COMMISSION IMPLEMENTING REGULATION (EU) 2023/1111

of 6 June 2023

amending Regulation (EC) No 474/2006 as regards the list of air carriers banned from operating or subject to operational restrictions within the Union

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

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

Having regard to Regulation (EC) No 2111/2005 of the European Parliament and of 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 transport passengers of the identity of the operating carrier, and repealing Article 9 of Directive 2004/36/EC ([1]), and in particular Article 4(2) thereof,

Whereas:

(1) Commission Regulation (EC) No 474/2006 ([2]) establishes the list of air carriers, which are subject to an operating ban within the Union.

(2) Certain Member States and the European Union Aviation Safety Agency ('the Agency') communicated to the Commission, pursuant to Article 4(3) of Regulation (EC) No 2111/2005, information that is relevant for updating that list. Third countries and international organisations also provided relevant information. On the basis of the information provided, that list should be updated.

(3) The Commission informed all air carriers concerned, either directly or through the authorities responsible for their regulatory oversight, about the essential facts and considerations, which would form the basis of a decision to impose an operating ban on them within the Union or to modify the conditions of an operating ban imposed on an air carrier, which is included in the list set out in Annex A or B to Regulation (EC) No 474/2006.

(4) The Commission gave the air carriers concerned the opportunity to consult all relevant documentation, to submit written comments and to make an oral presentation to the Commission and to the Committee established by Article 15 of Regulation (EC) No 2111/2005 (the 'EU Air Safety Committee').

(5) The Commission has informed the EU Air Safety Committee about the ongoing consultations, within the framework of Regulation (EC) No 2111/2005 and Commission Delegated Regulation (EU) 2023/660 ([3]), with the competent authorities and air carriers of Armenia, Democratic Republic of the Congo, Iraq, and Kyrgyzstan. The Commission also informed the EU Air Safety Committee about the aviation safety situation in Argentina, Congo (Brazzaville), Egypt, Kazakhstan, Kenya, Madagascar, Moldova, Nepal, Pakistan, and South Sudan.

([1]) OJ L 344, 27.12.2005, p. 15.

([2]) Commission Regulation (EC) No 474/2006 of 22 March 2006 establishing the Community list of air carriers which are subject to an operating ban within the Community referred to in Chapter II of Regulation (EC) No 2111/2005 of the European Parliament and of the Council (OJ L 84, 23.3.2006, p. 14).

([3]) Commission Delegated Regulation (EU) 2023/660 of 2 December 2022 laying down detailed rules for the list of air carriers banned from operating or subject to operational restrictions within the Union referred to in Chapter II of Regulation (EC) No 2111/2005 of the European Parliament and of the Council and repealing Regulation (EC) No 473/2006 laying down implementing rules for the Community list of air carriers which are subject to an operating ban within the Community referred to in Chapter II of Regulation (EC) No 2111/2005 of the European Parliament and of the Council (OJ L 83 22.3.2023, p. 47).

(6) The Agency informed the Commission and the EU Air Safety Committee about the technical assessments conducted for the initial evaluation and the continuous monitoring of third country operator ('TCO') authorisations, issued pursuant to Commission Regulation (EU) No 452/2014 ([4]).

(7) The Agency also informed the Commission and the EU Air Safety Committee about the results of the analysis of ramp inspections carried out under the Safety Assessment of Foreign Aircraft programme ('SAFA'), in accordance with Commission Regulation (EU) No 965/2012 ([5]).

(8) In addition, the Agency informed the Commission and the EU Air Safety Committee about the technical assistance projects carried out in third countries affected by an operating ban under Regulation (EC) No 474/2006. Furthermore, the Agency provided information on the plans and requests for further technical assistance and cooperation to improve the administrative and technical capability of civil aviation authorities in third countries with a view to helping them assure compliance with applicable international civil aviation safety standards. Member States were invited to respond to such requests on a bilateral basis in coordination with the Commission and the Agency. In that regard, the Commission reiterated the usefulness of providing information to the international aviation community, particularly through the International Civil Aviation Organisation's ('ICAO') Aviation Safety Implementation Assistance Partnership tool, on technical assistance to third countries provided by the Union and Member States to improve aviation safety around the world.

(9) Eurocontrol provided the Commission and the EU Air Safety Committee with an update on the status of the SAFA and TCO alarming functions, including statistics about alert messages for banned air carriers.

Union air carriers

(10) Following the Agency's analysis of information resulting from ramp inspections carried out on the aircraft of Union air carriers, as well as standardisation inspections carried out by the Agency, and complemented with information stemming from specific inspections and audits carried out by national aviation authorities, Member States and the Agency, acting as competent authorities, have taken certain corrective and enforcement measures, and informed the Commission and the EU Air Safety Committee about those measures.

(11) Member States and the Agency, acting as competent authorities, reiterated their readiness to act, as necessary, in the event that pertinent safety information indicates imminent safety risks resulting from non-compliance by Union air carriers with relevant safety standards.

Air carriers from Armenia

(12) In June 2020, air carriers certified in Armenia were included in Annex A to Regulation (EC) No 474/2006, by Commission Implementing Regulation (EU) 2020/736 ([6]).

(13) As part of the continuous monitoring activities the Commission identified that the new air carrier *Armenian Airlines* has been certified by the Civil Aviation Committee of Armenia ('CAC') in December 2022. Since CAC has not provided the Commission with evidence to demonstrate a sufficient ability to implement and enforce the relevant international safety standards, the issuance of an air operator certificate ('AOC') to this new air carrier does not guarantee sufficient compliance with the relevant international safety standards.

([4]) Commission Regulation (EU) No 452/2014 of 29 April 2014 laying down technical requirements and administrative procedures related to air operations of third country operators pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 133, 6.5.2014, p. 12).

([5]) Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 296, 25.10.2012, p. 1).

([6]) Commission Implementing Regulation (EU) 2020/736 of 2 June 2020 amending Regulation (EC) No 474/2006 as regards the list of air carriers banned from operating or subject to operational restrictions within the Union (OJ L 172, 3.6.2020, p. 7).

(14) In accordance with the common criteria set out in the Annex to Regulation (EC) No 2111/2005, the Commission considers that with respect to air carriers from Armenia, the list of air carriers, which are subject to an operating ban within the Union should be amended to include *Armenian Airlines* in Annex A to Regulation (EC) No 474/2006.

(15) Member States should continue verifying the effective compliance of air carriers certified in Armenia with the relevant international safety standards through prioritisation of ramp inspections of those air carriers, pursuant to Regulation (EU) No 965/2012.

Air carriers from the Democratic Republic of the Congo

(16) In March 2006, air carriers certified in the Democratic Republic of the Congo were included in Regulation (EC) No 474/2006.

(17) Upon request from the Autorité de l'Aviation Civile of the Democratic Republic of the Congo ('AAC/RDC') a technical meeting took place on 19 April 2023. During that technical meeting AAC/RDC provided a comprehensive presentation of its organisation and functions, and the measures taken to improve the safety oversight in the Democratic Republic of the Congo. AAC/RDC also informed the Commission about the preliminary results of the ICAO's Universal Safety Oversight Audit Programme ('USOAP') visit which was conducted in September 2022 and in February 2023.

(18) The meeting showed that AAC/RDC still needs to provide the Commission with further clarifications and evidence regarding certain actions and measures taken, in particular as regards the certification of air carriers engaged in commercial air transport and the renewal of the validity of AOCs.

(19) During that technical meeting, AAC/RDC informed the Commission that the air carriers *AB BUSINESS*, *AIR KASAI*, *GOMA EXPRESS*, and *TRACEP CONGO AVIATION* have been certified since the last update it provided to the Commission on 6 and 13 May 2020.

(20) The ICAO, by means of its Electronic Bulletin 2023/18 of 1 May 2023, notified its contracting States of the identification of two Significant Safety Concerns ('SSC') during its audit of February 2023, pertaining to the area of air navigation services in relation to instrument flight procedures and flight inspections for navigational aids.

(21) On the basis of the information provided by AAC/RDC and the notification of two SSC by ICAO, the Commission has justified reservations about AAC/RDC's capacity to ensure that operations by air carriers certified in the Democratic Republic of the Congo are conducted in accordance with the relevant international safety standards. As a consequence, further technical meetings will take place to monitor the progress of AAC/RDC in ensuring that its aviation safety oversight system complies with the relevant international safety standards.

(22) Since AAC/RDC has not demonstrated a sufficient ability to implement and enforce the relevant international safety standards, the issuance of an AOC to the air carriers *AB BUSINESS*, *AIR KASAI*, *GOMA EXPRESS*, and *TRACEP CONGO AVIATION* does not guarantee sufficient compliance with such standards, and therefore these air carriers should be added in Annex A to Regulation (EC) No 474/2006.

(23) On 8 May 2023, AAC/RDC provided the Commission with evidence that the air carrier *MWANT JET* no longer holds a valid AOC. Therefore this air carrier should be removed from Annex A to Regulation (EC) No 474/2006.

(24) In accordance with the common criteria set out in the Annex to Regulation (EC) No 2111/2005, the Commission considers that the list of air carriers which are subject to an operating ban within the Union should be amended to remove the air carrier *MWANT JET* from Annex A to Regulation (EC) No 474/2006 and to add the air carriers *AB BUSINESS*, *AIR KASAI*, *GOMA EXPRESS*, AND *TRACEP CONGO AVIATION* in Annex A to Regulation (EC) No 474/2006.

(25) Member States should continue verifying the effective compliance of air carriers certified in the Democratic Republic of the Congo with the relevant international safety standards through prioritisation of ramp inspections of those air carriers, pursuant to Regulation (EU) No 965/2012.

Air carriers from Iraq

(26) In December 2015, the air carrier *Iraqi Airways* was included in Annex A to Regulation (EC) No 474/2006, by Commission Implementing Regulation (EU) 2015/2322 ([7]).

(27) As part of its ongoing EU Air Safety List ('ASL') consultations the Commission, in cooperation with the Agency and Member States, has organised a number of technical meetings with the Iraq Civil Aviation Authority ('ICAA') and *Iraqi Airways*. Those discussions focused on efforts made by the ICAA in dealing with the safety concerns previously identified by the Commission and the Agency experts, as well as regards the oversight of Iraqi certified air carriers.

(28) On 20 April 2023, as part of the continuous monitoring activities of the Commission, a technical meeting was held between the Commission, the Agency, Member States and the ICAA. During that meeting, ICAA has provided information on several key elements related to their safety oversight activities, highlighting the Iraqi government decision to allocate substantial resources to support ICAA efforts to ensure effective safety oversight in the country, notably for inspector training, and suitable facilities.

(29) In relation to the safety oversight, ICAA disclosed that there are six AOC holders, four Approved Maintenance Organisations, and one Air Traffic Organisation based in Iraq for which ICAA is responsible.

(30) ICAA reported that a new Aviation Law had been drafted and is undergoing consultation, and when passed it would result in significant changes to ICAA's internal regulations and procedures. Furthermore, ICAA is currently working on updating the ICAO On-Line Framework, pending ICAO's review of the ICAA proposed Corrective Action Plan ('CAP').

(31) During that technical meeting, ICAA also informed the Commission that the Flight Operations Inspectors ('FOI') were partially managed through the designation of air operators' pilots on a part-time basis. Furthermore, they presented their plans to recruit full-time dedicated FOIs. A recent decision by the General Secretariat for the Council of Ministers has allowed ICAA to contract and recruit experts in the fields of aircraft operations, licensing, medical assessment, airworthiness, air navigation services, and aerodrome certification.

(32) Additionally, the technical meeting included a brief exchange about *Fly Baghdad*'s recent negative TCO decision taken on safety grounds.

(33) The Commission acknowledges the efforts being made by the ICAA and the fact that the ICAA is committed to carrying out its international obligations in relation to aviation safety. Notwithstanding these developments, the information provided so far requires further verification through additional technical meetings.

(34) In accordance with the common criteria set out in the Annex to Regulation (EC) No 2111/2005, the Commission considers that at this time there are no grounds for amending the list of air carriers, which are subject to an operating ban within the Union with respect to air carriers certified in Iraq.

(35) Member States should continue verifying the effective compliance of air carriers certified in Iraq with the relevant international safety standards through prioritisation of ramp inspections of those air carriers, pursuant to Regulation (EU) No 965/2012.

(36) Where any pertinent safety information reveals imminent safety risks resulting from non-compliance with the relevant international safety standards, further action by the Commission may become necessary, in accordance with Regulation (EC) No 2111/2005.

([7]) Commission Implementing Regulation (EU) 2015/2322 of 10 December 2015 amending Regulation (EC) No 474/2006 establishing the Community list of air carriers which are subject to an operating ban within the Community (OJ L 328, 12.12.2015, p. 67).

Air carriers from Kyrgyzstan

(37) In October 2006, air carriers certified in Kyrgyzstan were included in Annex A to Regulation (EC) No 474/2006, by Commission Regulation (EC) No 1543/2006 ([8]).

(38) On 12 May 2023, as part of the continuous monitoring activities of the Commission, a technical meeting was held between the Commission and the representatives from the State Civil Aviation Agency under the Cabinet of Ministers of the Kyrgyz Republic ('CAA KG').

(39) During that meeting, CAA KG expressed its commitment to engage in a safety dialogue with the Commission for the purpose of an eventual removal from Annex A to Regulation (EC) No 474/2006, and emphasized its willingness to hold additional meetings as deemed necessary by the Commission. Furthermore, CAA KG pledged to share any pertinent safety information with the Commission as part of the official consultations involving the regulatory authorities responsible for safety oversight of the air carriers certified in Kyrgyzstan, including results from the USOAP visit planned for September 2023.

(40) Moreover, CAA KG provided a comprehensive overview of its organizational structure and outlined its plans for the establishment of the new entity that will be responsible for the safety oversight process, reporting directly to the CAA KG.

(41) CAA KG mentioned the State Safety Program implementation status and highlighted the amendments made to the Kyrgyz Air Code. Furthermore, CAA KG explained that they were actively striving to become a self-financing institution, which would enable them to augment their resources and allocate additional funds towards the training of their inspectors.

(42) Notwithstanding these positive developments, there is currently not enough substantiated evidence that CAA KG has effectively addressed all the safety concerns that led to the imposition of an operating ban by Commission Regulation (EC) No 1543/2006.

(43) Furthermore, on 16 May 2023, CAA KG informed the Commission that the AOCs of the air carriers *Air Manas* and *Valor Air* had been revoked. Therefore these air carriers should be removed from Annex A to Regulation (EC) No 474/2006.

(44) At the same time, the CAA KG also informed the Commission that the new air carriers *Aero Nomad Airlines*, *CENTRAL ASIAN AVIATION SERVICES*, *Global 8 Airlines*, *Mac.KG Airlines*, *Aircompany Moalem Aviation*, *SAPSAN Airline*, *Sky Jet*, and *TRANS CARAVAN KG* had been certified. Since the CAA KG has not demonstrated a sufficient ability to implement and enforce the relevant international safety standards, the issuance of an AOC to these new air carriers does not guarantee sufficient compliance with such standards, and therefore these air carriers should be added in Annex A to Regulation (EC) No 474/2006.

(45) In accordance with the common criteria set out in the Annex to Regulation (EC) No 2111/2005, the Commission considers that with respect to air carriers from Kyrgyzstan, the list of air carriers, which are subject to an operating ban within the Union should be amended to include *Aero Nomad Airlines*, *CENTRAL ASIAN AVIATION SERVICES*, *Global 8 Airlines*, *Mac.KG Airlines*, *Aircompany Moalem Aviation*, *SAPSAN Airline*, *Sky Jet*, and *TRANS CARAVAN KG* in Annex A to Regulation (EC) No 474/2006, and to remove *Air Manas* and *Valor Air* from that Annex.

(46) Member States should continue verifying the effective compliance of air carriers certified in Kyrgyzstan with the relevant international safety standards through prioritisation of ramp inspections of those air carriers, pursuant to Regulation (EU) No 965/2012.

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

([8]) Commission Regulation (EC) No 1543/2006 of 12 October 2006 amending Regulation (EC) No 474/2006 establishing the Community list of air carriers which are subject to an operating ban within the Community referred to in Chapter II of Regulation (EC) No 2111/2005 of the European Parliament and of the Council and as amended by Regulation (EC) No 910/2006 (OJ L 283, 14.10.2006, p. 27).

(48) Articles 5 and 6 of Regulation (EC) No 2111/2005 recognise the need for decisions to be taken swiftly and, where appropriate, urgently, given the safety implications. It is therefore essential, for the protection of sensitive information and the traveling public, that any decisions in the context of updating the list of air carriers, which are subject to an operating ban or restriction within the Union, are published and enter into force immediately after their adoption.

(49) The measures provided for in this Regulation are in accordance with the opinion of the EU Air Safety Committee established pursuant to Article 15 of Regulation (EC) No 2111/2005,

HAS ADOPTED THIS REGULATION:

Article 1

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

(1) Annex A is replaced by the text in Annex I to this Regulation;

(2) Annex B is replaced by the text in Annex II 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 all Member States.

Done at Brussels, 6 June 2023.

For the Commission,
On behalf of the President,
Adina VĂLEAN
Member of the Commission

ANNEX I

'ANNEX A

LIST OF AIR CARRIERS WHICH ARE BANNED FROM OPERATING WITHIN THE UNION, WITH EXCEPTIONS [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 three letter designator	State of the Operator
AVIOR AIRLINES	ROI-RNR-011	ROI	Venezuela
BLUE WING AIRLINES	SRBWA-01/2002	BWI	Suriname
IRAN ASEMAN AIRLINES	FS-102	IRC	Iran
IRAQI AIRWAYS	001	IAW	Iraq
AIR ZIMBABWE (PVT)	177/04	AZW	Zimbabwe
All air carriers certified by the authorities with responsibility for regulatory oversight of Afghanistan, including			**Afghanistan**
ARIANA AFGHAN AIRLINES	AOC 009	AFG	Afghanistan
KAM AIR	AOC 001	KMF	Afghanistan
All air carriers certified by the authorities with responsibility for regulatory oversight of Angola, with the exception of *TAAG Angola Airlines* and *Heli Malongo*, including			**Angola**
AEROJET	AO-008/11-07/17 TEJ	TEJ	Angola
GUICANGO	AO-009/11-06/17 YYY	Unknown	Angola
AIR JET	AO-006/11-08/18 MBC	MBC	Angola
BESTFLYA AIRCRAFT MANAGEMENT	AO-015/15-06/17YYY	Unknown	Angola
HELIANG	AO 007/11-08/18 YYY	Unknown	Angola
SJL	AO-014/13-08/18YYY	Unknown	Angola
SONAIR	AO-002/11-08/17 SOR	SOR	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 three letter designator	State of the Operator
All air carriers certified by the authorities with responsibility for regulatory oversight of Armenia, including			**Armenia**
AIRCOMPANY ARMENIA	AM AOC 065	NGT	Armenia
ARMENIAN AIRLINES	AM AOC 076	AAG	Armenia
ARMENIA AIRWAYS	AM AOC 063	AMW	Armenia
ARMENIAN HELICOPTERS	AM AOC 067	KAV	Armenia
FLY ARNA	AM AOC 075	ACY	Armenia
FLYONE ARMENIA	AM AOC 074	FIE	Armenia
NOVAIR	AM AOC 071	NAI	Armenia
SHIRAK AVIA	AM AOC 072	SHS	Armenia
SKYBALL	AM AOC 073	N/A	Armenia
All air carriers certified by the authorities with responsibility for regulatory oversight of Congo (Brazzaville), including			**Congo (Brazzaville)**
CANADIAN AIRWAYS CONGO	CG-CTA 006	TWC	Congo (Brazzaville)
EQUAFLIGHT SERVICES	CG-CTA 002	EKA	Congo (Brazzaville)
EQUAJET	RAC06-007	EKJ	Congo (Brazzaville)
TRANS AIR CONGO	CG-CTA 001	TSG	Congo (Brazzaville)
SOCIETE NOUVELLE AIR CONGO	CG-CTA 004	Unknown	Congo (Brazzaville)
All air carriers certified by the authorities with responsibility for regulatory oversight of Democratic Republic of the Congo (DRC), including			**Democratic Republic of the Congo (DRC)**
AB BUSINESS	AAC/DG/OPS-09/14	Unknown	Democratic Republic of the Congo (DRC)
AIR FAST CONGO	AAC/DG/OPS-09/03	Unknown	Democratic Republic of the Congo (DRC)
AIR KASAI	AAC/DG/OPS-09/11	Unknown	Democratic Republic of the Congo (DRC)

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 three letter designator	State of the Operator
AIR KATANGA	AAC/DG/OPS-09/08	Unknown	Democratic Republic of the Congo (DRC)
BUSY BEE CONGO	AAC/DG/OPS-09/04	Unknown	Democratic Republic of the Congo (DRC)
COMPAGNIE AFRICAINE D'AVIATION (CAA)	AAC/DG/OPS-09/02	DBP	Democratic Republic of the Congo (DRC)
CONGO AIRWAYS	AAC/DG/OPS-09/01	COG	Democratic Republic of the Congo (DRC)
GOMA EXPRESS	AAC/DG/OPS-09/13	Unknown	Democratic Republic of the Congo (DRC)
KIN AVIA	AAC/DG/OPS-09/10	Unknown	Democratic Republic of the Congo (DRC)
MALU AVIATION	AAC/DG/OPS-09/05	Unknown	Democratic Republic of the Congo (DRC)
SERVE AIR CARGO	AAC/DG/OPS-09/07	Unknown	Democratic Republic of the Congo (DRC)
SWALA AVIATION	AAC/DG/OPS-09/06	Unknown	Democratic Republic of the Congo (DRC)
TRACEP CONGO AVIATION	AAC/DG/OPS-09/15	Unknown	Democratic Republic of the Congo (DRC)
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**
CEIBA INTERCONTINENTAL	2011/0001/MTTCT/DGAC/SOPS	CEL	Equatorial Guinea
CRONOS AIRLINES	2011/0004/MTTCT/DGAC/SOPS	Unknown	Equatorial Guinea
All air carriers certified by the authorities with responsibility for regulatory oversight of Eritrea, including			**Eritrea**

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 three letter designator	State of the Operator
ERITREAN AIRLINES	AOC No 004	ERT	Eritrea
NASAIR ERITREA	AOC No 005	NAS	Eritrea
All air carriers certified by the authorities with responsibility for regulatory oversight of Kyrgyzstan, including			**Kyrgyzstan**
AERO NOMAD AIRLINES	57	ANK	Kyrgyzstan
AEROSTAN	08	BSC	Kyrgyzstan
AIR COMPANY AIR KG	50	KGC	Kyrgyzstan
AIRCOMPANY MOALEM AVIATION	56	AMA	Kyrgyzstan
AVIA TRAFFIC COMPANY	23	AVJ	Kyrgyzstan
CENTRAL ASIAN AVIATION SERVICES	58	KAS	Kyrgyzstan
FLYSKY AIRLINES	53	FSQ	Kyrgyzstan
GLOBAL 8 AIRLINES	59	Unknown	Kyrgyzstan
HELI SKY	47	HAC	Kyrgyzstan
KAP.KG AIRCOMPANY	52	KGS	Kyrgyzstan
MAC.KG AIRLINES	61	MSK	Kyrgyzstan
SAPSAN AIRLINE	54	KGB	Kyrgyzstan
SKY JET	60	SJL	Kyrgyzstan
SKY KG AIRLINES	41	KGK	Kyrgyzstan
TRANS CARAVAN KG	55	TCK	Kyrgyzstan
TEZ JET	46	TEZ	Kyrgyzstan
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 Libya, including			**Libya**
AFRIQIYAH AIRWAYS	007/01	AAW	Libya
AIR LIBYA	004/01	TLR	Libya
AL MAHA AVIATION	030/18	Unknown	Libya
BERNIQ AIRWAYS	032/21	BNL	Libya
BURAQ AIR	002/01	BRQ	Libya
GLOBAL AIR TRANSPORT	008/05	GAK	Libya
HALA AIRLINES	033/21	HTP	Libya

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 three letter designator	State of the Operator
LIBYAN AIRLINES	001/01	LAA	Libya
LIBYAN WINGS AIRLINES	029/15	LWA	Libya
PETRO AIR	025/08	PEO	Libya
All air carriers certified by the authorities with responsibility for regulatory oversight of Nepal, including			**Nepal**
AIR DYNASTY HELI. S.	035/2001	Unknown	Nepal
ALTITUDE AIR	085/2016	Unknown	Nepal
BUDDHA AIR	014/1996	BHA	Nepal
FISHTAIL AIR	017/2001	Unknown	Nepal
SUMMIT AIR	064/2010	Unknown	Nepal
HELI EVEREST	086/2016	Unknown	Nepal
HIMALAYA AIRLINES	084/2015	HIM	Nepal
KAILASH HELICOPTER SERVICES	087/2018	Unknown	Nepal
MAKALU AIR	057A/2009	Unknown	Nepal
MANANG AIR PVT	082/2014	Unknown	Nepal
MOUNTAIN HELICOPTERS	055/2009	Unknown	Nepal
PRABHU HELICOPTERS	081/2013	Unknown	Nepal
NEPAL AIRLINES CORPORATION	003/2000	RNA	Nepal
SAURYA AIRLINES	083/2014	Unknown	Nepal
SHREE AIRLINES	030/2002	SHA	Nepal
SIMRIK AIR	034/2000	Unknown	Nepal
SIMRIK AIRLINES	052/2009	RMK	Nepal
SITA AIR	033/2000	Unknown	Nepal
TARA AIR	053/2009	Unknown	Nepal
YETI AIRLINES	037/2004	NYT	Nepal
The following air carriers certified by the authorities with responsibility for regulatory oversight of Russia			**Russia**
AURORA AIRLINES	486	SHU	Russia
AVIACOMPANY "AVIASTAR-TU" CO. LTD	458	TUP	Russia
IZHAVIA	479	IZA	Russia
JOINT STOCK COMPANY "AIR COMPANY "YAKUTIA"	464	SYL	Russia

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 three letter designator	State of the Operator
JOINT STOCK COMPANY "RUSJET"	498	RSJ	Russia
JOINT STOCK COMPANY "UVT AERO"	567	UVT	Russia
JOINT STOCK COMPANY SIBERIA AIRLINES	31	SBI	Russia
JOINT STOCK COMPANY SMARTAVIA AIRLINES	466	AUL	Russia
JOINT-STOCK COMPANY "IRAERO" AIRLINES	480	IAE	Russia
JOINT-STOCK COMPANY "URAL AIRLINES"	18	SVR	Russia
JOINT–STOCK COMPANY ALROSA AIR COMPANY	230	DRU	Russia
JOINT-STOCK COMPANY NORDSTAR AIRLINES	452	TYA	Russia
JS AVIATION COMPANY "RUSLINE"	225	RLU	Russia
JSC YAMAL AIRLINES	142	LLM	Russia
LLC "NORD WIND"	516	NWS	Russia
LLC "AIRCOMPANY IKAR"	36	KAR	Russia
LTD. I FLY	533	RSY	Russia
POBEDA AIRLINES LIMITED LIABILITY COMPANY	562	PBD	Russia
PUBLIC JOINT STOCK COMPANY "AEROFLOT - RUSSIAN AIRLINES"	1	AFL	Russia
ROSSIYA AIRLINES, JOINT STOCK COMPANY	2	SDM	Russia
SKOL AIRLINE LLC	228	CDV	Russia
UTAIR AVIATION, JOINT-STOCK COMPANY	6	UTA	Russia
All air carriers certified by the authorities with responsibility for regulatory oversight of São Tomé and Príncipe, including			**São Tomé and Príncipe**
AFRICA'S CONNECTION	10/AOC/2008	ACH	São Tomé and Príncipe
STP AIRWAYS	03/AOC/2006	STP	São Tomé and Príncipe
All air carriers certified by the authorities with responsibility for regulatory oversight of Sierra Leone			**Sierra Leone**

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 three letter designator	State of the Operator
All air carriers certified by the authorities with responsibility for regulatory oversight of Sudan, including			**Sudan**
ALFA AIRLINES SD	54	AAJ	Sudan
BADR AIRLINES	35	BDR	Sudan
BLUE BIRD AVIATION	11	BLB	Sudan
ELDINDER AVIATION	8	DND	Sudan
GREEN FLAG AVIATION	17	GNF	Sudan
HELEJETIC AIR	57	HJT	Sudan
KATA AIR TRANSPORT	9	KTV	Sudan
KUSH AVIATION CO.	60	KUH	Sudan
NOVA AIRWAYS	46	NOV	Sudan
SUDAN AIRWAYS CO.	1	SUD	Sudan
SUN AIR	51	SNR	Sudan
TARCO AIR	56	TRQ	Sudan'

ANNEX II

'ANNEX B

LIST OF AIR CARRIERS WHICH ARE SUBJECT TO OPERATIONAL RESTRICTIONS WITHIN THE UNION [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 three letter designator	State of the Operator	Aircraft type restricted	Registration mark(s) and, when available, construction serial number(s) of restricted aircraft	State of registry
IRAN AIR	IR.AOC.100	IRA	Iran	All aircraft of type Fokker F100 and of type Boeing B747	Aircraft of type Fokker F100 as mentioned on the AOC; aircraft of type Boeing B747 as mentioned on the AOC	Iran
AIR KORYO	GAC-AOC/KOR-01	KOR	North Korea	All fleet with the exception of: 2 aircraft of type TU-204.	All fleet with the exception of: P-632, P-633.	North Korea'

[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.