



European Commission

Community list of the air transport companies banned within the European Union

22 March 2006



Directorate-General for Energy and Transport



3 days of meeting of the Air Safety Committee

- ✈ **Member States** + Norway and Switzerland
- ✈ **Companies contacted** : directly or through the National Aviation Authorities (NAAs) or Embassies
- ✈ **Company Files** : a complete file has been established for each company
- ✈ **Files on third Countries**: 6 complete files established
- ✈ **Hearing of the companies**: 8 in front of the Committee. Many assisted by the NAA





Committee Decision

unanimity

Lists	
List A (total ban, including over-flight of EU territory)	93 Companies
List B (operational restrictions)	3 Companies

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List A: total banning (1)

All the companies from 5 States*:

✈ **Congo: 51** (Hewa Bora company included in list B)

✈ **Equatorial Guinea: 11**

✈ **Liberia: 3**

✈ **Sierra Leone: 13**

✈ **Swaziland: 6**

* **84** identified

✈ **Information to
travellers
around the world**
✈ **Prevention of
flags of
convenience**

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List A: total banning (2)

plus 9 Companies:

- ✈ Air Korio (DPR Korea)
- ✈ Air Services Comores
- ✈ Ariana Afghan Airlines
- ✈ BGB Air (Kazakhstan)
- ✈ GST Aero (Kazakhstan)
- ✈ Phoenix Aviation (Kirghizstan)
- ✈ Reem Air (Kirghizstan)
- ✈ Phuket Airlines (Thailand)*
- ✈ Silverback Cargo (Rwanda)

* An audit of the Phuket company, under the aegis of the Commission is planned in few weeks





List B: operational restrictions

3 Companies:

- ✈ Air Bangladesh: 1 aircraft banned
- ✈ Buraq Air (Libya): 5 aircraft banned
- ✈ Hewa Bora (Congo): only 1 aircraft authorised





Banning criteria

Companies banned for serious deficiencies often accompanied by lack of cooperation by the same companies and/or shortcomings in the NAA	9 (7 in list A)
Companies banned for non conformities to criterion 3 of Regulation 2111/05 (Air Operator Certificate (AOC) delivered by a State different from where the company has its main place of business)	3
Lack of cooperation and/or of oversight/control capabilities by the NAA	5 countries

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In Conclusion

- a) Air safety is a Commission priority for protection of European citizens
- b) The black list is an operational tool, to ban, if necessary, companies and/or States, notably states with flags of convenience: danger for the safety, but also unfair competition
- c) Punitive/instigative/dissuasive effect + information to travellers outside Europe.
- d) Being on the list is not necessarily for ever: possible to be taken off.
- e) Evidence of compliance with safety regulations must be provided.
- f) Present black list only a first step: oversight through SAFA Directive, ICAO audits and other sources, will allow possible extension of the list by Commission
- g) Technical cooperation: focus resources on the countries in the list, if they so request and if they share EU safety objectives (e.g.: Congo)
- g) The black list is part of a set of measures, including the proposal to extend the competences of the EASA





3 pillars of air safety

Black list in context

Prevention	Repression	Investigations
Certification of companies from third countries by EASA	Black list and Directive SAFA	Revision of Directives 1994/56 and 2003/42 on aviation accident investigations
Proposal to Council and EP done (Nov. 2005)	Done (March 2006)	Planned (2007)

...and technical cooperation

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Assistance to third Countries

- ✈ European Union support (last 5 years): **80 M€**
- ✈ Support to ICAO technical cooperation programmes in Africa, Asia, Central & South America
- ✈ Direct support or through EDF Programmes: e.g. to ASECNA (Agence de la Sécurité Aérienne en Afrique) including 2 training schools aviation professionals in Niamey and Dakar
- ✈ African Union-EU seminar in Addis Ababa (April 2006) to support regional and national aviation safety





Publication of the list

Hyperlink to Internet DG-TREN: http://europa.eu.int/comm/transport/air/safety/doc/flywell/2006_03_22_flywell_list_en.pdf	22 March, 12h 30
Publication in the Official Journal	24 March

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