAN AIR LINES CO., LTD.	KAL	OLYMPIC AIRWAYS S.A.	OAL
KRAS AIR	KJC	OLYMPIC AVIATION S.A.	OLY
KROONK, AIR AGENCY LTD.	KRO	OMNI AIR EXPRESS, INC. (TULSA)	OAE
KRYLA	KRL	ONUR HAVA TASIMACILIK AWMS	OHY
KUWAIT AIRWAYS CORP.	KAC	OSTFRIESISCHE LUFTTRANSPORT	OLT
KYRGHYZSTAN AIRLINES	KGA	OXAERO	OXE
L T E INT. AIRWAYS	LTE	PAKISTAN INT. AIRLINES (PIA)	PIA
LABRADOR AIRWAYS LTD.	LAL	PANAIR	PNR
LAUDA AIR	LDA	PANAIR COM. AEREA MEDITERRANEA	PIT
LAUDA AIR ITALY	LDI	PEGASUS HAVA TASIMACILIGI	PGT
LIBERIAN WORLD AIRLINES INC.	LWA	PENTA	1PE
LITHUANIAN AIRLINES	LIL	PERM STATE AIR ENTERPRISE	PGP
LONDON EXECUTIVE AVIATION LTD.	LNK	PHOENIX, JOINT-STOCK COMPANY	FNH
LOT - POLSKIE LINIE LOTNICZE	LOT	POLAR AIR CARGO, INC.	PAC
LOTUS AIRLINE	TAS	POLET	POT
LTU LUFTTRANSPORTUNTERNEHMEN	LTU	PORTUGALIA	PGA
LUFTHANSA CITYLINE	CLH	PREMIAIR	VKG
LUXAIR	LGL	PREST-AFFAIR	PTF
MACEDONIAN AIRLINES (FYROM)	MAK	PRIVATE AIR SA	PTI
MACEDONIAN AIRLINES (GREECE)	MCS	PRIVATE FLIGHT	ZZZ
MACEDONIAN OLYMPIC	1MA	PSKOV STATE AVIATION ENT.	PSW
MAERSK AIR I/S (DENMARK)	DAN	QANTAS AIRWAYS LTD.	QFA
MAERSK AIR LTD. (UK)	MSK	QATAR AIRWAYS COMPANY	QTR
MALAYSIAN AIRLINES SYSTEM	MAS	QUICK AIRWAYS HOLLAND B.V.	QAH
MALEV-HUNGARIAN AIRLINES	MAH	RABBIT-AIR AG, ZURICH	RBB

Operator	ICAO Code	Operator	ICAO Code
RAF-AVIA	MTL	SWISSAIR	SWR
REGIONAL AIRLINES (FRANCE)	RGI	SYRIAN ARAB AIRLINES	SYR
RHEINTALFLUG-ROLF SEEWALD	RTL	TACV -TRANS. AEREOS	
ROYAL AIR MAROC	RAM	CABO VERDE	TCV
ROYAL JORDANIAN	RJA	TAG AVIATION S.A.	FPG
RYANAIR	RYR	TAJIKISTAN	TZK
SABENA	SAB	TAM, TRANSPORTES AEREOS REG.	TAM
SABRE AIRWAYS LTD.	SBE	TAROM, ROMANIAN AIR	
SAFAIR FREIGHTERS PTY LTD.	SFR	TRANSPORT	ROT
SAHA AIRLINES SERVICES	IRZ	TEA BASEL AG	EZS
SARATOV AVIATION DIVISION	SOV	THAI AIRWAYS INT.	THA
SATA INTERNACIONAL	RZO	TIRAMAVIA LTD.	TVI
SAUDI ARABIAN AIRLINES	SVA	TITAN AIRWAYS LTD.	AWC
SCANDINAVIAN AIRLINES SYSTEM	SAS	TMA -TRANS MEDITERRANEAN AIRL.	TMA
SCHREINER AIRWAYS B.V.	SCH	TNT AIRWAYS S.A.	TAY
SERVAIR, PRIVATE CHARTER AG	SWZ	TNT INT. AVIATION	NTR
SEVERTAL-CHEREPOVETS MTE.C.	7SO	TRANS INT. AIRLINES	TIA
SHOROUK AIR	SHK	TRANS WORLD AIRLINES INC.	TWA
SIBERIA AIRLINES	SBI	TRANSAERO AIRLINES	TSO
SILVER AIR LTD.	SLD	TRANSAVIA HOLLAND B.V.	TRA
SILVER ARROWS S.A.	SVW	TRANSPORTES AEREOS	
SINGAPORE AIRLINES LTD.	SIA	PORTUGUESES	TAP
SIRIO	SIO	TRAVEL SERVIS	TVS
SKY AIRLINES	SHY	TRISTAR AIR	TSY
SKY SERVICE	SKS	TULIP AIR	TLP
SKYJET INC.	SKJ	TULIP AIR CHARTER B.V.	FRN
SKYSERVICE F.B.O. INC.	SSV	TULPAR	TUL
SKYWAYS AB	SKX	TUNINTER	TUI
SLOV AIR J.S.C	OIR	TUNIS AIR	TAR
SLOVAK AIRLINES	SLL	TURKISH AIRLINES-TURK HAVA YO.	THY
SOBELAIR	SLR	TURKMENISTAN	TUA
SOCIETA'BESIT SRL	BST	TYROLEAN AIRWAYS	TYR
SOUTH AFRICAN AIRWAYS (SAA)	SAA	TYROLEAN JET SERVICE	TYJ
SPANAIR	JKK	UKRAINE AIRALLIANCE	UKL
SPEEDWINGS SA	SPW	UKRAINE CARGO AIRWAYS	UKS
SRILANKAN AIRLINES	ALK	UKRAINE INT. AIRLINES	AUI
ST. VINCENT GRENADINES AIR	SVD	UKRAINE MEDITERRANEAN AIRLINES	UKM
STAR AIR I/S	SRR	UNITED AIR LINES INC.	UAL
STAR EUROPE	SEU	UZBEKISTAN AIRWAYS-HAVO JUL.	UZB
STATE ORENBURG AVIA ENTERPRISE	ORB	VARIG - VIACAO AEREA RIO-GRAND.	VRG
STERLING EUROPEAN AIRLINES A/S	SNB	VEGA AIRLINES	VEA
SUCKLING AIRWAYS	SAY	VIKING AIRWAYS	VAB
SUDAN AIRWAYS	SUD	VIRGIN EXPRESS	VEX
SUN-AIR OF SCANDINAVIA A/S	SUS	VIRGIN EXPRESS IRELAND	VEI
SUNEXPRESS -GUNES EKSPRES HAV.	SXS	VLAAMSE	
SURINAAMSE LUCHTVAART MAATS.	SLM	LUCHTTRANSPORTMAATSCH.	VLM
SVG AIR	1SV	VOLARE (ITALY)	VLE
SWELINK	3SW	VOLARE (UKRAINE)	VRE
SWIFTAIR S.A.	SWT	VOLGA AVIAEXPRESS	
SWISS AIR-AMBULANCE LTD.	SAZ	COMPANY LTD.	WLG

Operator	ICAO Code	Operator	ICAO Code
VOLGA-DNEPR	VDA	WINDWARD ISLANDS AIRWAYS INT. WIA	
WDL AVIATION (KOLN)	WDL	WORLD AIRWAYS INC.	WOA
WELCOME AIR	WLC	YEMENIA, YEMEN AIRWAYS	IYE
WEST AIR SWEDEN AB	SWN	YEREVAN-AVIA	ERV
WESTAIR AVIATION LTD.	EFF	YES - LINHAS AEREAS CHARTER	YSS
WIDEROE'S FLYVESELSKAP A/S	WIF		
WINDROSE AIR, BERLIN	QGA		

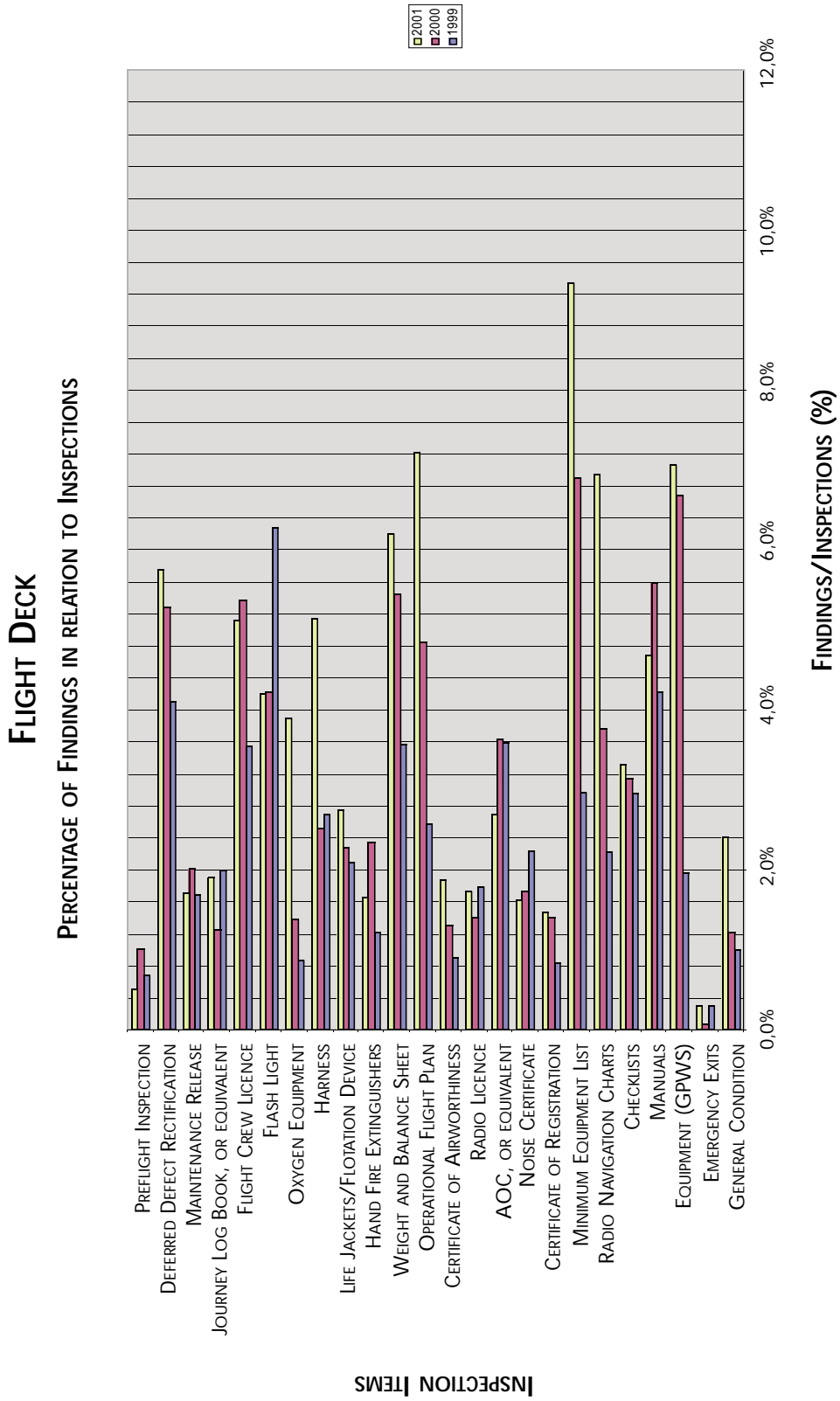
11. APPENDIX D

RESULTS OF INSPECTIONS PER INSPECTION ITEM

Inspection item	Description	No. inspections (III)	No. findings (F)	F/III(%)	
A. Flight Deck/ General	General Condition	1912	46	2.4%	
	Emergency Exits	1749	5	0.3%	
	Equipment (GPWS)	1601	113	7.1%	
	Documentation	Manuals	1412	66	4.7%
		Checklists	1479	49	3.3%
		Radio Navigation Charts	1555	108	6.9%
		Minimum Equipment List	1371	128	9.3%
		Certificate of Registration	2064	30	1.5%
		Noise Certificate (where applicable)	1972	32	1.6%
		AOC or equivalent	1865	50	2.7%
		Radio Licence	2042	35	1.7%
	Certificate of Airworthiness	2043	38	1.9%	
	Flight Data	Operational Flight Plan	1428	103	7.2%
		Weight and Balance Sheet	1291	80	6.2%
	Safety Equipment	Hand Fire Extinguishers	1574	26	1.7%
		Life Jackets/Flotation Device	1458	40	2.7%
		Harness	1596	82	5.1%
		Oxygen Equipment	1490	58	3.9%
		Flash Light	1478	62	4.2%
Flight Crew	Flight Crew Licence	2113	108	5.1%	
Journey Log Book/ Technical Log or equivalent	Journey Log Book or equivalent	1797	34	1.9%	
	Maintenance Release	1754	30	1.7%	
	Deferred Defect Rectification	1672	96	5.7%	
	Preflight Inspection	1614	8	0.5%	
B. Safety/Cabin	General Internal Condition	1600	73	4.6%	
	Cabin Attendant Seats	1324	39	2.9%	
	First Aid Kit/Emergency Medical Kit	1299	71	5.5%	
	Hand Fire Extinguishers	1331	29	2.2%	
	Life Jackets/Flotation Devices	1251	45	3.6%	
	Seat Belts	1286	13	1.0%	
	Emergency Exits, Lighting and Marking, Torches	1282	109	8.5%	
	Slides/Life-Rafts (as required)	964	18	1.9%	
	Oxygen Supply (Cabin Crew and Passengers)	1177	31	2.6%	

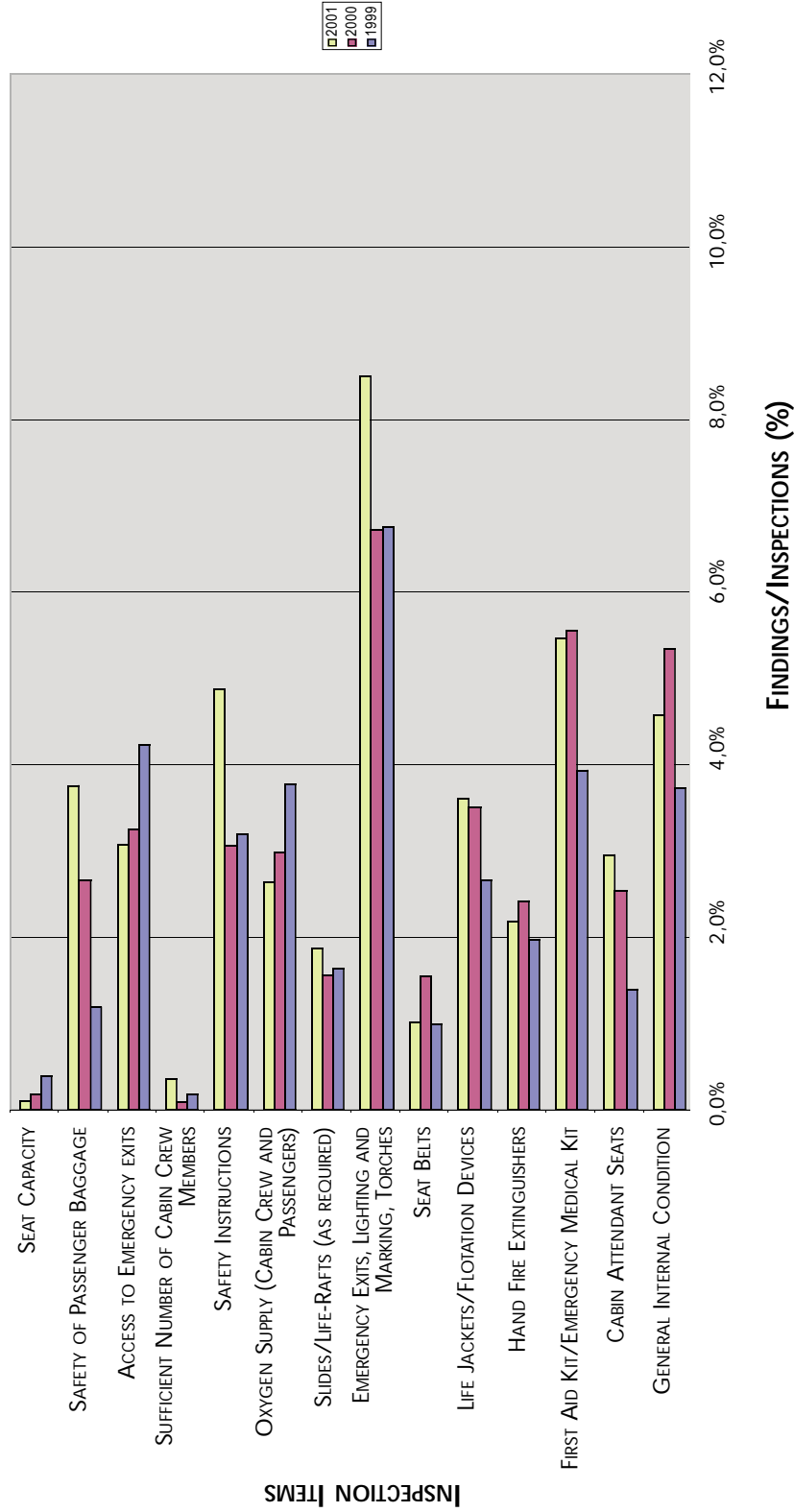
Inspection item	Description	No. inspections (III)	No. findings (F)	F/III(%)
	Safety Instructions	1254	61	4.9%
	Sufficient Number of Cabin Crew Members	1129	4	0.4%
	Access to Emergency Exits	1336	41	3.1%
	Safety of Passenger Baggage	854	32	3.7%
	Seat Capacity	1024	1	0.1%
C. Aircraft Condition	General External Condition	2353	177	7.5%
	Doors and Hatches	2221	38	1.7%
	Flight Controls	2168	40	1.8%
	Wheels and Tyres	2254	88	3.9%
	Undercarriage	2233	47	2.1%
	Wheel Well	2140	32	1.5%
	Intake & Exhaust Nozzle	2042	50	2.4%
	Fan Blades	1799	13	0.7%
	Propellers	461	3	0.7%
	Obvious Repairs	1848	27	1.5%
	Obvious Unrepaired Damage	1817	79	4.3%
	Leakage	1926	91	4.7%
D. Cargo	General Condition of Cargo Compartment	1133	70	6.2%
	Dangerous Goods	271	30	11.1%
	Security of Cargo on Board	621	67	10.8%
E. General	General	165	3	1.8%

12. APPENDIX E



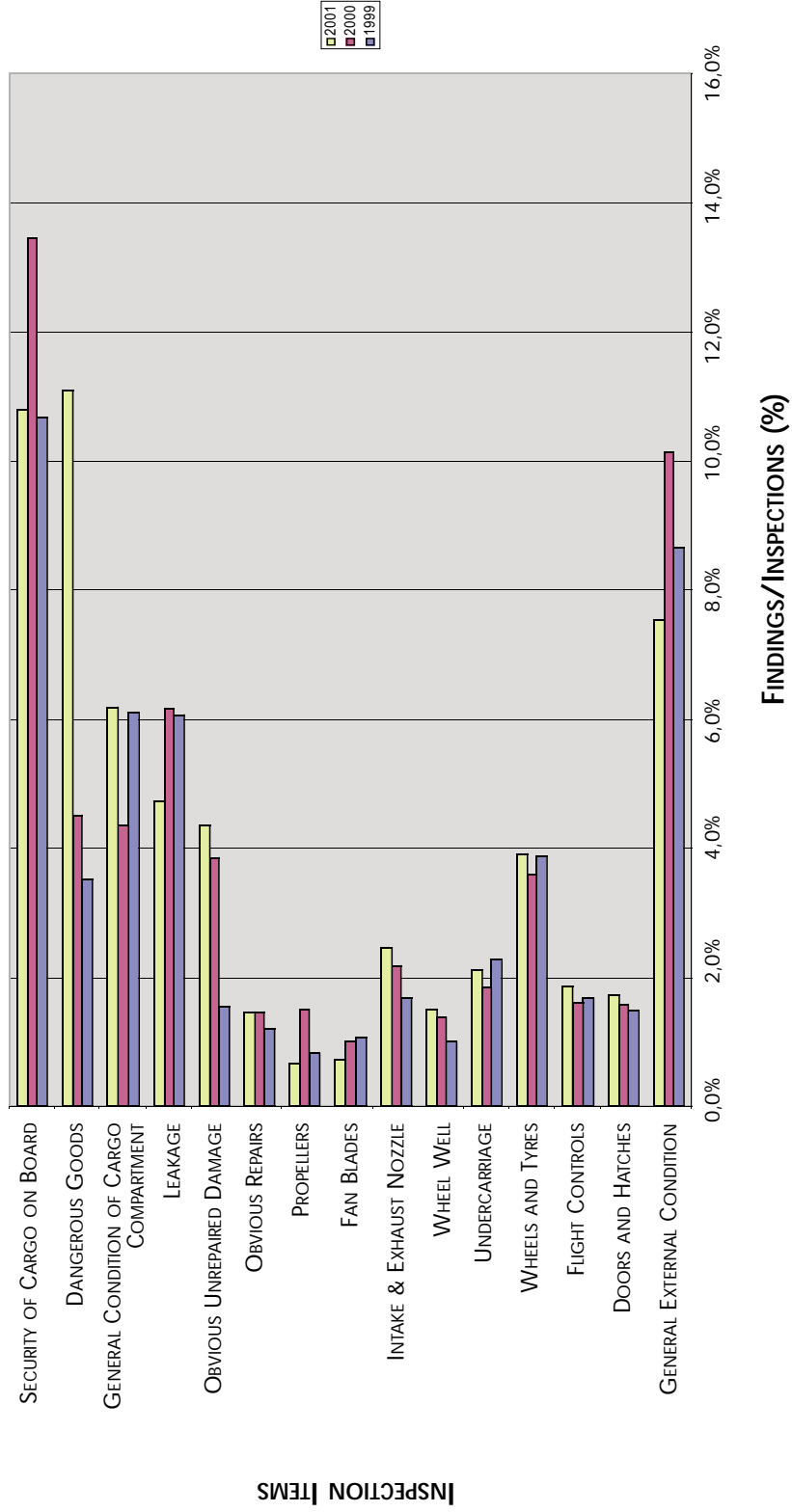
CABIN & SAFETY

PERCENTAGE OF FINDINGS IN RELATION TO INSPECTIONS



AIRCRAFT CONDITION & CARGO

PERCENTAGE OF FINDINGS IN RELATION TO INSPECTIONS



The European Civil Aviation Conference (ECAC) is an intergovernmental organization established in 1955. Its objective is to promote the continued development of a safe, efficient and sustainable European air transport system.

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Belgium
Bulgaria
Croatia
Cyprus
Czech Republic
Denmark
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Iceland
Ireland
Italy
Latvia
Lithuania
Luxembourg
Malta

Moldova
Monaco
Netherlands
Norway
Poland
Portugal
Romania
Slovak Republic
Slovenia
Spain
Sweden

Switzerland
The former Yugoslav Republic of Macedonia
Turkey
Ukraine
United Kingdom



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