

GUILD OF EUROPEAN BUSINESS TRAVEL AGENTS

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GEBTA Board Members
GEBTA Allied Members
GEBTA Secretariats

Brussels, 15th July 2009

Dear Members,

RE: Update of the Community black list of airlines

As announced by the Commissioner TAJANI, the Community black list of air carriers subject to an operating ban within the EU has been updated and made public this 14th July 2009.

The most important changes to the list are as follows:

1. **Two EU carriers** have had their AOC withdrawn by their national civil aviation authority: EURO AIR Ltd from Greece and NORDIC AIRWAYS AB from Sweden.
2. **Thailand:**
"One to go airlines": The Thai department of civil aviation has revoked the AOC of the airline and it is not considered an "air carrier" anymore. The airline is therefore withdrawn from the annex A.
"Orient Thai Airlines" has adopted corrective actions to resolve the safety deficiencies detected previously.
3. **Air carriers from Ukraine:**
The EU air safety committee has decided to continue to closely monitor the implementation of the corrective plan submitted to the civil aviation authorities of Ukraine. There will be a prioritisation of ramp inspections on aircrafts licensed in Ukraine, while a number of airlines from Ukraine, such as Ukrainian Mediterranean Airlines and two other cargo airlines are included in annex A of the regulation (operating ban).
4. **Air carriers from Kazakhstan:**
All air carriers from the Republic of Kazakhstan are now included in the annex A with the exception of Air Astana, which is included in Annex B of the regulation. Air Astana has indeed presented to the EU Commission a series of corrective actions to correct the safety deficiencies identified during ramp inspections in Germany, the Netherlands and the UK. Air Astana is allowed to continue to operate to/from EU airports, but its operations are limited to the present level and with the aircrafts currently used.
5. **Air carriers from Indonesia:**
The following Indonesian air carriers have now been removed from the annex A: GARUDA INDONESIA, AIRFAST INDONESIA, MANDALA AIRLINES and PREMIAIR. All other Indonesian airlines are still in annex A.
6. **Zambia**
All air carriers identified in Zambia will be included in annex A (operating ban)
7. **Angola**

TAAG Angola Airlines has been granted a new AOC following a complete recertification procedure. The carrier has also passed an IOSA audit in May 2009. Consequently, 3 aircrafts of TAAG Angola Airlines of type Boeing B-777 with registrations D2-TED, D2-TEE, D2-TEF will be removed from annex A and included in annex B (operating restrictions). The airline may operate no more than 10 flights weekly between Luanda and Lisbon. Each flight will be subject to a ramp check in Lisbon by the Portuguese civil aviation. All other air carriers from Angola will be included in annex A.

8. Gabon

The airline "Société Nouvelle Air Gabon" was subject to a new certification procedure and the AOC of the airline was renewed. Two aircrafts of this airline have been moved from annex A to annex B (a Challenger CL60 registration TR-AAG and a HS 125 800 type with registration ZS-AFG).

9. Egypt Air

75 ramp inspections carried out over the last 18 months in Austria, Germany, France, Italy, the Netherlands and Spain have identified a number of safety deficiencies. Following contacts between the Commission and the Egyptian civil aviation authorities, including hearings with the airline at the air safety committee, a corrective action plan has now been implemented by Egypt Air. Member States will ensure that regular ramp inspections of Egypt Air aircrafts take place and the situation will be reviewed by the air safety committee in November 2009.

10. Russian Federation

A number of aircrafts of the following Russian air carriers are excluded from operations to/from the EU (see §73 of the regulation):

- Air Company Yakutia
- ATLANT SOYUZ
- GAZPROMAVIA
- KAVMINVODYAVIA
- KRASNOYARSKY Airlines
- KUBAN Airlines
- ORENBURG Airlines
- SIBERIA Airlines
- TATARSTAN Airlines
- URAL Airlines
- UT AIR
- ROSSIJA

11. Yemenia Airways

In the light of the recent accident of the Yemenia flight IY626, the European Commission will launch consultations with Yemenia Airways, as well as the competent civil aviation authorities of Yemen. The airline will not be placed on annex A (operational ban), nor on annex B. A favourable wind suggests that since 2008 and a first review by the air safety committee, aircrafts of Yemenia had been subject to regular ramp checks at Community aircrafts in France, Germany, Italy and UK. Said ramp checks did not detect major safety issues. It is expected that such ramp checks will actively continue in the coming months.

There are no other changes concerning all other airlines or countries included in the annexes A or B. You will find the full text of the adopted regulation as well as the annex A on the following link:

<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2009:182:0004:0024:EN:PDF>

With kind regards,

Michel de Blust
Secretary General