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from: Secretary-General of the European Commission,  
signed by Mr Jordi AYET PUIGARNAU, Director

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to: Mr Javier SOLANA, Secretary-General/High Representative

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Subject: Report from the Commission - European Community SAFA Programme  
(Safety Assessment of Foreign Aircraft) - Aggregated Information -  
Report

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COMMISSION OF THE EUROPEAN COMMUNITIES

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**REPORT FROM THE COMMISSION**  
**EUROPEAN COMMUNITY SAFA PROGRAMME**

**(Safety Assessment of Foreign Aircraft)**

**Aggregated Information**

**Report**

(01 January 2007 to 31 December 2007)

# REPORT FROM THE COMMISSION

## EUROPEAN COMMUNITY SAFA PROGRAMME

### Text with EEA relevance

## 1. THE EC SAFA PROGRAMME

### 1.1. Origins of the EC SAFA programme

Initially the SAFA programme was launched by the European Civil Aviation Conference (ECAC) in 1996. The SAFA programme was not based upon a European legal binding basis but upon a commitment of the Directors General of the participating ECAC Member States. The scope of the inspections relating to 'foreign' aircraft implied those aircraft which are not used or operated under the control of the competent authority of the state where the inspection takes place.

On 30 April 2004 Directive 2004/36/EC of the European Parliament and of the Council on the safety of third-country aircraft using Community airports (the so-called 'SAFA Directive') was published, creating a legal obligation upon EU Member States to perform ramp inspections upon third country aircraft landing at their airports, where 'third country aircraft' implied an aircraft which is not used or operated under control of a competent authority of an EU Member State; although the Directive does in no way prohibit EU Member States from inspecting aircraft from other EU Member States. EU Member States were given a window of two years for implementing this Directive through the enactment of national legislation.

Following a decision by the Directors General of ECAC member states, the SAFA Programme was transferred under European Community (EC) competence where as of 1 January 2007, responsibility for the management and further development of the **EC SAFA programme** falls upon the European Commission assisted by the European Aviation Safety Agency (EASA). EASA is a European Commission agency based in Cologne which is responsible for the operational management of the EC SAFA programme on behalf of the same Commission in accordance with Commission Regulation 768/2006 EC.

Until 2006 the operational elements of the SAFA programme were implemented by the Central Joint Aviation Authorities (CJAA). At the end of 2006 the SAFA coordination activities including the centralised database have been transferred from CJAA to EASA.

The continued participation of the 15 non-EU ECAC Member States, and thus the pan-European dimension of the programme, has been assured through the signature of a Working Arrangement between 14 of these individual States and EASA. Including the EU-27 therefore, the EC-SAFA programme boasts a total of **41 Participating States** (see *Appendix A*). In late 2007, Albania too signed a Working Arrangement which became effective as of 1<sup>st</sup> January 2008.

### 1.2. Functioning of the EC SAFA Programme

In each SAFA Participating State, aircraft (third-country for EU states or foreign for non-EU ECAC states) 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 the International Civil Aviation Organisation (ICAO) Annexes 1 (Personnel Licensing), 6 (Operations of Aircraft) and 8 (Airworthiness of Aircraft).

These checks are carried out in accordance with a procedure which is common to all Participating States. Their outcome is then the subject of reports which also follow a common format. In the case of significant irregularities, the operator and the appropriate Aviation Authority (State of Operator or Registry) 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 are shared and centralised in a computerised database set up and managed by EASA.

The main features of the EC SAFA Programme can be summarised as follows:

- its application by all SAFA Participating States - in principle all 42 ECAC Member States with the exception of Albania (EU Member States and non-EU ECAC Member States that have signed the EASA Working Arrangement);
- the broad dissemination of inspection results through a SAFA centralised database;
- its bottom-up approach: the Programme is built around ramp inspections of aircraft;
- its focused attention — primarily focusing on third country aircraft flying to the EU and SAFA Participating States (although SAFA inspections may continue to be performed on aircraft from EU Member States);
- its inherent objective of checking for compliance with ICAO Standards which are commonly applicable to all inspected aircraft internationally.

### **1.3. Integration of the EC SAFA Programme in the overall aviation safety chain**

Based upon the SAFA inspections performed over the last few years, experience shows that these give a general indication of the safety of foreign operators. However, this indication is limited in the sense that no full picture is obtained about the safety of any particular aircraft or operator. This is due to the fact that certain aspects are difficult to assess during an inspection (e.g. Crew Resource Management, full airworthiness status, etc.) owing to the limited time available to perform an inspection and consequently the limited level of detail possible during such an inspection. The value of those indicators will be further enhanced by increasing also the level of harmonisation across the participating states in the performance of SAFA inspections.

A full assessment of a particular aircraft or operator can only be obtained through the continuous oversight by the responsible Aviation Authority (State of Operator or State of Registry). In this manner, the information gained through the EC SAFA Programme is useful:

- Primarily as a pre-emptive tool helping to identify potential negative safety trends, whereby a numerous and/or recurring number of findings concerning a particular

operator, is a very good indicator of potential structural weaknesses both with regard to the quality control management of that operator as well as the level of safety oversight exercised by the responsible national civil aviation authorities of the state where that operator is certified; similar negative trends may also be identified concerning specific aircraft types.

- More directly, SAFA inspections may contribute in real-time to the safe operation of the particular aircraft which has just been inspected prompting the inspecting authorities to ensure that corrective actions are taken immediately prior to any further operations being conducted by that aircraft.

Additionally, since the coming into force of EC Regulation 2111/2005 establishing a list of carriers which are banned from flying into EC territory, SAFA inspections have acquired an increased importance as one of the criteria considered by the Commission in taking its decisions on the inclusion of carriers in the Community list. Indeed, this has been the case since the establishment of the first Community list in March 2006 and its subsequent regular updates.

#### 1.4. **Development of the programme in 2007**

In 2007, the SAFA programme continued to evolve further, the main developments being:

- In July 2007, the first regular quality review was performed on the database content. The objective of these regular reviews is to identify possible errors in the reports prior to the regular analysis of the database. Suspected deficiencies are sent to the Participating States with the request to investigate and correct any confirmed deficiency as necessary. A second quality review has been performed in September and will continue to be performed henceforth on a four monthly basis.
- In October 2007, the first regular analysis of the data contained in the SAFA centralised database was performed. The analysis will continue to be performed henceforth on a four monthly basis and ranks the inspected operators based on their “safety performance” as computed from the inspection results.
- The SAFA centralised database has been “rebranded” (from the former JAA branding to an EASA-styled layout) in November 2007.
- A virtual SAFA community was established - using the “SINAPSE” communication platform - as the main vehicle for exchanging information (other than ramp inspection reports) on the EC SAFA Programme.

#### 1.5. **Why this report?**

Article 6 (2) of Directive 2004/36/EC provides that:

*"The Commission shall publish yearly an aggregated information report available to the public and the industry stakeholders containing an analysis of all information received in accordance with Article 5. That analysis shall be simple and easy to understand and shall indicate whether there exists an increased safety risk to air passengers. In the analysis, the source of that information shall be dis-identified."*

This report is the first report covering a full year - from 01 January to 31 December 2007.

## 2. SAFA CENTRALISED DATABASE

The SAFA centralised Database has been managed by EASA since December 2006, when it was transferred from the Central Joint Aviation Authorities (CJAA) in the Netherlands to EASA in Cologne, Germany.

Although it is managed and maintained by EASA, the inclusion of reports in the database remains a responsibility of the individual National Aviation Authorities (NAA) of SAFA Participating States.

In 2007 the SAFA Participating States performed some 8594 inspections which revealed some 12,073 findings (see *Appendix A*).

Data contained in the database is considered confidential in the sense that it is only shared with other Participating States and is not available to the general public. The database can be accessed by all National Aviation Authorities of Participating States via the (secured) internet. At present, 39 National Aviation Authorities are connected on-line to the database.

## 3. AREAS OF INSPECTION

According to the 'SAFA Directive', aircraft suspected of non-compliance with international safety standards (based on e.g. regular analysis of the database by EASA) must be inspected with priority by the Member States. Furthermore the SAFA ramp inspections may be carried out using a spot-check procedure.

There are five areas on which the inspections can be focused:

- (1) Specific State of Operator (checking operators from a particular State).
- (2) Specific aircraft type.
- (3) Specific nature of operations (scheduled, non-scheduled, cargo, etc.).
- (4) Specific third country operator.
- (5) Specific aircraft identified by its individual registration mark.

Appendices B, C and D list the states of operator, aircraft types and operators inspected during the year 2007. They highlight the wide coverage of the EC SAFA Programme and 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.

Although under the 'SAFA Directive' the main obligation on EU Member States is the inspection of third-country aircraft visiting EU airports, aircraft from EU Operators continue to be subject of inspections as well. The following table shows the results:

<b>Inspections</b>	8,594 inspections.....
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<b>Operator</b>	.....on 984 different operators.....
<b>State of Operator</b>	.....from 132 states.....
<b>Aircraft type</b>	.....operating 215 different (sub)types of aircraft

The table below meanwhile reflects the fact that the vast majority of all flights within EU Member States are carried out by EU operators and that in general, SAFA participating States were still using the broader criteria of the former ECAC SAFA Programme.

	<b>Inspections on EU Operators</b>	<b>Inspections on non-EU Operators</b>
<b>2007</b>	4,656	3,938
<b>Percentage</b>	54.18%	45.82%

## 4. MAIN RESULTS OF THE SAFA INSPECTIONS

### 4.1. Inspection findings in general

A first starting point regarding the findings, which are deviations from ICAO Standards, is the quantitative approach. This compares the total number of findings (F) to the total number of inspections (I) and the inspected items (II).

During the inspection, a checklist is used which comprises a total of 54 different inspection items. In the majority of cases, not all items are checked during an inspection because the time between the arrival of the aircraft and its departure is not sufficient to perform a complete inspection. Therefore, the relationship between the total number of findings and the total number of inspected items might give a better understanding rather than a ratio based merely on the number of inspections. The results are presented in the table below:

	<b>Period</b>
	<b>01 January 2007 – 31 December 2007</b>
<b>Total Inspections (I)</b>	8,594
<b>Total Inspected Items (II)</b>	300,035
<b>Total Findings (F)</b>	12,073
<b>Average no. of Inspected Items during an Inspection</b>	34.91
<b>Findings/Inspections (F/I)</b>	1.4048
<b>Findings/Inspected Items (F/II)</b>	0.0402

## 4.2. Inspection findings and their categories

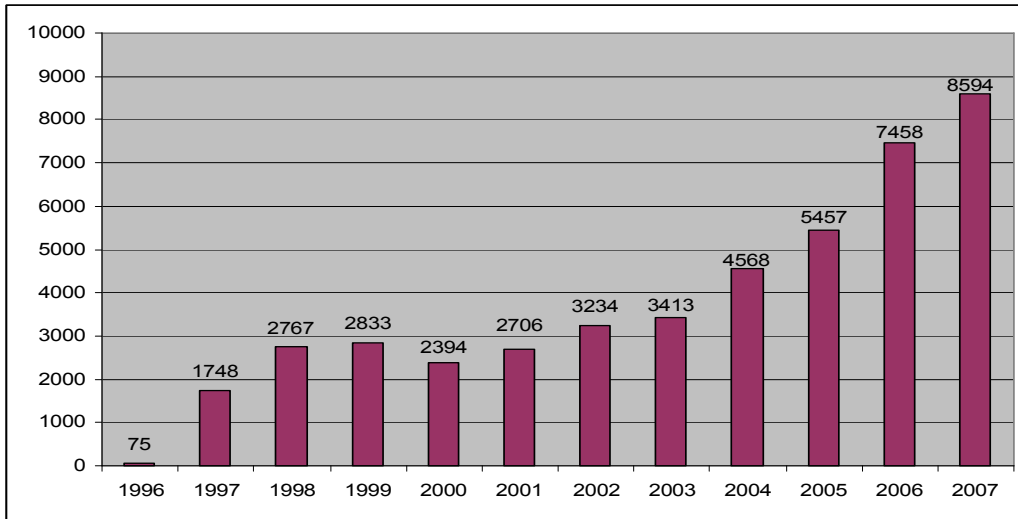
Not only the absolute number of inspection findings needs to be considered, but also their “severity”. To this end, three categories of findings have been defined. A “Category 1” finding is called a minor finding; “Category 2” is a significant finding and “Category 3” a major finding. The terms “minor”, “significant” and “major” relate to the level of deviation from the ICAO Standard. The prime purpose of categorising the findings is to classify the compliance with a standard and the severity of non-compliance with this standard.

The inspections and the categories of findings are recorded in the database and the results are presented in the table below.

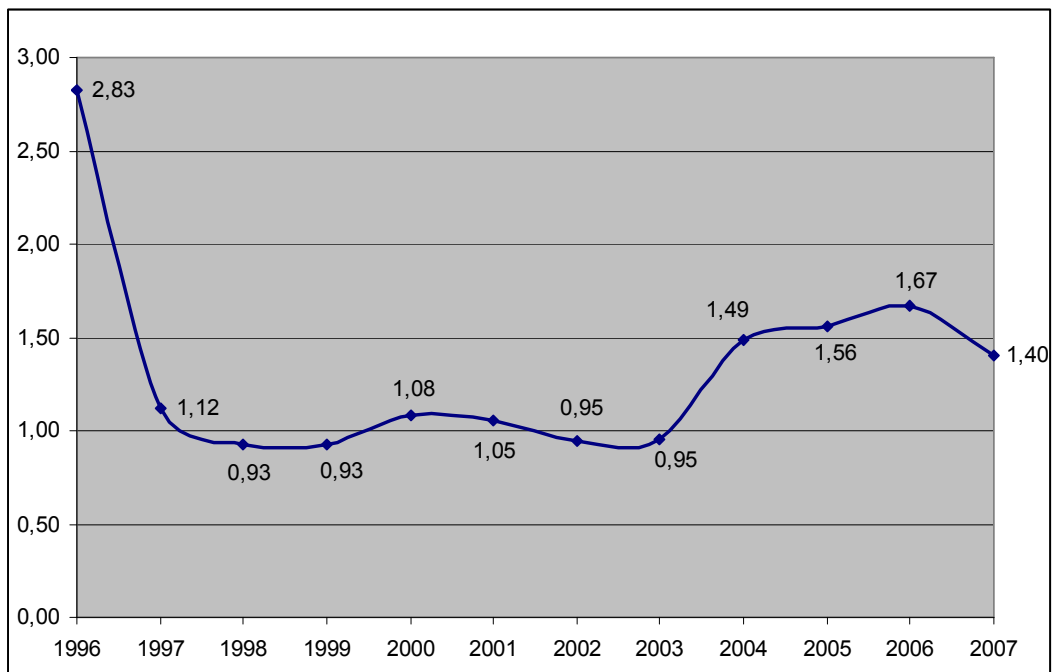
Year	No. inspections (I)	No. findings (F)				Ratio of findings (Fcat./I)			
		Cat. 1 (minor)	Cat. 2 (significant)	Cat. 3 (major)	total	F cat.1 / I	F cat.2 / I	F cat.3 / I	F total / I
2007	8,594	4,954	4,923	2,196	12,073	0.576	0.573	0.256	1.405
		41.03%	40.78%	18.19%	100 %				

## 4.3. Historical overview

	Year												Total 1996-2007
	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	
<b>Total Inspections (I)</b>	75	1,748	2,767	2,833	2,394	2,706	3,234	3,413	4,568	5,457	7,458	8,594	<b>45,247</b>
<b>Total Inspected Items (II)</b>	1,675	31,413	88,400	95,524	80,454	82,935	93,681	100,014	148,850	181,440	260,524	300,035	<b>1,080,168</b>
<b>Total Findings (F)</b>	212	1,951	2,573	2,631	2,587	2,851	3,064	3,242	6,799	8,492	12,481	12,073	<b>58,956</b>
<b>Findings/Inspections (F/I)</b>	2.8267	1.1161	0.9299	0.9287	1.0806	1.0536	0.9474	0.9499	1.4884	1.5562	1.6704	1.405	<b>1.303</b>
<b>Findings/Inspected Items (F/II)</b>	0.127	0.062	0.029	0.028	0.032	0.034	0.033	0.032	0.046	0.047	0.048	0.040	<b>0.0546</b>



**No.o. of SAFA inspections since the beginning of the Programme in 1996**



**Average no. of findings per inspection (1996-2007)**

#### 4.4. Inspection findings on a regional basis

Region	No. of States inspected	No. of Operat. inspected	Inspect. (I)	No. of findings (F)				Ratio of findings (Fcat./I)			
				Cat. 1 (minor)	Cat. 2 (signif.)	Cat. 3 (major)	Total	F cat.1/I	F cat.2/I	F cat.3/I	F total/I
EU (27) <sup>1</sup>	27	487	4,656	2,323	2,091	791	5,205	0,499	0,499	0,170	1,118
Europe (ECAC) <sup>2</sup>	42	615	5,944	3,146	2,921	1,221	7,288	0,529	0,491	0,205	1,226
Russian Federation, Belarus & Central Asia <sup>3</sup>	6	81	802	535	627	328	1,490	0,667	0,782	0,409	1,858
North America <sup>4</sup>	3	77	351	246	171	78	495	0,701	0,487	0,222	1,410
Latin America & the Caribbean <sup>5</sup>	18	48	159	117	109	50	276	0,736	0,686	0,314	1,736
Middle East and North Africa <sup>6</sup>	17	64	877	609	685	314	1,608	0,694	0,781	0,358	1,834
Africa <sup>7</sup>	27	51	189	137	244	133	514	0,725	1,291	0,704	2,720
Asia <sup>8</sup>	16	36	249	157	157	65	379	0,631	0,631	0,261	1,522

<sup>1</sup> EU - Austria, Belgium, Bulgaria, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, United Kingdom.

<sup>2</sup> Europe (ECAC) - Albania, Armenia, Austria, Azerbaijan, Belgium, Bosnia-Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Former Yugoslav Republic of Macedonia, Malta, Republic of Moldova, Monaco, Netherlands, Norway, Poland, Portugal, Romania, Serbia and Montenegro, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine, United Kingdom.

<sup>3</sup> Russian Federation, Belarus and Central Asia - Belarus, Kazakhstan, Kyrgyzstan, Russian Federation, Tajikistan, Turkmenistan, Uzbekistan.

<sup>4</sup> North America (NA) - Bermuda, Canada, United States of America.

<sup>5</sup> Latin America & the Caribbean (LAC) – Anguilla, Antigua and Barbuda, Argentina, Aruba, Bahamas, Barbados, Belize, Bolivia, Brazil, Cayman Islands, Chile, Colombia, Costa Rica, Cuba, Dominica, Dominican Republic, Ecuador, El Salvador, Grenada, Guatemala, Guyana, Haiti, Honduras, Jamaica, Mexico, Netherlands Antilles, Nicaragua, Panama, Paraguay, Peru, Puerto Rico, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Suriname, Trinidad and Tobago, Turks and Caicos Islands, Uruguay, Venezuela (Bolivarian Republic of).

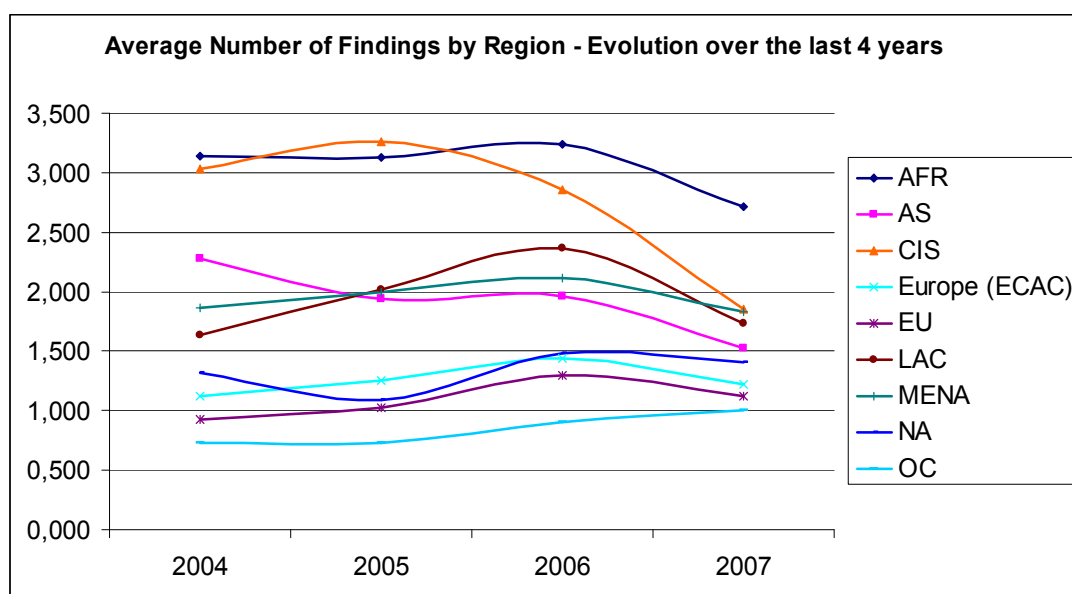
<sup>6</sup> Middle East and North Africa (MENA)- Algeria, Bahrain, Egypt, Iran (Islamic Republic of), Iraq, Israel, Jordan, Kuwait, Lebanon, Libyan Arab Jamahiriya, Morocco, Oman, Qatar, Saudi Arabia, Sudan, Syrian Arab Republic, Tunisia, United Arab Emirates, Yemen.

<sup>7</sup> Africa (AFR) - Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cape Verde, Central African Republic, Chad, Comoros, Congo, Cote d'Ivoire, Democratic Republic of the Congo, Djibouti, Equatorial Guinea, Eritrea, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Madagascar, Malawi, Mali, Mauritania, Mauritius, Mozambique, Namibia, Niger, Nigeria, Rwanda, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, Swaziland, Togo, Uganda, United Republic of Tanzania, Zambia, Zimbabwe.

Oceania <sup>9</sup>	3	12	23	7	9	7	23	0,304	0,391	0,304	1,000
Average/all States								0.576	0.573	0.256	1,405

From this table, one may note that:

- Operators from States in the EU, ECAC and Oceania have fewer findings per inspection than average.
- Operators from Africa, the Russian Federation/Belarus/Central Asia group, Asia, the Middle East, North America and North Africa have more findings per inspection than average.



An encouraging conclusion can be derived from this graph in that the average number of findings (per inspection) has decreased for almost all geographic regions.

<sup>8</sup> Asia (AS) - Afghanistan, Bangladesh, Bhutan, Brunei Darussalam, Cambodia, China, Democratic People's Republic of Korea, Hong Kong (Special Administrative Region of China), India, Indonesia, Japan, Lao People's Democratic Republic, Malaysia, Maldives, Mongolia, Myanmar, Nepal, Pakistan, Philippines, Republic of Korea, Singapore, Sri Lanka, Taiwan, Thailand, Timor-Leste, Vietnam.

<sup>9</sup> Oceania (OC) - Australia, Fiji, Kiribati, Marshall Islands, Micronesia (Federated States of), Nauru, New Zealand, Palau, Papua New Guinea, Samoa, Solomon Islands, Tonga, Tuvalu, Vanuatu.

## Distribution by ICAO regions

Region	No. of States inspected	No. of Operat. inspected	Inspect. (I)	No. of findings (F)				Ratio of findings (Fcat./I)			
				Cat. 1 (minor)	Cat. 2 (signif.)	Cat. 3 (major)	Total	F cat.1/I	F cat.2/I	F cat.3/I	F total/I
APAC <sup>10</sup>	17	45	244	149	138	62	349	0,611	0,566	0,254	1,430
ESAF <sup>11</sup>	14	29	117	69	102	81	252	0,590	0,872	0,692	2,154
EUR/NAT <sup>12</sup>	54	703	7,088	3,957	3,785	1,625	9,367	0,558	0,534	0,229	1,322
MID <sup>13</sup>	18	68	602	363	503	260	1,126	0,603	0,836	0,432	1,870
NACC <sup>14</sup>	9	100	391	269	201	88	558	0,688	0,514	0,225	1,427
SAM <sup>15</sup>	8	19	86	84	70	36	190	0,977	0,814	0,419	2,209
WACAF <sup>16</sup>	12	20	66	63	124	44	231	0,955	1,879	0,667	3,500
All States	132	984	8,594	4,954	4,923	2196	12,073	0,576	0,573	0,256	1,405

From this table, one may note that:

- Operators from States belonging to the EUR/NAT have fewer findings per inspection than average.
- Operators from States belonging to the MID, SAM, WACAF, NACC, APAC and ESAF have more findings per inspection than average.

<sup>10</sup> APAC-Asian and Pacific ICAO Region: Australia, Bangladesh, Bhutan, Brunei Darussalam, Cambodia, China (incl. Hong Kong and Macao), Cook Islands, Democratic People's Republic of Korea, Fiji, India, Indonesia, Japan, Kiribati, Lao People's Democratic Republic, Malaysia, Maldives, Marshal Islands, Micronesia, Mongolia, Myanmar, Nauru, Nepal, New Zealand, Palau, Papua New Guinea, Philippines, Republic of Korea, Samoa, Singapore, Solomon Islands, Sri Lanka, Thailand, Tonga, Vanuatu, Viet Nam.

<sup>11</sup> ESAF-Eastern and Southern African ICAO Region: Angola, Botswana, Burundi, Comoros, Djibouti, Eritrea, Ethiopia, Kenya, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Rwanda, Seychelles, Somalia, South Africa, Swaziland, Uganda, United Republic of Tanzania, Zambia, Zimbabwe.

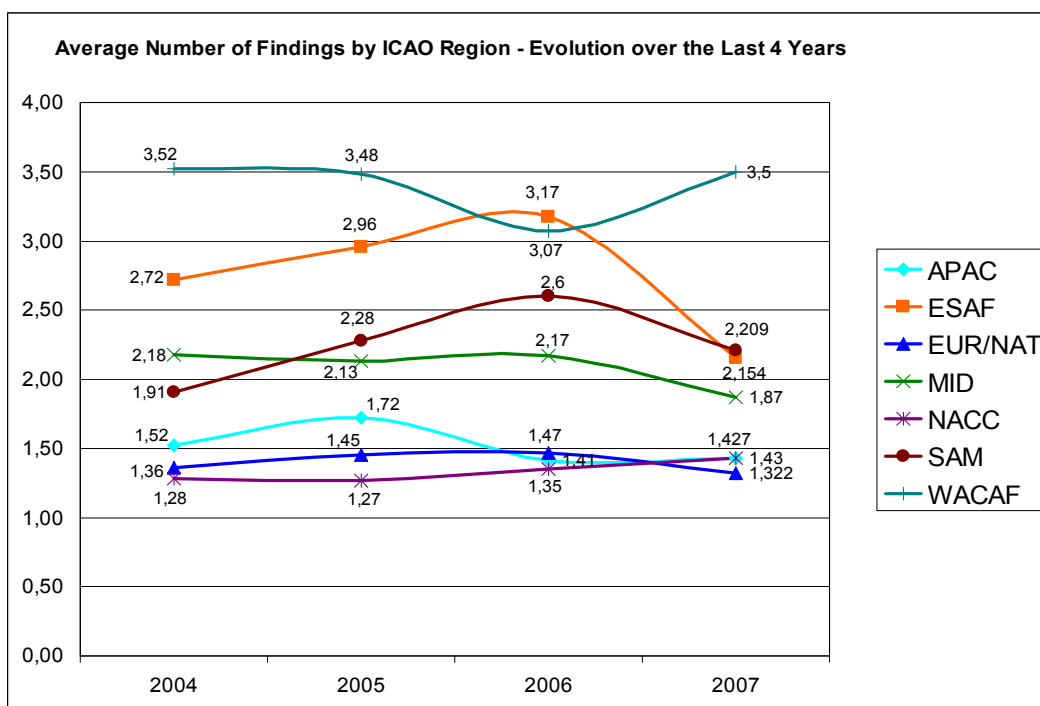
<sup>12</sup> EUR/NAT-European and North Atlantic ICAO Region: Albania, Algeria, Andorra, Armenia, Austria, Azerbaijan, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Iceland, Ireland, Italy, Kazakhstan, Kyrgyzstan, Latvia, Lithuania, Luxembourg, Malta, Monaco, Morocco, Netherlands (incl. Netherlands Antilles), Norway, Poland, Portugal, Republic of Moldova, Romania, Russian Federation, San Marino, Serbia and Montenegro, Slovakia, Slovenia, Spain, Sweden, Switzerland, Tajikistan, The former Yugoslav Republic of Macedonia, Tunisia, Turkey, Turkmenistan, Ukraine, United Kingdom (incl. Cayman Islands, Bermuda), Uzbekistan.

<sup>13</sup> MID-Middle East ICAO Region: Afghanistan, Bahrain, Cyprus, Egypt, Iran, Iraq, Israel, Jordan, Kuwait, Lebanon, Libyan Arab Jamahiriya, Oman, Pakistan, Qatar, Saudi Arabia, Sudan, Syrian Arab Republic, United Arab Emirates, Yemen.

<sup>14</sup> NACC-Northern American, Central American and Caribbean ICAO Region: Antigua and Barbuda, Bahamas, Barbados, Belize, Canada, Costa Rica, Cuba, Dominican Republic, El Salvador, Grenada, Guatemala, Haiti, Honduras, Jamaica, Mexico, Nicaragua, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Trinidad and Tobago, United States of America.

<sup>15</sup> SAM-South American ICAO Region: Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, Guyana, Panamá, Paraguay, Peru, Suriname, Uruguay, Venezuela.

<sup>16</sup> WACAF-Western and Central African ICAO Region: Benin, Burkina Faso, Cameroon, Cape Verde, Central African Republic, Chad, Congo, Cote d'Ivoire, Democratic Republic of the Congo, Equatorial Guinea, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Liberia, Mali, Mauritania, Niger, Nigeria, Sao Tome and Principe, Senegal, Sierra Leone, Togo.



This graph shows that for the EUR/NAT, NACC and APAC regions the average number of findings (total number of findings/total number of inspections) maintained at a constant level. The MID, SAM and ESAF region figures improved after a period of steady increase of the ratios, whilst the WACAF region shows an increase of the average reversing the improving trend of last year.

#### Comparison between EU (27), ECAC and the rest of the world

Region	No. of States inspected	No. of Operat. inspected	Inspect. (I)	No. of findings (F)				Ratio of findings (Fcat./I)			
				Cat. 1 (minor)	Cat. 2 (signif.)	Cat. 3 (major)	Total	F cat.1/I	F cat.2/I	F cat.3/I	F total/I
EU	27	487	4,656	2,323	2,091	791	5,205	0,499	0,449	0,170	1,118
Rest of EUROPE (non-EU ECAC States)	15	128	1,288	823	830	430	2,083	0,639	0,644	0,334	1,617
EUROPE (ECAC)	42	615	5,944	3,146	2,921	1,221	7,288	0,529	0,491	0,205	1,226
Non-EU States	105	497	3,938	2,631	2,832	1,405	6,868	0,668	0,719	0,357	1,744
All States	132	984	8,594	4,954	4,923	2,196	12,073	0,576	0,573	0,256	1,405

#### 4.5. Inspection findings related to checklist items

Appendix F provides the results regarding each individual inspection item (III) which has been inspected. It indicates the number of times that a particular inspection item was checked, the number of findings and the ratio F/III. Appendix G provides the detailed breakdown of findings for the year 2007 by categories.

#### **4.6. The top 3 significant and major inspection findings related to checklist items**

The inspection checklist consists of four major parts. Part A concerns items to be inspected in the flight deck of the aircraft. Part B of the checklist concerns items to be checked in the (passenger) cabin, and mainly consists of safety equipment. Part C relates to the general technical condition of the aircraft which needs to be verified during a walk around check. Part D checklist items concern the cargo compartment of the aircraft and the cargo carried.

Any general findings not covered by Parts A, B, C or D can be administered under Part E (general) of the checklist.

When considering the findings established during a SAFA inspection, Category 2 (significant) and Category 3 (major) findings require the highest attention when it comes to the need for rectification. For each part of the checklist, the top 3 of Category 2 and 3 findings related to the number of inspections are given in the tables below Appendices D and E.

### **5. ACTION TAKEN AFTER RAMP INSPECTIONS**

Based on the category, number and nature of the findings, several actions may be taken.

If the findings indicate that the safety of the aircraft and its occupants is impaired, corrective actions will be required. Normally the aircraft captain will be asked to address the serious deficiencies which are brought to his attention. In rare cases, where inspectors have reason to believe that the aircraft captain does not intend to take the necessary measures on the deficiencies reported to him, they will formally ground the aircraft. The formal act of grounding by the State of Inspection means that the aircraft is prohibited from resuming its flights until appropriate corrective measures are taken.

Another type of action is called “corrective actions before flight authorised”. Before the aircraft is allowed to resume its flight, corrective action is required to rectify any deficiencies which have been identified. In other cases, the aircraft may depart under operational restrictions. An example of such a restriction would be the case where there is a deficiency regarding passenger seats. Operation of the aircraft is possible under the condition that the deficient seats are not occupied by any passengers.

It is standard practice that the captain of the aircraft which has just been inspected is debriefed about the findings. In addition, Category 2 and Category 3 findings are communicated to the responsible Aviation Authority and the home base of the operator with the request to take appropriate action to prevent reoccurrence.

In order to achieve best the objectives of the EC SAFA Programme, close cooperation with the Civil Aviation Authorities of all those States whose operators and aircraft have been subject of SAFA inspections is imperative. As part of their responsibility regarding the safety oversight of their national operators according to the relevant international safety standards, these Civil Aviation Authorities are requested to ensure proper implementation of corrective actions in order to address the reported SAFA findings.

In some cases, when the findings on an aircraft are considered important, individual SAFA Participating States may decide to revoke the entry permit of that aircraft. This means that the particular aircraft is no longer allowed to land at airports or fly in the airspace of that State. Such a ban can be lifted if the operator of the aircraft proves that the problems have been

properly corrected. Such entry permit repercussions can therefore be, and usually are, of a temporary character.

As regards such bans and their subsequent lifting, those SAFA Participating States which belong also to the European Community shall be acting in accordance with the provisions laid down in Regulation (EC) No 2111/2005 on the establishment of a Community list of air carriers subject to an operating ban within the Community.

	<b>No. of Inspections</b>	<b>8,594</b>
	<b>No. of Findings</b>	<b>12,073</b>
<b>ACTIONS TAKEN</b>	<b>Information to the Authority &amp; the Operator</b>	<b>3,386</b>
	<b>Restriction of the aircraft operation</b>	<b>126</b>
	<b>Corrective actions before flight authorisation</b>	<b>1,318</b>
	<b>aircraft grounded</b>	<b>22</b>
	<b>entry permit repercussions</b>	<b>14*</b>

\*not including bans/operational restrictions imposed by the EC pursuant to Regulation (EC) No 2111/2005 EC

**APPENDIX A – Data Collection by SAFA Programme Participating States  
(January-December 2007)**

<b>EU Member States</b>				
<b>No.</b>	<b>Member State</b>	<b>No. Inspections</b>	<b>No. Findings</b>	<b>Average no. of inspected items/inspection</b>
1	Austria	243	392	42.29
2	Belgium	100	99	29.00
3	Bulgaria	0	0	0
4	Cyprus	9	9	37.33
5	Czech Republic	24	25	32.63
6	Denmark	60	15	35.58
7	Estonia	31	7	28.87
8	Finland	125	34	34.84
9	France	2,357	4,259	33.35
10	Germany	845	715	32.65
11	Greece	182	45	23.18
12	Hungary	3	3	33.33
13	Ireland	24	21	47.75
14	Italy	883	890	31.47
15	Latvia	21	21	28.95
16	Lithuania	14	14	46.50
17	Luxembourg	2	4	26.00
18	Malta	9	5	40.11
19	Netherlands	277	971	35.90
20	Poland	135	3	35.07
21	Portugal	22	30	48.09
22	Romania	133	95	25.61
23	Slovak Republic	12	13	49.33

24	Slovenia	18	7	21.67
25	Spain	1,513	2,918	40.72
26	Sweden	101	136	46.05
27	United Kingdom	233	300	42.87
	<b>Total</b>	<b>7,376</b>	<b>11,031</b>	<b>35.14</b>
<b>Non-EU ECAC SAFA Participating States</b>				
<b>No.</b>	<b>Member State</b>	<b>No. Inspections</b>	<b>No. Findings</b>	<b>Average no. of inspected items/inspection</b>
1	Armenia	0	0	0
2	Azerbaijan	0	0	0
3	Bosnia Herzegovina	0	0	0
4	Croatia	46	47	39.43
5	Georgia	0	0	0
6	Iceland	6	1	26.33
7	Moldova	9	24	34.00
8	Monaco	0	0	0
9	Norway	179	113	43.39
10	Serbia and Montenegro	15	21	20.47
11	Switzerland	534	83	27.48
12	The Former Yugoslav Republic of Macedonia	7	6	34.00
13	Turkey	376	565	36.57
14	Ukraine	46	177	40.17
	<b>Total</b>	<b>1,218</b>	<b>1,042</b>	<b>33.55</b>

## APPENDIX B – Lists of States of Inspected Operators

*(listed in alphabetical order)*

Operator State	ICAO Code	No. of Inspections	Percentage (*)
Afghanistan	OA	1	0.01%
<b>Albania</b>	<b>LA</b>	<b>21</b>	<b>0.24%</b>
Algeria	DA	48	0.56%
Angola	FN	9	0.10%
Anguilla	TQ	4	0.05%
Antigua and Barbuda	TA	6	0.07%
Argentina	SA	4	0.05%
<b>Armenia</b>	<b>U5</b>	<b>9</b>	<b>0.10%</b>
Aruba	T2	6	0.07%
Australia	Y	9	0.10%
<b>Austria</b>	<b>LO</b>	<b>241</b>	<b>2.80%</b>
<b>Azerbaijan</b>	<b>UB</b>	<b>33</b>	<b>0.38%</b>
Bahamas	MY	1	0.01%
Bahrain	OB	7	0.08%
Bangladesh	VG	2	0.02%
Belarus	UM	58	0.67%
<b>Belgium</b>	<b>EB</b>	<b>191</b>	<b>2.22%</b>
Bermuda	TX	11	0.13%
<b>Bosnia-Herzegovina</b>	<b>LQ</b>	<b>6</b>	<b>0.07%</b>
Brazil	SB	37	0.43%
Brunei Darussalam	WB	1	0.01%
<b>Bulgaria</b>	<b>LB</b>	<b>149</b>	<b>1.73%</b>
Cabo Verde (Cape Verde)	GV	10	0.12%
Cameroon	FK	4	0.05%

Canada	C	53	0.62%
Cayman Islands	MW	5	0.06%
Chad (Tchad)	FT	1	0.01%
Chile	SC	24	0.28%
China	ZB	41	0.48%
Colombia	SK	10	0.12%
Comoros	F1	6	0.07%
Congo	FC	1	0.01%
Côte d'Ivoire	DI	6	0.07%
Croatia	LD	79	0.92%
Cuba	MU	7	0.08%
Cyprus	LC	40	0.47%
Czech Republic	LK	105	1.22%
Democratic Rep. Of the Congo	FZ	1	0.01%
Denmark	EK	157	1.83%
Djibouti	HD	1	0.01%
Dominican Republic	MD	4	0.05%
Egypt	HE	163	1.90%
Eritrea	HH	1	0.01%
Estonia	EE	28	0.33%
Ethiopia	HA	13	0.15%
Finland	EF	87	1.01%
France	LF	177	2.06%
Gabon	FO	9	0.10%
Georgia	UG	18	0.21%
Germany	ED	559	6.50%
Ghana	DG	12	0.14%

Greece	LG	94	1.09%
Hong Kong	VH	14	0.16%
Hungary	LH	129	1.50%
Iceland	BI	77	0.90%
India	VA	18	0.21%
Iran	OI	42	0.49%
Ireland	EI	244	2.84%
Israel	LL	60	0.70%
Italy	LI	301	3.50%
Japan	RJ	16	0.19%
Jordan	OJ	36	0.42%
Kazakhstan	UA	44	0.51%
Kenya	HK	17	0.20%
Korea / South Korea	RK	35	0.41%
Kuwait	OK	8	0.09%
Kyrgyzstan	U2	1	0.01%
Latvia	EV	70	0.81%
Lebanon	OL	24	0.28%
Libyan Arab Jamahiriya (Libya)	HL	15	0.17%
Lithuania	EY	49	0.57%
Luxembourg	EL	50	0.58%
Macedonia (F Y R of Macedonia)	LW	24	0.28%
Madagascar	FM	20	0.23%
Malawi	FW	1	0.01%
Malaysia	WM	18	0.21%
Malta	LM	47	0.55%
Mauritania	GQ	6	0.07%

Mauritius	FI	12	0.14%
Mexico	MM	21	0.24%
<b>Moldova (Republic of Moldova)</b>	<b>LU</b>	<b>40</b>	<b>0.47%</b>
<b>Monaco</b>	<b>LN</b>	<b>7</b>	<b>0.08%</b>
Mongolia	ZM	2	0.02%
Morocco	GM	111	1.29%
Namibia	FY	1	0.01%
<b>Netherlands</b>	<b>EH</b>	<b>144</b>	<b>1.68%</b>
Netherlands Antilles	TN	11	0.13%
New Zealand	NZ	10	0.12%
Nigeria	DN	2	0.02%
<b>Norway</b>	<b>EN</b>	<b>69</b>	<b>0.80%</b>
Oman	OO	13	0.15%
Pakistan	OP	27	0.31%
Peru	SP	1	0.01%
<b>Poland</b>	<b>EP</b>	<b>109</b>	<b>1.27%</b>
<b>Portugal</b>	<b>LP</b>	<b>167</b>	<b>1.94%</b>
Qatar	OT	30	0.35%
<b>Romania</b>	<b>LR</b>	<b>126</b>	<b>1.47%</b>
Russian Federation	U	675	7.85%
Saint Vincent / Grenadines	TV	8	0.09%
Saudi Arabia	OE	29	0.34%
Senegal	GO	13	0.15%
<b>Serbia and Montenegro</b>	<b>LY</b>	<b>65</b>	<b>0.76%</b>
Seychelles	FS	2	0.02%
Sierra Leone	GF	1	0.01%
Singapore	WS	29	0.34%

<b>Slovakia</b>	<b>LZ</b>	<b>47</b>	<b>0.55%</b>
<b>Slovenia</b>	<b>LJ</b>	<b>37</b>	<b>0.43%</b>
South Africa	FA	24	0.28%
<b>Spain</b>	<b>LE</b>	<b>377</b>	<b>4.39%</b>
Sri Lanka	VC	5	0.06%
Sudan	HS	6	0.07%
Suriname	SM	1	0.01%
<b>Sweden</b>	<b>ES</b>	<b>192</b>	<b>2.23%</b>
<b>Switzerland</b>	<b>LS</b>	<b>222</b>	<b>2.58%</b>
Syrian Arab Republic (Syria)	OS	34	0.40%
Taiwan (Republic of China)	RC	17	0.20%
Thailand	VT	19	0.22%
Tunisia	DT	190	2.21%
<b>Turkey</b>	<b>LT</b>	<b>356</b>	<b>4.14%</b>
Turkmenistan	U3	9	0.10%
Uganda	HU	2	0.02%
<b>Ukraine</b>	<b>UK</b>	<b>262</b>	<b>3.05%</b>
United Arab Emirates	OM	60	0.70%
<b>United Kingdom</b>	<b>EG</b>	<b>739</b>	<b>8.60%</b>
United States of America	K	287	3.34%
Uruguay	SU	5	0.06%
Uzbekistan	U4	15	0.17%
Vanuatu	NV	4	0.05%
Venezuela	SV	4	0.05%
Viet Nam	VV	4	0.05%
Yemen	OY	7	0.08%
Zimbabwe	FV	8	0.09%

TOTAL (EU/ECAC)	132 ( <b>42</b> )	8,594 ( <b>5,944</b> )	30.8% ( <b>69.2%</b> )
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(\*) = number of inspections in relation to total number of inspections (%) conducted during the time period being considered in this report

As mentioned earlier there is no discrimination between operators certified in the 42 EU / ECAC States (indicated in bold) and operators certified in the other 90 non-European States. The fact that inspections on ECAC operators account for almost two thirds of the total number of inspections is a direct consequence of the fact that a vast portion of European air traffic is performed by operators from those states.

## APPENDIX C - Aircraft types inspected (by manufacturer)

*(listed in alphabetical order)*

### Large airliners (over 100 seats)

No.	Aircraft Manufacturer
1	AIRBUS
2	ANTONOV
3	BOEING
4	BRITISH AEROSPACE
5	EMBRAER
6	FOKKER
7	ILYUSHIN
8	LOCKHEED
9	MCDONNELL DOUGLAS
10	TUPOLEV
11	YAKOVLEV

### Regional airliners (19-99 seats)

No.	Aircraft Manufacturer
1	ANTONOV
2	AVIONS DE TRANSPORT RÉGIONAL
3	BOMBARDIER AEROSPACE
4	BRITISH AEROSPACE
5	CASA
6	CONVAIR
7	DORNIER
8	EMBRAER
9	FAIRCHILD
10	FOKKER

11	LET
12	LOCKHEED
13	SAAB
14	YAKOVLEV

### **Commuter, business and general aviation aeroplanes**

<b>No.</b>	<b>Aircraft Manufacturer</b>
1	AERO VODOCHODY
2	BEECH
3	BOMBARDIER AEROSPACE
4	BRITTEN-NORMAN
5	CESSNA
6	DASSAULT
7	DIAMOND AIRCRAFT INDUSTRIES
8	DORNIER
9	FAIRCHILD
10	GULFSTREAM
11	ISRAEL AIRCRAFT INDUSTRIES
12	MITSUBISHI
13	PIAGGIO
14	PIPER
15	RAYTHEON
16	ROCKWELL
17	SHORT BROTHERS
18	SOCATA

### **Helicopters**

<b>No.</b>	<b>Aircraft Manufacturer</b>
1	AEROSPATIALE

2	BELL HELICOPTER TEXTRON
3	EUROCOPTER
4	KAMOV OKB
5	MIL HELICOPTERS
6	ROBINSON HELICOPTER COMPANY

The distribution of SAFA inspections by aircraft manufacturers mirrors to a large extent the current market penetration of the various aircraft manufacturers. During 2007, inspections covered also general aviation and helicopter operations.

## APPENDIX D – Operators inspected

*(listed in alphabetical order)*

<b>Operator Name</b>	<b>Operator Code</b>
ABC BEDARFSFLUG GMBH	FTY
ABC HUNGARY	AHU
ABELAG AVIATION	AAB
ABS JETS	ABP
ACH HAMBURG GMBH	7AC
ACM AIR CHARTER GMBH	BVR
ACT HAVAYOLLARI AS	RUN
AD AVIATION LIMITED	VUE
ADRIA AIRWAYS	ADR
AEGEAN AVIATION	AEE
AER ARANN TEORANTA	REA
AER LINGUS TEORANTA	EIN
AERO AIRLINES	EAY
AERO BUSINESS CHARTER BENSHEIM	GBJ
AERO CHARTER KRIFKA GMBH	KFK
AERO CONTRACTORS COMPANY	NIG
AERO RENT, JOINT STOCK COMPANY	NRO
AERO SERVICES EXECUTIVE	BES
AERO VICS, SA DE CV	ARI
AERO-CHARTER UKRAINE LTD.	UCR
AERODIENST GMBH, NURNBURG	ADN
AEROFLOT - RUSSIAN INT. AIRL.	AFL
AEROFLOT CARGO	RCF
AEROFLOT DON/DONAVIA	DNV

AEROFLOT-NORD	AUL
AEROLINEA PRINCIPAL	PCP
AEROLINEAS ARGENTINAS	ARG
AEROLINEAS DE TEHUACAN, S.A.	HUC
AEROLINEAS EJECUTIVAS, S.A.	LET
AEROLINEAS SOL, S.A. DE C.V.	SOD
AEROMARINE	7AE
AERONORDGRUP	NRP
AERONOVA	OVA
AEROPORTUL INT'L MARCULESTI	AMM
AEROSERVICES CORPORATE	CJE
AEROSVIT AIRLINES	AEW
AEROTAXI LOS VALLES	VAD
AEROVIAS DE MEXICO, S.A. DE CV	AMX
AEROVIS AIRLINERS LTD.	VIZ
AEROVISION	AOV
AEROVISTA GULF EXPRESS	VGf
AEROVITRO, S.A. DE C.V.	VRO
AFFRETAIR	AFM
AFRICAN AIRLINES CORPORATION	AAW
AFRICAN EXPRESS AIRWAYS	AXK
AFRICAN INTERNATIONAL AIRWAYS	AIN
AFRICAN SAFARI AIRWAYS LTD.	QSC
AFRICAN TRAN. TRADING (ATTICO)	ETC
AFRIJET BUSINESS SERVICE	8ED
AIGLE AZUR	AAF
AIR ALGERIE	DAH

AIR ALLIANCE EXPRESS	6AT
AIR ALPS AVIATION G.M.B.H.	LPV
AIR ALSIE A/S	MMD
AIR ARMENIA	ARR
AIR ASTANA	KZR
AIR BALTIC CORPORATION SIA	BTI
AIR BASHKORTOSTAN	BBT
AIR BERLIN, INC.	BER
AIR BLUE	6BO
AIR BOSNA	BON
AIR BRIDGE CARGO	ABW
AIR CAIRO	MSC
AIR CANADA	ACA
AIR CARAIBES ATLANTIQUE	CAJ
AIR CENTRAL ASIA	GIW
AIR CHARTER EXPRESS LIMITED	ACE
AIR CHATHAMS	CVA
AIR CHINA	CCA
AIR CHINA CARGO CO., LTD	CAO
AIR COMET PLUS	MPD
AIR CONTRACTORS (IRELAND) LTD	ABR
AIR DIVISION OF THE EAST. KAZ.	UCK
AIR DOLOMITI	DLA
AIR ENTERPRISE PULKOVO	PLK
AIR EUROPA	AEA
AIR EXECUTIVE	JMS
AIR EXECUTIVE CHARTER GMBH	XEC

AIR EXPRESS SWEDEN AB	AEQ
AIR FOUR S.P.A.	AFM
AIR FRANCE	AFR
AIR GLACIERS SA	AGV
AIR GO	8BG
AIR GREENLAND A/S	GRL
AIR INDEPENDENCE LUFT.	JTV
AIR INDIA	AIC
AIR INVEST	8ET
AIR ITALY SPA	AEY
AIR LAZUR – GENERAL AVIATION	LZR
AIR LIBYA TIBESTI	TLR
AIR MADAGASCAR	MDG
AIR MALAWI	AML
AIR MALTA PLC	AMC
AIR MAURITANIE	MRT
AIR MAURITIUS LIMITED	MAU
AIR MEDICAL LTD	MCD
AIR MEDITERRANEE	BIE
AIR MEMPHIS	MHS
AIR MOLDOVA	MLD
AIR NAMIBIA (PTY) LTD	NMB
AIR NATIONAL CORPORATE LTD	8FB
AIR NEW ZEALAND LTD.	ANZ
AIR NOSTRUM	ANE
AIR ONE	ADH
AIR ONE EXECUTIVE S.P.A.	AOE

AIR PARTNER PLC	ACG
AIR PINK	8AM
AIR SCORPIO	SCU
AIR SENEGAL INTERNATIONAL	SNG
AIR SERVICE LIEGE	ASL
AIR SEYCHELLES	SEY
AIR SLOVAKIA BWJ LTD	SVK
AIR SOFIA	SFB
AIR TAXI EUROPE	6AN
AIR TOMISKO	8FG
AIR TRAFFIC GMBH DUSSELDORF	ATJ
AIR TRANSAT	TSC
AIR TRANSPORT INTERNATIONAL	ATN
AIR UNIVERSAL LIMITED	UVS
AIR URGA	URG
AIR VANUATU	AVN
AIR VIA	VIM
AIR ZIMBABWE	AZW
AIRCOMPANY KARAT	AKT
AIRCOMPANY KOKSHETAU	KRT
AIRCOMPANY TATARSTAN, OJSC	TAK
AIRCOMPANY YAKUTIA	SYL
AIRCRAFT MAINTENANCE COMPANY	AMV
AIREST	AIT
AIRFIX AVIATION	FIX
AIRLINAIR SA	RLA
AIRLINES 400, JSC	VAZ

AIRLINK AIRWAYS	HYR
AIRLINK LUFTVERKEHRS GESELL.	JAR
AIR-TAXI EUROPE	7AH
AIRTIME CHARTERS	IME
AIRVALLEE S.P.A.-(VAL D'AOSTE)	RVL
ALBA SERVIZI AEROTRASPORTI SPA	AFQ
ALBANIAN AIRLINES MAK S.H.P.K.	LBC
ALBINATI AERONAUTICS	LUC
ALEXANDRIA AIRLINES	KHH
ALIPARMA	PAJ
ALITALIA	AZA
ALITALIA EXPRESS	SMX
ALIVEN	LVN
ALL NIPPON AIRWAYS CO., LTD.	ANA
ALPI EAGLES SPA	ELG
ALROSA-AVIA	LRO
AMC AIRLINE	6AM
AMERER AIR	AMK
AMERICAN AIRLINES INC.	AAL
AMERICAN TRANS AIR, INC.	AMT
AMERICANO GM-AVIATION	6BD
AMERIJET INTERNATIONAL	AJT
AMI JET CHARTER	6CN
AMIRA AIR GMBH	XPE
AMR AMERICAN EAGLE, INC.	EGF
AMW TCHAD	6DB
ANGUILLA AIR SERVICES	6BK

ANTONOV DESIGN BUREAU	ADB
ARCUS-AIR-LOGISTIC GMBH	AZE
ARIANA AFGHAN AIRLINES	AFG
ARKAS AIR	8BI
ARKIA ISRAEL INLAND AIRLINES	AIZ
ARMAVIA	RNV
ARROW AIRWAYS, INC.	APW
ASIA CONTINENTAL AIRLINES	CID
ASIANA AIRLINES	AAR
ASTRAEUS LTD.	AEU
ATA-AEROCONDOR TRANSPORTES	ARD
ATLANTA	ABD
ATLANTIC AIRLINES	BJK
ATLANTIC AIRLINES LTD	NPT
ATLANTIC AIRWAYS FAROE ISLANDS	FLI
ATLANTIC EXPRESS/EOS AIRLINES	ESS
ATLANT-SOYUZ	AYZ
ATLAS AIR, INC. (JAMAICA, NY)	GTI
ATLAS BLUE	BMM
ATLAS JET INTERNATIONAL	OGE
ATLASJET HAVACILIK AS	KKK
ATMA	AMA
ATRAN-AVIATRANS CARGO AIRLINES	VAS
ATYRAU AUE JOLY	JOL
AUGSBURG-AIRWAYS GMBH	AUB
AUGUSTA AIR LUFTFAHRTUNTERN.	AUF
AURELA	LSK

AURIGNY AIR SERVICES LTD.	AUR
AUSTRIAN AIRLINES (AUA)	AUA
AVANTI AIR	ATV
AVIACION EJECUTIVA MEXICANA	AVM
AVIACON ZITOTRANS	AZS
AVIAENERGO	ERG
AVIAEXPRESS, AIRCOMPANY	VXX
AVIAL NV LTD, AVIATION COMPANY	NVI
AVIANCA (COLOMBIA).	AVA
AVIAPRAD, JOINT-STOCK COMPANY	VID
AVIASTAR-TU CO.LTD	TUP
AVIATION BEAUPORT LTD.	AVB
AVIENT AVIATION	SMJ
AVIES	AIA
AVIO DETACHMENT -28	BGF
AVIO SLUZBA	SLU
AVIOGENEX	AGX
AVIONES DE ORIENTE, C.A.	ROI
AVIOSTART AS LTD	VSR
AVITRANS NORDIC AB	ETS
AXIS AIRWAYS	AXY
AZERBAIJAN HAVA YOLLARI	AHY
BAHAMASAIR HOLDINGS LTD.	BHS
BAHREIN EX. AIR SERV. (BEXAIR)	BXA
BALEARES LINK EXPRESS S.L.	HOA
BALTYKA LTD	BTK
BANGLADESH BIMAN	BBC

BANNERT AIR	BBA
BELAIR AIRLINES AG	BHP
BELAIR AVIATION	6CT
BELAVIA	BRU
BELLE AIR	LBY
BELL-VIEW AIRLINES LIMITED	BLV
BERKUT AIR	BEK
BEST HAVAYOLLARI	BST
BFS BUSINESS FLIGHT SALZBURG	AUJ
BH AIR	BGH
BIN AIR GMBH	BID
BIZAIR FLUGGESELLSCHAFT	BZA
BLUE AIR-TRANSPORT AERIAN	JOR
BLUE ISLANDS	BCI
BLUE LINE	BLE
BLUE PANORAMA AIRLINES SPA	BPA
BLUE WINGS AG, DUSSELDORF	BWG
BLUE1 OY, FINLAND	BLF
BLUEBIRD CARGO LTD	BBD
BMIBABY LTD	BMI
BOMBARDIER BUSINESS JET SOL.	LXJ
BON AIR	6BN
BOOKAJET	BOO
BRAATHENS ASA	BRA
BRA-TRANSPORTES AEREOS LTDA.	BRB
BRAVO AIRLINES	8FC
BRIGHT AVIATION SERVICES	BRW

BRISTOL FLYING CENTRE	CLF
BRISTOW HELICOPTERS GROUP LTD.	BHL
BRITAIR S.A.	BZH
BRITISH AIRWAYS	BAW
BRITISH MIDLAND AIRWAYS LTD.	BMA
BRITISH MIDLAND REGIONAL LTD	BMR
BRITISH REGIONAL AIRLINES LTD.	BRT
BUDAPEST AIR SERVICE LTD	BPS
BULGARIA AIR	LZB
BULGARIAN AIR CHARTER	BUC
BUSINESS AVIATION CENTER JSC	BCV
BUSINESS EXPRESS	6CV
BUSINESS WINGS LUFTFAHRTUNT.	8BV
C N AIR, S.A.	ORO
CAIRO AIR TRANSPORT COMPANY	CCE
CAMEROON AIRLINES	UYC
CAPITAL TRADING AVIATION LTD	EGL
CAPITOL CARGO INTERN. AIRLINES	CCI
CARGOITALIA SPA	CRG
CARGOJET AIRWAYS LTD	CJT
CARGOLUX AIRLINES INT.	CLX
CARIB AVIATION LTD	DEL
CARIBAIR SA	CBC
CARIBBEAN STAR AIRLINES LIM.	GFI
CARPATAIR S.A.	KRP
CATHAY PACIFIC AIRWAYS LTD.	CPA
CCF MANAGER AIRLINE GMBH, KOLN	CCF

CEGA AVIATION LIMITED	CEG
CENTRE-AVIA AIRLINES, JSC	CVC
CENTURY AIRBIRDS	6CM
CHALAIR	CLG
CHALLENGE AIR LUFTVERKEHRS	CLS
CHALLENGELINE LS GMBH	6CJ
CHARTER SERVICE HETZLER	8BD
CHC DENMARK APS	NBI
CHINA AIRLINES	CAL
CHINA CARGO AIRLINES	CKK
CHINA EASTERN AIRLINES	CES
CHINA SOUTHERN AIRLINES	CSN
CIMBER AIR A/S	CIM
CIRRUS LUFTFAHRTGESELL. MBH	RUS
CITEL YNX	8FL
CITY AIRLINE AB	SDR
CITY STAR AIRLINES (LANDSFLUG)	ISL
CITYFLYER EXPRESS	CFE
CITYJET	BCY
CITYLINE HUNGARY LTD.	CNB
CLICKAIR	8FH
CLICKAIR, S.A.	CLI
CLUB 328 LTD	SDJ
CLUB AIR S.P.A.	ISG
COAST AIR AS	CST
COMFORT AIR MUNCHEN	FYN
COMLUX AVIATION AG	CLA

COMORES AVIATION	KMZ
COMPANIA AEREA DE NAVEGACION	ALI
COMTEL BEDARFSFLUEGE KG	COE
CONDOR FLUGDIENST GMBH (FRA)	CFG
CONDOR FLUGDIENST GMBH (KELST)	CIB
CONTACTAIR GMBH & CO	KIS
CONTINENTAL AIR LINES INC.	COA
CORPORATE JETS INC.	CJI
CORSE AIR INTERNATIONAL	CRL
COUGAR LEASING LTD (T/A FLY GL	GSM
COVIDIEN CO	6DA
CROATIA AIRLINES	CTN
CROSS AVIATION LTD	CRX
CUBANA DE AVIACION S.A.	CUB
CYPRUS AIRWAYS LTD.	CYP
CZECH AIRLINES J.S.C.	CSA
DAEDALOS FLUGBETRIEBS GMBH	IAY
DAGHESTAN AIRLINES	DAG
DAIMLER CHRYSLER AVIATION GMBH	DCS
DAIRO AIR SERVICES,LTD.	DSR
DANISH AIR TRANSPORT APS	DTR
DARWIN AIRLINE SA	DWT
DASNAIR SA	DGX
DASSAULT FALCON SERVICE	DSO
DEER JET CO LTD.	DER
DELTA AIR LINES, INC.	DAL
DENIM AIR	DNM

DEUTSCHE BA	BAG
DEUTSCHE LUFTHANSA, A.G.	DLH
DEUTSCHE ZEPPELIN REEDEREI	6DZ
DHL AIR LIMITED	DHK
DI AIR	DIS
DIRECT AIR EXECUTIVE	DAX
DJT AVIATION GMBH & CO KG	DJC
DNIEPROAVIA	UDN
DOGAN AIR	DGC
DOMINGUEZ TOLEDO (GR MAYORAL)	MYO
DONBASS-EASTERN UKRAINIAN	UDC
DOT LT	DNU
DRAGONFLY	6AG
DRF DEUTSCHE RETTUNGSFLUGWACHT	AMB
DUBROVNIK AIRLINE D.O.O.	DBK
DUCAIR S.A.	DUK
DUNYAYA BAKIS HAVA TASIMACILIG	VVF
DYNAMIC JET TRAVEL	8FK
EAGLE AIR LTD A BERNE	EAB
EAGLE AVIATION FRANCE	EGN
EAST WING	EWZ
EASTERN AIRWAYS (UK) LIMITED	EZE
EASTERN SKY JETS	ESJ
EASTWAY AVIATION	6BZ
EASY JET SWITZERLAND SA	EZS
EASYJET AIRLINES CO. LTD	EZY
EDELWEISS AIR AG	EDW

EDINBURGH AIR CHARTER LTD	EDC
EFD EISELE FLUGDIENST GMBH	EFD
EGYPT AIR	MSR
EIRJET LTD	EIR
EL AL - ISRAEL AIRLINES LTD.	ELY
ELBE AIR LUFTTRANSPORT	LBR
ELBRUS AVIA AIR ENTERPRISE	NLK
EL-BURAQ AIR TRANSPORT INC.	BRQ
ELILARIO ITALIA	6BA
ELITE AVIATION LLC	6CK
ELIXAIR	8CR
EMIRATES	UAE
EMPRESA AEROCARIBBEAN S.A.	CRN
ERITREAN AIRLINES	ERT
ESTONIAN AIR	ELL
ETHIOPIAN AIRLINES CORPORATION	ETH
ETIHAD AIRWAYS	ETD
EURO CONTINENTAL AIE, S.L.	ECN
EURO FLIGHT SERVICE	FSD
EURO MEDITERRANEAN AIRLINES	EUD
EUROAIR LTD	EUP
EUROATLANTIC AIRWAYS	MMZ
EUROCYPRIA AIRLINES LIMITED	ECA
EUROFLUG FRENZEL	6DD
EUROFLY S.P.A.	EEZ
EUROFLY SERVICE	EEU
EUROJET AVIATION LTD	GOJ

EUROJET ITALIA	ERJ
EUROJET ROMANIA	8SE
EUROLOT S.A.	ELO
EUROMANX AIRWAYS GMBH	EMX
EUROP STAR AIRCRAFT GMBH	6AX
EUROPE AIRPOST	FPO
EUROPEAN 2000 AIRLINES LTD	EUT
EUROPEAN AIR EXPRESS	EAL
EUROPEAN AIR TRANSPORT	BCS
EUROPEAN AVIATION AIR CHARTER	EAF
EUROPEAN BUSINESS JETS PLC	EBJ
EUROPEAN FLIGHT SERVICES	8DW
EUROWINGS AG, NURNBERG	EWG
EVA AIRWAYS CORPORATION	EVA
EVERGREEN INTERNATIONAL AIRL.	EIA
EXACT HOLDINGS BV	6BP
EXCEL AVIATION LIMITED	XLA
EXCELLENT AIR GMBH	GZA
EXECUJET	6CR
EXECUJET MIDDLE EAST	EJO
EXECUJET SCANDINAVIA A/S	VMP
EXECUTIVE AIRLINES PTY LTD	6BG
EXECUTIVE AIRLINES S.L.	EXU
EXECUTIVE AVIATION SERVICES	JTR
EXECUTIVE JET CHARTER LIMITED	EXJ
EXIN	EXN
EXPO AVIATION (PVT) LTD	EXV

FAI AIRSERVICE, NURNBERG	IFA
FARNAIR HUNGARY LTD	FAH
FARNAIR SWITZERLAND AG	FAT
FEDERAL EXPRESS CORPORATION	FDX
FINNAIR OYJ	FIN
FINNISH COMMUTER AIRLINES OY	WBA
FIRST CHOICE AIRWAYS	FCA
FISHER AIR POLSKA, SP ZOO	FFP
FLASH JET AV V	8FQ
FLEET AIR INTERNATIONAL	6BM
FLIGHTLINE (SPAIN)	FTL
FLIGHTLINE (UNITED KINGDOM)	FLT
FLIGHTWORKS, INC. (KENNESAW)	FWK
FLUGFELAG ISLANDS, AIR ICELAND	FXI
FLY AIR	FLM
FLY EXCELLENT AB	FXL
FLY ME SWEDEN AB	FLY
FLY POINT FLUGSERVICE	8SD
FLYBABOO SA	BBO
FLYBE JERSEY EUROPEAN	BEE
FLYGUPPDRAGET BACKAMO AB	INU
FLYING CARPET COMPANY	FCR
FLYING SERVICE	FYG
FLYJET LTD.	FJE
FOCUS AIR	8CD
FORMULA ONE MANAGEMENT LTD.	FOR
FOXAIR	FXR

FR AVIATION LTD	FRA
FREE BIRD AIRLINES	FHY
FUTURA GAEL	FGL
FUTURA INT'L AIRWAYS, SA	FUA
G5 EXECUTIVE AG	EXH
GABON AIRLINES	GBK
GADAIR EUROPEAN AIRLINES	GDR
GAIN JET AVIATION S.A.	GNJ
GAMA AVIATION LTD	GMA
GAZPROMAVIA	GZP
GB AIRWAYS LTD	GBL
GEMINI AIR CARGO, LLC	GCO
GENEX LTD	GNX
GEORGIAN AIRWAYS	TGZ
GEORGIAN NATIONAL AIRLINES	GFG
GERMANIA FLUGGESELLSCHAFT KOLN	GMI
GERMANWINGS GMBH	GWI
GESTAIR EXECUTIVE JET	GES
GESTION AEREA AJECUTIVA S.L.	GJT
GIO BUSINESS AVIATION	7GB
GLOBAL AVIATION OPERATIONS	GBB
GLOBAL JET AUSTRIA	GLJ
GLOBAL JET LUXEMBOURG	SVW
GLOBAL SUPPLY SYSTEMS LTD.	GSS
GLOBE JET S.A.L.	GJA
GOLD AIR INTERNATIONAL LIMITED	GDA
GOLDECK FLUG GMBH	GDK

GOLDEN AIR FLYG AB	GAO
GOMEL AIRLINES	GOM
GOODWIN PUMPS INC.	6BC
GRAFAIR	6DE
GREAT WALL AIRLINES CO., LTD	GWL
GROSSMANN AIR SERVICE	HTG
GROSSMANN JET SERVICE	GSJ
GUARD SYSTEMS ASA	GSY
GULF AIR	GFA
GULF AIR BAHRAIN B.S.C.	GBA
HAHN AIR-LINES GMBH	HHN
HAINAN AIRLINES	CHH
HAMBURG INTERNATIONAL LUFTV.	HHI
HANG KHONG VIET NAM	HVN
HANGAR 8 LTD	HGR
HAPAG LLOYD EXPRESS GMBH	HLX
HAPAG LLOYD FLUGGESELLSCHAFT	HLF
HAWAIIAN AIRLINES	HAL
HEAVYLIFT CARGO AIRLINES PTY.	6DO
HELI AIR SERVICES	HLR
HELI FLIGHT FLUGSCHULE GMBH	6CE
HELI-AIR-MONACO	MCM
HELICOPTER TRAVEL MUNICH	8EP
HELLAS JET	HEJ
HELLENIC IMPERIAL AIRWAYS	IMP
HELLO AG	FHE
HELVETIC AIRWAYS AG	OAW

HEMUS AIR	HMS
HEWA BORA AIRWAYS	ALX
HEX'AIR	HER
HFF TRAVEL AIRWAYS	6CQ
HOLA AIRLINES	HOA
HOMAC AVIATION S.A.	HMV
HONG KONG DRAGON AIRLINES	HDA
HOP-A-JET, INC. FT. LAUDERDAL	HPJ
HOTELES DINAMICOS, S.A. DE C.V	HDI
HOZU-AVIA	OZU
I.J.M. INTERNATIONAL JET MANAG	IJM
IBERIA	IBE
IBERTRANS AEREA S.L.	IBT
IBERWORLD	IWD
ICAR AIR	RAC
ICELANDAIR	ICE
IMAIR	ITX
IMP GROUP AVIATION SERVICE LTD	XGG
INTER EXPRESS AIRLINES	INX
INTERFLIGHT	IFT
INTERFLY	RFL
INTERJET	MTF
INTERJET (GREECE)	INJ
INTERNATIONAL BUSINESS AIR	IBZ
INTERSKY LUFTFAHRT GMBH	ISK
INTERSTATE AIRLINES B.V.	FWA
INVESTAVIA	TLG

IRAN NAT. AIRLINES (IRAN AIR)	IRA
ISD AVIA LTD	ISD
ISLAND BIRDS	7IB
ISRAEL AIRCRAFT INDUSTRIES LTD	IAI
ISR AIR	ISR
ITAFLY	ITL
ITALI AIRLINES SRL	ACL
IZMIR AIRLINES	IZM
JADE CARGO INTERNATIONAL	JAE
JAMAHIRIYA LIBYAN ARAB AIRL.	LAA
JAPAN AIR LINES COMPANY, LTD.	JAL
JAT AIRWAYS	JAT
JATE - JORDAN AVIATION	JAV
JET AIR FLUG GMBH	ZQV
JET AIRWAYS, M/S (INDIA) PVT	JAI
JET AVIATION BUSINESS JETS GMB	6CY
JET AVIATION USA	6BH
JET AVIATION, BUSINESS JETS AG	PJS
JET CONNECTION	JCX
JET EXECUTIVE INT'L CHARTER	JEI
JET FLY AVIATION	6AE
JET ICU	6BY
JET LINE INTERNATIONAL LTD.	MJL
JET OPTIONS	ATX
JET SOLUTIONS LLC	6BE
JET SOURCE CHARTER INC	6DG
JET STAR INC.	1JS

JET STREAM	8CM
JET TIME	JTG
JET2.COM LTD	EXS
JET4YOU	JFU
JETAIRFLY	JAF
JETALLIANCE AG	JAG
JETBLUE AIRWAYS	JBU
JETCLUB LIMITED	JCS
JETFLITE OY, FINLAND	JEF
JETFLY AIRLINES GESMBH	JFL
JETFLY AVIATION	8BW
JETLINE FLUGGESELLSCHAFT	6DF
JETNETHERLANDS	JNL
JETNETHERLANDS BV	6AD
JETRAN AIR SRL	MDJ
JETSTREAM EXECUTIVE TRAVEL LTD	JXT
JETX AIRLINES LTD	JXX
JOB AIR	JBR
JOHNSONS AIR LIMITED	JON
K SERVICES	6CS
K2 SMARTJET	KSJ
KALITTA AIR, LLC	CKS
KAPO AIRCOMPANY	KAO
KARLOG AIR CHARTER APS	KLG
KARTHAGO AIRLINES	KAJ
KAVMINVODYAVIA	MVD
KD AVIA, OJSC	KNI

KENYA AIRWAYS LTD.	KQA
KEY AIRLINES	KEY
KHORS AIRCOMPANY	KHO
KIBRIS TURK HAVA YOLLARI LTD.	KYV
KINGFISHER AIR SERVICES	BEZ
KLM CITYHOPPER BV	KLC
KLM ROYAL DUTCH AIRLINES	KLM
KOGALYMAVIA	KGL
KORAL BLUE AIRLINES	KBR
KOREAN AIR LINES CO., LTD.	KAL
KOSMOS	KSM
KRASNOJARSKY AIRLINES	KJC
KUBAN AIRLINES	KIL
KUWAIT AIRWAYS CORPORATION	KAC
KUZU HAVAYOLLARI KARGO TASIMAC	KZU
L T E INTERNATIONAL AIRWAYS	LTE
LAGUN AIR S.L.	JEV
LAN CHILE CARGO	LCO
LAN -LINEA AEREA NAC. DE CHILE	LAN
LAN PERU S.A.	LPE
LATCHARTER	LTC
LAUDA AIR	LDA
LEADAIR UNIJET	LEA
LEEWARD ISLAND HELICOPTERS	6DM
LEEWARD ISLANDS AIR TRANSPORT	LIA
LIBYAN ARAB CO. FOR AIR CARGO	LCR
LINEAS AEREAS SURAMERICANAS	LAU

LINXAIR BUSINESS AIRLINES	8EF
LITHUANIAN AIRLINES	LIL
LIVINGSTON S.P.A.	LVG
LONDON EXECUTIVE AVIATION LTD	LNK
LOT - POLSKIE LINIE LOTNICZE	LOT
LOTUS AIRLINE	TAS
LTU BILLA LUFTTRANSPORT UNTERN	LTO
LTU LUFTTRANSPORT-UNTERNEHMEN	LTU
LUFTHANSA CITYLINE	CLH
LUXAIR	LGL
LUXE AVIATION	6DC
LUZAIR	LUZ
LYDD AIR LTD	LYD
MACEDONIAN AIRLINES (FYROM)	MAK
MADAGASCAR TRANS AIR	6CD
MAHAN AIR	IRM
MALAYSIAN AIRLINES SYSTEM	MAS
MALEV - HUNGARIAN AIRLINES	MAH
MALMO AVIATION AB	SCW
MANHATTAN AIR LIMITED	MHN
MAP-MANAGEMENT & PLANUNG GMBH	MPJ
MARSHALL AEROSPACE	MCE
MARTINAIR HOLLAND N.V.	MPH
MAS AIRWAYS LTD	TFG
MASTERJET, AVIACAO EXECUTIVA	LMJ
MAXIMUS AIR CARGO	MXU
MAXJET AIRWAYS	MXJ

MC AIR SERVICES	6AC
MCHS ROSII (MIN OF EMERG SIT)	8MC
MEDITERRANEAN AIR FREIGHT S.A.	MDF
MEGA AIRLINES	MGK
MERIDIAN AVIATION ENTERPRISE	POV
MERIDIAN LTD	MEM
MERIDIANA SPA	ISS
MERIDIEN AIR CHARTER	6CA
MIA AIRLINES	8CB
MIAMI AIR INTERNATIONAL INC.	BSK
MICHELIN AIR SERVICES	BIB
MID EAST JET INC.	7ME
MIDDLE EAST AIRLINES	MEA
MINILINER SRL	MNL
MISTRAL AIR	MSA
MK AIRLINE LTD	MKA
MNG HAVAYOLLARI VE TASIMACILIK	MNB
MOLDAVIAN AIRLINES	MDV
MONARCH AIRLINES LTD.	MON
MONGOLIAN AIRLINES	MGL
MONTENEGRO AIRLINES	MGX
MOTOR SICH	MSI
MOUNTAIN AIR CARGO, INC.	MTN
MSR FLUG-CHARTER GMBH, GREVEN	EBF
MURRAY AIR, INC.	MUA
MUSTIQUE AIRWAYS	MAW
MY WAY AIRLINES SRL	MYW

MYTRAVEL AIRWAYS (UK)	MYT
MYTRAVEL AIRWAYS A/S	VKG
NATIONAL AIR SERVICE-NETJETS	7NJ
NATIONWIDE AIR	NTW
NATURELINK CHARTER (PTY) LTD	NRK
NEOS SPA	NOS
NETJETS AVIATION, INC.	EJA
NETJETS INTERNATIONAL, INC.	NJT
NETJETS, TRANSPORTES AEREOS	NJE
NEW WORLD JET CORPORATION	NWD
NIGHT EXPRESS, FRANKFURT	EXT
NIKI LUFTFAHRT GMBH	NLY
NIPPON CARGO AIRLINES CO.	NCA
NL LUFTFAHRT GMBH	NLY
NOORDZEE HELICOPTERS VLAAND.	8AA
NORD-FLYG AB	NEF
NORDIC AIRLINK	NDC
NORDIC REGIONAL AB	NRD
NORDIC SOLUTION	8DF
NORMAN AVIATION	6AF
NORTH AMERICAN AIRLINES	NAO
NORTH FLYING A/S	NFA
NORTHERN EXECUTIVE AVIATION	NEX
NORTHWEST AIRLINES INC.	NWA
NORWEGIAN AIR SHUTTLE AS	NAX
NOUVEL AIR TUNISIE	LBT
NOUVELLE AIR AFFAIRES GABON	NVS

NOUVELLE AIR IVOIRE	VUN
NOVA AIRLINES AB	NVR
NOVAIR - AVIACAO GERAL, S.A.	NOP
NOWY PRZEWOZNIK SP. Z.O.O.	CLW
OASIS HONG KONG AIRLINES	OHK
OCEAN AIRLINES	VCX
OCEAN SKY LTD	OCS
OCEANAIR - LINHAS AEREAS LTDA.	ONE
OHLAIR CHARTERFLUG	8FD
OLYMPIC AIRLINES SA	OAL
OMEGA AIR HOLDINGS, LLC D/B/A	FKS
OMNI - AVIACAO E TECNOLOGIA	OAV
OMNI AIR EXPRESS, INC. (TULSA)	OAE
ONUR HAVA TASIMACILIK AWMS	OHY
ORBEST S. A.	OBS
OSTERMANN HELICOPTER AB	6CF
OSTFRIESISCHE LUFTTRANSPORT	OLT
OY AIR FINLAND LTD. FINLAND	FIF
OZJET AIRLINES	OZJ
PAKISTAN INT. AIRLINES (PIA)	PIA
PAN EUROPEENNE AIR SERVICE	PEA
PARAMOUNT PICTURES	6BI
PECOTOX AIR	PXA
PEGASUS HAVA TASIMACILIGI	PGT
PEN AVIA LIMITED	6AJ
PETROLEOS DE VENEZUELA	8BH
PHOENIX AVIATION	6BX

PIEDMONT AVIATION SERVICES INC	PCE
PLUNA	PUA
POLET	POT
PORTUGALIA	PGA
PREMIAIR S.A.	BAT
PREMIUM AVIATION	PMU
PRESIDENTIAL AIRWAYS, INC.	6BL
PRIMA CHARTER	6AZ
PRINCE AVIATION	8EG
PRIVAT AIR SA	PTI
PRIVATAIR GMBH, DUSSELDORF	PTG
PRIVATE FLIGHT(s)	<i>ZZZ</i>
PRIVATE WINGS FLUGCHARTER	PWF
PRIVILEGE STYLE, S.A.	PVG
PROAIR AVIATION GMBH	6BB
PROFESSIONAL JET	6AI
PSKOV STATE AVIATION ENT.	PSW
PULLMANTUR AIR	PLM
QANTAS AIRWAYS LIMITED	QFA
QATAR AIRWAYS COMPANY	QTR
QATAR AMIRI FLIGHT	QAF
QUICK AIR JET CHARTER GMBH	QAJ
RABBIT-AIR AG, ZURICH	RBB
RAF-AVIA	MTL
RAINBOW INTERNATIONAL AIRLINES	6DI
RAK AIRWAYS	RKM
RATH AVIATION GMBH	RAQ

RAY AVIATION	REI
RAYA JET	RYT
REGIONAL AIR EXPRESS GMBH	REW
REGIONAL AIR LINES (MOROCCO)	RGL
REGIONAL AIRLINES (FRANCE)	RGI
REGIONAL LINEAS AEREAS (SPAIN)	RGN
REGIONAL PACIFIC AIRLINES	6CP
REGIONAL, COMP. AERIENNE EURO.	RAE
RIKSOS YACHTING & AVIATION	6CL
RIVAFLECHA S.L. (BKS AIR)	CKM
ROBIN HOOD AVIATION	6BU
ROMAVIA	RMV
ROYAL AIR MAROC	RAM
ROYAL BRUNEI AIRLINES	RBA
ROYAL FALCON	RFJ
ROYAL JET	ROJ
ROYAL JORDANIAN	RJA
ROYAL WINGS AIRLINES	RWZ
RUSJET AIRCOMPANY	RSJ
RYAN AVIATION CORPORATION	RYN
RYANAIR	RYR
S.C.ION TIRIAC S.A.	TIH
SAFAIR PTY LTD.	SFR
SAGA HAVA TASIMACILIK A.S.	SGX
SAINT BARTH COMMUTER	SBU
S-AIR, PRIV. JOINT-STOCK AV. C	RLS
SALZBURG JET AVIATION GMBH	MOZ

SAMARA	BRZ
SARATOV AVIATION DIVISION	SOV
SAS BRAATHENS AS	CNO
SATA - SERVICIO A COREANO DE T.A	SAT
SATA INTERNACIONAL	RZO
SAUDI ARABIAN AIRLINES	SVA
SAUDIA OGER	6AL
SAYAKHAT	SAH
SAYAT AIR	SYM
SCANDINAVIAN AIRLINES SYSTEM	SAS
SEA AIR	7SA
SEAGLE AIR	CGL
SERVAIR, PRIVATE CHARTER AG	SWZ
SERVICIOS AEREOS PROFESIONALES	PSV
SERVICIOS AERONAUTICOS Z, S.A.	SZT
SERVIZI AEREI SPA	SNM
SEVASTOPOL-AVIA	SVL
SEVENAIR	TUI
SEVERSTAL, AIRCOMPANY LTD	SSF
SHANGHAI AIRLINES CARGO	SHQ
SHAR INK LTD.	UGP
SIA CARGO PTE LTD	SQC
SIBERIA AIRLINES	SBI
SIBERIA AIRLINES (S7)	SBI
SILBERBIRD BUSINESS CHARTER	6AH
SILK WAY AIRLINES	AZQ
SILVAIR CLOUD AIR	6CO

SILVER AIR	SVJ
SILVER AIR LTD	SLD
SINGAPORE AIRLINES LIMITED	SIA
SIRIO	SIO
SIRIO EXECUTIVE S.R.L.	SIW
SIRIUS-AERO	CIG
SKY AIRLINES	SHY
SKY CARRIER	6CZ
SKY EUROPE AIRLINES HUNGARY	HSK
SKY EXPRESS SP, Z.O.O.	SXP
SKY SERVICE	SKS
SKY WINGS AIRLINES S.A.	GSW
SKYDIVE UK LTD	6BR
SKYDRIFT LTD	SDL
SKYEUROPE AIRLINES, A.S.	ESK
SKYSERVICE F.B.O. INC.	SSV
SKYTAXI LTD	IGA
SKYWAYS EXPRESS AB	SKX
SKYWORK SA	SRK
SLAM LAVORI AERI	8DY
SMART AVIATION COMPANY	SME
SN BRUSSELS AIRLINES	DAT
SOLID AIR BV	SOX
SONNIG SA	ONG
SOS FLYGAMBULANS AB	SGA
SOUTH AFRICAN AIRWAYS (SAA)	SAA
SOUTH AIRLINES	OTL

SOUTHERN AIR, INC.	SOO
SPANAIR	JKK
SPEEDWINGS SA	SPW
SPITFIRE AVIATION	6BQ
SRILANKAN AIRLINES	ALK
ST. VINCENT GRENADINES AIR	SVD
STAR AIR A/S	SRR
STAR XL GERMAN AIRLINES GMBH	GXL
STARAIR (IRELAND) LTD	BLY
STARLINE KZ	6CW
STATE FLIGHT ACADEMY, UKRAINE	UFA
STATE ORENBURG AVIA ENTERPRISE	ORB
STATE TRANSPORT COMPANY RUSSIA	SDM
STATE UNITARY AIR ENTERPRISE	SUM
STERLING AIRLINES A/S	SNB
STUTTGARTER FLUGDIENST GMBH	FFD
SUCKLING AIRWAYS	SAY
SUN-AIR OF SCANDINAVIA A/S	SUS
SUNDOR INT. AIR SERVICES	ERO
SUNDT AIR	MDT
SUNEXPRESS -GUNES EKSPRES HAV.	SXS
SUNWING AIRLINES INC.	SWG
SURINAAMSE LUCHTVAART MAATS.	SLM
SWIFT COPTERS SA	WFC
SWIFTAIR S.A.	SWT
SWISS AIR-AMBULANCE LTD.	SAZ
SWISS EUROPEAN AIR LINES LTD	SWU

SWISS INTERNATIONAL AIR LINES	SWR
SYRIAN ARAB AIRLINES	SYR
TAAG, LINHAS AEREAS DE ANGOLA	DTA
TACV -TRANS. AEREOS CABO VERDE	TCV
TAF-LINHAS AEREAS S.A.	TSD
TAG AVIATION ESPANA, SA	TGM
TAG AVIATION S.A.	FPG
TAG AVIATION UK LTD	VIP
TAM - LINHAS AEREAS S.A.	TAM
TARHAN TOWER AIRLINES	TTH
TAROM, ROMANIAN AIR TRANSPORT	ROT
TAV AIR	6TV
TAVREY, AIRCOMPANY	TVR
TESIS	TIS
THAI AIRWAYS INTERNATIONAL	THA
THOMAS COOK AIRLINES	TCX
THOMAS COOK AIRLINES BELGIUM	TCW
THOMSONFLY	TOM
TIME AIR	TIE
TIRAMAVIA LTD	TVI
TITAN AIRWAYS LTD	AWC
TNT AIRWAYS S.A.	TAY
TOP-FLY	TLY
TRADE AIR	TDR
TRADEWIND AVIATION LLC, OXFORD	GPD
TRANS ANGUILLA AIRWAYS	6BF
TRANS EXEC AIR SERVICE	6AY

TRANS HELICOPTERE SERVICE	THZ
TRANS OCEAN AIRWAYS	6FC
TRANSAERO AIRLINES	TSO
TRANSAIR	7TA
TRANSAVIA FRANCE	TVF
TRANSAVIA HOLLAND B.V.	TRA
TRANSAVIAEXPORT	TXC
TRANSMILE AIR SERVICES (M) SDN	TSE
TRANSPORT' AIR	TSI
TRANSPORTES AEREOS PORTUGUESES	TAP
TRANSWEDE AIRWAYS AB	TWE
TRAVEL SERVICE LTD (HUNGARY)	TVL
TRAVEL SERVIS (CZECH REP.)	TVS
TRIPLE ALPHA LUFTFAHRTGESELLS.	CLU
TRISTAR AIR	TSY
TUI AIRLINES BELGIUM	TUB
TUI AIRLINES NEDERLAND BV	TFL
TUIFLY NORDIC AB	BLX
TULPAR	TUL
TUNIS AIR	TAR
TURISTIK HAVA TASIMACILIK AS	CAI
TURKISH AIRLINES-TURK HAVA YO.	THY
TURKMENHOVAYOLLARY	TUA
TWIN JET	TJT
TWINJET AIRCRAFT LTD.	TWJ
TYROLEAN AIR AMBULANCE GMBH	TYW
TYROLEAN AIRWAYS	TYR

TYROLEAN JET SERVICE	TJS
UGANDA AIR CARGO	UCC
UK INTERNATIONAL AIRWAYS	UKI
UKRAINE AIR ENTERPRISE	UKN
UKRAINE AIRALLIANCE	UKL
UKRAINE CARGO AIRWAYS	UKS
UKRAINE INTERNATIONAL AIRLINES	AUI
UKRAINE MEDITERRANEAN AIRLINES	UKM
UNIFLY SERVIZI AEREI SRL	UNU
UNITED AIR LINES INC.	UAL
UNITED ARABIAN AIRLINES	UAB
UNITED AVIATION	UVN
UNITED INTERNATIONAL AIRLINES	UIL
UNITED PARCEL SERVICE COMPANY	UPS
URAL AIRLINES	SVR
US AIRWAYS	USA
UTAIR AVIATION	UTA
UZBEKISTAN AIRWAYS-HAVO JUL.	UZB
VAN AIR EUROPE	8FO
VARIG LOGISTICA S.A.	VLO
VEGA AIRLINES	VEA
VENEZOLANA SERV EXPR DE CARGA	VEC
VIAGGIO AIR	VOA
VIBROAIR FLUGSERVICE GMBH	VIB
VIENNA JET	MJS
VIENNAJET BEDARFSLUFTFAHRT	VJA
VIKING AIRLINES AB	VIK

VIM AVIA	MOV
VIP AVIA (LATVIA)	PRX
VIRGIN ATLANTIC	VIR
VIRGIN EXPRESS	VEX
VISIG OPERACIONES AEREAS S.A.	VSG
VISTAJET	8SC
VLAAMSE LUCHTTRANSPORTMAATSCH.	VLM
VLADIVOSTOK AIR JSC	VLK
VOLARE AVIATION ENT. (UKRAINE)	VRE
VOLARE SPA	VLE
VOLGA AVIAEXPRESS COMPANY LTD.	WLG
VOLGA-DNEPR	VDA
VORONEZH AIRCRAFT MANUFACTUR.	VSO
VRG LINHAS AEREAS S/A	VRN
VUELING AIRLINES	VLG
VW AIR SERVICES	6BJ
WDL AVIATION (KOLN)	WDL
WELCOME AIR LUFTFAHRT	WLC
WERMLANDSFLYG AB	BLW
WEST AIR LUXEMBOURG S.A.	WLX
WEST AIR SWEDEN AB	SWN
WEST HELICOPTER AB	6CG
WHITE	WHT
WHITE EAGLE AVIATION LTD	WEA
WIDEROE'S FLYVESELSKAP A/S	WIF
WIND JET S.P.A.	JET
WINDROSE AIR, BERLIN	QGA

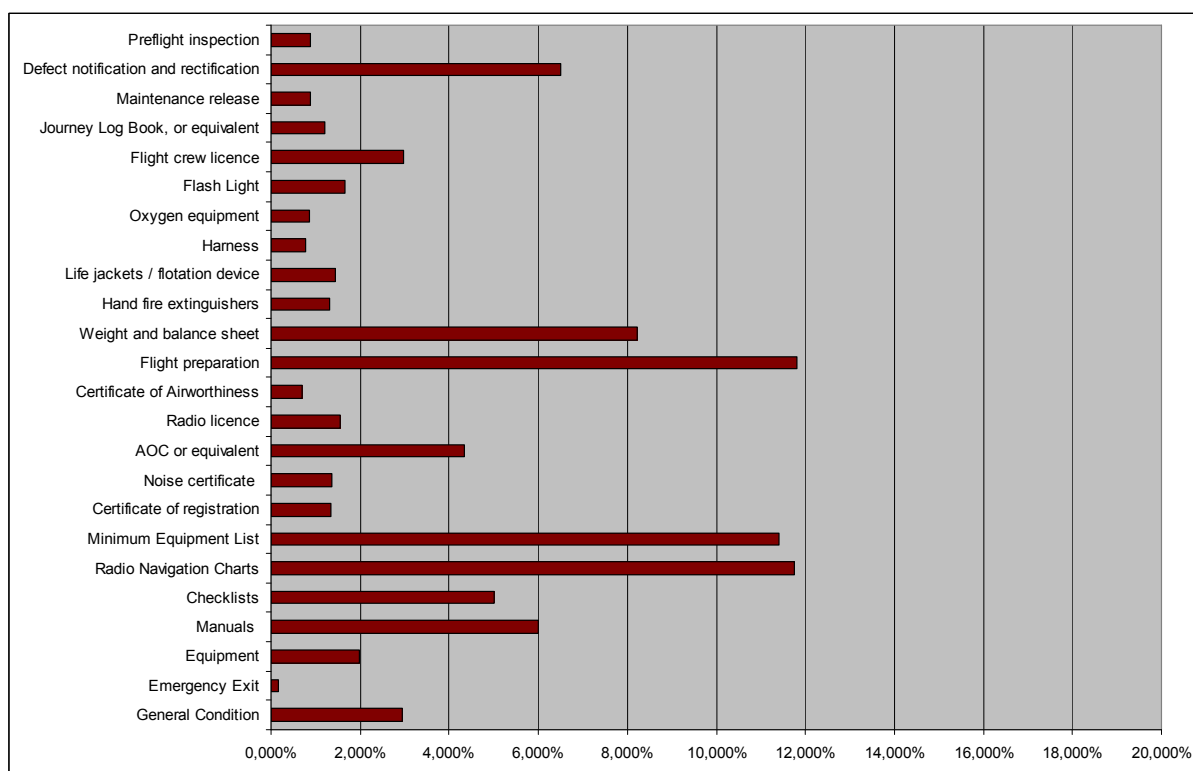
WINDWARD ISLANDS AIRWAYS INT.	WIA
WINWARD EXPRESS AIRWAYS	7WE
WIZZ AIR BULGARIA	8DU
WIZZ AIR HUNGARY LTD.	WZZ
WORLD AIRWAYS INC.	WOA
WRANGLER AVIATION, INC.	TDX
XCLUSIVE JETS	XJC
XL AIRWAYS FRANCE	XLF
YAK-SERVICE	AKY
YAMAL AIRLINES JSC	LLM
YEMENIA, YEMEN AIRWAYS	IYE
ZIMEX AVIATION LTD	IMX
ZOOM AIRLINES INC.	OOM

## APPENDIX D – Results (findings & inspections) per inspection item

Inspection item	Description	No. of times inspected (III)	No. of findings (F)	F/III
A. Flight Deck/General	A01 General Condition	7,338	216	2.944%
	A02 Emergency Exit	5,868	10	0.170%
	A03 Equipment	5,235	104	1.987%
Documentation	A04 Manuals	4,476	268	5.987%
	A05 Checklists	4,796	240	5.004%
	A06 Radio Navigation Charts	5,858	689	11.762%
	A07 Minimum Equipment List	5,683	648	11.402%
	A08 Certificate of registration	7,918	107	1.351%
	A09 Noise certificate (where applicable)	7,704	105	1.363%
	A10 AOC or equivalent	7,660	332	4.334%
	A11 Radio licence	7,835	121	1.544%
	A12 Certificate of Airworthiness	7,898	54	0.684%
	Flight data	A13 Flight preparation	6,022	711
A14 Weight and balance sheet		5,084	418	8.222%
Safety Equipment	A15 Hand fire extinguishers	6,130	81	1.321%
	A16 Life jackets / flotation device	5,749	83	1.444%
	A17 Harness	5,989	46	0.768%
	A18 Oxygen equipment	5,510	47	0.853%
	A19 Flash Light	5,300	88	1.660%
	A20 Flight crew licence	7,410	221	2.982%
Journey Log Book / Technical Log or equivalent	A21 Journey Log Book, or equivalent	5,991	72	1.202%
	A22 Maintenance release	5,824	51	0.876%
	A23 Defect notification and rectification	5,949	387	6.505%
	A24 Preflight inspection	5,466	48	0.878%
B. Safety / Cabin	B01 General Internal Condition	6,311	435	6.893%
	B02 Cabin Attendant's station and crew rest area	4,865	155	3.186%
	B03 First Aid Kit/ Emergency medical kit	5,121	276	5.390%
	B04 Hand fire extinguishers	5,364	132	2.461%
	B05 Life jackets / Flotation devices	5,063	150	2.963%
	B06 Seat belts	5,410	137	2.532%
	B07 Emergency exit, lighting and marking, torches	5,046	450	8.918%
	B08 Slides /Life-Rafts (as required)	4,046	91	2.249%
	B09 Oxygen Supply (Cabin Crew and Passengers)	4,533	186	4.103%
	B10 Safety Instructions	5,189	171	3.295%
	B11 Cabin crew members	4,081	64	1.568%
	B12 Access to emergency exits	5,105	198	3.879%
	B13 Safety of passenger baggage	2,249	43	1.912%
	B14 Seat capacity	3,126	6	0.192%
C. Aircraft Condition	C01 General external condition	7,514	1287	17.128%
	C02 Doors and hatches	7,212	137	1.900%
	C03 Flight controls	7,112	83	1.167%

	C04 Wheels, tyres and brakes	7,344	259	3.527%
	C05 Undercarriage	7,082	295	4.165%
	C06 Wheel well	6,762	215	3.180%
	C07 Powerplant and pylon	6,854	376	5.486%
	C08 Fan blades	6,051	29	0.479%
	C09 Propellers	614	26	4.235%
	C10 Obvious repairs	6,907	101	1.462%
	C11 Obvious unrepaired damage	6,776	127	1.874%
	C12 Leakage	7,087	411	5.799%
D. Cargo	D01 General condition of cargo compartment	4,735	428	9.039%
	D02 Dangerous Goods	538	57	10.595%
	D03 Safety of cargo on board	2,250	433	19.244%
E. General	E01 General	995	168	16.884%

## APPENDIX F.1 – Inspection items concerning the flight deck



*Ratio number of findings per inspections: flight deck items*

### APPENDIX F.1.1 – Flight preparation

Flight preparation is an important part of the flight during which the crew is studying the flight relevant information: weather forecast, NOTAMs (Notice to Airmen) for en-route as well as for landing and alternate aerodromes and is preparing the Operational Flight Plan (OFP). The findings vary from minor findings (e.g. OFP not signed by the Pilot in Command) to findings having a significant (e.g. no or incorrect fuel monitoring) or major impact on safety (e.g. incomplete flight preparation, no or incomplete set of NOTAMs). In case of major (cat. 3) findings, SAFA inspectors imposed immediate corrective actions before the flight could commence.

### APPENDIX F.1.2 – Radio navigation charts

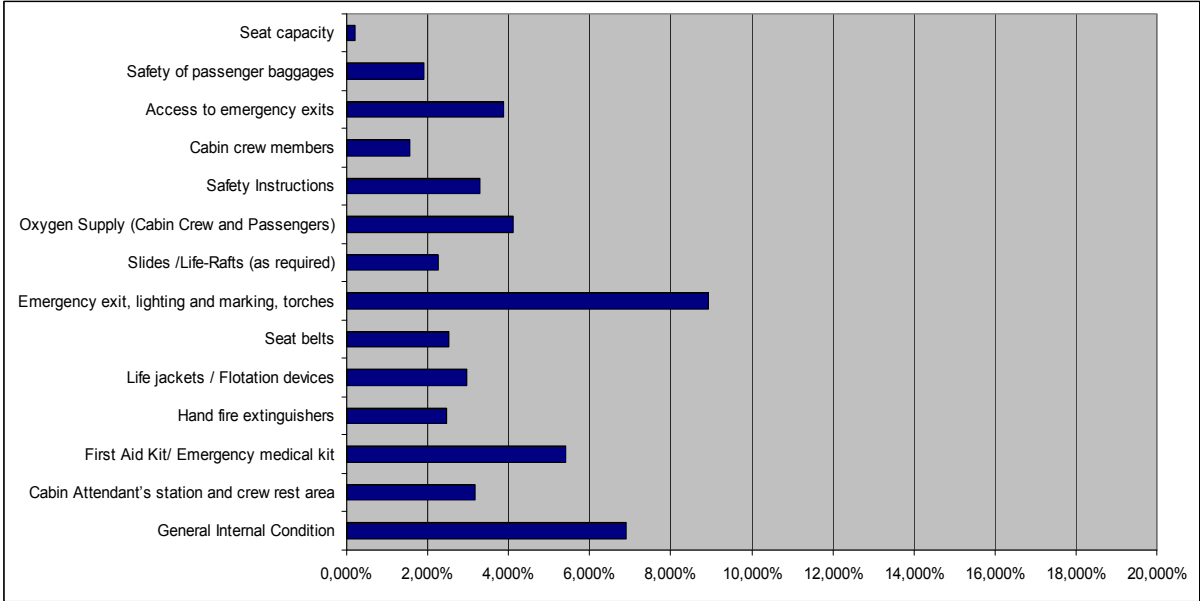
ICAO Annex 6 requires that aircraft shall carry current and suitable charts (en-route and approach) for the proposed flight(s). The majority of the findings concern out-dated charts and navigation databases not updated. When such major findings have been identified the aircraft were not allowed to depart until all the charts required for the flight have been updated.

### APPENDIX F.1.3 – Minimum equipment list (MEL)

The MEL specifies the circumstances under which an aircraft may be operated in spite of certain equipment being inoperative. The MEL is established by the aircraft operator and approved by the responsible State of Operator. The majority of the findings concerned the lack of evidence of approval of the MEL, the MEL not being carried onboard or being out of

date. Also in many cases instead of the MEL the MMEL (Master MEL) is being used. The MMEL is established by the aircraft manufacturer as a baseline document for the operator to establish the MEL.

**APPENDIX F.2 – Inspection items concerning the passenger cabin**



*Ratio number of findings per inspections: cabin & safety items*

**APPENDIX F.2.1 - Emergency exits, lighting and marking, torches**

The findings mainly concerned emergency exit lights which were not functioning properly, torches (flashlights) which were not available, in poor condition or not available in sufficient quantity and non-installation or inadequately functioning of floor proximity (emergency) escape path marking systems. These systems indicate the location of the emergency exits. They are important especially when there is a fire or smoke in the passenger cabin or when the normal cabin lights are not functioning. In case of major findings the aircraft were allowed to depart after the findings were eliminated or, depending on the circumstances, in accordance with an operational restriction (for example in case of an unserviceable emergency exit some passengers would have to be offloaded).

**APPENDIX F.2.2 - General internal condition**

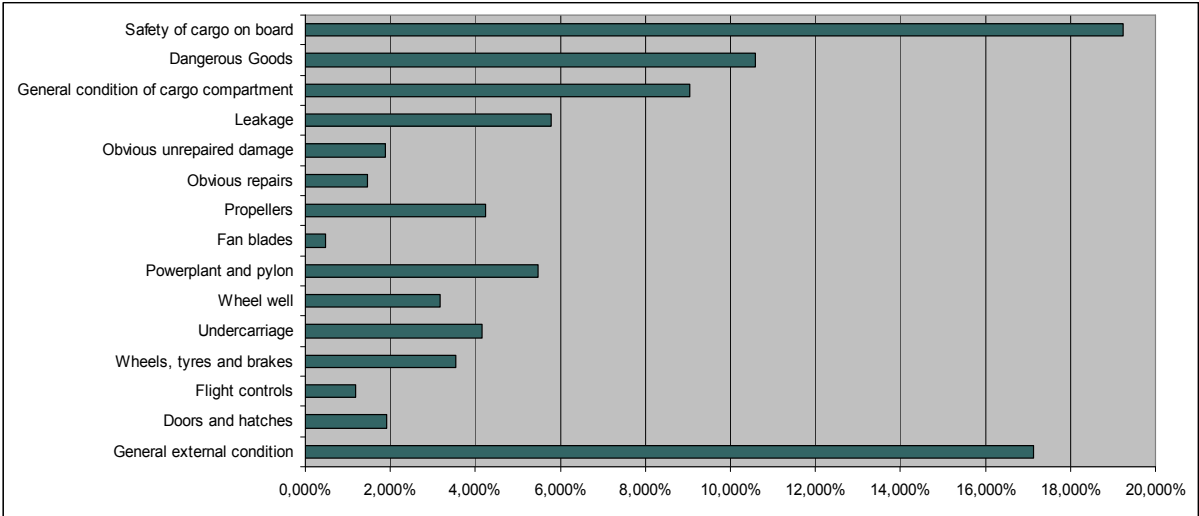
The cabin crew members have to be able to perform their normal and abnormal duties without hindrance. The findings mainly revealed the poor condition of the cabin, loose carpeting impeding the crew to perform their duties, improper stowed luggage, catering equipment not correctly secured.

**APPENDIX F.2.3 – First aid kit/Emergency medical kit**

Aircraft engaged in international air traffic have to be equipped with adequate medical supplies appropriate to the number of passengers. Usually the medical supplies should comprise at least one first aid kit (FAK) and, in case of aeroplanes carrying more than 250 passengers, a medical kit. The findings identified under this inspections item revealed that

sometimes the FAK was not at the indicated position, not properly marked or its contents have passed the expiration date.

**APPENDIX F.3 – Inspection items concerning general condition of aircraft**



*Ratio number of findings per aircraft condition & cargo items*

**APPENDIX F.3.1 – General external condition**

Checking the general external condition means checking for apparent corrosion, cleanliness, presence of ice, snow, frost; legibility of markings, windshield delamination, damages, exterior lights etc. The majority of the findings concerned paint damage, illegible or missing markings, non-operative lighting, missing or loose screws.

**APPENDIX F.3.2 – Leakage**

Under this inspection item SAFA inspectors check for leakages of the numerous aircraft systems: hydraulic, fuel, oil, and lavatory. Once such a finding is identified it is always assessed against the relevant standards of the aircraft manufacturer. If the leakage is exceeding the limits the aircraft is dispatched only after the leakage is rectified.

**APPENDIX F.3.3 – Powerplant and pylon**

The engine, the engine housing, the pylon (attachment of the engine to the wing or aircraft structure) and the access panels in the engine housing and pylon are carefully inspected. Findings reported relate to missing rivets in engine housing and damage of acoustic panels in the engine intake area.

**APPENDIX F.4 – Inspections concerning cargo compartment**

**APPENDIX F.4.1 - Safety of cargo on board**

In several cases it was established that cargo in the cargo holds was not properly secured. Heavy items were not restrained, which might lead to damage of the aircraft in case of rapid acceleration / deceleration. In other cases, barrier nets were either not installed or in poor condition. Cargo containers and pallets were in poor condition. Locks to secure the containers were not in the proper position or unserviceable. Depending on severity of the findings

corrective actions imposed by inspectors included: relocation or reloading of cargo, off-loading of unserviceable cargo pallets.

#### **APPENDIX F.4.2 – Dangerous goods**

"Dangerous Goods" are certain types of material/s needing special care and treatment because they are flammable, toxic, poisonous, etc. When properly packed, stored, labelled, protected etc., Dangerous Goods may be transported. Findings that have been recorded included improper storage and labelling of the Dangerous Goods carried onboard, unavailability of the required documents and manuals (Emergency Response Guide), missing authorisation for the transportation of Dangerous Goods and no proper notification to the Captain (NOTOC) of Dangerous Goods carried onboard. In those cases when major (cat. 3) findings have been identified the aircraft was allowed to depart only after corrective actions have been carried out (e.g. offloading of dangerous goods, repackaging and labelling).

#### **APPENDIX F.4.3 – General condition of cargo compartment**

Findings related to the general condition of the cargo compartment, such as damage to panels, deficiencies with the locking system, improper repairs of panels, and missing separation nets.

- END -