

Flight Standards Directorate  
Air Operations Department

## **EU Ramp Inspection Programme Annual Report 2018 - 2019**

Aggregated Information Report  
(01 January 2018 to 31 December 2019)



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## Executive summary

The Agency changed the format of the report in order to provide more and better analysis of the collected data, to draw conclusions and to issue recommendations for the continuous improvement of the EU Ramp Inspection Programme. Addressing two years in a single report also allowed for a comprehensive feedback on two major multi-annual projects (Manufacturer data and System Wide Coordination) which were finalised in 2019.

The added safety value of the ramp inspection programme becomes clear from two elements in this report: First of all, the data analysis shows a global continuous improvement of the SAFA ratio since the end of 2016, indicating structural improvements implemented by the operators following earlier findings. Secondly, the centralised establishment of risk-based inspection targets led to better balanced inspection numbers depending on the operator's risk footprint.

Amongst others, the report includes the following main conclusions and recommendations.

- The analysis of data shows that an enhanced visibility in other continents leads to better data and, that for that reason, the further expansion of the programme should prioritise such enhancement.
- The process to establish the list for the prioritisation of inspections needed a further review and amendment to address certain flaws. The enhanced process should lead to a shorter but more effective priority list.
- The most important indicator of the programme, the "SAFA ratio", is very sensitive to specific situations with a low number of inspections on an aircraft, especially if the number of inspected aircraft is limited. The analysis methodology in general, but specifically the calculation of the SAFA ratio should be improved.
- The report identified that most major findings are raised for the cargo inspection items and this information will be used as a pilot case to establish a follow-up process addressing areas of concern.

## 1 Introduction

ARO.RAMP.155 is requiring the Agency to submit an annual report on the ramp inspection programme to the European Commission and, in addition, ARO.RAMP.160 calls for the publication of an annual information report for the public; this report is combining the two.

In 2018, the Annual Report for the EU Ramp Inspection Programme (further referred to as “the Programme”) covering the period from 2013 to 2017 was published in the form of an Aggregated Information Report. In 2019, EASA intended to resume the publication of the report on an yearly basis; nevertheless, this report is encompassing 2018 and 2019, as consequence of the significant changes expected following the different working groups and ramp simplification process that were in progress.

During the SAFA Regulators and Industry Forum held in March 2019, it was discussed if the report could be better adapted to the expectations of the stakeholders outside the EASA’s premises. Feedback on topics like the usefulness, adequacy of information and data, simplicity of use, etc., were requested to be reported by end of June; by the lack of feedback it was decided internally to proceed with a revision of the content to provide a more user friendly and useful document, still maintaining adherence to the ARO.RAMP.155 and ARO.RAMP.160 requirements. The internal discussion on the improvements to the report in conjunction with other demanding tasks, led to the composition of this document covering the years 2018-2019. For some tables a previous year was added for reference purpose.

The main enhancements of this revision are to:

- provide a status update of the Programme together with the resources allocated;
- improve the analysis based on factual information;
- provide information on the conclusions drawn including the identification of strengths and weaknesses;
- issue recommendations to address the weaknesses and reinforce the strengths; and
- provide an update on developments stemming from regulatory changes or previous recommendations.

These enhancements are a first step to continuously improve the structure of the annual report, whereby the feedback received by all report’s recipients will be taken into account.

This report avoids to explain the functioning of the EU ramp inspection programme; for this, readers are invited to read the comprehensive information page on EASA’s Website (<https://www.easa.europa.eu/home>).



## 2 Staffing for Ramp Inspection Coordination and Standardisation activities

In 2018 and 2019, for RAMP coordination activities 3.5 FTEs and one full time Seconded National Expert (SNE) were available.

For standardisation activities in the RAMP domain, there were 2.2 FTE standardisation team leaders, which were partly involved in coordination activities.

## 3 Agency coordination tasks

EASA shall manage and operate the tools and procedures necessary for the storage and exchange of information collected by the Programme. The main means used by EASA to satisfy this requirement are presented in this chapter.

### 3.1 International exchange of information

In accordance with ARO.RAMP.150, EASA shall liaise with other third countries' authorities to facilitate, the improvement of civil aviation safety in Europe through the collection and exchange of aviation safety data.

For that aim, EASA concluded working arrangements with third countries to ensure close international cooperation to strengthen the Programme and enlarge its scope whilst maintaining a harmonised approach to the effective enforcement of international safety standards.

#### 3.1.1 Programme expansion

States with a well-established aviation authority in place, having international traffic, and where there is a mutual interest in participation might become eligible to become a Candidate State (CDT) by signing a Working Arrangement (WA). To that end, EASA maintained contacts with the following potential CDTs: Azerbaijan, Qatar, Japan, USA, Brazil, and South Africa.

Candidate States will become full Participating States after a successful initial standardisation visit; as of that moment, they obtain full access to the ramp inspection data and their inspection results are taken into account for the ramp inspection data analysis. Australia became a full Participating State at the end of 2018.

In early 2019, Azerbaijan and EASA signed a Working Arrangement (WA). From 7 to 11 October 2019 the EaP/CA project supported a Ramp support mission (Gap Analysis visit) to Azerbaijan to establish Azerbaijan's level of compliance to EU regulation 965/2012 PART.ARO.RAMP. This activity included delivery of proposals and recommendations towards incompliances observed during the desktop audit and the observed ramp inspections at the airport of Baku international.

At the end of 2019, 49 States participated in the Programme although 2 of them were not actively performing inspections.

### 3.1.2 International cooperation

From the 20<sup>th</sup> to the 25<sup>th</sup> September 2018 “The EU-China Aviation Partnership Project” (APP) successfully concluded an experience exchange visit to Europe dedicated to the ramp inspection data analysis and exchange. This activity increased the mutual understanding between EASA and CAAC regarding their respective ramp inspection systems, and highlighted areas where more similar approaches to ramp inspection procedures, categorisation of the findings and follow-up activities could potentially be adopted.

From the 3<sup>rd</sup> to the 5<sup>th</sup> July 2018, “the EU - South Asia Aviation Partnership Project” organised a SARI EASA ramp inspection Seminar in Malé, Maldives. This seminar included a training session conducted by a mix of SARI and EASA experts on ramp inspection programmes. This seminar was repeated a second time with a larger group of participating SARI States (27 - 29 August 2019). Establishing a regional ramp inspection programme in South Asia would be a natural extension of harmonised airworthiness rules under the South Asia Regional Initiative (SARI) and would offer region-wide safety benefits. Further support will be offered under the EU-South Asia Aviation Partnership Project to assist the region in realising this goal.

The ARISE Plus Civil Aviation Project has organised 3 activities on establishing and implementing a framework to share foreign operator ramp inspection information between the ASEAN Member States, AFOSA Programme. These three activities where EASA ramp inspection Experts have participated are:

- AFOSA workshop 1: to review procedures, develop a harmonised approach to training, assess flexible data exchange and analysis methods, Singapore on 23 – 25 October 2018;
- AFOSA workshop 2: to review the implementation of procedures, present the future database and to propose the training programme, Bangkok, Thailand on 29 – 31 January 2019; and
- AFOSA workshop 3: training session for qualified inspectors, Singapore on 2 – 4 July 2019.

“The EU-Latin America and Caribbean Aviation Partnership Project (EU-LAC APP)” organised workshops in Latin America and the Caribbean area in 2018 and 2019 to present an up-to-date overview of the EU Ramp Inspection Programme.

- In Costa Rica (5 - 8 March 2018), Participants came from Central America and the Caribbean (Antigua & Barbuda, Belize, Costa Rica, Cuba, El Salvador, Guatemala, Guyana, Honduras and Nicaragua).
- In Sao Paulo, Brazil, (22 - 25 July 2019). 14 inspectors of ANAC Brazil attended this workshop.
- In Buenos Aires, Argentina, (15 - 19 October 2019). 15 ANAC inspectors attended this workshop.
- In Colombia (12 and 14 November 2019), a dozen of Columbian inspectors attended this workshop.

## 3.2 Ramp inspection tool

As required by ARO.RAMP.150, EASA has to develop, maintain and continuously update a centralised database containing the ramp inspection reports provided by the Participating States. This centralised database is hosted by EASA in the ramp inspection tool.



### 3.2.1 Database statistics

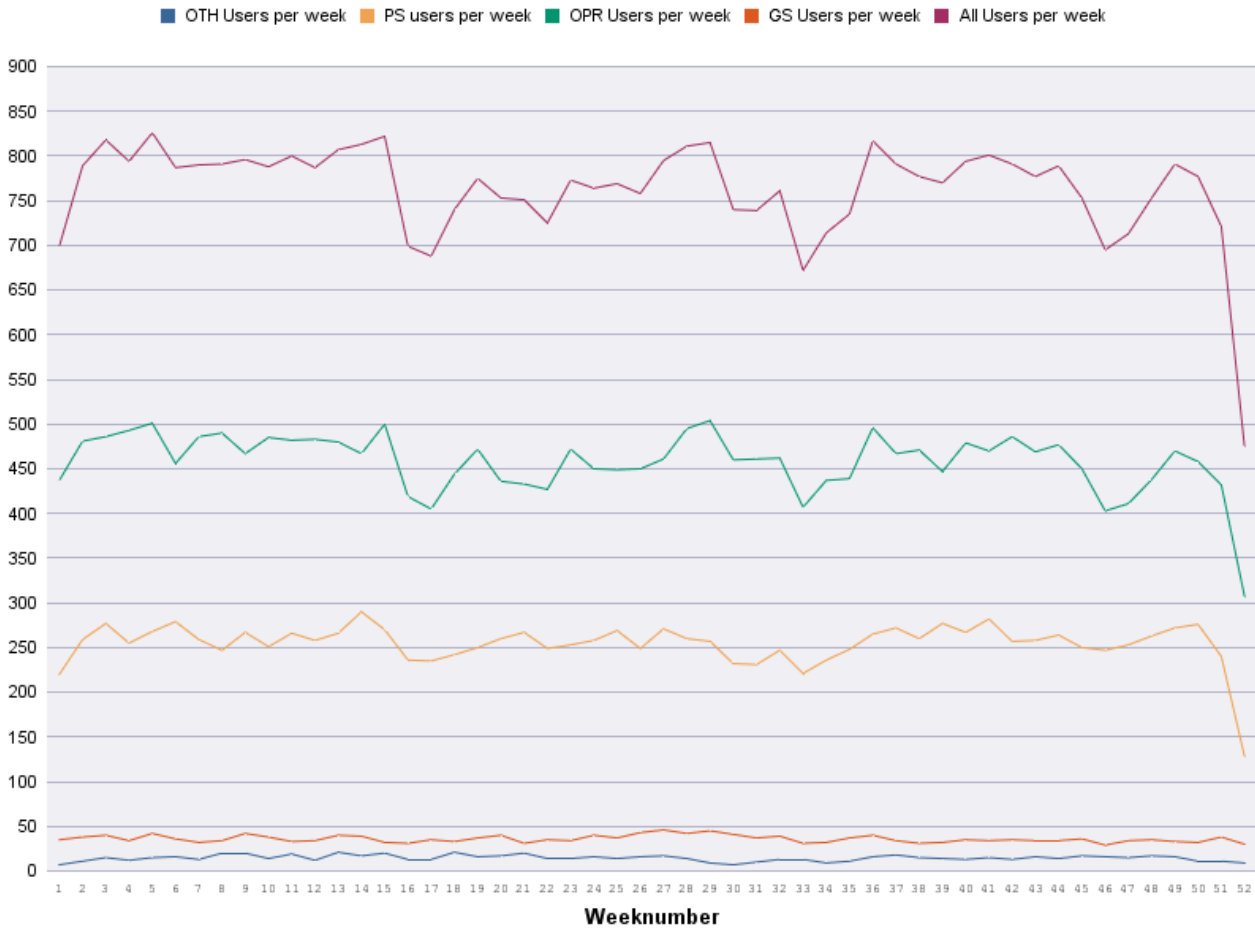
Table1: Number of active organisations and registered number approved before the 31<sup>st</sup> December 2019

ramp inspection tool status end 2019	active organisations	registered users within
<b>EASA Member States</b>	31	512
<b>non-EASA Participating States</b>	17	177
<b>Candidate States</b>	1	6
<b>Guest States</b>	74	303
<b>Operators</b>	1 445	3 151
<b>Others organisations</b>	3	87

The ramp inspection tool allows to register different types of organisations associated with different access rights. The national aviation authority of each State can grant access rights to users and manage their account. Participating States with the full membership status (both EASA and non-EASA States) have unrestricted access to the data entered into the database (inspections reports, findings and other information from the follow-up). Candidate States have access only to their ramp inspections reports and reports concerning their operators. Guest States have access to reports concerning operators under their oversight only. Operators have access to reports concerning their fleet. The “Others organisations” are EASA, the European Commission and ICAO.

At the end of 2019, 1 571 different organisations were registered in the ramp inspection tool and 4 236 users had access to the ramp inspection tool. Most of them were operators and associated users, as shown in figure 1.

Figure 1: User statistics (2019 overview)



The graph above details the activity of users per week. About 800 distinct users were connected weekly on the ramp inspection tool; the weekly activity was stable along 2019. The most active group is the operators’ one, usually between 450 and 500 active users weekly. Participating States (EASA and non-EASA) is the second most active group with some 250 active users weekly. Other organisations group have a non-significant, weekly activity.

### 3.2.2 Ramp inspection tool enhancement

A project charter was initiated in 2017, to plan for a complete redevelopment of the ramp inspection tool. This charter was finalised in May 2018 and established the criteria for the contract negotiations with the vendor. However, at that time EASA released its project for an Agency-wide modular IT framework, on which all EASA applications should be based. As a result, the redevelopment of the ramp inspection tool was put on hold until the framework can accommodate the tool.

Knowing that the current version of the ramp inspection tool is to be phased out, only essential changes are applied to the tool. Such essential change was the support for inspection trading, allowing the States to find partners to enter into a trade of inspection targets in the ambit of the System-Wide Coordination (SWC) process (see chapter 4.2.2.2) and to register such trade. This change was rolled-out on 2 August 2019.

EASA is using a separate application to extract data from the database and create reports which are sent automatically to all Participating States based on a schedule. Such a report has been developed to inform the States involved in SWC on the progress towards the inspection targets. Following the release of the before mentioned inspection trading feature, this report has been enhanced to show the progress towards the inspection targets of all States, to allow States to identify which other States might be interested in a trade of inspections. At the same time, any registered trade in the ramp inspection tool amends the targets mentioned in the report.

### 3.3 Regular data analysis

EASA performs twice a year an analysis of the centralised database and other relevant information concerning the safety of aircraft and of air operators and, on that basis:

- (i) advises the Commission and the competent authorities on immediate actions or follow-up policy;
- (ii) reports potential safety problems to the Commission and the competent authorities; and
- (iii) proposes coordinated actions to the Commission and the competent authorities, when necessary on safety grounds, and ensure coordination at the technical level of such actions.<sup>1</sup>

EASA deems it useful to perform an in-depth analysis of certain operators, to get more information on the main areas of concern and the magnitude of the safety issue. For this, the data in the database on these operators have to be reviewed at an individual finding level.

This analysis is performed with a group of experts to prevent a “tunnel view” during the In-Depth Expert Analysis (IDEA) meeting. Members of this group are selected by EASA among:

- (i) a pool of experts designated by the EASA Member States;
- (ii) a representative of the Third-Country Operator (TCO) authorisation team (for the TCO operators’ analysis); and
- (iii) technical experts from EASA involved in the standardisation activities (for EASA operators and maintenance organisations).

Taking into account the IDEA analysis, EASA issues advises or proposals to both the Commission and to the EASA Member States. The possible advises/proposals are (but not limited to):

- (i) Level 0: removal from/no inclusion in the Priority List;
- (ii) Level 1: focused inspections;
- (iii) Level 2: EASA to address the operator (for TCO applicants only) or the relevant competent authority highlighting the ramp inspection results and request information on corrective actions implemented; and
- (iv) Level 3: further investigations/enforcement under Part-TCO or deferral to the European Commission for investigations under Regulation 2111/2005 (EU Safety List).

Between the 1<sup>st</sup> of January 2018 and the 31<sup>st</sup> of December 2019, four IDEA meetings have been held in Cologne. The distribution among the different level of advice issued by the expert panel following these meetings is presented in Table 2.

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<sup>1</sup> ARO.RAMP.150

Table 2: Number of EASA advises issued after each IDEA meeting.

IDEA	Date	Level 0	Level 1	Level 2	Level 3
30	20/21 February 2018	10	106	8	0
31	29/30 September 2018	11	100	6	0
32	26/27 February 2019	21	103	9	0
33	10/11 September 2019	21	102	9	0

From the above numbers, it can be seen that the distribution amongst the different levels of advice is rather stable and not prone to drastic fluctuations. The majority of operators under the scope of the regular analysis received a Level 1 advice, ensuring its inclusion on the Priority List for ramp inspections.

The inspection results of operators with a high “SAFA ratio”<sup>2</sup> will only be analysed if stemming from at least 6 inspections (unless the SAFA ratio is exceptionally high). However, the subsequent “follow-up analysis” is done using the available reports. It should be noted that for the IDEA 33 (held in September 2019):

- 36 operators received a level 1 because they were not inspected since the previous analysis; and
- 19 operators analysed by IDEA experts were inspected less than 3 times during the period considered for the analysis. Generally, that is not enough information to change the level of advice.

### 3.4 Priority List

As part of the regulatory obligations originating from ARO.RAMP.105, EASA provides the competent authorities with a list of operators or aircraft identified as presenting a potential risk, for the prioritisation of ramp inspections. This Priority List is produced following every update of the Air Safety List and following the bi-annual regular analysis of ramp inspections, while minor updates are taking place monthly to incorporate recently authorised third country operators into the Chapter 5 of the list.

Between the 1<sup>st</sup> of January 2018 and the 31<sup>st</sup> of December 2019, Chapter 5 of the Priority List included operators granted with a TCO authorisation and which were:

- never inspected; or
- not inspected during the last 12 months.

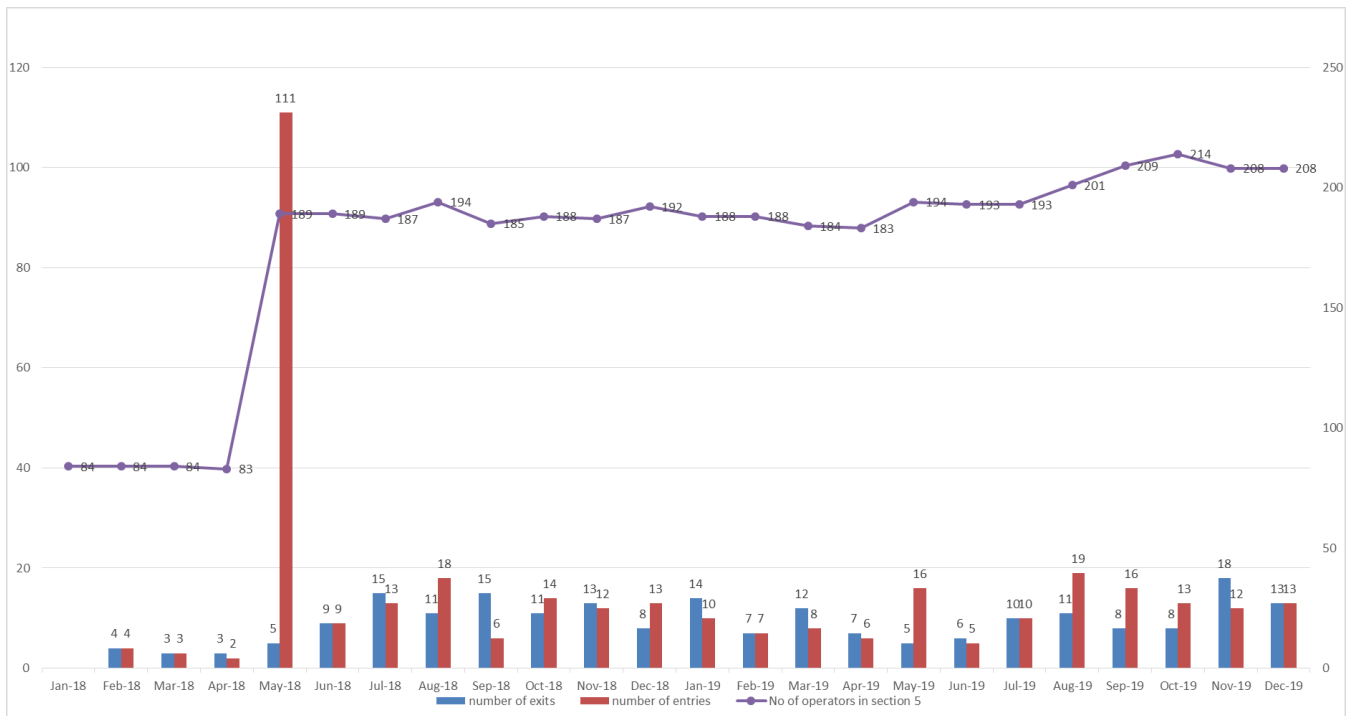
The data in table 3 and figure 2 provides the number of operators which were included in Chapter 5 of the Priority List, for each month between January 2018 and December 2019.

<sup>2</sup> The “SAFA ratio” is a performance indicator reflecting the average number of (weighted) findings per ramp inspection.

Table 3: Number of operators in Chapter 5 of the Priority List per month

		2018	2019
<b>No. of operators on Chapter 5 of the Priority List</b>	Jan	94	188
	Feb	93	187
	Mar	92	183
	Apr	91	183
	May	189	194
	Jun	187	192
	Jul	187	193
	Aug	195	200
	Sep	185	209
	Oct	188	214
	Nov	187	209
	Dec	191	210

Figure 2: Evolution of the number of operators included in Chapter 5 of the Priority List



From May 2018 to December 2019 Chapter 5 of the Priority List contained a rather stable number of operators, around 200.

In the considered period of this report (i.e.: 2018-2019), operators which had not undergone any ramp inspections during the last 12 months were considered to be “new” operators and therefore included in Chapter 5 of the Priority List for ramp inspections. Notably, in May 2018, the list was significantly enlarged

to include operators with a TCO authorisation and not inspected during the last 12 months, which represents a large portion of all operators in Chapter 5 of the Priority List.

Besides the new operators from Chapter 5, the following operators were included in the Priority List between 2018 and 2019:

- operators identified during the regular analysis of ramp inspection data;  
Twice per year, a group of ramp inspection experts gathers to analyse the most relevant ramp inspection data and provides a level of advice for each of the discussed operators. One of the potential advices of the regular analysis is the inclusion of the operator on the priority list for ramp inspections. Operators with a level of advice equal to 1, 2 or 3, as issued by the IDEA experts, are included in the Priority List.
- operators and States identified during the analysis of other relevant information;  
This information can originate either from Part-TCO technical assessment or from the oversight of Part-145 organisation.
- operators listed on the Air Safety List (ASL);  
Operators listed on the Air Safety List or for whose State it is mentioned in the recitals that EASA Member States should verify the effective compliance with the relevant international safety standards through the prioritisation of ramp inspections, were also included on the Priority List. It should be noted that a State is only included in the recitals of the regulatory text updating the Air Safety List when that State is part of the agenda of the Air Safety List committee meeting.
- third-country operators for which the EASA TCO authorisation was reinstated following suspension or revocation;  
According to ARO.RAMP.105(b)(5), aircraft used by a third-country operator whose authorisation is limited or reinstated after suspension or revocation shall be included on the Priority List.
- third-country operators whose authorisation has either been refused to issue, suspended, or revoked;  
These operators are also included in the Priority List when such enforcement is based on safety grounds.
- States for which ICAO has issued a Significant Safety Concern;  
When ICAO has issued a Significant Safety Concern (SSC) to a State in a relevant domain, it is included on the Priority List.
- States and operators which are subject to active consultations under Regulation (EC) No 2111/2005;  
A State or operator which is subject to active consultations under Regulation (EC) No 2111/2005 was included in the Priority List for ramp inspections on an ad-hoc basis, as there was not such complete list available with all active consultations between 2018 and 2019.
- States considered unable to discharge their safety oversight responsibilities according to the ICAO USOAP;  
According to the outcome of ICAO USOAP reports, certain States are considered to be unable to discharge their safety oversight responsibilities and are placed on the Priority List as a consequence. It should be highlighted that the following limitations are in place with this approach:



- The year from which such data is available for all States differs greatly. In some cases, the data can even be considered outdated and no longer relevant for the actual situation in a State.
  - It is challenging to define a “cut-off” value for the Level of Effective Implementation, after which confidence in a State is established.
- States considered by the FAA in Category 2.  
When a State was classified by the FAA as “Category 2”, it has been included in the Priority List. It should be emphasized that this information is not available for countries which are not providing air transport service to the US, which have no code-share arrangements with US carriers, or which have no significant interaction with the FAA.

### 3.5 RICS Meetings

Twice per year, EASA organises the Ramp Inspection Coordination and Standardisation (RICS) meeting. The spring meeting is organised in Cologne and the autumn meeting is hosted by one of the Participating States.

During the RICS meeting, EASA informs the Participating States on:

1. the on-going negotiations with States that may join the Programme;
2. IT developments of the ramp inspection tool;
3. the outcome of EASA standardisation activity;
4. data analysis results;
5. changes in the implementing rules (ARO.RAMP) affecting the programme; and
6. any other topic of interest for the RICS participants.

Participating States are also invited to contribute to the RICS with presentations on topics of interest for the Programme community.

The spring meeting is usually followed by the Industry Forum during which the regulators and industry have the opportunity to exchange on topics of common interest.

In April 2018, EASA organised the 7th RICS meeting hosted in Helsinki by TRAFICOM. 61 National Aviation Authority (NAA) delegates from 43 different Participating States, together with representatives of EUROCONTROL and the European Commission attended the meeting in Finland.

The RICS meeting planned in September 2018 was replaced by a workshop intended to support the work of the rulemaking task (RMT) group. This RMT aimed to remove most of the AMC & GM pertaining to ramp inspections and to transpose those into a Ramp Inspection Manual, to be published by EASA. The RMT also reviewed the individual AMC & GM provisions to modernise and clarify them. 67 participants among which NAA delegates from 39 different Participating States, representatives of EUROCONTROL, the European Commission participated in the workshop in Cologne, while the US Federal Aviation Administration (FAA) attended as observers.

On 26-28 March 2019, EASA hosted the 8th RICS meeting, which was attended by 65 National Aviation Authority representatives from 46 States. During the meeting, the results of the Ramp Simplification, System-Wide Coordination (SWC) and Manufacturer Data projects were presented and well-received. Two States attended as observers: Japan, which presented their ramp inspection programme as well as the upcoming ramp alcohol testing, and the US, which provided an update on their effort to join the Programme.



On 27 March 2019, more than 60 representatives from 10 additional States (not participating in the Programme), airline associations and ramp inspection training organisations joined the RICS participants for the 7th SAFA Regulators and Industry Forum. The attendees exchanged their experiences with the Programme, proposed presentations on its latest developments, and were informed on the roadmap for implementing alcohol testing during ramp inspections by August 2020 (edit: due to COVID-19 outbreak the roadmap has been extended until February 2021).

The 9th edition of the RICS meeting was held on 1-2 October 2019 in Berlin, hosted by the German Federal Aviation Office (LBA) in cooperation with the German Federal Ministry of Transport and Digital Infrastructure (BMVI).

The meeting was attended by 62 National Aviation Authority representatives from 42 Participating States and could also profit of the participation, as observers, of two representatives of the FAA. The meeting put a particular focus on the update of the Ramp Inspection Manual, including the draft guidance on the conduct of alcohol tests of crew members, which would become applicable in August 2020 (edit: due to COVID-19 outbreak the roadmap has been extended until February 2021). Further topics of common interest were discussed such as the results of the implementation of SWC and the evolution of RAMP standardisation. The meeting also included presentations on best practices by some authorities, offering valuable inputs for future updates of the Manual.

## 4 Regulatory Framework

The Programme is enforced in EASA Member States through the application of article 4 of the “COMMISSION REGULATION (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations according to Regulation (EC) No 216/2008 of the European Parliament and the Council”, (the Air Operations Regulation).

The Programme implementation needs to comply with Subpart RAMP of Annex II of the Air Operations Regulation.

The 1<sup>st</sup> of September 2019, the Ramp Inspection Manual (RIM) compiles best practices and gives guidance to States performing ramp inspections; it covers the delivery, management and administration of ramp inspections as well as the ramp inspector qualification process. The core text of the RIM has the same status as Guidance Material within EASA regulatory framework. Being referenced by an AMC, the appendixes of the RIM have the same status as AMCs within EASA regulatory framework. The appendixes of the RIM consist of:

- Inspection Instructions and PDFs, containing the ramp inspection instructions and the list of pre-described findings;
- the Training Syllabi, regarding Ramp Inspectors qualification; and
- the standard form of the Proof of Inspection.

Whereas this legal framework does not apply to non-EASA States, such States committed to implement them through the signature of WA with EASA.

### 4.1 Changes published in 2018

In 2018, the regulatory framework applicable to the Programme was modified as follows.





#### 4.1.1 Commission Regulation (EU) 2018/1042 & ED Decision 2018/012/R (Alcohol testing)

The Regulation 965/2012 (The “Air Operations Regulation”) was amended by:

- CR (EU) 2018/1042 of 23 July 2018, as regards technical requirements and administrative procedures related to introducing support programmes, psychological assessment of flight crew, as well as systematic and random testing of psychoactive substances to ensure medical fitness of flight and cabin crew members, and as regards equipping newly manufactured turbine-powered aeroplanes with a maximum certified take-off mass of 5700 kg or less and approved to carry six to nine passengers with a terrain awareness warning system.

The applicable AMC and GM to Subpart RAMP of Annex II were modified by:

- ED Decision 2018/012/R of 21 November 2018, that:
  - inserted AMC1, GM1, GM2 and GM3 ARO.RAMP.106 on alcohol testing;
  - amended AMC4 ARO.RAMP.115(b)(2) on the check-list for the qualification of ramp inspectors; and
  - amended AMC2 ARO.RAMP.125 on the Proof of Inspection checklist.

These changes introduced the requirement for EASA Member States to ensure as of the 14<sup>th</sup> of August 2020 (edit: entry into force delayed to the 14<sup>th</sup> of February, 2021 due to the COVID-19 outbreak) that alcohol testing of the flight crew and cabin crew members is carried out with regard to operators under their own oversight as well as with regard to operators under the oversight of another Member State or a third country. Such testing shall be performed by ramp inspectors within the framework of the EU Ramp Inspection Programme of Subpart RAMP of Annex II or by way of derogation by other authorised officials and outside the framework of Subpart RAMP of Annex II, provided that such alcohol testing meets the same objectives and adheres to the same principles as tests carried out under the framework of Subpart RAMP of Annex II.

These changes were consequences of the output delivered by the EASA-led Task Force established following the 4U 9525 flight accident.

## 4.2 Changes published in 2019

In 2019, the regulatory framework applicable to the Programme was modified as follows.

### 4.2.1 Commission Implementing Regulation (EU) 2019/1384

The Regulation 965/2012 was amended by:

- COMMISSION IMPLEMENTING REGULATION (EU) 2019/1384 of 24 July 2019 amending Regulations (EU) No 965/2012 and (EU) No 1321/2014 as regards the use of aircraft listed on an air operator certificate for non-commercial operations and specialised operations, the establishment of operational requirements for the conduct of maintenance check flights, the establishment of rules on non-commercial operations with reduced cabin crew on board and introducing editorial updates concerning air operations requirements

These minor changes clarified:

- criteria to establish the Priority List defined by ARO.RAMP.105;
- criteria to maintain the validity of ramp inspector qualification;
- criteria to lift an aircraft grounded in application of ARO.RAMP.140; and
- Agency coordination tasks.

## 4.2.2 ED Decision 2019/007/R

The applicable AMCs and GMs to Annex II, Subpart RAMP were modified by:

- ED Decision 2019/007/R of 27 February 2019, whose major changes were:
  - insertion of GM1 ARO.RAMP.005 on the Ramp Inspection Manual;
  - amendment of AMC1 ARO.RAMP.100(c) on annual ramp inspection programme (System-Wide Coordination - SWC);
  - amended of AMC1 ARO.RAMP.125 on the conduct of ramp inspections and ARO.RAMP.130 on the categorisation of findings and use of new proof of inspection;
  - insertion of AMC1 ARO.RAMP.145 on important safety information; and
  - insertion of AMC1 ARO.RAMP.150 on SWC of ramp inspections.

This decision introduced the **Ramp Inspection Manual (RIM)** and the **System-Wide Coordination (SWC) process**.

### 4.2.2.1 Ramp Inspection Manual (RIM)

The Ramp Inspection Manual production was initiated in 2017. EASA established two working groups in parallel, one to create the core text of the Ramp Inspection Manual and another one to review the Inspection Instructions and the pre-described findings (PDFs).

The first edition of the EASA RIM was published on 20 March 2019 with applicability on 1 September 2019.

The RIM provides a flexible legal framework to achieve these objectives. Indeed:

- amendments to the core part of the RIM and its attachments will be notified to all the RICS members before their publication. Depending on the urgency of the change, this notification will take place either via email or during RICS meetings. The RICS members will have in both cases the possibility to provide comments on the proposed amendments;
- amendments to appendices to the Ramp Inspection Manual will be subject to a focused consultation of the OPS.TeB/FS.TEC Members, allowing them to provide comments on the draft amendments before the final version is adopted. EASA will then review the comments and prepare the final version for publication. In case of a major disagreement on a substantial change, the proposed amendment will be discussed at the next OPS.TeB meeting; and
- outside these two levels of consultation, the EASA Member States and the non-EASA Participating States may provide comments on the current version of the Manual by submitting them to [safa@easa.europa.eu](mailto:safa@easa.europa.eu)



#### 4.2.2.2 System Wide Coordination (SWC)

The System Wide Coordination (SWC) aims to further coordinate the number of inspections performed annually on operators and prevent under and over inspection of operators with an important traffic in several EASA Member States. The development of this system started in 2017 and was tested by volunteer States in 2018 and 2019. SWC entered into force the 1<sup>st</sup> of January 2020.

Within the framework of SWC EASA is in charge to set and distribute among the EASA Member States a yearly target of inspections for operators qualified as “Layer 1” operators. “Layer 1” operators are operators verifying a minimum traffic criteria based on the number of landings performed in the EASA Member States. Operators not qualified as “Layer 1” are “Layer 2” operators. The yearly target of inspection assigned to “Layer 1” operators is set according to a risk-based matrix that takes into account the operator traffic and its confidence level assigned by EASA. The confidence level calculation takes notably into consideration:

- the ramp inspection results;
- the Air Safety List;
- the ICAO USOAP results of the State of Operator;
- the number of accident involving operator aircraft;
- the age of the fleet;
- the operator aircraft type(s); and
- IOSA operator results if available.

EASA Member States shall define their annual ramp inspection programme on “Layer 1” operators, based on the target numbers of inspections assigned by EASA. The “Layer 1” targets are updated once a year during the mid-year update. This update takes into account updated traffic data and confidence levels. Within SWC, States can trade between themselves targets of inspection to be performed on a given operator.

2018 and 2019 were test years for SWC. In 2018 21 EASA Member States participated in the SWC trial phase and in 2019 all EASA Member States participated in the trial.

After the first year of test, the general feedback from the States was:

- programming was easier but planning was more difficult;
- inspectors needed to get used to restrictive targets;
- States needed the flexibility to cater for:
  - o national specifics;
  - o immediate safety concerns (e.g. Emergency ADs); and
  - o unforeseen changes in operators/number of flights
- inspection « trading » increased flexibility but was deemed cumbersome.

At the end of 2018, EASA assessed the impact of SWC. To do so EASA divided operators into 4 groups defined according to the number of inspections performed in 2016 per operator:

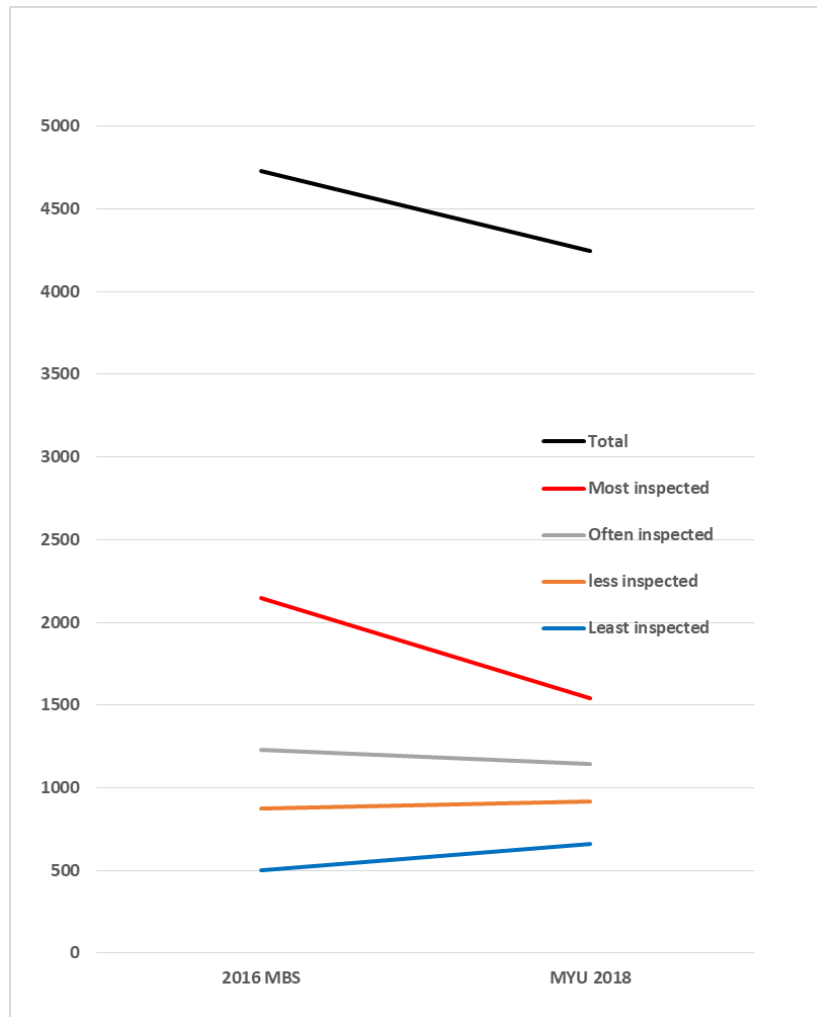
- « Most inspected » (148-57 inspections);
- « Often inspected » (57-40 inspections);
- « Less inspected » (39-24 inspections); and
- « Least inspected » (24-5 inspections).

The data in figure 3 indicates for the two most inspected groups, that the number of inspections went down, whereas the least inspected group was more often inspected.





Figure 3: Impact on the core group of Layer 1 Operators in number of inspections compared to the target



The EASA conclusions of this first year of test were:

- SWC did address both:
  - o over-inspection for most inspected operators, and
  - o Under-inspection for less and least inspected operators
- positive effects of SWC were partially undone by non-EASA States;
- more flexibility was required; and
- inspection trading needed better IT support.

In 2019, EASA improved the ramp inspection tool to support SWC implementation (see chapter 5.2) and States built on their 2018 experience. As a result, only 3.5% deviation from the 2019 assigned targets was noticed at the end of 2019. This deviation was due to:

- 73 inspections performed over the assigned target on 28 different Layer 1 operators, not on the Priority List (target on operators on the Priority List can be over performed within SWC, such over performance is not counted as a deviation);
- 138 inspections not performed on 43 different Layer 1 operators (for these operators the SWC assigned targets were not achieved).

In 2019, 242 inspections were traded between the States.



#### 4.2.2.3 Inspection Instructions (INST.RI.01/003)

The Inspection Instructions document was amended and published as No INST.RI.01/003 on 20 March 2019 and applicable on 1 September 2019. A corrigendum was issued on 26 April 2019 maintaining the same applicability date. The amendment covered the following subjects.

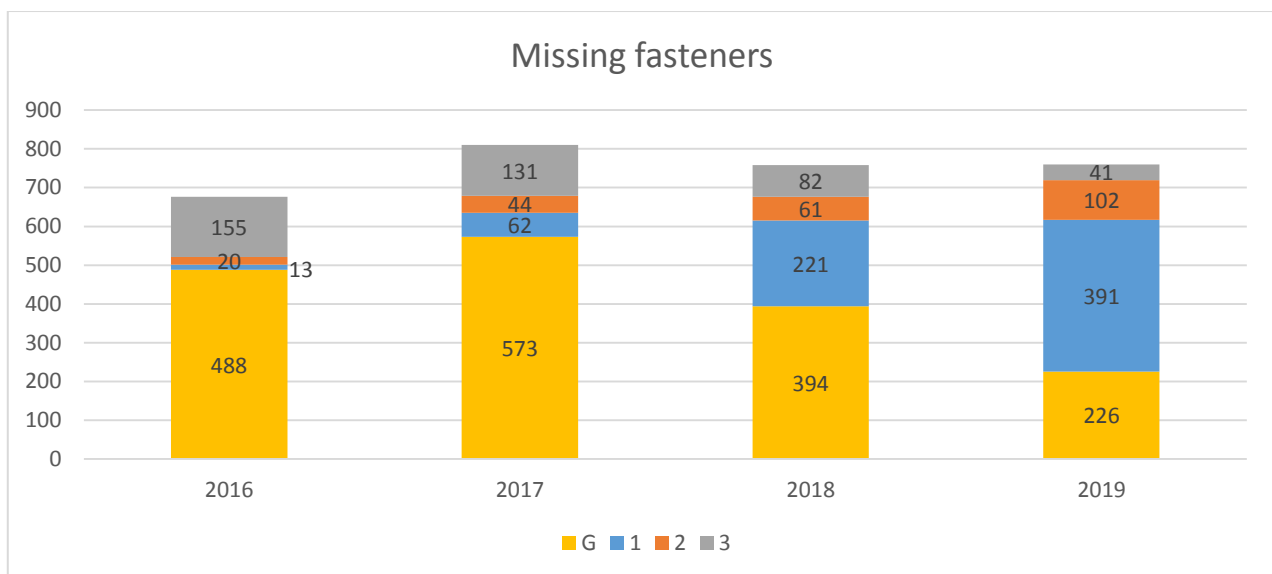
##### 4.2.2.3.1 Manufacturer data

This amendment introduced a revised methodology to categorise findings related to missing fasteners and broken bonding wires developed within the “manufacturer data project”. This revised methodology introduced an assessment matrix providing guidance to the inspector on potential non-compliances and their associated categories. The previous procedure to categorise technical defects is still applicable to other technical defects.

In 2018, 7 States volunteered to participate in the trial of manufacturer data project. The project was fully implemented in the ramp inspections procedures in 2019 and applicable as of the 1<sup>st</sup> of September 2019.

The number of findings raised on missing fasteners is presented in figure 4. The analysis on bonding wire is not done as its impact on the Programme is less significant.

Figure 4: Findings raised on missing fasteners



Following the manufacturer data project implementation, the number of findings related to missing fasteners remained constant, but the average categorisation was significantly changed as follows:

- the number of CATG remarks and CAT3 findings was reduced significantly;
- the number of CAT1 findings increased significantly; and
- the number of CAT2 findings increased.

Despite the limited number of States engaged in the trial, the impact of “Manufacturer data project” was already noticeable in 2018. In 2019 more States applied the new process voluntarily ahead of the application date, explaining the increasing difference.

#### 4.2.2.3.2 Major changes

The categories of the following PDFs were changed as of the 1<sup>st</sup> of September 2019.

1. Galley or trolley (when used) waste receptacle access door covers inoperative are now raised as significant instead of major findings.
2. Missing or unreadable marking are raised as significant when they are related to ground servicing.

Due to the proximity of cabin crew members, a galley or trolley (when used) waste receptacle access door cover inoperative was deemed to have a lower impact on safety than a lavatory waste receptacle access door cover inoperative. The PDF CAT2 “Galley or trolley (when used) waste receptacle access door cover inoperative” was introduced to reflect this difference on safety impact.

Due to the number of findings raised on marking and placard missing or unreadable, EASA worked to standardise the way these findings are raised and simplified the wording of the findings. The new wording of the PDF is in line with Annex 8 requirements and is easily understandable by every ramp inspector and operator.

Table 4: Effect of PDF changes

Pre-described finding	2018				2019			
	G	1	2	3	G	1	2	3
Galley or trolley (when used) waste receptacle access door cover inoperative							34	
Galley/lavatory waste receptacle access door cover inoperative (outside dispatch limits/conditions)				92				44
Lavatory waste receptacle access door cover inoperative								1
<b>Grand Total</b>				<b>92</b>			<b>34</b>	<b>45</b>

Pre-described finding	2018				2019			
	G	1	2	3	G	1	2	3
Markings and/or placards required by the manufacturer not applied or unreadable		460				309		
Safety markings not applied or unreadable			246				138	
Markings and/or placards not related to ground servicing required by the manufacturer not applied or unreadable						130		
Ground servicing placards and markings not applied or unreadable							73	
<b>Grand Total</b>		<b>460</b>	<b>246</b>			<b>439</b>	<b>211</b>	

Other PDFs were changed but with a lesser impact on the inspection results.

#### 4.2.2.4 Train the trainer

In accordance with AMC1 ARO.RAMP.115(b)(3) “whenever deemed necessary by the Agency, e.g. after major changes in the inspection procedures”, ramp inspectors need to undergo recurrent training.

Following the publication of the ED Decision 2019/007/R in February and the implementation of the “System-Wide Coordination” and “Use of Manufacturer data” projects, the Agency has scheduled three recurrent training workshop sessions, addressed to qualified inspectors and representatives of the Ramp Inspection Training Organisations.

The workshops were scheduled as follows:



- 28/29 April 2019;
- 14/15 May 2019; and
- 28/29 May 2019.

In total EASA delivered 90 certificates of attendance for these 3 workshops.

Note: following the publication of the ED Decision 2019/007/R this AMC doesn't longer exist. Under the current regulatory framework, the equivalent requirement can be found in AMC7 ARO.RAMP.115(a)(b) §(b).

## 4.3 On-going developments

### 4.3.1 Alcohol testing procedures

As discussed during the RICS-8 meeting in March 2019, EASA established a working group to develop further guidance to the implementation of the requirements deriving from ARO.RAMP.106 on alcohol testing. The guidance will be incorporated in the RIM.

Among the main purposes of such guidance, they were to provide information on:

- how to apply the risk-based approach to alcohol testing;
- how to perform an alcohol test;
- how to report alcohol testing results;
- how to follow-up on positive test;
- training requirements for ramp inspectors; and
- other technicalities.

A consultation on the draft guidance and procedures delivered by the working group was initiated in December 2019 and ended in January 2020.

The activity of the working group is expected to be completed in 2020.

### 4.3.2 PDF Working Group(s)

After RICS-8 a permanent working group (PDF-WG) was installed. The members of the PDF-WG were initially the same as the working group which worked on the pre-described findings in the scope of the Ramp Inspection Manual project. The PDF-WG members are selected among various EASA and non-EASA Participating States experts. A rotating schedule for seats in this working group ensures harmonisation between States.

The Terms of References aimed at meeting at least monthly through videoconference to discuss new proposals coming from the Participating States or EASA. The PDF-WG has met 8 times in 2019.

The work of the PDF-WG has resulted in various changes to the PDF list, multiple changes to the inspection instructions and an amendment of several chapters in the RIM. These changes were delivered at the end of 2019. Therefore changes introduced by the PDF-WG had no or minimal impact on the 2019 inspection results.



## 5 Population inspected

### 5.1 Overview

The Programme ensures an active oversight of aircraft landing in all the Participating States (the EASA Member States and the non-EASA Participating States). The information provided by ramp inspection reports support the decision-making process of stakeholders (e.g.: the risk-based oversight performed by EASA within the framework of TCO activity, before approving a wet lease-in agreement the EASA Member State competent authority of the lessee should assess available reports on ramp inspections performed on aircraft of the lessor...). Therefore, it is important that ramp inspections are performed on the widest possible range of operators and aircrafts landing in the Participating States and ensure a satisfactory coverage of traffic coming in the EASA Member States.

Table 5: General overview of the Programme

	2013	2014	2015	2016	2017	2018	2019
States of inspections	40	43	44	46	46	47	47
Inspections performed	11 679	11 630	12 040	12 475	13 156	12 232	11 657
Aerodromes of inspection	345	358	354	364	359	361	375
No. of tail number inspected	6 554	6 554	6 791	7 218	7 594	7 372	7 177
Operators inspected	1 074	1 087	1 166	1 255	1 321	1 406	1 376
Average no. of inspection per operator inspected	10.9	10.7	10.3	9.9	10.0	8.7	8.5
State of Operator inspected	142	138	142	147	148	145	143
Aircraft types inspected	209	218	227	230	242	250	230

At the end of 2018, the number of Participating States which performed inspections raised from 46 to 47 after Australia became a Participating State of the Programme.

After a peak in 2017, the total number of inspections progressively decreased both in 2018 and 2019. In 2019 compared to 2018, the number of inspections decreased by 575. This decrease is in one hand explained by the results of the SWC test phase and on the other hand by the ramp inspections performed in the non-EASA Participating States. The EASA Member States performed 407 inspections less in 2019 than in 2018 and the non-EASA Participating States performed 168 inspections less in 2019 than in 2018.

Table 6: Planned number of inspection and performed number of inspections by EASA Member States

Planned number of inspections	2018	2019	Variation 18-19 #	Variation 18-19 %
Achieved number of inspections				
EASA Member States	7 497	7 252	-245	-3.3%
	10 216	9 809	-407	-4.0%

In 2018 Layer 1 targets amounted to 5 577 inspections and Layer 2 targets to 1 920 inspections (these numbers are a simulation of the application of SWC on all EASA Member States); In 2019, Layer 1 targets



totalised 5 412 inspections and Layer 2 targets 1 840 inspections. According to the annual programme of the EASA Member States and SWC test phase, a decrease of 245 inspections was anticipated in 2019 in comparison to 2018.

The decrease of the planned number of inspections in the EASA Member States in 2019 can be explained by:

1. the number of operators qualified as Layer 1 within the SWC framework
  - during 2019 mid-year update of SWC, 177 operators qualified as Layer 1 this number was 194 after the 2018 mid-year update.
2. the level of confidence assigned to Layer 1 operators within the SWC framework
  - for 55 Layer 1 operators the confidence level improved in 2019 compared to 2018 resulting in a decrease of inspection targets in 2019 by comparison with 2018 Layer 1 target.
  - for 42 Layer 1 operators the confidence level worsened in 2019 compared to 2018 resulting in an increase of inspection targets in 2019 by comparison with 2018 Layer 1 target.

The average level of traffic of Layer 1 operator within the SWC framework didn't change significantly between 2018 and 2019.

This decrease in the planned number of inspections was amplified by unexpected events that happened in 2019. In 2019, 4 large airlines bankrupted WOW air, Jet Airways, Germania and British Midland Regional. These bankruptcies resulted in a drop-down by 94 in the number of inspections performed in 2019 in comparison with 2018. The suspension of the TCO authorisation for one Layer 1 operator in 2019 explained an additional loss of 19 inspections performed in comparison with 2018.

In total, EASA Member States over-performed the minimum number of inspections planned within the SWC framework by providing additional inspections on Layer 2 operators mainly.

*Table 7: Planned number of inspection and performed number of inspections by non-EASA Participating States*

Planned number of inspections	2018	2019	Variation 18-19	Variation 18-19
Achieved number of inspections			#	%
<b>Non-EASA Participating States</b>	2 315	2 271	-44	-1.9%
	2 016	1 848	-168	-8.3%

Considering the non-EASA Participating States, we can notice that the established annual programmes were not fully achieved in 2018 and 2019. This may be caused by unanticipated events happening during the year and un-controlled by States, and it can't be analysed within this report as a thorough analysis of the root cause should be done. However, information collected from EASA standardisation activities pointed out that some non-EASA Participating States may have anticipated in 2019 the update of the calculation methodology for the number of inspections introduced in the RIM. The new calculation methodology should be endorsed by an update of working arrangements. This new methodology will decrease the number of inspections to be included in the annual programme for the Participating States not part of SWC. This will be more detailed in the 2020 annual report.

In 2018 and 2019, respectively 126 and 136 operators were inspected only by the non-EASA Participating States representing respectively 9.0% and 9.9% of operators inspected within the Programme.

In 2019, the number of airports where ramp inspections were performed increased in comparison with 2018.

Despite the reduction of the number of inspections to a value close to 2014, the number of operators inspected in 2019 is significantly higher than in 2014. The number of inspected operators stayed stable between 2018 and 2019.

As an average, the number of inspections per inspected operator in 2019 decreased by about 15% compared to 2017.

The number of inspections per tail number followed a similar evolution.

## 5.2 Inspections on aircraft operated by operators included in the Priority List

The percentage of inspections performed on aircraft, used by operators which are on the Priority List, is the same for 2018 and 2019. It is in line with the stable population of prioritised operators during this period.

*Table 8: Proportion of inspections performed on operators included in the Priority List.*

Number of inspections performed	2018	2019
Total	12 232	11 657
Not in Priority List	10 037	9 567
%	82.1%	82.1%
In Priority List	2 195	2 090
%	17.9%	17.9%

The number of inspected tail numbers shows a slight decrease in 2019 and concerns mostly non-prioritised tail number.

*Table 9: Inspection on "tail number" used by operators included in the Priority List*

Number of tail number inspected	2018	2019
No. of non-prioritised tail number inspected	6 317	6 153
<i>% of non-prioritized tail number inspected</i>	<i>85.0%</i>	<i>84.9%</i>
No. of inspection per non-prioritised tail number	1.59	1.55
No. of prioritised tail number inspected	1 111	1 094
<i>% of prioritized tail number inspected</i>	<i>15.0%</i>	<i>15.1%</i>
No. of inspection per prioritised tail number	1.98	1.91

The number of inspections per tail number was higher for those on the Priority List both in 2018 and 2019.

### 5.3 Aircraft configuration

In 2018 and 2019, only 16 and 13 inspections were performed on aircraft configured for the combined transport of passengers and cargo. These numbers are considered too low for analysis and therefore this chapter focusses on cargo and passenger aircraft only.

Table 10: Activity per aircraft configuration

Aircraft configuration	Cargo		Passenger	
	2018	2019	2018	2019
Number of inspections	949	981	11 267	10 663
State of inspection	44	45	47	47
Number of tail number inspected	572	583	6 867	6 635
Number of inspections per tail number inspected	1.7	1.7	1.6	1.6
Number of operators inspected	145	126	1 350	1 315
Number of inspections per operator inspected	6.5	7.8	8.3	8.1

In 2019 the average number of inspections per operator increased for cargo aircraft and lightly decrease for passenger aircraft in comparison with 2018. The average number of inspections per operator for both configurations were comparable in 2019 while it was significantly lower for cargo aircraft than for passenger aircraft in 2018.

In 2018, 75 tail numbers were subject to 233 ramp inspections, but reports associated identified them in the database with different configurations (passenger or cargo). In 2019, 49 tail numbers inspected 143 times were in that situation.

### 5.4 Type of operation

Following the risk-based approach, ramp inspections are mostly performed on Commercial Aviation.

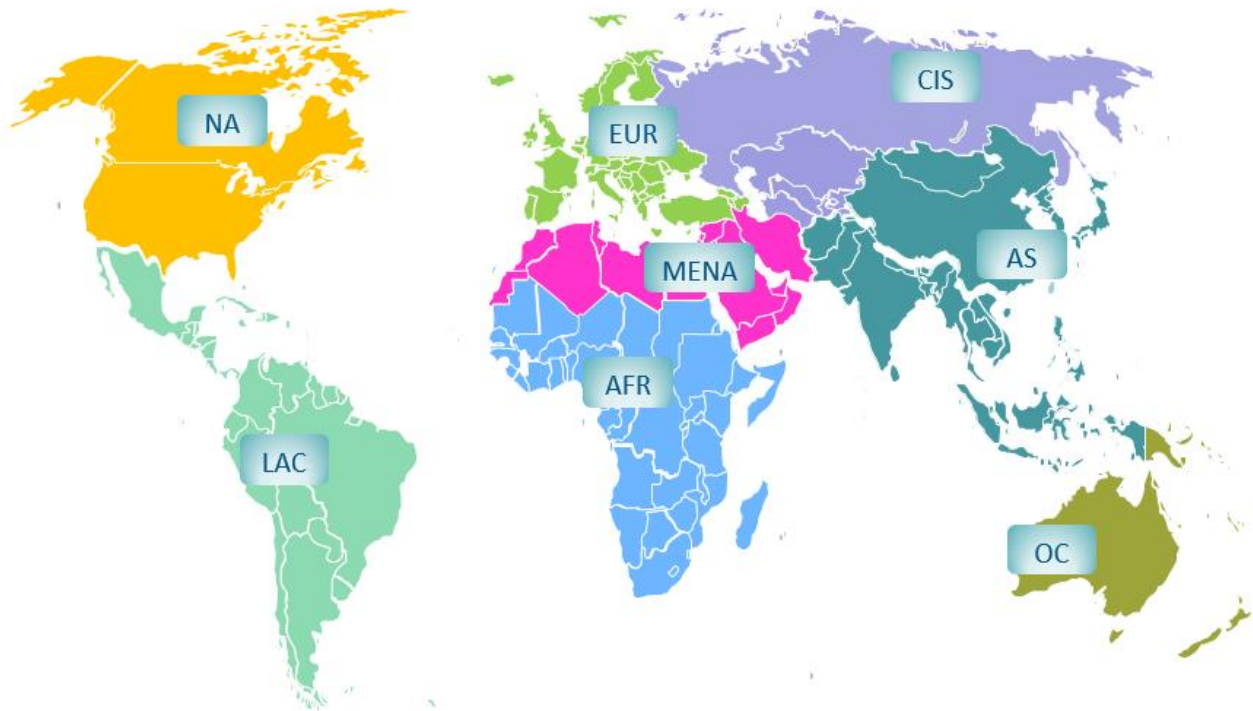
Table 11: Activity per type of operation

type of operation	Commercial Aviation		General Aviation	
	2018	2019	2018	2019
Number of inspections	11 430	10 962	802	695
States of inspections	47	47	37	34
Number of inspected tail number	6 726	6 608	706	629
Number of inspections per inspected tail number	1.7	1.7	1.1	1.1

As the number of operators in General Aviation can hardly be defined, we can only compare the number of inspections per tail number inspected. For 2018 and 2019, this number is stable for both types of operations. Tail numbers operated in General Aviation were significantly less inspected than tail numbers operated in Commercial Aviation.

## 5.5 World coverage

Figure 5: World regions definition



**EASA Member States** - Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland, United Kingdom.

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

**Russian Federation, Belarus and Central Asia** - Belarus, Kazakhstan, Kyrgyzstan, Russian Federation, Tajikistan, Turkmenistan, Uzbekistan.

**North America** - Canada, United States of America.

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

**Middle East and North Africa (MENA)** - Algeria, Bahrain, Egypt, Iran (Islamic Republic of), Iraq, Israel, Jordan, Kuwait, Lebanon, Libya, Morocco, Oman, Qatar, Saudi Arabia, Syrian Arab Republic, Tunisia, United Arab Emirates, Yemen.

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

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

**Oceania (OC)** - Australia, Fiji, Kiribati, Marshall Islands, Micronesia (Federated States of), Nauru, New Zealand, Palau, Papua New Guinea, Samoa, Solomon Islands, Tonga, Tuvalu, Vanuatu

Table 12: Regional indicators

Region	2018				2019			
	No. of States inspected	No. of Operators inspected	Inspect. (I)	No. of States of Inspection	No. of States inspected	No. of Operators inspected	Inspect. (I)	No. of States of Inspection
EASA States (EU+3)	31	642	6 686	46	31	625	6 429	47
EUROPE (ECAC)	44	786	7 862	47	44	765	7 456	47
Russian Federation, Belarus & Central	7	61	698	41	7	65	623	41
North America	3	198	919	35	3	208	834	35
Latin America & the Caribbean	26	94	283	16	26	85	285	19
Middle East and	17	107	1 250	43	17	100	1 184	42
Africa	18	30	226	26	16	32	221	26
Asia	22	111	947	37	23	107	984	31
Oceania	8	19	47	7	7	21	70	6

47 Participating States performed ramp inspections on operators from the EASA (EU +3) region and EUROPE (ECAC) region and a large number of operators from these regions have been inspected.

On the other side, the Participating States inspected a limited number of operators from Oceania and Africa. Only 6 Participating States provided inspection reports on Oceania operators, this region is one of the least inspected among all. Oceania operators are mainly inspected by Australia, Singapore, United-Kingdom and France (in New Caledonia).

It should be noticed that Spain, United-Kingdom, The Netherlands and France (in overseas territories and dependencies) provided the majority of inspections performed on operators from Latin America and the Caribbean.



## 5.6 Traffic coverage

The analysis will focus on aircraft with Maximum Take-Off Weight (MTOW) over 5,700 Kg operating into, within or out of the EASA Member States. The traffic data stems from EUROCONTROL; for that reason, Iceland is excluded from the analysis as it is not covered by EUROCONTROL. The traffic is the number of landings and excludes the number of landings made by operators in their State.

Table 13: Traffic coverage<sup>3</sup>

Operator data	2018		2019	
	EASA operator	TCO	EASA operator	TCO
<b>Total No. of landings</b>	4 467 800		4 519 498	
<b>No. of landings</b>	3 734 149	733 651	3 762 491	757 007
<i>% on total No. of landings</i>	83.6%	16.4%	83.3%	16.7%
<b>No. of operators which landed in EASA Member States<sup>2</sup></b>	1 062	1 910	1 029	1 880
<i>% of operators</i>	35.7%	64.3%	35.4%	64.6%
<b>No. of inspections</b>	5 482	4 080	5 428	3 854
<i>% on total No. of inspections</i>	57.3%	42.7%	58.5%	41.5%
<b>No. of inspected operators</b>	523	604	512	584
<i>% of inspected operators</i>	46.4%	53.6%	46.7%	53.3%
<b>No. of landings generated by all inspected operators</b>	4 342 775		4 394 252	
<b>No. of inspected tail number</b>	3 272	2 611	3 262	2 470
<i>% of inspected tail number</i>	55.6%	44.4%	56.9%	43.1%
<b>No. of inspection per inspected operator</b>	10.5	6.8	10.6	6.6
<b>No. of inspection per inspected tail number</b>	1.7	1.6	1.7	1.6
<b>No. of inspection per landing</b>	0.15%	0.56%	0.14%	0.51%

Operators which were inspected in 2018 and 2019, together covered more than 90% of the European traffic in 2018 and 2019.

There is a significant number of operators landing on an occasional basis only within EASA MS. Therefore, despite the good traffic coverage, only about 37% of operators<sup>4</sup> landing in EASA Member States (excluding Iceland) are inspected each year.

<sup>3</sup> All traffic data comes from TCO utility tool provided by EUROCONTROL and is manually filtered to exclude traffic from aircraft with a MTOW<5.7T

<sup>4</sup> Using Eurocontrol data and counting the number of operator names for aircraft with MTOW >5,7T

Table 14: Number of operators per category of traffic

Number of landings	Number of operators in 2018	Number of inspected operators in 2018*	Number of operators in 2019	Number of inspected operators in 2019*
More than 10 000	83	80	83	80
More than 5 000 less than 10 000	43	43	45	43
More than 1 000 less than 5 000	167	163	153	151
More than 500 less than 1 000	107	100	103	97
More than 100 less than 500	369	276	348	236
More than 50 less than 100	234	91	233	91
Less than 50	1 974	231	1 944	125

\*These statistics require a matching between the taxonomies used by Eurocontrol and EASA. This is particularly difficult for General Aviation as no AOC is specifying the operator details. For 2019, 273 inspected operators using aircraft with a MTOW>5.7T couldn't be matched; in 2018, this number was 143. This issue significantly impacts the statistics for the "less than 50 landings" category.

The proportion of inspection performed on TCOs and EASA operators stayed stable in 2019 compared to 2018.

The percentage of the EASA operators' flights subjected to ramp inspections against the total number of EASA operators' flights in EASA Member States (excluding Iceland) went from 0.15% in 2018 to 0.14% in 2019, while for TCOs flights it moved from 0.56% to 0.51% respectively.

## 6 Standardisation

Given the collective nature of the Programme, it is important that all inspections are performed in a standardised manner within all the Participating States. Standardisation in the performance of ramp inspections is essential for several reasons, like to have a uniform playing field avoiding any type of discrimination or partiality by making use of common methodology and assessment criteria to be applied to all air operators, to gather consistent and reliable data to be used for the safety assessment of operators' performance, statistical analysis, etc.

### 6.1 EASA Standardisation activities

One of the main standardisation activities is the standardisation inspection. The standardisation inspections are carried out according to the working methods established in Commission Implementing Regulation (EC) No 628/2013 of 28 June 2013. They incorporate database analysis and on-site visits including the



observation of ramp inspections performed by the qualified personnel of the inspected competent authority.

In 2018, 12 Participating States have been subject to standardisation inspections. 7 inspections were conducted as stand-alone comprehensive inspections on non-EASA Participating States, while the other 5 were performed as focused inspection, within a wider OPS standardisation framework, on EASA Member States.

In 2018, more emphasis has been put on continuous monitoring by a consistent use of the results of the periodic detailed analysis of the information entered into the centralised database. This resulted in proactive actions and measures taken by EASA concerning the Participating States.

In 2019, 8 Participating States have been subject to standardisation inspections. 5 of the inspections were conducted as stand-alone comprehensive inspections on non-EASA Participating States, while the other 3 were performed as focused inspection, within the OPS standardisation framework, on EASA Member States.

The focus on continuous monitoring continued also in 2019. When necessary, EASA established communication with the affected Participated States, requesting clarifications or corrective actions.

## 6.2 Continuous monitoring

Within its standardisation activities, EASA uses indicators calculated at the State level. These indicators are used to identify potential non-standard implementation of the Programme by State. Here after are presented two of these indicators aggregated at the Programme level.

### 6.2.1 Use of PDF

A high proportion of non-compliance categorised according a PDF ensures the same categorisation of a similar non-compliance independently of the State of Inspection.

In 2018 and 2019, PDF represented respectively 81.4% and 82.2% of the number of findings raised.

It should be noted that the list of PDFs is available only for Commercial Aviation so that all findings raised on General Aviation were not covered by a PDF and therefore raised as a User Defined Finding (UDF). The findings raised on General Aviation represented respectively 7.0% and 5.5% of all the findings raised in 2018 and 2019.

EASA appointed the PDF-WG to develop the list of PDF for General Aviation to improve the standardisation of findings raised.

### 6.2.2 Checklist coverage

Another indicator is the average number of items checked during a ramp inspection. As each inspection is considered in the same way for calculations of indicators used within EASA coordination tasks, a good coverage of the checklist is needed to ensure reliability of these indicators.

### 6.2.2.1 Overview

Table 15: Overview on findings and inspected items

	Year						
	2013	2014	2015	2016	2017	2018	2019
Total Inspections (I)	11679	11630	12040	12475	13156	12232	11 657
Total Inspected Items (II)	467408	476833	499186	525239	558653	525181	504 486
Average no. of inspected items during an inspection	40.0	41.0	41.5	42.1	42.5	42.9	43.3

It should be noticed that the average number of inspected items during an inspection showed a slight constant increase since 2013.

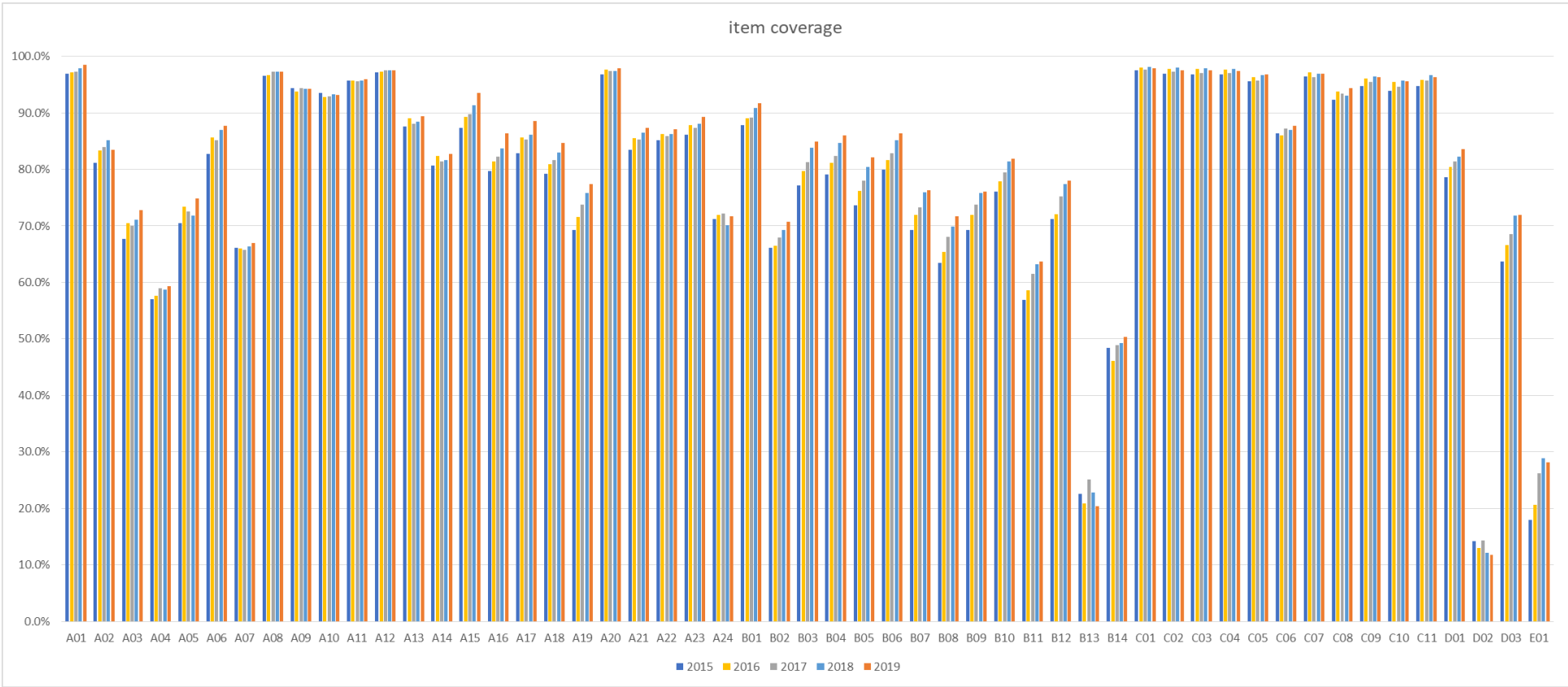
Also, as the items of the inspection instructions are not comparable, it is interesting to look at which items are more and more inspected each year. The coverage of the checklist item by item is provided in table 16. In October 2014, the checklist numbering of items was changed. For convenience the above-mentioned table only presents data from 2015 to 2019.

Table 16: Item of the checklist

Item	Description
<b>A</b>	<b>Flight Deck</b>
1	General Condition
2	Emergency Exit
3	Equipment
	<b>Documentation</b>
4	Manuals
5	Checklists
6	Radio Navigation Charts
7	Minimum Equipment List
8	Certificate of registration
9	Noise certificate (where applicable)
10	AOC or equivalent
11	Radio licence
12	Certificate of Airworthiness (C of A)
	<b>Flight data</b>
13	Flight preparation
14	Weight and balance
	<b>Safety Equipment</b>
15	Hand fire extinguishers
16	Life jackets / flotation device
17	Harness
18	Oxygen equipment
19	Independent portable light
	<b>Flight Crew</b>

20	Flight crew licence
	<b>Journey Log Book / Technical Log or equivalent</b>
21	Journey Log Book, or equivalent
22	Maintenance release
23	Defect notification and rectification
24	Pre-flight inspection
<b>B</b>	<b>Safety / Cabin</b>
1	General Internal Condition
2	Cabin attendant's station & crew rest area
3	First Aid Kit/ Emergency medical kit
4	Hand fire extinguishers
5	Life jackets / Flotation devices
6	Seat belt and seat condition
7	Emergency exit, lighting/marketing, independent portable light
8	Slides /Life-Rafts (as required), ELT
9	Oxygen Supply (Cabin Crew and Passengers)
10	Safety Instructions
11	Cabin crew members
12	Access to emergency exits
13	Safety of passenger baggage's
14	Seat capacity
<b>C</b>	<b>Aircraft Condition</b>
1	General external condition
2	Doors and hatches
3	Flight controls
4	Wheels, tyres and brakes
5	Undercarriage skids/floats
6	Wheel well
7	Power plant and pylon
8	Fan blades, Propellers, Rotors (main & tail)
9	Obvious repairs
10	Obvious un-repaired damage
11	Leakage
<b>D</b>	<b>Cargo</b>
1	General condition of cargo compartment
2	Dangerous Goods
3	Safety of cargo on board
<b>E</b>	<b>General</b>
1	General

Figure 6: item coverage (No. of times items were checked in the year per No. of inspections performed in the year) 2015 - 2019



The graph shows that almost all items of the checklist were checked out more often during ramp inspections in 2019 than in 2018. Moreover, in most of the cases the trend is steady since 2015. This growth was particularly significant for cabin related items (B items) and items A15 to A19 that concerned emergency equipment installed in the cockpit.

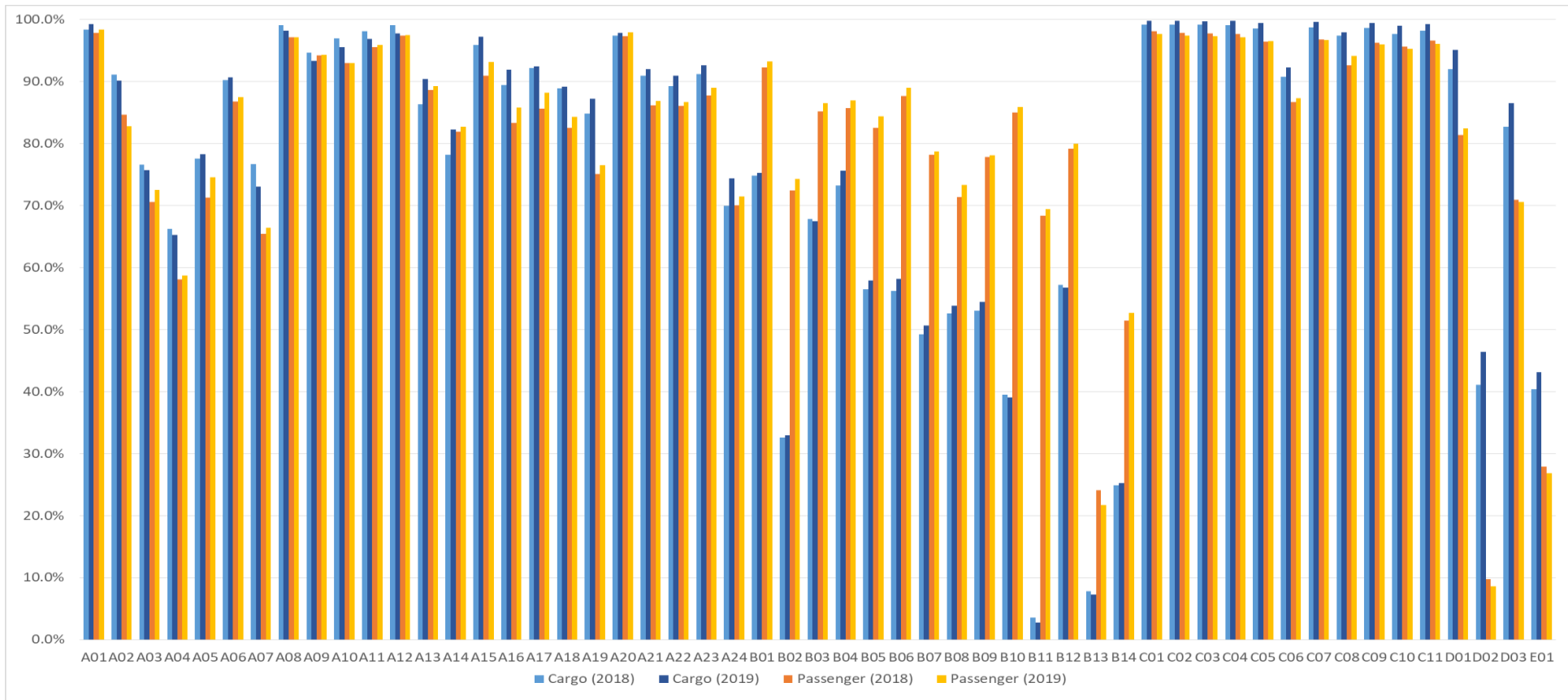
Only items A02 “Emergency exits” and B13 “Stowage of passenger baggage” were inspected less often in 2019 than in 2018.



### 6.2.2.2 Aircraft configuration

The important difference in the item coverage rates may be justified by inspections performed on different aircraft configuration. In figure 7 are presented the main differences between inspection performed on passenger aircraft and cargo aircraft.

Figure 7: Item coverage rate per item – Cargo and Passenger aircraft



For cargo and passenger aircraft, the ramp inspection checklist coverage didn't change significantly between 2019 and 2018. We can see that A and C items are similarly inspected for cargo or passenger aircraft. As expected, the B items are less inspected on cargo aircraft.

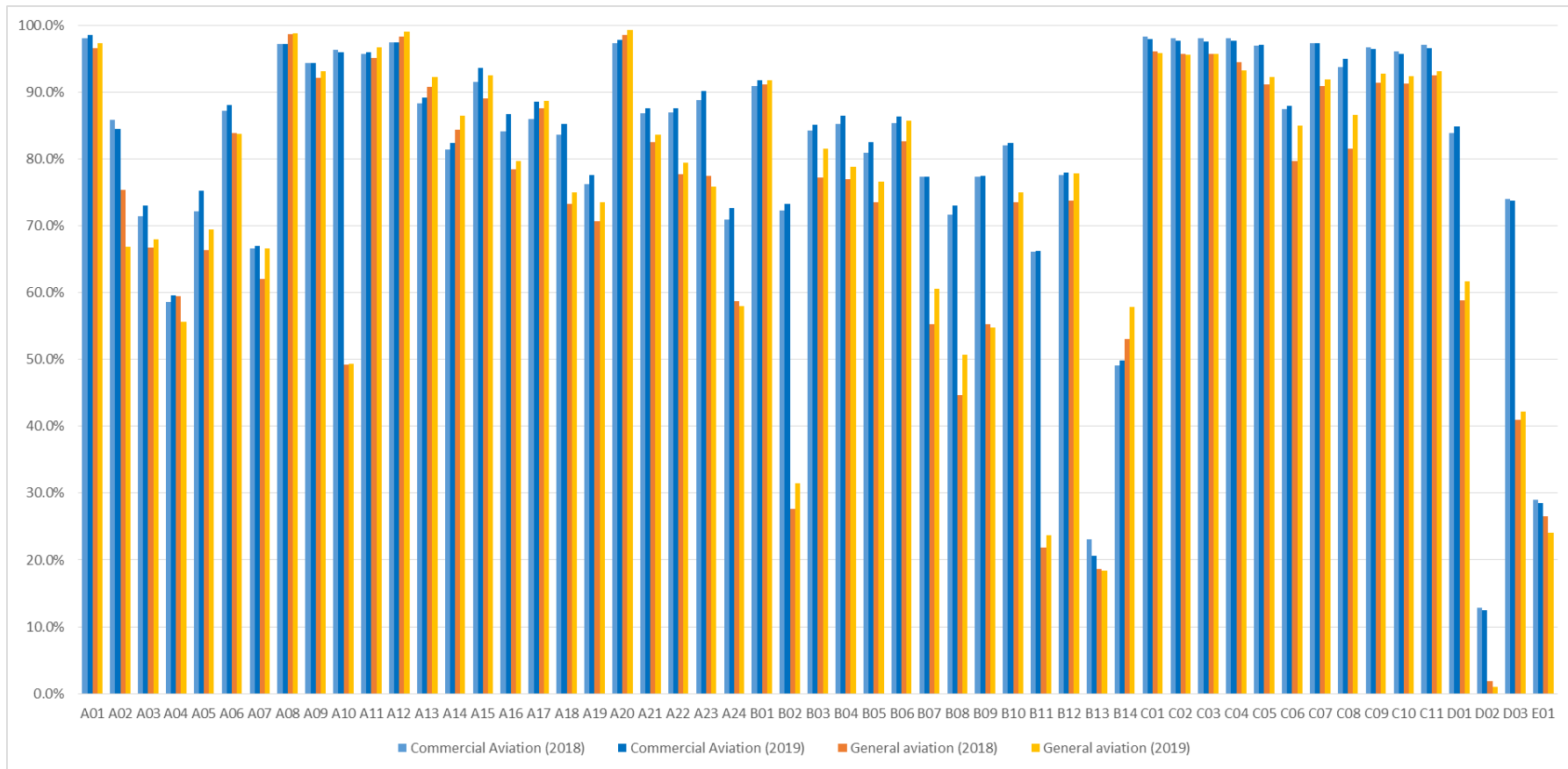
Surprisingly, the D items related to cargo are not inspected in 100% of the ramp inspections performed on cargo aircraft. In the case of item D02, for example, some ramp inspectors will consider it as checked, only if dangerous goods are on board and they controlled it. For D03 some ramp inspectors will consider it as checked only if cargo was on-board. This highlights that there is no guidance to standardise when item D02 and D03 should be considered as "checked".



### 6.2.2.3 Type of operation

Another important difference in the item coverage rates may be justified by inspections performed on different type of operation. The main differences between inspection performed on Commercial and General Aviation are illustrated in figure 8.

Figure 8: Item coverage rate per item – General Aviation and Commercial Aviation



For a ramp inspection on Commercial Aviation, the number of items on the checklist covered during the inspection remains stable in 2019 compared to 2018.

The coverage of the checklist items during a ramp inspection on General Aviation remains stable for nearly all items, except for item A02 “Emergency exit” that was inspected 10% less in 2019 compared to 2018.

The main differences between checklist coverage rates are due to the lack of cabin crew requirements for most aircrafts involved in General Aviation and/or the size of module inspected. Therefore items A02 “emergency exits”, B02 “Cabin attendant’s station and crew rest area”, B06 “Seat belt and seat condition”, B07 “Emergency exit, lighting and independent portable lights”, B08 “Slides/Life-Rafts (as required), ELT”, B11 “Cabin crew members” and D03 “Cargo stowage” are significantly less checked out during inspections on General Aviation. The item D02 “Dangerous Good” is also very rarely controlled during an inspection performed on General Aviation.

## 7 Follow-up of ramp inspections

In addition to the collection and analysis of data, the Programme contributes actively to the improvement of aviation safety by:

1. informing the operator’s Competent Authority of any significant (CAT2) or major (CAT3) finding raised on aircraft under their oversight;
2. ensuring immediate actions by the operator before flight when a major finding is raised including:
  - a. restriction on aircraft flight operation;
  - b. corrective actions before flight;
  - c. grounding of aircraft; and
  - d. immediate operating ban.
3. ensuring a follow-up of every significant and major finding after a ramp inspection.

Table 17: Actions after ramp inspections

Year of inspection		2018	2019
No. of Inspections		12 232	11,657
No. of Findings raised		7 192	6 419
NOTIFICATION	No of reports containing CAT2 or CAT3 findings	3 303	2 879
	No. of reports followed by an action Class 2: Information to the Authority & the Operator	10 601	10 129
IMMEDIATE ACTION	No. of reports containing CAT3 findings	1 584	1 339
	No. of reports containing at least one action Class 3a: Restriction on aircraft flight operation	142	131
	No. of reports containing at least one action Class 3b: Corrective actions before flight	1 516	1 258
	No. of reports containing at least one action Class 3c: Aircraft grounded	7	4
	No. of reports containing at least one action Class 3d: Immediate operating ban	1	0
FOLLOW-UP of findings	No. of findings CAT2 and CAT3 closed during the year (counting also findings raise previous year)	5 571	4 542



In 2018, 45 reports containing CAT2 or CAT3 findings were not notified to the Authority or the operators, in 2019 this figure was 16. Around 7 000 reports containing no CAT3 and no CAT2 findings were notified to Authority and Operator each year in 2018 and 2019 even if it was not required.

In 2018, 6 reports containing CAT3 findings were not followed by immediate corrective actions (class 3 actions), in 2019, 4 reports containing CAT3 findings were not followed by immediate actions.

In 2019, 4 aircrafts were grounded during a ramp inspection against 7 aircrafts in 2018. No aircraft was banned in 2019 and only one in 2018.

In 2019, Participating States closed around 4 542 findings category 2 or 3 while they closed 5 571 findings in 2018. This difference is mainly due to:

- the difference of the number of findings CAT2 and CAT3 raised in 2019 and in 2018 (4 254 findings CAT2 and CAT3 raised in 2019 and 5 171 in 2018); and
- an important number of findings raised before 2015 and closed in 2018 (438 findings).

Table 18: Number of findings closed per year

Year of inspection	Year of closure	
	2018	2019
2011	37	3
2012	82	34
2013	188	30
2014	142	37
2015	86	55
2016	116	86
2017	876	145
2018	4363	850
2019	Not applicable	3552
<b>Total</b>	<b>5890</b>	<b>4792</b>

On the 25<sup>th</sup> of May, 2020, 1 227 findings raised before 2020 were still open on the database.

Table 19: Number of findings

“OPEN”

Year of inspection	Number of findings OPEN
2011	8
2012	60
2013	62
2014	96
2015	97
2016	131
2017	174
2018	238
2019	361
<b>Total</b>	<b>1227</b>

Some findings are not closed because of various reasons notably:

- operators cannot be contacted after the inspection (Information on the owner may be inconclusive for operators flying without AOC, e.g.: flight performed with aircraft owned by banks or with shared ownership);
- the operator or the inspecting authority is not responsive; or
- the inspecting authority has not finalised its response.

This is analysed within the scope of the standardisation activity on a case by case basis.

## 8 Ramp inspection results

The analysis of inspection reports allows EASA to assess the operator's compliance with requirements, which is an important indicator for their safety performance.

### 8.1 General overview

Table 20: Overview of the evolution of ramp inspection findings

	Year						
	2013	2014	2015	2016	2017	2018	2019
Total Inspections (I)	11 679	11 630	12 040	12 475	13 156	12 232	11 657
Total Inspected Items (II)	467 408	476 833	499 186	525 239	558 653	525 181	504 486
Total Findings (F)	8 943	8 847	7 662	7 726	7 725	7 192	6 419
Findings/ Inspections (F/I)	0.77	0.76	0.64	0.62	0.59	0.59	0.55
Findings/ Inspected Items (F/II)	0.019	0.019	0.015	0.015	0.014	0.014	0.013

Figure 9: Inspected items and findings

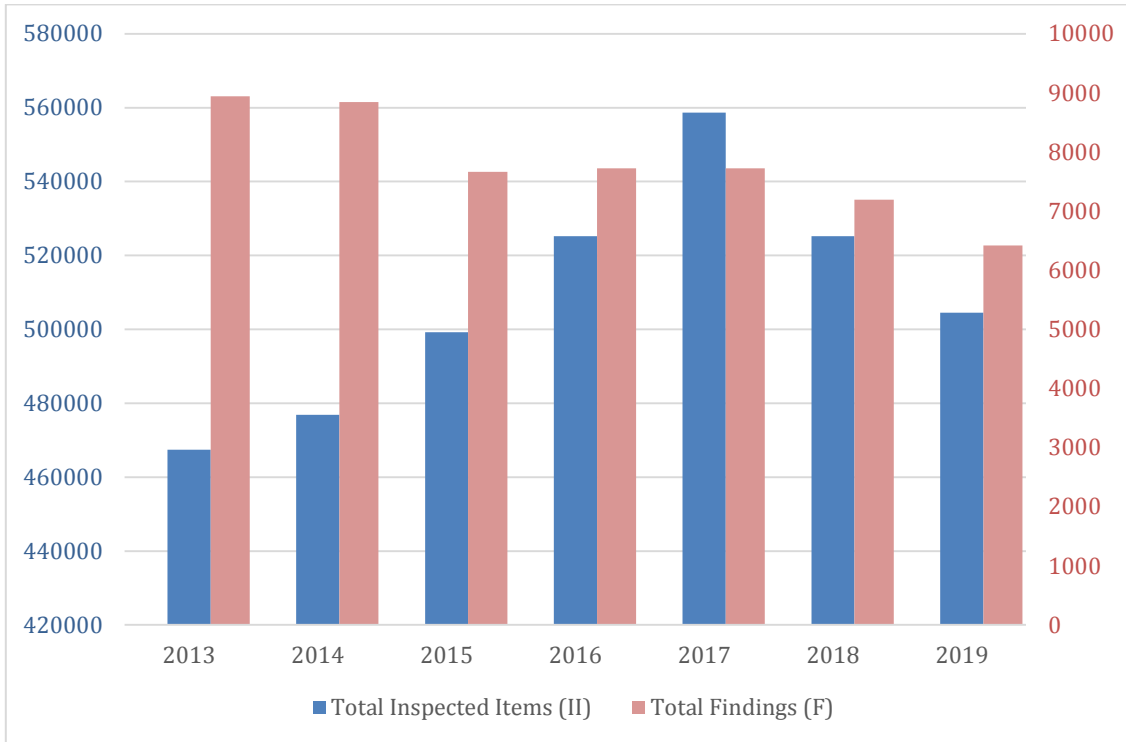


Figure 10: Findings per inspection and per inspected item

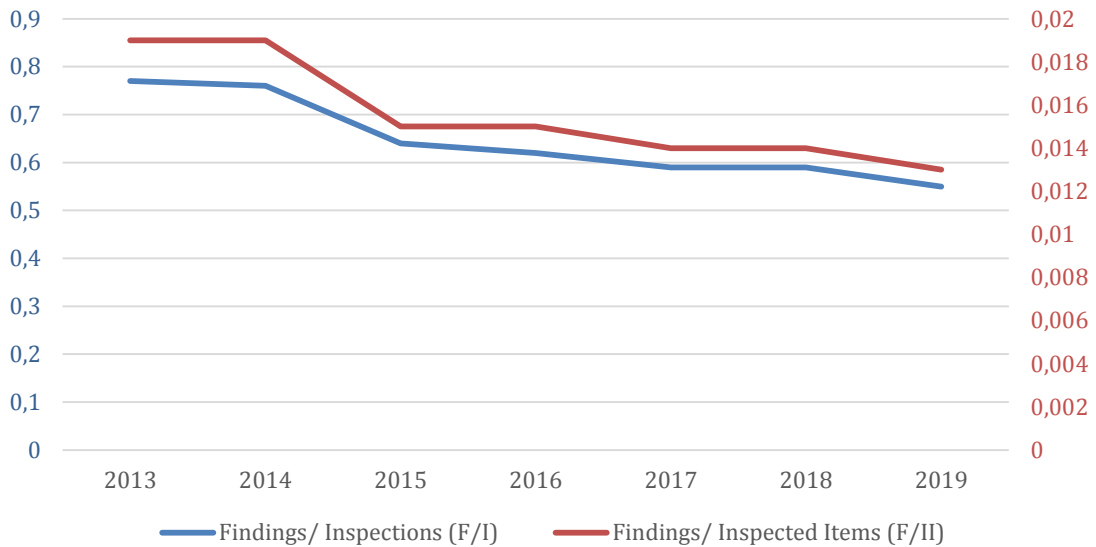
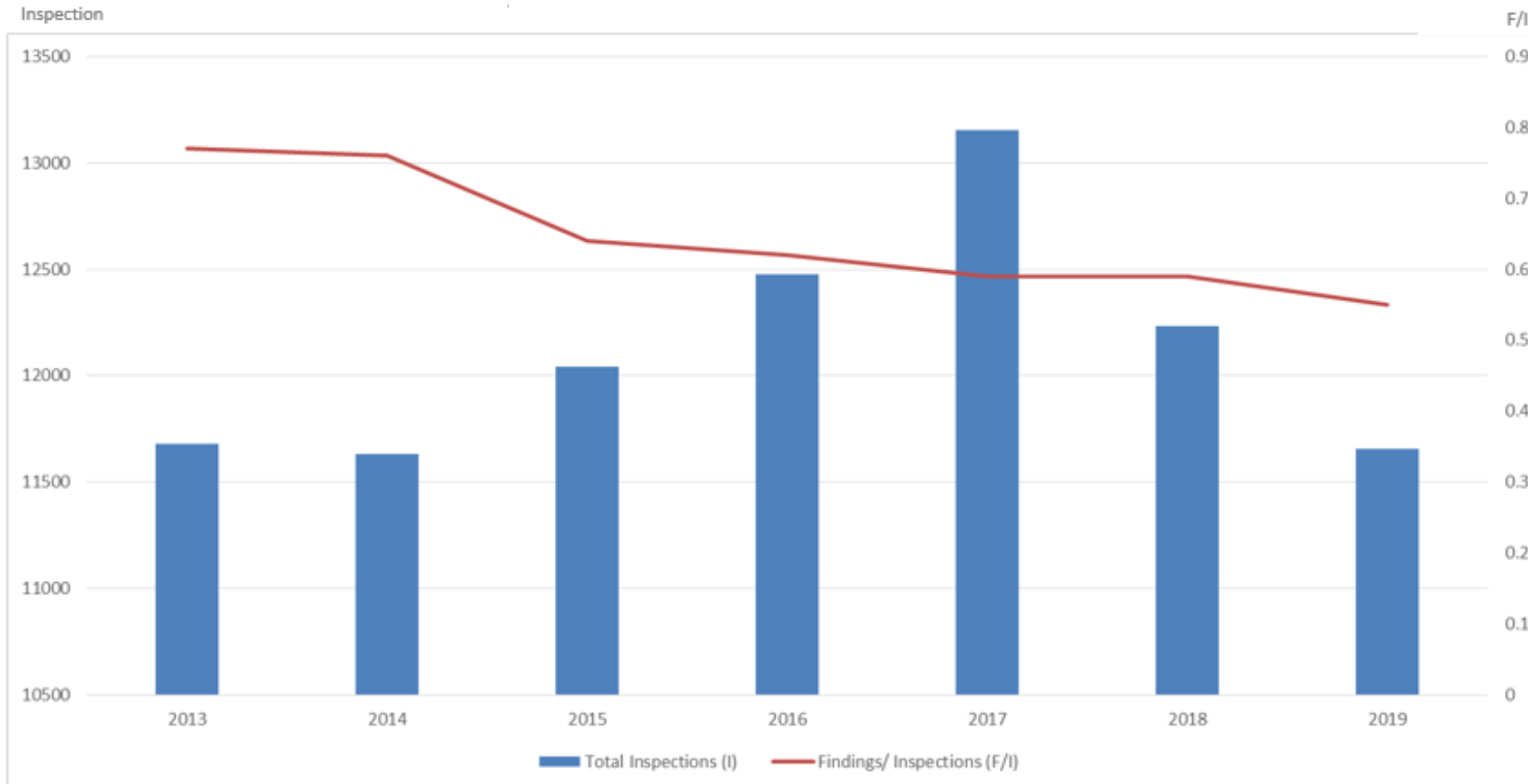


Figure 11: Annual inspections and average findings per inspection



The number of findings raised per inspection as well as the number of findings per inspected item continued to decrease in 2018 and 2019. It can be noticed that these trends are steady since 2011.



Table 21: Findings per category

			No. findings (F)				Ratio of findings per inspection (Fcat./I)				Ratio of findings per inspected items (F/II)	SAFA ratio
Year	No. inspections (I)	No. inspected items	Cat. 1 (minor)	Cat. 2 (significant)	Cat. 3 (major)	Total	F cat.1 / I	F cat.2 / I	F cat.3 / I	F total / I		
2017	13 156	558 653	2 201	3 404	2 120	7 725	0.167	0.259	0.161	0.587	0.014	0.65
			28.5%	44.1%	27.4%							
2018	12 232	525 181	2 021	3 081	2 090	7 192	0.165	0.252	0.171	0.588	0.014	0.63
			28.1%	42.8%	29.1%							
2019	11 657	504 486	2 165	2 581	1 673	6 419	0.186	0.221	0.144	0.551	0.013	0.54
			33.7%	40.2%	26.1%							

From the overview of the data provided in Table above, the following main information can be derived.

- Compared to 2017, 2018 showed a slight decrease in the total number of CAT1 findings; 2019 showed an increase of more than 5% in CAT1 findings. In both 2018 and 2019, CAT2 findings showed a constant decrease.
- In 2018, there was a slight decrease in the CAT3 findings followed by a higher decrease in 2019.
- The fluctuating trend showed by the number of CAT1 findings per inspection in the years 2017, 2018 and 2019 should be mostly ascribed to the re-categorisation of certain frequent non-compliances (e.g.: implementation of manufacturer data, waste receptacle access doors, etc...)

## 8.2 Results per geographical area

Table 22: Regional view of inspections performed

Region	No. of inspected Operators		Inspect. (I)		SAFA ratio	
	2018	2019	2018	2019	2018	2019
EASA Member States	642	625	6 686	6 429	0.45	0.42
EUROPE (ECAC)	786	765	7 862	7 456	0.46	0.43
Russian Federation, Belarus & Central Asia	62	65	698	623	0.59	0.44
North America	199	208	919	834	0.82	0.64
Latin America & the Caribbean	95	85	283	285	1.58	0.99
Middle East and North Africa	108	100	1 250	1 184	0.97	0.76
Africa	31	32	226	221	1.31	1.00
Asia	112	107	947	984	0.80	0.74
Oceania	20	21	47	70	0.59	0.87
<b>All States</b>					<b>0.63</b>	<b>0.54</b>

It should be noticed that operators from “Russian Federation, Belarus & Central Asia” and from “North America” improved their SAFA ratio in 2019 in comparison with 2018 respectively from 0.59 to 0.44 and from 0.82 to 0.64. Due to the large number of inspections on these operators and the wide number of States of inspections (see chapter 7.2), this result should be seen as a structural improvement of operators from this region.

Latin America and Caribbean average SAFA ratio significantly improved but mainly because of the reduction of the inspections performed on Venezuelan operators in 2019, 21 inspections performed in 2018 against 4 in 2019. Without taking into account Operators from Venezuela the SAFA ratio in 2018 of LAC would have been 1.07 and in 2019 0.97. The reduction of the number of inspections performed on Venezuelan operators in 2019 was mostly due to the closure of direct route between Venezuela and Aruba by Aruban authorities inducing a reduction of the number of inspections performed by Aruban inspectors on Venezuelan operators.

The SAFA ratio of African operators decreased significantly in 2019. Due to the low number of inspection on operators from Africa, the SAFA ratio of the region can be significantly influenced by few inspections with an important number of raised findings (e.g.: up to 20 category 3 findings raised on a single operator in

2019). If we filtered the results of inspections performed on tail number inspected only once, the SAFA ratio of AFR in 2018 would have been 0.95 and in 2019, 0.97.

The SAFA ratio of Oceania region increased in 2019, mainly because of less inspection performed by Singapore authorities on Australian operators with a low SAFA ratio and a more important number of inspections in Australia and New Caledonia on operators from Oceania with poor ramp inspection results.

LAC and AFR are still the regions whose operators have the highest rates of non-compliances in 2018 and 2019.

The improvement of the SAFA ratio of African and Latin American as well as the increasing SAFA ratio of Oceania operators should not be considered as indicators of a structural safety improvement or degradation. Indeed, the low number of inspections performed on operators from these regions lower the statistical significance (e.g.: one inspection with an important number of CAT2 and CAT3 could significantly alter this regional indicator).

### 8.3 Results per aircraft configuration

In 2018 and 2019, 16 and 13 inspections were performed on “combi” aircraft. These numbers are considered too low to deem an analysis and are not considered in this chapter.

Table 23: Ramp inspection results per aircraft configuration - Passenger and cargo

Aircraft configuration	Cargo		Passenger	
	2018	2019	2018	2019
Year of inspection				
Number of inspections	<b>949</b>	<b>981</b>	<b>11 267</b>	<b>10 663</b>
<i>% of the total number of inspections</i>	<b>8%</b>	<b>8%</b>	<b>92%</b>	<b>91%</b>
Number of inspections on prioritised cargo aircraft	243	204	1 950	1 883 (18%)
<i>% of inspection on prioritised aircraft per aircraft configuration</i>	<b>26%</b>	<b>21%</b>	<b>17%</b>	<b>18%</b>
State of inspection	44	45	47	47
Number of tail number inspected	572	583	6 867	6 635
Number of operators	145	126	1 350	1 315
No. of CAT1	137	159	1 881	2 002
No. of CAT2	264	229	2 810	2 349
No. of CAT3	226	140	1 860	1 529
Ratio	0.85	0.58	0.61	0.53

Figure 12: Operator SAFA ratio and Priority List – Passenger and cargo configuration



The SAFA ratio of both configuration group decreases from 2018 to 2019. For passenger aircraft it is a reduction from 0.61 to 0.53 (-13.1%), and for cargo aircraft from 0.85 to 0.58 (-31.8%).

For passenger aircraft, the proportion of inspection performed on prioritised and non-prioritised aircraft is similar between 2018 and 2019.

For cargo aircraft, a lesser proportion of prioritised aircraft was inspected in 2019 compared to 2018. The significant improvement of the prioritised cargo aircraft SAFA ratio should be noted, in 2019 the SAFA ratio of cargo aircraft reached the level of the SAFA ratio of passenger aircraft.

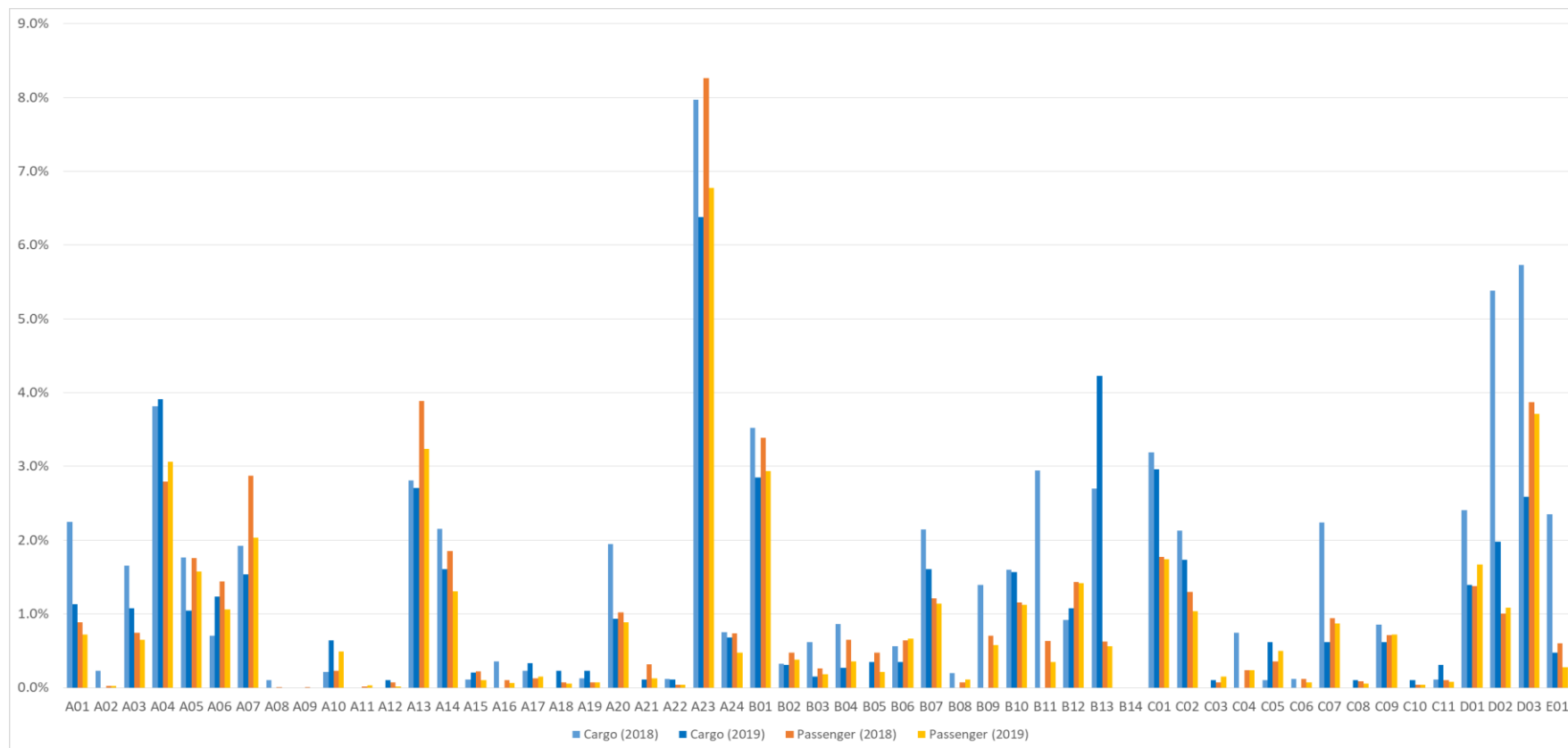


The SAFA ratio of prioritized cargo operators in 2018 was significantly higher than in 2019 due to 5 aircrafts with a SAFA ratio over 10 and inspected only once in 2018. Without considering tail number with a SAFA ratio over 10 the SAFA ratio would be as follows:

*Table 24: SAFA ratio without taking into account aircrafts inspected only once with a SAFA ratio over 10*

Cargo aircraft on the PL	2018	2018 (without taking into account tail number with a SAFA ratio over 10 inspected only once)	2019	2019 (without taking into account tail number with a SAFA ratio over 10 inspected only once)
SAFA Ratio	1.95	1.22	1.01	1.01
Number of inspections	243	238	204	204

Figure 13: No. of findings (CAT2 + CAT3) per No. of times items were checked – Cargo and passenger



The main areas of concerns for passenger aircraft and cargo aircraft are similar.

- Items A04 to A07 related to the document management of operators (“Manuals”, “checklists”, “Navigation/instrument Charts”, “Minimum Equipment List”).
- Items A13 “flight preparation” and A14, “mass and balance calculation”.

- Item A23 "Defect notification and rectification (incl. Tech Log)".
- Item B01 "general internal condition".
- Item C01 "external condition".
- Items D01 "General condition of cargo compartment" and D03: "Cargo stowage".

For cargo aircraft, the item B13 "stowage of passenger baggage" is also considered as an area of concerns.

Table 25: Top 5 major findings - Cargo and passenger

2018 Top 5 CAT3 Cargo configuration			2019 Top 5 CAT3 Cargo configuration		
<b>D03</b>	Cargo not correctly secured and restrained in all directions	33	<b>D03</b>	Cargo not correctly secured and restrained in all directions	17
<b>A01</b>	Interior equipment and/or other object(s) not correctly secured or stowed during flight	12	<b>B01</b>	Loose or heavy objects in the cabin/galleys	12
<b>B01</b>	Loose or heavy objects in the cabin/galleys	10	<b>A01</b>	Interior equipment and/or other object(s) not correctly secured or stowed during flight	5
<b>C07</b>	Screws/rivets loose or missing, outside dispatch limits/conditions	9	<b>D01</b>	Damage to panelling and/or lining outside limits	5
<b>B01</b>	Crew carry-on baggage not adequately and securely stowed during flight	5	<b>A23</b>	Required maintenance action not performed or not in accordance with applicable (MEL/AMM/SRM) instructions	5

2018 Top 5 CAT3 Passenger configuration			2019 Top 5 CAT3 Passenger configuration		
<b>D03</b>	Cargo not correctly secured and restrained in all directions	158	<b>D03</b>	Cargo not correctly secured and restrained in all directions	153
<b>B01</b>	Galley/lavatory waste receptacle access door cover inoperative (outside dispatch limits/conditions)	87	<b>D03</b>	Load distribution/load limit (floor and/or height) exceeded	61
<b>D03</b>	Load distribution/load limit (floor and/or height) exceeded	82	<b>D01</b>	Blow-out panels pushed, damaged or missing (outside dispatch limits/conditions)	60
<b>A01</b>	Interior equipment and/or other object(s) not correctly secured or stowed during flight	59	<b>D01</b>	Damage to panelling and/or lining outside limits	49
<b>B06</b>	Seat(s) unserviceable and not identified as such	55	<b>A01</b>	Interior equipment and/or other object(s) not correctly secured or stowed during flight	47

In both 2018 and 2019, the PDF CAT3 "Cargo not correctly secured and restrained in all directions" was the most raised on both aircraft configurations. Along these 2 years, the finding was raised 361 times. In 2019, the firsts four of the top five raised PDFs on passenger aircraft were related to the cargo inspection items and represented 323 CAT3 findings i.e.: 20% of all CAT3 findings.

It should be noted that the CAT3 PDF B01 "Galley/lavatory waste receptacle access door cover inoperative (outside dispatch limits/conditions)" has been re-categorised as a CAT2 finding in September 2019 when it concerned a defect in the galley.

The pre-described finding A01 “Interior equipment and/or other object(s) not correctly secured or stowed during flight” mostly concerned luggage or bag stowed in the cockpit without restraints.

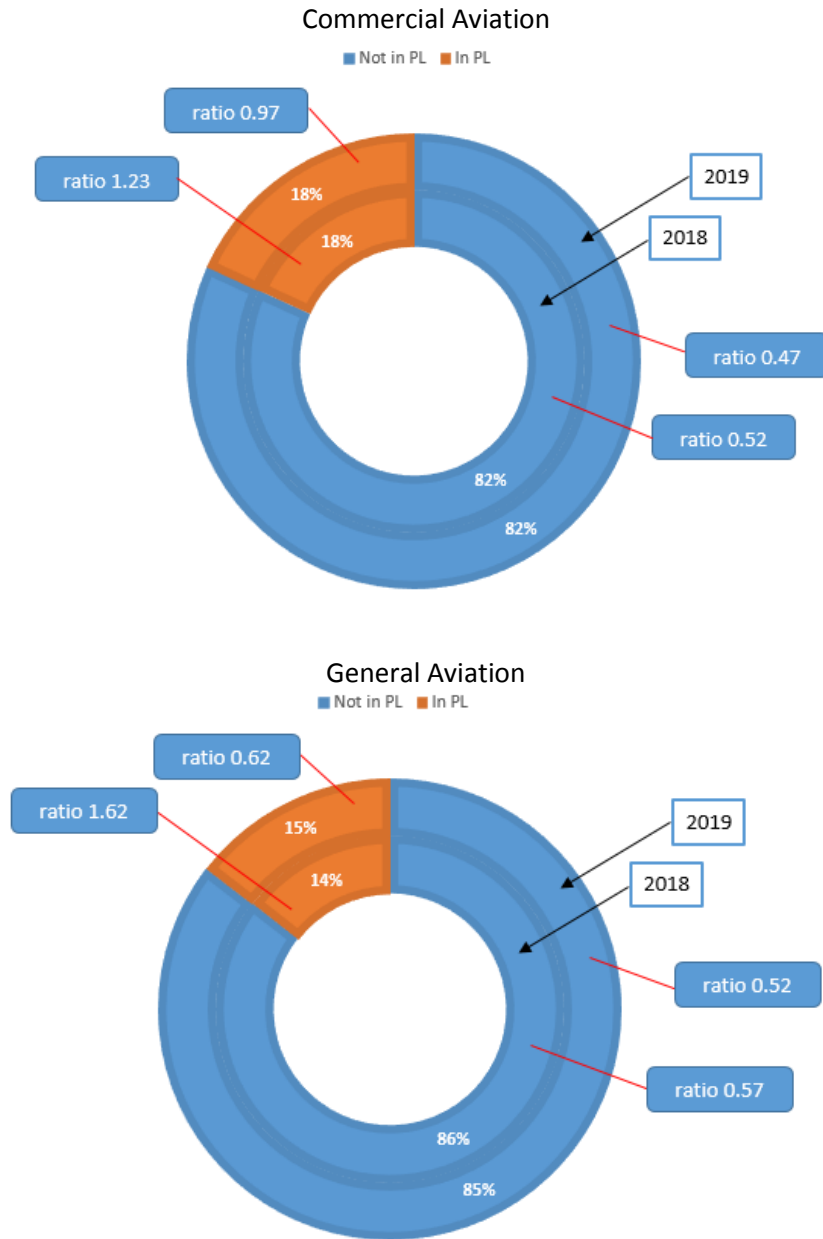
## 8.4 Results per type of operation

Table 26: Ramp inspection results per type of operation- Commercial Aviation and General Aviation

Type of operation	Commercial Aviation		General Aviation	
Year of inspection	2018	2019	2018	2019
Number of inspections	11 430	10 962	802	695
<i>% of the total number of inspections</i>	93%	94%	7%	6%
Number of inspections on prioritised aircraft	2 079	1 989	116	101
<i>% of inspection on prioritised aircraft per type of operation</i>	18%	18%	14%	14%
States of inspections	47	47	37	34
No. of tail number inspected	6 726	6 608	706	629
No. of operators inspected	1 127	1 069	401	431
No. of CAT1	1 926	2 075	95	90
No. of CAT2	2 816	2 415	265	166
No. of CAT3	1 948	1 575	142	98
Ratio	0.65	0.58	0.71	0.53

It should be noted that an important number of Participating States including the EASA Member States did not perform inspection on General Aviation and only 19 Participating States performed inspections on prioritised aircraft operated in General Aviation.

Figure 14: Operator SAFA ratio and Priority List – Commercial Aviation and General Aviation

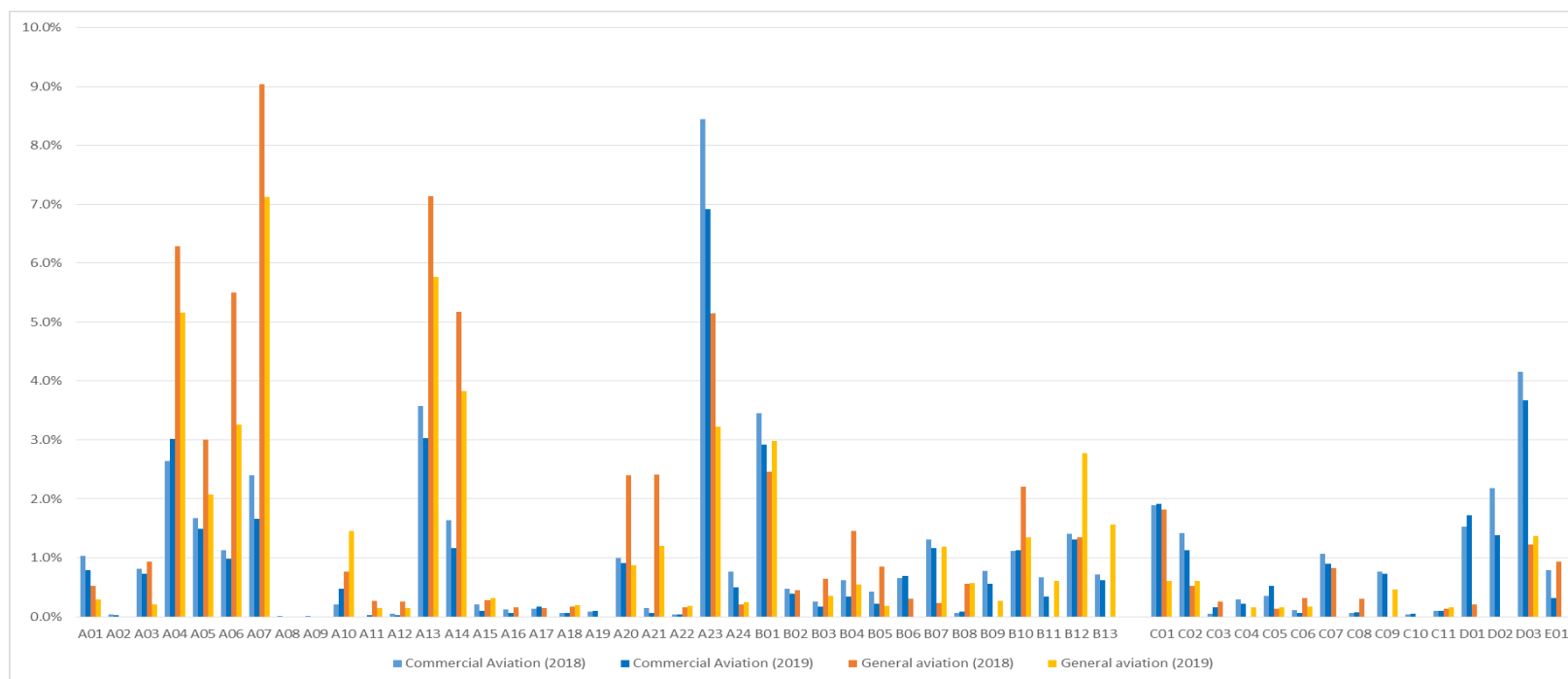


The proportion of inspections on prioritised aircraft is stable for both types of operations. The SAFA ratio is still decreasing notably the SAFA ratio resulting from inspections performed on aircraft included in the Priority List. The SAFA ratio decrease resulting from inspection performed on aircraft in the Priority List operated in General Aviation is particularly significant. A part of this decrease is due to fewer inspections performed in Aruba in 2019 compared to 2018 while the SAFA ratio resulting from inspections performed in 2018 by Aruban ramp inspectors was particularly high. This reduction was a consequence of the decrease number of inspections on Venezuelan operators due to the closure of direct routes between Venezuela and Aruba by Aruban authorities.

Table 27: SAFA ratio of aircraft on the Priority List operated in General Aviation without taking into account aircrafts inspected in Aruba

General Aviation on the Priority List	2018	2018 (without Aruban inspections)	2019	2019 (without Aruban inspections)
SAFA ratio	1.62	1.02	0.62	0.61
Number of inspections	116	108	101	100

Figure 15: No. of findings (CAT2 + CAT3) per No. of times items were checked – General Aviation and Commercial Aviation



The main areas of concerns for Commercial Aviation are:

- Items A04 to A07 related to the document management of operators (“Manuals”, “checklists”, “Navigation/instrument Charts”, “Minimum Equipment List”)
- Items A13 “flight preparation” and A14 “mass and balance calculation”
- Item A23 “Defect notification and rectification (incl. Tech Log)”
- Item B01 “general internal condition”
- Item C01 “external condition”
- Items D01 “General condition of cargo compartment” and D03 “Cargo stowage”

The main areas of concerns for General Aviation are:

- Items A04 to A07 related to the document management of operators (“Manuals”, “checklists”, “Navigation/instrument Charts”, “Minimum Equipment List”)
- Items A13 “flight preparation” and A14 “mass and balance calculation” Item A23 “Defect notification and rectification (incl. Tech Log)”
- Item B01 “general internal condition”

Table 28: Top 5 major findings - Commercial Aviation

2018 Top 5 CAT3 Commercial Aviation			2019 Top 5 CAT3 Commercial Aviation		
<b>D03</b>	Cargo not correctly secured and restrained in all directions	191	<b>D03</b>	Cargo not correctly secured and restrained in all directions	170
<b>B01</b>	Galley/lavatory waste receptacle access door cover inoperative (outside dispatch limits/conditions)	90	<b>D01</b>	Blow-out panels pushed, damaged or missing (outside dispatch limits/conditions)	63
<b>D03</b>	Load distribution/load limit (floor and/or height) exceeded	87	<b>D03</b>	Load distribution/load limit (floor and/or height) exceeded	62
<b>A01</b>	Interior equipment and/or other object(s) not correctly secured or stowed during flight	71	<b>D01</b>	Damage to panelling and/or lining outside limits	54
<b>B06</b>	Seat(s) unserviceable and not identified as such	56	<b>A01</b>	Interior equipment and/or other object(s) not correctly secured or stowed during flight	52

In both 2018 and 2019, the CAT3 PDF “Cargo not correctly secured and restrained in all directions” was the most raised. Along these 2 years, the finding was raised 361 times. In 2019, the first four subjects of the top 5 major findings were findings related to cargo items, they represented 323 CAT3 findings i.e.: 20% of all CAT3 findings.

It should be noted that the CAT3 PDF B01 “Galley/lavatory waste receptacle access door cover inoperative (outside dispatch limits/conditions)” has been re-categorised as a CAT2 finding in September 2019 when it concerned a defect in the galley.

The pre-described finding A01 “Interior equipment and/or other object(s) not correctly secured or stowed during flight” mostly concerned luggage or bags stowed in the cockpit without restraint.

## 9 Conclusions

1. Over 2018 and 2019, the Programme continued to expand. As a result of Australia becoming a full member, the number of inspected operators certified in the ASIA or OCEANIA regions increased.
2. EASA has consistently provided the Participating States with a list of operators identified as presenting a potential risk for the prioritisation of ramp inspections while taking into account a large number of criteria.
  - The criteria considered in the Priority List relied on different external sources, while for some of these external sources, shortcomings were revealed in this analysis. ICAO USOAP reports can be outdated and the Level of Effective Implementation reduces the oversight performance of a State to one single value. Also, the FAA categorisation is a criterion which does not guarantee a level playing field amongst operators, as it is not available for all States.
  - A separate chapter within this priority list has been dedicated to newly authorised third country operators, which includes operators not inspected in the last 12 months. The analysis in this report shows the large representation of the latter group within this population, risking the effective prioritisation of newly authorised third country operators.
  - A strong connection between the Priority List and the Air Safety List was present. However, the connection could be enhanced to address the fact that a list of States subject to active consultation is not available and that the recitals of the Air Safety List update only cover a State when it is part of the agenda of the Air Safety List committee meeting.
  - A large part of operators analysed by IDEA experts was not inspected sufficiently to support a proper analysis
3. The number of inspections per prioritised tail number was slightly higher than the number of inspections performed per non prioritised tail number.
4. The SAFA ratio appeared too sensitive to a low number of inspections with very bad results.
5. In 2019 several structural changes were implemented in the Programme. The associated projects were led by experts seconded to EASA by the competent authorities and Working Groups populated with experts from the competent authorities.
  - The creation of the standing PDF WG transformed the way EASA manages the Inspection Instructions and the RIM. Now, this task is more outsourced and performed continuously by the PDF WG under EASA coordination.
  - The implementation of SWC reduced the workload for competent authorities in developing the annual programme for the conduct of ramp inspections. Now, EASA provides the risk-based target of inspections for Layer 1 operators and ensures the necessary update of these targets and the coordination between States for their achievement.
6. EASA and the Participating States coordinated the number of performed inspections efficiently and more closely.
  - In 2018 and 2019 the number of inspections decreased in line with the overall improvement of the SAFA ratio. This didn't happen since 2012.
  - In 2018, despite a higher SAFA ratio, the cargo operators were inspected less often than passenger operators, this was no longer the case in 2019. Indeed in 2019, cargo and passenger operators had a similar SAFA ratio and were inspected at almost the same frequency.
  - The traffic of operators inspected by EASA Member States represented more than 90% of the number of landings recorded by Eurocontrol.





7. The added safety value of the Programme becomes clear when looking in particular to the following:
  - ramp inspection results improved due to the re-categorisation of findings in 2019. However, the global indicators show a structural improvement of Layer 1 operators' ratio since the end of 2016.
  - The centralised establishment of risk-based inspection targets led to the desired result of less over-inspection and less under-inspection of operators, leading to better balanced inspection numbers depending on the operator's risk footprint.
8. The cargo items still provided the highest number of CAT3 findings:
  - For Commercial Aviation In 2019, the top 4 raised CAT 3 PDFs were pre-defined findings related to cargo items;
  - They represented 323 CAT3 findings (i.e. 20% of all CAT3 findings).



## 10 Recommendations

1. The international expansion should aim at further increasing the number of operators inspected within the Programme by enhancing the global world coverage. An expansion to the ASIA, OCEANIA and LATIN AMERICA regions may serve that purpose.

*Linked to conclusion 1*

2. The following shortcomings of the Priority List criteria should be corrected:
  - The pollution of operators not inspected in the last 12 months in Chapter 5 of the Priority List should be corrected;
  - The usage of input from ICAO USOAP reports as criteria should be reconsidered;
  - The process to include States on an ad-hoc basis when these are subject to active consultations under Regulation (EC) No 2111/2005 has to be improved, requiring an enhanced communication with the European Commission;
  - Criteria, such as the FAA categorisation, which are not available for all States should be reviewed.

*Linked to conclusion 2*

3. The methodology to establish the SAFA ratio should be reviewed.

*Linked to conclusion 4*

4. EASA should use the SAFA programme to pro-actively improve the safety of aviation. This may be achieved by establishing a process to follow-up on area of concerns determined by the number of major findings raised during ramp inspections. The cargo related CAT3 findings should be used as a pilot case.

*Linked to conclusion 8*



## Appendixes

### Appendix A: General data overview per PS

Participating States	2018				2019			
	Inspections	Findings	Airports	Average items/inspection	Inspections	Findings	Airports	Average items/inspection
Albania	61	3	1	36.0	62	21	1	42.2
Armenia	58	14	2	37.6	43	12	2	33.9
Australia	37	25	5	44.9	174	176	8	48.0
Austria	326	846	7	43.1	287	713	6	43.0
Belgium	344	169	5	44.4	339	137	9	44.2
Bosnia and Herzegovina	42	16	4	46.6	41	12	4	44.3
Bulgaria	106	16	3	48.5	79	19	3	49.4
Canada	166	54	3	46.5	185	52	3	45.2
Croatia	267	89	9	42.6	154	34	7	43.7
Cyprus	91	18	2	44.8	167	30	2	46.0
Czech Republic	142	37	4	36.6	134	55	6	38.9
Denmark	188	66	4	37.1	106	32	4	36.2
Estonia	46	24	3	44.5	39	18	3	45.2
Finland	201	34	4	34.1	145	15	6	36.5
France	1596	1294	71	41.3	1658	1430	71	41.8
Georgia	46	31	3	44.1	60	32	3	43.5
Germany	1465	561	25	46.4	1391	614	23	46.9
Greece	159	154	3	35.1	251	120	7	39.9
Hungary	34	19	1	47.4	28	15	3	47.5
Iceland	57	38	2	41.7	31	12	2	43.1
Ireland	120	59	10	49.6	125	41	7	49.2
Israel	164	138	1	47.4	141	89	1	42.7
Italy	815	667	34	36.4	793	549	30	36.8
Latvia	41	5	1	44.5	37	4	1	44.9
Lithuania	47	17	3	43.7	43	16	3	44.3
Luxembourg	67	35	1	44.4	57	27	1	45.6
Malta	48	34	1	42.9	50	45	1	41.4
Moldova	34	36	2	39.5	24	16	1	42.7
Montenegro	95	59	2	43.4	65	33	2	45.6
Morocco	160	39	6	37.1	97	34	5	40.3
North Macedonia	55	7	2	48.6	53	6	2	45.7
Norway	215	30	8	48.6	159	40	10	48.9
Poland	180	44	11	42.7	193	82	11	44.0
Portugal	162	33	5	38.2	140	35	5	33.6
Republic of Serbia	120	14	1	44.2	88	8	2	45.1
Romania	144	22	5	41.3	81	2	3	39.9



Singapore	154	32	2	46.5	127	25	2	38.9
Slovak Republic	29	12	1	38.8	37	15	2	40.9
Slovenia	40	9	2	45.7	55	12	2	45.8
Spain	1211	710	25	40.4	1228	686	36	40.3
Sweden	277	90	13	46.3	271	82	15	46.4
Switzerland	286	89	12	47.0	282	82	9	47.6
the Netherlands	391	339	7	43.6	312	222	7	44.7
Turkey	344	401	7	37.1	250	236	6	36.9
Ukraine	99	15	5	38.7	111	25	3	43.8
United Arab Emirates	381	691	8	46.9	327	443	8	44.6
United Kingdom	1121	496	26	48.3	1137	380	32	48.5



## Appendix B: List of States per inspected operator per year

Operator State Name	2018 percentages	2018 Inspections	2019 percentages	2019 Inspections
Afghanistan	0.040%	5	0.060%	7
Albania	0.048%	6	0.129%	15
Algeria	0.719%	89	0.635%	74
Angola	0.048%	6	0.017%	2
Anguilla	0.065%	8	0.069%	8
Antigua and Barbuda	0.081%	10	0.069%	8
Argentina	0.089%	11	0.086%	10
Armenia	0.178%	22	0.112%	13
Aruba	0.097%	12	0.094%	11
Australia	0.153%	19	0.154%	18
Austria	2.755%	341	3.748%	437
Azerbaijan	0.590%	73	0.678%	79
Bahamas	0.000%		0.009%	1
Bahrain	0.250%	31	0.232%	27
Bailiwick of Guernsey	0.113%	14	0.120%	14
Bangladesh	0.145%	18	0.172%	20
Barbados	0.008%	1	0.026%	3
Belarus	0.913%	113	0.720%	84
Belgium	1.721%	213	1.715%	200
Belize	0.008%	1	0.000%	
Bermuda	0.113%	14	0.120%	14
Bhutan	0.000%		0.017%	2
Bolivia	0.081%	10	0.051%	6
Bosnia and Herzegovina	0.016%	2	0.043%	5
Botswana	0.008%	1	0.009%	1
Brazil	0.396%	49	0.626%	73
British Virgin Islands	0.000%		0.009%	1
Brunei Darussalam	0.097%	12	0.060%	7
Bulgaria	1.349%	167	1.287%	150
Burundi	0.008%	1	0.000%	
Cabo Verde	0.016%	2	0.060%	7
Cambodia	0.040%	5	0.000%	
Canada	1.519%	188	1.595%	186
Cayman Islands	0.057%	7	0.077%	9
Chad	0.024%	3	0.017%	2
Chile	0.194%	24	0.240%	28
China	1.898%	235	2.153%	251
Colombia	0.210%	26	0.257%	30
Comoros	0.048%	6	0.000%	
Cook Islands	0.008%	1	0.000%	
Costa Rica	0.008%	1	0.034%	4
Croatia	0.582%	72	0.523%	61
Cuba	0.040%	5	0.051%	6
Curacao	0.073%	9	0.077%	9
Cyprus	0.226%	28	0.103%	12
Czech Republic	1.575%	195	1.475%	172

Denmark	1.478%	183	1.681%	196
Dominican Republic	0.057%	7	0.086%	10
Ecuador	0.016%	2	0.034%	4
Egypt	1.414%	175	1.510%	176
El Salvador	0.000%		0.009%	1
Equatorial Guinea	0.008%	1	0.009%	1
Estonia	0.549%	68	0.703%	82
Ethiopia	0.485%	60	0.506%	59
Fiji	0.032%	4	0.026%	3
Finland	0.784%	97	0.841%	98
France	2.270%	281	2.676%	312
Georgia	0.485%	60	0.377%	44
Germany	6.414%	794	6.519%	760
Greece	1.422%	176	1.124%	131
Hong Kong	0.428%	53	0.446%	52
Hungary	1.179%	146	1.175%	137
Iceland	0.824%	102	0.575%	67
India	1.131%	140	0.952%	111
Indonesia	0.380%	47	0.412%	48
Iran	1.082%	134	0.781%	91
Iraq	0.210%	26	0.120%	14
Ireland	2.787%	345	2.993%	349
Isle of Man	0.444%	55	0.412%	48
Israel	0.614%	76	0.695%	81
Italy	1.713%	212	1.853%	216
Jamaica	0.024%	3	0.000%	
Japan	0.299%	37	0.292%	34
Jordan	0.323%	40	0.386%	45
Kazakhstan	0.517%	64	0.523%	61
Kenya	0.210%	26	0.274%	32
Korea / South Korea	0.565%	70	0.532%	62
Kuwait	0.267%	33	0.249%	29
Kyrgyzstan (Kirghizstan)	0.016%	2	0.009%	1
Latvia	0.881%	109	0.755%	88
Lebanon	0.509%	63	0.600%	70
Libya	0.105%	13	0.112%	13
Lithuania	0.735%	91	0.943%	110
Luxembourg	0.832%	103	0.926%	108
Madagascar	0.162%	20	0.146%	17
Malaysia	0.283%	35	0.266%	31
Maldives	0.000%		0.009%	1
Malta	2.254%	279	2.393%	279
Mauritania	0.073%	9	0.086%	10
Mauritius	0.113%	14	0.103%	12
Mexico	0.323%	40	0.266%	31
Moldova	0.670%	83	0.403%	47
Monaco	0.048%	6	0.069%	8
Mongolia	0.065%	8	0.034%	4
Montenegro	0.259%	32	0.232%	27
Montserrat	0.016%	2	0.000%	
Morocco	0.816%	101	0.841%	98
Myanmar	0.032%	4	0.017%	2



Namibia	0.065%	8	0.069%	8
Nepal	0.048%	6	0.043%	5
New Zealand	0.153%	19	0.129%	15
Nigeria	0.008%	1	0.043%	5
Norway	0.848%	105	0.720%	84
Not Relevant	0.008%	1	0.000%	
Oman	0.250%	31	0.283%	33
Pakistan	0.372%	46	0.343%	40
Panama	0.040%	5	0.026%	3
Papua New Guinea	0.113%	14	0.163%	19
Peru	0.065%	8	0.034%	4
Philippines	0.250%	31	0.249%	29
Poland	1.599%	198	1.527%	178
Portugal	2.108%	261	1.801%	210
Qatar	0.719%	89	0.635%	74
Republic of Serbia	1.034%	128	0.943%	110
Romania	1.398%	173	1.072%	125
Russian Federation	3.611%	447	3.680%	429
Rwanda	0.097%	12	0.146%	17
Saint Vincent / Grenadines	0.008%	1	0.009%	1
San Marino	0.517%	64	0.540%	63
Saudi Arabia	0.816%	101	0.660%	77
Seychelles	0.024%	3	0.009%	1
Singapore	0.412%	51	0.446%	52
Sint Maarten	0.121%	15	0.120%	14
Slovak Republic	0.509%	63	0.480%	56
Slovenia	0.679%	84	0.558%	65
Solomon Islands	0.016%	2	0.043%	5
South Africa	0.412%	51	0.395%	46
Spain	3.562%	441	3.860%	450
Sri Lanka	0.089%	11	0.120%	14
Sudan	0.040%	5	0.009%	1
Suriname	0.040%	5	0.017%	2
Sweden	1.349%	167	1.372%	160
Switzerland	2.335%	289	2.058%	240
Syria	0.057%	7	0.120%	14
Taiwan (Republic of China)	0.307%	38	0.266%	31
Tajikistan	0.121%	15	0.094%	11
Thailand	0.654%	81	0.660%	77
the Netherlands	1.947%	241	1.921%	224
Trinidad and Tobago	0.008%	1	0.034%	4
Tunisia	0.703%	87	1.038%	121
Turkey	3.280%	406	2.993%	349
Turkmenistan	0.259%	32	0.103%	12
Uganda	0.000%		0.009%	1
Ukraine	2.423%	300	2.444%	285
United Arab Emirates	1.284%	159	1.261%	147
United Kingdom	5.412%	670	5.764%	672
United States of America	5.873%	727	5.438%	634
Uzbekistan	0.202%	25	0.214%	25
Vanuatu	0.073%	9	0.077%	9
Venezuela	0.170%	21	0.034%	4



Viet Nam	0.267%	33	0.223%	26
Zimbabwe	0.032%	4	0.000%	





## Appendix C: Operators inspected

Operators	Operator code	Operator State name	2018 inspections	2019 inspections
(GETRA) GUINEA EC. TRANSP. AER	GET	Equatorial Guinea		1
(JATE) - JORDAN AVIATION	JAV	Jordan	7	9
12-18 INVESTMENT MANAGEMENT GMBH	4IM	Germany	1	1
2 EXCEL AVIATION LTD	BRO	United Kingdom	1	6
650584 ALBERTA INC (LATITUDE AIR AMBULANCE)	2AL	Canada	4	2
930 TRANSPORT SERVICES	9TT	United States of America		1
AA767 LLC, TETERBORO	8KV	United States of America	1	1
AAK COMPANY LTD	2AK	Lebanon	1	
ABBOTT LABORATORIES INC.	5BB	United States of America		1
ABC AEROLINEAS S.A. DE C.V	AIJ	Mexico	2	3
ABC BEDARFSFLUG GMBH	FTY	Austria	4	7
ABELAG AVIATION	AAB	Belgium	18	11
ABS JETS	ABP	Czech Republic	11	8
ABS JETS AS DIVISION NCC	3AJ	Czech Republic	1	1
ABX AIR, INC. (WILMINGTON, OH)	ABX	United States of America	2	
ACASS CANADA LTD.	6NH	Canada	10	8
ACASS SAN MARINO S.R.L.	5AC	San Marino	1	3
ACCURATE COMMODEAL PVT. LTD	3AP	India	1	
ACE BELGIUM FREIGHTERS	FRH	Belgium		1
ACM AIR CHARTER GMBH	BVR	Germany	5	3
ACP JET CHARTERS	RKS	United States of America	3	2
ACR LOEBER DENNIS	2LO	France		1
ACROPOLIS AVIATION LTD	CRV	United Kingdom	4	4
ACT HAVAYOLLARI AS	RUN	Turkey	10	9
ACTION COMMUNICATION S.A.S.	3CT	France		1
ADD SARL	1DD	France	1	1
ADM AVIATION	3AD	France	1	
ADO HAVACILIK A.S.	6TE	Turkey		2
ADRIA AIRWAYS	ADR	Slovenia	42	26
ADRIATIC AIRWAYS	9AW	Montenegro	1	1
ADRIATIC AVIATION D.O.O	4AV	Montenegro		1
AEGEAN AIRLINES S.A.	AEE	Greece	79	57
AELIA ASSURANCES	6AE	France		1
AELIA SRL	2IA	Italy	1	
AER LINGUS TEORANTA	EIN	Ireland	58	54
AERO 4M (AMELIA INTERNATIONAL)	AEH	Slovenia	14	20



<b>AERO CLUB ROYAL DE TANGER</b>	<b>5CL</b>	Morocco		1
<b>AERO GmbH</b>	<b>7AX</b>	Germany		1
<b>AERO PERSONAL. SA. DE C.V.</b>	<b>PNL</b>	Mexico	1	1
<b>AERO RIO TAXI AEREO LTDA.</b>	<b>6KE</b>	Brazil	1	1
<b>AERODIENST GMBH, NURNBURG</b>	<b>ADN</b>	Germany	8	4
<b>AEROFLOT - RUSSIAN INT. AIRL.</b>	<b>AFL</b>	Russian Federation	98	81
<b>AEROFRISCO S.A. DE C.V.</b>	<b>FCO</b>	Mexico	1	1
<b>AEROHELIX INTERNATIONAL GmbH</b>	<b>5AH</b>	Germany		1
<b>AEROJET LTD</b>	<b>BJU</b>	Ukraine	1	
<b>AEROLINEAS ARGENTINAS</b>	<b>ARG</b>	Argentina	9	8
<b>AEROLINEAS EJECUTIVAS, S.A.</b>	<b>LET</b>	Mexico	1	
<b>AEROLINEAS SOL, S.A. DE C.V.</b>	<b>SOD</b>	Mexico	1	
<b>AEROLOGIC</b>	<b>BOX</b>	Germany	7	6
<b>AEROMANAGEMENT GROUP</b>	<b>1EG</b>	United States of America		1
<b>AEROMARINE</b>	<b>7AE</b>	Madagascar	2	
<b>AERONEXUS CORPORATE PTY LTD</b>	<b>ARN</b>	South Africa	6	4
<b>AERONOVA</b>	<b>OVA</b>	Spain	19	21
<b>AEROPARTNER A.S.</b>	<b>DFC</b>	Czech Republic	9	6
<b>AEROPYCSA S.A. DE C.V.</b>	<b>PYC</b>	Mexico	2	1
<b>AEROREPUBLICA</b>	<b>RPB</b>	Colombia		1
<b>AEROSERVICIOS EJECUTIVOS CORPORATIVOS</b>	<b>EJP</b>	Mexico	1	
<b>AEROTAXI S.R.O.</b>	<b>ITE</b>	Czech Republic	5	3
<b>AEROTAXIS METROPOLITANOS, S.A. DE C.V.</b>	<b>MTB</b>	Mexico	1	
<b>AEROTRASCARGO SRL</b>	<b>ATG</b>	Moldova	19	7
<b>AEROTRESALIA, S.A. DE C.V.</b>	<b>OTS</b>	Mexico	1	
<b>AEROVIAS DE MEXICO, S.A. DE CV</b>	<b>AMX</b>	Mexico	13	14
<b>AEROVIP</b>	<b>RVP</b>	Portugal	1	
<b>AEROVIS AIRLINERS LTD.</b>	<b>VIZ</b>	Ukraine	5	
<b>AEROWAYS GMBH</b>	<b>2AW</b>	Germany	3	5
<b>AEROWEST GmbH</b>	<b>6HG</b>	Germany	14	14
<b>AFRIQYAH AIRWAYS</b>	<b>AAW</b>	Libya	3	4
<b>AFS ALPINE FLIGHTSERVICE GmbH</b>	<b>FSE</b>	Austria	3	5
<b>AHK AIR HONG KONG LIMITED</b>	<b>AHK</b>	Hong Kong	2	
<b>AIB ASSET GMBH</b>	<b>9IB</b>	Germany	1	
<b>AIGLE AZUR</b>	<b>AAF</b>	France	2	3
<b>AIR 7, LLC</b>	<b>7LI</b>	United States of America	1	
<b>AIR ALBANIA</b>	<b>4AB</b>	Albania		2
<b>AIR ALGERIE</b>	<b>DAH</b>	Algeria	75	66
<b>AIR ALLIANCE EXPRESS</b>	<b>AYY</b>	Germany	7	7
<b>AIR ALSIE A/S</b>	<b>MMD</b>	Denmark	14	18
<b>AIR ANTILLES / AIR GUYANE</b>	<b>GUY</b>	France	2	3
<b>AIR ANTWERP B.V.</b>	<b>ATW</b>	Belgium		3
<b>AIR ARABIA</b>	<b>ABY</b>	United Arab Emirates	8	9
<b>AIR ARABIA EGYPT</b>	<b>RBG</b>	Egypt	6	3
<b>AIR ARABIA MAROC</b>	<b>MAC</b>	Morocco	35	31



<b>AIR ASTANA</b>	<b>KZR</b>	Kazakhstan	38	40
<b>AIR ATLANTA ICELANDIC</b>	<b>ABD</b>	Iceland	15	8
<b>AIR AUSTRAL ET EWA AIR</b>	<b>REU</b>	France		1
<b>AIR BALTIC CORPORATION SIA</b>	<b>BTI</b>	Latvia	58	47
<b>AIR BELGIUM (2018)</b>	<b>ABB</b>	Belgium	5	9
<b>AIR BLUE</b>	<b>ABQ</b>	Pakistan	8	7
<b>AIR BOHEMIA</b>	<b>BOH</b>	Czech Republic	7	7
<b>AIR BOTSWANA</b>	<b>BOT</b>	Botswana	1	
<b>AIR BRIDGE CARGO</b>	<b>ABW</b>	Russian Federation	25	26
<b>AIR BUCHAREST</b>	<b>BUR</b>	Romania	6	1
<b>AIR BUSAN</b>	<b>ABL</b>	Korea / South Korea		1
<b>AIR CAIRO</b>	<b>MSC</b>	Egypt	31	34
<b>AIR CALEDONIE INTERNATIONAL</b>	<b>ACI</b>	France		3
<b>AIR CANADA</b>	<b>ACA</b>	Canada	38	53
<b>AIR CANADA ROUGE</b>	<b>ROU</b>	Canada	20	20
<b>AIR CARAIBES</b>	<b>FWI</b>	France		1
<b>AIR CARAIBES ATLANTIQUE</b>	<b>CAJ</b>	France	1	3
<b>AIR CARGO GLOBAL</b>	<b>CCC</b>	Slovak Republic	5	6
<b>AIR CENTURY, S.A.</b>	<b>CEY</b>	Dominican Republic	3	2
<b>AIR CHARTER SCOTLAND LTD</b>	<b>EDC</b>	United Kingdom	15	10
<b>AIR CHINA</b>	<b>CCA</b>	China	61	59
<b>AIR CHINA CARGO CO., LTD</b>	<b>CAO</b>	China	8	9
<b>AIR CLASS</b>	<b>7AI</b>	Italy		1
<b>AIR CM GLOBAL LTD.</b>	<b>RJR</b>	Malta	3	4
<b>AIR COMPANY JUPITER JET LLP</b>	<b>JPJ</b>	Kazakhstan	1	
<b>AIR COMPANY SKY GATES AIRLINES LLC.</b>	<b>SAY</b>	Russian Federation	4	6
<b>AIR CONNECT INTERNATIONAL</b>	<b>5CI</b>	Switzerland		1
<b>AIR CORPORATE S.R.L.</b>	<b>CPV</b>	Italy		1
<b>AIR CORSICA</b>	<b>CCM</b>	France	11	5
<b>AIR CORVIGLIA</b>	<b>1VG</b>	Switzerland	1	
<b>AIR DOLOMITI</b>	<b>DLA</b>	Italy	13	29
<b>AIR ENKA</b>	<b>6GH</b>	Turkey	2	3
<b>AIR EUROPA</b>	<b>AEA</b>	Spain	24	28
<b>AIR EXPLORE SRO</b>	<b>AXE</b>	Slovak Republic	18	20
<b>AIR FLEET OPERATIONS LTD.</b>	<b>7FD</b>	United Kingdom	1	
<b>AIR FRANCE</b>	<b>AFR</b>	France	70	68
<b>AIR GLACIERS SA</b>	<b>AGV</b>	Switzerland	5	1
<b>AIR HAMBURG</b>	<b>AHO</b>	Germany	24	23
<b>AIR HORIZONT LTD</b>	<b>HAT</b>	Malta	17	12
<b>AIR INDEPENDENCE GmbH</b>	<b>6JA</b>	Austria	1	
<b>AIR INDEPENDENCE GMBH, MUNCHEN</b>	<b>DLY</b>	Germany	1	4
<b>AIR INDIA</b>	<b>AIC</b>	India	54	59
<b>AIR INDIA EXPRESS</b>	<b>AXB</b>	India	16	8



<b>AIR INVEST</b>	<b>HKH</b>	Hungary	2	3
<b>AIR ITALY SPA</b>	<b>ISS</b>	Italy	4	5
<b>AIR ITM</b>	<b>MQT</b>	France	1	
<b>AIR JETSUL</b>	<b>AJU</b>	Portugal	6	3
<b>AIR KILROE (EASTERN AIRWAYS)</b>	<b>EZE</b>	United Kingdom	13	6
<b>AIR KING JET SA</b>	<b>9KJ</b>	Switzerland	1	
<b>AIR LARGE EUROPEAN AVIATION PROJECT (LEAP) AB</b>	<b>LPA</b>	Sweden	1	7
<b>AIR LAVO GEIE</b>	<b>4AL</b>	Luxembourg	1	
<b>AIR LEISURE</b>	<b>ALD</b>	Egypt	4	
<b>AIR MADAGASCAR</b>	<b>MDG</b>	Madagascar	13	11
<b>AIR MALTA PLC</b>	<b>AMC</b>	Malta	23	28
<b>AIR MAURITIUS LIMITED</b>	<b>MAU</b>	Mauritius	12	12
<b>AIR MEDITERRANEAN S.A.</b>	<b>MAR</b>	Greece	10	12
<b>AIR MOLDOVA</b>	<b>MLD</b>	Moldova	46	30
<b>AIR NAMIBIA (PTY) LTD</b>	<b>NMB</b>	Namibia	8	8
<b>AIR NEW ZEALAND LTD.</b>	<b>ANZ</b>	New Zealand	11	14
<b>AIR NIUGINI</b>	<b>ANG</b>	Papua New Guinea	2	5
<b>AIR NOSTRUM</b>	<b>ANE</b>	Spain	43	45
<b>AIR OCEAN MAROC</b>	<b>8CM</b>	Morocco	1	1
<b>AIR PACIFIC</b>	<b>FJI</b>	Fiji	2	3
<b>AIR PANNONIA</b>	<b>7NN</b>	Croatia	5	6
<b>AIR PARADISE (SAN JUAN, PR)</b>	<b>PDI</b>	United States of America	1	
<b>AIR PEACE LIMITED</b>	<b>APK</b>	Nigeria		3
<b>AIR PINK</b>	<b>PNK</b>	Republic of Serbia	22	13
<b>AIR PRAGUE S.R.O.</b>	<b>PRG</b>	Czech Republic		2
<b>AIR PRODUCT AND CHEMICALS INC</b>	<b>5AP</b>	United States of America	1	
<b>AIR RAROTONGA LTD.</b>	<b>9RW</b>	Cook Islands	1	
<b>AIR SERBIA (AD BEOGRAD)</b>	<b>ASL</b>	Republic of Serbia	68	64
<b>AIR SERVICE GMBH</b>	<b>6AM</b>	Germany	1	1
<b>AIR SERVICE LIEGE</b>	<b>BNJ</b>	Belgium	16	12
<b>AIR SEYCHELLES</b>	<b>SEY</b>	Seychelles	3	1
<b>AIR STORK SRL</b>	<b>9KX</b>	Moldova	1	
<b>AIR SWISSLION RD</b>	<b>1RD</b>	Republic of Serbia	2	5
<b>AIR TAXI &amp; CHARTER INTL.</b>	<b>IBJ</b>	Spain	3	4
<b>AIR TNB (NCC)</b>	<b>TN1</b>	France	1	
<b>AIR TRANSAT</b>	<b>TSC</b>	Canada	28	34
<b>AIR TRANSPORT EUROPE, LTD</b>	<b>EAT</b>	Slovak Republic		1
<b>AIR URG</b>	<b>URG</b>	Ukraine	4	2
<b>AIR VANUATU</b>	<b>AVN</b>	Vanuatu	6	9
<b>AIR VOLTA</b>	<b>VLB</b>	Bulgaria	3	4
<b>AIR X CHARTER (GERMANY) GMBH &amp; CO. KG</b>	<b>AXG</b>	Germany	10	7
<b>AIR X CHARTER LTD</b>	<b>AXY</b>	Malta	42	40



<b>AIR2 AVIATION</b>	<b>4AI</b>	Germany		1
<b>AIRAILES</b>	<b>EOL</b>	France	1	
<b>AIRASIA SDN BHD</b>	<b>AXM</b>	Malaysia	2	4
<b>AIRASIA X SDN BHD (XANADU)</b>	<b>XAX</b>	Malaysia	1	4
<b>AIRBUS TRANSPORT INTERNATIONAL</b>	<b>BGA</b>	France	3	5
<b>AIRBY</b>	<b>3AI</b>	France	2	
<b>AIRCOM</b>	<b>5AM</b>	Poland		1
<b>AIRCOMPANY ARMENIA</b>	<b>NGT</b>	Armenia	5	10
<b>AIRCOMPANY ATLASJET UKRAINE (ATLASGLOBAL)</b>	<b>UJX</b>	Ukraine	16	9
<b>AIRCOMPANY GRODNO</b>	<b>GRX</b>	Belarus	1	
<b>AIRCOMPANY JONIKA LLC</b>	<b>JNK</b>	Ukraine	1	8
<b>AIRCOMPANY YAKUTIA</b>	<b>SYL</b>	Russian Federation		1
<b>AIRCOMPANY ZETAVIA</b>	<b>ZAV</b>	Ukraine	2	1
<b>AIR-CONNECT INTERNATIONAL AG</b>	<b>3CI</b>	Switzerland	1	
<b>AIRCRAFT GUARANTY</b>	<b>8BS</b>	United States of America	2	1
<b>AIRCRAFT MAINTENANCE COMPANY (AMC AIRLINES)</b>	<b>AMV</b>	Egypt	12	9
<b>AIRCRAFT MANAGEMENT AND CONSULTING SP. Z.O.O.</b>	<b>AMQ</b>	Poland	7	7
<b>AIRCRAFT SERVICES GROUP</b>	<b>6DK</b>	United States of America		2
<b>AIREST</b>	<b>AEG</b>	Estonia	12	12
<b>AIRGO PRIVATE AIRLINE GMBH</b>	<b>XGO</b>	Germany	10	7
<b>AIRLEC</b>	<b>ARL</b>	France	3	2
<b>AIRLINE TAIMYR JSC dba NORDSTAR</b>	<b>TYA</b>	Russian Federation	7	3
<b>AIRLINK AIRWAYS</b>	<b>HYR</b>	Ireland	2	4
<b>AIRLINK LUFTVERKEHRS GESELL.</b>	<b>JAR</b>	Austria	6	4
<b>AIRMED INTER.INC. (MEDJET INT)</b>	<b>MEJ</b>	United States of America	1	2
<b>AIRNIMBUS</b>	<b>NIM</b>	Portugal	2	1
<b>AIRSERVICE BREMGARTEN GmbH</b>	<b>7EN</b>	Germany	1	2
<b>AIRSTREAM A.S.</b>	<b>AQS</b>	Czech Republic	4	3
<b>AIRTANKER SERVICES LTD.</b>	<b>TOW</b>	United Kingdom	5	4
<b>AIR-TAXI EUROPE GmbH</b>	<b>TWG</b>	Germany	1	1
<b>AIRWAYS SCENIC &amp; CHARTER D.O.O.</b>	<b>9MO</b>	Montenegro	1	
<b>AIRWING A/S</b>	<b>NWG</b>	Norway	1	4
<b>AIRWORK (NEW ZEALAND) LTD</b>	<b>AWK</b>	New Zealand	1	
<b>AIS AIRLINES</b>	<b>PNX</b>	the Netherlands	14	21
<b>AK HAVACILIK</b>	<b>6KC</b>	Turkey	2	
<b>AL ATHEER TRADING COMPANY</b>	<b>3AT</b>	Saudi Arabia	3	1
<b>AL JABER AVIATION</b>	<b>LJB</b>	United Arab Emirates	1	
<b>ALASKA AIRLINES INC.</b>	<b>ASA</b>	United States of America	1	1



<b>ALBA SERVIZI AEROTRASPORTI SPA</b>	<b>AFQ</b>	Italy	3	3
<b>ALBA STAR</b>	<b>LAV</b>	Spain	19	26
<b>ALBAWINGS</b>	<b>AWT</b>	Albania	5	13
<b>ALBINATI AERONAUTICS</b>	<b>LUC</b>	Switzerland	5	3
<b>ALBINATI AVIATION LTD</b>	<b>ULC</b>	Malta	10	9
<b>ALEXANDRIA AIRLINES</b>	<b>KHH</b>	Egypt		1
<b>ALIANZA GLANCELOT (ALBATROSS AIRLINES) C.A.</b>	<b>GAL</b>	Venezuela	2	2
<b>ALIPARMA</b>	<b>PAJ</b>	Italy	4	3
<b>ALISERIO S.R.L.</b>	<b>7LS</b>	Italy		4
<b>ALITALIA - SOCIETA AEREA ITALIANA S.P.A.</b>	<b>AZA</b>	Italy	71	57
<b>ALITALIA CITYLINER</b>	<b>CYL</b>	Italy	24	28
<b>ALK JSC</b>	<b>VBB</b>	Bulgaria	13	14
<b>ALKAN AIR</b>	<b>1AR</b>	Egypt	2	1
<b>ALL NIPPON AIRWAYS CO., LTD.</b>	<b>ANA</b>	Japan	19	19
<b>ALLIANCE JET</b>	<b>2NJ</b>	Russian Federation		3
<b>ALLIANZ</b>	<b>7LZ</b>	Isle of Man		1
<b>ALLPOINTS JET CO., LTD</b>	<b>ALP</b>	China	1	
<b>ALMASRIA UNIVERSAL AIRLINES</b>	<b>LMU</b>	Egypt	22	20
<b>ALN Ltd.</b>	<b>9AX</b>	Barbados		3
<b>ALPHA 1 FLUG GMBH</b>	<b>2AF</b>	Germany	1	
<b>ALPHA AVIATION</b>	<b>ALA</b>	Czech Republic	2	1
<b>ALPHA STAR CHARTER</b>	<b>STT</b>	Saudi Arabia	1	
<b>ALPHA WINGS</b>	<b>3AW</b>	United States of America	1	1
<b>ALPINE AIRLINES (AEROSAVOIE)</b>	<b>7LP</b>	France		1
<b>ALPLA AIR CHARTER GmbH</b>	<b>7AP</b>	Austria	1	
<b>ALROSA COMPANY LTD MIRNY AIR</b>	<b>DRU</b>	Russian Federation	3	2
<b>ALTAIR AVV</b>	<b>7VV</b>	Aruba	1	
<b>ALTENRHEIN LUFTFAHRT GmbH (dba PEOPLES VIENNALINE)</b>	<b>PEV</b>	Austria	11	4
<b>AMAC CORPORATE JET AG</b>	<b>8AM</b>	Switzerland		2
<b>AMAPOLA FLYG AB</b>	<b>APF</b>	Sweden	3	
<b>AMBER AVIATION</b>	<b>1CI</b>	Cayman Islands		1
<b>AMC AVIATION</b>	<b>8MV</b>	Poland		4
<b>AMERIANA</b>	<b>5AR</b>	Isle of Man	1	3
<b>AMERICAN AIRLINES INC AND/OR US AIRWAYS INC</b>	<b>AAL</b>	United States of America	55	45
<b>AMERIFLIGHT, INC</b>	<b>AMF</b>	United States of America	3	1
<b>AMERIJET INTERNATIONAL</b>	<b>AJT</b>	United States of America	8	6
<b>AMJET EXECUTIVE</b>	<b>AMJ</b>	Greece	1	
<b>AMR AVIATION LTD</b>	<b>2MR</b>	Israel	1	
		San Marino		2
<b>AMREF FLYING DOCTORS</b>	<b>FDS</b>	Kenya		1
<b>AMS AIRLINES LLC</b>	<b>GEO</b>	Georgia	6	1
<b>ANDA AIR LLC</b>	<b>SSV</b>	Ukraine	4	6



<b>ANDERSON AIR LTT</b>	<b>5AL</b>	Canada	1	1
<b>ANGUILLA AIR SERVICES</b>	<b>AXL</b>	Anguilla	2	2
<b>ANISEC LUFTFAHRT GMBH (LEVEL)</b>	<b>FOO</b>	Austria	10	21
<b>ANTONOV COMPANY</b>	<b>ADB</b>	Ukraine	19	18
<b>APOLLO AIR SERVICES LTD</b>	<b>5HS</b>	United Kingdom		1
<b>AQUASANTA PARTICIPACOES S.A</b>	<b>4AQ</b>	Brazil		1
<b>ARAB WINGS COMPANY</b>	<b>AWS</b>	Jordan	2	1
<b>ARCAS AVIATION</b>	<b>4AA</b>	Germany		1
<b>ARCUS-AIR GMBH &amp; CO KG</b>	<b>AZE</b>	Germany	9	11
<b>ARENA AVIATION Ltd.</b>	<b>REN</b>	United Kingdom	3	4
<b>AREND AIR LTD</b>	<b>3NR</b>	Bulgaria		1
<b>ARIANA AFGHAN AIRLINES</b>	<b>AFG</b>	Afghanistan	4	4
<b>ARIK AIR LTD</b>	<b>ARA</b>	Nigeria		1
<b>ARIRANG AVIATION LIMITED</b>	<b>4AR</b>	Bangladesh		2
<b>ARKAS AIR</b>	<b>8BI</b>	Turkey	4	1
<b>ARKIA ISRAELI AIRLINES</b>	<b>AIZ</b>	Israel	7	15
<b>ARKIA LLC</b>	<b>1RK</b>	United States of America	1	
<b>ARMAR CAPITAL LLC</b>	<b>1AC</b>	San Marino	2	1
<b>ARROW AVIATION LTD</b>	<b>HEZ</b>	Israel	2	3
<b>ART AVIATION FLUGBETRIEBS GMBH</b>	<b>OES</b>	Austria		2
<b>ARTJET LTD</b>	<b>1MA</b>	Isle of Man	2	
<b>ARUBA AIRLINES</b>	<b>ARU</b>	Aruba	1	2
<b>ASHADE GREENER</b>	<b>5SH</b>	United Kingdom		1
<b>ASI PUDJIASTUTI AVIATION, PT.</b>	<b>SQS</b>	Indonesia	1	
<b>ASIANA AIRLINES</b>	<b>AAR</b>	Korea / South Korea	25	26
<b>ASL AIRLINES (HUNGARY) KFT.</b>	<b>FAH</b>	Hungary	12	13
<b>ASL AIRLINES (IRELAND) LTD dba AIR CONTRACTORS</b>	<b>ABR</b>	Ireland	36	42
<b>ASL AIRLINES (SPAIN)</b>	<b>PNR</b>	Spain	6	
<b>ASL AIRLINES BELGIUM</b>	<b>TAY</b>	Belgium	34	42
<b>ASL AIRLINES FRANCE</b>	<b>FPO</b>	France	23	38
<b>ASL BV</b>	<b>3AS</b>	the Netherlands	1	
<b>ASPEN EXECUTIVE</b>	<b>6AX</b>	United States of America	1	
<b>ASTONJET</b>	<b>ASJ</b>	France	4	5
<b>ASTRA AIRLINES</b>	<b>AZI</b>	Greece	8	5
<b>ASTRA HOLDINGS INC</b>	<b>4TR</b>	United States of America		1
<b>AT&amp;T MANAGEMENT SERVICES L.P</b>	<b>4AT</b>	United States of America	1	
<b>ATA AIRLINES</b>	<b>TBZ</b>	Iran	5	5
<b>ATF-AVIATION S.R.O.</b>	<b>5AT</b>	Slovak Republic	1	2
<b>ATLANTIC AIRWAYS FAROE ISLANDS</b>	<b>FLI</b>	Denmark	12	15
<b>ATLANTIC SOUTHEAST AIRLINES</b>	<b>ASQ</b>	United States of America	2	2

<b>ATLANTIS EUROPEAN AIRWAYS</b>	<b>LUR</b>	Armenia	16	3
<b>ATLAS AIR SERVICE</b>	<b>ATL</b>	Germany	9	6
<b>ATLAS AIR, INC. (PURCHASE, NY)</b>	<b>GTI</b>	United States of America	14	19
<b>ATLASJET HAVACILIK AS</b>	<b>KKK</b>	Turkey	21	19
<b>ATRAN-AVIATRANS CARGO AIRLINES</b>	<b>VAS</b>	Russian Federation	6	10
<b>AURA AIRLINES S.L. dba GOWAIR Vacation Airlines</b>	<b>GWR</b>	Spain	8	13
<b>AURIGNY AIR SERVICES LTD.</b>	<b>AUR</b>	United Kingdom	1	1
<b>AUSTRIAN AIRLINES AG</b>	<b>AUA</b>	Austria	70	67
<b>AVAG AIR</b>	<b>MBA</b>	Austria	1	4
<b>AVANTI AIR</b>	<b>ATV</b>	Germany	9	9
<b>AVB 2012 LTD.</b>	<b>VBA</b>	Bulgaria	5	2
<b>AVCON JET AG</b>	<b>AOJ</b>	Austria	21	22
<b>AVCON JET LIMITED</b>	<b>7AJ</b>	Isle of Man	1	2
<b>AVCON JET MALTA, LTD</b>	<b>VCJ</b>	Malta	1	7
<b>AVCON JET S.R.L</b>	<b>VAJ</b>	San Marino	4	5
<b>AVEMEX, S.A. DE C.V.</b>	<b>AVM</b>	Mexico	1	1
<b>AVIA MOBIL GMBH</b>	<b>1AI</b>	Germany	1	
<b>AVIA TRAFFIC COMPANY</b>	<b>AVJ</b>	Kyrgyzstan (Kirghizistan)	2	
<b>AVIACON ZITOTRANS</b>	<b>AZS</b>	Russian Federation		1
<b>AVIALIFT VLADIVOSTOK CJSC</b>	<b>VLV</b>	Russian Federation	1	
<b>AVIANCA (COLOMBIA).</b>	<b>AVA</b>	Colombia	21	24
<b>AVIANCA COSTA RICA, S.A (LACSA)</b>	<b>LRC</b>	Costa Rica	1	4
<b>AVIANCA ECUADOR</b>	<b>GLG</b>	Ecuador	1	1
<b>AVIASERVICE LLC</b>	<b>KZN</b>	Russian Federation	6	3
<b>AVIASTAR-TU CO.LTD</b>	<b>TUP</b>	Russian Federation	6	6
<b>AVIATION BY WESTMINSTER LIMITED</b>	<b>WL2</b>	Isle of Man	1	
<b>AVIATION COMPANY ELERON</b>	<b>VVA</b>	Ukraine		1
<b>AVIATION COMPANY MERIDIAN</b>	<b>MMM</b>	Russian Federation	2	2
<b>AVIATION CONSULTANTS INC.</b>	<b>6KA</b>	United States of America	1	1
<b>AVIATION HORIZONS LIMITED</b>	<b>HZS</b>	Saudi Arabia	1	2
<b>AVIATION JOLINA SEC</b>	<b>1AJ</b>	Canada		1
<b>AVIATION LEASING (IOM) LIMITED</b>	<b>3AL</b>	Isle of Man	2	1
<b>AVIATION LINK</b>	<b>9NK</b>	Saudi Arabia	2	
<b>AVIATION ONE LTD</b>	<b>1AO</b>	Isle of Man	1	
<b>AVIATION STARLINK INC</b>	<b>5AV</b>	Canada		1
<b>AVIATION TRUST CO LLC TRUSTEE</b>	<b>1AT</b>	United States of America	1	
<b>AVIATORS S.A.S.</b>	<b>8AS</b>	France	1	2
<b>AVIDUS JET MANAGEMENT</b>	<b>3JM</b>	United Kingdom	1	
<b>AVIO NORD S.R.L.</b>	<b>VND</b>	Italy	5	6



<b>AVIODELTA</b>	<b>ADZ</b>	Bulgaria	3	2
<b>AVION EXPRESS</b>	<b>NVD</b>	Lithuania	23	39
<b>AVION EXPRESS MALTA LTD</b>	<b>5AI</b>	Malta		4
<b>AVIONCO LTD.</b>	<b>3VC</b>	Bailiwick of Guernsey	3	
<b>AVIOSTART AS LTD</b>	<b>VSR</b>	Bulgaria	4	6
<b>AVIRO AIR</b>	<b>AVW</b>	Romania	5	
<b>AVJET CORPORATION</b>	<b>7AV</b>	United States of America	1	2
<b>AZEE AIR</b>	<b>AZL</b>	Kazakhstan		1
<b>AZERBAIJAN HAVA YOLLARI</b>	<b>AHY</b>	Azerbaijan	41	42
<b>AZIMUTH AIRLINES</b>	<b>AZO</b>	Russian Federation	1	2
<b>AZUL LINHAS AEREAS BRASILEIRAS S/A</b>	<b>AZU</b>	Brazil	5	12
<b>AZUR AIR (KATEKAVIA)</b>	<b>KTK</b>	Russian Federation	13	11
<b>AZUR AIR GMBH</b>	<b>ARZ</b>	Germany	3	
<b>AZUR AIR UKRAINE AIRLINES LLC.</b>	<b>UTN</b>	Ukraine	3	4
<b>BA CITYFLYER LTD</b>	<b>CFE</b>	United Kingdom	27	27
<b>BABCOCK MISSION CRITICAL SERVICES ITALIA SPA</b>	<b>1BI</b>	Italy	1	
<b>BABCOCK MISSION CRITICAL SERVICES OFFSHORE LTD</b>	<b>BND</b>	United Kingdom		1
<b>BABCOCK SAA FW AB</b>	<b>NKF</b>	Sweden		1
<b>BADEN AIRCRAFT OPERATION GMBH, RHEINMUENSTER</b>	<b>FBR</b>	Germany	5	3
<b>BADR AIRLINES</b>	<b>BDR</b>	Sudan	4	1
<b>BAE SYSTEMS (CORPORATE AIR TRAVEL) LTD</b>	<b>BAE</b>	United Kingdom	2	1
<b>BAGUE JEAN-PHILIPPE</b>	<b>BJ1</b>	France		1
		Isle of Man	2	
<b>BAIRLINE FLUGGESELLSCHAFT M.B.</b>	<b>7KA</b>	Austria	5	3
<b>BAJAJ AUTO LT.</b>	<b>5EJ</b>	India	1	
<b>BAJAJ AVIATION PVT. LTD.</b>	<b>9BA</b>	India		1
<b>BALL CORPORATION BROOMFIELD CO USA</b>	<b>9BF</b>	United States of America	2	
<b>BANC OF AMERICA LEASING &amp; CAPITAL LLC</b>	<b>3BA</b>	Barbados	1	
<b>BANCO SAFRA</b>	<b>1BS</b>	Brazil	1	
<b>BANGKOK AIRWAYS</b>	<b>BKP</b>	Thailand	3	1
<b>BANGLADESH BIMAN</b>	<b>BBC</b>	Bangladesh	15	16
<b>BANK OF AMERICA NA</b>	<b>5MC</b>	United States of America	1	
<b>BANK OF NOVA SCOTIA</b>	<b>5SC</b>	Canada	1	
<b>BANK of UTAH TRUSTEE (Mr Gonzalez)</b>	<b>7BU</b>	United States of America	1	
<b>BAR XH INC INTEGRA AIR INTERNATIONAL</b>	<b>1BX</b>	Canada	1	
<b>BASF SE</b>	<b>7BF</b>	Germany		1
<b>BASURVENCA SERVICIOS SANITARIOS</b>	<b>3BS</b>	United States of America	1	1
<b>BATAGON AIR SERVICES D.O.O.</b>	<b>9BN</b>	Slovenia		6
<b>BATIK AIR</b>	<b>BTK</b>	Indonesia	8	8

<b>BAYHAM LTD</b>	<b>2BL</b>	Bermuda		2
<b>BAYSWATER ROAD PTY LTD (AAM AIR)</b>	<b>4AM</b>	Australia	1	1
<b>BDK AIR INC</b>	<b>4BD</b>	Canada		1
<b>BECKETT HOLDING LTD</b>	<b>3BH</b>	Isle of Man	2	
<b>BECTON DICKINSON COMPANY</b>	<b>3BD</b>	United States of America	1	
<b>BEIJING AIRLINES CO., LTD</b>	<b>BJN</b>	China		2
<b>BEIJING CAPITAL AIRL. (121)</b>	<b>CBJ</b>	China	11	12
<b>BEIJING CAPITAL AIRL. (135)</b>	<b>3BC</b>	China	1	
<b>Bel Air Aviation A/S</b>	<b>BBX</b>	Denmark	2	
<b>BEL AIR Ltd.</b>	<b>1BL</b>	Bermuda		1
<b>BELAVIA</b>	<b>BRU</b>	Belarus	85	64
<b>BELPORT ALLIANCE LTD</b>	<b>7BL</b>	San Marino	1	
<b>BENAIR (DENMARK)</b>	<b>BDI</b>	Denmark		1
<b>BERLIN JETS (AOC) S.R.O.</b>	<b>7BC</b>	Slovak Republic	1	
<b>BERNARD SUDREAU</b>	<b>6BS</b>	France		1
<b>BERND STOTZKA</b>	<b>5BS</b>	Germany	1	
<b>BERTELSMANN AVIATION GMBH</b>	<b>BFD</b>	Germany	3	2
<b>BETAV BV</b>	<b>4BT</b>	the Netherlands		1
<b>BH AIR</b>	<b>BGH</b>	Bulgaria	10	4
<b>BHARAT FORGE LTD</b>	<b>9BH</b>	India	1	
<b>BIG DOG AVIATION LLC</b>	<b>2BD</b>	United States of America	1	
<b>BIN AIR GMBH</b>	<b>BID</b>	Germany	4	
<b>BINTER CANARIAS</b>	<b>IBB</b>	Spain	3	7
<b>BLACK HORSE AVIATION GMBH</b>	<b>2BH</b>	Germany		2
<b>BLACKBIRD AIR A/S</b>	<b>BBB</b>	Denmark		4
<b>BLAKENEY AVIATION LIMITED</b>	<b>1MB</b>	Isle of Man		1
<b>BLINK LTD (WIJET)</b>	<b>BKK</b>	United Kingdom	7	
<b>BLU HALKIN LTD</b>	<b>BHK</b>	United Kingdom	4	1
<b>BLUE AIR-Airline Management Solutions</b>	<b>BMS</b>	Romania	55	42
<b>BLUE BIRD AIRWAYS</b>	<b>BBG</b>	Greece	4	2
<b>BLUE ISLANDS</b>	<b>BCI</b>	United Kingdom	1	3
<b>BLUE PANORAMA AIRLINES SPA</b>	<b>BPA</b>	Italy	9	22
<b>BLUE SKY SERVICE</b>	<b>2BS</b>	Czech Republic		1
<b>BLUE SQUARE AVIATION GROUP MALTA LTD</b>	<b>BSG</b>	Malta	5	4
<b>BLUEBIRD NORDIC (BLUEBIRD CARGO LTD)</b>	<b>BBD</b>	Iceland	15	18
<b>BLUELINK JETS AB</b>	<b>BLJ</b>	Sweden	2	5
<b>BM AVIATION (UK) LTD</b>	<b>4BM</b>	United Kingdom		3
<b>BMW FLUGDIENST, MUNCHEN-FLUGHAFEN</b>	<b>BMW</b>	Germany	1	
<b>BOLIVIANA DE AVIACION</b>	<b>BOV</b>	Bolivia	10	6
<b>BOMBARDIER AEROSPACE</b>	<b>BBA</b>	Canada	1	2
<b>BON AIR HAVACILIK</b>	<b>6BN</b>	Turkey	4	3
<b>BOOKAJET</b>	<b>BOO</b>	United Kingdom	2	4



<b>BOYDAK HAVACILIK</b>	<b>1BD</b>	Turkey	1	
<b>BRAATHENS REGIONAL AIRWAYS AB</b>	<b>BRX</b>	Sweden	5	5
<b>BRAATHENS REGIONAL AVIATION AB</b>	<b>SCW</b>	Sweden	12	10
<b>BRADLEYVILLE, LTD</b>	<b>3BR</b>	United States of America		1
<b>BRASIL VIDA TAXI AEREO LTDA</b>	<b>2BV</b>	Brazil	1	
<b>BRAVO AIRWAYS</b>	<b>BAY</b>	Ukraine	13	3
<b>BRIGHT FLIGHT Ltd.</b>	<b>BFG</b>	Bulgaria	3	
<b>BRILLIANT JET</b>	<b>4BR</b>	China		2
<b>BRISTOL FLYING CENTRE (CENTRELINE)</b>	<b>CLF</b>	United Kingdom	9	9
<b>BRITISH AIRWAYS</b>	<b>BAW</b>	United Kingdom	96	83
<b>BRITISH MIDLAND REGIONAL LTD</b>	<b>BMR</b>	United Kingdom	36	4
<b>BRUSSELS AIRLINES</b>	<b>BEL</b>	Belgium	68	50
<b>BSLCC-III LLC</b>	<b>4BS</b>	United States of America	1	
<b>BUDAPEST AIRCRAFT SERVICE LTD</b>	<b>BPS</b>	Hungary	6	4
<b>BUGJET LLC</b>	<b>3BU</b>	United States of America		1
<b>BUL AIR</b>	<b>BVL</b>	Bulgaria	5	16
<b>BULGARIA AIR</b>	<b>LZB</b>	Bulgaria	43	25
<b>BULGARIAN AIR CHARTER</b>	<b>BUC</b>	Bulgaria	18	17
<b>BULGARIAN EAGLE EOOD</b>	<b>BEG</b>	Bulgaria	9	1
<b>BUSINESS AERO</b>	<b>KBS</b>	Russian Federation	1	
<b>BUSINESS AVIATION ASIA</b>	<b>2BU</b>	Cayman Islands		1
<b>BUSINESS AVIATION SERVICES GUERNSEY</b>	<b>8GU</b>	Bailiwick of Guernsey	3	1
<b>BUSINESS JET ACCESS (SERVICES)</b>	<b>BJA</b>	United States of America	1	
<b>BUSINESS WINGS LUFTFAHRTUNT.</b>	<b>JMP</b>	Germany	4	3
<b>BUZZ AERO (FLY COMPASS)</b>	<b>FXP</b>	Romania	9	
<b>C DOT AVIATION LLC</b>	<b>2CD</b>	United States of America	1	
<b>C.A.L-CARGO AIR LINES Ltd.</b>	<b>ICL</b>	Israel	7	10
<b>C.T.T.A.</b>	<b>8TT</b>	Morocco		1
<b>CAMERON INDUSTRIES CONSULT INC</b>	<b>4CC</b>	Isle of Man		1
<b>CANNES JET SARL</b>	<b>5CJ</b>	France	1	
<b>CAPE CLEAR LLC.</b>	<b>7CC</b>	United States of America		1
<b>CAPITAL AIR AMBULANCE LTD</b>	<b>EGL</b>	United Kingdom	5	5
<b>CAPITAL ONE EQUIPMENT FINANCE CORP</b>	<b>4CO</b>	United States of America		1
<b>CARDINAL HELICOPTER SERVICES LTD</b>	<b>3CH</b>	United Kingdom	1	
<b>CARGO AIR LTD.</b>	<b>CGF</b>	Bulgaria	29	27
<b>CARGOJET AIRWAYS LTD</b>	<b>CJT</b>	Canada	4	2
<b>CARGOLOGIC GERMANY</b>	<b>3CR</b>	Germany		2
<b>CARGOLOGICAIR LTD</b>	<b>CLU</b>	United	10	12



		Kingdom		
<b>CARGOLUX AIRLINES INT.</b>	<b>CLX</b>	Luxembourg	9	14
<b>CARGOLUX ITALIA S.P.A.</b>	<b>ICV</b>	Italy	1	2
<b>CARIBBEAN AIRLINES LIMITED</b>	<b>BWA</b>	Trinidad and Tobago	1	4
<b>CARIBBEAN HELICOPTERS</b>	<b>6FP</b>	Antigua and Barbuda	2	
<b>CARIBBEAN SUN AIRLINES dba WORLD ATLANTIC</b>	<b>WAL</b>	United States of America	1	
<b>CARIS AIR SERVICES LLC</b>	<b>4CA</b>	United States of America		1
<b>CARPATAIR FLIGHT SERVICE</b>	<b>SMW</b>	Romania	1	
<b>CARPATAIR S.A.</b>	<b>KRP</b>	Romania	15	16
<b>CARTIER EUROPE</b>	<b>2CJ</b>	France		3
		the Netherlands	1	
<b>CASAM</b>	<b>4CM</b>	France	1	1
<b>CAT AVIATION AG</b>	<b>CAZ</b>	Switzerland	7	8
<b>CATHAY PACIFIC AIRWAYS LTD.</b>	<b>CPA</b>	Hong Kong	32	41
<b>CATREUS AOC LTD</b>	<b>VCG</b>	United Kingdom	9	9
<b>CAVOK AIRLINES</b>	<b>CVK</b>	Ukraine	21	18
<b>CEBU PACIFIC AIR</b>	<b>CEB</b>	Philippines	6	7
<b>CEDAR EXECUTIVE S.A.L</b>	<b>2CE</b>	Lebanon	1	2
<b>CELLO AVIATION</b>	<b>CLJ</b>	United Kingdom	6	
<b>CENGIZ HAVACILIK ANONIM SIRKET</b>	<b>9MM</b>	Turkey	2	2
<b>CENTAERO AVIATION LTD.</b>	<b>6NJ</b>	Canada	1	
<b>CGG AVIATION CANADA LTD.</b>	<b>9CG</b>	Canada	1	
<b>CGR S.P.A.</b>	<b>CGR</b>	Italy	1	1
<b>CHAIR AIRLINES AG (Switzerland)</b>	<b>GSW</b>	Switzerland	7	4
<b>CHALLENGE AERO AG</b>	<b>3CE</b>	San Marino		1
<b>CHAM WING AIRLINES</b>	<b>SAW</b>	Syria	2	9
<b>Channel Islands Jet Services Limited</b>	<b>3CJ</b>	Bailiwick of Guernsey	1	3
<b>CHARTER JETS UAB</b>	<b>LTC</b>	Lithuania	7	6
<b>CHARTRIGHT AIR INC.</b>	<b>HRT</b>	Canada	4	1
<b>CHEVRON USA INC.</b>	<b>2CV</b>	United States of America		1
<b>CHICAGO JET GROUP</b>	<b>WDY</b>	United States of America	1	
<b>CHINA AIRLINES</b>	<b>CAL</b>	Taiwan (Republic of China)	20	13
<b>CHINA CARGO AIRLINES</b>	<b>CKK</b>	China	17	20
<b>CHINA EASTERN AIRLINES</b>	<b>CES</b>	China	20	31
<b>CHINA SOUTHERN AIRLINES</b>	<b>CSN</b>	China	22	26
<b>CHINA WEST AIR CO., LTD</b>	<b>CHB</b>	China	1	1
<b>CHONGQING AIRLINES</b>	<b>CQN</b>	China		1
<b>CHUBB INSURANCE NORTH AMERICA</b>	<b>2CI</b>	United States of America	1	
<b>CIMBER A/S</b>	<b>CIM</b>	Denmark	2	



<b>CINASCAR DE COLOMBIA S.A.</b>	<b>5CC</b>	Colombia	1	1
<b>CINER HAVA TASIMACILIGI</b>	<b>8LL</b>	Turkey	1	3
<b>CITYJET</b>	<b>BCY</b>	Ireland	53	60
<b>CJ LEASING LLC</b>	<b>4CJ</b>	United States of America		1
<b>CLASSIC JET</b>	<b>LLT</b>	Lithuania	3	4
<b>CLASSIC SERVICES II LLC</b>	<b>3CS</b>	United States of America	1	
<b>CLAY LACY AVIATION Inc.</b>	<b>CLY</b>	United States of America	7	8
<b>CLOUD SKIPPER II LTD</b>	<b>4CS</b>	United States of America	1	
<b>CNAIR, S.A. (CLIPPER NATIONAL AIR)</b>	<b>ORO</b>	Spain	2	3
<b>CNH America</b>	<b>3CA</b>	United States of America		1
<b>COBALT AIR LIMITED</b>	<b>FCB</b>	Cyprus	16	
<b>COBREX TRANS SRL</b>	<b>CBX</b>	Romania	6	4
<b>COLLEEN CORPORATION</b>	<b>2CO</b>	United States of America	1	1
<b>COLVILLE HOLDING LLC</b>	<b>4CH</b>	United States of America	1	
<b>COMLUX (MALTA) LTD.</b>	<b>MLM</b>	Malta	6	6
<b>COMLUX ARUBA N.V.</b>	<b>CXB</b>	Aruba	2	3
<b>COMLUX SAN MARINO S.R.L</b>	<b>2CL</b>	San Marino		3
<b>COMLUX-KZ</b>	<b>KAZ</b>	Kazakhstan	3	5
<b>COMMANDER MEXICANA, S.A. DE C.V.</b>	<b>CRM</b>	Mexico	1	
<b>COMPASS AIRLINES (MINNEAPOLIS, MN)</b>	<b>CPZ</b>	United States of America	1	1
<b>CONCIERGE U LTD</b>	<b>1CU</b>	United Kingdom		4
<b>CONDOR FLUGDIENST GMBH</b>	<b>CFG</b>	Germany	29	40
<b>CONSORCIO AEREO DE XALAPA</b>	<b>CAX</b>	Mexico	4	
<b>CONSTANTA</b>	<b>UZA</b>	Ukraine		1
<b>CONSTELLATION AVIATION SERVICES LLC</b>	<b>7CL</b>	United Arab Emirates	1	5
<b>CONVIASA</b>	<b>VCV</b>	Venezuela	2	
<b>COPA (COMPANIA PANAMENA DE AVIACION)</b>	<b>CMP</b>	Panama	3	1
<b>COPENHAGEN AIR TAXI S/S</b>	<b>CAT</b>	Denmark	4	1
<b>CORENDON AIRLINES EUROPE</b>	<b>CXI</b>	Malta	11	10
<b>CORENDON DUTCH AIRLINES B.V.</b>	<b>CND</b>	the Netherlands	8	11
<b>CORPORACION AEROANGELES, S.A. DE C.V.</b>	<b>CPG</b>	Mexico	1	
<b>CORPORATE AIR, LLC (WEST MIFFLIN, PA)</b>	<b>MLN</b>	United States of America	1	1
<b>CORPORATE FLIGHT MANAGEMENT</b>	<b>VTE</b>	United States of America	2	2
<b>CORPORATE JET</b>	<b>6MO</b>	Lebanon	3	
<b>CORSAIR INTERNATIONAL</b>	<b>CRL</b>	France	3	3
<b>COSTA AZZOURA</b>	<b>7CS</b>	United States of America		2
<b>COVE PARTNERS, LLC</b>	<b>COO</b>	United States of America	1	1
<b>CRESTON LTD</b>	<b>4CR</b>	United		1



		Kingdom		
<b>CROATIA AIRLINES</b>	<b>CTN</b>	Croatia	36	27
<b>CROWN MELBOURNE Ltd.</b>	<b>7CM</b>	Australia	1	
<b>CTP AVIATION, LLC</b>	<b>2CT</b>	United States of America		1
<b>CTR GROUP A.S.</b>	<b>1FS</b>	Czech Republic	7	5
<b>CUBANA DE AVIACION S.A.</b>	<b>CUB</b>	Cuba	5	6
<b>CUMACOR 149 (PTY) LTD</b>	<b>9CP</b>	South Africa	4	7
<b>CUTTING EDGE HELICOPTERS LTD</b>	<b>4CE</b>	United Kingdom	1	1
<b>CYGNUS AIR (GESTAIR CARGO)</b>	<b>RGN</b>	Spain	3	1
<b>CYPRUS AIRWAYS LTD.</b>	<b>CYP</b>	Cyprus	5	7
<b>CZECH AIRLINES J.S.C.</b>	<b>CSA</b>	Czech Republic	35	26
<b>D AGNOSTINO CO</b>	<b>4DG</b>	United States of America	1	
<b>DANISH AIR TRANSPORT APS</b>	<b>DTR</b>	Denmark	19	12
<b>DAS PRIVATE JETS</b>	<b>9DA</b>	Germany	2	3
<b>DASNAIR SA</b>	<b>DGX</b>	Switzerland	2	1
<b>DASSAULT AVIATION</b>	<b>DAA</b>	France		1
<b>DASSAULT FALCON SERVICE</b>	<b>DSO</b>	France	2	5
<b>DAT LT</b>	<b>DNU</b>	Lithuania	11	11
<b>DAUPHINE 27</b>	<b>7DP</b>	France		1
<b>DBT TRANSPORTES AEREOS, LDA</b>	<b>DBT</b>	Portugal	1	
<b>DC AVIATION AL-FUTTAIM L.L.C</b>	<b>DCF</b>	United Arab Emirates		1
<b>DC AVIATION GmbH</b>	<b>DCS</b>	Germany	5	9
<b>DC AVIATION LTD</b>	<b>DCW</b>	Malta	5	1
<b>DEER JET (BEIJING) CO. LTD.</b>	<b>BDJ</b>	China	2	1
<b>DEER JET CO LTD.</b>	<b>DER</b>	China	2	
<b>DELIC AIR</b>	<b>8DA</b>	San Marino		2
<b>DELIGHT FLIGHT PTE LTD</b>	<b>3DF</b>	San Marino	1	
<b>DELTA AIR LINES, INC.</b>	<b>DAL</b>	United States of America	69	54
<b>DELTA LLC</b>	<b>7DL</b>	Russian Federation		1
<b>DELTA PRIVATE JETS</b>	<b>DPJ</b>	United States of America	1	1
<b>DEUTSCHE LUFTHANSA, A.G.</b>	<b>DLH</b>	Germany	103	81
<b>DHL AIR LIMITED</b>	<b>DHK</b>	United Kingdom	19	22
<b>DHL INTERNATIONAL E.C.</b>	<b>DHX</b>	Bahrain	5	2
<b>D-IADV B.V.</b>	<b>4DA</b>	the Netherlands	1	1
<b>DIAMOND CAPITAL INVESTMENTS Co. LTD</b>	<b>4DI</b>	Taiwan (Republic of China)		1
<b>DIAMOND EXECUTIVE AVIATION LTD</b>	<b>WKT</b>	United Kingdom	2	1
<b>DIAMOND SKY</b>	<b>1DS</b>	Estonia	2	
<b>DIETZ AG</b>	<b>4DZ</b>	Germany		1
<b>Discovery Communications LLC</b>	<b>7DI</b>	United States		1



		of America		
<b>DISTRIBUIDORA AUTOMOTIVA</b>	<b>3DI</b>	Brazil		1
<b>DIVI DIVI AIR INC</b>	<b>DVR</b>	Curacao	4	6
<b>DMW AVIATION INC TRUSTEE</b>	<b>7DM</b>	United States of America		1
<b>DOGAN AIR</b>	<b>DGC</b>	Turkey	5	1
<b>DONINGTON AVIATION</b>	<b>8CP</b>	United Kingdom	1	
<b>DOYSA VIP HAVALCILIK AS DBA DOYSA AIR</b>	<b>6GN</b>	Turkey	1	
<b>DR THEISS NATURWAREN GMBH</b>	<b>1TN</b>	Germany	2	
<b>DRAGONFLY AVIATION SERVICES LIMITED</b>	<b>CBM</b>	United Kingdom	4	4
<b>DREAM AVIATION</b>	<b>2DA</b>	Bermuda	1	3
<b>DRF STIFTUNG LUFTRETTUNG GEMEINNUTZIGE AG</b>	<b>AMB</b>	Germany	1	3
<b>DRUK AIR (ROYAL BHUTAN AIRLINES)</b>	<b>DRK</b>	Bhutan		2
<b>DSA A.S.</b>	<b>9DS</b>	Czech Republic	1	
<b>DUBAI AIRWING</b>	<b>DUB</b>	United Arab Emirates	2	3
<b>DUNARD ENGINEERING LTD.</b>	<b>1MD</b>	Isle of Man	1	
<b>EAGLE AIR</b>	<b>FEI</b>	Iceland		1
<b>EAGLE AVIATION GmbH</b>	<b>GER</b>	Germany	2	
<b>EAGLE EXPRESS</b>	<b>EES</b>	Republic of Serbia	16	12
<b>EAPC SCRL dba GREENCAP</b>	<b>2SC</b>	Germany	1	
<b>EASTERN AIRLINES (MIAMI, FL)</b>	<b>EAL</b>	United States of America		1
<b>EASY JET SWITZERLAND SA</b>	<b>EZS</b>	Switzerland	33	31
<b>EASYJET EUROPE AIRLINE GMBH</b>	<b>EJU</b>	Austria	35	94
<b>EASYJET UK LTD</b>	<b>EZY</b>	United Kingdom	91	81
<b>EBAY INC</b>	<b>EBY</b>	United States of America	1	
<b>ECLAIR AVIATION</b>	<b>ECC</b>	Czech Republic	7	6
<b>EDELWEISS AIR AG</b>	<b>EDW</b>	Switzerland	22	24
<b>EDEN JETS LTD</b>	<b>7EJ</b>	Cayman Islands	1	
<b>EDUARD TOUSEK, TECHNISCHER GROSSHANDEL</b>	<b>1ET</b>	Austria	1	1
<b>EFD EISELE FLUGDIENST GMBH - E-AVIATION</b>	<b>EFD</b>	Germany	10	10
<b>EFS EUROPEAN FLIGHT SERVICE AB</b>	<b>EUW</b>	Sweden	9	10
<b>EGYPT AIR</b>	<b>MSR</b>	Egypt	40	42
<b>EGYPTAIR CARGO</b>	<b>MSX</b>	Egypt	6	10
<b>EGYPTAIR EXPRESS</b>	<b>MSE</b>	Egypt	5	4
<b>EIE EAGLE INC.</b>	<b>9EI</b>	United States of America		1
<b>EJME ( PORTUGAL) AIRCRAFT MANAGEMENT, LDA</b>	<b>JME</b>	Portugal	6	15
<b>EJS AVIATION SERVICES</b>	<b>9JS</b>	United States of America		1
<b>EL AL - ISRAEL AIRLINES LTD.</b>	<b>ELY</b>	Israel	41	33



<b>EL-BURQA AIR TRANSPORT INC.</b>	<b>BRQ</b>	Libya	3	1
<b>ELECTRA AIRWAYS LTD</b>	<b>EAF</b>	Bulgaria	3	9
<b>ELIEL CALDERON</b>	<b>6EC</b>	Venezuela	1	
<b>ELIFRIULIA SRL</b>	<b>EFG</b>	Italy	1	
<b>ELILOMBARDA, S.R.L.</b>	<b>EOA</b>	Italy	3	2
<b>ELITAVIA</b>	<b>EAV</b>	Slovenia	5	3
<b>ELITAVIA MALTA</b>	<b>EAU</b>	Malta	5	9
<b>ELITAVIA SAN MARINO S.R.L</b>	<b>EAO</b>	San Marino	3	2
<b>ELITE AIR INC.</b>	<b>6GC</b>	United States of America		2
<b>ELITE JET</b>	<b>ELJ</b>	Slovak Republic	9	6
<b>ELLINAIR S.A.</b>	<b>ELB</b>	Greece	8	5
<b>ELMET AVIATION</b>	<b>7EE</b>	United States of America	1	1
<b>EMBRAER EXECUTIVE AIRCRAFT INC.</b>	<b>7EM</b>	United States of America	2	1
<b>EMERSON ELECTRIC CO</b>	<b>1EE</b>	United States of America	1	
<b>EMIRATES</b>	<b>UAE</b>	United Arab Emirates	61	53
<b>EMPEROR AVIATION</b>	<b>EMM</b>	Malta	5	4
<b>EMPIRE AVIATION GROUP</b>	<b>MJE</b>	United Arab Emirates	1	3
<b>EMPIRE AVIATION SAN MARINO SRL.</b>	<b>9SR</b>	San Marino	3	3
<b>ENAV SPA</b>	<b>9SP</b>	Italy	1	1
<b>ENDEAVOR AIR</b>	<b>EDV</b>	United States of America	4	3
<b>ENTER AIR</b>	<b>ENT</b>	Poland	40	39
<b>ENTERPRISE</b>	<b>1EN</b>	United States of America	1	
<b>ENVOY AIR INC.</b>	<b>ENY</b>	United States of America	4	3
<b>EPSILON AVIATION S.A.</b>	<b>GRV</b>	Greece		1
<b>EPSILON FLIGHT ORGANISATION GMBH</b>	<b>5FO</b>	Germany	1	1
<b>ERNEST S.p.A. dba ERNEST AIRLINES</b>	<b>ERN</b>	Italy	7	9
<b>EROFEY LIMITED LIABILITY COMPANY</b>	<b>ERF</b>	Russian Federation		9
<b>ETHIOPIAN AIRLINES CORPORATION</b>	<b>ETH</b>	Ethiopia	60	59
<b>ETIHAD AIRWAYS</b>	<b>ETD</b>	United Arab Emirates	37	40
<b>EUROATLANTIC AIRWAYS</b>	<b>MMZ</b>	Portugal	6	15
<b>EUROFLUG FRENZEL</b>	<b>6DD</b>	Germany	2	3
<b>EUROFLY SERVICE</b>	<b>EEU</b>	Italy	7	2
<b>EUROLINK</b>	<b>6EG</b>	Germany	2	2
<b>EUROPE AIR L.L.C. "EUROAIR"</b>	<b>EVP</b>	Ukraine	1	4
<b>EUROPEAN AIR TRANSPORT LEIPZIG</b>	<b>BCS</b>	Germany	43	41
<b>EUROPEAN AIRCRAFT PRIVATE CLUB SCRL (EAPC SCRL)</b>	<b>8SC</b>	Belgium	3	3
<b>EUROSYSTEMS TRADE</b>	<b>2ET</b>	Austria	1	1
<b>EUROWINGS EUROPE GMBH (AUSTRIA)</b>	<b>EWE</b>	Austria	18	31
<b>EUROWINGS GMBH</b>	<b>EWG</b>	Germany	41	51



<b>EVA AIRWAYS CORP. (121)</b>	<b>EVA</b>	Taiwan (Republic of China)	14	17
<b>EVELOP AIRLINE, S.L.</b>	<b>EVE</b>	Spain	6	6
<b>EVERGRANDE AIRCRAFT HOLDING COMPANY LTD</b>	<b>3VE</b>	Bermuda		2
<b>EVERJETS - AVIACAO EXECUTIVA, S.A.</b>	<b>EVJ</b>	Portugal		4
<b>EVOLEM AVIATION</b>	<b>EVL</b>	France	4	4
<b>EXCELLENCE AVIATION LTD</b>	<b>1EA</b>	United Kingdom	2	
<b>EXECAIRE AVIATION LTD</b>	<b>EXA</b>	Canada	4	5
<b>EXECUJET</b>	<b>6CR</b>	Australia	1	
<b>EXECUJET (UK) LTD</b>	<b>LCY</b>	United Kingdom	2	2
<b>EXECUJET AUSTRALIA PTY LTD</b>	<b>3EJ</b>	Australia	1	2
<b>EXECUJET EUROPE AG</b>	<b>VCN</b>	Switzerland	4	5
<b>EXECUJET EUROPE AIS</b>	<b>VMP</b>	Denmark	6	5
<b>EXECUJET MIDDLE EAST</b>	<b>EJO</b>	United Arab Emirates	4	1
<b>EXECUTIVE AIRCRAFT SERVICES</b>	<b>ESM</b>	Lebanon	5	
<b>EXECUTIVE AIRLINES PTY LTD</b>	<b>6BG</b>	Australia		1
<b>EXECUTIVE AIRLINES S.L.</b>	<b>EXU</b>	Spain	3	
<b>EXECUTIVE AVIATION SERVICES</b>	<b>JTR</b>	United Kingdom	5	2
<b>EXECUTIVE JET CHARTER LIMITED</b>	<b>EXJ</b>	United Kingdom	3	1
<b>EXECUTIVE JET MANAGEMENT, INC.</b>	<b>EJM</b>	United States of America	8	10
<b>EXPRESS AIR CARGO</b>	<b>XRC</b>	Tunisia	7	8
<b>EXXAERO B.V.</b>	<b>XRO</b>	the Netherlands	10	12
<b>FAI RENT-A-JET AG, NURNBERG</b>	<b>IFA</b>	Germany	6	11
<b>FAIR AIR GMBH</b>	<b>4DD</b>	Germany	1	1
<b>FAIR WIND AIR CHARTER</b>	<b>FWD</b>	United States of America	1	1
<b>FALCON AVIATION SERVICES</b>	<b>FVS</b>	United Arab Emirates	3	2
<b>FALCON LANDING LLC</b>	<b>7FC</b>	United States of America		1
<b>FAMILY AIRLINE</b>	<b>4FA</b>	Switzerland	2	
<b>FANAIR</b>	<b>FNR</b>	Ukraine	3	
<b>FANJET EXPRESS LIMITED</b>	<b>4FJ</b>	Kenya		5
<b>FCS, FLIGHT CALIBRATION SERVIC</b>	<b>FCK</b>	Germany		1
<b>FEDERAL EXPRESS CORPORATION</b>	<b>FDX</b>	United States of America	33	42
<b>FGDC AVIATION CORP</b>	<b>5FP</b>	Panama		1
<b>FIBA AIR</b>	<b>6HN</b>	Turkey	4	1
<b>FILIPA AVIATION GMBH</b>	<b>1FG</b>	Germany	1	
<b>FINNAIR OYJ</b>	<b>FIN</b>	Finland	59	45
<b>FINOW AIR SERVICE GmbH</b>	<b>1FW</b>	Germany	1	
<b>FIREBLADE AVIATION (PTY) LTD.</b>	<b>OPM</b>	South Africa	2	2
<b>FIREFLY SDN BHD</b>	<b>FFM</b>	Malaysia	2	2
<b>FL AVIATION</b>	<b>9FL</b>	United States	1	



		of America		
<b>FLAIRJET LIMITED dba SIRIO</b>	<b>FLJ</b>	United Kingdom	6	6
<b>FLEET AIR BG</b>	<b>8BG</b>	Bulgaria		3
<b>FLEET AIR INTERNATIONAL</b>	<b>FRF</b>	Hungary	10	3
<b>FLEXFLIGHT APS</b>	<b>FXT</b>	Denmark	6	4
<b>FLEXJET LLC</b>	<b>LXJ</b>	United States of America	5	4
<b>FLIGHT MANAGEMENT CORPORATION</b>	<b>1FM</b>	United States of America		2
<b>FLIGHTEXEC</b>	<b>FEX</b>	Canada	1	2
<b>FLIGHTLINE (Spain)</b>	<b>FTL</b>	Spain	11	9
<b>FLIGHTPARTNER LTD</b>	<b>2FP</b>	Bailiwick of Guernsey		1
<b>FLIGHTPATH CHARTER AIRWAYS INC.</b>	<b>KNT</b>	Canada	1	4
<b>FLN FRISIA LUFTVERKEHR GMBH NORDDEICH</b>	<b>5FL</b>	Germany	1	1
<b>FLUGFELAG ISLANDS, AIR ICELAND</b>	<b>FXI</b>	Iceland	2	1
<b>FLY 7 EXECUTIVE AVIATION S.A.</b>	<b>7FY</b>	Switzerland	1	
<b>FLY 7 EXECUTIVE AVIATION SA</b>	<b>8FY</b>	San Marino	1	
<b>FLY ALPHA GMBH</b>	<b>BFX</b>	Germany	5	1
<b>FLY ART</b>	<b>FLB</b>	Chad	2	2
<b>FLY BAGHDAD</b>	<b>FBA</b>	Iraq	7	4
<b>FLY DUBAI</b>	<b>FDB</b>	United Arab Emirates	24	23
<b>FLY EGYPT</b>	<b>FEG</b>	Egypt	33	31
<b>FLY IN</b>	<b>PUN</b>	Austria		1
<b>FLY INTERNATIONAL AIRWAYS</b>	<b>NVJ</b>	Tunisia	1	3
<b>FLY INVEST INC TRUSTEE</b>	<b>4FI</b>	United States of America		1
<b>FLY JAMAICA AIRWAYS LIMITED</b>	<b>FJM</b>	Jamaica	3	
<b>FLY ONE S.R.L.</b>	<b>FIA</b>	Moldova	12	9
<b>FLY POINT FLUGSERVICE</b>	<b>8SD</b>	Germany	1	
<b>FLY PRO SRL</b>	<b>PVV</b>	Moldova	2	1
<b>FLY WINGS S.A.</b>	<b>3WI</b>	Switzerland		1
<b>Fly2Sky</b>	<b>VAW</b>	Bulgaria	12	13
<b>FLY4LESS KFT</b>	<b>1FL</b>	Hungary	1	
<b>FLYBE JERSEY EUROPEAN</b>	<b>BEE</b>	United Kingdom	44	56
<b>FLYBOSNIA</b>	<b>FBS</b>	Bosnia and Herzegovina		4
<b>FLY-COOP LEGISZOLGALTATO KFT.</b>	<b>1FC</b>	Hungary	1	3
<b>FLYDOM (dba JETBUDGET) N.V.</b>	<b>NKK</b>	Sint Maarten	6	5
<b>FLYGAC A/S</b>	<b>GCW</b>	Denmark	2	
<b>FLYGAC AS</b>	<b>GCW</b>	Denmark		2
<b>FLYGLOBAL CHARTER SDN BHD</b>	<b>FGG</b>	Malaysia	1	
<b>FLYING FALCON INC</b>	<b>2FF</b>	United States of America	1	1
<b>FLYING GROUP LUXEMBOURG</b>	<b>FYL</b>	Luxembourg	10	9
<b>FLYING SERVICE</b>	<b>FYG</b>	Belgium	8	5
<b>FLYNAS</b>	<b>4FL</b>	Saudi Arabia		1
<b>FMS FLEET MANAGEMENT SERVICE</b>	<b>9FM</b>	France	2	1
<b>FORMULA ONE MANAGEMENT LTD.</b>	<b>FOR</b>	United	1	



		Kingdom		
<b>FORT AERO AS</b>	<b>FRX</b>	Estonia	1	3
<b>FORTUNE AIR (PTY) LTD.</b>	<b>FOA</b>	South Africa	1	
<b>FORUM MEDIA GROUP GMBH</b>	<b>9FR</b>	Germany		1
<b>FOX AVIATION MANAGEMENT INTERNATIONAL</b>	<b>9FA</b>	United States of America	1	
<b>FOX FLIGHT INC.</b>	<b>6KU</b>	Canada	6	
<b>FRANCISTOWN MEAT PROCESSING AND PACKAGING</b>	<b>4FM</b>	Botswana		1
<b>FREDDY JOSE CUBA</b>	<b>1FJ</b>	Venezuela	1	
<b>FREE BIRD AIRLINES</b>	<b>FHY</b>	Turkey	26	17
<b>FREE FALL IRELAND SKYDIVE CENTRE LTD</b>	<b>3FF</b>	Sweden	1	
<b>FREEBIRD AIRLINES EUROPE LTD</b>	<b>FHM</b>	Malta		3
<b>FRITTELLI MARITIME GROUP S.P.A.</b>	<b>8FT</b>	Italy		1
<b>FTC AVIATION SRL</b>	<b>3FT</b>	San Marino	3	4
<b>FTC CONSULTING AG</b>	<b>1FT</b>	Switzerland	1	
<b>G650 MANAGEMENT LTD</b>	<b>5GM</b>	Isle of Man	1	1
<b>GAIN JET AVIATION S.A.</b>	<b>GNJ</b>	Greece	11	7
<b>GAINJET IRELAND LTD</b>	<b>GJI</b>	Ireland	4	5
<b>GALAXY AIRWAYS, INC.</b>	<b>9GA</b>	Canada	4	1
<b>GAMA AVIATION LLC</b>	<b>GAJ</b>	United States of America	2	3
<b>GAMA AVIATION LTD</b>	<b>GMA</b>	United Kingdom	7	5
<b>GAMA AVIATION, FZC (UAE)</b>	<b>GSH</b>	United Arab Emirates	2	1
<b>GARUDA INDONESIA, P.T.</b>	<b>GIA</b>	Indonesia	11	20
<b>GASEOSAS LUX SA</b>	<b>2LX</b>	Colombia	1	
<b>GAZPROMAVIA</b>	<b>GZP</b>	Russian Federation	7	8
<b>GENEL HAVACILIK</b>	<b>7GH</b>	Turkey	2	3
<b>GENERAL AVIATION FLYING SERV. (MERIDIAN)</b>	<b>GTH</b>	United States of America	3	3
<b>GENERAL AVIATION SP Z.O.O.</b>	<b>GNZ</b>	Poland	1	
<b>GENEX LTD</b>	<b>GNX</b>	Belarus	11	4
<b>GEO FLY AIRWAYS</b>	<b>GFY</b>	Georgia	1	
<b>GEORGIAN AIRWAYS</b>	<b>TGZ</b>	Georgia	39	38
<b>GERMAN PRIVATE JET GROUP</b>	<b>8EG</b>	Germany	3	3
<b>GERMANIA FLUGGESELLSCHAFT MBH (GERMANY)</b>	<b>GMI</b>	Germany	34	7
<b>GERMANWINGS GMBH</b>	<b>GWI</b>	Germany	46	44
<b>GESTAIR</b>	<b>5GE</b>	Spain		1
<b>GESTAIR EXECUTIVE JET</b>	<b>GES</b>	Spain	10	10
<b>GET ONE JET</b>	<b>3GJ</b>	France		1
<b>GIANANDREA DE CESARE</b>	<b>6GI</b>	Italy	1	
<b>GIE AVIALPES M1</b>	<b>4GI</b>	France	1	1
<b>G-JET S.R.O.</b>	<b>GSJ</b>	Czech Republic	1	1
<b>GLOBAL AFRICA AVIATION (PVY) LTD</b>	<b>GAA</b>	Zimbabwe	4	
<b>GLOBAL AIR CHARTERS (TETERBORO, NJ)</b>	<b>GJE</b>	United States of America	1	2
<b>GLOBAL AVIATION OPERATIONS</b>	<b>GBB</b>	South Africa	18	19



<b>GLOBAL JET AUSTRIA</b>	<b>GLJ</b>	Austria	5	7
<b>GLOBAL JET ISLE OF MAN LTD.</b>	<b>8IM</b>	Isle of Man		5
<b>GLOBAL JET LUXEMBOURG</b>	<b>SVW</b>	Luxembourg	16	15
<b>GLOBEAIR AG</b>	<b>GAC</b>	Austria	21	15
<b>GLOBUS AIRLINES (dba S7 AIRLINES)</b>	<b>GLP</b>	Russian Federation	11	12
<b>GLOCK GmbH</b>	<b>GCK</b>	Austria	2	3
<b>GM HELICOPTERS</b>	<b>GMG</b>	Latvia	1	
<b>GO AIR</b>	<b>5GO</b>	India		6
<b>GO2SKY</b>	<b>RLX</b>	Slovak Republic	18	12
<b>GOJET AIRLINES</b>	<b>GJS</b>	United States of America	3	3
<b>GOLDECK FLUG GMBH</b>	<b>GDK</b>	Austria	5	4
<b>GOSPA-AIR</b>	<b>1GA</b>	Mexico	2	1
<b>GPA LTD</b>	<b>5GL</b>	San Marino	1	
<b>GRAFAIR FLIGHT MANAGEMENT AB</b>	<b>6DE</b>	Sweden	5	4
<b>GREAT DANE AIRLINES</b>	<b>GDE</b>	Denmark		5
<b>GREEN FLAG AVIATION CO LTD</b>	<b>GNF</b>	Sudan	1	
<b>GREYBIRD AVIATION APS</b>	<b>GAG</b>	Denmark	2	3
<b>GREYBIRD FLEET APS</b>	<b>2GR</b>	Denmark		1
<b>GREYSTAR REAL ESTATE PARTNERS LLC (GEX 9026)</b>	<b>1GS</b>	United States of America	1	
<b>GROB TRAINING ACADEMY GMBH</b>	<b>4GR</b>	Austria		1
<b>GRUPO FANJET S.A</b>	<b>1GF</b>	Venezuela	1	
<b>GRYPHON AIRLINES SA (PTY) LTD</b>	<b>GRF</b>	South Africa	2	
<b>GS AVIATION</b>	<b>6KM</b>	Madagascar		1
<b>GT ENERGO JSC</b>	<b>2GT</b>	Russian Federation	1	
<b>GUANGXI BEIBU GULF AIRLINES</b>	<b>5GU</b>	China		2
<b>GULF AIR B.S.C.</b>	<b>GFA</b>	Bahrain	25	23
<b>GULF COAST (GC) AVIATION</b>	<b>GCT</b>	United States of America	1	1
<b>GULF HELICOPTERS COMPANY</b>	<b>2GU</b>	Qatar	1	1
<b>GULF WINGS</b>	<b>GWC</b>	United Arab Emirates	7	2
<b>GULFSTREAM AEROSPACE CORPORATION</b>	<b>GLF</b>	United States of America	1	1
<b>HAAS AUTOMATION</b>	<b>8HA</b>	United States of America	1	
<b>HAHN AIR-LINES GMBH</b>	<b>HHN</b>	Germany	5	5
<b>HAHN PARTICIPACOES EIRELI</b>	<b>3HP</b>	Brazil		1
<b>HAINAN AIRLINES</b>	<b>CHH</b>	China	34	31
<b>HALIFAX CONSULTING SERVICES LLC</b>	<b>3HC</b>	United States of America	1	
<b>HANG KHONG VIET NAM</b>	<b>HVN</b>	Viet Nam	22	20
<b>HANWHA CORPORATION</b>	<b>2HC</b>	Korea / South Korea	2	
<b>HARING</b>	<b>3HA</b>	Germany	1	
<b>HARMONY JET</b>	<b>HMJ</b>	Malta	6	5
<b>HARPO</b>	<b>1DJ</b>	United States of America	1	



HATAY HAVA YOLLARI	2HA	Turkey	1	1
HAWAIIAN AIRLINES	HAL	United States of America	2	4
H-BIRD AVIATION SERVICES AB	ETI	Sweden	12	4
HCC INSURANCE	2HI	United States of America	1	
HEBEI AIRLINES CO. LTD	HBH	China	3	
HELI AND CO	1HC	Belgium	2	2
HELI AUSTRIA GMBH	6HE	Austria		1
HELI BERNINA AG	HEB	Switzerland		1
HELI-AIR-MONACO	MCM	Monaco	2	3
HELIBRAVO AVIACAO, LDA.	HIB	Portugal		1
HELICENTRE HELICOPTER SERVICES B.V.	1HH	the Netherlands		1
HELICOPTER TRAVEL MUNICH GmbH	HTM	Germany	2	4
HELIDOSA AVIATION GROUP S.A.	9HV	Dominican Republic	1	3
HELI-FLIGHT	6CE	Germany	1	
HELI-HOLLAND B.V.	HHE	the Netherlands	1	1
HELI-LAUSANNE SA	2HL	Switzerland	1	
HELI-PORTUGAL	HPL	Portugal	2	
HELISTAR RESOURCES SDN BHD	1HR	Malaysia	1	
HELISTAR TAXI AERO	1HS	Brazil		1
HELITEAM	3HT	France		1
HELVETIC AIRWAYS AG	OAW	Switzerland	32	30
HENDELL AVIATION OY	HDL	Finland	3	5
HERON LUFTFAHRT GMBH & CO. KG	HRN	Germany	7	7
HERRENKNECHT AVIATION GmbH	9HR	Germany	1	
HESNES AIR	HSG	Norway	1	
HESS CORPORATION	4HC	United States of America	1	
HEVILIFT	1HL	Papua New Guinea		4
HEWLETT-PACKARD	2HP	United States of America	1	
HFF TRAVEL AIRWAYS	6CQ	Madagascar		1
HI FLY	HFY	Portugal	12	6
HI FLY LTD	HFM	Malta	11	17
HIBERNIAN AIRLINES LIMITED	3HI	Ireland	1	6
HILLWOOD AIRWAYS LLC	HWA	United States of America	1	4
HIMALAYA AIRLINES PVT. LTD	HIM	Nepal	1	3
HK BELLAWINGS JET LIMITED	BWJ	Hong Kong	2	1
HOLIDAY EUROPE LTD	HES	Bulgaria		3
HONG KONG AIR CARGO CARRIER LIMITED	2HK	Hong Kong	2	2
HONG KONG AIRLINES LTD	CRK	Hong Kong	3	1
HOP!	HOP	France	43	40
HORIZON AIR	QXE	United States of America	1	2
HTA HELICOPTEROS LDA	AHT	Portugal	2	1
HYPERION AVIATION LTD	HYP	Malta	14	9



<b>I.J.M. INTERNATIONAL JET MANAG</b>	<b>IJM</b>	Austria	15	15
<b>IBERIA</b>	<b>IBE</b>	Spain	56	49
<b>IBERIA EXPRESS</b>	<b>IBS</b>	Spain	21	23
<b>ICAR AIR</b>	<b>RAC</b>	Bosnia and Herzegovina	2	1
<b>ICELANDAIR</b>	<b>ICE</b>	Iceland	38	31
<b>ICON G TAXI AEREO LTDA</b>	<b>3IG</b>	Brazil		1
<b>ICON TAXI AEREO LTDA</b>	<b>9CB</b>	Brazil		1
<b>ICS-AERO SM S.R.L.</b>	<b>ICF</b>	San Marino	5	7
<b>IFFD GMBH</b>	<b>1IF</b>	Austria	1	
<b>IFLY S.A.</b>	<b>IFM</b>	Greece	1	1
<b>I-FLY (PRIVATE)</b>	<b>9IP</b>	United States of America	1	
<b>IFM TRAVIATION GMBH</b>	<b>5IF</b>	Germany		1
<b>IHY IZMIR HAVAYOLLARI A.S.</b>	<b>IZM</b>	Turkey	6	
<b>IL CIOCCO</b>	<b>CIO</b>	Italy		1
<b>IMAGE AIR CHARTER LTD</b>	<b>BMG</b>	Canada	1	1
<b>IMPERIAL JET EUROPE GMBH, HALLBERGMOOS</b>	<b>JTI</b>	Germany	8	3
<b>INDIA FLYSAFE AVIATION LTD.</b>	<b>7DF</b>	India	1	
<b>INDONESIA AIR ASIA</b>	<b>AWQ</b>	Indonesia	5	8
<b>INEOS AVIATION LIMITED</b>	<b>IA1</b>	United Kingdom	3	1
<b>INFINITY AVIATION</b>	<b>9IF</b>	Republic of Serbia	4	3
<b>INITIUM AVIATION S.L.</b>	<b>INI</b>	Spain	1	
<b>INSEL AIR INTERNATIONAL N.V.</b>	<b>INC</b>	Curacao	3	
<b>INTER ILES AIR</b>	<b>IIA</b>	Comoros	6	
<b>INTERGLOBE AVIATION PRIVATE LTD (T/A INDIGO)</b>	<b>IGO</b>	India	8	10
<b>INTERJET</b>	<b>MTF</b>	Italy	2	1
<b>INTERLAKEN CAPITAL AVIATION SERVICE</b>	<b>1KS</b>	United States of America		1
<b>INTERSTATE E L INC/SWIFT AIR</b>	<b>SWQ</b>	United States of America	4	6
<b>INVERSIONES</b>	<b>4IN</b>	Venezuela	1	1
<b>INVERSIONES 2 DE MARZO S.A.</b>	<b>1IM</b>	Panama	2	1
		United States of America		1
<b>INVERSIONES HOTELERAS 77A</b>	<b>8IN</b>	Venezuela	1	
<b>INVERSIONES KL 10516 CA</b>	<b>7IN</b>	Venezuela	1	
<b>INVERSIONS AIR JHF</b>	<b>9IJ</b>	Venezuela	1	
<b>IRAERO, AIRCOMPANY</b>	<b>IAE</b>	Russian Federation	2	2
<b>IRAN AIR TOURS CO.</b>	<b>IRB</b>	Iran	2	
<b>IRAN ASEMAN AIRLINES</b>	<b>IRC</b>	Iran	4	2
<b>IRAN NAT. AIRLINES (IRAN AIR)</b>	<b>IRA</b>	Iran	53	49
<b>IRAQ GATE COMPANY</b>	<b>3IQ</b>	Iraq	1	
<b>IRAQI AIRWAYS</b>	<b>IAW</b>	Iraq	18	10
<b>ISRAIR</b>	<b>ISR</b>	Israel	11	17
<b>ITALFLY</b>	<b>ITL</b>	Italy	3	4
<b>IXAIR</b>	<b>IXR</b>	France	1	5
<b>J AND J AVIATION LLC</b>	<b>8HC</b>	United States		1



		of America		
<b>J C BAMFORD (EXCAVATORS) LTD.</b>	<b>JCB</b>	United Kingdom		1
<b>JADE GLOBAL SERVICES FZE (FORMER ESSAR SHIPPING &amp; LOGISTICS LTD.)</b>	<b>1ES</b>	United States of America		1
<b>JANEZ LET D.O.O.</b>	<b>7JA</b>	Slovenia	2	2
<b>JAPAN AIR LINES COMPANY, LTD.</b>	<b>JAL</b>	Japan	12	11
<b>JAPAT AG</b>	<b>1JP</b>	Switzerland		1
<b>JAZEERA AIRWAYS</b>	<b>JZR</b>	Kuwait	9	8
<b>JBJ AGROPECUARIA</b>	<b>5JB</b>	Brazil		1
<b>JC CAMBODIA INTERNATIONAL AIRLINES</b>	<b>2JC</b>	Cambodia	1	
<b>JEAN-LUC DARTIALH</b>	<b>2HB</b>	France	1	
<b>JEJU AIR</b>	<b>2JJ</b>	Korea / South Korea		1
<b>JENIS AIR LLC</b>	<b>1JN</b>	Kazakhstan	2	1
<b>JET 2000</b>	<b>JTT</b>	Russian Federation		2
<b>JET AIR GROUP</b>	<b>JSI</b>	Russian Federation	4	3
<b>JET AIRLINES</b>	<b>SOZ</b>	Kazakhstan	1	1
<b>JET AIRWAYS, M/S (INDIA) PVT</b>	<b>JAI</b>	India	43	15
<b>JET AVIATION BUSINESS JETS (HONG KONG)</b>	<b>1JA</b>	Hong Kong	2	3
<b>JET AVIATION BUSINESS JETS DEUTSCHLAND GMBH</b>	<b>6CY</b>	Germany	2	1
<b>JET AVIATION FLIGHT SERVICES LTD</b>	<b>JML</b>	Malta	5	
<b>JET AVIATION FLIGHT SERVICES, INC. (TETERBORO, NJ)</b>	<b>JAS</b>	United States of America	10	8
<b>JET AVIATION, BUSINESS JETS AG</b>	<b>PJS</b>	Switzerland	7	7
<b>JET CITY PTY. LTD.</b>	<b>6KB</b>	Australia	1	1
<b>JET CORPORATE, LYON-BORN</b>	<b>1JC</b>	France	1	1
<b>JET EXCHANGE LIMITED</b>	<b>XCH</b>	United Kingdom	2	3
<b>JET EXECUTIVE INT'L CHARTER</b>	<b>JEI</b>	Germany	4	
<b>JET GLOBE HAVACILIK TASIMACILIK VE TICARET A.S</b>	<b>6JO</b>	Turkey	2	2
<b>JET GREENE LLC</b>	<b>2JG</b>	United States of America	1	
<b>JET LINX AVIATION, LLC</b>	<b>JTL</b>	United States of America	2	
<b>JET MAGIC ARUBA</b>	<b>1JM</b>	Aruba	1	
<b>JET PLANE</b>	<b>5JP</b>	Italy	1	
<b>JET PLUS AMERICA LLC</b>	<b>7JP</b>	United States of America		1
<b>JET POOL NETWORK LUFTVERKEHRS</b>	<b>6ME</b>	Austria	3	5
<b>JET SELECT LLC</b>	<b>OHC</b>	United States of America	2	2
<b>JET SET FLY</b>	<b>4JE</b>	Morocco		2
<b>JET STORY SP. Z.O.O.</b>	<b>JDI</b>	Poland	10	9
<b>JET STREAM</b>	<b>JSM</b>	Moldova	1	
<b>JET SUPPORT SERVICES LIMITED</b>	<b>4JU</b>	Nigeria		1
<b>JET TIME</b>	<b>JTG</b>	Denmark	26	33
<b>JET2.COM LTD</b>	<b>EXS</b>	United Kingdom	39	50



<b>JET24 GmbH</b>	<b>9JE</b>	Austria	7	5
<b>JET4U S.R.L.</b>	<b>1FU</b>	San Marino	2	3
<b>JETBEE CZECH S.R.O.</b>	<b>JBC</b>	Czech Republic	7	6
<b>JETBLUE AIRWAYS</b>	<b>JBU</b>	United States of America	2	
<b>JETCALL GMBH &amp; CO. KG</b>	<b>JCL</b>	Germany	4	5
<b>JETCAPITAL AVIATION S.A.</b>	<b>ILM</b>	Portugal	5	2
<b>JETFLITE OY, FINLAND</b>	<b>JEF</b>	Finland	3	7
<b>JETFLY AIRLINE GMBH</b>	<b>JFL</b>	Austria	4	3
<b>JETFLY AVIATION S.A.</b>	<b>JFA</b>	Luxembourg	18	17
<b>JETKEY SAS</b>	<b>KBD</b>	France	3	4
<b>JETMAGIC LTD</b>	<b>JMK</b>	Malta	3	3
<b>JETNETHERLANDS</b>	<b>JNL</b>	the Netherlands	12	10
<b>JETPASS AVIATION (NCO CH)</b>	<b>4JP</b>	Switzerland	1	
<b>JETPLANE</b>	<b>N56</b>	Denmark	1	1
<b>JETPORT INC.</b>	<b>7YI</b>	Canada	1	
<b>JETPROP AVIATION LLP</b>	<b>2SN</b>	Bailiwick of Guernsey		1
<b>JETQ SRL</b>	<b>1JQ</b>	San Marino	1	
<b>JETSPLUS</b>	<b>2LC</b>	United States of America	1	
<b>JETSTAR AIRWAYS PTY. LTD</b>	<b>JST</b>	Australia	1	
<b>JETSTAR ASIA AIRWAYS PTE LTD</b>	<b>JSA</b>	Singapore	1	1
<b>JETSTAR PACIFIC AIRLINES</b>	<b>2JP</b>	Viet Nam	1	2
<b>JETSTEFF</b>	<b>7JF</b>	Isle of Man		1
<b>JETSTREAM AVIATION LLC</b>	<b>5JA</b>	United States of America	1	2
<b>JET-STREAM LTD.</b>	<b>JSH</b>	Hungary	8	10
<b>JIVAIR AB</b>	<b>JIV</b>	Sweden	2	
<b>JK JETKONTOR AG</b>	<b>JKH</b>	Germany	2	5
<b>JOGO AVIATION N.V. dba BESTFLY A/C MGMT ARUBA</b>	<b>9JO</b>	Aruba	4	2
<b>JOHNSON AND JOHNSON</b>	<b>1JJ</b>	United States of America	2	1
<b>JOINT STOCK COMPANY AVIACOMPANY BYSKY</b>	<b>BYS</b>	Belarus		4
<b>JOON</b>	<b>JON</b>	France	19	8
<b>JOTA AVIATION</b>	<b>ENZ</b>	United Kingdom	7	11
<b>JOURNEY AVIATION LLC.</b>	<b>JNY</b>	United States of America	4	3
<b>JP MORGAN CHASE BANK</b>	<b>9JM</b>	United States of America	3	
<b>JRW AVIATION</b>	<b>1JR</b>	United States of America	1	
<b>JSC GETJET AIRLINES (ORO TAKSI)</b>	<b>GJT</b>	Lithuania	21	36
<b>JSC ROYAL FLIGHT (ABAKAN AVIA)</b>	<b>ABG</b>	Russian Federation	8	6
<b>JUNEYAO AIR CO LTD</b>	<b>DKH</b>	China		3
<b>JUNG SKY</b>	<b>JSY</b>	Croatia	9	8
<b>JUST-US AIR S.R.L.</b>	<b>JOC</b>	Romania	7	5





<b>K5-AVIATION GMBH</b>	<b>KAY</b>	Germany	4	5
<b>KAAN AIR</b>	<b>9KR</b>	Turkey		1
<b>K-AIR S.P.A</b>	<b>FXR</b>	Italy	3	
<b>KAISER AIR INC.</b>	<b>KAI</b>	United States of America	1	
<b>KALITTA AIR, LLC</b>	<b>CKS</b>	United States of America	14	17
<b>KALITTA FLYING SERVICE, INC.</b>	<b>KFS</b>	United States of America	1	
<b>KAM AIR</b>	<b>KMF</b>	Afghanistan	1	3
<b>KARNAVATI AVIATION PRIVATE LIMITED</b>	<b>5KV</b>	India	1	
<b>KARUN AIRLINES</b>	<b>4KA</b>	Iran	1	
<b>KAZ AIR JET</b>	<b>KEJ</b>	Kazakhstan	1	1
<b>KEEPFLYING LLP</b>	<b>1KF</b>	United Kingdom	1	
<b>KENNINGTON LIMITED</b>	<b>4KL</b>	Isle of Man		1
<b>KENYA AIRWAYS LTD.</b>	<b>KQA</b>	Kenya	24	25
<b>KERMAS AVIATION LTD.</b>	<b>KER</b>	Malta	4	1
<b>KERRINGTON OPERATIONS LTD</b>	<b>4KE</b>	Isle of Man		1
<b>KEYSTONE AVIATION</b>	<b>1KY</b>	United States of America		1
<b>KHORS AIRCOMPANY</b>	<b>KHO</b>	Ukraine	4	
<b>KING POWER INTERNATIONAL CO. LTD.</b>	<b>9KI</b>	Thailand		1
<b>KINGFISHER AIR SERVICES</b>	<b>BEZ</b>	United States of America	2	1
<b>KISH AIR</b>	<b>KIS</b>	Iran	3	3
<b>KLASJET</b>	<b>KLJ</b>	Lithuania	11	12
<b>KLM CITYHOPPER BV</b>	<b>KLC</b>	the Netherlands	50	48
<b>KLM ROYAL DUTCH AIRLINES</b>	<b>KLM</b>	the Netherlands	74	68
<b>K-MILE AIR CO., LTD</b>	<b>KMI</b>	Thailand	2	1
<b>KMN KOOPMANN HELICOPTER GMBH</b>	<b>1KM</b>	Germany	1	
<b>KN HELICOPTER A/S</b>	<b>2KN</b>	Denmark	1	
<b>KOREAN AIR LINES CO., LTD.</b>	<b>KAL</b>	Korea / South Korea	38	34
<b>KORFEZ HAVACILIK TURIZM VE TICARET AS</b>	<b>6JP</b>	Turkey	3	7
<b>KUM CONSULTING &amp; TRADING GMBH</b>	<b>1KC</b>	Germany	1	
<b>KURZEMES AVIO LTD</b>	<b>KZA</b>	Russian Federation	1	
<b>KUTUS LIMITED</b>	<b>9KT</b>	Isle of Man	1	
<b>KUWAIT AIRWAYS CORPORATION</b>	<b>KAC</b>	Kuwait	23	21
<b>LA AVIATION</b>	<b>2LA</b>	Cayman Islands	1	
<b>LA AVIATION UAE</b>	<b>4UE</b>	San Marino		2
<b>LADRILLERA SANTAFE S.A.</b>	<b>3LD</b>	United States of America		1
<b>LAN CARGO S.A. (LATAM CARGO CHILE)</b>	<b>LCO</b>	Chile	8	10
<b>LANGLEY AVIATION LTD.</b>	<b>8GL</b>	Isle of Man	1	
<b>LANMEI AIRLINES (CAMBODIA) CO LTD</b>	<b>MKR</b>	Cambodia	2	
<b>LARS THRANE</b>	<b>2LT</b>	Denmark	1	
<b>LATAM AIRLINES ECUADOR S.A.</b>	<b>LNE</b>	Ecuador	1	3

<b>LATAM AIRLINES GROUP S.A.</b>	<b>LAN</b>	Chile	15	17
<b>LATAM AIRLINES PERU S.A.</b>	<b>LPE</b>	Peru	8	4
<b>LAUDAMOTION EXECUTIVE GMBH</b>	<b>LDX</b>	Austria	9	9
<b>LAUDAMOTION GMBH</b>	<b>LDM</b>	Austria	11	38
<b>LAYANG LAYANG AEROSPACE</b>	<b>4LY</b>	Malaysia		1
<b>LEADER S.R.L.</b>	<b>LSA</b>	Italy	5	2
<b>LEEWARD ISLANDS AIR TRANSPORT (1974) LTD</b>	<b>LIA</b>	Antigua and Barbuda	8	8
<b>LEVEL 8</b>	<b>1LE</b>	Germany	1	1
<b>LFAS - LEASE FLY AVIATION SERVICES</b>	<b>LZF</b>	Portugal	6	4
<b>LG ELECTRONICS</b>	<b>7LG</b>	Korea / South Korea	1	
<b>LIBERTY MUTUAL INSURANCE CO</b>	<b>3LI</b>	United States of America		1
<b>LIBYAN AIR AMBULANCE</b>	<b>8AF</b>	Libya	1	
<b>LIBYAN AIRLINES</b>	<b>LAA</b>	Libya	5	4
<b>LIBYAN WINGS</b>	<b>LWA</b>	Libya	1	3
<b>LIEBHERR-AVIATION GMBH</b>	<b>LHB</b>	Germany	2	2
<b>LIFE LINE AVIATION</b>	<b>LLK</b>	Greece		3
<b>LIFEFLIGHT AUSTRALIA LIMITED</b>	<b>GDY</b>	Australia	1	1
<b>LIMAK AIR</b>	<b>6GP</b>	Turkey		2
<b>LINEA AEREA DE SERVICIO EJECUTIVO REGIONAL, C.A. (LASER)</b>	<b>LER</b>	Venezuela	1	
<b>LINK PNG</b>	<b>2LG</b>	Papua New Guinea		3
<b>LINTH AIR SERVICE</b>	<b>6AK</b>	Switzerland	1	1
<b>LION AERO CORP</b>	<b>9LP</b>	United States of America	1	
<b>LION MENTARI AIRLINES, PT.</b>	<b>LNI</b>	Indonesia	6	11
<b>LIONAIR, INC.</b>	<b>8LP</b>	Philippines	1	1
<b>LIONS AIR SKYMEDIA AG</b>	<b>LEU</b>	Switzerland	1	3
<b>LIONS AIR SKYMEDIA AG (ROTORCRAFT)</b>	<b>LAS</b>	Switzerland	2	
<b>LIPICAN AER D.O.O.</b>	<b>3LA</b>	Slovenia	1	1
<b>LITTLE AVIATION PTY</b>	<b>5LA</b>	Australia	1	
<b>LLC AIRLINE GEO SKY</b>	<b>GEL</b>	Georgia	4	1
<b>LLC IKAR</b>	<b>KAR</b>	Russian Federation	4	3
<b>LLP FLYJET.KZ</b>	<b>9FK</b>	Kazakhstan		2
<b>LOGAN AIR LIMITED</b>	<b>LOG</b>	United Kingdom		14
<b>LONDON EXECUTIVE AVIATION LTD</b>	<b>LNK</b>	United Kingdom	16	10
<b>LONGTAIL AVIATION LTD.</b>	<b>LGT</b>	Bermuda	2	1
<b>LORENZ PAN GMBH</b>	<b>3LP</b>	Austria		1
<b>LOT - POLSKIE LINIE LOTNICZE</b>	<b>LOT</b>	Poland	67	58
<b>LOTHRINGEN AERO SERVICES GMBH</b>	<b>4LA</b>	Germany	1	
<b>LOWA LTD</b>	<b>4LO</b>	Bermuda		1
<b>LTD. "I FLY"</b>	<b>RSY</b>	Russian Federation	5	1
<b>LUCIANO ZOGBI</b>	<b>4LU</b>	Switzerland		1
<b>LUFTFAHRTGESELLSCHAFT WALTER</b>	<b>LGW</b>	Germany	15	19
<b>LUFTHANSA CARGO AG.</b>	<b>GEC</b>	Germany	2	3



LUFTHANSA CITYLINE	CLH	Germany	44	53
LUFFTRANSPORT A/S	LTR	Norway	2	
LUMIWINGS	LWI	Greece	6	3
LUXAIR	LGL	Luxembourg	34	35
LUXAVIATION GERMANY GmbH	LXG	Germany	7	11
LUXAVIATION S.A.	LXA	Luxembourg	5	7
LUXAVIATION SAN MARINO SRL	LSM	San Marino	6	3
LUXEMBOURG AIR AMBULANCE S.A.	LRQ	Luxembourg	7	9
LUXWING	LWG	Malta	14	8
LYDD AIR LTD	LYD	United Kingdom	1	2
LYNXJET PRIVATE FLIGHTS	3LY	Isle of Man		1
LYON AVIATION INC	2FR	United States of America	3	1
M&N Equipment LLC	JNH	United States of America	2	
M/S POONAWALLA AVIATION PVT. LTD.	5PN	India		1
MACBENS PATRIMONIAL BRASIL	5MP	Brazil	1	
MACEVIJO PARTICIPACOES LTDA	7MP	Brazil		1
MADAGASCAR TRANS AIR	6CD	Madagascar		2
MADJET-TRANSPORTES AEREOS, S.A.	MJT	Portugal	3	2
MAE A/C MANAGEMENT	MEN	Bahrain		2
MAGELLAN PRO-SERVICE SP	5PV	Poland		1
MAGNA AIR GES.M.B.H.	MGR	Austria	2	1
MAHAN AIR	IRM	Iran	37	17
MAHLE INTERNATIONAL GmbH	7ML	Germany	1	
MALAYSIA AIRLINES BERHAD	MAS	Malaysia	9	13
MALETH AERO AOC LTD.	MLT	Malta	24	14
MALI AIR LUFTVERKEHRGESELL.	MAE	Austria	2	
MALIBU CONSULTING CORPORATION	9MC	Bermuda		1
MALINDO AIRWAYS SDN. BHD.	MXD	Malaysia	4	6
MALTA AIR LTD	MAY	Malta		13
MALTA MEDAIR LTD	MMO	Malta	5	2
MANDARIN AIR CO. LTD.	MJC	China	1	
MANHAG AG	4MN	Switzerland		1
MANTA AVIATION	MAV	Maldives		1
MARCO POLO AVIATION	8MP	Cayman Islands	1	1
MARCPLAN CHARTER PTY LTD	4MC	Australia	1	
MARTIJN PLUIJM	5PL	the Netherlands		1
MARTINAIR HOLLAND N.V.	MPH	the Netherlands	3	4
MARVELAIR	4MR	Isle of Man		1
MASTER JET	5MR	France		1
MASTERJET, AVIACAO EXECUTIVA	LMJ	Portugal	11	10
MAURITANIAN AIRLINES INTERNATIONAL	MAI	Mauritania	9	10
MAXIMUS AIRLINES	MXM	Ukraine	3	2
MBKS	PLG	Russian Federation		3
MC DERMOTT AVIATION PNG	4MT	Papua New		1



		Guinea		
<b>MED JETS SA DE CV</b>	<b>MTS</b>	Mexico	1	
<b>MED OPS</b>	<b>MDM</b>	Malta	2	6
<b>M-EDIA AVIATION LIMITED</b>	<b>3MA</b>	Isle of Man		1
<b>MEDICAIR N.V. DBA EZAIR</b>	<b>EZR</b>	Curacao	2	3
<b>MERAJ AIRLINES</b>	<b>MRJ</b>	Iran	1	1
<b>MERCADONA S.A.</b>	<b>2ME</b>	Spain	2	1
<b>MESA AIRLINES</b>	<b>ASH</b>	United States of America	1	3
<b>METROJET LIMITED</b>	<b>MTJ</b>	Hong Kong	1	
<b>MGGP AERO SP</b>	<b>4MG</b>	Poland	1	1
<b>MHS AVIATION GMBH</b>	<b>MHV</b>	Germany	11	9
<b>MIAMI AIR INTERNATIONAL INC.</b>	<b>BSK</b>	United States of America	2	2
<b>MICHELIN AIR SERVICES</b>	<b>BIB</b>	France	2	2
<b>MIDDLE EAST AIRLINES-AIR LIBAN, LARs Part 7/5</b>	<b>MEA</b>	Lebanon	48	56
<b>MIDDLE EAST AIRLINES-AIR LIBAN, LARs Part 7-4</b>	<b>8MQ</b>	Lebanon	1	
<b>MIRAGE AVIATION LTD., USA</b>	<b>4FD</b>	United States of America		1
<b>MISTRAL AIR</b>	<b>MSA</b>	Italy	1	1
<b>MJET GmbH</b>	<b>MJF</b>	Austria	7	8
<b>MJETS</b>	<b>MIN</b>	Thailand	1	
<b>MNG HAVAYOLLARI VE TASIMACILIK</b>	<b>MNB</b>	Turkey	15	11
<b>MNG JET</b>	<b>1MN</b>	Turkey	6	3
<b>MONACAIR</b>	<b>MCR</b>	Monaco	3	5
<b>MONGOLIAN AIRLINES</b>	<b>MGL</b>	Mongolia	8	4
<b>MONTE CRISTALINA PARTICIPACOES S.A.</b>	<b>3CP</b>	Brazil		1
<b>MONTENEGRO AIRLINES</b>	<b>MGX</b>	Montenegro	30	25
<b>MONTERRAT AIRWAYS LTD.</b>	<b>MNT</b>	Montserrat	2	
<b>MORGAN MANAGEMENT LLC</b>	<b>4MO</b>	United States of America		1
<b>MOTOR SICH</b>	<b>MSI</b>	Ukraine	10	8
<b>MOUNTAIN AIR CARGO, INC.</b>	<b>MTN</b>	United States of America	3	3
<b>MOUNTAIN FLYERS 80 LTD.</b>	<b>MFB</b>	Switzerland		1
<b>MS AVIATION GmbH</b>	<b>8MS</b>	Austria		1
<b>MS HAWKER LLC</b>	<b>4MS</b>	United States of America		1
<b>MSC Aviation SA</b>	<b>1MS</b>	Switzerland	1	
<b>MT FLY</b>	<b>MTE</b>	Morocco	2	
<b>MULTIFLIGHT CHARTER SERVICES LLP</b>	<b>6MU</b>	Isle of Man	1	
<b>MURUELO GROUP LLC</b>	<b>3MG</b>	United States of America	1	
<b>MUSTANG CHARTER GMBH</b>	<b>4MU</b>	Austria		1
<b>MUSTIQUE AIRWAYS</b>	<b>MAW</b>	Saint Vincent / Grenadines	1	1
<b>MVA AVIATION LTD</b>	<b>9MV</b>	Bermuda	1	
<b>MWM AG</b>	<b>1MW</b>	Switzerland	1	
<b>MY AIR HOLDINGS LLC</b>	<b>5YA</b>	United States of America		1



<b>MYANMAR AIRWAYS INTERNATIONAL CO. LTD</b>	<b>MMA</b>	Myanmar	3	
<b>MYANMAR NATIONAL AIRLINES</b>	<b>UBA</b>	Myanmar	1	2
<b>MYWAY AIRLINES</b>	<b>MYW</b>	Georgia	7	4
<b>N885SR INC TRUSTEE</b>	<b>3NT</b>	United States of America		1
<b>NADREMAL AIR HOLDING</b>	<b>3AH</b>	Isle of Man		1
<b>NAS JET PRIVATE AVIATION CO LTD</b>	<b>9NJ</b>	Saudi Arabia	3	2
<b>NATIONAL AIR CARGO GROUP, INC. (YPSILANTI, MI) dba NATIONAL AIRLINES</b>	<b>NCR</b>	United States of America	12	3
<b>NATIONAL AIR SERVICES (NAS)</b>	<b>KNE</b>	Saudi Arabia	16	11
<b>NATIONAL JETS INC.</b>	<b>6KN</b>	United States of America		1
<b>NATIONAL LEGACY AIRCRAFT MANAGEMENT WLL</b>	<b>6NL</b>	San Marino	1	
<b>NDT GLOBAL CORPORATE LTD</b>	<b>5ND</b>	United States of America	2	
<b>NEOS SPA</b>	<b>NOS</b>	Italy	16	15
<b>NEPAL AIRLINES CORP.</b>	<b>RNA</b>	Nepal	5	2
<b>NEPTUNE AIR</b>	<b>NEP</b>	Malaysia	1	1
<b>NESMA AIRLINES</b>	<b>NMA</b>	Egypt	5	6
<b>NETFLIX INC</b>	<b>2NI</b>	United States of America	1	1
<b>NETJETS AVIATION, INC.</b>	<b>EJA</b>	United States of America	7	6
<b>NETJETS, TRANSPORTES AEREOS</b>	<b>NJE</b>	Portugal	62	45
<b>NEW ERA CAP</b>	<b>1NW</b>	United States of America	1	
<b>NEWCASTLE AVIATION LTD (NALJETS)</b>	<b>APX</b>	United Kingdom	1	1
<b>NEXTGEN AVIATION GROUP NV</b>	<b>3NE</b>	Belgium		1
<b>NEXTGEN AVIATION MALTA LTD</b>	<b>4EX</b>	Malta		1
<b>NEXTJET</b>	<b>NTJ</b>	Sweden	1	
<b>NEXUS FLIGHT OPERATIONS</b>	<b>9NX</b>	Saudi Arabia		1
<b>NICOLLIN HOLDING SA</b>	<b>8NH</b>	France	1	
<b>NILAN AS</b>	<b>8NI</b>	Denmark	1	1
<b>NILE AIR</b>	<b>NIA</b>	Egypt	6	10
<b>NIPPON CARGO AIRLINES CO.</b>	<b>NCA</b>	Japan	3	4
<b>NOMAD AVIATION (Switzerland)</b>	<b>NUM</b>	Switzerland	5	5
<b>NOORDZEE HELIKOPTERS VLAANDEREN</b>	<b>8AA</b>	Belgium	1	
<b>NORD HELICOPTER</b>	<b>4NO</b>	Norway		1
<b>NORD WIND LLC</b>	<b>NWS</b>	Russian Federation	6	5
<b>NORDAVIA-REGIONAL AIRLINES</b>	<b>AUL</b>	Russian Federation	6	3
<b>NORDIC AVIATION CAPITAL</b>	<b>2NC</b>	Denmark	1	
<b>NORDIC REGIONAL AIRLINES OY</b>	<b>FCM</b>	Finland	29	38
<b>NORTH FLYING A/S</b>	<b>NFA</b>	Denmark	9	9
<b>NORTH HOLDINGS LLC</b>	<b>5NH</b>	United States of America	1	
<b>NORTHEASTERN AVIATION CORP.</b>	<b>6HL</b>	United States of America		1
<b>NORTHSIDE AVIATION LTD</b>	<b>4NA</b>	Isle of Man	1	



<b>NORTHUMBRIA HELICOPTERS LIMITED</b>	<b>NHL</b>	United Kingdom	1	1
<b>NORWEGIAN AIR INTERNATIONAL</b>	<b>IBK</b>	Ireland	57	37
<b>NORWEGIAN AIR NORWAY</b>	<b>NAN</b>	Norway	25	14
<b>NORWEGIAN AIR SHUTTLE AS</b>	<b>NAX</b>	Norway	50	42
<b>NORWEGIAN AIR SWEDEN AB</b>	<b>NSW</b>	Sweden		9
<b>NORWEGIAN AIR UK LTD.</b>	<b>NRS</b>	United Kingdom	2	4
<b>NOUVEL AIR TUNISIE</b>	<b>LBT</b>	Tunisia	20	29
<b>NOVA AIRLINES AB</b>	<b>NVR</b>	Sweden	7	4
<b>NOVAJET (2106701 ONTARIO INC.)</b>	<b>NOJ</b>	Canada		2
<b>NYXAIR OU</b>	<b>NYX</b>	Estonia	2	9
<b>O HARA FINANCIAL S.A.</b>	<b>3OH</b>	United States of America		1
<b>OAKLR LLC</b>	<b>3OR</b>	United States of America		1
<b>OBO JET-CHARTER GMBH</b>	<b>6OB</b>	Germany		1
<b>OHLAIR CHARTERFLUG</b>	<b>ECA</b>	Germany	10	13
<b>OK AVIATION Base, S.R.O</b>	<b>NTF</b>	Czech Republic	2	1
<b>OLYMPIC AIR</b>	<b>OAL</b>	Greece	13	6
<b>OLYMPUS AIRWAYS</b>	<b>OLY</b>	Greece	13	9
<b>OMAN AIR</b>	<b>OMA</b>	Oman	29	29
<b>OMNI - AVIACAO E TECNOLOGIA</b>	<b>OAV</b>	Portugal	4	
<b>OMNI AIR EXPRESS, INC. (TULSA)</b>	<b>OAE</b>	United States of America	6	3
<b>OMNI AIR TRANSPORT</b>	<b>DRL</b>	United States of America	2	2
<b>OMY AVIATION</b>	<b>9OM</b>	Switzerland	1	
<b>ONUR HAVA TASIMACILIK AWMS</b>	<b>OHY</b>	Turkey	14	20
<b>OPEN FLIGHT</b>	<b>OFL</b>	France	2	1
<b>OPENSKIES</b>	<b>BOS</b>	France	1	2
<b>OPERADORA DE VUELOS EJECUTIVOS, S.A. DE C.V.</b>	<b>OPV</b>	Mexico	1	1
<b>OPERADORA LEAR INC</b>	<b>3OP</b>	United States of America		2
<b>OPP FILM S.A</b>	<b>8OF</b>	United States of America		1
<b>ORANGE COUNTY SUNBIRD</b>	<b>2OR</b>	United States of America		1
<b>ORANGE2FLY AIRLINES S.A.</b>	<b>OTF</b>	Greece	11	14
<b>ORBEST S. A.</b>	<b>OBS</b>	Portugal	8	2
<b>ORGANIZACIÓN LUIS CARLOS SARMIENTO ANGULO LTD</b>	<b>1OL</b>	Colombia	1	
<b>ORIENTAL AVIATION II LLC</b>	<b>4OA</b>	United States of America		1
<b>ORION (MALTA) LTD.</b>	<b>OXM</b>	Malta	2	1
<b>ORION-X</b>	<b>OIX</b>	Russian Federation	3	1
<b>ORSHA AIR</b>	<b>ORH</b>	Belarus	1	
<b>ORTAC AIR LTD</b>	<b>ORT</b>	Bailiwick of Guernsey	4	3
<b>OSCAR JET SRL</b>	<b>OSJ</b>	Moldova	2	



<b>OVERSTAR S.R.L</b>	<b>1OV</b>	San Marino	1	
<b>OVERSTAR S.R.L.</b>	<b>OCJ</b>	San Marino		2
<b>OYONNAIR</b>	<b>6GF</b>	France	2	3
<b>P2AIR</b>	<b>4PI</b>	United States of America	1	
<b>PABE TAX S.A. DE C.V.</b>	<b>8PT</b>	Mexico		1
<b>PACELLI BETEILIGUNGS GmbH &amp; COMPANY KG</b>	<b>1MP</b>	Isle of Man	1	
<b>PACIFIC DIRECT LIMITED</b>	<b>2FT</b>	Papua New Guinea		3
<b>PACIFIC FLIGHT SERVICES PTY LTD</b>	<b>9PF</b>	Australia		2
<b>PAIC PARTICIPACOES LTDA</b>	<b>1PP</b>	Brazil	1	
<b>PAKISTAN INT. AIRLINES (PIA)</b>	<b>PIA</b>	Pakistan	32	31
<b>PAL AEROSPACE LTD dba PROVINCIAL AEROSPACE</b>	<b>SPR</b>	Canada	1	
<b>PAN EUROPEENNE AIR SERVICE</b>	<b>PEA</b>	France	1	6
<b>PAN HAVACILIK VE TICARET A.S.</b>	<b>PHT</b>	Turkey	1	
<b>PANAVIATIC</b>	<b>VPC</b>	Estonia	4	7
<b>PAPIER METTLER KG FLUGBETRIEB</b>	<b>1PM</b>	Germany	1	2
<b>PARADIGM AIR (JET MANAGEMENT)</b>	<b>PMM</b>	United States of America	1	
<b>PARADOX BIRDS LTD</b>	<b>3PB</b>	United States of America		1
<b>PATAGONIA ASSETS LTD</b>	<b>9PS</b>	Isle of Man	1	
<b>PATRICK JEAN M VERHEE</b>	<b>3PJ</b>	France	1	
<b>PAULAIR LTD</b>	<b>1PL</b>	Malta	1	
<b>PEAK AIR</b>	<b>6DQ</b>	Germany	2	
<b>PEGASUS ADMINISTRACIO E PARTICIPACOES LTDA</b>	<b>8PPP</b>	Brazil		1
<b>PEGASUS ELITE AVIATION</b>	<b>PEG</b>	United States of America	12	3
<b>PEGASUS HAVA TASIMACILIGI</b>	<b>PGT</b>	Turkey	54	51
<b>PEKTRON GROUP LTD</b>	<b>4PL</b>	Isle of Man	1	
<b>PEN AVIA LIMITED</b>	<b>PDY</b>	United Kingdom		2
<b>PENSKE JET INC.</b>	<b>7PE</b>	United States of America	1	
<b>PENTASTAR AVIATION CHARTER</b>	<b>4PA</b>	United States of America	2	
<b>PERFORMANCE AIR</b>	<b>PRZ</b>	Mexico	1	1
<b>PETROLEUM AIR SERVICES</b>	<b>PER</b>	Egypt		1
<b>PFD OFFICE</b>	<b>2PF</b>	Italy	1	
<b>PHENIX AVIATION</b>	<b>PHV</b>	France		1
<b>PHILAIR</b>	<b>1PH</b>	United States of America		1
<b>PHILIPPE FORIEL DESTAZET</b>	<b>2FD</b>	Switzerland		1
<b>PHILIPPINE AIR LINES - PAL</b>	<b>PAL</b>	Philippines	18	20
<b>PHILIPPINES AIRASIA INC.</b>	<b>EZD</b>	Philippines		1
<b>PHOENIX AIR GROUP, INC (CARTER</b>	<b>PHA</b>	United States of America	1	3
<b>PHOENIX AVIATION LTD.</b>	<b>PHN</b>	Kenya	2	
<b>PHS PREMIUM AVIATION AND HANDLING SERVICES, SOCIEDADE UNIPessoal</b>	<b>PSU</b>	Portugal	6	3

<b>PIEDMONT AIRLINES INC</b>	<b>PDT</b>	United States of America	3	1
<b>PILATUS FLUGZEUGWERKE AG</b>	<b>PCH</b>	Switzerland	1	
<b>PINK AVIATION SERVICES</b>	<b>8PA</b>	Austria	1	
<b>PINK SPARROW GMBH</b>	<b>SOW</b>	Austria		3
<b>PLANET NINE PRIVATE AIR LLC</b>	<b>5PP</b>	United States of America	2	8
<b>PLM DOLLAR GROUP LIMITED</b>	<b>PDG</b>	United Kingdom	1	
<b>PLUS ULTRA LINEAS AEREAS, S.A.</b>	<b>PUE</b>	Spain	3	5
<b>PMC GLOBAL INC</b>	<b>7PG</b>	United States of America	1	
<b>PNG AIR LIMITED</b>	<b>1PN</b>	Papua New Guinea		3
<b>POBEDA AIRLINES LLC</b>	<b>PBD</b>	Russian Federation	29	25
<b>POLAR AIR CARGO, INC.</b>	<b>PAC</b>	United States of America	4	2
<b>POLARIS AVIATION SOLUTIONS</b>	<b>RPM</b>	United States of America		1
<b>PONTAIR</b>	<b>PTA</b>	Malta	3	8
<b>PORSCHE AIR SERVICE GMBH</b>	<b>6LR</b>	Austria	3	5
<b>PORT SIVIL HAVACILIK</b>	<b>6JM</b>	Turkey		1
<b>PORTUGALIA</b>	<b>PGA</b>	Portugal	24	23
<b>POUYA AIRLINES</b>	<b>PYA</b>	Iran	1	
<b>PPAR AVIATION LIMITED</b>	<b>2PP</b>	Isle of Man		1
<b>PRATT AVIATION PTY LTD</b>	<b>5PR</b>	Australia		1
<b>PREMIER FALCON JET</b>	<b>1PF</b>	Malta	1	
<b>PREMIUM JET AG</b>	<b>PJZ</b>	Switzerland	3	3
<b>PRESCOTT SUPPORT COMPANY INC</b>	<b>PSK</b>	United States of America	3	1
<b>PRESIDENTIAL AVIATION</b>	<b>PRD</b>	United States of America	5	4
<b>PRIESTER AVIATION (WHEELING,IL</b>	<b>PWA</b>	United States of America	3	1
<b>PRIMA AVIATION S.R.L.</b>	<b>6RI</b>	San Marino		2
<b>PRIME AVIATION JSC</b>	<b>PKZ</b>	Kazakhstan	5	2
<b>PRIME JET LLC</b>	<b>JPT</b>	United States of America	3	2
<b>PRIME SERVICE ITALIA S.R.L.</b>	<b>PRT</b>	Italy	1	1
<b>PRIMERA AIR NORDIC</b>	<b>PRW</b>	Latvia	12	
<b>PRIMERA AIR SCANDINAVIA</b>	<b>PRI</b>	Denmark	10	
<b>PRINCE AVIATION</b>	<b>PNC</b>	Republic of Serbia	12	9
<b>PRINCELY JETS</b>	<b>PJP</b>	Pakistan		1
<b>PRIVAJET LTD</b>	<b>PVJ</b>	Malta	3	
<b>PRIVATAIR GMBH, DUSSELDORF</b>	<b>PTG</b>	Germany	4	
<b>PRIVATAIR SA</b>	<b>PTI</b>	Switzerland	1	
<b>PRIVATAIR SAUDI ARABIA</b>	<b>PVS</b>	Saudi Arabia	2	1
<b>PRIVATE FLIGHT</b>	<b>ZZZ</b>	Albania	1	
<b>PRIVATE FLIGHT</b>	<b>ZZZ</b>	Argentina	1	
<b>PRIVATE FLIGHT</b>	<b>ZZZ</b>	Aruba	2	3



PRIVATE FLIGHT	ZZZ	Australia	1	
PRIVATE FLIGHT	ZZZ	Austria	7	6
PRIVATE FLIGHT	ZZZ	Bailiwick of Guernsey	1	2
PRIVATE FLIGHT	ZZZ	Belgium	1	2
PRIVATE FLIGHT	ZZZ	Belize	1	
PRIVATE FLIGHT	ZZZ	Bermuda	8	
PRIVATE FLIGHT	ZZZ	Brazil	6	3
PRIVATE FLIGHT	ZZZ	Bulgaria	1	
PRIVATE FLIGHT	ZZZ	Burundi	1	
PRIVATE FLIGHT	ZZZ	Canada	3	4
PRIVATE FLIGHT	ZZZ	Cayman Islands	4	4
PRIVATE FLIGHT	ZZZ	China	1	1
PRIVATE FLIGHT	ZZZ	Croatia	1	
PRIVATE FLIGHT	ZZZ	Cyprus	1	1
PRIVATE FLIGHT	ZZZ	Czech Republic	4	4
PRIVATE FLIGHT	ZZZ	Equatorial Guinea	1	
PRIVATE FLIGHT	ZZZ	Finland		1
PRIVATE FLIGHT	ZZZ	France	11	1
PRIVATE FLIGHT	ZZZ	Germany	17	6
PRIVATE FLIGHT	ZZZ	Greece	1	
PRIVATE FLIGHT	ZZZ	Hungary	2	1
PRIVATE FLIGHT	ZZZ	India		1
PRIVATE FLIGHT	ZZZ	Isle of Man	26	19
PRIVATE FLIGHT	ZZZ	Israel	1	
PRIVATE FLIGHT	ZZZ	Italy	1	
PRIVATE FLIGHT	ZZZ	Korea / South Korea	1	
PRIVATE FLIGHT	ZZZ	Luxembourg	1	
PRIVATE FLIGHT	ZZZ	Malta	2	
PRIVATE FLIGHT	ZZZ	Monaco	1	
PRIVATE FLIGHT	ZZZ	New Zealand		1
PRIVATE FLIGHT	ZZZ	Pakistan		1
PRIVATE FLIGHT	ZZZ	Poland	3	1
PRIVATE FLIGHT	ZZZ	Portugal	1	
PRIVATE FLIGHT	ZZZ	Qatar	1	
PRIVATE FLIGHT	ZZZ	Republic of Serbia	2	
PRIVATE FLIGHT	ZZZ	Russian Federation	2	3
PRIVATE FLIGHT	ZZZ	San Marino	18	5
PRIVATE FLIGHT	ZZZ	Saudi Arabia	1	
PRIVATE FLIGHT	ZZZ	Slovak Republic	1	
PRIVATE FLIGHT	ZZZ	Slovenia	1	
PRIVATE FLIGHT	ZZZ	South Africa	1	1
PRIVATE FLIGHT	ZZZ	Spain	3	1
PRIVATE FLIGHT	ZZZ	Sweden	1	1



PRIVATE FLIGHT	ZZZ	Switzerland	14	2
PRIVATE FLIGHT	ZZZ	the Netherlands	1	1
PRIVATE FLIGHT	ZZZ	Tunisia	1	
PRIVATE FLIGHT	ZZZ	Turkey	1	
PRIVATE FLIGHT	ZZZ	United Kingdom	1	8
PRIVATE FLIGHT	ZZZ	United States of America	92	38
PRIVATE US FLIGHT	8CT	United States of America	7	7
PRIVATE WINGS FLUGCHARTER	PWF	Germany	5	5
PRIVATEWAYS LUFTFAHRTGESELLSCHAFT MBH	PWY	Germany	5	
PRIVILEGE STYLE, S.A.	PVG	Spain	18	13
PROAIR AVIATION GMBH	PAV	Germany	15	15
PROFESSIONAL FLIGHT TRANSPORT INC. dba WINDSOR JET MANAGEMENT (FORT LAUDERDALE, FL)	WJM	United States of America	4	1
PROGRESS SOLUTIONS AG	PSA	Switzerland		1
PROJET GMBH	PRJ	Germany		3
PROMOTION AND BUILDING COMPANY	1PB	Belgium	1	
PSA AIRLINES INC	1PS	United States of America	1	2
PSKOVAVIA	PSW	Russian Federation	3	
PT MY INDO AIRLINES	MYU	Indonesia	2	
PT PURAWISATA BARUNA	9PB	Indonesia		1
PT TRI MG INTRA ASIA AIRLINES	TMG	Indonesia	2	
PT. TRANSWISATA PRIMA AVIATION	TWT	Indonesia	1	
PTL LUFTFAHRTUNTERNEHMEN	KST	Germany	1	
QANTAS AIRWAYS LIMITED	QFA	Australia	9	8
QATAR AIRWAYS COMPANY	QTR	Qatar	76	67
QATAR EXECUTIVE W.L.L.	QQE	Qatar	10	6
QESHM AIR	QSM	Iran	19	12
QUEEN AIR S.R.O.	QNR	Czech Republic	8	5
QUICK AIR JET CHARTER GMBH	QAJ	Germany	7	6
RABBIT-AIR AG, ZURICH	RBB	Switzerland		2
RADA AIRLINES LLC	RDA	Belarus	1	3
RAF-AVIA	MTL	Latvia	10	16
RAHILA AIR	RIH	Libya		1
RAPID AVIATION	2RP	Republic of Serbia		1
RAYA AIRWAYS SDN. BHD.	RMY	Malaysia	1	
RAYMOND LTD.	7RY	India	1	
RCR JETS AG	4RC	Switzerland		2
REAL FLY SARL	8FW	Morocco		1
REC AVIATION	2RE	Turkey	2	1
RED WINGS AIRLINES	RWZ	Russian Federation	17	11
REDBULL FLYING BULLS	6RB	Austria	1	



<b>REDSTAR AVIATION</b>	<b>3RD</b>	Turkey	3	2
<b>REGIONAL AIR LINES (MOROCCO)</b>	<b>RGL</b>	Morocco	1	
<b>REGIONAL JET OU (NORDICA)</b>	<b>EST</b>	Estonia	31	34
<b>RELIANCE COMMERCIAL DEALERS LTD</b>	<b>1RC</b>	India	2	1
<b>RELIANT AVIATION (JUSTICE AIR CHARTER)</b>	<b>7RN</b>	United States of America		1
<b>RELY AS</b>	<b>RTG</b>	Norway	1	2
<b>REPUBLIC AIRWAYS INC. (INDIANAPOLIS, IN)</b>	<b>RPA</b>	United States of America	7	7
<b>REVA INC</b>	<b>RVQ</b>	United States of America	2	1
<b>RIBETCA CORP</b>	<b>4RI</b>	United States of America		1
<b>RICARDO VOS</b>	<b>1RV</b>	United States of America	1	
<b>RIVIERA PLANE MAINTENANCE</b>	<b>7RM</b>	France		1
<b>ROBERT BOSCH GmbH</b>	<b>9RO</b>	Germany	2	1
<b>ROBERTA PORTA</b>	<b>3RP</b>	France	1	
<b>ROSE AIR LTD</b>	<b>REM</b>	Bulgaria	1	
<b>ROSSIYA AIRLINES, JSC</b>	<b>SDM</b>	Russian Federation	35	34
<b>ROTANA JET AVIATION</b>	<b>RJD</b>	United Arab Emirates	1	1
<b>ROTORFLUG GmbH</b>	<b>6NG</b>	Germany		1
<b>ROYAL AIR MAROC</b>	<b>RAM</b>	Morocco	56	51
<b>ROYAL AIR MAROC EXPRESS</b>	<b>RXP</b>	Morocco	3	7
<b>ROYAL BRUNEI AIRLINES</b>	<b>RBA</b>	Brunei Darussalam	10	7
<b>ROYAL JET</b>	<b>ROJ</b>	United Arab Emirates	3	3
<b>ROYAL JORDANIAN</b>	<b>RJA</b>	Jordan	23	30
<b>ROYAL WINGS</b>	<b>RYW</b>	Jordan	2	1
<b>ROYALAIR AB</b>	<b>3RO</b>	Sweden		1
<b>RR INVESTMENTS INC. dba MILLION AIR</b>	<b>1RR</b>	United States of America	2	1
<b>RUBYSTAR</b>	<b>RSB</b>	Belarus	13	9
<b>RUSJET AIRCOMPANY</b>	<b>RSJ</b>	Russian Federation	1	2
<b>RUSLINE</b>	<b>RLU</b>	Russian Federation	7	1
<b>RUSSIAN COPPER COMPANY MANAGEMENT LTD</b>	<b>4RU</b>	Russian Federation		1
<b>RVL AVIATION LTD.</b>	<b>REV</b>	United Kingdom	2	1
<b>RWANDAIR LTD.</b>	<b>RWD</b>	Rwanda	12	17
<b>RWL GERMAN FLIGHT ACADEMY</b>	<b>4RW</b>	Germany		1
<b>RYANAIR</b>	<b>RYR</b>	Ireland	99	79
<b>RYANAIR SUN S.A.</b>	<b>RYS</b>	Poland	4	12
<b>S &amp; K BERMUDA LTD.</b>	<b>6SK</b>	Greece	2	
<b>S.C.ION TIRIAC S.A.</b>	<b>TIH</b>	Romania	4	5
<b>SAAB AB</b>	<b>TGT</b>	Sweden	2	2
<b>SADALSUUD LTD</b>	<b>7SL</b>	Isle of Man	1	
<b>SAF HELICOPTERES</b>	<b>SHP</b>	France	1	



<b>SAFFRON LANDLORD</b>	<b>9LR</b>	Cayman Islands		1
<b>SAILFLY LTD</b>	<b>3SF</b>	Isle of Man	1	
<b>SALAM AIR</b>	<b>OMS</b>	Oman	2	4
<b>SALZBURG JET AVIATION GMBH</b>	<b>MOZ</b>	Austria	10	9
<b>SAM SPORTS AND MARKETING AG</b>	<b>5SP</b>	Switzerland		1
<b>SAN MARINO EXECUTIVE AVIATION SRL</b>	<b>2SM</b>	San Marino	2	
<b>SAO FERNANDO EMPREEDIMENTOS E PARTICIPAOES LTDA</b>	<b>2SE</b>	Brazil	1	
<b>SAP SE</b>	<b>4SP</b>	Germany		1
<b>SARAH AIRWAYS SARL</b>	<b>4SH</b>	Morocco	1	3
<b>SARDINIAN SKY SERVICE S.R.L.</b>	<b>SSR</b>	Italy	4	4
<b>SARL PRIVAIR</b>	<b>4RL</b>	France		1
<b>SARP AIR</b>	<b>1SR</b>	Turkey		2
<b>SARPA LTDA</b>	<b>1SP</b>	Colombia	1	
<b>SATA - SERVICIO A COREANO DE T.A</b>	<b>SAT</b>	Portugal	3	
<b>SATA INTERNACIONAL</b>	<b>RZO</b>	Portugal	2	4
<b>SATU AVIATION</b>	<b>9SV</b>	Switzerland		1
<b>SAUDI ARABIAN AIRLINES</b>	<b>SVA</b>	Saudi Arabia	65	52
<b>SAUDI ARAMCO AVIATION</b>	<b>8SA</b>	Saudi Arabia	1	
<b>SAUDI MEDEVAC</b>	<b>1SM</b>	Saudi Arabia	2	1
<b>SAUDIGULF AIRLINES</b>	<b>SGQ</b>	Saudi Arabia	4	3
<b>SAVENCIA</b>	<b>6SI</b>	France		1
<b>SAVUKA AIR</b>	<b>4SV</b>	Germany		1
<b>SAXONAIR CHARTER LTD.</b>	<b>SXN</b>	United Kingdom	6	7
<b>SC AVIATION INC.</b>	<b>COL</b>	United States of America	2	1
<b>SC AVIATION LTD</b>	<b>4CI</b>	Isle of Man		2
<b>SC PRIMUL MERIDIAN SRL</b>	<b>7PM</b>	Romania		1
<b>SCANDINAVIAN AIRLINES IRELAND LIMITED</b>	<b>SZS</b>	Ireland	9	24
<b>SCANDINAVIAN AIRLINES NORGE</b>	<b>CNO</b>	Norway		1
<b>SCANDINAVIAN AIRLINES SYSTEM</b>	<b>SAS</b>	Sweden	68	59
<b>SCANWINGS OY</b>	<b>ABF</b>	Finland	3	2
<b>SCAT</b>	<b>VSV</b>	Kazakhstan	12	7
<b>SCHENK AIR</b>	<b>8BK</b>	Austria	1	
<b>SCHUETZ GMBH</b>	<b>1SH</b>	Germany		1
<b>SCM Aruba A.V.V.</b>	<b>9AM</b>	Aruba	1	
<b>SCOOT PTE LTD</b>	<b>SCO</b>	Singapore		1
<b>SCOOT TIGERAIR PTE. LTD.</b>	<b>TGW</b>	Singapore	4	7
<b>SCOTT AVIATION LLC</b>	<b>SIS</b>	United States of America		2
<b>SD AVIATION</b>	<b>3SD</b>	France		2
<b>SELETAR JET CHARTER PTY LTD</b>	<b>5SE</b>	Australia		1
<b>SELIA LIMAGRAIN</b>	<b>1SL</b>	France		2
<b>SERLUX S.A.</b>	<b>7SX</b>	Luxembourg		1
<b>SERVICES &amp; TRANSPORT AERIENS</b>	<b>3LS</b>	Madagascar	2	2
<b>SERVICIOS AEREOS ACROSS, S.A. DE C.V.</b>	<b>ACW</b>	Mexico	1	
<b>SERVICIOS AEREOS ASERTEC S.A DE C.V.</b>	<b>4SE</b>	Mexico	1	
<b>SERVICIOS AEREOS MINEROS SERAMI C.A.</b>	<b>9SM</b>	Venezuela	2	
<b>SERVICIOS AEREOS PANAMERICANOS SARPA</b>	<b>9LT</b>	Colombia		1



<b>LTDA</b>				
<b>SERVICIOS AEREOS PROFESIONALES</b>	<b>PSV</b>	Dominican Republic		1
<b>SERVICIOS AEREOS REGIOMONTANOS S.A.</b>	<b>7SE</b>	Mexico	2	1
<b>SERVICIOS EJECUTIVOS CONTINENTAL S.A.</b>	<b>6EJ</b>	Mexico		1
<b>SERVICIOS Y EMPRENDIMIENTOS AERONAUTICOS (S.E.A)</b>	<b>5SR</b>	Argentina		1
<b>SERVIS AIR</b>	<b>6AQ</b>	Turkey		1
<b>SERVIZI AEREI SPA</b>	<b>SNM</b>	Italy	2	
<b>SETAIR</b>	<b>KOC</b>	Turkey	4	6
<b>SEVERSTAL, AIRCOMPANY LTD</b>	<b>SSF</b>	Russian Federation	2	3
<b>SF AIRLINES COMPANY LIMITED</b>	<b>CSS</b>	China		3
<b>SHAHEEN AIR INTERNATIONAL</b>	<b>SAI</b>	Pakistan	5	
<b>SHANGHAI AIRLINES</b>	<b>CSH</b>	China		2
<b>SHANGHAI DEER JET CO.</b>	<b>5SD</b>	China		2
<b>SHELL AIRCRAFT LTD.</b>	<b>SHE</b>	the Netherlands		1
<b>SHELL BERMUDA</b>	<b>2SH</b>	Bermuda	1	2
<b>SHENZHEN AIRLINES</b>	<b>CSZ</b>	China	4	4
<b>SHENZHEN DONGHAI AIRLINES CO</b>	<b>EPA</b>	China	1	2
<b>SHORT HILLS AVIATION</b>	<b>3SH</b>	United States of America	1	
<b>SHS ANTWERP AVIATION NV</b>	<b>VLM</b>	Belgium	2	
<b>SIAVIA D.O.O.</b>	<b>SVB</b>	Slovenia	12	
<b>SIBERIA AIRLINES (S7)</b>	<b>SBI</b>	Russian Federation	37	36
<b>SICHUAN AIRLINES</b>	<b>CSC</b>	China	11	13
<b>SIGMA AIRLINES LLP</b>	<b>9IG</b>	Kazakhstan		1
<b>SILESIA AIR J.S.C.</b>	<b>SUA</b>	Czech Republic	8	10
<b>SILK WAY (ESW) BUSIN. AVIATION</b>	<b>ESW</b>	Azerbaijan	5	5
<b>SILK WAY AIRLINES</b>	<b>AZQ</b>	Azerbaijan	9	9
<b>SILK WAY WEST AIRLINES</b>	<b>AZG</b>	Azerbaijan	18	23
<b>SILKAIR (SINGAPORE) PTE LTD</b>	<b>SLK</b>	Singapore	1	3
<b>SILVER AIR LTD</b>	<b>SLD</b>	Czech Republic	5	3
<b>SILVER CLOUD AIR GMBH</b>	<b>SCR</b>	Germany	9	6
<b>SINGAPORE AIRLINES LIMITED</b>	<b>SIA</b>	Singapore	38	40
<b>SINO JET MANAGEMENT LTD (BEIJING)</b>	<b>SJM</b>	China	1	2
<b>SINO JET MANAGEMENT LTD (HONG KONG)</b>	<b>SJ1</b>	Hong Kong	1	1
<b>SIOUX COMPANY LTD</b>	<b>4SC</b>	Bermuda	1	
<b>SIRIO</b>	<b>SIO</b>	Italy	7	7
<b>SIRIUS-AERO</b>	<b>CIG</b>	Russian Federation	6	23
<b>SIX WEST</b>	<b>3SI</b>	Ireland		1
<b>SIXT AIR GMBH</b>	<b>SIX</b>	Germany	2	1
<b>SKY AIR CORPORATION</b>	<b>9TC</b>	Chad	1	
<b>SKY AIRLINE S.A.</b>	<b>SKU</b>	Chile		1
<b>SKY HIGH AVIATION SERVICES</b>	<b>3SY</b>	Dominican Republic	3	4
<b>SKY KG AIRLINES</b>	<b>KGK</b>	Kyrgyzstan		1



		(Kirghizistan)		
<b>SKY LEASE I, INC. (GREENSBORO)</b>	<b>KYE</b>	United States of America	1	
<b>SKY LINE ULASIM TICARET A.S.</b>	<b>KCU</b>	Turkey	2	2
<b>SKY LOUNGE SERVICES SAL</b>	<b>SLS</b>	Lebanon	1	5
<b>SKY PRIME AVIATION</b>	<b>4SK</b>	Saudi Arabia		1
<b>SKY PRIME CHARTER</b>	<b>SPD</b>	Saudi Arabia		1
<b>SKY VISION D.O.O.</b>	<b>SVK</b>	Croatia	4	
<b>SKY WEST AVIATION INC.</b>	<b>SKW</b>	United States of America	4	3
<b>SKYAVIATRANS LLC</b>	<b>KTR</b>	Ukraine	3	
<b>SKYBIRD AVIATION INC.</b>	<b>6FO</b>	United States of America	2	1
<b>SKYBRIDGE INTERNATIONAL BALKAN D.O.O.</b>	<b>SBB</b>	Republic of Serbia	2	3
<b>SKYFIRST LTD</b>	<b>KFE</b>	Malta	6	5
<b>SKYLANE SP INC.</b>	<b>2SL</b>	Isle of Man	1	
<b>SKYLEAD GROUP LTD-TAG AVIATION ASIA</b>	<b>TBJ</b>	Hong Kong	3	3
<b>SKYLINE AVIATION S.R.L.</b>	<b>SML</b>	San Marino	2	4
<b>SKYPARK UK LTD.</b>	<b>9YK</b>	Isle of Man	1	
<b>SKYSERVICE BUSINESS AVIATION</b>	<b>SYB</b>	Canada	7	3
<b>SKYSERVICE BUSINESS AVIATION INC.</b>	<b>8NC</b>	Canada	1	
<b>SKYTAXI LTD</b>	<b>IGA</b>	Poland	9	9
<b>SKYUP AIRLINES LLC</b>	<b>SQP</b>	Ukraine	5	29
<b>SKYWORK SA</b>	<b>SRK</b>	Switzerland	9	
<b>SKYX AIRWAYS LTD</b>	<b>4SX</b>	Slovenia		4
<b>SLAM LAVORI AEREI</b>	<b>SLJ</b>	Italy	3	2
<b>SLEEPWELL AVIATION LTD</b>	<b>6SL</b>	Isle of Man	1	1
<b>SLOANE HELICOPTERS LIMITED</b>	<b>7SH</b>	United Kingdom		1
<b>SMALL PLANET</b>	<b>LKH</b>	Cambodia	2	
<b>SMALL PLANET AIRLINES</b>	<b>LLC</b>	Lithuania	12	
<b>SMALL PLANET AIRLINES GMBH</b>	<b>LLX</b>	Germany	4	
<b>SMALL PLANET AIRLINES SP.ZO.O.</b>	<b>LLP</b>	Poland	19	
<b>SMART AVIATION COMPANY</b>	<b>SME</b>	Egypt	3	4
<b>SMART JET</b>	<b>SAH</b>	Poland	6	8
<b>SMART JET AVIATION LIMITED</b>	<b>1SJ</b>	Russian Federation		1
<b>SMART LYNX AIRLINES LTD</b>	<b>ART</b>	Latvia	28	25
<b>SMARTLINE LUFTFAHRT GmbH</b>	<b>9LU</b>	Austria	7	3
<b>SMARTLYNX AIRLINES MALTA LTD</b>	<b>LYX</b>	Malta		2
<b>SMARTLYNX ESTONIA</b>	<b>MYX</b>	Estonia	16	17
<b>SMARTWINGS HUNGARY</b>	<b>TVL</b>	Hungary	4	3
<b>SMARTWINGS POLAND SP</b>	<b>TVP</b>	Poland	4	4
<b>SNC LEI MOA</b>	<b>5SL</b>	France	2	
<b>SOLAIRUS AVIATION (former sunset aviation)</b>	<b>TWY</b>	United States of America	8	8
<b>SOLENT HELICOPTERS LIMITED</b>	<b>8SL</b>	United Kingdom		1
<b>SOLENTA AVIATION (PTY) LTD</b>	<b>SET</b>	South Africa	1	
<b>SOLINAIR LTD</b>	<b>SOP</b>	Slovenia		3



<b>SOLITAIRE AIR</b>	<b>STR</b>	Jordan	6	4
<b>SOLOMON AIRLINES LIMITED</b>	<b>SOL</b>	Solomon Islands	1	5
<b>SOMON AIR</b>	<b>SMR</b>	Tajikistan	14	11
<b>SONY AVIATION</b>	<b>9SO</b>	United States of America		1
<b>SORENS AERO S.R.L</b>	<b>SSE</b>	San Marino	1	3
<b>SOS AIR</b>	<b>1SO</b>	Turkey	2	
<b>SOUTH AFRICAN AIRWAYS (SAA)</b>	<b>SAA</b>	South Africa	13	11
<b>SOUTHERN AIR CONSULTANCY INC TRUSTEE</b>	<b>6SC</b>	United Kingdom	1	1
<b>SOUTHERN AIR SYSTEMS, INC</b>	<b>9SY</b>	United States of America		1
<b>SOUTHERN AIR, INC.</b>	<b>SOO</b>	United States of America	6	5
<b>SOUTHERN JET INC.</b>	<b>6SO</b>	United States of America	2	
<b>SOUTHWEST AIRLINES</b>	<b>SWA</b>	United States of America	2	1
<b>SOVEREIGN BUSINESS JETS LTD</b>	<b>RHK</b>	United Kingdom	2	2
<b>SPECIAL FLIGHTS SOCIEDAD ANONIMA</b>	<b>2SF</b>	Argentina	1	1
<b>SPECTRUM AERO PRIVATE LIMITED</b>	<b>7SP</b>	India	3	
<b>SPEEDWINGS EXECUTIVE JET GMBH</b>	<b>SPG</b>	Austria	9	12
<b>SPEEDWINGS SA</b>	<b>8SP</b>	Switzerland	1	
<b>SPICEJET</b>	<b>SEJ</b>	India	1	7
<b>SPIRIT JETS, LLC (CHESTERFIELD, MO)</b>	<b>SJJ</b>	United States of America	1	2
<b>SPREAD EAGLE LTD</b>	<b>6SE</b>	Isle of Man		1
<b>SPREE FLUG LUFTFAHRT GmbH</b>	<b>1SE</b>	Germany	2	4
<b>SPRING AIRLINES CO. LTD</b>	<b>CQH</b>	China	2	1
<b>SPRINGFIELD AIRCRAFT CHARTER AND SALES INC dba SPRINGFIELD AIR</b>	<b>IBG</b>	United States of America	1	1
<b>SPRINT AIR CARGO SP. Z O.O.</b>	<b>SAR</b>	Poland	1	
<b>SPRINT AIR S.A.</b>	<b>SRN</b>	Poland	26	24
<b>SQUADRON AVIATION SERVICES</b>	<b>4SA</b>	Bermuda		1
<b>SRILANKAN AIRLINES</b>	<b>ALK</b>	Sri Lanka	9	14
<b>STAR AIR A/S</b>	<b>SRR</b>	Denmark	25	29
<b>STAR AIR CARGO</b>	<b>SAC</b>	South Africa	1	1
<b>STAR AVIATION SPA</b>	<b>8ST</b>	Algeria	6	2
<b>STAR EAST AIRLINE S.R.L.</b>	<b>SEK</b>	Romania	5	3
<b>STAR WINGS</b>	<b>STQ</b>	Germany	6	4
<b>STARJET ESTABLISHMENT FOR AVIATION</b>	<b>3SE</b>	Switzerland	1	
<b>STEFAN GADOW FLUGDIENST GMBH</b>	<b>1SG</b>	Germany	1	
<b>STEINER FILM AVIATION INC</b>	<b>4SF</b>	Germany		3
<b>STERLING AVIATION LLC</b>	<b>6HK</b>	United States of America	1	2
<b>STOBART AIR</b>	<b>STK</b>	Ireland	23	36
<b>STUTTGARTER FLUGDIENST GMBH</b>	<b>FFD</b>	Germany	4	2
<b>SUBLIME HOLDINGS LTD</b>	<b>7SU</b>	Isle of Man	1	
<b>SUMATERA PARTICIPACIONES</b>	<b>9UM</b>	Brazil		1
<b>SUMMIT AIR</b>	<b>3SU</b>	Canada	1	



<b>SUN AIR JETS</b>	<b>SJE</b>	United States of America	4	3
<b>SUN COUNTRY AIRLINES, INC.</b>	<b>SCX</b>	United States of America		2
<b>SUN TV NETWORKS LIMITED</b>	<b>7ST</b>	India	1	
<b>SUN-AIR OF SCANDINAVIA A/S</b>	<b>SUS</b>	Denmark	19	25
<b>SUNCLASS AIRLINES</b>	<b>VKG</b>	Denmark	20	27
<b>SUNDAIR</b>	<b>SDR</b>	Germany	10	14
<b>SUNDT AIR</b>	<b>MDT</b>	Norway	8	2
<b>SUNDT AIR MANAGEMENT</b>	<b>AKK</b>	Norway		1
<b>SUNEXPRESS GERMANY</b>	<b>SXD</b>	Germany	9	12
<b>SUNEXPRESS -GUNES EKSPRES HAV.</b>	<b>SXS</b>	Turkey	34	26
<b>SUNKAR AIR</b>	<b>KAM</b>	Kazakhstan	1	
<b>SUNSHINE AVIATION Ltd</b>	<b>0SA</b>	Isle of Man		1
<b>SUNWEST AVIATION LTD</b>	<b>CNK</b>	Canada	1	2
<b>SUNWING AIRLINES INC.</b>	<b>SWG</b>	Canada	25	17
<b>SUPARNA AIRLINES COMPANY LIMITED</b>	<b>YZR</b>	China	4	2
<b>SUPER AIR HAVA TASIMACILIGI A.S.</b>	<b>9SU</b>	Turkey	2	
<b>SUPERIOR TRANSPORTATION ASSOCIATES, INC DBA STAJETS</b>	<b>KFB</b>	United States of America		2
<b>SURINAAMSE LUCHTVAART MAATSCHAPPIJ N.V.</b>	<b>SLM</b>	Suriname	5	2
<b>SVENSKT INDUSTRIFLYG AB</b>	<b>JET</b>	Sweden	6	9
<b>SW ITALIA</b>	<b>CSW</b>	Italy	3	1
<b>SWAGELOK COMPANY</b>	<b>8CH</b>	United States of America	1	
<b>SWAN AVIATION (KUGU HAVACILIK VE TURIZM A.S.)</b>	<b>6GK</b>	Turkey	8	4
<b>SWIFT AIR HELLAS S.A.</b>	<b>MDF</b>	Greece	8	6
<b>SWIFT AIRCRAFT MANAGEMENT LLC</b>	<b>SAM</b>	United States of America		3
<b>SWIFT COPTERS SA</b>	<b>WFC</b>	Switzerland	3	3
<b>SWIFTAIR S.A.</b>	<b>SWT</b>	Spain	27	39
<b>SWISS AIR-AMBULANCE LTD.</b>	<b>SAZ</b>	Switzerland	4	3
<b>SWISS EAGLE</b>	<b>3SW</b>	United States of America		1
<b>SWISS GLOBAL AIR LINES LTD</b>	<b>SWU</b>	Switzerland	9	
<b>SWISS INTERNATIONAL AIR LINES</b>	<b>SWR</b>	Switzerland	73	73
<b>SWISS JET LTD</b>	<b>SJT</b>	Switzerland	4	2
<b>SXM AIRWAYS</b>	<b>9XM</b>	Brazil	1	
		Sint Maarten	1	2
<b>SYLT AIR GMBH</b>	<b>AWU</b>	Germany	6	5
<b>SYNERGY AVIATION LTD</b>	<b>SYG</b>	United Kingdom	3	3
<b>SYRIAN ARAB AIRLINES</b>	<b>SYR</b>	Syria	5	5
<b>TAAG, LINHAS AEREAS DE ANGOLA</b>	<b>DTA</b>	Angola	6	2
<b>TABAN AIR</b>	<b>TBN</b>	Iran	4	1
<b>TACA INTERNATIONAL AIRLINES S.A.</b>	<b>TAI</b>	El Salvador		1
<b>TACV -TRANS. AEREOS CABO VERDE</b>	<b>TCV</b>	Cabo Verde	2	7
<b>TAESPEJO PORTUGAL</b>	<b>2TP</b>	Portugal	2	
<b>TAESPEJO PORTUGAL, LDA</b>	<b>TES</b>	Portugal	3	4
<b>TAG AVIATION (MALTA) LTD.</b>	<b>TEU</b>	Malta	3	8





<b>TAG AVIATION S.A.</b>	<b>FPG</b>	Switzerland	7	1
<b>TAG AVIATION SAN MARINO SRL</b>	<b>9TS</b>	San Marino		1
<b>TAG AVIATION UK LTD</b>	<b>VIP</b>	United Kingdom	15	10
<b>TAHE HAVACILIK</b>	<b>5FW</b>	Turkey		1
<b>TAILWIND HAVAYOLLARI A.S.</b>	<b>TWI</b>	Turkey	11	11
<b>T-AIR SPOL SRO</b>	<b>1TR</b>	Czech Republic	1	3
<b>TAJ AIR LTD.</b>	<b>5TJ</b>	India	1	
<b>TAJIKAIR</b>	<b>TJK</b>	Tajikistan	1	
<b>TALON AIR</b>	<b>TFF</b>	United States of America	5	2
<b>TAM - LINHAS AEREAS S.A.</b>	<b>TAM</b>	Brazil	27	43
<b>TAMIR AIRWAYS LTD</b>	<b>TMI</b>	Israel	6	3
<b>TAMPA CARGO S.A.S.</b>	<b>TPA</b>	Colombia	1	3
<b>TAROM, ROMANIAN AIR TRANSPORT</b>	<b>ROT</b>	Romania	56	39
<b>TARON AVIA</b>	<b>TRV</b>	Armenia	1	
<b>TASSILI AIRLINES</b>	<b>DTH</b>	Algeria	8	6
<b>TATA SIA AIRLINES LTD</b>	<b>VTI</b>	India		2
<b>TATRA JET, S.R.O.</b>	<b>TTJ</b>	Slovak Republic	4	5
<b>TAV AIR</b>	<b>6TV</b>	Turkey	1	2
<b>TAXIS AEREOS DEL VALLE DE TOLUCA, S.A. DE C.V.</b>	<b>TVT</b>	Mexico		1
<b>TAYARAN JET JSC</b>	<b>TJB</b>	Bulgaria	4	3
<b>TCA LTD "TOCA"</b>	<b>TZS</b>	Georgia	3	
<b>TELEINVEST</b>	<b>4TT</b>	United States of America		1
<b>TEMPUS JETS, INC. (MAPLE, NC)</b>	<b>TPJ</b>	United States of America		1
<b>TEXEL AIR</b>	<b>XLR</b>	Bahrain	1	
<b>TEXTRON AVIATION</b>	<b>4TE</b>	United States of America		1
<b>THAI AIR ASIA CO., LTD.</b>	<b>AIQ</b>	Thailand	5	5
<b>THAI AIRASIA X COMPANY LIMITED</b>	<b>TAX</b>	Thailand		2
<b>THAI AIRWAYS INTERNATIONAL</b>	<b>THA</b>	Thailand	59	65
<b>THAI LION MENTARI CO., LTD.</b>	<b>TLM</b>	Thailand	2	2
<b>THE BOEING COMPANY</b>	<b>RDN</b>	United States of America	2	2
<b>THE PRIVATE JET COMPANY MALTA LTD.</b>	<b>JLN</b>	Malta		3
<b>THE WHITEWIND COMPANY</b>	<b>1WW</b>	United States of America	2	4
<b>THE WORLD IS YOURS</b>	<b>8LR</b>	United Kingdom		1
<b>THK GOKCEN HAVACILIK IKTISADI ISLETMESI</b>	<b>9HA</b>	Turkey	4	1
<b>THOMAS COOK AIRLINES</b>	<b>TCX</b>	United Kingdom	24	19
<b>THOMAS COOK AIRLINES BALEARICS</b>	<b>CTB</b>	Spain	6	6
<b>THOMAS COOK AVIATION (former AIR BERLIN AVIATION GmbH)</b>	<b>TCN</b>	Germany	4	8
<b>THOMAS SCHAUF</b>	<b>4TS</b>	Germany	1	
<b>TIANJIN AIRLINES CO., LTD</b>	<b>GCR</b>	China	4	5



<b>TIBET AIRLINES CO. LTD</b>	<b>TBA</b>	China		1
<b>TIDNISH HOLDINGS LIMITED</b>	<b>4TI</b>	Canada		1
<b>TIKA SARL</b>	<b>2TS</b>	Luxembourg	2	
<b>TIME AIR</b>	<b>TIE</b>	Czech Republic	10	7
<b>TISMA INC.</b>	<b>9TI</b>	United States of America	1	
<b>TITAN AIRWAYS LTD</b>	<b>AWC</b>	United Kingdom	13	18
<b>TITAN AVIATION SAN MARINO S.R.L</b>	<b>4TA</b>	San Marino	1	
<b>TITANFLY INTERNATIONAL SRL (former AIR ECLIPSE INTERNATIONAL S.R.L.)</b>	<b>3AE</b>	San Marino	2	2
<b>TJS SAN MARINO SRL</b>	<b>8TJ</b>	San Marino	1	1
<b>TOP JETS</b>	<b>TJJ</b>	Bulgaria	1	
<b>TOYO AVIATION</b>	<b>TOY</b>	Romania	4	9
<b>TP AVIATION II LLC</b>	<b>5TP</b>	United States of America	1	1
<b>TRADE AIR</b>	<b>TDR</b>	Croatia	13	17
<b>TRADEWIND AVIATION LLC, OXFORD</b>	<b>GPD</b>	United States of America	6	5
<b>TRADLUX S.A.</b>	<b>1TRL</b>	Luxembourg		1
<b>TRANS ANGUILLA AIRWAYS</b>	<b>6BF</b>	Anguilla	6	6
<b>TRANS CAPITAL AIR LTD</b>	<b>9RN</b>	Canada		1
<b>TRANS EXEC AIR SERVICE</b>	<b>6AY</b>	United States of America	3	
<b>TRANS ISLAND AIRWAYS LTD</b>	<b>GGT</b>	Bahamas		1
<b>TRANS OCEAN AIRWAYS</b>	<b>6FC</b>	Madagascar	3	
<b>TRANS STATES AIRLINES</b>	<b>LOF</b>	United States of America	1	1
<b>TRANSAFRIK</b>	<b>TKU</b>	Uganda		1
<b>TRANSAIR</b>	<b>7TA</b>	Austria	2	2
<b>TRANSAVIA FLUGBETRIEB GmbH</b>	<b>TAD</b>	Germany	5	6
<b>TRANSAVIA FRANCE</b>	<b>TVF</b>	France	33	42
<b>TRANSAVIA HOLLAND B.V.</b>	<b>TRA</b>	the Netherlands	52	35
<b>TRANSAVIABALTIKA</b>	<b>KTB</b>	Lithuania	2	2
<b>TRANSAVIAEXPORT</b>	<b>TXC</b>	Belarus	1	
<b>TRANSCARGA INTL AIRWAYS CA</b>	<b>TIW</b>	Venezuela	1	
<b>TRANSPORTACION AEREA DEL MAR DE CORTES</b>	<b>5TN</b>	Mexico		2
<b>TRANSPORTES AEREO TAURO, SA.</b>	<b>TAU</b>	Mexico		1
<b>TRANSPORTES AEREOS PORTUGUESES</b>	<b>TAP</b>	Portugal	49	42
<b>TRAVEL SERVICE SLOVAKIA</b>	<b>TVQ</b>	Slovak Republic	5	4
<b>TRAVEL SERVIS / SMARTWINGS (CZ)</b>	<b>TVS</b>	Czech Republic	57	62
<b>TREVO AVIATION LTD</b>	<b>2TR</b>	Germany		1
<b>TRIAx AIRLINES</b>	<b>9TX</b>	Nigeria	1	
<b>TRS LTD</b>	<b>8TR</b>	Cyprus		1
<b>TRTO AGENCY LTD.</b>	<b>MGF</b>	Malta	5	
<b>TRUE AVIATION CHARTER SERVICES, LLC.</b>	<b>7TR</b>	United States of America		2



<b>TTH NEGOCIOS E PARTICIPACOES LTDA</b>	<b>2TN</b>	Brazil	1	
<b>TUI AIRLINES NEDERLAND BV</b>	<b>TFL</b>	the Netherlands	13	8
<b>TUI AIRWAYS LTD</b>	<b>TOM</b>	United Kingdom	40	39
<b>TUIFLY (BELGIUM)</b>	<b>JAF</b>	Belgium	48	58
<b>TUIFLY GMBH</b>	<b>TUI</b>	Germany	27	38
<b>TUIFLY NORDIC AB</b>	<b>BLX</b>	Sweden	9	8
<b>TULIP WINGS LTD</b>	<b>6TW</b>	San Marino		1
<b>TULPAR</b>	<b>TUL</b>	Russian Federation	2	1
<b>TUNIS AIR</b>	<b>TAR</b>	Tunisia	54	80
<b>TUNISAIR EXPRESS</b>	<b>TUX</b>	Tunisia	4	1
<b>TURISTIK HAVA TASIMACILIK AS dba CORENDON</b>	<b>CAI</b>	Turkey	32	26
<b>TURKISH AIRLINES-TURK HAVA YO.</b>	<b>THY</b>	Turkey	107	92
<b>TURKMENHOVAYOLLARY</b>	<b>TUA</b>	Turkmenistan	32	12
<b>TURPIAL AIRLINES C.A.</b>	<b>VTU</b>	Venezuela	2	
<b>TUS AIRWAYS</b>	<b>CYF</b>	Cyprus	6	3
<b>TV MIDIA PUB. COM.</b>	<b>1TM</b>	Brazil	2	1
<b>TVPX / Stallion Acquisitions</b>	<b>6LZ</b>	United States of America	1	
<b>TVPX AIRCRAFT SOLUTIONS INC TRUSTEE</b>	<b>8TA</b>	United States of America		2
<b>TVPX ARS INC TRUSTEE</b>	<b>5TV</b>	United States of America		1
<b>TWC AVIATION INC</b>	<b>6LG</b>	United States of America		2
<b>TWIN JET</b>	<b>TJT</b>	France	4	4
<b>TWINSTAR AVIATION LIMITED</b>	<b>7TW</b>	Kenya		1
<b>TYROL AIR AMBULANCE GMBH</b>	<b>TYW</b>	Austria	10	8
<b>TYROLEAN JET SERVICE</b>	<b>TJS</b>	Austria	8	4
<b>TYROLEAN JET SERVICES (TJS) MALTA LTD</b>	<b>TYJ</b>	Malta	1	
<b>UETA INC</b>	<b>4BK</b>	United States of America		1
<b>UKRAINE AIR TRAFFIC SERVICES</b>	<b>UTS</b>	Ukraine		2
<b>UKRAINE AIRALLIANCE</b>	<b>UKL</b>	Ukraine	33	18
<b>UKRAINE INTERNATIONAL AIRLINES</b>	<b>AUI</b>	Ukraine	93	94
<b>UKRAINIAN HELICOPTERS, CJS COMPANY</b>	<b>UHL</b>	Ukraine		1
<b>UKRANIAN WINGS</b>	<b>1UW</b>	Ukraine	2	2
<b>ULS AIRLINES CARGO</b>	<b>KZU</b>	Turkey	4	8
<b>UMATIA TRADING LIMITED</b>	<b>2UM</b>	British Virgin Islands		1
<b>UNIJET</b>	<b>LEA</b>	France	2	5
<b>UNISKY LTD</b>	<b>1UL</b>	San Marino	1	1
<b>UNITED AIR LINES INC.</b>	<b>UAL</b>	United States of America	51	55
<b>UNITED PARCEL SERVICE COMPANY</b>	<b>UPS</b>	United States of America	33	39
<b>UNITED STATES AVIATION Co.</b>	<b>9AC</b>	United States of America	2	
<b>UNITED TECHNOLOGIES CORPORATION</b>	<b>3UN</b>	United States of America		1



<b>UNI-TOP AIRLINES CO., LTD</b>	<b>UTP</b>	China		2
<b>UNIVERSAL AIRWAYS, INC.</b>	<b>UVA</b>	United States of America		1
<b>URAL AIRLINES</b>	<b>SVR</b>	Russian Federation	34	36
<b>URUMQI AIR</b>	<b>CUH</b>	China		1
<b>US AVIATION CORP</b>	<b>6UC</b>	United States of America		1
<b>US-BANGLA AIRLINES LTD.</b>	<b>UBG</b>	Bangladesh	3	2
<b>UTAIR AVIATION</b>	<b>UTA</b>	Russian Federation	18	22
<b>UTAIR CARGO CLOSED JSC</b>	<b>TUM</b>	Russian Federation		1
<b>UTAIR EUROPE SRO</b>	<b>1UT</b>	Slovak Republic	1	
<b>UZBEKISTAN AIRWAYS-HAVO JUL.</b>	<b>UZB</b>	Uzbekistan	25	25
<b>VAKARU BALTIJOS KORPOR</b>	<b>2VB</b>	Lithuania	1	
<b>VALAIR-AVIACAO, LDA</b>	<b>VVV</b>	Portugal	11	12
<b>VALE S.A.</b>	<b>6VS</b>	Brazil		1
<b>VALLJET</b>	<b>VLJ</b>	France	4	8
<b>VAMPIRE AVIATION</b>	<b>3PI</b>	Germany		1
<b>VAN AIR EUROPE</b>	<b>VAA</b>	Czech Republic	3	1
<b>VANUATU AIR CHARTERS LTD</b>	<b>9VC</b>	Vanuatu	1	
<b>VEN AIR</b>	<b>4VE</b>	Isle of Man		1
<b>VENSECAR INTERNACIONAL, C.A.</b>	<b>VEC</b>	Venezuela	3	1
<b>VERDE CAPITAL CORPORATION</b>	<b>4VC</b>	United States of America		1
<b>VEREIN DER FREUNDE DER SCHWEIZER LUFTWAFFE</b>	<b>3SL</b>	Switzerland	1	
<b>VERIZON</b>	<b>1VZ</b>	United States of America	1	1
<b>VF INTERNATIONAL SAGL</b>	<b>1VF</b>	Switzerland	2	1
<b>VIETJET AVIATION JOINT STOCK COMPANY</b>	<b>VJC</b>	Viet Nam	6	4
<b>VIPJET LTD.</b>	<b>8VI</b>	Ireland	2	
<b>VIRGIN ATLANTIC</b>	<b>VIR</b>	United Kingdom	4	2
<b>VISA AVIATION</b>	<b>8VA</b>	United States of America		1
<b>VISION AIR INTERNATIONAL (PVT) LIMITED</b>	<b>VIS</b>	Pakistan	1	
<b>VISTAJET LTD</b>	<b>VJT</b>	Malta	31	32
<b>VJET INCORPERATION</b>	<b>7VJ</b>	Russian Federation		1
<b>VLM AIRLINES D.D.</b>	<b>WLM</b>	Slovenia	7	
<b>VLM AIRLINES NV</b>	<b>TCW</b>	Belgium	6	
<b>VOLARE AVIATION (GUERNSEY) LTD.</b>	<b>VLZ</b>	Bailiwick of Guernsey	2	1
<b>VOLDIRECT SAS</b>	<b>VDR</b>	France	1	2
<b>VOLGA-DNEPR</b>	<b>VDA</b>	Russian Federation	18	8
<b>VOLKSWAGEN AIRSERVICE GMBH</b>	<b>WGT</b>	Germany	3	3
<b>VOLOTEA S.L.</b>	<b>VOE</b>	Spain	45	53
<b>VOLUXIS LIMITED</b>	<b>IFT</b>	United	3	5



		Kingdom		
<b>VOYAGEUR AIRWAYS LTD.</b>	<b>VAL</b>	Canada	6	2
<b>VRG LINHAS AEREAS S/A</b>	<b>VRN</b>	Brazil	1	1
<b>VUELING AIRLINES</b>	<b>VLG</b>	Spain	89	76
<b>VULKAN AIR LLC</b>	<b>VKA</b>	Ukraine	12	13
<b>WALSTRAND AVIATION (PTY) LTD</b>	<b>3WA</b>	South Africa		1
<b>WAMOS AIR S.A.</b>	<b>PLM</b>	Spain	9	10
<b>WATANIYA AIRWAYS</b>	<b>WAN</b>	Kuwait	1	
<b>WDL AVIATION (KOLN)</b>	<b>WDL</b>	Germany	8	9
<b>WELLS FARGO BANK NORTHWEST NA</b>	<b>6LP</b>	United States of America	1	1
<b>WELTALL AVIA AIRLINES</b>	<b>8WA</b>	Russian Federation	1	
<b>WEST AIR HOLDINGS INC.</b>	<b>6KT</b>	United States of America	2	1
<b>WEST ATLANTIC SWEDEN AB</b>	<b>SWN</b>	Sweden	19	21
<b>WEST ATLANTIC UK LTD</b>	<b>NPT</b>	United Kingdom	17	31
<b>WESTAIR AVIATION LIMITED</b>	<b>EFF</b>	Ireland	1	1
<b>WESTERN AIR CHARTER INC</b>	<b>EDG</b>	United States of America	7	3
<b>WESTERN GLOBAL AIRLINES, LLC</b>	<b>WGN</b>	United States of America	14	11
<b>WESTJET AIRLINES LTD.</b>	<b>WJA</b>	Canada	10	15
<b>WESTPORT RED LLC</b>	<b>1WR</b>	United States of America	1	1
<b>WESTSTAR LIMITED</b>	<b>3WS</b>	Bailiwick of Guernsey		2
<b>WHITE</b>	<b>WHT</b>	Portugal	22	11
<b>WHITE CLOUD CHARTER, INC.</b>	<b>1WC</b>	United States of America	1	1
<b>WIDEROE'S FLYVESELSKAP A/S</b>	<b>WIF</b>	Norway	17	17
<b>WIDEWORLD SERVICES LTD</b>	<b>1WS</b>	Aruba		1
<b>WIKING HELIKOPTER SERVICE, GMBH, SANDE</b>	<b>WHS</b>	Germany	1	
<b>WILMINGTON TRUST COMPANY</b>	<b>5WT</b>	United States of America		1
<b>WIN AVIATION LTD</b>	<b>4WI</b>	Cayman Islands		1
<b>WINAIR D.O.O.</b>	<b>WVZ</b>	Croatia	4	3
<b>WIND ROSE AVIATION COMPANY</b>	<b>WRC</b>	Ukraine	28	24
<b>WINDROSE AIR, BERLIN</b>	<b>QGA</b>	Germany	8	6
<b>WINDS JET</b>	<b>1WJ</b>	Morocco	2	
<b>WINDWARD EXPRESS AIRWAYS</b>	<b>WIE</b>	Sint Maarten	2	2
<b>WINDWARD ISLANDS AIRWAYS INT.</b>	<b>WIA</b>	Sint Maarten	6	5
<b>WINGEFORS DEPA SJU AB (SPO)</b>	<b>WD1</b>	Sweden	2	
<b>WINGS OF LEBANON AVIATION</b>	<b>WLB</b>	Lebanon	3	7
<b>WINGTIP CORPORATION</b>	<b>1WT</b>	United States of America	1	2
<b>WITRON LOGISTICS and INFORMATIK GMBH</b>	<b>2WI</b>	Germany		1
<b>WIZZ AIR HUNGARY LTD.</b>	<b>WZZ</b>	Hungary	100	97
<b>WIZZ AIR UK LIMITED</b>	<b>WUK</b>	United Kingdom	2	22



<b>WORLDWIDE AIRCRAFT SERVICES (dba JET ICU)</b>	<b>6BY</b>	United States of America		1
<b>WORLDWIDE JET CHARTER</b>	<b>WWI</b>	United States of America	1	1
<b>WOTAN AMERICA INCORPORATED</b>	<b>5WA</b>	United States of America	1	1
<b>WOW AIR</b>	<b>WOW</b>	Iceland	32	8
<b>WUERTH AVIATION GmbH</b>	<b>WUE</b>	Germany	1	
<b>WURTH AVIATION GMBH</b>	<b>6WU</b>	Germany		1
<b>XIAMEN AIRLINES</b>	<b>CXA</b>	China	4	9
<b>XJC LIMITED</b>	<b>XJC</b>	United Kingdom	6	8
<b>XL AIRWAYS FRANCE</b>	<b>XLF</b>	France	1	1
<b>XOJET</b>	<b>XOJ</b>	United States of America	1	
<b>YAMAL AIRLINES JSC</b>	<b>LLM</b>	Russian Federation	4	4
<b>YANAIR, AVIACOMPANY LTD</b>	<b>ANR</b>	Ukraine	13	15
<b>YORK AVIATION LIMITED</b>	<b>1YA</b>	Isle of Man	1	
<b>YUZMASHAVIA</b>	<b>UMK</b>	Ukraine		1
<b>YV-3296</b>	<b>5YV</b>	Venezuela	1	
<b>ZAGROS AIRLINES</b>	<b>IZG</b>	Iran	4	1
<b>ZEMAN FLUGTECHNIK &amp; LOGISTIK MUENCHEN GmbH</b>	<b>JTS</b>	Germany		1
<b>ZENITH AVIATION Ltd.</b>	<b>BZE</b>	United Kingdom	7	8
<b>ZEST AVIATION Pvt Ltd</b>	<b>8ZE</b>	India	1	
<b>ZG150 AVIATION LLC</b>	<b>3ZG</b>	United States of America		1
<b>ZIMEX AVIATION LTD</b>	<b>IMX</b>	Switzerland	11	12
<b>ZOREX S.A.</b>	<b>ORZ</b>	Spain	1	
<b>ZORLU AIR HAVACILIK</b>	<b>6PI</b>	Turkey	2	1
<b>ZOUTMAN</b>	<b>3ZO</b>	Belgium		1

## Appendix D: Aircraft type inspections

Aircraft Type	Code	Number of inspections 2018	Number of inspections 2019
AIRBUS A-320	A320	1706	1656
BOEING 737-800	B738	1375	1425
AIRBUS A-319	A319	623	528
AIRBUS A-321	A321	461	465
EMBRAER 190, 195	E190	370	357
AIRBUS A330-200	A332	276	276
BOEING 777-300ER	B77W	259	249
BOEING 737-400	B734	219	237
BOEING 737-700, BBJ	B737	237	208
BOEING 767-300	B763	213	197
BOEING 787-9 DREAMLINER	B789	139	196
AIRBUS A330-300	A333	200	190
BOEING 787-8 DREAMLINER	B788	190	190
BOEING 747-400	B744	188	181
BOEING 757-200	B752	177	177
BOMBARDIER BD-700 GLOBAL EXPRESS/6000	GLEX	148	151
CESSNA, 560XL CITATION EXCEL	C56X	164	150
BOEING 737-300	B733	159	142
AIRBUS A350-900	A359	90	129
CANADAIK, REGIONAL JET CRJ-900/CRJ-705	CRJ9	109	125
BOEING 777-200LR/LRF, B777-F	B77L	112	117
AIRBUS A320 NEO	A20N	58	110
DHC-8-400 DASH 8	DH8D	139	110
GULFSTREAM AEROSPACE, G500, G550	GLF5	114	105
CESSNA 525 CITATIONJET, CITATION CJ1	C525	131	97
HAWKER 750/800XP/850XP/900XP/BAE 125-800	H25B	97	92
DASSAULT, FALCON 7X	FA7X	75	83
BOEING 737-500	B735	138	77
CESSNA, CITATION CJ2	C25A	92	77
CANADAIK CL-600 CHALLENGER	CL60	87	75
ATR 72-600	AT76	52	73
ATR-72	AT72	78	73
GULFSTREAM AEROSPACE, G-4/G-4X, G350, G400, G450	GLF4	97	73
AIRBUS A-300B4-600/C4-600/F4-600	A306	81	72
DASSAULT FALCON 2000/2000 EX	F2TH	100	72
BOMBARDIER, CL600-2B16	CL604/605	78	67
DASSAULT FALCON-MYSTERE 900	F900	82	67
BOEING 777-200	B772	82	63
EMBRAER 170, 175	E170	117	61
EMB-505 PHENOM 300	E55P	73	60
LEGACY,600,650,VC-99B LEGACY,VC-99B LEGACY 600,EMB-135BJ LEGACY,600,650	E35L	52	59
BOEING 737-900	B739	51	58
EMBRAER EMB-145, ERJ-145	E145	81	58



AIRBUS, A-380-800	A388	60	57
CL-600 REGIONAL JET CRJ-1000	CRJX	46	57
CESSNA 550 CITATION 2	C550	59	56
BOEING 747-8	B748	52	55
SAAB SF-340	SF34	61	54
AIRBUS A340-300	A343	62	53
CANADAIR, REG. JET CRJ-200/CHALLENGER 800/CRJ-440	CRJ2	73	53
ATR 72-500	AT75	50	52
EMBRAER ERJ-190-400/E195-E2	E295	32	51
GULFSTREAM AEROSPACE, GULFSTREAM G650	GLF6	78	51
CESSNA, CITATION CJ3	C25B	49	49
ANTONOV AN-12	AN12	75	48
BOMBARDIER CHALLENGER 350, BD-100 CHALLENGER 350	CL35	54	48
RAYTHEON (HAWKER/BEECH), 400 BEECHJET	BE40	53	48
AIRBUS A-220-300	BCS3	28	47
BOMBARDIER, CHALLENGER 300	CL30	37	47
EMBRAER ERJ-135	E135	51	46
CESSNA, 510 CITATION MUSTANG	C510	63	45
CESSNA, 680 CITATION SOVEREIGN	C680	52	45
FOKKER 100, FOKKER F28 MK0100	F100	63	45
PILATUS PC-12	PC12	47	45
AIRBUS A321 NEO	A21N	15	43
BOEING 737-600	B736	29	42
BOEING 767-200	B762	38	40
BOMBARDIER, BD-700 GLOBAL 5000	GL5T	39	40
LEARJET 45	LJ45	34	39
AIRBUS A-310 (CC-150 POLARIS)	A310	24	35
AIRBUS A318	A318	41	34
EMB-500 PHENOM 100	E50P	32	32
EMBRAER ERJ-170-200/175 (SHORT WING)	E75S	10	32
MD-82	MD82	31	31
BOEING 717-200	B712	28	30
CESSNA 560 CITATION 5	C560	37	30
BOEING 777-300	B773	49	29
ANTONOV AN-26	AN26	37	28
EMBRAER ERJ-190-300, E190-E2	E290	4	27
EMBRAER EMB-120 BRASILIA	E120	27	26
EMBRAER ERJ-170-200/175 (LONG WING)	E75L	7	26
ANTONOV AN-124 RUSLAN	A124	29	25
LEARJET 60	LJ60	24	25
MD-11	MD11	30	25
BAE-3200 JETSTREAM SUPER 31	JS32	19	24
FAIRCHILD DORNIER 328JET, ENVOY 3	J328	15	24
IAI, 1126 GALAXY, GULFSTREAM G200	GALX	26	24
ATR-42-200/300/320	AT43	15	23
CESSNA 650 CITATION 3/6/7	C650	22	22
ILYUSHIN IL-76/78,GAJARAJ	IL76	26	22
PIAGGIO P-180 AVANTI	P180	34	22





FAIRCHILD SA-226TC,SA-227AC/AT,SA-227BC METRO	SW4	29	21
CITATION M2, 525 CITATION M2	C25M	13	19
ATR 72-210	AT73	28	18
BEECH 200,1300 SUPER KING AIR	BE20	33	18
BOMBARDIER, CL600-2B19	12BO	14	18
CESSNA, CITATION CJ4	C25C	13	18
DASSAULT FALCON 8X	FA8X	11	18
RAYTHEON, PREMIER 1	PRM1	23	18
BOEING B737-MAX 8 / BBJ / BBJ (737 MAX 8)	B38M	72	17
CANADAIR, REGIONAL JET CRJ-700/CRJ-701	CRJ7	18	17
CESSNA 680A CITATION LATITUDE	C68A	19	17
ATR-42-500	AT45	22	16
BAE ATP	ATP	13	16
BOEING 767-400	B764	21	16
AIRBUS A340-600	A346	17	15
FAIREY BN-2A/B ISLANDER	BN2P	19	15
BOEING 757-300	B753	18	14
GULFSTREAM G280	G280	16	14
LEARJET 35, 36	LJ35	27	14
AGUSTA AW-109, AW-109SP	A109	7	13
LEARJET, 40	LJ40	3	13
BAE RJ-100	RJ1H	19	12
EMB-550 LEGACY 500	E550	12	12
SUKHOI SUPERJET 100-95	SU95	31	12
AIRBUS A350-1000	A350		11
BEECH 1900	B190	9	11
BAE RJ-85	RJ85	13	10
BAE146-200, QUIET TRADER, STATESMAN	B462	12	10
CESSNA, 750 CITATION 10	C750	23	10
DASSAULT FALCON-MYSTERE 50	FA50	15	10
DHC-6 TWIN OTTER	DHC6	9	10
DHC-8-300 DASH 8	DH8C	6	9
EMBRAER ERJ-190-500/E175-E2	E275	1	9
AIRBUS A-220-100	BCS1	13	8
DORNIER 328	D328	10	8
HA-420 HONDAJET	HDJT	5	8
LEARJET 75	LJ75	9	8
BEECH B300 SUPER KING AIR 350	B350	11	7
BOMBARDIER BD-700 GLOBAL 7000	GL7T		7
CESSNA 208 CARAVAN	C208	16	7
EMB-545 LEGACY 450	E545	2	7
EUROCOPTER, EC-130	EC30	4	7
BAE146-300	B463	19	6
BEECH 90, C90B KING AIR	BE9L	7	6
IAI, GULFSTREAM G100 - IAI, ASTRA	ASTR	11	6
ILYUSHIN IL-96	IL96	5	6
LET L-410/420 TURBOLET	L410	11	6
PILATUS PC-24	PC24		6
TBM-850	TBM8	2	6



AIRBUS A330-941	A339		5
ANTONOV AN-72/74-100/74-200	AN72	6	5
DHC-8-100 DASH 8	DH8A	1	5
DIAMOND, DA-42 TWIN STAR	DA42	4	5
ECLIPSE 500	EA50	5	5
IAI, GULFSTREAM G150	G150	2	5
LEARJET 31	LJ31	4	5
RAYTHEON - BEECHCRAFT, HAWKER 4000	HA4T	8	5
ROBINSON R-44	R44	1	5
AEROSPATIALE, TWINSTAR, ECUREUIL 2	AS55	2	4
AIRBUS A-300ST SUPER TRANSPORTER, BELUGA	A3ST	3	4
ATR 42-600	AT46	3	4
BOEING 787-10 DREAMLINER	B78X		4
CIRRUS SR-22	SR22	2	4
DASSAULT FALCON-MYSTERE 10/100	FA10	5	4
FOKKER 70, FOKKER F28 MK0070	F70	5	4
MD-83	MD83	15	4
SAAB 2000	SB20	9	4
TUPOLEV TU-204/214/224/234	T204	7	4
AIRBUS HELICOPTERS	AS355 N		3
BELL 206A/B/L,406, JETRANGER	B06	3	3
BELL, 429	B429	3	3
BOEING 747-200	B742	12	3
CESSNA 172,P172,R172,SKYHAWK	C172	1	3
CESSNA 501 CITATION 1SP	C501	6	3
CESSNA 551 CITATION 2SP	C551	4	3
CESSNA, CONQUEST 1	C425	1	3
FOKKER 50, FOKKER F27 MK050	F50	15	3
FOKKER F-28 FELLOWSHIP	F28		3
ILYUSHIN IL-62	IL62	1	3
MD-88	MD88	2	3
PIPER CHEYENNE 3	PAY3	7	3
PIPER PA-46 MALIBU	PA46	2	3
SOCATA TBM-700	TBM7	2	3
AGUSTA, AB-139	A139	5	2
BOEING 727-200	B722		2
CESSNA 182	C182	2	2
CESSNA F406 CARAVAN 2	F406	3	2
DAHER SOCATA TBM-900	TBM9		2
EUROCOPTER AS-350/550 ECUREUIL	AS50	9	2
EUROCOPTER, EC-155	EC55	1	2
LEARJET 55	LJ55	3	2
LOCKHEED C-130, AC-130, L-382	C130	4	2
P-68, P-68 OBSERVER, PARTENAVIA, VULCANAIR, TANEJA	P68	2	2
PIPER PA-28 CHEROKEE	PA28	3	2
AEROSPATIALE, SUPER PUMA	AS32		1
AIRBUS A-330-700 XL SUPER TRANSPORTER, BELUGA	A330		1



AIRBUS A340-200	A342	3	1
AIRBUS A340-500	A345	2	1
AIRBUS HELICOPTER	H-125		1
ANTONOV AN-140	A140	1	1
ASH-26	AS26		1
BAE-125-1000	H25C	1	1
BAE-3100 JETSTREAM 31	JS31		1
BEECH 35	BE35	2	1
BEECH 58 BARON	BE58		1
BELL 412/AGUSTA AB-412	B412		1
BRITTEN-NORMAN, TURBINE ISLANDER	BN2T		1
CANADAIR RJ-100 REGIONAL JET	CRJ1	1	1
CESSNA 150	C150		1
CESSNA 337G SUPER SKYMASTER	C337		1
CESSNA 401,402	C402	2	1
CESSNA, 210 CENTURION	C210		1
CN-235	CN35	3	1
DA-20/22, DIAMOND	DV20		1
DHC-7 DASH 7	DHC7		1
DORNIER 228	D228	3	1
EMBRAER EMB-145XR, ERJ-145XR	E45X	1	1
EUROCOPTER AS-365/565 DAUPHIN2	AS65	1	1
EUROCOPTER, EC-135	EC35	3	1
EVECTOR SPORTSTAR RTC	EVECTOR RTC		1
FAIRCHILD SA-226TB,SA-227TT	SW3	1	1
G 120TP SET	GRAB G-120TP		1
GULFSTREAM AEROSPACE, GULFSTREAM 3	GLF3	1	1
HUGHES 269 SKY NIGHT	H269		1
IAI 1124 WESTWIND, SEA SCAN	WW24	3	1
MD-87	MD87	3	1
MIL, MI-8	MI8	1	1
PIPER CHEYENNE 2	PAY2	1	1
PIPER CHEYENNE 400	PAY4		1
PIPER PA-34 SENECA	PA34	1	1
PIPER PA-46-500TP MALIBU MERIDIAN	P46T	1	1
ROBINSON R-22	R22	1	1
ROBINSON R-66	R66	1	1
ROCKWELL TURBO COMMANDER 690	AC90	1	1
SF-50 VISION JET	SF50	1	1
SIKORSKY, S-92 HELIBUS	S92		1
SOCATA	TB-20		1
TECNAM P2002-JF	P2002		1
YAK-40	YK40	2	1
AEROSPATIALE TRINIDAD TB-20	TB20	1	
AEROSPATIALE, SA-365C DAUPHIN 2	S65C	1	
AGUSTA, AW-189	A189	1	
AIRBUS A-300B2/4-1/2/100/200, A-300C4-200	A30B	9	
AKROTECH/GILES G-200	G200	1	
ANTONOV AN-225 MRIYA	A225	1	



BAE146-100, STATESMAN	B461	2	
BASLER BT-67 TURBO 67	DC3T	1	
BEECH 300	BE30	2	
BEECH 99	BE99	1	
BEECH F90 KING AIR	BE9T	2	
BOEING 737-200	B732	1	
BOEING 747SR	B74R	1	
BOEING B737- MAX 9 / BBJ / BBJ (737 MAX 9)	B39M	4	
CESSNA 152, REIMS	C152	1	
CESSNA 185F	C185	1	
CESSNA 206	C206	1	
CESSNA 340	C340	2	
CESSNA 414, CHANCELLOR	C414	1	
CESSNA 500 CITATION, CITATION 1	C500	1	
DC-6	DC6	1	
DHC-8-200 DASH 8	DH8B	2	
DIAMOND, DA-40 DIAMOND STAR	DA40	1	
EUROCOPTER, EC-120 COLIBRI	EC20	2	
EUROCOPTER, EC-175	EC75	1	
EXTRA EA-500	E500	2	
JUNKERS JU 52	JU52	1	
KAMOV, KA-32, 31, 29, 28, 27	KA27	1	
LANCAIR MANUFACTURER (320)	LNC2	1	
LET L-200 MORAVA	L200	1	
MCR-4S	MCR4	1	
MITSUBISHI MU-2	MU2	1	
MOONEY M-20K/M	M20T	1	
NOMAD, FLOATMASTER, MISSIONMASTER, SEARCHMASTER	NOMA	1	
PILATUS PC-6 PORTER	PC6P	1	
PILATUS PC-6B TURBO PORTER	PC6T	2	
PIPER PA-23-150/160 APACHE	PA23	1	
PIPER PA-23-235/250 AZTEC	PA27	1	
PIPER PA-31/31P NAVAJO	PA31	3	
PIPER PA-32 CHEROKEE	PA32	1	
PIPER PA-38 TOMAHAWK	PA38	1	
S-2 THRUSH AG COMMANDER	SS2P	1	
SAN JODEL D140 SERIES	D140	1	
SHORT SC-7 SKYVAN	SC7	1	
SIKORSKY S-76, H-76, AUH-76	S76	1	
SOKO G-2	G2	1	
TECNAM P2010	P2010	1	
UNKNOWN	UN	1	
YAK-42/142	YK42	1	

## Appendix E: Ratio per item

Inspection item	Description		2018	2019	2018	2019	2018	2019
			No of times inspected	No of times inspected	No of findings	No of findings	findings per item inspected	findings per item inspected
A. Flight-deck	A01	General Condition	11975	11479	375	346	3.13%	3.01%
	A02	Emergency Exit	10412	9724	4	2	0.04%	0.02%
	A03	Equipment	8691	8480	99	73	1.14%	0.86%
	A04	Manuals	7180	6913	226	233	3.15%	3.37%
	A05	Checklists	8781	8731	189	166	2.15%	1.90%
	A06	Navigation / instrument charts	10645	10230	161	120	1.51%	1.17%
	A07	Minimum Equipment List	8111	7808	260	183	3.21%	2.34%
	A08	Certificate of registration	11897	11334	11	11	0.09%	0.10%
	A09	Noise certificate (where applicable)	11529	10990	24	17	0.21%	0.15%
	A10	AOC or equivalent	11407	10866	87	111	0.76%	1.02%
	A11	Radio license	11706	11185	16	17	0.14%	0.15%
	A12	Certificate of Airworthiness	11931	11372	35	24	0.29%	0.21%
	A13	Flight Preparation	10822	10420	462	371	4.27%	3.56%
	A14	Mass and balance calculation	9986	9638	204	137	2.04%	1.42%
	A15	Hand fire extinguishers	11171	10899	30	14	0.27%	0.13%
	A16	Life jackets / flotation device	10243	10064	13	8	0.13%	0.08%
	A17	Harness	10532	10323	22	35	0.21%	0.34%
	A18	Oxygen equipment	10151	9870	7	8	0.07%	0.08%
	A19	Independent portable light	9281	9020	8	9	0.09%	0.10%
	A20	Flight crew licence / composition	11907	11416	252	226	2.12%	1.98%
	A21	Journey log book or equivalent	10582	10182	35	23	0.33%	0.23%
	A22	Maintenance release	10556	10147	6	5	0.06%	0.05%

	A23	Defect notification and rectification (incl. Tech log)	10768	10410	978	775	9.08%	7.44%
	A24	Pre-flight inspection	8572	8363	86	63	1.00%	0.75%
<b>B. Cabin</b>	B01	General Internal Condition	11116	10691	458	409	4.12%	3.83%
	B02	Cabin crew station and crew rest area	8480	8251	90	90	1.06%	1.09%
	B03	First Aid Kit / Emergency Medical Kit	10247	9895	111	84	1.08%	0.85%
	B04	Hand fire extinguishers	10362	10028	77	43	0.74%	0.43%
	B05	Life jackets / Flotation devices	9844	9573	55	27	0.56%	0.28%
	B06	Seat belt and seat condition	10415	10066	132	122	1.27%	1.21%
	B07	Emergency exit, lighting, and Independent portable light	9282	8898	140	128	1.51%	1.44%
	B08	Slides/Life-Rafts (as required), ELT	8548	8356	10	10	0.12%	0.12%
	B09	Oxygen Supply (Cabin Crew and Passengers)	9281	8869	87	55	0.94%	0.62%
	B10	Safety Instructions	9958	9548	145	133	1.46%	1.39%
	B11	Cabin crew members	7734	7429	52	29	0.67%	0.39%
	B12	Access to emergency exits	9466	9088	145	137	1.53%	1.51%
	B13	Stowage of passenger baggage	2788	2382	23	17	0.82%	0.71%
	B14	Seat capacity	6033	5867	0	0	0.00%	0.00%
<b>C. External</b>	C01	General External Condition	12007	11404	820	921	6.83%	8.08%

	C02	Doors and Hatches	11981	11374	234	222	1.95%	1.95%
	C03	Flight Controls	11969	11364	26	30	0.22%	0.26%
	C04	Wheels, tyres and brakes	11959	11352	146	75	1.22%	0.66%
	C05	Undercarriage, skids/floats	11818	11282	114	158	0.96%	1.40%
	C06	Wheel well	10638	10225	23	28	0.22%	0.27%
	C07	Powerplant and Pylon	11852	11302	301	285	2.54%	2.52%
	C08	Fan blades, Propellers, Rotors (main/tail)	11373	11007	11	11	0.10%	0.10%
	C09	Obvious repairs	11790	11224	89	81	0.75%	0.72%
	C10	Obvious unrepaired damage	11712	11137	4	5	0.03%	0.04%
	C11	Leakage	11831	11229	14	16	0.12%	0.14%
D. Cargo	D01	General Condition of Cargo Compartment	10057	9737	413	415	4.11%	4.26%
	D02	Dangerous Goods	1486	1377	35	23	2.36%	1.67%
	D03	Cargo stowage	8784	8379	435	362	4.95%	4.32%
E. General	E01	General	3534	3288	136	102	3.85%	3.10%