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Price: EUR 3

⁽¹⁾ Text with EEA relevance

EN

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II

(Non-legislative acts)

REGULATIONS

COMMISSION IMPLEMENTING REGULATION (EU) No 293/2012

of 3 April 2012

on monitoring and reporting of data on the registration of new light commercial vehicles pursuant to Regulation (EU) No 510/2011 of the European Parliament and of the Council**(Text with EEA relevance)**

THE EUROPEAN COMMISSION,

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

Having regard to Regulation (EU) No 510/2011 of the European Parliament and of the Council of 11 May 2011 setting emission performance standards for new light commercial vehicles as part of the Union's integrated approach to reduce CO₂ emissions from light-duty vehicles⁽¹⁾, and in particular the first subparagraph of Article 8(9) thereof,

Whereas:

- (1) In accordance with Article 8 of Regulation (EU) No 510/2011, Member States must every year record and transmit certain data to the Commission about new light commercial vehicles registered in their territory in the previous year. As those data are to serve as the basis for determining the specific CO₂ emissions target for manufacturers of new light commercial vehicles and for the assessment of whether manufacturers comply with those targets, it is necessary to harmonise the rules on the collection and reporting of those data.
- (2) To allow for the future inclusion in Regulation (EU) No 510/2011 of vehicles in categories M₂ and N₂ in accordance with Article 13(2) of that Regulation, data for those categories of vehicles should be recorded and transmitted to the Commission.
- (3) In order to assess fully whether each manufacturer complies with its specific CO₂ emissions target established pursuant to Regulation (EU) No 510/2011 and

to gain the necessary experience from the application of that Regulation, the Commission needs detailed data at manufacturer level for each vehicle series defined by type, variant and version. Member States should therefore ensure that such data are recorded and transmitted to the Commission together with the aggregated data in accordance with Article 8(2) of that Regulation.

- (4) Pursuant to Articles 18 and 26 of Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles⁽²⁾, a manufacturer must ensure that each new light commercial vehicle placed on the market in the Union is accompanied by a valid certificate of conformity and a Member State may not register such a vehicle unless it is accompanied by such a certificate of conformity. Therefore, the certificate of conformity should be the primary source for the information that the Member States are required to record, make available to manufacturers pursuant to Article 8(1) of Regulation (EU) No 510/2011 and report to the Commission. In certain justified cases, Member States may also use information from sources other than the certificate of conformity, provided that the accuracy of those sources is equivalent to the certificate of conformity and, where necessary, that the Member States concerned put measures in place to guarantee that accuracy.
- (5) The data on the registration of new light commercial vehicles should be accurate and should be processed effectively for the purpose of establishing the specific emissions target in accordance with Article 4 of Regulation (EU) No 510/2011. Manufacturers should therefore provide the Commission with up-to-date information on the manufacturers' names that are used on the certificates of conformity in the different Member States of registration. That information will enable the

⁽¹⁾ OJ L 145, 31.5.2011, p. 1.⁽²⁾ OJ L 263, 9.10.2007, p. 1.

Commission to provide the Member States with an updated list of designated manufacturers' names which should be used for the purpose of data reporting.

- (6) Member States should record and report information about newly registered vehicles that are designed to use alternative fuels. In order to allow the Commission to take into account reductions to the specific emissions target due to the use of ethanol (E85) fuel in accordance with Article 6 of Regulation (EU) No 510/2011, Member States should provide the Commission with the necessary information, including the proportion of filling stations in their territory and, where applicable, the total number of those which provide ethanol (E85) fuel meeting the sustainability criteria set out in Directive 2009/28/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of the use of energy from renewable sources and amending and subsequently repealing Directives 2001/77/EC and 2003/30/EC⁽¹⁾, and in Article 7b of Directive 98/70/EC of the European Parliament and of the Council of 13 October 1998 relating to the quality of petrol and diesel fuels and amending Council Directive 93/12/EEC⁽²⁾.
- (7) In order to avoid unnecessary data duplication, the information on the number of filling stations in the respective territory of the Member States that supply ethanol (E85) fuel provided in accordance with Article 6 of Commission Regulation (EU) No 1014/2010 of 10 November 2010 on monitoring and reporting of data on the registration of new passenger cars pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council⁽³⁾ should be used for the purposes of Article 6 of Regulation (EU) No 510/2011.
- (8) Articles 23 and 24 of Directive 2007/46/EC provide for a simplified approval procedure for which it is not required to issue a European certificate of conformity. Member States should monitor the number of vehicles registered under those procedures in order to assess its impact on the monitoring process and the attainment of the Union's average CO₂ emissions target for the new light commercial vehicle fleet.
- (9) The measures provided for in this Implementing Regulation are in accordance with the opinion of the Climate Change Committee,

HAS ADOPTED THIS REGULATION:

Article 1

Subject matter

This Regulation sets out the rules for collection and reporting of data on registrations of the following vehicles:

- (a) light commercial vehicles as referred to in Article 2(1) of Regulation (EU) No 510/2011;

- (b) vehicles of categories M₂ and N₂ as referred to in Article 8(10) of that Regulation.

Article 2

Definitions

For the purposes of this Regulation, the definitions set out in Articles 2 and 3 of Regulation (EU) No 510/2011 as well as the definitions of 'bi-fuel gas vehicle' and 'flex-fuel ethanol vehicle' set out in Article 2 of Commission Regulation (EC) No 692/2008⁽⁴⁾ shall apply. The following definitions shall also apply:

- (1) 'type-approval documentation' means the documents including the data specified in the third column of the table set out in Annex I to this Regulation;
- (2) 'aggregated monitoring data' means the aggregated data specified in Section 1 of Part C of Annex II to Regulation (EU) No 510/2011;
- (3) 'detailed monitoring data' means the detailed data specified in Section 2 of Part C of Annex II to Regulation (EU) No 510/2011 which is disaggregated by manufacturer and vehicle series as defined by the type, variant and version.

Article 3

Data transmission

The aggregated monitoring data together with the detailed monitoring data shall be transmitted by the Member States via electronic data transfer to the Central Data Repository managed by the European Environmental Agency. Member States shall notify the Commission when the data is transmitted.

Article 4

Data sources

1. Member States shall prepare the aggregated monitoring data and the detailed monitoring data based upon information contained in the certificate of conformity or the type-approval documentation of the relevant light commercial vehicle as specified in the table in Annex I to this Regulation.
2. The parameter 'total number of new registrations' in the detailed monitoring data shall be determined from the total number of registration records created in each year which relate to a single vehicle.
3. The parameter 'category of the vehicle registered' in the detailed monitoring data shall be based on the technical characteristics of the vehicle at the time of registration.
4. Where there is more than one name of a manufacturer on the certificate of conformity or type-approval documentation, the Member State shall report the manufacturer of the base vehicle.

⁽¹⁾ OJ L 140, 5.6.2009, p. 16.

⁽²⁾ OJ L 350, 28.12.1998, p. 58.

⁽³⁾ OJ L 293, 11.11.2010, p. 15.

⁽⁴⁾ OJ L 199, 28.7.2008, p. 1.

5. The CO₂ emission values to be reported under the parameter 'specific emissions of CO₂' in the detailed monitoring data shall be taken from the entry 'combined' in the certificate of conformity or the type-approval documentation, except in the case when the entry for 'weighted combined' applies.

6. In reporting the alternative fuel vehicles in the detailed monitoring data, the competent authority shall provide the fuel type and fuel mode as specified in Annex I to this Regulation.

7. In the case of bi-fuel gas or flex-fuel ethanol vehicles, the competent authority shall report the following CO₂ emission values under the parameter 'specific emissions of CO₂ (g/km)' in the detailed monitoring data:

- (a) for bi-fuel gas vehicles using petrol and gaseous fuels, the CO₂ emissions value for the liquefied petroleum gas (LPG) or natural gas (NG) in accordance with point 2 in Part A of Annex II to Regulation (EU) No 510/2011;
- (b) for flex-fuel ethanol vehicles using petrol and ethanol (E85) fuel referred to in Article 6 of Regulation (EU) No 510/2011, the CO₂ emission value for petrol.

In the case of point (b), Member States shall report the petrol value also where the conditions for a reduction set out in Article 6 of Regulation (EU) No 510/2011 are not met. Member States may however also report the E85 value.

8. Where the vehicle is equipped with more than one steering axle or non-steering axle of different widths, the Member State shall report the maximum axle width under the parameter 'Track width other axle (mm)' in the detailed monitoring data. The wheelbase for these vehicles shall be the distance between the outer front and the outer back axles.

9. Where the aggregated monitoring data and the detailed monitoring data are taken from the type-approval documentation, and where those data contain ranges of values, the Member States shall ensure that the reported data provide adequate accuracy, and are in accordance with the data contained in the certificate of conformity.

Article 5

Data maintenance and control

The Member States shall ensure the maintenance, collection, control, verification and transmission of the aggregated monitoring data and the detailed monitoring data.

Article 6

Preparation of data by Member States

The detailed monitoring data shall be reported with the precision set out in Annex II.

Article 7

Reporting of filling stations supplying ethanol (E85) fuel

For the purposes of Article 6 of Regulation (EU) No 510/2011, the information reported pursuant to Article 6 of Regulation (EU) No 1014/2010 shall be used.

Article 8

Vehicles not covered by EC type-approval

1. Where light commercial vehicles are subject to national type-approval of small series in accordance with Article 23 of Directive 2007/46/EC or to individual approvals in accordance with Article 24 of that Directive, Member States shall inform the Commission of the respective numbers of such cars registered in their territory.

2. In completing the aggregated monitoring data, the competent authority shall, instead of the name of manufacturer, indicate one of the following:

- (a) 'AA-IVA' for reporting vehicle types approved individually;
- (b) 'AA-NSS' for reporting vehicle types approved nationally in small series.

Member States may also complete the detailed monitoring data for these vehicles, and shall in that case use the denominations referred to in points (a) and (b).

Article 9

List of manufacturers

1. Manufacturers shall notify the Commission without delay and not later than by 1 June 2012 of the names they indicate or intend to indicate on the certificates of conformity. They shall notify the Commission without delay of any changes to that information. New manufacturers entering the market shall notify the Commission without delay of the names they indicate or intend to indicate on the certificates of conformity.

2. In completing the aggregated monitoring data and the detailed monitoring data, the competent authority shall use the names of the manufacturers taken from the list that is to be drawn up by the Commission on the basis of the names notified pursuant to paragraph 1. That list shall be published on the internet for the first time on 1 September 2012 and shall be updated at regular intervals.

3. Where the name of a manufacturer is not included in that list, the competent authority shall use the name on the certificate of conformity or type-approval documentation for the purpose of completing the aggregated monitoring data and the detailed monitoring data.

Article 10

Additional information to be provided by manufacturers

1. For the purpose of the notification referred to in the second subparagraph of Article 8(4) of Regulation (EU) No 510/2011, manufacturers shall, at the latest by 1 June 2012, inform the Commission of the relevant name and address of the contact person to whom the notification shall be addressed.

The manufacturer shall inform the Commission without delay of any change to the provided data. New manufacturers entering the market shall inform the Commission without delay of their contact details.

2. Where a group of connected undertakings forms a pool, it shall for the purposes of determining the applicability of Article 7(6) of Regulation (EU) No 510/2011 provide evidence to the Commission of the connection between the

members of the group in accordance with the criteria laid down in Article 3(2) of that Regulation.

Article 11

Entry into force

This Regulation shall enter into force on the third day following that of its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 3 April 2012.

For the Commission

The President

José Manuel BARROSO

ANNEX I

DATA SOURCES

Parameter	Certificate of conformity (Part 1, set out in Annex IX to Directive 2007/46/EC)	Type-approval documentation (Directive 2007/46/EC)
Manufacturer	Section 0.5	Section 0.5 of Part 1 of Annex III
Type-approval number	Section 0.10(b)	Heading of Annex VI
Type	Section 0.2	Section 0.2 of Part 1 of Annex III
Variant	Section 0.2	Section 3 of Annex VIII
Version	Section 0.2	Section 3 of Annex VIII
Make	Section 0.1	Section 0.1 of Part 1 of Annex III
Category of the vehicle type-approved	Section 0.4	Section 0.4 of Part 1 of Annex III
Mass (kg)	Section 13	Section 2.6 of Part 1 of Annex III ⁽¹⁾
Technically permissible maximum laden mass (kg)	Section 16.1	Section 2.8 of Part 1 of Annex III
Footprint — Wheel base (mm)	Section 4	Section 2.1 of Part 1 of Annex III ⁽¹⁾
Footprint — Track width (mm)	Section 30	Section 2.3.1 and 2.3.2 of Part 1 of Annex III ⁽²⁾
Specific emissions of CO ₂ (g/km) ⁽³⁾	Section 49.1	Section 3 of Annex VIII
Fuel type	Section 26	Section 3.2.2.1 of Part 1 of Annex III
Fuel mode	Section 26.1	Section 3.2.2.4 of Part 1 of Annex III
Engine capacity (cm ³)	Section 25	Section 3.2.1.3 of Part 1 of Annex III
Electric energy consumption (Wh/km)	Section 49.2	

⁽¹⁾ In accordance with Article 4(9) of this Regulation.

⁽²⁾ In accordance with Article 4(8) and (9) of this Regulation.

⁽³⁾ In accordance with Article 4(5) of this Regulation.

ANNEX II

TABLE OF DATA PRECISION

The required precision of the detailed monitoring data to be reported in accordance with Article 6

CO ₂ (g/km)	integer
Mass (kg)	integer
Technically permissible maximum laden mass (kg)	integer
Footprint — Wheel base (mm)	integer
Footprint — Track width (mm)	integer
Engine capacity (cm ³)	integer
Electric energy consumption (Wh/km)	integer
Emission reduction through innovative technologies (g/km)	rounded to the nearest one decimal place

**COMMISSION IMPLEMENTING REGULATION (EU) No 294/2012
of 3 April 2012**

amending Annex I to Regulation (EC) No 669/2009 implementing Regulation (EC) No 882/2004 of the European Parliament and of the Council as regards the increased level of official controls on imports of certain feed and food of non-animal origin

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

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

Having regard to Regulation (EC) No 882/2004 of the European Parliament and of the Council of 29 April 2004 on official controls performed to ensure the verification of compliance with feed and food law, animal health and animal welfare rules ⁽¹⁾, and in particular Article 15(5) thereof,

Whereas:

- (1) Commission Regulation (EC) No 669/2009 ⁽²⁾ lays down rules concerning the increased level of official controls to be carried out on imports of feed and food of non-animal origin listed in Annex I thereto (the list), at the points of entry into the territories referred to in Annex I to Regulation (EC) No 882/2004.
- (2) Article 2 of Regulation (EC) No 669/2009 provides that the list is to be reviewed on a regular basis, and at least quarterly, taking into account at least the sources of information referred to in that Article.
- (3) The occurrence and relevance of food incidents notified through the Rapid Alert System for Food and Feed (RASFF), the findings of missions to third countries carried out by the Food and Veterinary Office, as well as the quarterly reports on consignments of feed and food of non-animal origin submitted by Member States to the Commission in accordance with Article 15 of Regulation (EC) No 669/2009 indicate that the list should be amended.
- (4) In particular, the list should be amended by deleting the entries for commodities for which those information sources indicate an overall satisfactory degree of compliance with the relevant safety requirements provided for in Union legislation and for which an increased level of official control is therefore no longer justified.
- (5) In addition, the list should be amended by increasing the official control frequency for the commodities for which

the same source of information show a higher degree of non-compliance with the relevant Union legislation that warrants the increase of level of official controls.

- (6) The entries in the list for certain imports from India and for certain other commodities from all third countries should therefore be amended accordingly.
- (7) The amendment to the list concerning the deletion of the entries for certain commodities should apply as soon as possible, as the original safety concerns have been satisfied. Accordingly, those amendments should apply from the date of entry into force of this Regulation.
- (8) Taking into account the number of amendments that need to be made to Annex I to Regulation (EC) No 669/2009, it is appropriate to replace it by the text in the Annex to this Regulation.
- (9) Regulation (EC) No 669/2009 should therefore be amended accordingly.
- (10) The measures provided for in this Regulation are in accordance with the opinion of the Standing Committee on the Food Chain and Animal Health,

HAS ADOPTED THIS REGULATION:

Article 1

Annex I to Regulation (EC) No 669/2009 is replaced by the text in the Annex to this Regulation.

Article 2

This Regulation shall enter into force on the third day following that of its publication in the *Official Journal of the European Union*.

It shall apply from 1 April 2012.

However, the amendments of Annex I to Regulation (EC) No 669/2009 concerning the deletion of entries of *Capsicum annuum* (crushed or ground), Curry (chilli products), *Curcuma longa* (turmeric) and Red palm oil for the possible contamination of Sudan dyes shall apply from the date of entry into force of this Regulation.

⁽¹⁾ OJ L 165, 30.4.2004, p. 1.

⁽²⁾ OJ L 194, 25.7.2009, p. 11.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 3 April 2012.

For the Commission

The President

José Manuel BARROSO

ANNEX

‘ANNEX I

Feed and food of non-animal origin subject to an increased level of official controls at the designated point of entry

Feed and food (intended use)	CN code ⁽¹⁾	Country of origin	Hazard	Frequency of physical and identity checks (%)
Hazelnuts (in shell or shelled) <i>(Feed and food)</i>	0802 21 00; 0802 22 00	Azerbaijan (AZ)	Aflatoxins	10
— Groundnuts (peanuts), in shell	— 1202 41 00	Brazil (BR)	Aflatoxins	10
— Groundnuts (peanuts), shelled	— 1202 42 00			
— Peanut butter	— 2008 11 10			
— Groundnuts (peanuts), otherwise prepared or preserved	— 2008 11 91; 2008 11 96; 2008 11 98			
<i>(Feed and food)</i>				
Dried Noodles <i>(Food)</i>	ex 1902	China (CN)	Aluminium	10
Pomelos <i>(Food - fresh)</i>	ex 0805 40 00	China (CN)	Pesticide residues analysed with multi-residue methods based on GC-MS and LC-MS or with single-residue methods ⁽¹⁾	20
Tea leaves (black and green) <i>(Food)</i>	ex 0902	China (CN)	Pesticide residues analysed with multi-residue methods based on GC-MS and LC-MS or with single-residue methods ⁽¹⁰⁾	10
— Yardlong beans (<i>Vigna unguiculata</i> spp. <i>sesquipedalis</i>)	— ex 0708 20 00; ex 0710 22 00	Dominican Republic (DO)	Pesticide residues analysed with multi-residue methods based on GC-MS and LC-MS or with single-residue methods ⁽³⁾	50
— Bitter melon (<i>Momordica charantia</i>)	— ex 0709 99 90; ex 0710 80 95			
— Peppers (sweet and other than sweet) (<i>Capsicum</i> spp.)	— 0709 60 10; ex 0709 60 99; 0710 80 51; ex 0710 80 59			
— Aubergines	— 0709 30 00; ex 0710 80 95			
<i>(Food — fresh, chilled or frozen vegetables)</i>				
— Oranges (fresh or dried)	— 0805 10 20; 0805 10 80	Egypt (EG)	Pesticide residues analysed with multi-residue methods based on GC-MS and LC-MS or with single-residue methods ⁽⁷⁾	10
— Peaches (excluding nectarines)	— 0809 30 90			

Feed and food (intended use)	CN code ⁽¹⁾	Country of origin	Hazard	Frequency of physical and identity checks (%)
— Pomegranates — Strawberries (Food — fresh fruits and vegetables)	— ex 0810 90 75 — 0810 10 00			
Peppers (sweet and other than sweet) (<i>Capsicum</i> spp.) (Food — fresh, chilled or frozen)	0709 60 10; ex 0709 60 99; 0710 80 51; ex 0710 80 59	Egypt (EG)	Pesticide residues analysed with multi-residue methods based on GC-MS and LC-MS or with single-residue methods ⁽¹²⁾	10
— Groundnuts (peanuts), in shell — Groundnuts (peanuts), shelled — Peanut butter (Feed and food)	— 1202 41 00 — 1202 42 00 — 2008 11 10	Ghana (GH)	Aflatoxins	50
Curry leaves (<i>Bergera/Murraya koenigii</i>) (Food — fresh herbs)	ex 1211 90 85	India (IN)	Pesticide residues analysed with multi-residue methods based on GC-MS and LC-MS or with single residue methods ⁽⁵⁾	50
— <i>Capsicum annuum</i> , whole — <i>Capsicum annuum</i> , crushed or ground — Curry (chilli products) — Nutmeg (<i>Myristica fragrans</i>) — Mace (<i>Myristica fragrans</i>) — Ginger (<i>Zingiber officinale</i>) — <i>Curcuma longa</i> (turmeric) (Food — dried spices)	— 0904 21 10 — ex 0904 22 00 — 0910 91 05 — 0908 11 00, 0908 12 00 — 0908 21 00, 0908 22 00 — 0910 11 00, 0910 12 00 — 0910 30 00	India (IN)	Aflatoxins	20
— Groundnuts (peanuts), in shell — Groundnuts (peanuts), shelled — Peanut butter — Groundnuts (peanuts), otherwise prepared or preserved (Feed and food)	— 1202 41 00 — 1202 42 00 — 2008 11 10 — 2008 11 91; 2008 11 96; 2008 11 98	India (IN)	Aflatoxins	20

Feed and food (intended use)	CN code ⁽¹⁾	Country of origin	Hazard	Frequency of physical and identity checks (%)
Feed additives and premixtures (Feed)	ex 2309; 2917 19 90; ex 2817 00 00; ex 2820 90 10; ex 2820 90 90; ex 2821 10 00; ex 2825 50 00; ex 2833 21 00; ex 2833 25 00; ex 2833 29 20; ex 2833 29 80; ex 2835; ex 2836; ex 2839; 2936	India (IN)	Cadmium and lead	10
Okra (Food — fresh)	ex 0709 99 90	India (IN)	Pesticide residues analysed with multi-residue methods based on GC-MS and LC-MS or with single-residue methods ⁽²⁾	10
Watermelon (<i>egusi</i> , <i>Citrullus lanatus</i>) seeds and derived products (Food)	ex 1207 70 00; ex 1106 30 90; ex 2008 99 99	Nigeria (NG)	Aflatoxins	50
— <i>Capsicum annuum</i> , whole — <i>Capsicum annuum</i> , crushed or ground — other dried fruits of the genus <i>Capsicum</i> (other than <i>Capsicum annuum</i>), whole (Food — dried spice)	— 0904 21 10 — ex 0904 22 00 — ex 0904 21 90	Peru (PE)	Aflatoxins and Ochratoxin A	10
Peppers (other than sweet)(<i>Capsicum</i> spp.) (Food — fresh)	ex 0709 60 99	Thailand (TH)	Pesticide residues analysed with multi-residue methods based on GC-MS and LC-MS or with single-residue methods ⁽³⁾	10
— Coriander leaves — Basil (holy, sweet) — Mint (Food — fresh herbs)	— ex 0709 99 90 — ex 1211 90 85 — ex 1211 90 85	Thailand (TH)	Salmonella ⁽⁶⁾	10
— Coriander leaves — Basil (holy, sweet) (Food — fresh herbs)	— ex 0709 99 90 — ex 1211 90 85	Thailand (TH)	Pesticide residues analysed with multi-residue methods based on GC-MS and LC-MS or with single-residue methods ⁽⁴⁾	20

Feed and food (intended use)	CN code ⁽¹⁾	Country of origin	Hazard	Frequency of physical and identity checks (%)
— Yardlong beans (<i>Vigna unguiculata</i> spp. <i>sesquipedalis</i>) — Aubergines — Brassica vegetables (Food — fresh, chilled or frozen vegetables)	— ex 0708 20 00; ex 0710 22 00 — 0709 30 00; ex 0710 80 95 — 0704; ex 0710 80 95	Thailand (TH)	Pesticide residues analysed with multi-residue methods based on GC-MS and LC-MS or with single-residue methods ⁽⁴⁾	50
— Sweet Peppers (<i>Capsicum annum</i>) — Tomatoes (Food — fresh, chilled or frozen vegetables)	— 0709 60 10; 0710 80 51 — 0702 00 00; 0710 80 70	Turkey (TR)	Pesticide residues analysed with multi-residue methods based on GC-MS and LC-MS or with single-residue methods ⁽⁸⁾	10
Dried grapes (vine fruit) (Food)	0806 20	Uzbekistan (UZ)	Ochratoxin A	50
— Groundnuts (peanuts), in shell — Groundnuts (peanuts), shelled — Peanut butter — Groundnuts (peanuts), otherwise prepared or preserved (Feed and food)	— 1202 41 00 — 1202 42 00 — 2008 11 10 — 2008 11 91; 2008 11 96; 2008 11 98	South Africa (ZA)	Aflatoxins	10

⁽¹⁾ Where only certain products under any CN code are required to be examined and no specific subdivision under that code exists in the goods nomenclature, the CN code is marked "ex" (for example, ex 1006 30: only Basmati rice for direct human consumption is included).

⁽²⁾ In particular residues of: Acephate, Methamidophos, Triazophos, Endosulfan, Monocrotophos, Methomyl, Thiodicarb, Diafenthiuron, Thiamethoxam, Fipronil, Oxamyl, Acetamiprid, Indoxacarb, Mandipropamid.

⁽³⁾ In particular residues of: Amitraz, Acephate, Aldicarb, Benomyl, Carbendazim, Chlorfenapyr, Chlorpyrifos, CS₂ (Dithiocarbamates), Diafenthiuron, Diazinon, Dichlorvos, Dicofof, Dimethoate, Endosulfan, Fenamidone, Imidacloprid, Malathion, Methamidophos, Methiocarb, Methomyl, Monocrotophos, Omethoate, Oxamyl, Profenofos, Propiconazole, Thiabendazol, Thiacloprid.

⁽⁴⁾ In particular residues of: Acephate, Carbaryl, Carbendazim, Carbofuran, Chlorpyrifos, Chlorpyrifos-methyl, Dimethoate, Ethion, Malathion, Metalaxyl, Methamidophos, Methomyl, Monocrotophos, Omethoate, Prophenophos, Prothiophos, Quinalphos, Triadimefon, Triazophos, Metcrotophos, EPN, Triforine.

⁽⁵⁾ In particular residues of: Triazophos, Oxydemeton-methyl, Chlorpyrifos, Acetamiprid, Thiamethoxam, Clothianidin, Methamidophos, Acephate, Propargite, Monocrotophos.

⁽⁶⁾ Reference method EN/ISO 6579 or a method validated against it as referred to in Article 5 of Commission Regulation (EC) No 2073/2005 (OJ L 338, 22.12.2005, p. 1).

⁽⁷⁾ In particular residues of: Carbendazim, Cyfluthrin Cyprodinil, Diazinon, Dimethoate, Ethion, Fenitrothion, Fenpropathrin, Fludioxonil, Hexaflumuron, Lambda-cyhalothrin, Methiocarb, Methomyl, Omethoate, Oxamyl, Phenthoate, Thiophanate-methyl.

⁽⁸⁾ In particular residues of: Methomyl, Oxamyl, Carbendazim, Clofentezine, Diafenthiuron, Dimethoate, Formetanate, Malathion, Procymidone, Tetradifon, Thiophanate-methyl.

⁽⁹⁾ In particular residues of: Carbofuran, Methomyl, Omethoate, Dimethoate, Triazophos, Malathion, Profenofos, Prothiophos, Ethion, Carbendazim, Triforine, Procymidone, Formetanate.

⁽¹⁰⁾ In particular residues of: Buprofezin; Imidacloprid; Fenvalerate and Esfenvalerate (Sum of RS & SR isomers); Profenofos; Trifluralin; Triazophos; Triadimefon and Triadimenol (sum of triadimefon and triadimenol), Cypermethrin (cypermethrin including other mixtures of constituent isomers (sum of isomers)).

⁽¹¹⁾ In particular residues of: Triazofos, Triadimefon and Triadimenol (sum of triadimefon and triadimenol), Parathion-methyl, Fenthoate, Methidathion.

⁽¹²⁾ In particular residues of: Carbofuran (sum), Chlorpyrifos, Cypermethrin (sum), Cyproconazole, Dicofof (sum), Difenconazole, Dinotefuran, Ethion, Flusilazole, Folpet, Prochloraz, Profenofos, Propiconazole, Thiophanate-methyl and Triforine.

COMMISSION IMPLEMENTING REGULATION (EU) No 295/2012**of 3 April 2012****amending Regulation (EC) No 474/2006 establishing the Community list of air carriers which are subject to an operating ban within the Community****(Text with EEA relevance)**

THE EUROPEAN COMMISSION,

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

10 working days and to the Air Safety Committee established by Council Regulation (EEC) No 3922/1991 of 16 December on the harmonization of the technical requirements and administrative procedures in the field of civil aviation ⁽³⁾.

Having regard to Regulation (EC) No 2111/2005 of the European Parliament and the Council of 14 December 2005 on the establishment of a Community list of air carriers subject to an operating ban within the Community and on informing air passengers of the identity of the operating carrier, and repealing Article 9 of Directive 2004/36/CE ⁽¹⁾, and in particular Article 4 thereof ⁽²⁾,

(5) The Air Safety Committee has heard presentations by EASA about the results of the analysis of audit reports carried out by the International Civil Aviation Organisation (ICAO hereafter) in the framework of ICAO's Universal Safety Oversight Audit Programme (USOAP). Member States were invited to prioritize ramp inspections on air carriers licensed on States for which significant safety concern have been identified by ICAO or for which EASA concluded there are significant deficiencies in the safety oversight system. Notwithstanding consultations undertaken by the Commission under Regulation (EC) No 2011/2005, this will permit to acquire further information regarding the safety performance on the air carriers licensed in that States.

Whereas:

(1) Commission Regulation (EC) No 474/2006 of 22 March 2006 established the Community list of air carriers which are subject to an operating ban within the Union referred to in Chapter II of Regulation (EC) No 2111/2005.

(6) The Air Safety Committee has heard presentations by EASA about the technical assistance projects carried out in States affected by Regulation (EC) No 2111/2005. It has been informed about the requests for further technical assistance and cooperation to improve the administrative and technical capability of civil aviation authorities with a view to resolving non compliances with applicable international standards. Member States were invited to respond to these requests on a bilateral basis in coordination with the Commission and EASA.

(2) In accordance with Article 4(3) of Regulation (EC) No 2111/2005, some Member States and the European Aviation Safety Agency (hereinafter "EASA") communicated to the Commission information that is relevant in the context of updating the Community list. Relevant information was also communicated by third countries. On this basis, the Community list should be updated.

(7) Regulation (EC) No 474/2006 should be therefore amended accordingly.

(3) The Commission informed all air carriers concerned either directly or, when this was not practicable, through the authorities responsible for their regulatory oversight, indicating the essential facts and considerations which would form the basis for a decision to impose on them an operating ban within the Union or to modify the conditions of an operating ban imposed on an air carrier which is included in the Community list.

Air carriers from the European Union

(4) Opportunity was given by the Commission to the air carriers concerned to consult documents provided by Member States, to submit written comments and to make an oral presentation to the Commission within

(8) Following the analysis by EASA of information resulting from ramp checks carried out on aircraft of certain air carriers licensed in the European Union or from standardisation inspections carried out by EASA as well as area specific inspections and audits carried out by their national aviation authorities, some Member States have taken certain enforcement measures. They informed the Commission and the Air Safety Committee about these measures: Germany informed that several German air carriers are under re-inforced oversight, including Air

⁽¹⁾ OJ L 344, 27.12.2005, p. 15.

⁽²⁾ OJ L 143, 30.4.2004 p. 76.

⁽³⁾ OJ L 373, 31.12.1991, p. 4.

Alliance Express and Air Traffic GmbH Dusseldorf, Latvia informed that the Air Operator Certificate (AOC) of Inversija was revoked on 19 January 2012; Italy informed that the AOC of ItaliAirlines was revoked and that the air transport license held by the air carrier Livingston remains suspended; Greece informed that the commercial license of the air carrier Hellenic Imperial Airways was lifted from suspension on 28 February 2012 but remains under heightened surveillance, and that additional surveillance had also been introduced for the air carriers Sky wings Airlines and Hermes Airlines; the Netherlands informed that the AOC of Solid-air was revoked on 28 December 2011 and the AOC of Amsterdam Airlines on 6 February 2012; Spain informed that the AOC of Zorex remains suspended since 7 November 2011; Sweden informed that the AOC of AirSweden Aviation AB was revoked on 10 January 2012, that the AOC of the air carrier Flyg Centrum AB was revoked on 16 December 2011 and the air carrier Nova Air remains under heightened surveillance; Romania informed that by 20 March 2012 the AOC of Direct Aero Services had been revoked.

Air carriers from the Republic of Albania

- (9) Following the decision taken at the last Air Safety Committee in November 2011 ⁽¹⁾, the competent authorities of Albania reported they are progressing in the implementation of their action plan, however with some delay regarding the long-term procurement of qualified inspectors. Albania is urged to speed-up measures to develop the capacity of its safety oversight authority. EASA will continue to monitor the progress of corrective actions and will carry out a comprehensive follow-up inspection in October 2012 to verify the satisfactory implementation of actions plans. The Air Safety Committee will re-assess the situation depending on the results of this inspection.

Comlux Aruba N.V.

- (10) The competent authorities of France reported that they could not issue an authorisation to Comlux Aruba N.V., an air carrier certified in Aruba, due to the existence of safety deficiencies identified during the assessment of the technical questionnaire submitted by the operator for the purpose of receiving landing authorisation in that Member State, and notified their conclusion to Member States via the SAFA database ⁽²⁾.
- (11) The Commission, having regard to those deficiencies, has entered into consultation with the competent authorities of Aruba and the air carrier, expressing concerns about the safety of the operations of Comlux Aruba N.V. in the EU and asking for clarifications regarding the actions undertaken by the competent authorities as well as the carrier to respond to these deficiencies.

- (12) The competent authorities of Aruba and the air carrier made written submissions and attended to a meeting with the Commission, EASA and some members of the Air Safety Committee on 20 February 2012. Based on the information provided, although the safety concerns identified by France appear to have been addressed, further concerns were identified with regard to the operator's principal place of business. The carrier stated that its office in Aruba is limited to two secretaries only and that the head office where the operational control of the flight operations and the continuing airworthiness are exercised is not located in Aruba. However, the competent authorities of Aruba informed that they have undertaken a review of the civil aviation legislation to ensure that air carriers certified in Aruba have their principle place of business established in that State and that Comlux Aruba was requested to demonstrate the principal place of business is established in Aruba no later than 1 August 2012.

- (13) The Commission takes note and will further monitor the administrative and legal actions undertaken by the competent authorities of Aruba to ensure that air carriers certified in that State have their principle place of business established in that State.

Air carriers from the Democratic Republic of Congo

- (14) Air carriers certified in the Democratic Republic of Congo have been listed in Annex A since March 2006 ⁽³⁾. Information was received that the competent authorities of the Democratic Republic of Congo had issued a new license to the air carrier Jet Congo Airways. The competent authorities of the Democratic Republic of Congo failed to respond to a request for information by the Commission and failed to provide evidence that the safety oversight of new air carrier complies fully with applicable international safety standards. Therefore, on the basis of the common criteria, it is assessed that this carrier should be equally included in Annex A.
- (15) Several fatal accidents were reported involving air carriers certified in the Democratic Republic of Congo since the last Air Safety Committee. On 30 January 2012, an aircraft of type Antonov 28 with registration mark 9Q-CUN operated by TRACEP Congo Aviation crashed, leading to the total loss of the aircraft and to 4 fatalities. On 12 February 2012, an aircraft of type Gulfstream IV, with registration mark N25A, operated by Katanga Express crashed, leading to the total loss of the aircraft and to 6 fatalities. The competent authorities of the Democratic Republic of Congo however did not respond to requests for information by the Commission on the preliminary findings of the accident investigations.

⁽¹⁾ Recitals (14) to (25) of Regulation (EU) No 1197/2011, OJ L 303, 22.11.2011, p. 15.

⁽²⁾ Standard report No DGAC/F-2011-1879

⁽³⁾ Recitals (60) to (64) of Regulation (EC) No 474/2006 of 22 March 2006, OJ L 84, 23.3.2006, p. 18.

Air carriers from Equatorial Guinea

- (16) All air carriers certified in Equatorial Guinea have been listed in Annex A since March 2006 ⁽¹⁾. The Commission and EASA held a consultation meeting with the competent authorities of Equatorial Guinea (DGAC) on 22 February 2012. During this meeting, DGAC presented the progress made to date in order to alleviate the safety concerns identified by the International Civil Aviation Organisation (ICAO) at the occasion of the audit carried out in 2007 in the framework of the Universal Safety Oversight Audit Program (USOAP).
- (17) DGAC provided the Commission with evidence of the withdrawal of the Air Operator's Certificates of the following air carriers: GETRA, Guinea Airways, UTAGE, Euroguineana de Aviacion y Transportes, General Work Aviacion, Star Equatorial Airlines and EGAMS. Since these air carriers certified in Equatorial Guinea have consequently ceased their activities, they should be withdrawn from Annex A.
- (18) DGAC provided the Commission with information indicating that an Air Operator Certificate was granted to the air carrier Punto Azul. However, DGCA did not provide the evidence that the safety oversight of this air carrier is ensured in compliance with international safety standards, on the basis of the common criteria, it is assessed that this air carrier should be included in Annex A.
- (19) The Commission noted the progress made by the competent authorities of Equatorial Guinea and encourages them to continue their efforts towards the establishment of a civil aviation oversight system in compliance with international safety standards.

Air carriers from the Republic of Indonesia

- (20) Consultations with the competent authorities of Indonesia (DGCA) continue with the view to monitor the progress of the DGCA in ensuring the safety oversight of all air carriers certified in Indonesia in compliance with the international safety standards. On 7 February 2012 a videoconference was held between the Commission, EASA and the DGCA. The DGCA confirmed they continue to progress and informed of further enforcement actions regarding certain air carriers under their oversight: in particular the AOCs of Kartika Airlines, Mimika Air, Riau Airlines and Survei Udara Penas had been suspended.
- (21) DGCA also informed and provided confirmation that the AOC of Megantara had been revoked on 13 August 2010. Therefore, on the basis of the common criteria, it is assessed that this air carrier should be removed from Annex A.

- (22) DGCA further informed that new AOCs had been issued to TransNusa Aviation Mandiri on 19 August 2011, Enggang Air Service on 1 March 2010, Surya Air on 8 April 2011, Ersa Eastern Aviation on 9 September 2011 and Matthew Air Nusantara on 20 September 2011. However, DGCA did not provide the evidence that the safety oversight of these air carriers is ensured in compliance with international safety standards, on the basis of the common criteria, it is assessed that these carriers should be equally included in Annex A.
- (23) The Commission noted the continued progress made by the competent authorities of Indonesia and encourages them to continue the sound work in establishing a civil aviation oversight system fully in compliance with international safety standards, and will review the case in advance of the next meeting of the Air Safety Committee.

Air carriers from Libya

- (24) On the basis of the fatal accident to an aircraft of type Airbus A330 operated by Afriqiyah Airways on 13 May 2010 and verified evidence of safety deficiencies identified by the SAFA programme concerning Afriqiyah Airways ⁽²⁾ and United Aviation ⁽³⁾, the Commission entered into discussions with the Competent Authorities of Libya (LCAA) in October 2010. These discussions were interrupted by the Libyan civil war.
- (25) The consultations were resumed in October 2011 and the LCAA informed that they had suspended all Libyan Air Operator's Certificates (AOC) and would conduct a recertification process before lifting the suspension of the AOCs. During the audits as part of this re-certification process the LCAA detected significant safety issues concerning Afriqiyah Airways, notably in the area of pilot training, a lack of maintenance staff, and insufficient equipment to perform maintenance tasks. Nonetheless, shortly after the audit, the LCAA issued an AOC to Afriqiyah Airways.
- (26) The Commission, EASA and several members of the Air Safety Committee held further consultations with the LCAA, Afriqiyah Airways, Libyan Airlines and Global Aviation on 22 February 2012. However, LCAA failed to provide the information requested to date, in particular the list of air carriers certified in Libya, all corresponding AOCs and attached operations specifications, the audit reports made prior to lift the suspensions, together with evidence that the deficiencies identified in the course of these audits were satisfactorily closed. In addition, they indicated that the investigations into the Afriqiyah Airways accident had encountered difficulties and have not led to conclusions so far.

⁽¹⁾ Recitals (65) to (69) of Regulation (EC) No 474/2006 of 22 March 2006, OJ L 84, 23.3.2006, p. 18.

⁽²⁾ DGAC/F-2010-1761; CAA-NL-2010-68; CAA-NL-2010-210; LBA/D-2010-656; DGAC/F-2010-850; ENAC-IT-2010-400; DGAC/F-2010-2060; DGAC/F-2010-1571; DGAC/F-2010-498

⁽³⁾ LBA/D-2010-1258; DGAC/F-2010-841

- (27) The Minister of Transport of Libya, the LCAA, Afriqiyah Airways and Libyan Airlines made presentations to the Air Safety Committee on 20 March 2012. The Minister acknowledged that the Libyan aviation safety system was not conforming to ICAO standards. He set out plans to remedy the situation under a 3 year programme with the assistance of external aviation safety expertise.
- (28) The Minister acknowledged during the Air safety Committee and LCAA confirmed in writing on 22 March 2012 that, because of the identified safety deficiencies in the oversight system of Libya, Libyan air carriers will not be permitted to operate into the European Union, Norway, Iceland and Switzerland at least until 22 November 2012, and that their AOCs will be amended to reflect these restrictions accordingly. He stated further that a Committee had been formed to take forward the work of reconstruction of the Libyan aviation safety system. He stated that the competent authorities of Libya would work closely with the Commission and provide regular updates in order to provide evidence of progress.
- (29) The Committee took note of the decisive action of the Libyan authorities and requested that, no later than 20 April 2012, the LCAA provide to the Commission a corrective action plan which fully addresses all outstanding requests for information, and sets out specific actions and target dates to address the shortfalls in their oversight system.
- (30) The Commission and the Air Safety Committee acknowledged the significant difficulties Libya faces following the conflict and took note of the strong commitment by the Minister to put in place a process of reconstruction. The Commission encourages the LCAA to continue with their open and constructive dialogue established with the Commission since the end of the recent conflict. However, should the LCAA fail to enforce the restrictions they have announced, the Commission will be compelled to take immediate safeguard measures in accordance with Art. 5(1) of Regulation (EC) No 2111/2005 of the European Parliament and of the Council.
- (31) The aviation safety situation in Libya will be reviewed by the Air Safety Committee in its meeting scheduled for November 2012 where the effectiveness of actions undertaken by the competent authorities of Libya will be assessed.
- authorities of Mauritania (ANAC) informed of the issuance of a new AOC to the air carrier Mauritania Airlines without demonstrating that the safety oversight of this air carrier complies fully with applicable international safety standards. In particular, its AOC was issued on 8 May 2011 without providing evidence that the numerous deficiencies identified during the initial certification of the airline (desktop review of the operational and maintenance procedures in April 2011 and on-site audit carried out between 3 and 5 May 2011) had been effectively rectified prior to the issuance of the AOC. The AOC was also issued without ensuring beforehand that the operator held the appropriate approvals for continuing airworthiness and maintenance. Furthermore, no evidence was provided that the air carrier is subject to continuous oversight in accordance with international safety standards. Therefore, on the basis of the common criteria, it is assessed that this carrier should be equally included in Annex A.
- (33) ANAC also informed that the AOC of Mauritania Airways expired on 15 December 2010 and was not renewed as the air carrier ceased its activity. Therefore, on the basis of the common criteria, it is assessed that this carrier should be removed from Annex A.
- (34) Mauritania informed that decisive actions have been undertaken to bring positive changes to its safety oversight system, including the amendment of the civil aviation legislation to align them with the Annexes to the Chicago Convention and changes to the ANAC's management, structure and staffing. The processes for the certification and the continuous surveillance of air carriers have also been updated and will become applicable in the near future.
- (35) Whilst recognising that Mauritania still has work to do to address all findings, ICAO informed that Mauritania's commitment to resolve the safety deficiencies identified during the audit conducted in 2008 is to be commended. The State has provided regular updates of its corrective action plan and significant progress is reported by the State. The ICAO Coordinated Validation Mission (ICVM) scheduled in May 2012 will be an important step to validate the progress made.
- (36) The Commission welcomes the progress reported by the competent authorities of Mauritania in the rectification of the deficiencies identified by ICAO and encourages these authorities to pursue their actions with determination in due cooperation with ICAO. The Air Safety Committee will reassess the situation depending on the results of the ICAO Coordinated Validation Mission.

Air carriers from the Islamic Republic of Mauritania

- (32) Air carriers certified in Mauritania have been listed in Annex A since November 2010 ⁽¹⁾. The competent

⁽¹⁾ Recitals (43) to (51) of Regulation (EU) No 1071/2010 of 22 November 2010, OJ L 306, 23.11.2010, p. 49.

Pakistan International Airways

- (37) The Commission has continued its consultations with the Competent Authority of Pakistan (PCAA) and Pakistan International Airways (PIA), and met with them on 20 February 2012 to review their progress in taking the actions described in their Corrective Action Plans (CAP).
- (38) The PCAA reported and provided evidence that they had increased the level of oversight of PIA, had taken regulatory action in suspending some Maintenance Licences, and had demanded significant changes to PIA's Quality Management System. They reported on the successful outcome of the ICAO audit in June 2011 and explained their plans to adopt new regulations reflecting EASA Part 145 rules.
- (39) PIA reported that the actions detailed in their corrective action plan were now complete, except for in-depth checks of four aircraft which were currently undergoing maintenance. They confirmed that an extensive training programme was now underway and would continue.
- (40) EASA informed the Air Safety Committee that the findings of SAFA inspections of PIA aircraft had led to an opening of the procedure for the suspension of the EASA Part 145 maintenance organisation approval on 11 November 2011. Whilst EASA noted that the corrective action plan of PIA appeared to identify the relevant safety issues they were unable to rely upon the PCAA to effectively monitor the performance of PIA's maintenance standards and EASA had no option but to suspend the EASA Part-145 approval on 6 March 2012.
- (41) The Commission noted the progress made by both the PCAA and PIA in addressing the identified safety concerns, but confirmed that, should any significant event occur which gave rise to renewed concerns, then action to contain the safety risk would need to be taken. Member States shall therefore continue to verify the effective compliance with relevant safety standards through the prioritisation of ramp inspections to be carried out on aircraft of this carrier pursuant to Commission Regulation (EC) No 351/2008 of 16 April 2008 implementing Directive 2004/36/EC of the European Parliament and of the Council as regards the prioritisation of ramp inspections on aircraft using Community airports ⁽¹⁾.

Air carriers from the Republic of the Philippines

- (42) Air carriers certified in the Philippines have been listed in Annex A since 31 March 2010 ⁽²⁾. The competent

authorities of the Philippines (CAAP) informed of the issuance of new Air Operator Certificates to the air carriers Aero Equipment Aviation Inc, AirAsia Philippines Certeza Infosys Corp., Mid-Sea Express, Southern Air Flight Services, NorthSky Air Inc., Island Helicopter Services. The CAAP did not respond adequately to requests for information by the Commission, failing in particular to provide the AOC of these air carriers together with the complete operations specifications; the CAAP also failed to demonstrate that the certification and continuous oversight of these air carriers comply fully with the applicable international safety standards. Therefore, on the basis of the common criteria, it is assessed that these air carriers should be equally included in Annex A.

- (43) Several fatal accidents were reported involving air carriers certified in the Philippines since the last Air Safety Committee. On 10 December 2011, an aircraft of type Beechcraft 65-80 with registration mark RP-C824 operated by Aviation Technology Innovator crashed into the Felixberto Serrano Elementary School near Manila, leading to the total loss of the aircraft as well as at least 14 fatalities; the CAAP did not respond to requests for information by the Commission on the preliminary findings of the accident investigation; the CAAP simply reported that the AOC was "inactive/surrendered" without however stating since when nor providing the related evidence. Another fatal accident occurred on 4 March 2012, involving an aircraft of type Cessna 172S registered RP-C209 operated by Avia Tours, leading to the total loss of the aircraft and two fatalities; although the CAAP provided preliminary information on the accident, the validity of the AOC could not be ascertained as the preliminary accident report indicates the AOC is valid until 14 August 2012 whilst the information provided by the CAAP reveals that the AOC had expired on 14 February 2012.
- (44) The CAAP informed that several operators have an "inactive/surrendered" AOC or were recertified under PCAR Part-11 intended for aerial work. However, the CAAP failed to provide evidence that the corresponding AOC had been revoked and evidence that these operators were no longer involved in commercial air transport. Therefore, on the basis of the common criteria, it is assessed that these operators should remain in Annex A.
- (45) The U.S. Federal Aviation Administration (FAA) carried out in January 2012 a one-week technical review in the Philippines in order to assess the progress of the CAAP towards compliance with international safety standards. The CAAP failed to provide detailed information on the outcome of this review. However, no change has been noticed in the FAA assessment of the Philippines, which remain in category 2 so far, i.e. not compliant with international safety standards.

⁽¹⁾ OJ L 109, 19.4.2008, p. 7.

⁽²⁾ Recitals (74) to (87) of Regulation (EU) No 273/2010 of 30 March 2010, OJ L 84, 31.3.2010, p. 32.

Air carriers from the Russian Federation

- (46) Following the Air Safety Committee held in November 2011⁽¹⁾ where the competent authorities of Russia (Russian Federal Air Transport Agency, FATA) informed and provided evidence that the operations of the air carriers Aviastar-TU, UTAir-Cargo, Tatarstan Airlines, Daghestan Airlines, Yakutia and Vim Avia (Vim Airlines) had been partially or fully restricted for safety reasons, the Commission has actively pursued the consultations with FATA in order to follow-up the developments.
- (47) Consultation meetings were held in Brussels on 19 December 2011 and 21 February 2012 between FATA and the Commission, EASA and certain Members of the Air Safety Committee. FATA informed about their intention to lift the restrictions imposed on part of the fleet of Tatarstan Airlines (aircraft of type Boeing B737-500, B737-400, B737-300, Tupolev 154M and Yakovlev Yak-42), Aviastar-TU (aircraft of type Tupolev Tu-204) and Yakutia (aircraft of type Boeing B757-200, B737-300 and B737-800) as FATA was satisfied with the results of inspections that were carried out on these carriers,
- (48) FATA also provided evidence of further enforcement actions. In particular, the AOC of Daghestan Airlines was revoked on 19 December 2011 due to the concerns arising from the audit carried out on the air carrier. FATA also informed it had requested UTAir-Cargo to put in place additional corrective actions before the restrictions on its fleet could be removed.
- (49) In order to ensure measures undertaken by FATA lead to sustainable safety improvement, Member States will continue to verify the effective compliance of Russian air carriers with the relevant safety standards through the prioritisation of ramp inspections to be carried out on aircraft of these carriers pursuant to Regulation (EC) No 351/2008 and may take measures accordingly to ensure these requirements are enforced. The Commission will continue to monitor their results.

Vim Avia

- (50) FATA confirmed that VIM AVIA remains subject to operating restrictions excluding flights into the EU (landing and overflights) on its entire fleet (8 aircraft of type Boeing B757-200) pending the full implementation of a corrective action plan.
- (51) Vim Avia appeared during the aforementioned meeting on 21 February 2012 to present the investments in safety, in particular in terms of training, but failed to

demonstrate that it had succeeded in establishing a functioning safety management system. The carrier was not in a position yet to demonstrate that these investments were operative and effective.

- (52) FATA informed that the operator was expected to complete all corrective and remedial actions by 1 April 2012. Afterwards, FATA indicated it will perform an inspection of the air carrier to verify whether all findings have been satisfactorily addressed in order to decide whether the current restrictions could be lifted. FATA agreed to provide to the Commission the progress reports on the implementation of corrective measures by the carrier and the results of the subsequent inspection.
- (53) In view of the above, taking into account the effective enforcement actions undertaken by competent authorities of Russia, it appears too early to re-assess the situation of this air carrier. The Commission will examine the situation of Vim Avia in a future Air Safety Committee, based on the reports provided by the competent authorities of Russia and on their decision regarding the continuation of the current restrictions.

Air carriers from the Bolivarian Republic of Venezuela

Conviasa

- (54) There is verified evidence of numerous serious safety deficiencies on the part of the air carrier Conviasa certified in Venezuela. These deficiencies have been identified by the competent authorities of Spain during ramp inspections performed under the SAFA programme⁽²⁾. Conviasa demonstrated a lack of ability to address these safety deficiencies. Conviasa did not respond timely and adequately to all deficiencies notified by the civil aviation authority of Spain. The repetition of these non-compliances shows systemic safety deficiencies in the area of operations and maintenance.
- (55) Conviasa has experienced several accidents, including two fatal accidents, one affecting an aircraft of type ATR42 with registration mark YV-1010 on 13 September 2010 and one affecting an aircraft of type Boeing B737-200 with registration mark YV-102T on 30 August 2008. Results of investigations on the cause of such accidents have not been communicated to the Commission by the competent authorities of Venezuela nor is the Commission aware of any recommendations to prevent further occurrences.

⁽¹⁾ Recitals (36) to (49) of Commission Implementing Regulation (EU) No 1197/2011 of 21 November 2011, OJ L 303, 22.11.2011, p. 19.

⁽²⁾ Report No AESA-E-2011-234, -326, -412, -553, -663, -715, -832, -895 and AESA-E-2012-1.

- (56) The Commission, having regard to the above mentioned deficiencies, has entered in August 2011 into consultation with the competent authorities of Venezuela, expressing serious concerns about the safety of the operations of Conviasa and asking for clarifications regarding the actions undertaken by the competent authorities as well as the carrier to respond to these deficiencies.
- (57) These authorities failed to respond timely and adequately to the enquiries by the Commission regarding the safety oversight of Conviasa, as the requested information, in particular information on the progress of the accident investigation, recommendations stemming from these investigations, the actions undertaken to address the possible causes of the accidents and the carrier's operations specifications, requirements and restrictions attached to the AOC, were not submitted.
- (58) Conviasa and the competent authorities of Venezuela made presentations to the Air Safety Committee on 21 March 2012. The air carrier indicated that it had undertaken actions to enhance the internal controls, the training and the implementation of a safety management system, and that further actions are considered for the future. It stated that all findings identified in ramp inspections had been responded to. The Committee noted there was considerable on-going work between the air carrier and the competent authorities of Spain. However the air carrier failed to explain the repetition of non-compliance findings of similar nature identified in subsequent inspections. The air carrier further failed to provide any information on the causes of the above mentioned fatal accidents and the actions undertaken to prevent their recurrence. The air carrier also failed to present basic information about the fleet it operates and did not provide the operations specifications, requirements and restrictions attached to its AOC.
- (59) In view of the above, on the basis of the common criteria, it is assessed that Conviasa does not meet the relevant safety standards and should therefore be included in Annex A.
- Línea Turística Aerotuy*
- (60) There is verified evidence of safety deficiencies on the part of the air carrier Línea Turística Aerotuy certified in Venezuela. These deficiencies have been identified by France during ramp inspections performed under the SAFA programme ⁽¹⁾.
- (61) Línea Turística Aerotuy has experienced several accidents, including one fatal accident involving an aircraft of type Cessna 208B with registration mark YV-1181 on 17 April 2009.
- (62) The Commission, having regard to the above mentioned deficiencies, has entered in August 2011 in consultation with the competent authorities of Venezuela, expressing serious concerns about the safety of the operations of Línea Turística Aerotuy and asking for clarifications regarding the actions undertaken by the competent authorities as well as the carrier to respond to these deficiencies. These authorities did not respond adequately and in a timely fashion.
- (63) Línea Turística Aerotuy and the competent authorities of Venezuela made presentations to the Air Safety Committee on 21 March 2012, accompanied by written submissions. The air carrier provided its AOC together with the complete operational specifications attached thereto. The air carrier indicated that it had undertaken actions to remedy the deficiencies identified in the course of ramp inspections to the satisfaction of the competent authorities of France and provided the related evidence. The air carrier was able to provide the requested clarifications about the abovementioned fatal accident and the competent authorities provided the accident report together with the related conclusions and recommendations. The competent authorities of Venezuela also stated that the recommendations stemming from the accident investigation report as well as the results of ramp checks were duly taken into account for the oversight of the air carrier.
- (64) The Commission and the Air Safety Committee take note of the reactivity of the air carrier and its transparency in addressing the identified safety deficiencies. Member States will however continue to verify the effective compliance of the air carrier with the relevant safety standards through the prioritisation of ramp inspections to be carried out on aircraft of these carriers pursuant to Regulation (EC) No 351/2008 and may take measures accordingly to ensure these requirements are enforced.
- Estelar Latinoamérica*
- (65) There is verified evidence of safety deficiencies on the part of the air carrier Estelar Latinoamérica certified in Venezuela. These deficiencies have been identified by France during ramp inspections performed under the SAFA programme ⁽²⁾.
- (66) The Commission, having regard to those deficiencies, has entered in August 2011 in consultation with the competent authorities of Venezuela, expressing serious concerns about the safety of the operations of Estelar Latinoamérica and asking for clarifications regarding the actions undertaken by the competent authorities as well as the carrier to respond to these deficiencies. These authorities did not respond adequately and in a timely fashion.

⁽¹⁾ Report No DGAC/F-2011-663, -972, -1159, -2385, -2636.

⁽²⁾ Report No DGAC/F-2011-632, -990, -1636, -1863, -2332.

- (67) Estelar Latinoamerica and the competent authorities of Venezuela made presentations to the Air Safety Committee on 21 March 2012 accompanied by written submissions. The air carrier provided its AOC together with the complete operational specifications attached thereto. The air carrier indicated that it had undertaken actions to remedy the deficiencies identified in the course of ramp inspections to the satisfaction of the competent authorities of France and provided the related evidence. The competent authorities indicated that they were ensuring that the results of ramp checks were duly taken into account for the oversight of the air carrier.
- (68) The Commission and the Air Safety Committee take note of the reactivity of the air carrier and its transparency in addressing the identified safety deficiencies. Member States will however continue to verify the effective compliance of the air carrier with the relevant safety standards through the prioritisation of ramp inspections to be carried out on aircraft of these carriers pursuant to Regulation (EC) No 351/2008 and may take measures accordingly to ensure these requirements are enforced.

General considerations concerning the other carriers included in Annexes A and B

- (69) No evidence of the full implementation of appropriate remedial actions by the other air carriers included in the Community list updated on 21 November 2011 and by the authorities with responsibility for regulatory oversight

of these air carriers has been communicated to the Commission so far. Therefore, on the basis of the common criteria, it is assessed that these air carriers should continue to be subject to an operating ban (Annex A) or operating restrictions (Annex B), as the case may be.

- (70) The measures provided for in this Regulation are in accordance with the opinion of the Air Safety Committee,

HAS ADOPTED THIS REGULATION:

Article 1

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

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

Article 2

This Regulation shall enter into force on the day following that of its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in the Member States.

Done at Brussels, 3 April 2012.

*For the Commission,
On behalf of the President,
Siim KALLAS
Vice-President*

ANNEX A

LIST OF AIR CARRIERS OF WHICH ALL OPERATIONS ARE SUBJECT TO A BAN WITHIN THE EU ⁽¹⁾

Name of the legal entity of the air carrier as indicated on its AOC (and its trading name, if different)	Air Operator Certificate (AOC) Number or Operating Licence Number	ICAO airline designation number	State of the Operator
BLUE WING AIRLINES	SRBWA-01/2002	BWI	Suriname
CONSORCIO VENEZOLANO DE INDUSTRIAS AERONAUTICAS Y SERVICIOS AEREOS, S.A. 'CONVIASA'	VCV-DB-10	VCV	Bolivarian Republic of Venezuela
MERIDIAN AIRWAYS LTD	AOC 023	MAG	Republic of Ghana
ROLLINS AIR	HR-005	RAV	Honduras
SILVERBACK CARGO FREIGHTERS	Unknown	VRB	Republic of Rwanda
All air carriers certified by the authorities with responsibility for regulatory oversight of Afghanistan, including			Islamic Republic of Afghanistan
ARIANA AFGHAN AIRLINES	AOC 009	AFG	Islamic Republic of Afghanistan
KAM AIR	AOC 001	KMF	Islamic Republic of Afghanistan
PAMIR AIRLINES	Unknown	PIR	Islamic Republic of Afghanistan
SAFI AIRWAYS	AOC 181	SFW	Islamic Republic of Afghanistan
All air carriers certified by the authorities with responsibility for regulatory oversight of Angola, with the exception of TAAG Angola Airlines put in Annex B, including			Republic of Angola
AEROJET	AO 008-01/11	Unknown	Republic of Angola
AIR26	AO 003-01/11-DCD	DCD	Republic of Angola
AIR GICANGO	009	Unknown	Republic of Angola
AIR JET	AO 006-01/11-MBC	MBC	Republic of Angola
AIR NAVE	017	Unknown	Republic of Angola
ANGOLA AIR SERVICES	006	Unknown	Republic of Angola
DIEXIM	007	Unknown	Republic of Angola
FLY540	AO 004-01 FLYA	Unknown	Republic of Angola
GIRA GLOBO	008	GGL	Republic of Angola
HELIANG	010	Unknown	Republic of Angola
HELIMALONGO	AO 005-01/11	Unknown	Republic of Angola

⁽¹⁾ Air carriers listed in Annex A could be permitted to exercise traffic rights by using wet-leased aircraft of an air carrier which is not subject to an operating ban, provided that the relevant safety standards are complied with.

Name of the legal entity of the air carrier as indicated on its AOC (and its trading name, if different)	Air Operator Certificate (AOC) Number or Operating Licence Number	ICAO airline designation number	State of the Operator
MAVEWA	016	Unknown	Republic of Angola
SONAIR	AO 002-01/10-SOR	SOR	Republic of Angola
All air carriers certified by the authorities with responsibility for regulatory oversight of Benin, including			Republic of Benin
AERO BENIN	PEA No 014/MDCTTATP-PR/ANAC/DEA/SCS	AEB	Republic of Benin
AFRICA AIRWAYS	Unknown	AFF	Republic of Benin
ALAFIA JET	PEA No 014/ANAC/MDCTTATP-PR/DEA/SCS	N/A	Republic of Benin
BENIN GOLF AIR	PEA No 012/MDCTTP-PR/ANAC/DEA/SCS.	BGL	Republic of Benin
BENIN LITTORAL AIRWAYS	PEA No 013/MDCTTATP-PR/ANAC/DEA/SCS.	LTL	Republic of Benin
COTAIR	PEA No 015/MDCTTATP-PR/ANAC/DEA/SCS.	COB	Republic of Benin
ROYAL AIR	PEA No 11/ANAC/MDCTTP-PR/DEA/SCS	BNR	Republic of Benin
TRANS AIR BENIN	PEA No 016/MDCTTATP-PR/ANAC/DEA/SCS	TNB	Republic of Benin
All air carriers certified by the authorities with responsibility for regulatory oversight of the Republic of Congo, including			Republic of Congo
AERO SERVICE	RAC06-002	RSR	Republic of Congo
EQUAFLIGHT SERVICES	RAC 06-003	EKA	Republic of Congo
SOCIETE NOUVELLE AIR CONGO	RAC 06-004	Unknown	Republic of Congo
TRANS AIR CONGO	RAC 06-001	Unknown	Republic of Congo
EQUATORIAL CONGO AIRLINES S.A.	RAC 06-014	Unknown	Republic of Congo
All air carriers certified by the authorities with responsibility for regulatory oversight of Democratic Republic of Congo (RDC), including			Democratic Republic of Congo (RDC)
AFRICAN AIR SERVICES COMMUTER	409/CAB/MIN/TVC/051/09	Unknown	Democratic Republic of Congo (RDC)
AIR KASAI	409/CAB/MIN/ TVC/036/08	Unknown	Democratic Republic of Congo (RDC)
AIR KATANGA	409/CAB/MIN/TVC/031/08	Unknown	Democratic Republic of Congo (RDC)

Name of the legal entity of the air carrier as indicated on its AOC (and its trading name, if different)	Air Operator Certificate (AOC) Number or Operating Licence Number	ICAO airline designation number	State of the Operator
AIR TROPIQUES	409/CAB/MIN/TVC/ 029/08	Unknown	Democratic Republic of Congo (RDC)
BLUE AIRLINES	409/CAB/MIN/TVC/ 028/08	BUL	Democratic Republic of Congo (RDC)
BRAVO AIR CONGO	409/CAB/MIN/TC/ 0090/2006	BRV	Democratic Republic of Congo (RDC)
BUSINESS AVIATION	409/CAB/MIN/TVC/ 048/09	ABB	Democratic Republic of Congo (RDC)
BUSY BEE CONGO	409/CAB/MIN/TVC/ 052/09	Unknown	Democratic Republic of Congo (RDC)
CETRACA AVIATION SERVICE	409/CAB/MIN/TVC/ 026/08	CER	Democratic Republic of Congo (RDC)
CHC STELLAVIA	409/CAB/MIN/TC/ 0050/2006	Unknown	Democratic Republic of Congo (RDC)
CONGO EXPRESS	409/CAB/MIN/TVC/ 083/2009	EXY	Democratic Republic of Congo (RDC)
COMPAGNIE AFRICAINE D'AVIATION (CAA)	409/CAB/MIN/TVC/ 035/08	CAA	Democratic Republic of Congo (RDC)
DOREN AIR CONGO	409/CAB/MIN/TVC/ 0032/08	Unknown	Democratic Republic of Congo (RDC)
ENTREPRISE WORLD AIRWAYS (EWA)	409/CAB/MIN/TVC/ 003/08	EWS	Democratic Republic of Congo (RDC)
FILAIR	409/CAB/MIN/TVC/ 037/08	FIL	Democratic Republic of Congo (RDC)
GALAXY KAVATSI	409/CAB/MIN/TVC/ 027/08	Unknown	Democratic Republic of Congo (RDC)
GILEMBE AIR SOUTENANCE (GISAIR)	409/CAB/MIN/TVC/ 053/09	Unknown	Democratic Republic of Congo (RDC)
GOMA EXPRESS	409/CAB/MIN/TC/ 0051/2006	Unknown	Democratic Republic of Congo (RDC)
GOMAIR	409/CAB/MIN/TVC/ 045/09	Unknown	Democratic Republic of Congo (RDC)
HEWA BORA AIRWAYS (HBA)	409/CAB/MIN/TVC/ 038/08	ALX	Democratic Republic of Congo (RDC)
INTERNATIONAL TRANS AIR BUSINESS (ITAB)	409/CAB/MIN/TVC/ 033/08	Unknown	Democratic Republic of Congo (RDC)
JET CONGO AIRWAYS	Unknown	Unknown	Democratic Republic of Congo (RDC)
KIN AVIA	409/CAB/MIN/TVC/ 042/09	Unknown	Democratic Republic of Congo (RDC)
KORONGO AIRLINES	409/CAB/MIN/TVC/ 001/2011	Unknown	Democratic Republic of Congo (RDC)

Name of the legal entity of the air carrier as indicated on its AOC (and its trading name, if different)	Air Operator Certificate (AOC) Number or Operating Licence Number	ICAO airline designation number	State of the Operator
LIGNES AÉRIENNES CONGOLAISES (LAC)	Ministerial signature (ordonnance No. 78/205)	LCG	Democratic Republic of Congo (RDC)
MALU AVIATION	409/CAB/MIN/TVC/04008	Unknown	Democratic Republic of Congo (RDC)
MANGO AVIATION	409/CAB/MIN/TVC/034/08	Unknown	Democratic Republic of Congo (RDC)
SAFE AIR COMPANY	409/CAB/MIN/TVC/025/08	Unknown	Democratic Republic of Congo (RDC)
SERVICES AIR	409/CAB/MIN/TVC/030/08	Unknown	Democratic Republic of Congo (RDC)
STELLAR AIRWAYS	AAC/DG/DTA/TM/787/2011	Unknown	Democratic Republic of Congo (RDC)
SWALA AVIATION	409/CAB/MIN/TVC/050/09	Unknown	Democratic Republic of Congo (RDC)
TMK AIR COMMUTER	409/CAB/MIN/TVC/044/09	Unknown	Democratic Republic of Congo (RDC)
TRACEP CONGO AVIATION	409/CAB/MIN/TVC/046/09	Unknown	Democratic Republic of Congo (RDC)
TRANS AIR CARGO SERVICES	409/CAB/MIN/TVC/024/08	Unknown	Democratic Republic of Congo (RDC)
WIMBI DIRA AIRWAYS	409/CAB/MIN/TVC/039/08	WDA	Democratic Republic of Congo (RDC)
ZAABU INTERNATIONAL	409/CAB/MIN/TVC/049/09	Unknown	Democratic Republic of Congo (RDC)
All air carriers certified by the authorities with responsibility for regulatory oversight of Djibouti, including			Djibouti
DAALLO AIRLINES	Unknown	DAO	Djibouti
All air carriers certified by the authorities with responsibility for regulatory oversight of Equatorial Guinea, including			Equatorial Guinea
CRONOS AIRLINES	2011/0004/MTTCT/DGAC/SOPS	Unknown	Equatorial Guinea
CEIBA INTERCONTINENTAL	2011/0001/MTTCT/DGAC/SOPS	CEL	Equatorial Guinea
PUNTO AZUL	2012/0006/MTTCT/DGAC/SOPS	Unknown	Equatorial Guinea
All air carriers certified by the authorities with responsibility for regulatory oversight of Indonesia, with the exception of Garuda Indonesia, Airfast Indonesia, Mandala Airlines, Ekspres Transportasi Antarbenua, Indonesia Air Asia and Metro Batavia, including			Republic of Indonesia
AIR PACIFIC UTAMA	135-020	Unknown	Republic of Indonesia

Name of the legal entity of the air carrier as indicated on its AOC (and its trading name, if different)	Air Operator Certificate (AOC) Number or Operating Licence Number	ICAO airline designation number	State of the Operator
ALFA TRANS DIRGANTATA	135-012	Unknown	Republic of Indonesia
ASCO NUSA AIR	135-022	Unknown	Republic of Indonesia
ASI PUDJIASTUTI	135-028	Unknown	Republic of Indonesia
AVIASTAR MANDIRI	135-029	Unknown	Republic of Indonesia
DABI AIR NUSANTARA	135-030	Unknown	Republic of Indonesia
DERAYA AIR TAXI	135-013	DRY	Republic of Indonesia
DERAZONA AIR SERVICE	135-010	DRZ	Republic of Indonesia
DIRGANTARA AIR SERVICE	135-014	DIR	Republic of Indonesia
EASTINDO	135-038	Unknown	Republic of Indonesia
ENGGANG AIR SERVICE	135-045	Unknown	Republic of Indonesia
ERSA EASTERN AVIATION	135-047	Unknown	Republic of Indonesia
GATARI AIR SERVICE	135-018	GHS	Republic of Indonesia
INDONESIA AIR TRANSPORT	121-034	IDA	Republic of Indonesia
INTAN ANGKASA AIR SERVICE	135-019	Unknown	Republic of Indonesia
JOHNLIN AIR TRANSPORT	135-043	Unknown	Republic of Indonesia
KAL STAR	121-037	KLS	Republic of Indonesia
KARTIKA AIRLINES	121-003	KAE	Republic of Indonesia
KURA-KURA AVIATION	135-016	KUR	Republic of Indonesia
LION MENTARI AIRLINES	121-010	LNI	Republic of Indonesia
MANUNGAL AIR SERVICE	121-020	Unknown	Republic of Indonesia
MATTHEW AIR NUSANTARA	135-048	Unknown	Republic of Indonesia
MERPATI NUSANTARA AIRLINES	121-002	MNA	Republic of Indonesia
MIMIKA AIR	135-007	Unknown	Republic of Indonesia
NATIONAL UTILITY HELICOPTER	135-011	Unknown	Republic of Indonesia
NUSANTARA AIR CHARTER	121-022	Unknown	Republic of Indonesia
NUSANTARA BUANA AIR	135-041	Unknown	Republic of Indonesia
NYAMAN AIR	135-042	Unknown	Republic of Indonesia
PELITA AIR SERVICE	121-008	PAS	Republic of Indonesia
PENERBANGAN ANGKASA SEMESTA	135-026	Unknown	Republic of Indonesia
PURA WISATA BARUNA	135-025	Unknown	Republic of Indonesia
RIAU AIRLINES	121-016	RIU	Republic of Indonesia

Name of the legal entity of the air carrier as indicated on its AOC (and its trading name, if different)	Air Operator Certificate (AOC) Number or Operating Licence Number	ICAO airline designation number	State of the Operator
SAMPOERNA AIR NUSANTARA	135-036	SAE	Republic of Indonesia
SAYAP GARUDA INDAH	135-004	Unknown	Republic of Indonesia
SKY AVIATION	135-044	Unknown	Republic of Indonesia
SMAC	135-015	SMC	Republic of Indonesia
SRIWIJAYA AIR	121-035	SJY	Republic of Indonesia
SURVEI UDARA PENAS	135-006	Unknown	Republic of Indonesia
SURYA AIR	135-046	Unknown	Republic of Indonesia
TRANSNUSA AVIATION MANDIRI	121-048	Unknown	Republic of Indonesia
TRANSWISATA PRIMA AVIATION	135-021	Unknown	Republic of Indonesia
TRAVEL EXPRESS AVIATION SERVICE	121-038	XAR	Republic of Indonesia
TRAVIRA UTAMA	135-009	Unknown	Republic of Indonesia
TRI MG INTRA ASIA AIRLINES	121-018	TMG	Republic of Indonesia
TRIGANA AIR SERVICE	121-006	TGN	Republic of Indonesia
UNINDO	135-040	Unknown	Republic of Indonesia
WING ABADI AIRLINES	121-012	WON	Republic of Indonesia
All air carriers certified by the authorities with responsibility for regulatory oversight of Kazakhstan, with the exception of Air Astana, including			Republic of Kazakhstan
AERO AIR COMPANY	AK-0429-10	ILK	Republic of Kazakhstan
AIR ALMATY	AK-0409-09	LMY	Republic of Kazakhstan
AIR TRUST AIRCOMPANY	AK-0412-10	RTR	Republic of Kazakhstan
AK SUNKAR AIRCOMPANY	AK-0396-09	AKS	Republic of Kazakhstan
ASIA CONTINENTAL AIRLINES	AK-0345-08	CID	Republic of Kazakhstan
ASIA WINGS	AK-0390-09	AWA	Republic of Kazakhstan
ATMA AIRLINES	AK-0437-10	AMA	Republic of Kazakhstan
AVIA-JAYNAR / AVIA-ZHAYNAR	AK-0435-10	SAP	Republic of Kazakhstan
BEYBARS AIRCOMPANY	AK-0383-09	BBS	Republic of Kazakhstan
BERKUT AIR/BEK AIR	AK-0428-10	BEK	Republic of Kazakhstan
BURUNDAYAVIA AIRLINES	AK-0415-10	BRY	Republic of Kazakhstan
COMLUX	AK-0399-09	KAZ	Republic of Kazakhstan
DETA AIR	AK-0417-10	DET	Republic of Kazakhstan
EAST WING	AK-0411-09	EWZ	Republic of Kazakhstan

Name of the legal entity of the air carrier as indicated on its AOC (and its trading name, if different)	Air Operator Certificate (AOC) Number or Operating Licence Number	ICAO airline designation number	State of the Operator
EASTERN EXPRESS	AK-0427-10	LIS	Republic of Kazakhstan
EURO-ASIA AIR	AK-0384-09	EAK	Republic of Kazakhstan
EURO-ASIA AIR INTERNATIONAL	AK-0389-09	KZE	Republic of Kazakhstan
FLY JET KZ	AK-0391-09	FJK	Republic of Kazakhstan
INVESTAVIA	AK-0342-08	TLG	Republic of Kazakhstan
IRTYSH AIR	AK-0439-11	MZA	Republic of Kazakhstan
JET AIRLINES	AK-0419-10	SOZ	Republic of Kazakhstan
JET ONE	AK-0433-10	JKZ	Republic of Kazakhstan
KAZAIR JET	AK-0387-09	KEJ	Republic of Kazakhstan
KAZAIRTRANS AIRLINE	AK-0349-09	KUY	Republic of Kazakhstan
KAZAIRWEST	AK-0404-09	KAW	Republic of Kazakhstan
KAZAVIASPAS	AK-0405-09	KZS	Republic of Kazakhstan
MEGA AIRLINES	AK-0424-10	MGK	Republic of Kazakhstan
MIRAS	AK-0402-09	MIF	Republic of Kazakhstan
PRIME AVIATION	AK-0393-09	PKZ	Republic of Kazakhstan
SAMAL AIR	AK-0407-09	SAV	Republic of Kazakhstan
SAYAKHAT AIRLINES	AK-0426-10	SAH	Republic of Kazakhstan
SEMEYAVIA	AK-400-09	SMK	Republic of Kazakhstan
SCAT	AK-0420-10	VSV	Republic of Kazakhstan
SKYBUS	AK-0432-10	BYK	Republic of Kazakhstan
SKYJET	AK-0398-09	SEK	Republic of Kazakhstan
UST-KAMENOGORSK / AIR DIVISION OF EKA	AK-0440-11	UCK	Republic of Kazakhstan
ZHETYSU AIRCOMPANY	AK-0438-11	JTU	Republic of Kazakhstan
All air carriers certified by the authorities with responsibility for regulatory oversight of the Kyrgyz Republic, including			Kyrgyz Republic
AIR MANAS	17	MBB	Kyrgyz Republic
ASIAN AIR	36	AZZ	Kyrgyz Republic
AVIA TRAFFIC COMPANY	23	AVJ	Kyrgyz Republic
AEROSTAN (EX BISTAIR-FEZ BISHKEK)	08	BSC	Kyrgyz Republic
CENTRAL ASIAN AVIATION SERVICES (CAAS)	13	CBK	Kyrgyz Republic
CLICK AIRWAYS	11	CGK	Kyrgyz Republic

Name of the legal entity of the air carrier as indicated on its AOC (and its trading name, if different)	Air Operator Certificate (AOC) Number or Operating Licence Number	ICAO airline designation number	State of the Operator
DAMES	20	DAM	Kyrgyz Republic
EASTOK AVIA	15	EEA	Kyrgyz Republic
ITEK AIR	04	IKA	Kyrgyz Republic
KYRGYZ TRANS AVIA	31	KTC	Kyrgyz Republic
KYRGYZSTAN	03	LYN	Kyrgyz Republic
KYRGYZSTAN AIRLINE	Unknown	KGA	Kyrgyz Republic
S GROUP AVIATION	6	SGL	Kyrgyz Republic
SKY WAY AIR	21	SAB	Kyrgyz Republic
TRAST AERO	05	TSJ	Kyrgyz Republic
VALOR AIR	07	VAC	Kyrgyz Republic
All air carriers certified by the authorities with responsibility for regulatory oversight of Liberia.			Liberia
All air carriers certified by the authorities with responsibility for regulatory oversight of the Republic of Gabon, with the exception of Gabon Airlines, Afrijet and SN2AG put in Annex B, including			Republic of Gabon
AFRIC AVIATION	010/MTAC/ANAC-G/DSA	Unknown	Republic of Gabon
AIR SERVICES SA	004/MTAC/ANAC-G/DSA	RVS	Republic of Gabon
AIR TOURIST (ALLEGIANCE)	007/MTAC/ANAC-G/DSA	LGE	Republic of Gabon
NATIONALE ET REGIONALE TRANSPORT (NATIONALE)	008/MTAC/ANAC-G/DSA	NRG	Republic of Gabon
SCD AVIATION	005/MTAC/ANAC-G/DSA	SCY	Republic of Gabon
SKY GABON	009/MTAC/ANAC-G/DSA	SKG	Republic of Gabon
SOLENTA AVIATION GABON	006/MTAC/ANAC-G/DSA	Unknown	Republic of Gabon
All air carriers certified by the authorities with responsibility for regulatory oversight of the Islamic Republic of Mauritania, including			Islamic Republic of Mauritania
MAURITANIA AIRLINES (MAURITANIA AIRLINES INTERNATIONAL)	001/2011/DG/ANAC	MAI	Islamic Republic of Mauritania
All air carriers certified by the authorities with responsibility for regulatory oversight of the Republic of Mozambique, including			Republic of Mozambique
MOZAMBIQUE AIRLINES – LINHAS AEREAS DE MOÇAMBIQUE	MOZ-01/2010	LAM	Republic of Mozambique

Name of the legal entity of the air carrier as indicated on its AOC (and its trading name, if different)	Air Operator Certificate (AOC) Number or Operating Licence Number	ICAO airline designation number	State of the Operator
MOZAMBIQUE EXPRESS/MEX	02 of 2010	MXE	Republic of Mozambique
TRANS AIRWAYS/KAYA AIRLINES	03 of 2010	Unknown	Republic of Mozambique
HELICOPTEROS CAPITAL	Unknown	Unknown	Republic of Mozambique
CFA MOZAMBIQUE	Unknown	Unknown	Republic of Mozambique
UNIQUE AIR CHARTER	Unknown	Unknown	Republic of Mozambique
AEROVISAO DE MOZAMBIQUE	Unknown	Unknown	Republic of Mozambique
SAFARI AIR	Unknown	Unknown	Republic of Mozambique
ETA AIR CHARTER LDA	04 of 2010	Unknown	Republic of Mozambique
EMILIO AIR CHARTER LDA	05 of 2010	Unknown	Republic of Mozambique
CFM-TTA SA	07 of 2010	Unknown	Republic of Mozambique
AERO-SERVICOS SARL	08 of 2010	Unknown	Republic of Mozambique
VR CROPSPRAYERS LDA	06 of 2010	Unknown	Republic of Mozambique
All air carriers certified by the authorities with responsibility for regulatory oversight of the Philip- pines, including			Republic of the Philippines
AEROEQUIPEMENT AVIATION	Unknown	Unknown	Republic of the Philippines
AEROMAJESTIC	Unknown	Unknown	Republic of the Philippines
AEROWURKS AERIAL SPRAYING SERVICES	2010030	Unknown	Republic of the Philippines
AIR ASIA PHILIPPINES		Unknown	Republic of the Philippines
AIR PHILIPPINES CORPORATION	2009006	GAP	Republic of the Philippines
AIR WOLF AVIATION INC.	200911	Unknown	Republic of the Philippines
AIRTRACK AGRICULTURAL CORPORATION	2010027	Unknown	Republic of the Philippines
ASIA AIRCRAFT OVERSEAS PHILIPPINES INC.	4AN9800036	Unknown	Republic of the Philippines
AVIATION TECHNOLOGY INNOVATORS, INC.	4AN2007005	Unknown	Republic of the Philippines
AVIATOUR'S FLY'N INC.	200910	Unknown	Republic of the Philippines
AYALA AVIATION CORP.	4AN9900003	Unknown	Republic of the Philippines
BEACON	Unknown	Unknown	Republic of the Philippines
BENDICE TRANSPORT MANAGEMENT INC.	4AN2008006	Unknown	Republic of the Philippines
CANADIAN HELICOPTERS PHILIPPINES INC.	4AN9800025	Unknown	Republic of the Philippines
CEBU PACIFIC AIR	2009002	CEB	Republic of the Philippines
CERTEZA INFOSYSTEMS CORP.	2011040	Unknown	Republic of the Philippines
CHEMTRAD AVIATION CORPORATION	2009018	Unknown	Republic of the Philippines

Name of the legal entity of the air carrier as indicated on its AOC (and its trading name, if different)	Air Operator Certificate (AOC) Number or Operating Licence Number	ICAO airline designation number	State of the Operator
CM AERO SERVICES	20110401	Unknown	Republic of the Philippines
CORPORATE AIR	Unknown	Unknown	Republic of the Philippines
CYCLONE AIRWAYS	4AN9900008	Unknown	Republic of the Philippines
FAR EAST AVIATION SERVICES	2009013	Unknown	Republic of the Philippines
F.F. CRUZ AND COMPANY, INC.	2009017	Unknown	Republic of the Philippines
HUMA CORPORATION	2009014	Unknown	Republic of the Philippines
INAEC AVIATION CORP.	4AN2002004	Unknown	Republic of the Philippines
INTERISLAND AIRLINES	2010023	Unknown	Republic of the Philippines
ISLAND AVIATION	2009009	SOY	Republic of the Philippines
ISLAND HELICOPTER SERVICES	2011043	SOY	Republic of the Philippines
ISLAND TRANSVOYAGER	2010022	Unknown	Republic of the Philippines
LION AIR, INCORPORATED	2009019	Unknown	Republic of the Philippines
MACRO ASIA AIR TAXI SERVICES	2010029	Unknown	Republic of the Philippines
MID-SEA EXPRESS		Unknown	Republic of the Philippines
MINDANAO RAINBOW AGRICULTURAL DEVELOPMENT SERVICES	2009016	Unknown	Republic of the Philippines
MISIBIS AVIATION & DEVELOPMENT CORP	2010020	Unknown	Republic of the Philippines
NORTHSKY AIR INC.	2011042	Unknown	Republic of the Philippines
OMNI AVIATION CORP.	2010033	Unknown	Republic of the Philippines
PACIFIC EAST ASIA CARGO AIRLINES, INC.	4AS9800006	PEC	Republic of the Philippines
PACIFIC AIRWAYS CORPORATION	4AN9700007	Unknown	Republic of the Philippines
PACIFIC ALLIANCE CORPORATION	4AN2006001	Unknown	Republic of the Philippines
PHILIPPINE AIRLINES	2009001	PAL	Republic of the Philippines
PHILIPPINE AGRICULTURAL AVIATION CORP.	4AN9800015	Unknown	Republic of the Philippines
ROYAL AIR CHARTER SERVICES INC.	2010024	Unknown	Republic of the Philippines
ROYAL STAR AVIATION, INC.	2010021	Unknown	Republic of the Philippines
SOUTH EAST ASIA AIRLINE INC. (SEAIR)	2009 004	Unknown	Republic of the Philippines
SOUTHERN AIR FLIGHT SERVICES	2011045	Unknown	Republic of the Philippines
SOUTHSTAR AVIATION COMPANY, INC.	4AN9800037	Unknown	Republic of the Philippines
SPIRIT OF MANILA AIRLINES CORPORATION	2009008	MNP	Republic of the Philippines
SUBIC INTERNATIONAL AIR CHARTER	4AN9900010	Unknown	Republic of the Philippines
SUBIC SEAPLANE, INC.	4AN2000002	Unknown	Republic of the Philippines

Name of the legal entity of the air carrier as indicated on its AOC (and its trading name, if different)	Air Operator Certificate (AOC) Number or Operating Licence Number	ICAO airline designation number	State of the Operator
TOPFLITE AIRWAYS, INC.	4AN9900012	Unknown	Republic of the Philippines
TRANSGLOBAL AIRWAYS CORPORATION	2009007	TCU	Republic of the Philippines
WORLD AVIATION, CORP.	Unknown	Unknown	Republic of the Philippines
WCC AVIATION COMPANY	2009015	Unknown	Republic of the Philippines
YOKOTA AVIATION, INC.	Unknown	Unknown	Republic of the Philippines
ZENITH AIR, INC.	2009012	Unknown	Republic of the Philippines
ZEST AIRWAYS INCORPORATED	2009003	RIT	Republic of the Philippines
All air carriers certified by the authorities with responsibility for regulatory oversight of Sao Tome and Principe, including			Sao Tome and Principe
AFRICA CONNECTION	10/AOC/2008	Unknown	Sao Tome and Principe
BRITISH GULF INTERNATIONAL COMPANY LTD	01/AOC/2007	BGI	Sao Tome and Principe
EXECUTIVE JET SERVICES	03/AOC/2006	EJZ	Sao Tome and Principe
GLOBAL AVIATION OPERATION	04/AOC/2006	Unknown	Sao Tome and Principe
GOLIAF AIR	05/AOC/2001	GLE	Sao Tome and Principe
ISLAND OIL EXPLORATION	01/AOC/2008	Unknown	Sao Tome and Principe
STP AIRWAYS	03/AOC/2006	STP	Sao Tome and Principe
TRANSAFRIK INTERNATIONAL LTD	02/AOC/2002	TFK	Sao Tome and Principe
TRANSCARG	01/AOC/2009	Unknown	Sao Tome and Principe
TRANSLIZ AVIATION (TMS)	02/AOC/2007	TMS	Sao Tome and Principe
All air carriers certified by the authorities with responsibility for regulatory oversight of Sierra Leone, including			Sierra Leone
AIR RUM, LTD	Unknown	RUM	Sierra Leone
DESTINY AIR SERVICES, LTD	Unknown	DTY	Sierra Leone
HEAVYLIFT CARGO	Unknown	Unknown	Sierra Leone
ORANGE AIR SIERRA LEONE LTD	Unknown	ORJ	Sierra Leone
PARAMOUNT AIRLINES, LTD	Unknown	PRR	Sierra Leone
SEVEN FOUR EIGHT AIR SERVICES LTD	Unknown	SVT	Sierra Leone
TEEBAH AIRWAYS	Unknown	Unknown	Sierra Leone
All air carriers certified by the authorities with responsibility for regulatory oversight of Sudan, including			Republic of Sudan
ALFA AIRLINES	054	AAJ	Republic of the Sudan

Name of the legal entity of the air carrier as indicated on its AOC (and its trading name, if different)	Air Operator Certificate (AOC) Number or Operating Licence Number	ICAO airline designation number	State of the Operator
ALMAJAL AVIATION SERVICE	015	MGG	Republic of the Sudan
ALMAJARA AVIATION	Unknown	MJA	Republic of the Sudan
ATTICO AIRLINES (TRANS ATTICO)	023	ETC	Republic of the Sudan
AZZA TRANSPORT COMPANY	012	AZZ	Republic of the Sudan
BADER AIRLINES	035	BDR	Republic of the Sudan
FOURTY EIGHT AVIATION	054	WHB	Republic of the Sudan
GREEN FLAG AVIATION	017	Unkown	Republic of the Sudan
MARSLAND COMPANY	040	MSL	Republic of the Sudan
NOVA AIRLINES	001	NOV	Republic of the Sudan
SUDAN AIRWAYS	Unknown	SUD	Republic of the Sudan
SUDANESE STATES AVIATION COMPANY	010	SNV	Republic of the Sudan
SUN AIR COMPANY	051	SNR	Republic of the Sudan
TARCO AIRLINES	056	Unknown	Republic of the Sudan
All air carriers certified by the authorities with responsibility for regulatory oversight of Swaziland, including			Swaziland
SWAZILAND AIRLINK	Unknown	SZL	Swaziland
All air carriers certified by the authorities with responsibility for regulatory oversight of Zambia, including			Zambia
ZAMBEZI AIRLINES	Z/AOC/001/2009	ZMA	Zambia

ANNEX B

LIST OF AIR CARRIERS OF WHICH OPERATIONS ARE SUBJECT TO OPERATIONAL RESTRICTIONS
WITHIN THE EU ⁽¹⁾

Name of the legal entity of the air carrier as indicated on its AOC (and its trading name, if different)	Air Operator Certificate (AOC) Number	ICAO airline designation number	State of the Operator	Aircraft type restricted	Registration mark(s) and, when available, construction serial number(s)	State of registry
AIR KORYO	GAC-AOC/KOR-01	KOR	DPRK	All fleet with the exception of: 2 aircraft of type TU- 204	All fleet with the exception of: P-632, P-633	DPRK
AFRIJET ⁽¹⁾	002/MTAC/ANAC-G/DSA	ABS	Republic of Gabon	All fleet with the exception of: 2 aircraft of type Falcon 50, 2 aircraft of type Falcon 900	All fleet with the exception of: TR-LGV; TR-LGY; TR-AFJ; TR-AFR	Republic of Gabon
AIR ASTANA ⁽²⁾	AK-0388-09	KZR	Kazakhstan	All fleet with the exception of: 2 aircraft of type B-767, 4 aircraft of type B-757, 10 aircraft of type A319/320/321, 5 aircraft of type Fokker 50	All fleet with the exception of: P4-KCA, P4-KCB, P4-EAS, P4-FAS, P4-GAS, P4-MAS; P4-NAS, P4-OAS, P4-PAS, P4-SAS, P4-TAS, P4-UAS, P4-VAS, P4-WAS, P4-YAS, P4-XAS; P4-HAS, P4-IAS, P4-JAS, P4-KAS, P4-LAS	Aruba (Kingdom of the Netherlands)
AIRLIFT INTERNATIONAL (GH) LTD	AOC 017	ALE	Republic of Ghana	All fleet with the exception of: 2 aircraft of type DC8-63F	All fleet with the exception of: 9G-TOP and 9G-RAC	Republic of Ghana
AIR MADAGASCAR	5R-M01/2009	MDG	Madagascar	All fleet with the exception of: 2 aircraft of type Boeing B-737-300, 2 aircraft of type ATR 72-500, 1 aircraft of type ATR 42-500, 1 aircraft of type ATR 42-320 and 3 aircraft of type DHC 6-300	All fleet with the exception of: 5R-MFH, 5R-MFI, 5R-MJE, 5R-MJF, 5R-MJG, 5R-MVT, 5R-MGC, 5R-MGD, 5R-MGF	Republic of Madagascar
AIR SERVICE COMORES	06-819/TA-15/DGACM	KMD	Comoros	All fleet with the exception of: LET 410 UVP	All fleet with the exception of: D6-CAM (851336)	Comoros

⁽¹⁾ Air carriers listed in Annex B could be permitted to exercise traffic rights by using wet-leased aircraft of an air carrier which is not subject to an operating ban, provided that the relevant safety standards are complied with.

Name of the legal entity of the air carrier as indicated on its AOC (and its trading name, if different)	Air Operator Certificate (AOC) Number	ICAO airline designation number	State of the Operator	Aircraft type restricted	Registration mark(s) and, when available, construction serial number(s)	State of registry
GABON AIRLINES ⁽³⁾	001/MTAC/ANAC	GBK	Republic of Gabon	All fleet with the exception of: 1 aircraft of type Boeing B-767-200	All fleet with the exception of: TR-LHP	Republic of Gabon
IRAN AIR ⁽⁴⁾	FS100	IRA	Islamic Republic of Iran	All fleet with the exception of: 14 aircraft of type A-300, 8 aircraft of type A-310, 1 aircraft B-737	All fleet with the exception of: EP-IBA EP-IBB EP-IBC EP-IBD EP-IBG EP-IBH EP-IBI EP-IBJ EP-IBM EP-IBN EP-IBO EP-IBS EP-IBT EP-IBV EP-IBX EP-IBZ EP-ICE EP-ICF EP-IBK EP-IBL EP-IBP EP-IBQ EP-AGA	Islamic Republic of Iran
JORDAN AVIATION	C002	JAV	Hashemite Kingdom of Jordan	All fleet with the exception of: 8 aircraft of type Boeing B-737, 2 aircraft of type Airbus A-310, 1 aircraft of type Airbus A-320	All fleet with the exception of: JY-JAB JY-JAD JY-JAN JY-JAO JY-JAX JY-JAY JY-JAP JY-JAQ JY-JAV JY-JAH JY-JAC	Hashemite Kingdom of Jordan
NOUVELLE AIR AFFAIRES GABON (SN2AG)	003/MTAC/ANAC-G/DSA	NVS	Republic of Gabon	All fleet with the exception of: 1 aircraft of type Challenger CL-601, 1 aircraft of type HS-125-800	All fleet with the exception of: TR-AAG, ZS-AFG	Republic of Gabon; Republic of South Africa

Name of the legal entity of the air carrier as indicated on its AOC (and its trading name, if different)	Air Operator Certificate (AOC) Number	ICAO airline designation number	State of the Operator	Aircraft type restricted	Registration mark(s) and, when available, construction serial number(s)	State of registry
TAAG ANGOLA AIRLINES	001	DTA	Republic of Angola	All fleet with the exception of: 5 aircraft of type Boeing B-777 and 4 aircraft of type Boeing B-737-700	All fleet with the exception of: D2-TED, D2-TEE, D2-TEF, D2-TEG, D2-TEH, D2-TBF, D2-TBG, D2-TBH, D2-TBJ	Republic of Angola

(¹) Afrijet is only allowed to use the specific aircraft mentioned for its current operations within the European Union.

(²) Air Astana is only allowed to use the specific aircraft mentioned for its current operations within the European Union.

(³) Gabon Airlines is only allowed to use the specific aircraft mentioned for its current operations within the European Community.

(⁴) Iran Air is allowed to operate to the European Union using the specific aircraft under the conditions set out in recital (69) Regulation (EU) No 590/2010, OJ L 170, 6.7.2010, p.15.

COMMISSION IMPLEMENTING REGULATION (EU) No 296/2012**of 3 April 2012****establishing the standard import values for determining the entry price of certain fruit and vegetables**

THE EUROPEAN COMMISSION,

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

Having regard to Council Regulation (EC) No 1234/2007 of 22 October 2007 establishing a common organisation of agricultural markets and on specific provisions for certain agricultural products (Single CMO Regulation) ⁽¹⁾,

Having regard to Commission Implementing Regulation (EU) No 543/2011 of 7 June 2011 laying down detailed rules for the application of Council Regulation (EC) No 1234/2007 in respect of the fruit and vegetables and processed fruit and vegetables sectors ⁽²⁾, and in particular Article 136(1) thereof,

Whereas:

- (1) Implementing Regulation (EU) No 543/2011 lays down, pursuant to the outcome of the Uruguay Round multi-lateral trade negotiations, the criteria whereby the

Commission fixes the standard values for imports from third countries, in respect of the products and periods stipulated in Annex XVI, Part A thereto.

- (2) The standard import value is calculated each working day, in accordance with Article 136(1) of Implementing Regulation (EU) No 543/2011, taking into account variable daily data. Therefore this Regulation should enter into force on the day of its publication in the *Official Journal of the European Union*,

HAS ADOPTED THIS REGULATION:

Article 1

The standard import values referred to in Article 136 of Implementing Regulation (EU) No 543/2011 are fixed in the Annex to this Regulation.

Article 2

This Regulation shall enter into force on the day of its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 3 April 2012.

*For the Commission,
On behalf of the President,
José Manuel SILVA RODRÍGUEZ
Director-General for Agriculture and
Rural Development*

⁽¹⁾ OJ L 299, 16.11.2007, p. 1.

⁽²⁾ OJ L 157, 15.6.2011, p. 1.

ANNEX

Standard import values for determining the entry price of certain fruit and vegetables

(EUR/100 kg)		
CN code	Third country code ⁽¹⁾	Standard import value
0702 00 00	CR	48,1
	IL	107,9
	MA	68,6
	TN	102,9
	TR	98,2
	ZZ	85,1
0707 00 05	JO	225,1
	TR	158,7
	ZZ	191,9
0709 91 00	EG	68,9
	ZZ	68,9
0709 93 10	JO	225,1
	MA	45,1
	TR	88,5
	ZZ	119,6
0805 10 20	EG	50,8
	IL	74,2
	MA	50,4
	TN	56,4
	TR	61,6
	ZA	47,4
	ZZ	56,8
0805 50 10	EG	69,2
	MX	39,8
	TR	54,9
	ZZ	54,6
0808 10 80	AR	88,4
	BR	85,7
	CA	120,7
	CL	102,9
	CN	88,9
	MA	49,8
	MK	31,8
	US	167,0
	UY	72,9
	ZA	74,7
0808 30 90	ZZ	88,3
	AR	100,0
	CL	124,6
	CN	55,7
	ZA	116,7
	ZZ	99,3

⁽¹⁾ Nomenclature of countries laid down by Commission Regulation (EC) No 1833/2006 (OJ L 354, 14.12.2006, p. 19). Code 'ZZ' stands for 'of other origin'.

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