Flight Standards Directorate
Air Operations Department

EU Ramp Inspection Programme
Annual Report 2020

Aggregated Information Report
(01 January - 31 December 2020)

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Executive summary

Like other domains, the ramp inspection domain was heavily affected by the COVID-19 pandemic. The major reduction in the number of flights led to a similar reduction (about 50%) in the number of ramp inspections being performed. In addition, the personal health safety requirements imposed by the Competent Authorities on their inspectors further reduced the number as well as impacted the deepness of inspections, leading to less data. Nevertheless, ramp inspections were helpful in addressing operational risks emerging from the crisis (e.g. the transport of cargo in the passenger cabin or the use of exempted flight time limitations).

The lack of data impacted not only the trend analysis in this Annual Report, but also the process for the regular data analysis. The crisis emphasized the vulnerability linked to the amount of available data, as identified in the previous Annual Report; alternative data periods to the default 12 months had to be selected to stabilise the ratio trends. Furthermore, in order to support the Competent Authorities during the crisis, guidance was developed and provided in the "Return to Normal Operations" (RNO) – RAMP document.

In 2020, a new process to establish the ramp inspection prioritisation list was implemented; furthermore, the Ramp Inspection Manual (RIM) and its attachments & appendices have been updated.

For the implementation of the alcohol tests on flight crew and cabin crew, the following deliverables were prepared in time for the (postponed) applicability date of 14 February 2021:

- A major modification to the ramp inspection tool;
- A new attachment to the RIM with detailed testing procedures;
- Computer Based Training for ramp inspectors, which will also be made available to the Industry;
- A template for an information leaflet, to be used by the Competent authorities to provide standardised information to crew members;

The crisis required a reprioritisation of tasks; therefore, some recommendations stemming from the Annual Report 2018/2019 could not be addressed. As the reasons for the recommendations are still valid, they have been integrated into the following recommendations to:

- continue the research project to review the data analysis methodology
- re-activate the Programme's expansion activities
- start the pilot case addressing the relatively high number of findings related to the transport of cargo, as soon as the crisis allows
- continue supporting the Competent Authorities by providing guidance on the conduct of ramp inspections during the crisis

Despite the significant impact induced by the pandemic, the RAMP inspection programme continued to deliver safety data supporting the good functioning of other oversight processes, for example Third Country Operators, oversight at national level or the EASA Standardisation activities. Furthermore, the inspections were adjusted to fit with the new operational context, thus ensuring that new risks were duly considered as well as collecting data on the proper implementation of the health measures.

1 Introduction

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

2020 was affected by the spread of the COVID-19 pandemic that had a tremendous impact on all human activities, aviation included.
The year could be divided into three main segments:

- From week 1 till week 9, where:
  - The air traffic was without any disruption and in line with the previous year.

- From week 10 till week 15, where:
  - The air traffic went down to almost zero;
  - The ramp inspectors were affected by severe travelling restrictions to reach their normal place of work due to the imposed national lockdowns;
  - There were severe limitations to get access to the few aircraft still flying due to the restrictions imposed by many air operators in terms of entrance to the cockpit/cabin during the initial phase of the pandemic;
  - The internal orders issued by the majority of the national aviation authorities were preventing inspecting staff from travelling and entering facilities (aircraft included) unless required by extraordinary reasons;
  - The initial absence of a recognised health protocol aimed to provide a guaranteed level of health safety to both ramp inspectors and operator's representatives was impeding the performance of ramp inspections; thereafter, the imposed national aviation authorities' health protocols were preventing the performance of ramp inspections.

- From week 16 till the end of the year, where:
  - The air traffic was restarting very slowly and not uniformly between PS. After a positive peak in August (about 50% of the traffic with respect to 2019), traffic had a fluctuating behaviour ranging around 45% with respect to 2019; traffic still showing irregular trends over the months;
  - Several national aviation authorities were still having internal orders imposing limitations to inspecting staff to travel and to enter facilities (aircraft included) unless required by extraordinary reasons;
  - The ramp inspections had a slow and not even restart among the national aviation authorities;
  - The infection prevention measures were implemented, establishing recommended practices to be applied by national aviation authorities during the performance of ramp inspections according to the RNO guidelines.

It was one of the main goals of the Agency to publish a recognised guidance to all PS aimed to improve health safety during the pandemic during the performance of ramp inspections.

This report covers the activities related to the implementation of the EU Ramp Inspection Programme (further referred to as “the Programme”) in 2020.

It also provides information on analysis of data where it was possible to do that, taking into account the reduced air traffic and the consequently decreased number of performed ramp inspections. Furthermore, it has to be considered that measures adopted by both national aviation authorities to reduce the infection risk led to a slightly lower coverage of the inspection items on one hand, and less in-depth inspected items on the other hand.

This report avoids explaining the functioning of the Programme; for this, readers are invited to read the comprehensive information page on EASA’s Website (https://www.easa.europa.eu/domains/air-operations/ramp-inspection-programmes-safa-saca).

2 Staffing for Ramp Inspection Coordination and Standardisation activities

In 2020, for the day to day RAMP coordination activities, 3.5 Full Time Equivalents (FTEs) and two full time Seconded National Experts (SNE) were available.

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

To support the RAMP coordination and standardisation tasks, an additional contribution was provided by external stakeholders as follows:

Experts from the PS for:

- The IDEA meeting sessions: 348 hrs
- The PDF Working Group: 435 hrs

Commission and EUROCONTROL representatives for the RICS 11 (RICS 10 was cancelled due to the COVID crisis):

- Commission: 38 hrs
- EUROCONTROL: 45 hrs
- Total representatives time: 83 hrs

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 purpose, EASA is entitled to conclude 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 has signed a WA with Qatar in January 2020 and maintained contacts with the following potential CDTs: Japan, USA, Brazil and the Republic of Korea. However, the pandemic stalled most of the developments related to the expansion of the Programme.

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 considered for the ramp inspection data analysis. In 2020, there were two Candidate States: Azerbaijan and Qatar. There were no new full Participating States in 2020.

In 2020, 50 States participated in the Programme although 3 of them were not actively performing inspections. On 31 December 2020, the transitional arrangements for Brexit came to an end, causing the United Kingdom to leave the EU ramp inspection programme at the end of that day.

3.1.2 International cooperation

Due to the pandemic, all international cooperation support activities have been cancelled.

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 Ramp inspection tool enhancement

The ramp inspection tool has been changed in 2020 as follows:

- a large modification was prepared for the addition of alcohol testing in 2021
- another significant modification was prepared to allow for the Brexit.

3.2.2 Database statistics

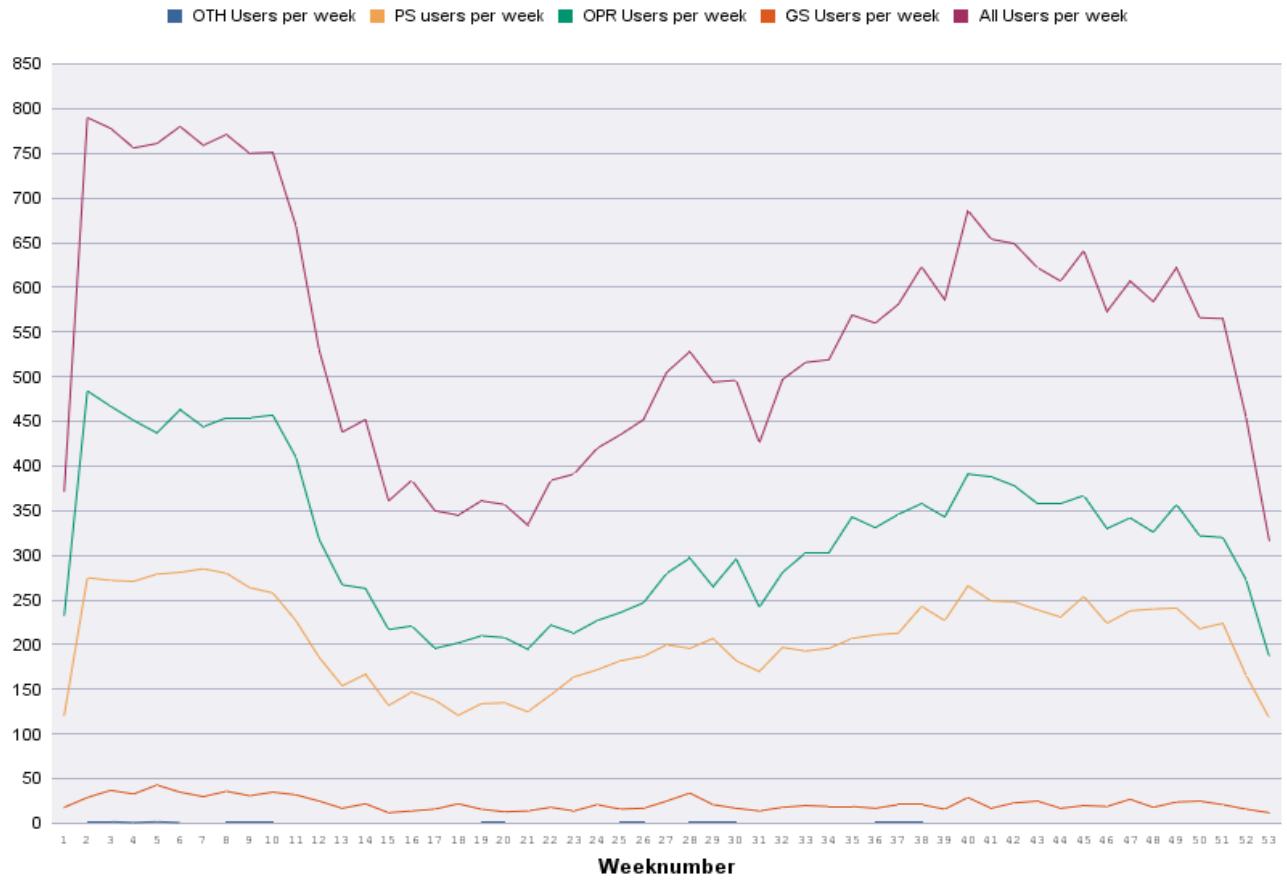
Table 1: Number of active organisations and registered users before the 31st December 2020

Ramp inspection tool status end 2020	Active organisations	Registered users
EASA Member States (MS)	31	510
Non-EASA Participating States	17	193
Candidate States	2	13
Guest States (GS)	81	364
Operators (OPR)	1523	3413
Other organisations (OTH)	3	89
Total	1657	4582

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 "Other organisations" are EASA, the European Commission and ICAO.

At the end of 2020, 1657 different organisations were registered in the ramp inspection tool and 4582 users had access to the ramp inspection tool. Most of them were operators and associated users, as shown in Table 1. Notwithstanding the overall negative effects of the pandemic, 2020 showed a general increase of both active organisations and registered users with respect to 2019 (+5,5% and +8,2% respectively).

Figure 1: User statistics 2020

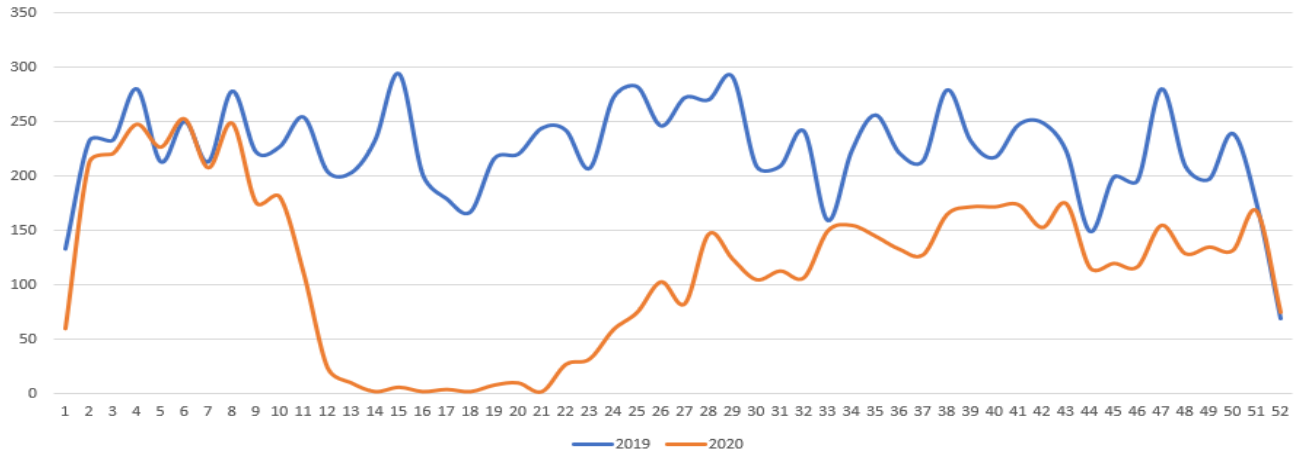


The graph above details the activity of users per week. Due to the COVID pandemic the figures shown above compared to the previous years of around 800 users per week, have dropped to an average of 500 over the 2020 year period. Noticeably the start of the pandemic indicates also the strong drop in user activity. The activity was similar within each type of users.

Table to figure 1: User statistics 2020

Week number	Total users per week pre-2020	Total users per week	MS Users per week	AS Users per week	GS Users per week	OPR Users per week	OTH Users per week
week 01 - 12	820	715	204	45	33	432	1
week 13 - 25	780	390	117	27	17	228	1
week 26 - 53	800	545	176	32	20	316	1
Year average	800	502	158	31	20	292	1

Figure 1a: inspections/week COVID impact 2020



The graph representing the year 2019 is representative for the preceding years, its undulations follow weekly activities and holiday periodicals throughout the Participating States. The effects of the Pandemic and the breakdown of the inspections are clearly visible and starting in March 2020.

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.[1]

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 from:

(i) a pool of experts designated by the EASA Participating States;
(ii) representatives 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-: improving condition, Level 0 could be considered at the next regular analysis;
(iii) Level 1: focused inspections;

[1] ARO.RAMP.150

(iv) 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

(v) Level 3: further investigations/enforcement under Part-TCO or deferral to the European Commission for investigations under Regulation 2111/2005 (EU Safety List).

Notwithstanding the pandemic, also in 2020 two IDEA meetings were held, the one in March was still in presence at Cologne, while the October one was in remote modality. The distribution among the different level of advice issued by the expert panel following these meetings is presented in Table 2.

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

IDEA	Date	Level 0	Level 1	Level 2	Level 3
34	04/05 March 2020	19	98	6	0
35	03/04 September 2020	11	85	1	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, taking also into account the immense reduction in air traffic. 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.

In order to mitigate the impact of COVID-19, causing ramp inspections to be significantly reduced, an 18 months' time period instead of the 12 months' time standard period has been selected for IDEA 35, to allow for a representative data set to be available for the analysis.

Recommendation 3 of the Annual report 2018/2019 already called for a review of the SAFA Ratio calculation methodology to address the above-mentioned sensitivity to the number of inspections. In 2020, a research budget was requested and granted, requesting external consultants to advise EASA on the following:

- an improved process to establish indicators using a higher granularity, allowing for:
  a. the identification operators with potential safety deficiencies
  b. the area of concern
- alternatives for the fixed 12 months data period
- a methodology which better assesses the finding categories based on the impact on safety

The research projects had its kick-start meeting in December 2020 and will continue in 2021.

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 Chapter 5 of the list.

Within the process for keeping the Priority List as much effective and efficient as possible, an enhanced cooperation between the RAMP and TCO frameworks has been developed. This includes the following aspects:

- Revision at continuous intervals to verify the appropriateness of the TCO input, both at operator and State level, for the priority list;
- Introducing the possibility for reinstated third-country operators to be taken out of the priority list, following a positive assessment by the TCO team, confirming structural improvements;
- Excluding certain loopholes whereby third country operators could prevent inclusion in the priority list by surrendering their TCO authorisation or cancelling their application (before an impeding TCO negative decision);
- Assignment of a focal point, responsible for keeping all TCO information that is relevant for the priority list up to date and feeding this into RAMP domain.

The data in Table 3 provides the number of operators which were included in Chapter 5 of the Priority List, for each month of 2020.

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

		2020
No. of operators on Chapter 5 of the Priority List	Jan	211
	Feb	209
	Mar	214
	Apr	129
	May	133
	Jun	137
	Jul	133
	Aug	133
	Sep	133
	Oct	136
	Nov	135
	Dec	135

Following the recommendation 2 of the Annual Report 2018/2019, the criteria to include operators and/or States in the priority list for ramp inspections were reviewed and a policy change was implemented to the update of Section 5, which holds the newly authorised Third Country Operators (TCOs) that have never been inspected. This list is now shorter than usual, as in the past years it also included those TCOs which were not inspected in the previous 12 months. However, as that caused the list to continuously grow, it was decided to focus on those which are still due for their first inspection. As a consequence of this new policy, there is a sharp drop in April.

As highlighted in the previous annual report 2018-2019, several shortcomings were identified when establishing the priority list for ramp inspections, these being:

- Operators from States where it is mentioned in the recitals of the Air Safety List Regulation that EASA Member States should verify the effective compliance with the relevant international safety standards through the prioritisation of ramp inspections are only listed when those States are part of the agenda of the Air Safety List committee meeting.
- There was no complete list available with all active consultations under Regulation (EC) No 2111/2005.
- Information available from ICAO USOAP reports might be outdated. Furthermore, the Level of Effective Implementation reduces the oversight performance of a State to one single value.
- Information from the FAA IASA Program is not available for countries that 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. This does not guarantee a level playing field amongst operators.
- Operators not inspected in the last 12 months risk the effective prioritisation of newly authorised third country operators, as they represent a large portion of this population.

As a result, these shortcomings have been addressed and a revised set of criteria were developed. This process has been further detailed in an information paper, which has been distributed in 2020 to all Participating States and other major stakeholders, such as the European Commission.
Besides the new operators from Chapter 5, the following operators and/or States were included in the Priority List in 2020:

- 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-, 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 associated with the Air Safety List;
  All operators from a State with individual operators in Annex A of the Air Safety List and individual operators listed in Annex B of the Air Safety List are included in the Priority List for ramp inspections.
- Operators communicated by the European Commission within the context of the Air Safety List;
  Operators communicated to the Agency by the European Commission which are identified on the basis of an opinion expressed by the Air Safety Committee (ASC) or based on information obtained by the European Commission from the Member States, are included in the priority list for ramp inspections.
- 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.
- Operators following recent serious incidents/accidents;
  Operators with recent serious incidents or accidents can be, on an individual case-by-case basis, included in the priority list for ramp inspections.
- Operators suspected of engaging in illegal commercial operations;
  In order to verify whether certain operators, which are suspected of engaging in illegal commercial operations, are actually doing so, these operators could be included in the priority list for ramp inspections.

3.5 RICS Meetings

In spring and autumn of each year, EASA organises the Ramp Inspection Coordination and Standardisation (RICS) meeting. In 2020, due to COVID-19, the spring RICS meeting as well as the Industry & Regulators Forum were cancelled and the autumn RICS was changed into an online meeting.

During the online 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.

In autumn, EASA organised and hosted from remote the 11th RICS meeting, which was attended by the representatives of 46 National Aviation Authorities, EUROCONTROL, European Commission and European Business Aviation Association (EBAA). USA attended the meeting as observer. The meeting has been divided in four sessions which have taken place on 6 - 7 and 27 - 28 of October. During the meeting, the attendees exchanged their experiences with the implementation of the Programme in the age of COVID-19. Presentations and debates took place on main topics like inspection instructions on general aviation, activities of the established Working Groups (WG), revised priority list process, IT tool changes to support the alcohol testing activities and the updates to the Return to Normal Operations (RNO) project.

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); whereas, in the non-EASA States, the Programme is enforced through the implementation of the technical requirements as mentioned in the Working Arrangement (WA).

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

The Air Operations Regulation is complemented with the Ramp Inspection Manual (RIM), which 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 and documents published in 2020

In 2020, the main events affecting the regulatory framework were:

- The applicability date of the alcohol testing programme was postponed by the European Commission on request of the Member States for six months (from 14 August 2020 to 14 February 2021) due to the continuation of the pandemic;

- the publication of the guidance Return to Normal Operations (RNO), as EASA initiative to support the Participating States in implementing the Programme while facing the operational and health constraints placed by the crisis;
- the publication of the RIM Version 2, and the update of the Inspection Instructions Version 4, applicable as of 14 February 2021;
- the publication of the "Alcohol testing during ramp inspection" procedure as attachment 10.3 to the RIM.

Further details in the following paragraphs.

4.1.1 EASA Guidance in relation to the COVID-19 pandemic - Return to Normal Operations (RNO) in RAMP domain

In 2020, the COVID-19 crisis strongly impacted the aviation industry worldwide and caused a dramatic reduction of the air traffic. Consequently, the number of ramp inspections in 2020 significantly decreased compared to 2019. This decrease in the number of inspections has also been accentuated by the measures adopted by the States to protect the health of their inspectors.

The Agency, having recognised the uniqueness of the new situation, has started a project to support a safe Return to Normal Operations (RNO) of the aviation industry and the Competent Authorities. Within this framework, guidelines were developed for the RAMP domain to ensure:

- a standardised approach to some issues related to the COVID-19 crisis, and
- a smooth return to normal Programme implementation.

The Agency issued two revisions of the RNO document in 2020 and will continue supporting the Participating States during the crisis updating and further enhancing the document with new topics and best practices collected.

4.1.1.1 Issue No. 1, June 2020

The first issue of the RAMP RNO document addressed the following topics:

- Assessment of the exemptions during ramp inspections.
  - The COVID-19 crisis required the stakeholders to make use of exemptions, as certain requirements could not be met any longer. The document provided instructions on the assessment of operations under granted exemptions, in particular the transport of cargo in the passenger cabin and a new set of pre-described findings was established to report the non-compliances with the exemptions.
- Health safety measures.
  - To reduce the risk of the virus transmission during ramp inspections, some recommendations were suggested to minimise contacts between ramp inspectors and crew members.
- System Wide Coordination and risk-based approach during the crisis.
  - The sudden decrease of air traffic rendered the traffic parameters used to calculate the 2020 SWC targets invalid; therefore, Participating States were given the flexibility to deviate from these targets.
  - The Agency distributed a set of indicators and parameters to support the Participating States in their considerations to apply Risk Based Oversight.

4.1.1.2 Issue No. 2, December 2020

Due to the duration of the COVID-19 crisis, some inspectors could not maintain their qualification and/or seniority because they couldn't comply with the recent experience requirements.

Therefore, the Agency published a new version of the document proposing several alleviations to be used for:

- the requalification of ramp inspectors,
- to regain seniority, and
- the duration of the initial qualification process.

To ensure a proper qualification process of the ramp inspectors, the following elements have been considered in the proposed alleviations:

- The alleviations are addressing the overall duration of the initial qualification, as well as the methods used for ramp inspectors' requalification or for regaining the seniority.
- The serious impact of COVID-19 lockdowns and its associated travel and work restrictions on the delivery framework for the initial theoretical and practical trainings (classroom/hangar), as well as the reduced opportunities to conduct On-the-Job Trainings due to the severe reduction in the air traffic patterns, have led to the conclusion that the period to complete the ongoing initial qualifications should be extended until 31 December 2021, without any adverse impact on the quality of deliverables.
- The ramp inspector's requalification methods could be adjusted without any negative effect on the inspector's performance assessment, by requesting that under supervised ramp inspections to exclude the SANA (inspections performed on national operators following the same methodology as ramp inspections) component and to limit the process only to an equivalent number of SAFA/SACA inspections. The same logic was also applied for the methods used for regaining seniority.
- Since the severely reduced traffic patterns, might affect an inspector's compliance with the minimum number of inspections to be conducted in the last 12 months prior the appointment as senior, it was proposed to replace the conduct of inspections with an assessment conducted by another senior over two under supervised SAFA/SACA inspections, and additionally to exclude the SANA component from the total number or inspections conducted over the last 36 months prior the appointment .
- For the Participating States with no senior ramp inspector available, the inspections under supervision could be replaced by SANA inspections under the supervision of an experienced ramp inspector, provided they were performed in accordance with ARO.RAMP.

The Agency proposed alleviations are to be seen as a pre-assessed AltMoC, in accordance with ARO.GEN.120, with temporary validity (up to 2022). The EASA States were invited to, individually, assess the necessity for such alleviations and determine the related mitigating measures in order to ensure a proper qualification of the ramp inspectors.

The non-EASA Participating States were also invited to make use of the same process, including the notification to the Agency (for standardisation purposes), even if the provisions of ARO.GEN.120 do not apply to all of those States yet.

In 2020, one Participating State notified the use of the AltMoC.

4.1.1.3 Guidelines to inspect the adherence to the Aviation Health Safety Protocol (AHSP)

On 20 May 2020, the first version of the AHSP was published and updated by version 2 on 30 June 2020. The AHSP provides guidance to airport operators, aircraft operators, and Competent Authorities, as well as other relevant authorities and stakeholders on how to facilitate the safe and gradual restoration of passenger air transport. It includes a number of guidelines were provided to reduce the residual risk of virus transmission in an aircraft, in the event an asymptomatic passenger is onboard the aircraft or a symptomatic passenger is detected during flight, among others.
Ramp inspectors are on board of aircraft during every ramp inspection. Although checking AHSP compliance is considered out of the normal scope of ramp inspections, Competent Authorities may wish to make use of the on-board ramp inspectors to also verify the AHSP implementation. To that end, EASA has developed guidance detailing which AHSP provisions could be checked on-board. These guidelines have been sent for consultation in December 2020 for publication in January 2021.

4.1.1.4 Ramp Inspection Manual (RIM)

A second version of the RIM became approved on 9th of October 2020, containing the guidance for alcohol testing, with applicability 14th February 2021.

In addition to the RIM there are several attachments with further guidance on different checklists including an attachment with quick references to link the guidance material in the RIM to the applicable AMC material.

4.1.1.5 Inspection Instructions

The year 2020 did not encompass any substantial changes to the Inspection Instructions and list of Pre-Described Findings (PDFs). However, on 9th of October an updated version was approved to be applicable as of 14th of February 2021, the main change being the inclusion of alcohol testing. Notwithstanding that, the PDF working group continued to draft proposals for improvements, details can be found in chapter 4.2.2.

4.2 On-going developments

4.2.1 Alcohol testing procedure

A consultation on the draft guidance and procedures on alcohol testing during ramp inspection delivered by the working group was initiated in December 2019 and ended in January 2020. During this consultation, EASA received 18 detailed answers:

- 9 provided by OPS.TeB members;
- 4 provided by FS.TEC members;
- 1 provided by a Ramp Inspection Training Organisation (RITO); and
- 4 spontaneously transmitted answers.

EASA conducted a thorough analysis of the comments received and modified the guidance and procedures as necessary. The results of the consultation were presented during the RICS-11. The guidance for the implementation of alcohol testing on flight and cabin crew members during ramp inspection have been finally published as an update of the RIM in October 2020. This late publication is the result of the measures taken by the Commission to alleviate the burden on either industry or public authorities during the COVID crisis, including the publication of the Commission Implementing Regulation (EU) 2020/745 of 4 June 2020 amending Regulation (EU) 2018/1042 as regards postponing dates of application of certain measures in the context of the COVID-19 pandemic. Because of this alleviating measure, the implementation of alcohol test on flight and cabin crew members during ramp inspections has been postponed to 14 February 2021.

During the second semester of 2020, EASA started developing further support material for the implementation of alcohol testing on flight crew and cabin crew members during ramp inspection. Notably:

- A computer-based training material. This computer-based training material, complemented by training on the testing device and national procedures, will allow Competent Authorities to provide their ramp inspectors with the theoretical knowledge defined in the "alcohol testing training syllabus" defined in the RIM.
- A standard leaflet providing information in an easy access format about alcohol test within the EU ramp inspection programme.
- Standards notifications forms of alcohol testing results.

All these support materials are expected to be made available in 2021.

Furthermore, in order to centralise and share information on the implementation of alcohol testing on flight crew and cabin crew members by Member States, EASA sent a questionnaire to OPS.TeB members in December 2020. The results of the questionnaire are currently processed and will be communicated using the relevant channel in 2021.

4.2.2 PDF Working Group(s)

During 2020 the standing PDF WG continued its review of the existing inspection instructions and PDFs, which were developed mainly for commercial air transport operations (aeroplanes), while a second WG developed a new set of inspection instructions and PDFs for general aviation operations (aeroplanes). Together the WGs developed a combined document for those types of operation. This final product is expected to be completed in 2021.

The resulting document will be a combined document containing the inspection instructions and PDFs for ramp inspections on aircraft performing the following operations:

- Commercial air transport operations performed by third country operators (SAFA CAT)
- Commercial air transport operations performed by EU operators (SACA CAT)
- General aviation operations performed by third country operators (SAFA GA)
- Non-commercial operations performed by EU operators with complex motor-powered aircraft (SACA NCC)

The new layout increases the readability while reducing the size of the document and will be structured as follows:

- Introduction and disclaimers
- Assessment Matrixes for:
  - Missing or damaged bonding wires and fasteners
  - Missing or unreadable placards and markings
- Overview and applicable standard references for each type of operation
- Combined inspection instructions and PDF's
  - What to inspect & notes
  - PDF listings, Categorisation, applicable standard reference
- Detailed description of each standard reference structured in alphabetic order by:
  - ICAO references
  - EU references

Both working groups consist of a rotating pool of experts from the Participating States of Austria, Ukraine, Spain, Iceland, Canada, France, Germany and the Netherlands and have spent over 435 working hours; a total of 21 WG meetings were recorded with numerous team member bilateral and back-office discussions.

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 to ensure a satisfactory coverage of all traffic.

Table 4: General overview of the Programme

	2014	2015	2016	2017	2018	2019	2020
States of inspections	43	44	46	46	47	47	47
Inspections performed	11 630	12 040	12 475	13 156	12 232	11 657	6081
Aerodromes of inspection	358	354	364	359	361	375	278
No. of tail number inspected	6 554	6 791	7 218	7 594	7 372	7 177	4 358
Operators inspected	1 087	1 166	1 255	1 321	1 406	1 376	1 013
Average no. of inspection per operator inspected	10.7	10.3	9.9	10.0	8.7	8.5	6
State of Operator inspected	138	142	147	148	145	143	134
Aircraft types inspected	218	227	230	242	250	230	216

The number of Participating States which performed inspections remained stable at 47. Two candidate states are foreseen to become full members in the near future (Azerbaijan and Qatar), while they are performing inspections to obtain proficiency and maturity. Those performed inspections are excluded from the 2020 analytical review.

The Participating States were asked to perform their ramp inspections as much as possible within the constraints of their national health protocol and in compliance with the COVID procedures of the individual inspected operators, focussing on prioritised operators or on those where a safety concern was identified. As a result of the pandemic, the amount of inspections performed has been reduced by around 50%.

Table 5: Planned number of inspection and performed number of inspections by EASA Member States

Planned number of inspections / Achieved number of inspections	2019	2020
EASA Member States	7 252 / 9 809	7391 / 5 167

The planned SWC inspections by the EASA Member States for 2019 totalled 7252 inspections. In total, the EASA Member States achieved 35% more inspections than prescribed, mainly on L2 operators.
The year 2020 showed a complete reversal; due to the pandemic, it was not possible to reach anywhere near the planned amount of 7391 inspections as prescribed by EASA. As a result, the midyear update for the numbers of inspections was adjusted such, that no minimum number but only maximum number of inspections were defined. Overall, this resulted in a 30% under-achievement of the original target inspections.

During 2019, 26 States traded 279 inspections with 26 other States. During 2020, 20 States traded 101 inspections with 15 other States. This difference also shows the effect of the Pandemic.

Table 6: Planned number of inspection and performed number of inspections by non-EASA Participating States

Planned number of inspections / Achieved number of inspections	2019	2020
Non-EASA Participating States	2 271 / 1 848	1 943 / 914

The non-EASA Participating States in 2019 underperformed and they did not achieve their targets (-19%). The 2020 figures are due to the pandemic similarly impacted as for the EASA Member States: the non-EASA Participating States under-achieved (-53%), with a significant difference of 23% between the two groups of States.

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 has, despite EASA's proposal to perform predominantly inspections on prioritised aircraft, not resulted in an increased number of inspections. A reduction of around 1% was noticed compared to 2019.

Table 7: Proportion of inspections performed on operators included in the Priority List.

Number of inspections performed	2019	2020
Total	11 657	6 081
Non prioritised	9 567	5 079
%	*82.1%*	*83.5%*
From priority List	2 090	1002
%	*17.9%*	*16.5%*

Table 8: Inspection on "tail number" used by operators included in the Priority List

Number of tail number inspected	2019	2020
No. of non-prioritised tail number inspected	6 153	3733
% of non-prioritized tail number inspected	*84.9%*	*85.7%*
No. of inspection per non-prioritised tail number	1.55	1.36
No. of prioritised tail number inspected	1 094	621
% of prioritized tail number inspected	*15.1%*	*14.3%*
No. of inspection per prioritised tail number	1.91	1.61

The percentages on aircraft registration give a similar result as the inspection numbers, around 1% fewer inspections on prioritised tail numbers, when comparing to the year 2019.

5.3 Aircraft configuration

Similar to the figures in 2019 (and earlier), only 10 inspections were performed on aircraft configured for the combined transport of passengers and cargo (combi aircraft). These numbers are considered too low for analysis and therefore this chapter focusses on cargo and passenger aircraft only.

Table 9: Activity per aircraft configuration

Aircraft configuration	Cargo		Passenger	
Year of inspection	2019	2020	2019	2020
Number of inspections	981	794	10 663	5 277
State of inspection	45	39	47	47
Number of tail number inspected	583	517	6 635	3 883
Number of inspections per tail number	1.7	1.5	1.6	1.4
Number of operators inspected	126	156	1 315	943
Number of inspections per operator inspected	7.8	5.1	8.1	5.6

Inspections in 2020 were reduced by -50%; nevertheless, the combined inspection results showed only -28% fewer operators inspected compared to 2019. This although in 2020 commercial airlines reduced their operations by around -42%, and the practical performance of ramp inspections were severely impaired by the COVID health protocols in force throughout all Participating States and the involved inspected operators.

5.4 Type of operation

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

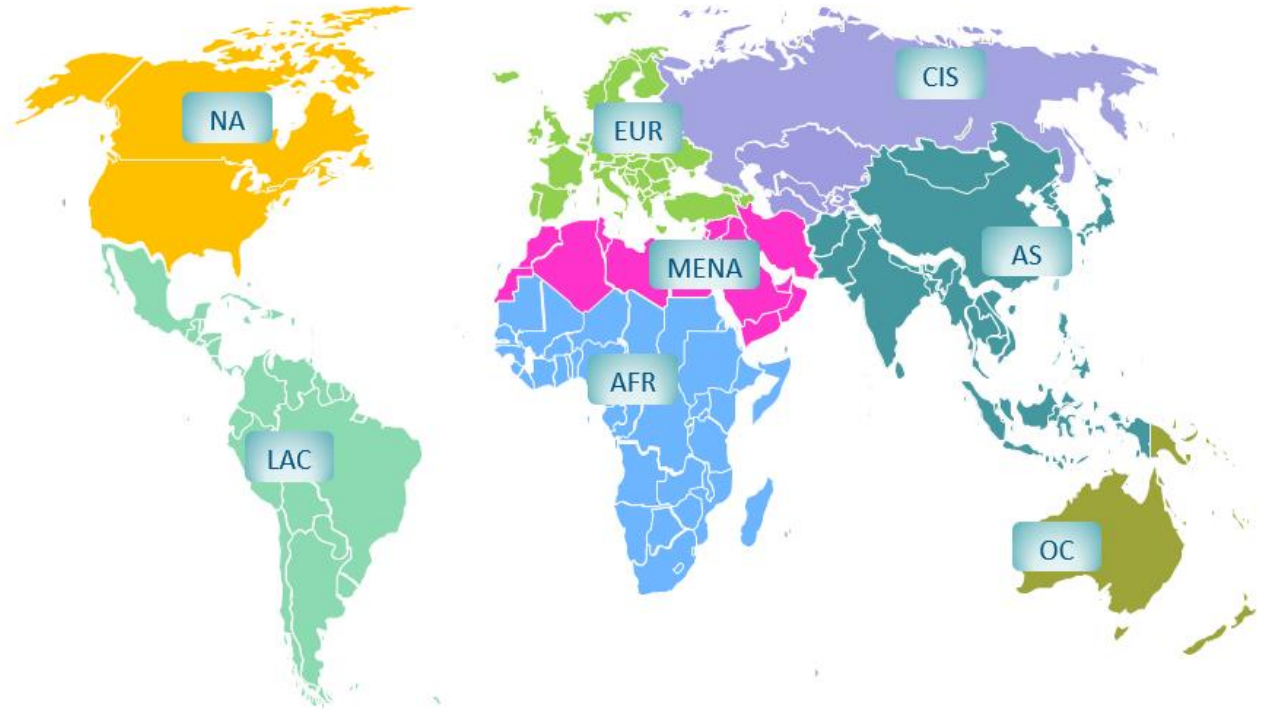
Table 10: Activity per type of operation

type of operation	Commercial Aviation		General Aviation	
Year of inspection	2019	2020	2019	2020
Number of inspections	10 962	5738	695	343
States of inspections	47	47	34	32
Number of inspected tail number	6 608	4 061	629	326
Number of inspections per inspected tail number	1.7	1.4	1.1	1.1

Despite the 50% reduction in the number of inspections in the year 2020, both 2019 and 2020 show an approximately stable ratio for both types of operations with for General Aviation inspections only 6,5% in 2019, and 6% in 2020. Similarly, the tail numbers operated in General Aviation were equally less inspected with only 9,5% in 2019 and 8,5% in 2020 than those in Commercial Aviation.

5.5 World coverage

Figure 2: 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 - Albania, Armenia, Austria, Azerbaijan, Bailiwick of Guernsey, Belgium, Bosnia-Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Iceland, Ireland, Isle of Man, Italy, Latvia, Lithuania, Luxembourg, Malta, Republic of Moldova, Monaco, Montenegro, Netherlands, North-Macedonia, 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 – Bermuda, Canada, United States of America.

Latin America & the Caribbean – Anguilla, Antigua and Barbuda, Argentina, Aruba, Bahamas, Barbados, Belize, , 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 11: Regional indicators

Region	No. of States inspected	No. of Operators inspected	Inspect. (I)	No. of States of Inspection
EASA States (EU+3)	31	587	3500	47
Europe	46	695	4097	47
Russian Federation, Belarus & Central Asia	7	62	311	33
North America	2	13	399	30
Latin America & the Caribbean	24	42	112	13
Middle East and North Africa	28	78	402	40
Africa	38	40	261	22
Asia	21	69	461	19
Oceania	6	18	38	5

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

The Participating States inspected a limited number of operators from Oceania and Africa. Only 5 Participating States provided inspection reports on Oceania operators, this region is one of the least inspected among all. Oceanian operators are mainly inspected by Australia, Singapore, United-Kingdom and France.

It should be mentioned that Spain, United-Kingdom 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 12: Traffic coverage

Operator data	2019		2020	
	EASA operator	**TCO**	**EASA operator**	**TCO**
Total No. of landings	4 519 498		1 873 874	
No. of landings *% on total No. of landings*	3 762 491 *83.3%*	757 007 *16.7%*	1 541 893 *82.3%*	331 981 *17.7%*
No. of operators which landed in EASA Member States *% of operators*	1 029 *35.4%*	1 880 *64.6%*	1 023 *42.3%*	1 395 *57.7%*
No. of inspections *% on total No. of inspections*	5 428 *58.5%*	3 854 *41.5%*	2 956 61.3%	1 867 83.7%
No. of inspected operators *% of inspected operators*	512 *46.7%*	584 *53.3%*	415 *52.1%*	381 *47.9%*
No. of landings generated by all inspected operators	4 394 252		1 802 725	
No. of inspected tail number *% of inspected tail number*	3 262 *56.9%*	2 470 *43.1%*	2 104 *60.5%*	1 376 *39.5%*
No. of inspections per inspected operator	10.6	6.6	7.1	4.9
No. of inspections per inspected tail number	1.7	1.6	1.4	1.4
% of inspection per landing	0.14%	0.51%	0.16%	0.56%

Operators which were inspected in 2020 covered more than 80% of the European traffic over that same period.

Nevertheless, there is a significant number of operators with a very low number of landings within the EASA Member States and as a result very difficult to inspect. Therefore, despite the good traffic coverage, only 29% of those operators[2] landing in EASA Member States (excluding Iceland) could be inspected in 2020 (37% in 2019). This reduced number of inspected operators is also due to the pandemic where inspections were much more difficult to plan on those operators with a very low number of landings.

[2] Using Eurocontrol data and counting the number of operator names for aircraft with MTOW >5,7T

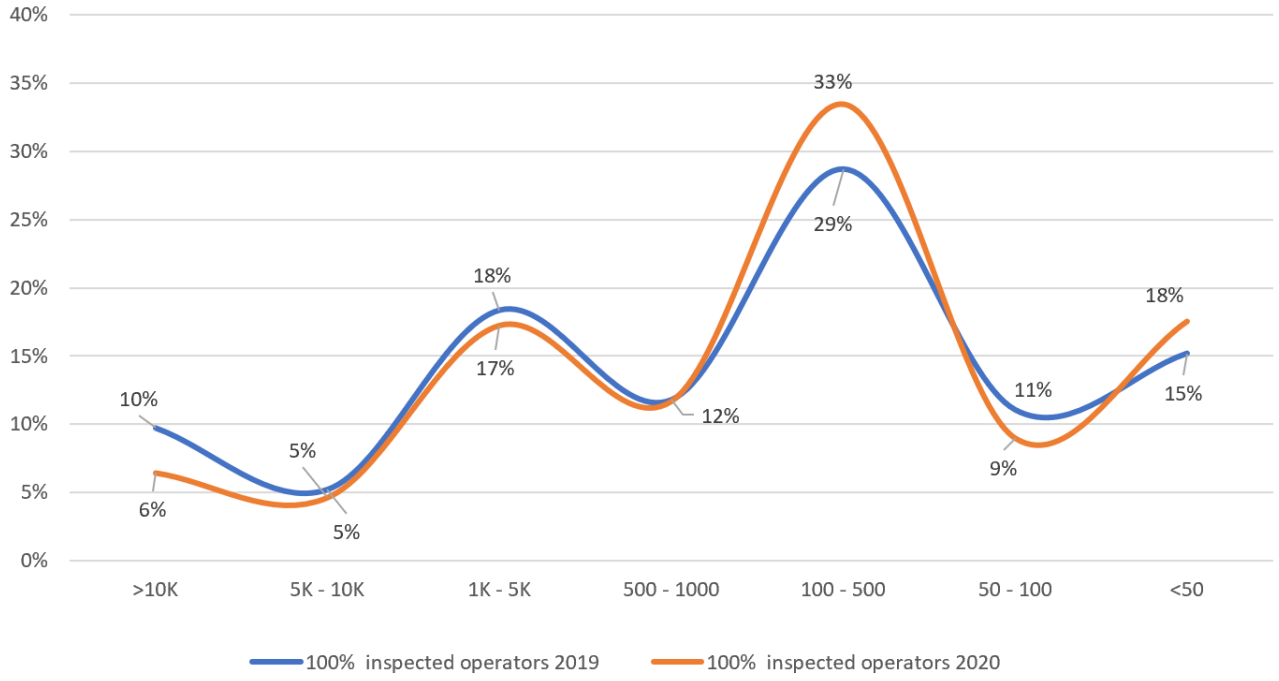
Table 13: Number of operators per category of traffic

Number of landings	Number of operators in 2019	Number of inspected operators in 2019*	Number of operators in 2020	Number of inspected operators in 2020*
More than 10 000	83	80	44	43
More than 5 000 less than 10 000	45	43	31	31
More than 1 000 less than 5 000	153	151	122	115
More than 500 less than 1 000	103	97	86	78
More than 100 less than 500	348	236	301	223
More than 50 less than 100	233	91	166	60
Less than 50	1 944	125	1676	117

*These statistics made use of a matching between the data available through EUROCONTROL and EASA. Due to the taxonomy differences between both systems and despite a manual comparison, small deviations may have occurred, mostly impacting the <50 landings mainly due to operators not properly identified in the flight plan.

It is noteworthy to mention the shift from operators with large movements of >10 000 landings, where the pandemic has had a major impact on the world travel, to an increase for those group of operators with a reduced number of landings 100 – 500 and <50. Figure 3 visualises the pandemic impact on group inspections.

Figure 3: COVID-19 impact per group of landings by year



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 (PS). 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.
EASA carries out standardisation by conducting standardisation inspections or by continuously monitoring ramp inspections activities of the PS, mainly through the analysis of the ramp inspection tool data.

6.1 Standardisation inspections

One of the main standardisation activities is the standardisation inspection. 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 2020, due to the pandemic, the planned standardisation inspections from mid-March till mid-September were cancelled. In September, standardisation inspections (including RAMP) re-started in the remote modality. The replanning occurred following a tailored risk-based approach, which differed from one used to develop the initial Standardisation Inspection Annual Planning for 2020. However, the remote modality did not allow for the observations of ramp inspections in a real environment. These will be resumed as soon as the health and travel restrictions no longer hinder on-site standardisation inspections.

As a result of the disruptions, one PS was subject to a normal RAMP standardisation inspection in February, while three PS were subject to remote standardisation inspections in the last third of the year. Two of them were performed within the OPS standardisation framework and one was RAMP only.

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 the State. Hereafter are presented three of these indicators aggregated at the Programme level. Due to the pandemic, the use of the continuous monitoring approach (CMA) was further increased as a methodology to compensate for the reduction in the number of "on site" standardisation inspections.

6.2.1 Use of PDF

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

In 2019 and 2020, PDF represented respectively 82.2% and 81.5% of the number of findings (CAT1, 2 and 3) raised.

It should be noted that the list of PDFs is currently 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). It is expected that the newly developed list for General Aviation, as developed by the PDF working group over the course of 2020, will become available in 2021. The next Annual Report 2021 should therefore show an increase in raised PDFs.

6.2.2 Checklist coverage

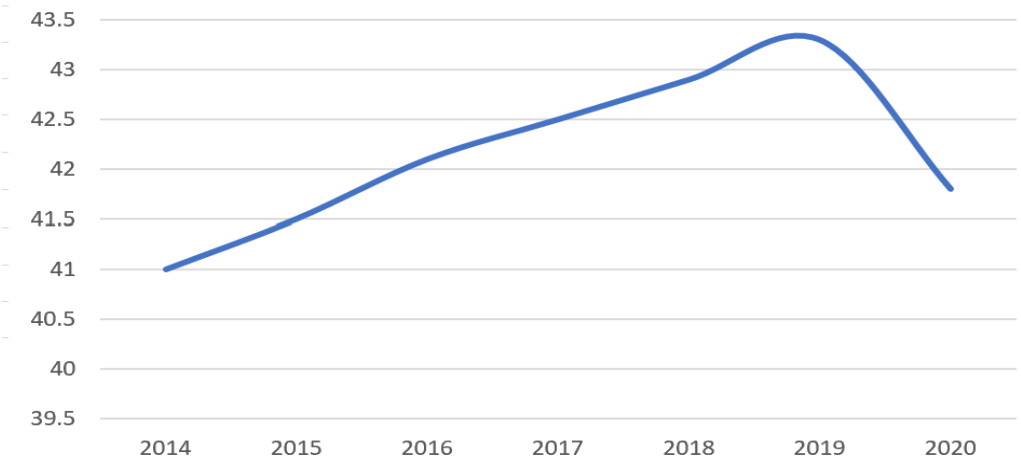
Another indicator is the average number of inspection items checked during a ramp inspection. As each inspection is considered in the same way for calculations of indicators used within EASA coordination tasks, a good coverage of the checklist is needed to ensure the reliability of these indicators.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

6.2.3 Number of findings raised

An additional indicator is the number of findings raised during a ramp inspection. Through the ramp inspection tool, it's possible to obtain the average number of findings per ramp inspection raised by all the PS. This average number is used as a reference to evaluate the performance of a specific PS; any significant deviation in excess or defect from that number triggers a further analysis to investigate the origin of the deficiency.

6.2.3.1 Overview

Figure 4: Overview on the average number of inspected items per inspection



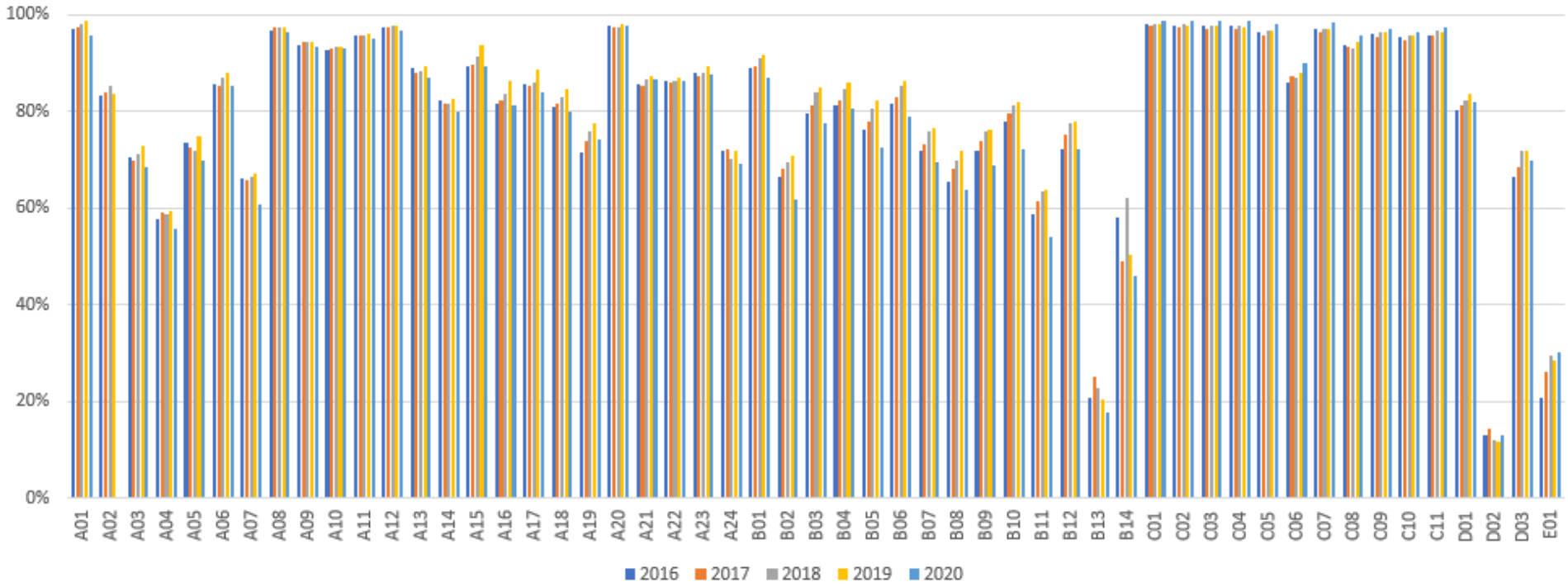
Due to the restrictions imposed by the Competent Authorities to limit the infection risks, ramp inspectors focussed in 2020 more on safety critical inspection items. As a result, the average number of inspected items per inspection, which has steadily increased over the past years, has now slightly decreased as shown in figure 4 above.

Table 14: Item of the checklist

Item	Description
A	**Flight Deck**
	General
1	General condition
2	Emergency exit
3	Equipment
	Documentation
4	Manuals
5	Checklists
6	Radio navigation / instrument 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
	Flight data
13	Flight preparation
14	Mass and balance calculation
	Safety Equipment

15	Hand fire extinguishers
16	Life jackets / flotation devices
17	Harness
18	Oxygen equipment
19	Independent portable light
	Flight Crew
20	Flight crew licence / composition
	Journey log book / technical log or equivalent
21	Journey log book, or equivalent
22	Maintenance release
23	Defect notification and rectification
24	Pre-flight inspection
B	**Cabin**
1	General internal Condition
2	Cabin crew'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 / marking, 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's baggage
14	Seat capacity
C	**Aircraft Condition**
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
D	**Cargo**
1	General condition of cargo compartment
2	Dangerous goods
3	Secure stowage of cargo on board
E	**General**
1	General

Figure 5: item coverage (No. of times items were checked in the year per No. of inspections performed in the year) 2016 – 2020

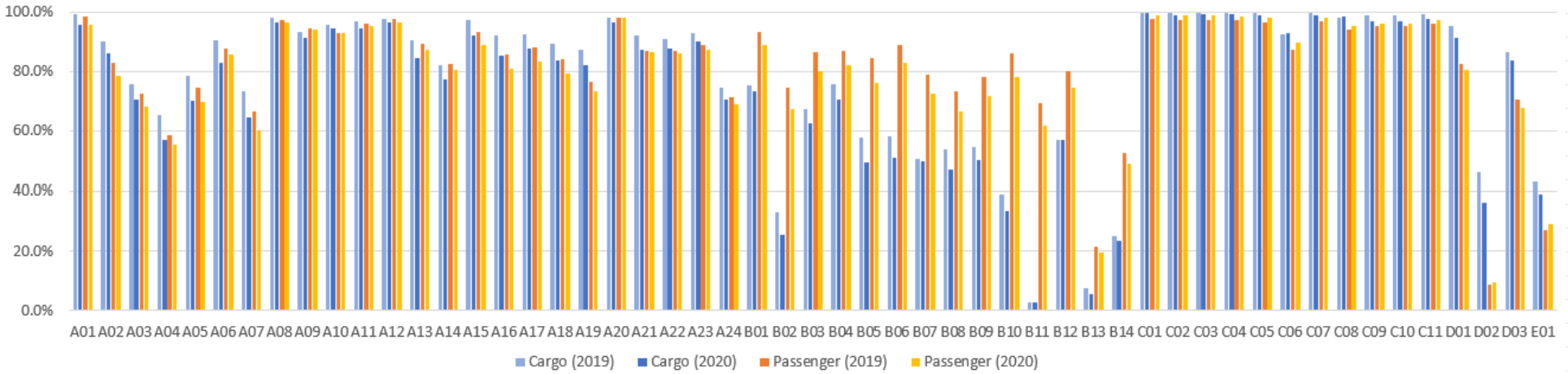


The graph shows that most items of the checklist were checked less often during ramp inspections in 2020. Particularly the items in the cabin showed a drop of around 10%. Noticeably however is that more time is spent on the exterior (less impacted by the restrictions), almost all C items were 1-2% more often inspected.

6.2.3.2 Aircraft configuration

In figure 5 we present the main differences in inspection item coverage between inspections performed on passenger aircraft versus cargo aircraft.

Figure 5: Item coverage rate per item – Cargo and Passenger aircraft 2019-2020

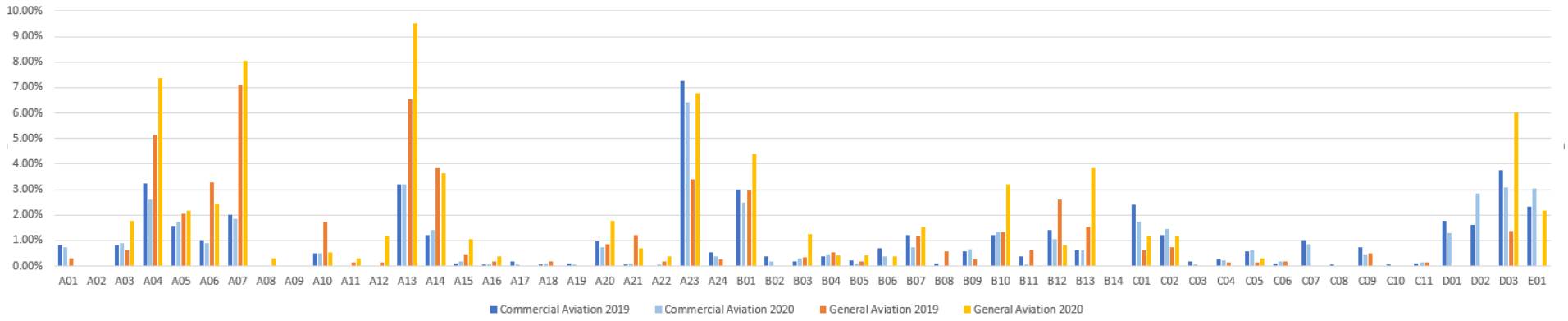


The inspection coverage in 2020 was reduced for both passenger and cargo aircraft with respect to 2019; nevertheless, the overall ramp inspection checklist coverage did not change significantly between 2019 and 2020, with some minor differences only.

6.2.3.3 Type of operation

Figure 6 presents the main differences in inspection item coverage between inspections performed on Commercial versus General Aviation.

Figure 6: Item coverage rate per item – General Aviation and Commercial Aviation 2019 - 2020



Similar to the passenger and cargo operation, a slight reduction of inspection item coverage can be observed. Nevertheless two aspects are noteworthy: firstly, the shift in the extra inspections performed on General Aviation is mostly visible in the additional inspection coverage for the C items, and secondly, there is an interesting spike in the B13 (safety of passenger' baggage), and D3 (Secure stowage of cargo on board). This can be explained that although the number of inspections was halved (from 294- 149), the number of findings more than doubled (from 4-9), this relative low number of findings generates the spike.

As an outcome of the recommendations of the 2018-2019 report a pilot case should have been initiated to review cat 3 findings for all cargo items, however due to the pandemic this was not feasible, and it has been postponed.

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 the 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 15: Actions after ramp inspections

	Year of inspection	2019	2020	Relative deviation
	No. of Inspections	11657	6081	
	No. of CAT1, CAT2 or CAT3 Findings raised	6419	3269	-2%
NOTIFICATION	No of reports containing CAT2 or CAT3 findings	2879	1430	-5%
	No. of reports followed by an action Class 2: Information to the Authority & the Operator[3]	3006	1441	-8%
IMMEDIATE ACTION	No. of reports containing CAT3 findings	1339	566	-19%
	No. of reports containing at least one action Class 3a: Restriction on aircraft flight operation	131	31	-55%
	No. of reports containing at least one action Class 3b: Corrective actions before flight	1258	557	-15%
	No. of reports containing at least one action Class 3c: Aircraft grounded	4	2	0%
	No. of reports containing at least one action Class 3d: Immediate operating ban	0	1	
FOLLOW-UP of findings	No. of findings CAT2 and CAT3 closed during the year (counting also findings raised previous year)	4792[4]	2584	+3%

[3] Only Class 2 actions indicated in ramp inspection reports are counted while in the 2018-2019 Annual Report all the reports marked as notified were counted.
[4] This figure amends the one in 2018-2019 Annual Report.

The overall comparison between 2019 and 2020 shows some noteworthy deviation with a relative 19% deviation, particular in the reports with class 3 findings. This can be explained mainly by less detailed inspections due to local requirements on personal health protection.

For the follow-up of findings, there was a relative 3% increase of closed findings. This can be explained by a few states having invested time to closing old findings, e.g. for operators that no longer exists, or by chasing the operators to give proper feedback/evidence to close their findings.

Table 16: Number of findings closed 2020

Year of inspection	Year of closure 2019	Year of closure 2020
2011	3	0
2012	34	28
2013	30	19
2014	37	50
2015	55	31
2016	86	46
2017	145	77
2018	850	104
2019	3552	662
2020	N/A	1567
Total	**4792**	**2584**

Table 17: Number of findings still "OPEN" from previous years

Year of inspection	Number of findings OPEN
2011	4
2012	40
2013	42
2014	46
2015	73
2016	91
2017	111
2018	156
2019	195
2020	220
Total	**978**

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 18: Overview of the evolution of ramp findings

	Year						
	2014	2015	2016	2017	2018	2019	2020
Total Inspections (I)	11 630	12 040	12 475	13 156	12 232	11 657	6 081
Total Inspected Items (II)	476 833	499 186	525 239	558 653	525 181	504 486	254 020
Total Findings (F)	8 847	7 662	7 726	7 725	7 192	6 419	3269
Findings/ Inspections (F/I)	0.76	0.64	0.62	0.59	0.59	0.55	0.54
Findings/ Inspected Items (F/II)	0.019	0.015	0.015	0.014	0.014	0.013	0.013

Figure 8: Inspected items and findings

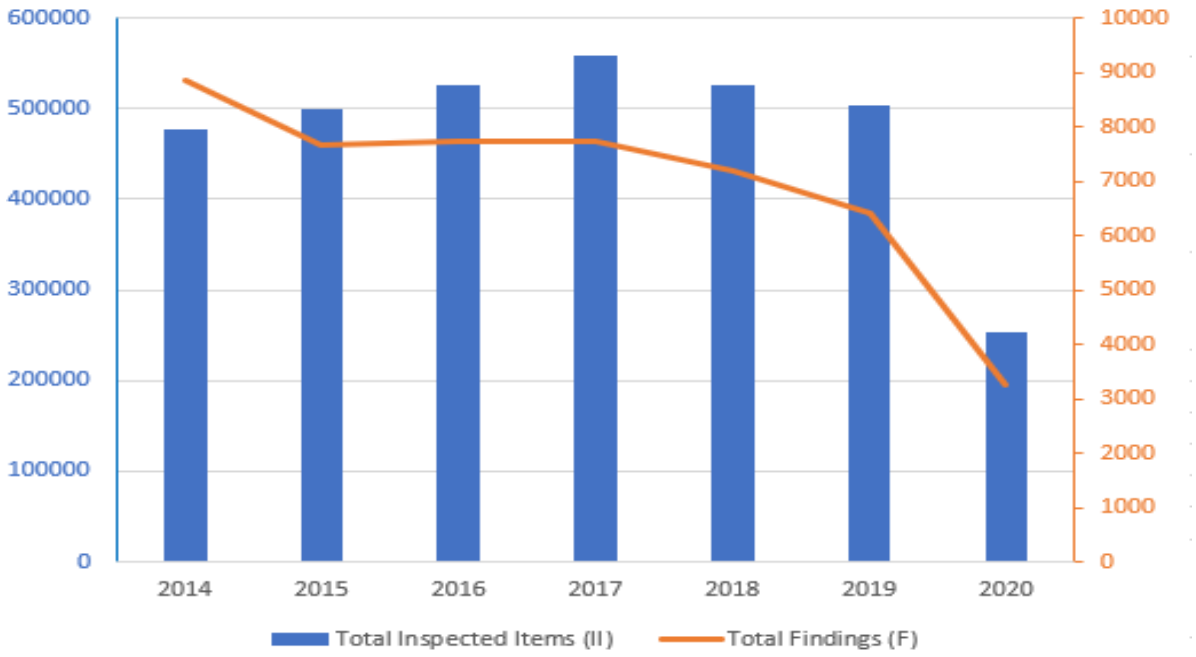


Figure 9: Findings per inspection and per inspected item

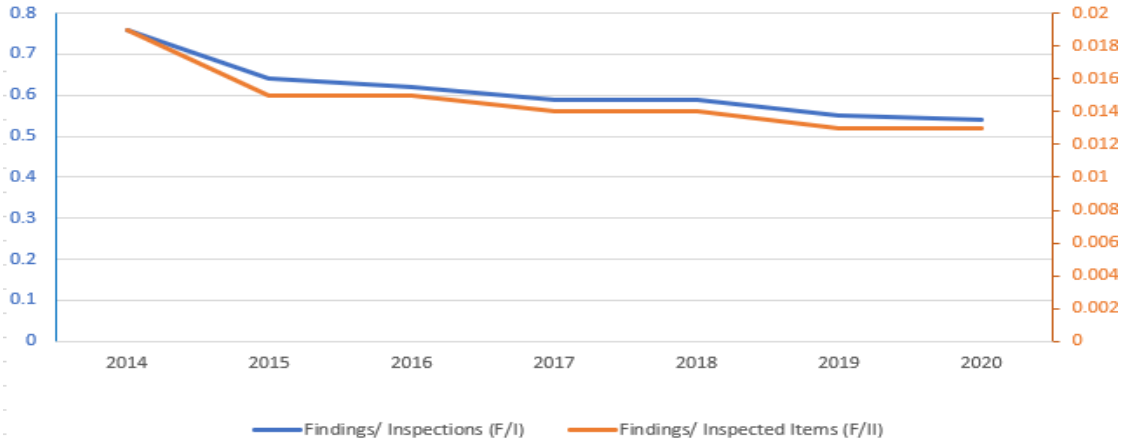
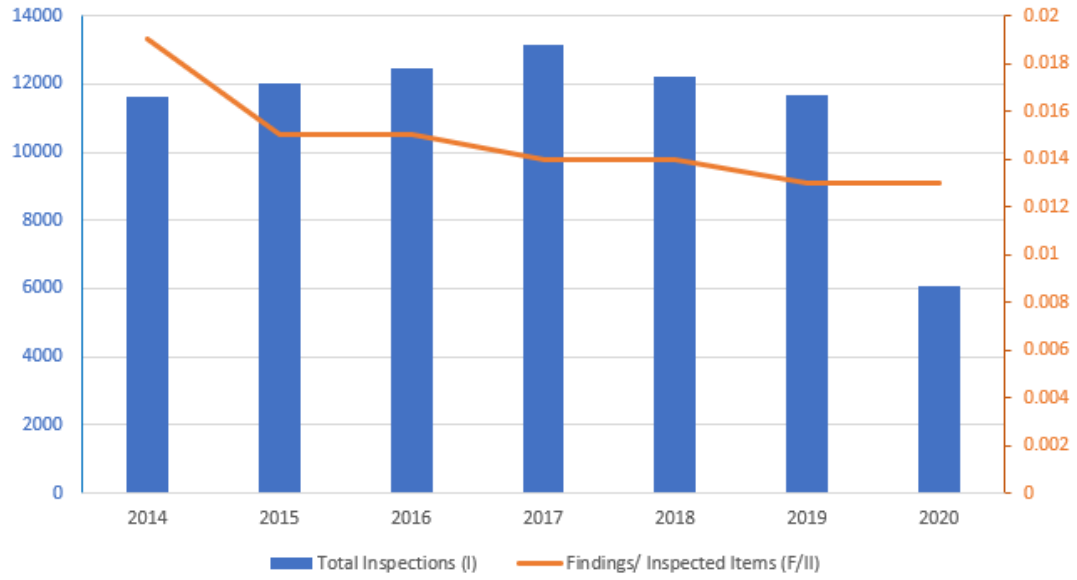


Figure 10: Annual inspections and average findings per inspection



The number of findings raised per inspection as well as the number of findings per inspected item continued to decrease sharply until 2015 but stabilised since then. The low number of inspections during the pandemic did not change that trend of the findings per inspection over the 2020 period.

Table 19: Findings per category

			No. findings (F)				Ratio of findings per inspection (Fcat./I)			
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
2018	12 232	525 181	2 021	3 081	2 090	7 192	0.165	0.252	0.171	0.588
			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
			33.7%	40.2%	26.1%					
2020	6 081	254 020	1223	1370	676	3269	0.201	0.225	0.111	0.538
			37.4%	41.9%	20.7%					

From the overview of the data provided in the above table the following can be concluded; in the year 2020 the (relative) number of CAT2 findings remained stable, with a small 4% increase for the CAT1 findings and a larger 6% decrease of the CAT3 findings from the total number of findings made.

These variations could be explained by considering the way air carriers had to manage their operations differently, and also by the way how ramp inspections were performed (e.g.; health safety recommendations to be followed by ramp inspectors, that might have restricted their infection prevention measures restricted the access to certain areas), in these cases leading to a more superficial inspection.

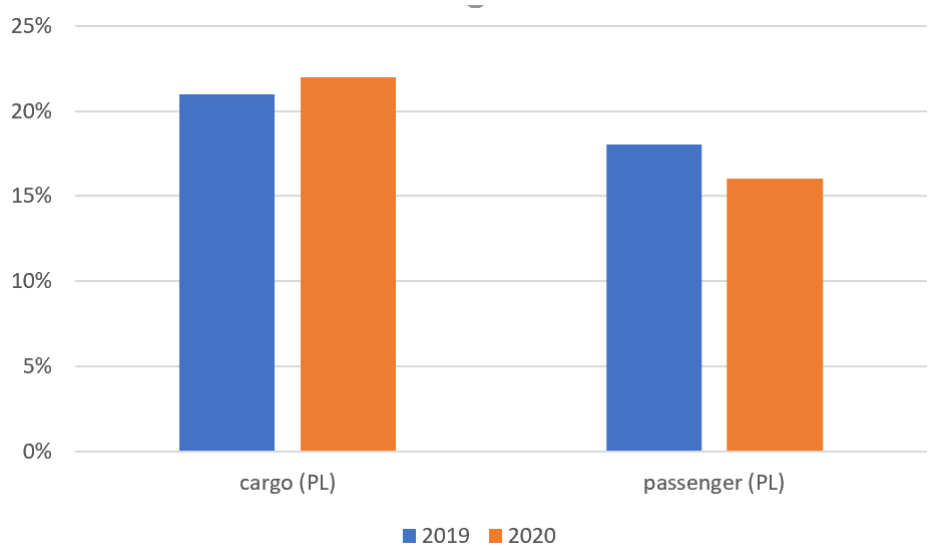
8.2 Results per aircraft configuration

In 2019 and 2020, respectively 13 and 10 inspections were performed on "combi" aircraft. These numbers are considered too low to properly analysis and are therefore not considered in this chapter.

Table 20: Ramp inspection results per aircraft configuration - Passenger and cargo

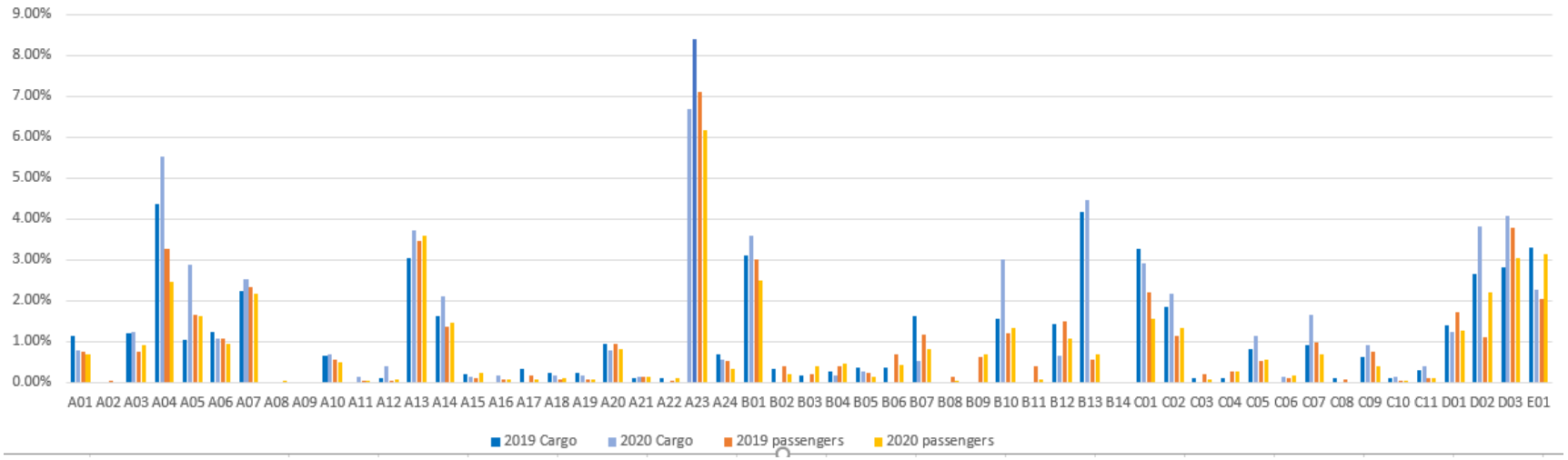
Aircraft configuration	Cargo		Passenger	
Year of inspection	2019	2020	2019	2020
Number of inspections	981	794	10 663	5277
% of the total number of inspections	*8%*	*13%*	*91%*	*87%*
Number of inspections on prioritised aircraft	204	176	1 883	823
% of inspection per aircraft configuration	*21%*	*22%*	*18%*	*16%*
State of inspection	45	39	47	47
Number of tail number inspected	583	517	6 635	3883
Number of operators	126	156	1 315	943
No. of CAT1	159	201	2 002	1022
No. of CAT2	229	231	2 349	1137
No. of CAT3	140	111	1 529	562

Figure 11: Inspections on prioritised operators –Cargo and passenger configuration



The pandemic did not have the same impact for cargo as for passenger operations. While the operation of passenger aircraft was significantly reduced in 2020 (including a reduction of operators), the cargo traffic was not significantly affected. The need to maintain the supply chain of COVID-19 related supplies, as well as of goods previously transported in passenger aeroplanes, introduced new players in cargo operations, including the use of passenger aircraft for pure cargo operations. Consequently, the proportion of inspected cargo aircraft increased in 2020 as well as the percentage of inspections on existing prioritised cargo operators.

Figure 12: 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”.
- Items C01”General external condition” and C02, “Doors and hatches”.
- Items D01 “General condition of cargo compartment”, D02 “Dangerous Goods” and, D03: “Secure stowage of cargo on board”.For cargo aircraft, despite the high finding rate, the B13 item “stowage of passenger baggage” should not be considered an area of concern as for this particular item it is the result of some findings made on during a very low number of inspections; therefore, the high finding rate is not representative.

8.3 Results per type of operation

Table 21: Ramp inspection results per type of operation- Commercial Aviation and General aviation

Type of operation	Commercial Aviation		General Aviation	
Year of inspection	2019	2020	2019	2020
Number of inspections	10 962	5 738	695	343
% of the total number of inspections	94%	94%	6%	6%
Number of inspections on prioritised aircraft	1 989	962	101	40
% of inspection on prioritised aircraft per type of operation	18%	17%	14%	12%
States of inspections	47	47	34	32
No. of tail number inspected	6 608	4 061	629	326
No. of operators inspected	1 069	833	431	253
No. of CAT1	2 075	1 173	90	50
No. of CAT2	2 415	1 260	166	110
No. of CAT3	1 575	611	98	65

Figure 13: Inspections on prioritised operators – Commercial Aviation and General Aviation

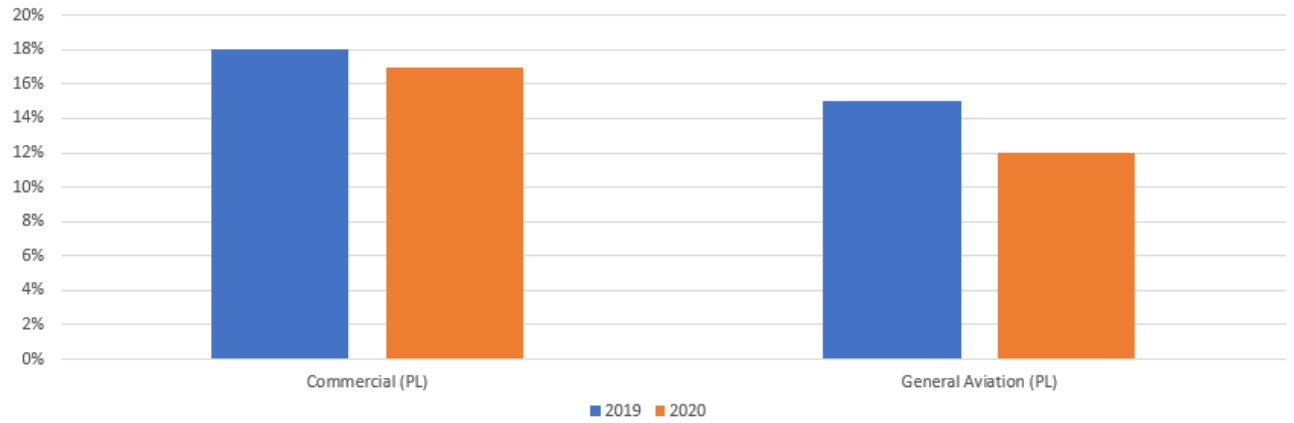
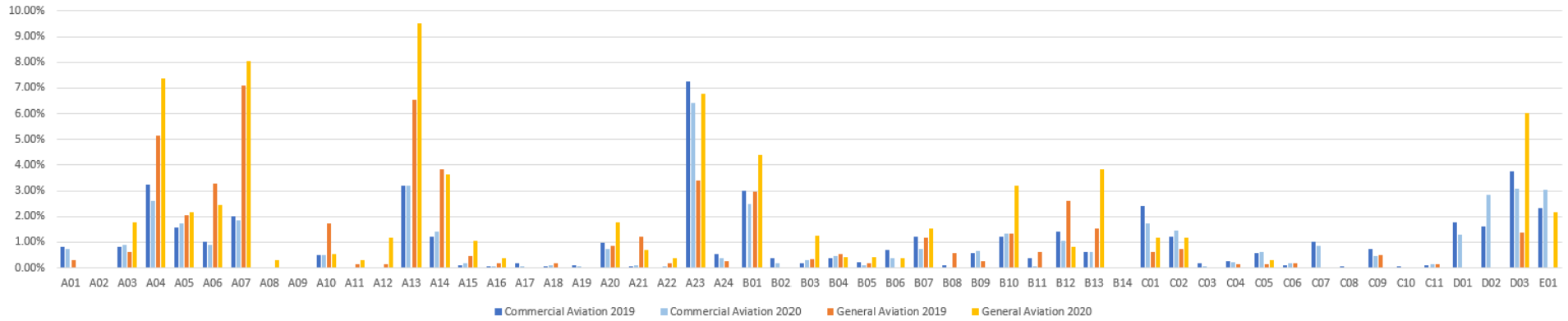


Figure 14: No. of findings (CAT2 + CAT3) per No. of times items were checked – General Aviation and Commercial Aviation



The main areas of concerns for Commercial Aviation are:

- Items A04 to A07 related to the document management of operators (“Manuals”, “Checklists”, ”Radio 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”General external condition”
- Items D01 “General condition of cargo compartment”, D02 “Dangerous Goods” and D03 “Secure stowage of cargo on board”

The visible areas of concern for Commercial Aviation where we observe spikes are in items D02 and E01, which mainly are originated by findings related to the transportation of COVID-19 material (stowage and restrictions) and operational concerns (not in accordance with applicable procedures).

The main areas of concerns for General Aviation are:

- Items A04 to A07 related to the document management of operators (“Manuals”, “Checklists”, ”Radio 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”, B10 “Safety Instructions” and B13 “Safety of passenger’s baggage”
- Item C01”General external condition” and C02 “Doors and Hatches”
- Item D03 “Secure stowage of cargo on board”

Even though from figure 14 it shows that the relation between the number of inspected items for Commercial Aviation and General Aviation operators remained almost unchanged during 2019 and 2020, for General Aviation there are some inspection items with a much higher number of findings, in particular in the following areas:

- Flight Deck: A04, A07, A13 and A20
- Cabin Area: B01, B03, B10, B13
- Cargo: D03
- Other: E01

Although the areas of concern were identified for General Aviation, the low number of inspections (just 6% of the total) renders this identification unreliable.

9 Conclusions

1. The pandemic had a severe impact on the implementation of the Programme by all PS with a reduction of about 50% in the annual number of ramp inspections compared to the previous years. This was also reflected in the scope and depth of the inspections as well as the quantity of the data retrievable from the ramp inspection tool. This made it difficult to perform a reliable and consistent analysis, also impairing the trend analysis for this annual report. Nevertheless, it was noticed that the PS, which continued to perform ramp inspections even if in a reduced way, focused their attention on the emerging risks stemming from the crisis (e.g. the use of exemptions), thus demonstrating a proactive adaptation to cope with the changing environment of ramp inspections.
2. The pandemic highlighted the previously identified sensitivity of the SAFA Ratio to the available number of inspections, requiring alternative solutions like the use of an extended data period. The research project, which started in December 2020 will address that issue as well as other issues related to the analysis of ramp inspection data.
3. In 2020, the Programme suffered a significant slow-down of the expansion process. Exceptions were the signature of the WA with Qatar in January and the several exchanges with Japan, USA, Brazil and the Republic of Korea.
4. Following recommendation 2 of the Annual Report 2018/2019, the priority list process was amended leading to a shorter and therefore more effective priority list.
5. In 2020, there was a further enhancement of the existing cooperation between the RAMP coordination and the Third Country Operator (TCO) processes, with the aim to improve the development of the priority list.
6. Following the recommendation 4 of the Annual Report 2018/2019, it was intended to set up a pilot case to investigate Cat 3 findings on all type of cargo items; the pandemic however prevented this pilot case to be performed.
7. The PDF Working Groups continued their activities by updating the inspection instructions and PDFs for Commercial Aviation and developing new sets for General Aviation operations.
8. Following a long consultation phase, the guidance for the implementation of the alcohol testing of flight and cabin crew during ramp inspections was finally published with an updated issue of the RIM in October 2020, well before the deferred applicability date of the requirements.
9. Also during the pandemic, the Agency continued in supporting the Competent Authorities by providing more accurate and exhaustive guidance for the implementation of the Programme (second edition of the RIM). In addition, within RNO Project, guidance was provided to ensure a standardised approach to issues that have arisen during the COVID-19 crisis. In addition, guidance was provided in case ramp inspectors would also be used to check AHSP compliance on-board.
10. Despite the pandemic, the ramp inspection coordination team was able to organise its meetings with externals, albeit by video conferencing only.

10 Recommendations

1. The Annual Report 2018/2019 recommended to review the SAFA ratio calculation methodology and the pandemic underlined the need for such review. Hence, the research project, which started in 2020, should be continued in 2021 to establish a new methodology.
   Linked to conclusions 1 and 9
2. Whereas the Programme's expansion slowed down during the pandemic, the need for enhanced visibility in other regions, as highlighted in recommendation 1 of the Annual Report 2018/2019, remains. For that reason, the international expansion should aim at further increasing the number of operators inspected within the Programme by enhancing the global coverage. An expansion to the ASIA, OCEANIA and LATIN AMERICA regions may serve that purpose.
   Linked to conclusion 2
3. As the pandemic did not enable the pilot case for cargo findings to be implemented, this should be addressed as soon as the crisis allows to perform a trend analysis and conduct a statistically-significant number of ramp inspections.
   Linked to conclusion 5
4. With regard to the RNO project, the Agency should continue to provide its support to Competent Authorities during the crisis, in particular on the use of ramp inspections to monitor risks related to the pandemic, such as airworthiness issues (e.g. aircraft de-storage) and operations conducted under exemptions (e.g. transport of cargo in the cabin, extended flight time limitations).
   Linked to conclusions 1 and 9

Annexes

Annex A: General data overview per PS

	2019				2020			
Participating States	Inspections	Findings	Airports	Average items/inspection	Inspections	Findings	Airports	Average items/inspection
Albania	62	21	1	42.2	47	8	1	44.3
Armenia	43	12	2	33.9	23	5	1	35.1
Australia	174	176	8	48.0	59	32	6	44.0
Austria	287	713	6	43.0	172	353	5	42.4
Belgium	339	137	9	44.2	163	102	5	44.0
Bosnia and Herzegovina	41	12	4	44.3	12	2	3	34.8
Bulgaria	79	19	3	49.4	43	33	3	48.7
Canada	185	52	3	45.2	96	42	3	43.9
Croatia	154	34	7	43.7	77	9	5	36.7
Cyprus	167	30	2	46.0	76	16	2	46.6
Czech Republic	134	55	6	38.9	60	41	3	42.8
Denmark	106	32	4	36.2	53	10	3	33.4
Estonia	39	18	3	45.2	24	4	2	40.8
Finland	145	15	6	36.5	101	9	4	39.5
France	1658	1430	71	41.8	973	828	59	40.1
Georgia	60	32	3	43.5	25	8	1	38.3
Germany	1391	614	23	46.9	768	360	19	44.8
Greece	251	120	7	39.9	76	47	2	40.0
Hungary	28	15	3	47.5	8	1	1	42.9
Iceland	31	12	2	43.1	15	3	2	45.7
Ireland	125	41	7	49.2	52	16	2	48.0
Israel	141	89	1	42.7	54	20	1	31.7
Italy	793	549	30	36.8	271	159	23	35.3
Latvia	37	4	1	44.9	23	4	1	29.5
Lithuania	43	16	3	44.3	24	12	3	44.8
Luxembourg	57	27	1	45.6	44	11	1	45.6
Malta	50	45	1	41.4	27	20	1	42.6
Moldova	24	16	1	42.7	18	8	1	43.8
Montenegro	65	33	2	45.6	22	1	2	46.0
Morocco	97	34	5	40.3	24	10	4	46.7
North Macedonia	53	6	2	45.7	18	1	1	44.9
Norway	159	40	10	48.9	85	22	6	48.1
Poland	193	82	11	44.0	45	19	7	41.9
Portugal	140	35	5	33.6	76	27	4	34.6

Republic of Serbia	88	8	2	45.1	57	4	1	41.9
Romania	81	2	3	39.9	32	3	3	44.3
Singapore	127	25	2	38.9	117	16	2	23.2
Slovak Republic	37	15	2	40.9	22	6	1	37.2
Slovenia	55	12	2	45.8	40	7	1	42.8
Spain	1228	686	36	40.3	619	285	19	40.0
Sweden	271	82	15	46.4	120	36	10	47.2
Switzerland	282	82	9	47.6	179	53	10	45.4
the Netherlands	312	222	7	44.7	93	52	6	41.9
Turkey	250	236	6	36.9	110	111	6	32.8
Ukraine	111	25	3	43.8	47	13	2	41.9
United Arab Emirates	327	443	8	44.6	185	217	7	39.5
United Kingdom	1137	380	32	48.5	806	223	24	47.0

Annex B: List of States per inspected operator per year

Operator State Name	2019%	2019 Inspections	2020%	2020 Inspections
Afghanistan	0.06%	7	0.08%	5
Albania	0.13%	15	0.13%	8
Algeria	0.63%	74	0.43%	26
Angola	0.02%	2	0.02%	1
Anguilla	0.07%	8	0.05%	3
Antigua and Barbuda	0.07%	8	0.02%	1
Argentina	0.09%	10	0.10%	6
Armenia	0.11%	13	0.02%	1
Aruba	0.09%	11	0.15%	9
Australia	0.15%	18	0.20%	12
Austria	3.75%	437	4.04%	244
Azerbaijan	0.68%	79	0.66%	40
Bahamas	0.01%	1	0.02%	1
Bahrain	0.23%	27	0.26%	16
Bailiwick of Guernsey	0.12%	14	0.26%	16
Bangladesh	0.17%	20	0.22%	13
Barbados	0.03%	3	0.00%	0
Belarus	0.72%	84	0.96%	58
Belgium	1.72%	200	1.90%	115
Belize	0.00%	0	0.02%	1
Bermuda	0.12%	14	0.07%	4
Bhutan	0.02%	2	0.02%	1
Bolivia	0.05%	6	0.03%	2
Bosnia and Herzegovina	0.04%	5	0.03%	2
Botswana	0.01%	1	0.00%	0
Brazil	0.63%	73	0.33%	20
British Virgin Islands	0.01%	1	0.02%	1
Brunei Darussalam	0.06%	7	0.08%	5
Bulgaria	1.29%	150	1.42%	86
Burundi	0.00%	0	0.03%	2
Cabo Verde	0.06%	7	0.07%	4
Cambodia	0.00%	0	0.00%	0
Cameroon	0.00%	0	0.00%	0
Canada	1.60%	186	1.03%	62
Cayman Islands	0.08%	9	0.03%	2

Operator State Name	2019%	2019 Inspections	2020%	2020 Inspections
Chad	0.02%	2	0.03%	2
Chile	0.24%	28	0.25%	15
China	2.15%	251	1.56%	94
Colombia	0.26%	30	0.23%	14
Comoros	0.00%	0	0.00%	0
Cook Islands	0.00%	0	0.00%	0
Costa Rica	0.03%	4	0.00%	0
Croatia	0.52%	61	0.46%	28
Cuba	0.05%	6	0.05%	3
Curacao	0.08%	9	0.00%	0
Cyprus	0.10%	12	0.07%	4
Czech Republic	1.48%	172	1.71%	103
Denmark	1.68%	196	1.31%	79
Djibuti	0.00%	0	0.00%	0
Dominican Republic	0.09%	10	0.00%	0
Ecuador	0.03%	4	0.00%	0
Egypt	1.51%	176	0.76%	46
El Salvador	0.01%	1	0.00%	0
Equatorial Guinea	0.01%	1	0.00%	0
Estonia	0.70%	82	0.84%	51
Ethiopia	0.51%	59	0.65%	39
Fiji	0.03%	3	0.05%	3
Finland	0.84%	98	0.96%	58
France	2.68%	312	2.43%	147
Gabon	0.00%	0	0.00%	0
Gambia	0.00%	0	0.00%	0
Georgia	0.38%	44	0.38%	23
Germany	6.52%	760	6.92%	418
Ghana	0.00%	0	0.00%	0
Gibraltar	0.00%	0	0.00%	0
Greece	1.12%	131	1.19%	72
Hong Kong	0.45%	52	0.40%	24
Hungary	1.18%	137	1.21%	73
Iceland	0.57%	67	0.71%	43
India	0.95%	111	1.36%	82
Indonesia	0.41%	48	0.17%	10
Iran	0.78%	91	0.61%	37

Operator State Name	2019%	2019 Inspections	2020%	2020 Inspections
Iraq	0.12%	14	0.13%	8
Ireland	2.99%	349	2.77%	167
Isle of Man	0.41%	48	0.36%	22
Israel	0.69%	81	0.58%	35
Italy	1.85%	216	1.59%	96
Jamaica	0.00%	0	0.00%	0
Japan	0.29%	34	0.45%	27
Jordan	0.39%	45	0.31%	19
Kazakhstan	0.52%	61	0.43%	26
Kenya	0.27%	32	0.30%	18
Korea / South Korea	0.53%	62	0.56%	34
Kuwait	0.25%	29	0.23%	14
Kyrgyzstan (Kirghizstan)	0.01%	1	0.00%	0
Laos	0.00%	0	0.00%	0
Latvia	0.75%	88	0.96%	58
Lebanon	0.60%	70	0.53%	32
Libya	0.11%	13	0.03%	2
Lithuania	0.94%	110	1.01%	61
Luxembourg	0.93%	108	1.06%	64
Madagascar	0.15%	17	0.12%	7
Malawi	0.00%	0	0.02%	1
Malaysia	0.27%	31	0.30%	18
Maldives	0.01%	1	0.00%	0
Malta	2.39%	279	3.25%	196
Mauritania	0.09%	10	0.03%	2
Mauritius	0.10%	12	0.08%	5
Mexico	0.27%	31	0.28%	17
Moldova	0.40%	47	0.46%	28
Monaco	0.07%	8	0.03%	2
Mongolia	0.03%	4	0.08%	5
Montenegro	0.23%	27	0.22%	13
Montserrat	0.00%	0	0.00%	0
Morocco	0.84%	98	0.86%	52
Myanmar	0.02%	2	0.12%	7
Namibia	0.07%	8	0.02%	1
Nepal	0.04%	5	0.02%	1
New Zealand	0.13%	15	0.08%	5

Operator State Name	2019%	2019 Inspections	2020%	2020 Inspections
Nigeria	0.04%	5	0.10%	6
North Macedonia	0.00%	0	0.00%	0
Norway	0.72%	84	0.61%	37
Oman	0.28%	33	0.23%	14
Pakistan	0.34%	40	0.33%	20
Panama	0.03%	3	0.03%	2
Papua New Guinea	0.16%	19	0.22%	13
Peru	0.03%	4	0.02%	1
Philippines	0.25%	29	0.30%	18
Poland	1.53%	178	2.19%	132
Portugal	1.80%	210	2.40%	145
Qatar	0.63%	74	0.98%	59
Republic of Serbia	0.94%	110	1.19%	72
Romania	1.07%	125	1.06%	64
Russian Federation	3.68%	429	3.31%	200
Rwanda	0.15%	17	0.23%	14
Saint Vincent / Grenadines	0.01%	1	0.03%	2
San Marino	0.54%	63	0.71%	43
Saudi Arabia	0.66%	77	0.53%	32
Senegal	0.00%	0	0.13%	8
Seychelles	0.01%	1	0.00%	0
Singapore	0.45%	52	0.38%	23
Sint Maarten	0.12%	14	0.18%	11
Slovak Republic	0.48%	56	0.23%	14
Slovenia	0.56%	65	0.30%	18
Solomon Islands	0.04%	5	0.02%	1
South Africa	0.39%	46	0.20%	12
Spain	3.86%	450	3.53%	213
Sri Lanka	0.12%	14	0.25%	15
Sudan	0.01%	1	0.00%	0
Suriname	0.02%	2	0.00%	0
Sweden	1.37%	160	1.77%	107
Switzerland	2.06%	240	2.14%	129
Syria	0.12%	14	0.03%	2
Taiwan (Republic of China)	0.27%	31	0.33%	20
Tajikistan	0.09%	11	0.08%	5
Thailand	0.66%	77	0.26%	16

Operator State Name	2019%	2019 Inspections	2020%	2020 Inspections
The Netherlands	1.92%	224	2.22%	134
Togo	0.00%	0	0.00%	0
Trinidad and Tobago	0.03%	4	0.02%	1
Tunisia	1.04%	121	1.01%	61
Turkey	2.99%	349	3.06%	185
Turkmenistan	0.10%	12	0.10%	6
Uganda	0.01%	1	0.00%	0
Ukraine	2.44%	285	2.35%	142
United Arab Emirates	1.26%	147	1.42%	86
United Kingdom	5.76%	672	5.02%	303
United States of America	5.44%	634	5.52%	333
Uzbekistan	0.21%	25	0.23%	14
Vanuatu	0.08%	9	0.07%	4
Venezuela	0.03%	4	0.00%	0
Viet Nam	0.22%	26	0.38%	23
Yemen	0.00%	0	0.00%	0
Zimbabwe	0.00%	0	0.00%	0

Annex C: Operators inspected

Operator Name	Operator Code	Operator State Name	2020
(JATE) - JORDAN AVIATION	JAV	Jordan	6
2 EXCEL AVIATION LTD	BRO	United Kingdom	6
2001 MGT LLC	2MG	United States of America	1
650584 ALBERTA INC (LATITUDE AIR AMBULANCE)	2AL	Canada	1
ABC AEROLINEAS S.A. DE C.V	AIJ	Mexico	2
ABC BEDARFSFLUG GMBH	FTY	Austria	6
ABELAG AVIATION	AAB	Belgium	9
ABS JETS	ABP	Czech Republic	7
ABX AIR, INC. (WILMINGTON, OH)	ABX	United States of America	6
ACASS CANADA LTD.	6NH	Canada	2
ACASS IRELAND LTD	5SN	Ireland	1
ACM AIR CHARTER GMBH	BVR	Germany	2
ACT HAVAYOLLARI AS	RUN	Turkey	7
AEGEAN AIRLINES S.A.	AEE	Greece	37
AER LINGUS TEORANTA	EIN	Ireland	26
AERO 4M (AMELIA INTERNATIONAL)	AEH	Slovenia	6
AERODIENST GMBH, NURNBURG	ADN	Germany	3
AEROFLOT - RUSSIAN INT. AIRL.	AFL	Russian Federation	39
AEROLINEAS ARGENTINAS	ARG	Argentina	6
AEROLOGIC	BOX	Germany	6
AERONEXUS CORPORATE PTY LTD	ARN	South Africa	4
AERONOVA	OVA	Spain	12
AEROPARTNER A.S.	DFC	Czech Republic	5
AEROSPACE TRUST MANAGEMENT	2TM	United States of America	1
AEROTAXI S.R.O.	ITE	Czech Republic	1
AEROTRANSCARGO SRL	ATG	Moldova	12
AEROTRESALIA, S.A. DE C.V.	OTS	Mexico	1
AEROVIAS DE MEXICO, S.A. DE CV	AMX	Mexico	11
AEROWAYS GMBH	2AW	Germany	2
AEROWEST GmbH	6HG	Germany	7
AFRIQIYAH AIRWAYS	AAW	Libya	1
AFS ALPINE FLIGHTSERVICE GmbH	FSE	Austria	3
AHK AIR HONG KONG LIMITED	AHK	Hong Kong	1
AIR ALBANIA	ABN	Albania	2
AIR ALGERIE	DAH	Algeria	22
AIR ALLIANCE EXPRESS	AYY	Germany	5
AIR ALSIE A/S	MMD	Denmark	9
AIR ANTWERP B.V.	ATW	Belgium	2
AIR ARABIA	ABY	United Arab Emirates	3
AIR ARABIA EGYPT	RBG	Egypt	2
AIR ARABIA MAROC	MAC	Morocco	18
AIR ASTANA	KZR	Kazakhstan	11

Operator Name	Operator Code	Operator State Name	2020
AIR ATLANTA ICELANDIC	ABD	Iceland	12
AIR BALTIC CORPORATION SIA	BTI	Latvia	40
AIR BELGIUM (2018)	ABB	Belgium	1
AIR BLUE	ABQ	Pakistan	4
AIR BOHEMIA	BOH	Czech Republic	6
AIR BOURGOGNE	4IR	France	1
AIR BRIDGE CARGO	ABW	Russian Federation	14
AIR BUCHAREST	BUR	Romania	1
AIR CAIRO	MSC	Egypt	4
AIR CALEDONIE INTERNATIONAL	ACI	France	1
AIR CANADA	ACA	Canada	28
AIR CANADA ROUGE	ROU	Canada	1
AIR CHARTER SCOTLAND EUROPE LIMITED	8SE	Malta	2
AIR CHARTER SCOTLAND LTD	EDC	United Kingdom	5
AIR CHINA	CCA	China	17
AIR CHINA CARGO CO., LTD	CAO	China	8
AIR CM GLOBAL LTD.	RJR	Malta	1
AIR COMPANY JUPITER JET LLP	JPJ	Kazakhstan	2
AIR COMPANY SKY GATES AIRLINES LLC.	SAY	Russian Federation	5
AIR CONNECT INTERNATIONAL	5CI	Switzerland	1
AIR CORPORATE S.R.L.	CPV	Italy	1
AIR CORSICA	CCM	France	1
AIR DOLOMITI	DLA	Italy	9
AIR ENKA	6GH	Turkey	1
AIR EUROPA	AEA	Spain	13
AIR EXPLORE SRO	AXE	Slovak Republic	3
AIR FALCON PRIVATE LIMITED	FPK	Pakistan	2
AIR FRANCE	AFR	France	42
AIR GLACIERS SA	AGV	Switzerland	2
AIR HAMBURG	AHO	Germany	19
AIR HORIZONT LTD	HAT	Malta	6
AIR INDEPENDENCE GmbH	6JA	Austria	1
AIR INDEPENDENCE GMBH, MUNCHEN	DLY	Germany	2
AIR INDIA	AIC	India	37
AIR INDIA EXPRESS	AXB	India	14
AIR INVEST	HKH	Hungary	2
AIR JETSUL	AJU	Portugal	2
AIR KILROE (EASTERN AIRWAYS)	EZE	United Kingdom	1
AIR LARGE EUROPEAN AVIATION PROJECT (LEAP) AB	LPA	Sweden	8
AIR LAVO GEIE	4AL	Luxembourg	1
AIR MADAGASCAR	MDG	Madagascar	4
AIR MALTA PLC	AMC	Malta	22
AIR MAURITIUS LIMITED	MAU	Mauritius	4
AIR MEDITERRANEAN S.A.	MAR	Greece	6
AIR MOLDOVA	MLD	Moldova	13

Operator Name	Operator Code	Operator State Name	2020
AIR NAMIBIA (PTY) LTD	NMB	Namibia	1
AIR NEW ZEALAND LTD.	ANZ	New Zealand	5
AIR NIUGINI	ANG	Papua New Guinea	8
AIR NOSTRUM	ANE	Spain	19
AIR PACIFIC	FJI	Fiji	3
AIR PANNONIA	7NN	Croatia	3
AIR PARADISE (SAN JUAN, PR)	PDI	United States of America	1
AIR PEACE LIMITED	APK	Nigeria	1
AIR PINK	PNK	Republic of Serbia	19
AIR POSH	2PH	Republic of Serbia	2
AIR PRAGUE S.R.O.	PRG	Czech Republic	1
AIR RUTTER INTERNATIONAL	6JK	United States of America	2
AIR SAINT PIERRE	SPM	France	1
AIR SARINA AG	5AG	Switzerland	1
AIR SENEGAL SA	SZN	Senegal	8
AIR SERBIA (AD BEOGRAD)	ASL	Republic of Serbia	34
AIR SERVICE LIEGE	BNJ	Belgium	10
AIR TAHITI NUI	THT	France	1
AIR TAXI & CHARTER INTL.	IBJ	Spain	3
AIR TRANSAT	TSC	Canada	12
AIR TRANSPORT EUROPE, LTD	EAT	Slovak Republic	1
AIR URGA	URG	Ukraine	3
AIR VANUATU	AVN	Vanuatu	3
AIR VOLTA	VLB	Bulgaria	5
AIR WISCONSIN AIRLINES CORPORATION	AWI	United States of America	2
AIR X CHARTER (GERMANY) GMBH & CO. KG	AXG	Germany	3
AIR X CHARTER LTD	AXY	Malta	17
AIRAILES	EOL	France	1
AIRASIA SDN BHD	AXM	Malaysia	3
AIRASIA X SDN BHD (XANADU)	XAX	Malaysia	2
AIRBUS TRANSPORT INTERNATIONAL	BGA	France	3
AIRCOMPANY ARMENIA	NGT	Armenia	1
AIRCOMPANY JONIKA LLC	JNK	Ukraine	6
AIRCOMPANY ZETAVIA	ZAV	Ukraine	2
AIRCRAFT MAINTENANCE COMPANY (AMC AIRLINES)	AMV	Egypt	2
AIRCRAFT MANAGEMENT AND CONSULTING SP. Z.O.O.	AMQ	Poland	4
AIREST	AEG	Estonia	7
AIRGO PRIVATE AIRLINE GMBH	XGO	Germany	2
AIRHUB AIRLINES LIMITED	4AH	Malta	1
AIRLEC	ARL	France	1
AIRLINE TAIMYR JSC dba NORDSTAR	TYA	Russian Federation	1
AIRLINK AIRWAYS	HYR	Ireland	1
AIRLINK LUFTVERKEHRS GESELL.	JAR	Austria	3
AIRNIMBUS	NIM	Portugal	1
AIRSERVICE BREMGARTEN GmbH	7EN	Germany	1

Operator Name	Operator Code	Operator State Name	2020
AIRSTREAM A.S.	AQS	Czech Republic	1
AIRTANKER SERVICES LTD.	TOW	United Kingdom	2
AIR-TAXI EUROPE GmbH	TWG	Germany	1
AIRWING A/S	NWG	Norway	6
AIS AIRLINES	PNX	the Netherlands	7
AK HAVACILIK	6KC	Turkey	2
ALARAIR LLC	5LR	Estonia	1
ALBA STAR	LAV	Spain	7
ALBAWINGS	AWT	Albania	6
ALBINATI AERONAUTICS	LUC	Switzerland	3
ALBINATI AVIATION LTD	ULC	Malta	5
ALISERIO S.R.L.	EEU	Italy	7
ALITALIA - SOCIETA AEREA ITALIANA S.P.A.	AZA	Italy	33
ALITALIA CITYLINER	CYL	Italy	17
ALK JSC	VBB	Bulgaria	4
ALL NIPPON AIRWAYS CO., LTD.	ANA	Japan	11
ALLIANZ	7LZ	Isle of Man	1
ALPHA AERIA LP INC	2LP	Isle of Man	1
ALPHA AVIATION	ALA	Czech Republic	2
ALPHA STAR CHARTER	STT	Saudi Arabia	1
ALTENRHEIN LUFTFAHRT GmbH (dba PEOPLES VIENNALINE)	PEV	Austria	2
AMAC CORPORATE JET AG	8AM	Switzerland	1
AMAPOLA FLYG AB	APF	Sweden	3
AMERICAN AIRLINES INC AND/OR US AIRWAYS INC	AAL	United States of America	22
AMERIFLIGHT, INC	AMF	United States of America	1
AMERIJET INTERNATIONAL	AJT	United States of America	6
AMJET EXECUTIVE	AMJ	Greece	2
AMR AVIATION LTD	2MR	San Marino	1
ANADARKO PETROLEUM CORPORATION HOUSTON	4AP	United States of America	1
ANDA AIR LLC	SSV	Ukraine	1
ANDROTECK LIMITED	2ND	Austria	1
ANGUILLA AIR SERVICES	AXL	Anguilla	1
ANTONOV COMPANY	ADB	Ukraine	12
ARAB WINGS COMPANY	AWS	Jordan	2
ARCUS-AIR GMBH & CO KG	AZE	Germany	7
ARIANA AFGHAN AIRLINES	AFG	Afghanistan	4
ARKASAIR	8BI	Turkey	1
ARKIA ISRAELI AIRLINES	AIZ	Israel	3
ARROW AVIATION LTD	HEZ	Israel	2
ART AVIATION FLUGBETRIEBS GMBH	OES	Austria	1
ARTJET LTD	1MA	Isle of Man	1
ARTJET LTD (SAN MARINO)	6AJ	San Marino	3
ARTJET ONE INC.	2AO	British Virgin Islands	1
ASG BUSINESS AVIATION	ESW	Azerbaijan	2

Operator Name	Operator Code	Operator State Name	2020
ASIANA AIRLINES	AAR	Korea / South Korea	15
ASL AIRLINES (HUNGARY) KFT.	FAH	Hungary	15
ASL AIRLINES (IRELAND) LTD dba AIR CONTRACTORS	ABR	Ireland	24
ASL AIRLINES BELGIUM	TAY	Belgium	31
ASL AIRLINES FRANCE	FPO	France	13
ASTONJET	ASJ	France	5
ATA AIRLINES	TBZ	Iran	1
ATF-AVIATION S.R.O.	5AT	Slovak Republic	1
ATLANTIC AIRWAYS FAROE ISLANDS	FLI	Denmark	2
ATLANTIC SOUTHEAST AIRLINES	ASQ	United States of America	1
ATLAS AIR SERVICE	ATL	Germany	5
ATLAS AIR, INC. (PURCHASE, NY)	GTI	United States of America	10
ATLASJET HAVACILIK AS	KKK	Turkey	3
ATRAN-AVIATRANS CARGO AIRLINES	VAS	Russian Federation	7
AURA AIRLINES S.L. dba GOWAIR Vacation Airlines	GWR	Spain	1
AURIGNY AIR SERVICES LTD.	AUR	United Kingdom	1
AUSTRIAN AIRLINES AG	AUA	Austria	37
AVAG AIR	MBA	Austria	1
AVANTI AIR	ATV	Germany	3
AVCON JET AG	AOJ	Austria	15
AVCON JET MALTA, LTD	VCJ	Malta	3
AVCON JET S.R.L	VAJ	San Marino	3
AVIACON ZITOTRANS	AZS	Russian Federation	1
AVIANCA (COLOMBIA).	AVA	Colombia	11
AVIASERVICE LLC	KZN	Russian Federation	2
AVIASTAR-TU CO.LTD	TUP	Russian Federation	2
AVIATION COMPANY ELERON	VVA	Ukraine	7
AVIATION COMPANY MERIDIAN	MMM	Russian Federation	1
AVIATION LEASING (IOM) LIMITED	3AL	Isle of Man	2
AVIATORS S.A.S.	8AS	France	1
AVIO NORD S.R.L.	VND	Italy	2
AVION EXPRESS	NVD	Lithuania	7
AVION EXPRESS MALTA LTD	MLH	Malta	1
AVIONCO LTD.	3VC	Bailiwick of Guernsey	1
AVIOSTART AS LTD	VSR	Bulgaria	2
AZEE AIR	AZL	Kazakhstan	1
AZERBAIJAN HAVA YOLLARI	AHY	Azerbaijan	16
AZIMUTH AIRLINES	AZO	Russian Federation	2
AZUL LINHAS AEREAS BRASILEIRAS S/A	AZU	Brazil	3
AZUR AIR (KATEKAVIA)	KTK	Russian Federation	7
AZUR AIR UKRAINE AIRLINES LLC.	UTN	Ukraine	1
BA CITYFLYER LTD	CFE	United Kingdom	10
BADEN AIRCRAFT OPERATION GMBH, RHEINMUENSTER	BAO	Germany	2
BAIRLINE Fluggesellschaft m.b.	7KA	Austria	2
BALL CORPORATION BROOMFIELD CO USA	9BF	United States of America	1

Operator Name	Operator Code	Operator State Name	2020
BAMBOO AIRWAYS JOINT STOCK COMPANY	BAV	Viet Nam	4
BANGLADESH BIMAN	BBC	Bangladesh	11
BARBEDOS AVIATION SERVICES LTD	5BV	Nigeria	1
BASURVENCA SERVICIOS SANITARIOS	3BS	United States of America	1
BEIJING CAPITAL AIRL. (121)	CBJ	China	2
Bel Air Aviation A/S	BBX	Denmark	3
BELAVIA	BRU	Belarus	46
BERTELSMANN AVIATION GMBH	BFD	Germany	1
BINTER CANARIAS	IBB	Spain	1
BLACK HORSE AVIATION GMBH	2BH	Germany	1
BLACKBIRD AIR A/S	BBB	Denmark	3
BLUE AIR AVIATION	BLA	Romania	29
BLUE BIRD AIRWAYS	BBG	Greece	3
BLUE PANORAMA AIRLINES SPA	BPA	Italy	8
BLUE SKY SERVICE	2BS	Czech Republic	1
BLUE SQUARE AVIATION GROUP MALTA LTD	BSG	Malta	2
BLUEBIRD NORDIC (BLUEBIRD CARGO LTD)	BBD	Iceland	9
BLUELINK JETS AB	BLJ	Sweden	1
BMW FLUGDIENST, MUNCHEN-FLUGHAFEN	BMW	Germany	1
BOLIVIANA DE AVIACION	BOV	Bolivia	2
BON AIR HAVACILIK	6BN	Turkey	1
BOOKAJET	BOO	United Kingdom	2
BRAATHENS REGIONAL AIRWAYS AB	BRX	Sweden	3
BRAATHENS REGIONAL AVIATION AB	SCW	Sweden	1
Breadsall Aviation Ltd	B1A	United Kingdom	1
BRIGHTLING SERVICES LTD	5BR	Bailiwick of Guernsey	1
BRISTOL FLYING CENTRE (CENTRELINE)	CLF	United Kingdom	6
BRITISH AIRWAYS	BAW	United Kingdom	57
BRUSSELS AIRLINES	BEL	Belgium	25
BUDAPEST AIRCRAFT SERVICE LTD	BPS	Hungary	4
BUL AIR	BVL	Bulgaria	1
BULGARIA AIR	LZB	Bulgaria	24
BULGARIAN AIR CHARTER	BUC	Bulgaria	7
BUSINESS WINGS LUFTFAHRTUNT.	JMP	Germany	3
C.A.L-CARGO AIR LINES Ltd.	ICL	Israel	4
CAPITAL AIR AMBULANCE LTD	EGL	United Kingdom	1
CARGO AIR LTD.	CGF	Bulgaria	26
CARGOJET AIRWAYS LTD	CJT	Canada	8
CARGOLOGIC GERMANY	GCL	Germany	7
CARGOLOGICAIR LTD	CLU	United Kingdom	6
CARGOLUX AIRLINES INT.	CLX	Luxembourg	7
CARIBBEAN AIRLINES LIMITED	BWA	Trinidad and Tobago	1
CARPATAIR S.A.	KRP	Romania	6
CAT AVIATION AG	CAZ	Switzerland	3
CATHAY PACIFIC AIRWAYS LTD.	CPA	Hong Kong	19

Operator Name	Operator Code	Operator State Name	2020
CATREUS AOC LTD	VCG	United Kingdom	5
CAVOK AIRLINES	CVK	Ukraine	3
CEBU PACIFIC AIR	CEB	Philippines	2
CEDAR EXECUTIVE S.A.L	CDX	Lebanon	1
CENGIZ HAVACILIK ANONIM SIRKET	9MM	Turkey	1
CENTRAL REPARACIONES LA LUZ	4CL	Malta	1
CHAIR AIRLINES AG (Switzerland)	GSW	Switzerland	2
CHALLENGE AIRLINES (BE)	FRH	Belgium	3
Channel Islands Jet Services Limited	3CJ	Bailiwick of Guernsey	4
CHARTER JETS UAB	LTC	Lithuania	10
CHARTRIGHT AIR INC.	HRT	Canada	1
CHEVRON USA INC.	2CV	United States of America	1
CHINA AIRLINES	CAL	Taiwan (Republic of China)	10
CHINA CARGO AIRLINES	CKK	China	7
CHINA EASTERN AIRLINES	CES	China	12
CHINA SOUTHERN AIRLINES	CSN	China	13
CIAF LEASING	CIL	Egypt	1
CIRRUS AIRCRAFT MANAGEMENT	3CR	Czech Republic	1
CITYJET	BCY	Ireland	29
CLASSIC JET	LLT	Lithuania	6
CLAY LACY AVIATION Inc.	CLY	United States of America	1
CNAIR, S.A. (CLIPPER NATIONAL AIR)	ORO	Spain	1
COMLUX (MALTA) LTD.	MLM	Malta	4
COMLUX ARUBA N.V.	CXB	Aruba	4
COMLUX-KZ	KAZ	Kazakhstan	1
CONCIERGE U LTD	JCO	United Kingdom	1
CONDOR FLUGDIENST GMBH	CFG	Germany	15
CONSTANTA	UZA	Ukraine	2
CONSTELLATION AVIATION SERVICES LLC	7CL	United Arab Emirates	2
COPA (Compania Panamena de Aviacion)	CMP	Panama	2
COPENHAGEN AIRTAXI S/S	CAT	Denmark	3
CORENDON AIRLINES EUROPE	CXI	Malta	5
CORENDON DUTCH AIRLINES B.V.	CND	the Netherlands	4
CORPORATE AIR,LLC (WEST MIFFLIN, PA)	MLN	United States of America	2
CORSAIR INTERNATIONAL	CRL	France	1
COSTA AZZOURA	7CS	United States of America	1
COVE PARTNERS, LLC	COO	United States of America	1
CROATIA AIRLINES	CTN	Croatia	15
CTR ATMOSPHERICA AVIATION A.S. (former CTR GROUP A.S.)	1FS	Czech Republic	9
CUBANA DE AVIACION S.A.	CUB	Cuba	3
CUMACOR 149 (PTY) LTD	9CP	South Africa	2
CYGNUS AIR (GESTAIR CARGO)	RGN	Spain	4
CYPRUS AIRWAYS LTD.	CYP	Cyprus	3
CZECH AIRLINES J.S.C.	CSA	Czech Republic	10

Operator Name	Operator Code	Operator State Name	2020
DANISH AIR TRANSPORT APS	DTR	Denmark	3
DAS PRIVATE JETS	9DA	Germany	3
DASSAULT FALCON SERVICE	DSO	France	2
DAT LT	DNU	Lithuania	15
DBT TRANSPORTES AEREOS, LDA	DBT	Portugal	1
DC AVIATION AL-FUTTAIM L.L.C	DCF	United Arab Emirates	1
DC AVIATION GmbH	DCS	Germany	3
DC AVIATION LTD	DCW	Malta	2
DEA AVIATION LIMITED	WKT	United Kingdom	1
DELTA AIR LINES, INC.	DAL	United States of America	25
DELTA PRIVATE JETS	DPJ	United States of America	1
DEUTSCHE LUFTHANSA, A.G.	DLH	Germany	59
DHL AIR LIMITED	DHK	United Kingdom	14
DHL INTERNATIONAL E.C.	DHX	Bahrain	3
DIEPOL GMBH	2DI	Germany	1
DMC BUSINESS INVEST LTD.	3DM	Isle of Man	1
DOGAN AIR	DGC	Turkey	1
DRAGONFLY AVIATION SERVICES LIMITED	CBM	United Kingdom	4
DREAMJET dba LA COMPAGNIE	DJT	France	1
DRF STIFTUNG LUFTRETTUNG GEMEINNUTZIGE AG	AMB	Germany	1
DRUK AIR (ROYAL BHUTAN AIRLINES)	DRK	Bhutan	1
DUBAI AIRWING	DUB	United Arab Emirates	2
EAGLE AIR	FEI	Iceland	1
EAGLE AVIATION GmbH	GER	Germany	1
EAGLE EXPRESS	EES	Republic of Serbia	1
EASY JET SWITZERLAND SA	EZS	Switzerland	17
EASYJET EUROPE AIRLINE GMBH	EJU	Austria	46
EASYJET UK LTD	EZY	United Kingdom	39
ECLAIR AVIATION	ECC	Czech Republic	3
EDELWEISS AIR AG	EDW	Switzerland	12
EDEN JETS LTD	7EJ	Cayman Islands	1
EFD EISELE FLUGDIENST GMBH - E-AVIATION	EFD	Germany	4
EFS EUROPEAN FLIGHT SERVICE AB	EUW	Sweden	2
EGT JET	EGT	Bulgaria	1
EGYPT AIR	MSR	Egypt	27
EJME (PORTUGAL) AIRCRAFT MANAGEMENT, LDA	JME	Portugal	8
EL AL - ISRAEL AIRLINES LTD.	ELY	Israel	9
ELITAVIA	EAV	Slovenia	3
ELITAVIA MALTA	EAU	Malta	3
ELITE JET	ELJ	Slovak Republic	1
EMIRATES	UAE	United Arab Emirates	39
EMPEROR AVIATION	EMM	Malta	4
EMPIRE AVIATION GROUP	MJE	United Arab Emirates	1
EMPIRE AVIATION SAN MARINO SRL.	9SR	San Marino	2
ENDEAVOR AIR	EDV	United States of America	2

Operator Name	Operator Code	Operator State Name	2020
ENTER AIR	ENT	Poland	20
ENVOY AIR INC.	ENY	United States of America	2
EPPS AVIATION	3PP	United States of America	1
EPSILON AVIATION S.A.	GRV	Greece	1
ERNEST S.p.A. dba ERNEST AIRLINES	ERN	Italy	1
EROFEY LIMITED LIABILITY COMPANY	ERF	Russian Federation	2
ETHIOPIAN AIRLINES CORPORATION	ETH	Ethiopia	39
ETIHAD AIRWAYS	ETD	United Arab Emirates	27
EURO-ASIA AIR	EAK	Kazakhstan	1
EUROATLANTIC AIRWAYS	MMZ	Portugal	2
EUROLINK	6EG	Germany	3
EUROPEAN AIR TRANSPORT LEIPZIG	BCS	Germany	27
EUROPEAN AIRCRAFT PRIVATE CLUB SCRL (EAPC SCRL)	8SC	Belgium	3
EUROSYSTEMS TRADE	2ET	Austria	1
EUROWINGS EUROPE GMBH (AUSTRIA)	EWE	Austria	11
EUROWINGS GMBH	EWG	Germany	33
EVA AIRWAYS CORP. (121)	EVA	Taiwan (Republic of China)	10
EVELOP AIRLINE, S.L.	EVE	Spain	6
EVOLEM AVIATION	EVL	France	1
EWA HOLDINGS LLC	7EH	United States of America	1
EXECUJET EUROPE AG	VCN	Switzerland	7
EXECUTIVE JET CHARTER LIMITED	EXJ	United Kingdom	2
EXECUTIVE JET MANAGEMENT, INC.	EJM	United States of America	1
EXECUTIVE JETS SERVICES LIMITED	2EX	Nigeria	1
EXPRESS AIR CARGO	XRC	Tunisia	10
EXXAERO B.V.	XRO	the Netherlands	4
EXXAERO GMBH	6EX	Germany	3
FAI RENT-A-JET AG, NURNBERG	IFA	Germany	4
FANJET EXPRESS LIMITED	4FJ	Kenya	2
FBO-KARLSTAD AB	WD1	Sweden	1
FEDERAL EXPRESS CORPORATION	FDX	United States of America	35
FIBA AIR	6HN	Turkey	2
FINNAIR OYJ	FIN	Finland	20
FIREBLADE AVIATION (PTY) LTD.	OPM	South Africa	2
FLAIRJET LIMITED dba SIRIO	FLJ	United Kingdom	5
FLEET AIR BG	FBG	Bulgaria	1
FLEET AIR INTERNATIONAL	FRF	Hungary	11
FLEXFLIGHT APS	FXT	Denmark	4
FLEXJET LLC	LXJ	United States of America	8
FLIGHTLINE (Spain)	FTL	Spain	5
FLIGHTWORX LTD	2FW	Bailiwick of Guernsey	1
FLUGFELAG ISLANDS, AIR ICELAND	FXI	Iceland	1
FLY ART	FLB	Chad	2
FLY BAGHDAD	FBA	Iraq	1
FLY DUBAI	FDB	United Arab Emirates	12

Operator Name	Operator Code	Operator State Name	2020
FLY EGYPT	FEG	Egypt	5
FLY EXEC SAL	FEL	Lebanon	1
FLY IN	PUN	Austria	1
FLY ONE S.R.L.	FIA	Moldova	3
Fly2Sky	VAW	Bulgaria	2
FLYBE JERSEY EUROPEAN	BEE	United Kingdom	8
FLY-COOP LEGISZOLGALTATO KFT.	1FC	Hungary	5
FLYDOM (dba JETBUDGET) N.V.	NKK	Sint Maarten	3
FLYING FASTER	4FF	France	1
FLYING GROUP LUXEMBOURG	FYL	Luxembourg	3
FLYING SERVICE	FYG	Belgium	6
FMG AIR PTY LTD	3FM	Australia	1
FORMULA ONE MANAGEMENT LTD.	FOR	United Kingdom	1
FREE BIRD AIRLINES	FHY	Turkey	8
FREEBIRD AIRLINES EUROPE LTD	FHM	Malta	4
FRENCH BEE	FBU	France	1
FRIEDKIN AVIATION	4FR	United States of America	1
FTC AVIATION SRL	3FT	San Marino	1
FUNAIR CORP	FN2	United States of America	1
FUTURE WINGS AG	2FU	Switzerland	1
GAIN JET AVIATION S.A.	GNJ	Greece	3
GAINJET IRELAND LTD	GJI	Ireland	2
GALISTAIR TRADING LTD	GTR	Malta	1
GAMA AVIATION LLC	GAJ	United States of America	1
GAMA AVIATION LTD	GMA	United Kingdom	2
GAMA INTERNATIONAL SAUDI ARABIA	2GA	Saudi Arabia	1
GANDEL INVESTMENTS PTY	7GD	Australia	1
GARUDA INDONESIA, P.T.	GIA	Indonesia	6
GATEWAY EXPORT S.A.	2GW	Burundi	2
GAZPROMAVIA	GZP	Russian Federation	1
GENERAL AVIATION FLYING SERV. (MERIDIAN)	GTH	United States of America	1
GEORGIAN AIRWAYS	TGZ	Georgia	13
GERMAN AIRWAYS GMBH AND CO KG	WDL	Germany	6
GERMANWINGS GMBH	GWI	Germany	6
GESTAIR EXECUTIVE JET	GES	Spain	6
GET ONE JET	3GJ	France	3
G-JET S.R.O.	GSJ	Czech Republic	2
GLOBAL AVIATION INC.	6KP	United States of America	1
GLOBAL JET ARUBA V.B.A	1GJ	Aruba	1
GLOBAL JET AUSTRIA	GLJ	Austria	4
GLOBAL JET LUXEMBOURG	SVW	Luxembourg	9
GLOBEAIR AG	GAC	Austria	17
GO AIR	5GO	India	5
GO2SKY	RLX	Slovak Republic	1
GOJET PTY LTD	9NO	Australia	1

Operator Name	Operator Code	Operator State Name	2020
GOLDECK FLUG GMBH	GDK	Austria	5
GRAFAIR FLIGHT MANAGEMENT AB	GFM	Sweden	1
GREAT DANE AIRLINES	GDE	Denmark	2
GULF AIR B.S.C.	GFA	Bahrain	13
GULLIVAIR (former TOP JETS)	TJJ	Bulgaria	2
G-UNLIMITED GMBH	4GU	Switzerland	1
HAHN AIR-LINES GMBH	HHN	Germany	3
HAHN PARTICIPACOES EIRELI	3HP	Brazil	1
HAINAN AIRLINES	CHH	China	8
HALIFAX CONSULTING SERVICES LLC	3HC	United States of America	1
HANG KHONG VIET NAM	HVN	Viet Nam	14
HARMONY JET	HMJ	Malta	6
HATAY HAVA YOLLARI	2HA	Turkey	1
HELI ALPES	8DL	Switzerland	1
HELIAIR SWEDEN AB	6JB	Sweden	2
HELI-AIR-MONACO	MCM	Monaco	1
HELISTAR TAXI AERO	1HS	Brazil	1
HELVETIC AIRWAYS AG	OAW	Switzerland	9
HENDELL AVIATION OY	HDL	Finland	7
HERON LUFTFAHRT GMBH & CO. KG	HRN	Germany	7
HEVILIFT	1HL	Papua New Guinea	1
HEWLETT-PACKARD	2HP	United States of America	1
HI FLY	HFY	Portugal	3
HI FLY LTD	HFM	Malta	11
HIBERNIAN AIRLINES LIMITED	HBN	Ireland	2
HIGH PERFORMANCE	1HP	United States of America	1
HILLWOOD AIRWAYS LLC	HWA	United States of America	3
HINDALCO INDUSTRIES LTD	1HI	India	1
HK BELLAWINGS JET LIMITED	BWJ	Hong Kong	1
HOLIDAY EUROPE LTD	HES	Bulgaria	4
HONG KONG AIRLINES LTD	CRK	Hong Kong	1
HOP!	HOP	France	29
HYPERION AVIATION LTD	HYP	Malta	2
I.J.M. INTERNATIONAL JET MANAG	IJM	Austria	7
IBERIA	IBE	Spain	28
IBERIA EXPRESS	IBS	Spain	7
ICAR AIR	RAC	Bosnia and Herzegovina	1
ICELANDAIR	ICE	Iceland	20
ICON TAXI AEREO LTDA	9CB	Brazil	1
ICS-AERO SM S.R.L.	ICF	San Marino	7
IMPERIAL JET EUROPE GMBH, HALLBERGMOOS	JTI	Germany	4
INTERGLOBE AVIATION PRIVATE LTD (T/A INDIGO)	IGO	India	7
INVERSIONES 2 DE MARZO S.A.	1IM	United States of America	1
IRAN NAT. AIRLINES (IRAN AIR)	IRA	Iran	27
IRAQI AIRWAYS	IAW	Iraq	6

Operator Name	Operator Code	Operator State Name	2020
ISRAIR	ISR	Israel	14
ITALFLY	ITL	Italy	1
IXAIR	IXR	France	1
JANEZ LET D.O.O.	7JA	Slovenia	1
JAPAN AIR LINES COMPANY, LTD.	JAL	Japan	13
JASMIN AIRWAYS	JAW	Tunisia	5
JAZEERA AIRWAYS	JZR	Kuwait	5
JENIS AIR LLC	1JN	Kazakhstan	1
JET ACCESS AVIATION, LLC	2LL	United States of America	1
JET AIR GROUP	JSI	Russian Federation	3
JET AIRWAYS, M/S (INDIA) PVT	JAI	India	1
JET AVIATION BUSINESS JETS DEUTSCHLAND GMBH	6CY	Germany	1
JET AVIATION FLIGHT SERVICES, INC. (TETERBORO, NJ)	JAS	United States of America	4
JET AVIATION, BUSINESS JETS AG	PJS	Switzerland	1
JET EXECUTIVE INT'L CHARTER	JEI	Germany	2
JET GLOBE HAVACILIK TASIMACILIK VE TICARET A.S	6JO	Turkey	1
JET POOL NETWORK LUFTVERKEHRS	6ME	Austria	1
JET STORY SP. Z.O.O.	JDI	Poland	9
JET TIME	JTG	Denmark	4
JET2.COM LTD	EXS	United Kingdom	17
JET24 GmbH	9JE	Austria	2
JET4U S.R.L	1FU	San Marino	4
JETBEE CZECH s.r.o.	JBC	Czech Republic	3
JETBLUE AIRWAYS	JBU	United States of America	1
JETCALL GMBH & CO. KG	JCL	Germany	1
JETCAPITAL AVIATION S.A.	ILM	Portugal	3
JETFLITE OY, FINLAND	JEF	Finland	5
JETFLY AIRLINE GMBH	JFL	Austria	3
JETFLY AVIATION S.A.	JFA	Luxembourg	12
JETNETHERLANDS	JNL	the Netherlands	9
JETSTREAM AVIATION LLC	5JA	United States of America	1
JET-STREAM LTD.	JSH	Hungary	5
JIVAIR AB	JIV	Sweden	4
JK JETKONTOR AG	JKH	Germany	2
JOGO AVIATION N.V. dba BESTFLY A/C MGMT ARUBA	9JO	Aruba	1
JOINT STOCK COMPANY AVIACOMPANY BYSKY	BYS	Belarus	1
JONAIR AFFARSFLYG AB	8AQ	Sweden	1
JOTA AVIATION	ENZ	United Kingdom	3
JOURNEY AVIATION LLC.	JNY	United States of America	3
JSC GETJET AIRLINES (ORO TAKSI)	GJT	Lithuania	14
JSC ROYAL FLIGHT (ABAKAN AVIA)	ABG	Russian Federation	5
JSC UVT AERO	UVT	Russian Federation	1
JUAN GERARDO RODRIGUEZ	3JU	United States of America	1
JUNEYAO AIR CO LTD	DKH	China	8
JUNG SKY	JSY	Croatia	6

Operator Name	Operator Code	Operator State Name	2020
JUST-US AIR S.R.L.	JOC	Romania	1
K5-AVIATION GMBH	KAY	Germany	6
KAB HOLDINGS AVV	5KA	Aruba	2
KAI AVIATION LIMITED	1KI	Bermuda	1
KALITTA AIR, LLC	CKS	United States of America	8
KAM AIR	KMF	Afghanistan	1
KAP KG AIRCOMPANY	3KP	Kyrgyzstan (Kirghizistan)	2
KARNAVATI AVIATION PRIVATE LIMITED	5KV	India	1
KAZ AIR JET	KEJ	Kazakhstan	1
KEMMUNETT LTD	3KE	Malta	1
KENYA AIRWAYS LTD.	KQA	Kenya	14
KINGFISHER AIR SERVICES	BEZ	United States of America	2
KLASJET	KLJ	Lithuania	8
KLM CITYHOPPER BV	KLC	the Netherlands	38
KLM ROYAL DUTCH AIRLINES	KLM	the Netherlands	48
K-MILE AIR CO., LTD	KMI	Thailand	1
KOREAN AIR LINES CO., LTD.	KAL	Korea / South Korea	19
KORFEZ HAVACILIK TURIZM VE TICARET AS	6JP	Turkey	2
KUWAIT AIRWAYS CORPORATION	KAC	Kuwait	9
LA CASA JET CORP	3LC	United States of America	1
LAN CARGO S.A. (LATAM CARGO CHILE)	LCO	Chile	5
LAS VEGAS SANDS	2LV	United States of America	1
LATAM AIRLINES GROUP S.A.	LAN	Chile	10
LATAM AIRLINES PERU S.A.	LPE	Peru	1
LAUDA EUROPE LTD	2LE	Malta	10
LAUDAMOTION GMBH	LDM	Austria	17
LEADER S.R.L.	LSA	Italy	3
LEEWARD ISLANDS AIR TRANSPORT (1974) LTD	LIA	Antigua and Barbuda	1
LEVEL 8	1LE	Germany	1
LEVEL EUROPE GMBH	FOO	Austria	5
LIBYAN AIR AMBULANCE	8AF	Libya	1
LIEBHERR-AVIATION Gmbh	LHB	Germany	2
LIFE LINE AVIATION	LLK	Greece	3
LIFEFLIGHT AUSTRALIA LIMITED	GDY	Australia	1
LINK PNG	2LG	Papua New Guinea	1
LINTH AIR SERVICE	6AK	Switzerland	1
LIPICAN AER D.O.O.	3LA	Slovenia	5
LITTLE AVIATION PTY	5LA	Australia	1
LLC AIRLINE GEO SKY	GEL	Georgia	4
LLC IKAR	KAR	Russian Federation	3
LLP FLYJET.KZ	FJK	Kazakhstan	1
LOGAN AIR LIMITED	LOG	United Kingdom	6
LONDON EXECUTIVE AVIATION LTD	LNX	United Kingdom	6
LONGTAIL AVIATION LTD.	LGT	Bermuda	3
LOT - POLSKIE LINIE LOTNICZE	LOT	Poland	38

Operator Name	Operator Code	Operator State Name	2020
LTD. I FLY	RSY	Russian Federation	4
LUCKY AIR CO., LTD	LKE	China	1
LUFTFAHRTGESELLSCHAFT WALTER	LGW	Germany	6
LUFTHANSA CARGO AG.	GEC	Germany	3
LUFTHANSA CITYLINE	CLH	Germany	28
LUND UNIVERSITY SCHOOL OF AVIATION, TFHS	UNY	Sweden	1
LUXAIR	LGL	Luxembourg	21
LUXAVIATION GERMANY GmbH	LXG	Germany	5
LUXAVIATION S.A.	LXA	Luxembourg	3
LUXEMBOURG AIR AMBULANCE S.A.	LRQ	Luxembourg	6
LUXWING	LWG	Malta	6
LYON AVIATION INC	2FR	United States of America	2
LYRECO (FRANCE)	9LY	France	1
M&N Equipment LLC	JNH	United States of America	3
M/S POONAWALLA AVIATION PVT. LTD.	5PN	India	1
MADAGASCAR TRANS AIR	6CD	Madagascar	1
MADJET-TRANSPORTES AEREOS, S.A.	MJT	Portugal	2
MAGELLAN PRO-SERVICE SP	5PV	Poland	1
MAGNA AIR GES.M.B.H.	MGR	Austria	1
MAHAN AIR	IRM	Iran	6
MALAYSIA AIRLINES BERHAD	MAS	Malaysia	9
MALETH AERO AOC LTD.	MLT	Malta	9
MALI AIR LUFTVERKEHRGESELL.	MAE	Austria	1
MALTA AIR LTD	MAY	Malta	28
MALTA MEDAIR LTD	MMO	Malta	1
MARCO POLO AVIATION	8MP	Cayman Islands	1
MARTINAIR HOLLAND N.V.	MPH	the Netherlands	1
MARVELAIR	4MR	Isle of Man	1
MASTERJET, AVIACAO EXECUTIVA	LMJ	Portugal	5
MAURITANIAN AIRLINES INTERNATIONAL	MAI	Mauritania	2
MAXIMUS AIRLINES	MXM	Ukraine	2
MC DERMOTT AVIATION PNG	4MT	Papua New Guinea	1
MCDERMOTT AVIATION PTY LTD	3MD	Australia	1
MEDITTERRANEAN AVIATION OPERATIONS COMPANY LTD	2MO	Malta	1
MERCADONA S.A.	2ME	Spain	1
MERIDIAN LTD	MEM	Ukraine	5
MESA AIRLINES	ASH	United States of America	1
METROJET LIMITED	MTJ	Hong Kong	1
MHS AVIATION GMBH	MHV	Germany	9
MIDDLE EAST AIRLINES-AIR LIBAN, LARs Part 7/5	MEA	Lebanon	27
MIDWEST AERO CLUB L.L.C.	2MI	United States of America	1
MIRA VISTA AVIATION, INC.	MVJ	United States of America	1
MJET GmbH	MJF	Austria	4
MJETS LIMITED	MIN	Thailand	1

Operator Name	Operator Code	Operator State Name	2020
MNG HAVAYOLLARI VE TASIMACILIK	MNB	Turkey	6
MONACAIR	MCR	Monaco	1
MONGOLIAN AIRLINES	MGL	Mongolia	5
MONTENEGRO AIRLINES	MGX	Montenegro	13
MORSON GROUP	4DR	United Kingdom	1
MOTOR SICH	MSI	Ukraine	10
MOUNTAIN AIR CARGO, INC.	MTN	United States of America	1
MPC AIR DOO	4MP	Republic of Serbia	1
MS AVIATION GmbH	8MS	Austria	2
MT FLY	MTE	Morocco	2
MUNDIVOX COMUNICACOES LTDA	3MV	Brazil	1
MUSTIQUE AIRWAYS	MAW	Saint Vincent / Grenadines	2
MY JET XPRESS AIRLINES (former NEPTUNE AIR)	NEP	Malaysia	2
MYANMAR AIRWAYS INTERNATIONAL CO. LTD	MMA	Myanmar	1
MYANMAR NATIONAL AIRLINES	UBA	Myanmar	6
MYCITATION Gmbh	MC2	Austria	1
MYWAY AIRLINES	MYW	Georgia	3
MYWORLD.AERO LTD	3MY	Isle of Man	1
NATIONAL AIR CARGO GROUP, INC. (YPSILANTI, MI) dba NATIONAL AIRLINES	NCR	United States of America	2
NATIONAL AIR SERVICES (NAS)	KNE	Saudi Arabia	5
NEOS SPA	NOS	Italy	3
NEPAL AIRLINES CORP.	RNA	Nepal	1
NESMA AIRLINES	NMA	Egypt	1
NETJETS AVIATION, INC.	EJA	United States of America	2
NETJETS, TRANSPORTES AEREOS	NJE	Portugal	40
NEXTGEN AVIATION GROUP NV	3NE	Belgium	1
NILE AIR	NIA	Egypt	4
NIPPON CARGO AIRLINES CO.	NCA	Japan	3
NNG AVIATION	1NN	Belize	1
NOMAD AVIATION (Switzerland)	NUM	Switzerland	1
NORD WIND LLC	NWS	Russian Federation	13
NORDAVIA-REGIONAL AIRLINES	AUL	Russian Federation	1
NORDIC REGIONAL AIRLINES OY	FCM	Finland	22
NORTH AMERICAN AIR CHARTER	3NA	United States of America	1
NORTH FLYING A/S	NFA	Denmark	4
NORTHERN ILLINOIS FLIGHT CENTER, INC.	NUS	United States of America	1
NORWEGIAN AIR INTERNATIONAL	IBK	Ireland	7
NORWEGIAN AIR NORWAY	NAN	Norway	1
NORWEGIAN AIR SHUTTLE AS	NAX	Norway	18
NORWEGIAN AIR SWEDEN AB	NSW	Sweden	21
NOUVEL AIR TUNISIE	LBT	Tunisia	10
NYXAIR OU	NYX	Estonia	10
O HARA FINANCIAL S.A.	3OH	United States of America	1
OBO JET-CHARTER GMBH	6OB	Germany	2

Operator Name	Operator Code	Operator State Name	2020
OHLAIR CHARTERFLUG	ECA	Germany	3
OK AVIATION WINGS s.r.o	NTF	Czech Republic	2
OLYMPUS AIRWAYS	OLY	Greece	4
OMAN AIR	OMA	Oman	9
ONUR HAVA TASIMACILIK AWMS	OHY	Turkey	4
ORANGE2FLY AIRLINES S.A.	OTF	Greece	1
ORASCOM AVIATION	3OA	Isle of Man	1
ORTAC AIR LTD	ORT	Bailiwick of Guernsey	3
OSA AVIATION LTD	1OA	Mauritius	1
OVERSTAR S.R.L.	OCJ	San Marino	1
OWENAIR (PTY) LTD	OWE	South Africa	1
PACIFIC AIRLINES	PIC	Viet Nam	2
PACIFIC DIRECT LIMITED	2FT	Papua New Guinea	1
PAD AVIATION	PVD	Germany	4
PAKISTAN INT. AIRLINES (PIA)	PIA	Pakistan	13
PAN EUROPEENNE AIR SERVICE	PEA	France	3
PANAVIATIC	VPC	Estonia	8
PAPIER METTLER KG FLUGBETRIEB	1PM	Germany	1
PARADOX JETS LTD	2PD	Bulgaria	3
PEAK AIR	6DQ	Germany	2
PEGASUS ELITE AVIATION	PEG	United States of America	7
PEGASUS HAVA TASIMACILIGI	PGT	Turkey	33
PERFORMANCE AIR	PRZ	Mexico	1
PETROWEST OPS	8PE	Nigeria	1
PFG AVIATION GMBH	PF2	Isle of Man	1
PHILIPPINE AIR LINES - PAL	PAL	Philippines	15
PHILIPPINES AIRASIA INC.	EZD	Philippines	1
PHOENIX AVIATION LTD.	PHN	Kenya	1
PHS PREMIUM AVIATION AND HANDLING SERVICES, SOCIEDADE UNIPESSOAL	PSU	Portugal	3
PILATUS FLUGZEUGWERKE AG	PCH	Switzerland	1
PINK SPARROW GMBH	SOW	Austria	5
PLANET NINE PRIVATE AIR LLC	5PP	United States of America	7
PLATINIUM EXECUTIVE CONSULTING AND MANAGEMENT LLC	5TV	United States of America	1
PLUS ULTRA LINEAS AEREAS, S.A.	PUE	Spain	2
PMC GLOBAL INC	7PG	United States of America	1
PNG AIR LIMITED	1PN	Papua New Guinea	1
POBEDA AIRLINES LLC	PBD	Russian Federation	3
POLAR AIR CARGO, INC.	PAC	United States of America	1
POLARIS AVIATION SOLUTIONS	RPM	United States of America	1
PONTAIR	PTA	Malta	5
PORSCHE AIR SERVICE GMBH	6LR	Austria	3
PORT SIVIL HAVACILIK	6JM	Turkey	1
PORTUGALIA	PGA	Portugal	22

Operator Name	Operator Code	Operator State Name	2020
PREMIUM JET AG	PJZ	Switzerland	2
PRESIDENTIAL AVIATION	PRD	United States of America	1
PRIME AVIATION JSC	PKZ	Kazakhstan	1
PRIME JET LLC	JPT	United States of America	2
PRIME VALUE LTD	1PV	Isle of Man	1
PRINAIR	3PR	United States of America	1
PRINCE AVIATION	PNC	Republic of Serbia	10
PRINCELY JETS	PJP	Pakistan	1
PRIVATE FLIGHT	ZZZ	N/A	52
PRIVATE US FLIGHT	8CT	United States of America	5
PRIVATE WINGS FLUGCHARTER	PWF	Germany	5
PRIVILEGE STYLE, S.A.	PVG	Spain	6
PRIYAN FOUNDATION	1PR	United States of America	1
PRO AIRWAYS, LLC	MMN	United States of America	1
PROAIR AVIATION GMBH	PAV	Germany	7
PROJET GMBH	PRJ	Germany	1
PSA AIRLINES INC	1PS	United States of America	1
PT MY INDO AIRLINES	MYU	Indonesia	3
PT TRI MG INTRA ASIA AIRLINES	TMG	Indonesia	1
PUNTO FA S.L.	MGO	Spain	1
QANTAS AIRWAYS LIMITED	QFA	Australia	5
QATAR AIRWAYS COMPANY	QTR	Qatar	55
QATAR EXECUTIVE W.L.L.	QQE	Qatar	5
QESHM AIR	QSM	Iran	4
QUALCOMM INC	2QU	United States of America	1
QUEEN AIR S.R.O.	QNR	Czech Republic	2
QUICK AIR JET CHARTER GMBH	QAJ	Germany	6
RADA AIRLINES LLC	RDA	Belarus	1
RAF-AVIA	MTL	Latvia	7
RAPID AVIATION	2RP	Republic of Serbia	2
RAYA AIRWAYS SDN. BHD.	RMY	Malaysia	2
REC AVIATION	2RE	Turkey	2
RED WINGS AIRLINES	RWZ	Russian Federation	3
REDSTAR AVIATION	3RD	Turkey	1
REGENCY JET LIMITED	LJC	United Kingdom	2
RELY AS	RTG	Norway	1
REPUBLIC AIRWAYS INC. (INDIANAPOLIS, IN)	RPA	United States of America	1
ROCKET SKY	1RS	Denmark	1
ROSSIYA AIRLINES, JSC	SDM	Russian Federation	8
ROTORWAY OY	1RW	Finland	1
ROYAL AIR MAROC	RAM	Morocco	28
ROYAL AIR MAROC EXPRESS	RXP	Morocco	1
ROYAL BRUNEI AIRLINES	RBA	Brunei Darussalam	5
ROYAL JORDANIAN	RJA	Jordan	11
ROYALAIR AB	3RO	Sweden	1

Operator Name	Operator Code	Operator State Name	2020
RP AIRCRAFT MANAGEMENT GMBH	1RP	Austria	2
RRSM INTERNATIONAL LLC	2RR	Saudi Arabia	1
RUBYSTAR	RSB	Belarus	11
RUSLINE	RLU	Russian Federation	4
RUSSIAN COPPER COMPANY MANAGEMENT LTD	4RU	Russian Federation	1
RVL AVIATION LTD.	REV	United Kingdom	2
RWANDAIR LTD.	RWD	Rwanda	14
RYANAIR	RYR	Ireland	54
RYANAIR SUN S.A.	RYS	Poland	25
S & K BERMUDA LTD.	6SK	Greece	1
S.C.ION TIRIAC S.A.	TIH	Romania	2
SAC (K) LIMITED	2SK	Kenya	1
SALAM AIR	OMS	Oman	5
SALZBURG JET AVIATION GMBH	MOZ	Austria	5
SAN MARINO EXECUTIVE AVIATION SRL	SMF	San Marino	2
SARAH AIRWAYS	4SH	Morocco	3
SARDINIAN SKY SERVICE S.R.L.	SSR	Italy	2
SATA INTERNACIONAL	RZO	Portugal	4
SATU AVIATION	9SV	Switzerland	1
SAUDI ARABIAN AIRLINES	SVA	Saudi Arabia	23
SAUDIGULF AIRLINES	SGQ	Saudi Arabia	1
SAXONAIR CHARTER LTD.	SXN	United Kingdom	4
SCANDINAVIAN AIRLINES IRELAND LIMITED	SZS	Ireland	11
SCANDINAVIAN AIRLINES SYSTEM	SAS	Sweden	34
SCANWINGS OY	ABF	Finland	2
SCAT	VSV	Kazakhstan	6
SCOOT TIGERAIR PTE. LTD.	TGW	Singapore	2
SERVICES & TRANSPORT AERIENS	3LS	Madagascar	1
SERVICIOS AEREOS REGIOMONTANOS S.A.	7SE	Mexico	1
SERVICIOS AERONAUTICOS Z, S.A.	SZT	Mexico	1
SERVIZI AEREI SPA	SNM	Italy	1
SETAIR	KOC	Turkey	1
SEVERSTAL, AIRCOMPANY LTD	SSF	Russian Federation	7
SF AIRLINES COMPANY LIMITED	CSS	China	4
SHINO AVIATION	8SH	Israel	1
SHORT HILLS AVIATION	3SH	United States of America	1
SIBERIA AIRLINES (S7)	SBI	Russian Federation	13
SICHUAN AIRLINES	CSC	China	1
SILESIA AIR J.S.C.	SUA	Czech Republic	7
SILK WAY AIRLINES	AZQ	Azerbaijan	6
SILK WAY WEST AIRLINES	AZG	Azerbaijan	16
SILKAIR (SINGAPORE) PTE LTD	SLK	Singapore	1
SILVER AIR LTD	SLD	Czech Republic	1
SILVER CLOUD AIR GMBH	SCR	Germany	6
SIMPLY LIVING LLC	1SY	United States of America	1

Operator Name	Operator Code	Operator State Name	2020
SINGAPORE AIRLINES LIMITED	SIA	Singapore	20
SINO JET MANAGEMENT LTD (BEIJING)	SJM	China	2
SIRIO	SIO	Italy	4
SIRIUS-AERO	CIG	Russian Federation	10
SKOL AIRLINE LLC	CDV	Russian Federation	2
SKY LINE ULASIM TICARET A.S.	KCU	Turkey	1
SKY LOUNGE SERVICES SAL	TSM	Lebanon	2
SKY PRIME CHARTER	SPD	Saudi Arabia	1
SKY WEST AVIATION INC.	SKW	United States of America	3
SKYBRIDGE INTERNATIONAL BALKAN D.O.O.	SBB	Republic of Serbia	3
SKYFIRST LTD	KFE	Malta	1
SKYJET AVIATION SERVICES LIMITED	LRK	Nigeria	1
SKYLANE SP INC.	2SL	Isle of Man	1
SKYLEAD GROUP LTD-TAG AVIATION ASIA	TBJ	Hong Kong	1
SKYLINE AVIATION S.R.L.	SML	San Marino	4
SKYPOWER EXPRESS AIRWAYS NIGERIA LIMITED	SK2	Nigeria	1
SKYSERVICE BUSINESS AVIATION	SYB	Canada	2
SKYTAXI LTD	IGA	Poland	6
SKYTRADERS PTY LTD	SND	Australia	1
SKYUP AIRLINES LLC	SQP	Ukraine	20
SKYX AIRWAYS LTD	4SX	Slovenia	1
SLAM LAVORI AEREI	SLJ	Italy	2
SLEEPWELL AVIATION LTD	6SL	Isle of Man	1
SMART JET	SAH	Poland	9
SMART JET AVIATION LIMITED	1SJ	Russian Federation	1
SMART LYNX AIRLINES LTD	ART	Latvia	11
SMARTLINE LUFTFAHRT GmbH	9LU	Austria	3
SMARTLYNX AIRLINES MALTA LTD	LYX	Malta	2
SMARTLYNX ESTONIA	MYX	Estonia	7
SMARTWINGS HUNGARY (former travel service Hungary)	TVL	Hungary	2
SMARTWINGS POLAND SP (former TRAVEL SERVICE POLSKA)	TVP	Poland	2
SMB G-IV VI LLC	3SM	United States of America	1
SN1073 LLC	4SN	United States of America	1
SOCAR TURKEY HAVACILIK A.S.	3SO	Turkey	1
SOLAIRUS AVIATION (former sunset aviation)	TWY	United States of America	3
SOLOMON AIRLINES LIMITED	SOL	Solomon Islands	1
SOMON AIR	SMR	Tajikistan	5
SOS AIR	1SO	Turkey	1
SOUTH AFRICAN AIRWAYS (SAA)	SAA	South Africa	3
SOUTHERN AIR CONSULTANCY INC TRUSTEE	6SC	United Kingdom	1
SOUTHERN AIR, INC.	SOO	United States of America	2
SOZO AVIATION LTD	2SZ	Isle of Man	1
SPARFELL LUFTFAHRT GMBH	LDX	Austria	4

Operator Name	Operator Code	Operator State Name	2020
SPEEDWINGS EXECUTIVE JET GMBH	SPG	Austria	6
SPEEDWINGS FRANCE	SWF	France	1
SPEEDWINGS SA	8SP	Switzerland	1
SPICEJET	SEJ	India	6
SPRINT AIR S.A.	SRN	Poland	18
SRILANKAN AIRLINES	ALK	Sri Lanka	15
STAR AIR A/S	SRR	Denmark	16
STAR AVIATION SPA	DST	Algeria	3
STAR WINGS	STQ	Germany	5
STARJET ESTABLISHMENT FOR AVIATION	3SE	Switzerland	1
STB COPTER SPR	7TB	Belgium	1
STOBART AIR	STK	Ireland	10
STONE AIR SERVICES	2ST	Luxembourg	1
SUN AIR JETS	SJE	United States of America	1
SUN-AIR OF SCANDINAVIA A/S	SUS	Denmark	14
SUNCLASS AIRLINES	VKG	Denmark	11
SUNDAIR	SDR	Germany	5
SUNDT AIR	MDT	Norway	5
SUNEXPRESS GERMANY	SXD	Germany	1
SUNEXPRESS -GUNES EKSPRES HAV.	SXS	Turkey	19
SUNWEST AVIATION LTD	CNK	Canada	1
SUPARNA AIRLINES COMPANY LIMITED	YZR	China	3
SVENSKT INDUSTRIFLYG AB	JET	Sweden	8
SWAN AVIATION (KUGU HAVACILIK VE TURIZM A.S.)	6GK	Turkey	2
SWEDISH AIR FORCE HISTORIC FLIGHT	5FF	Sweden	1
SWIFT AIR HELLAS S.A.	MDF	Greece	11
SWIFT COPTERS SA	WFC	Switzerland	2
SWIFTAIR S.A.	SWT	Spain	25
SWISS FLIGHT SERVICES SA	SFS	Switzerland	3
SWISS INTERNATIONAL AIR LINES	SWR	Switzerland	41
SXM AIRWAYS	9XM	Sint Maarten	3
SYLT AIR GMBH	AWU	Germany	3
SYNERGY AVIATION LTD	SYG	United Kingdom	4
SYRIAN ARAB AIRLINES	SYR	Syria	2
TAAG, LINHAS AEREAS DE ANGOLA	DTA	Angola	1
TACV -TRANS. AEREOS CABO VERDE	TCV	Cabo Verde	3
TAESPEJO PORTUGAL, LDA	TES	Portugal	2
TAG AVIATION (MALTA) LTD.	TEU	Malta	5
TAG AVIATION SAN MARINO SRL	9TS	San Marino	1
TAG AVIATION UK LTD	VIP	United Kingdom	5
TAHE HAVACILIK	5FW	Turkey	1
TAILWIND HAVAYOLLARI A.S.	TWI	Turkey	2
T-AIR SPOL SRO	1TR	Czech Republic	1
TAM - LINHAS AEREAS S.A.	TAM	Brazil	12
TAMIR AIRWAYS LTD	TMI	Israel	2

Operator Name	Operator Code	Operator State Name	2020
TAMPA CARGO S.A.S.	TPA	Colombia	3
TARANSAY GMBH	6TR	Germany	1
TAROM, ROMANIAN AIR TRANSPORT	ROT	Romania	19
TASMAN CARGO AIRLINES PTY LTD	AXF	Australia	1
TASSILI AIRLINES	DTH	Algeria	1
TATA SIA AIRLINES LTD	VTI	India	9
TATRA JET, S.R.O.	TTJ	Slovak Republic	7
TAV AIR	6TV	Turkey	1
TAYARAN JET JSC	TJB	Bulgaria	3
TC AVIATION AG	4TC	Switzerland	1
TCA LLC	TZS	Georgia	4
TEMPUS JETS, INC. (MAPLE, NC)	TPJ	United States of America	1
TERRA AVIA	TVR	Moldova	2
THAI AIRASIA X COMPANY LIMITED	TAX	Thailand	1
THAI AIRWAYS INTERNATIONAL	THA	Thailand	12
THAI LION MENTARI CO., LTD.	TLM	Thailand	1
THE WHITEWIND COMPANY	1WW	United States of America	2
THK GOKCEN HAVACILIK IKTISADI ISLETMESI	9HA	Turkey	1
TIKA SARL	2TS	Luxembourg	1
TIME AIR	TIE	Czech Republic	9
TITAN AIRWAYS LTD	AWC	United Kingdom	8
TITANFLY INTERNATIONAL SRL (former AIR ECLIPSE INTERNATIONAL S.R.L.)	3AE	San Marino	4
TJ AIR HOLDINGS INC TRUSTEE	1TJ	United States of America	1
TOYO AVIATION	TOY	Romania	6
TRADE AIR	TDR	Croatia	4
TRADEWIND AVIATION LLC, OXFORD	GPD	United States of America	3
TRANS ANGUILLA AIRWAYS	6BF	Anguilla	2
TRANS EXEC AIR SERVICE	6AY	United States of America	3
TRANS ISLAND AIRWAYS LTD	GGT	Bahamas	1
TRANS OCEAN AIRWAYS	6FC	Madagascar	1
TRANSAVIA FLUGBETRIEB GmbH	TAD	Germany	2
TRANSAVIA FRANCE	TVF	France	21
TRANSAVIA HOLLAND B.V.	TRA	the Netherlands	20
TRANSAVIABALTIKA	KTB	Lithuania	1
TRANSAVIAEXPORT	TXC	Belarus	1
TRANSPORTES AEREOS PORTUGUESES	TAP	Portugal	36
TRANSPORTES INTERILHAS DE CABO VERDE	NTB	Cabo Verde	1
TRAVEL CARRIER NETWORK GMBH (former THOMAS COOK AVIATION)	TCN	Germany	1
TRAVEL SERVIS / SMARTWINGS (CZ)	TVS	Czech Republic	24
TREVO AVIATION LTD	2TR	Germany	1
TRUE AVIATION CHARTER SERVICES, LLC.	7TR	United States of America	1
TSC INTERNATIONAL FZCO	1TI	Malawi	1
TUI AIRLINES NEDERLAND BV	TFL	the Netherlands	3

Operator Name	Operator Code	Operator State Name	2020
TUI AIRWAYS LTD	TOM	United Kingdom	12
TUIFLY (BELGIUM)	JAF	Belgium	23
TUIfly GmbH	TUI	Germany	18
TUIFLY NORDIC AB	BLX	Sweden	3
TULIP WINGS LTD	6TW	San Marino	1
TUNIS AIR	TAR	Tunisia	34
TUNISAIR EXPRESS	TUX	Tunisia	2
TURISTIK HAVA TASIMACILIK AS dba CORENDON	CAI	Turkey	9
TURKISH AIRLINES-TURK HAVA YO.	THY	Turkey	60
TURKMENHOVAYOLLARY	TUA	Turkmenistan	6
TVPX AIRCRAFT SOLUTIONS INC TRUSTEE	8TA	United States of America	1
TWIN JET	TJT	France	3
TYROL AIR AMBULANCE GMBH	TYW	Austria	7
TYROLEAN JET SERVICE	TJS	Austria	3
TYROLEAN JET SERVICES (TJS) MALTA LTD	TYJ	Malta	1
UG JET S.R.O.	4UG	Czech Republic	1
UKRAINE INTERNATIONAL AIRLINES	AUI	Ukraine	40
UKRAINIAN HELICOPTERS, CJS COMPANY	UHL	Ukraine	2
UKRAINIAN WINGS	UWJ	Ukraine	4
ULS AIRLINES CARGO	KZU	Turkey	7
UNITED AIR LINES INC.	UAL	United States of America	32
UNITED EAGLE	5UE	Slovenia	2
UNITED PARCEL SERVICE COMPANY	UPS	United States of America	25
UR AIRLINES	UBD	Iraq	1
URAL AIRLINES	SVR	Russian Federation	15
US-BANGLA AIRLINES LTD.	UBG	Bangladesh	2
UTAIR AVIATION	UTA	Russian Federation	3
UTAIR CARGO CLOSED LTD	TUM	Russian Federation	3
UZBEKISTAN AIRWAYS-HAVO JUL.	UZB	Uzbekistan	15
VALAIR-AVIACAO, LDA	VVV	Portugal	5
VALLJET	VLJ	France	6
VAN AIR EUROPE	VAA	Czech Republic	2
VANUATU AIR CHARTERS LTD	9VC	Vanuatu	1
VF CORPORATION	3VF	United States of America	1
VF INTERNATIONAL SAGL	1VF	Switzerland	1
VIETJET AVIATION JOINT STOCK COMPANY	VJC	Viet Nam	3
VIRGIN ATLANTIC	VIR	United Kingdom	3
VISTAJET LTD	VJT	Malta	23
VIZYON HAVACILIK SANAYI VE TICARET A.S.	7VH	Turkey	2
VOLARE AVIATION (GUERNSEY) LTD.	VLZ	Bailiwick of Guernsey	3
VOLGA-DNEPR	VDA	Russian Federation	11
VOLKSWAGEN AIRSERVICE GMBH	BTX	Germany	2
VOLOTEA S.L.	VOE	Spain	20
VOLUXIS LIMITED	VXS	United Kingdom	4
VOYAGE AIR LTD	VRG	Bulgaria	1

Operator Name	Operator Code	Operator State Name	2020
VRG LINHAS AEREAS S/A	GLO	Brazil	1
VUELING AIRLINES	VLG	Spain	35
VULKAN AIR LLC	VKA	Ukraine	11
WAMOS AIR S.A.	PLM	Spain	9
WELTALL AVIA AIRLINES	8WA	Russian Federation	1
WEST ATLANTIC SWEDEN AB	SWN	Sweden	11
WEST ATLANTIC UK LTD	NPT	United Kingdom	23
WESTERN AIR CHARTER INC	EDG	United States of America	2
WESTERN GLOBAL AIRLINES, LLC	WGN	United States of America	7
WESTJET AIRLINES LTD.	WJA	Canada	5
WHITE	WHT	Portugal	7
WIDEROE'S FLYVESELSKAP A/S	WIF	Norway	6
WIDEWORLD SERVICES LTD	1WS	Aruba	1
WIGGINS AIRWAYS	WIG	United States of America	2
WILMINGTON TRUST COMPANY	5WT	United States of America	1
WIND ROSE AVIATION COMPANY	WRC	Ukraine	13
WINDROSE AIR, BERLIN	QGA	Germany	3
WINDWARD EXPRESS AIRWAYS	WIE	Sint Maarten	2
WINDWARD ISLANDS AIRWAYS INT.	WIA	Sint Maarten	3
WING AVIATION LLC	6KH	United States of America	2
WINGGLIDER LIMITED	1WI	United Kingdom	1
WINGS OF LEBANON AVIATION	WLB	Lebanon	1
WITRON LOGISTICS and INFORMATIK GMBH	2WI	Germany	1
WIZZ AIR HUNGARY LTD.	WZZ	Hungary	69
WIZZ AIR UK LIMITED	WUK	United Kingdom	13
WOLF PETER SCHNEIDER	4WO	Germany	1
WORLD EMOTION GMBH	3WO	Germany	1
WORLDWIDE JET CHARTER	WWI	United States of America	3
XEAD	2XE	Isle of Man	1
XFLY (REGIONAL JET OU)	EST	Estonia	18
XIAMEN AIRLINES	CXA	China	7
YAMAL AIRLINES JSC	LLM	Russian Federation	2
YTO CARGO AIRLINES	HYT	China	1
ZENITH AVIATION Ltd.	BZE	United Kingdom	7
ZEUSCH GUERNSEY LTD	1ZG	Bailiwick of Guernsey	1
ZIMEX AVIATION AUSTRIA LTD	AZD	Austria	3
ZIMEX AVIATION LTD	IMX	Switzerland	9
ZIVER AIR HAVACILIK	7ZI	Turkey	1

Annex D: Aircraft type inspected

Aircraft Type Description	Aircraft Type Code	2020 totals
BOEING 737-800	B738	658
AIRBUS A-320	A320	654
AIRBUS A-319	A319	248
EMBRAER 190, 195	E190	205
BOEING 737-400	B734	164
BOEING 787-9 DREAMLINER	B789	161
AIRBUS A320 NEO	A20N	157
AIRBUS A-321	A321	149
BOEING 747-400	B744	139
BOEING 767-300	B763	120
BOEING 777-300ER	B77W	118
BOEING 787-8 DREAMLINER	B788	116
CESSNA, 560XL CITATION EXCEL	C56X	116
BOEING 737-700, BBJ	B737	106
AIRBUS A330-200	A332	105
AIRBUS A330-300	A333	103
AIRBUS A350-900	A359	90
BOEING 777-200LR/LRF, B777-F	B77L	88
BOMBARDIER BD-700 GLOBAL EXPRESS/6000	GLEX	76
BOEING 757-200	B752	75
AIRBUS A321 NEO	A21N	59
CESSNA, CITATION CJ2	C25A	58
CANADAIR, REGIONAL JET CRJ-900/CRJ-705	CRJ9	58
BOEING 737-300	B733	51
EMB-505 PHENOM 300	E55P	49
SAAB SF-340	SF34	49
DHC-8-400 DASH 8	DH8D	46
AIRBUS A-220-300	BCS3	45
HAWKER 750/800XP/850XP/900XP/BAE 125-800	H25B	45
CESSNA 525 CITATIONJET, CITATION CJ1	C525	44
BOMBARDIER CHALLENGER 350, BD-100 CHALLENGER 350	CL35	44
EMBRAER 170, 175	E170	43
DASSAULT FALCON 2000/2000 EX	F2TH	43
GULFSTREAM AEROSPACE, G-4/G-4X, G350, G400, G450	GLF4	43
LEGACY,600,650,VC-99B LEGACY,VC-99B LEGACY 600,EMB-135BJ LEGACY,600,650	E35L	42
PILATUS PC-12	PC12	42
CESSNA, 510 CITATION MUSTANG	C510	41
GULFSTREAM AEROSPACE, G500, G550	GLF5	41
ATR 72-600	AT76	40
CANADAIR CL-600 CHALLENGER	CL60	39
ATR-72	AT72	38

Aircraft Type Description	Aircraft Type Code	2020 totals
RAYTHEON (HAWKER/BEECH), 400 BEECHJET	BE40	37
CANADAIR, REG. JET CRJ-200/CHALLENGER 800/CRJ-440	CRJ2	35
AIRBUS A-300B4-600/C4-600/F4-600	A306	33
DASSAULT FALCON-MYSTERE 900	F900	33
LEARJET 45	LJ45	32
GULFSTREAM AEROSPACE, GULFSTREAM G650	GLF6	31
BOEING 747-8	B748	30
ANTONOV AN-26	AN26	29
CESSNA 550 CITATION 2	C550	29
BOMBARDIER, CL600-2B16	CL604/605	28
BOEING 737-500	B735	26
EMBRAER ERJ-135	E135	26
AIRBUS A340-300	A343	25
CESSNA, 680 CITATION SOVEREIGN	C680	24
BOMBARDIER, CHALLENGER 300	CL30	24
EMBRAER EMB-145, ERJ-145	E145	24
DASSAULT, FALCON 7X	FA7X	23
ATR 72-500	AT75	22
BOEING 767-200	B762	22
EMBRAER ERJ-190-400/E195-E2	E295	22
BOEING 787-10 DREAMLINER	B78X	21
BOEING 737-900	B739	20
CESSNA, CITATION CJ3	C25B	20
AIRBUS, A-380-800	A388	19
BOEING 777-200	B772	19
ANTONOV AN-124 RUSLAN	A124	18
EMBRAER ERJ-170-200/175 (LONG WING)	E75L	18
MD-11	MD11	18
FAIRCHILD SA-226TC,SA-227AC/AT,SA-227BC METRO	SW4	18
AIRBUS A318	A318	17
ANTONOV AN-12	AN12	17
EMBRAER ERJ-170-200/175 (SHORT WING)	E75S	17
FOKKER 100, FOKKER F28 MK0100	F100	17
BOEING 777-300	B773	16
CL-600 REGIONAL JET CRJ-1000	CRJX	16
EMBRAER EMB-120 BRASILIA	E120	16
EMB-500 PHENOM 100	E50P	16
ILYUSHIN IL-76/78,GAJARAJ	IL76	16
AIRBUS A330-941	A339	15
CESSNA 680A CITATION LATITUDE	C68A	15
EMBRAER ERJ-190-300, E190-E2	E290	15
CESSNA 650 CITATION 3/6/7	C650	14
EMB-550 LEGACY 500	E550	14
IAI, 1126 GALAXY, GULFSTREAM G200	GALX	14

Aircraft Type Description	Aircraft Type Code	2020 totals
ATR-42-200/300/320	AT43	13
BEECH 200,1300 SUPER KING AIR	BE20	13
AIRBUS A350-1000	A350	12
FAIRCHILD DORNIER 328JET, ENVOY 3	J328	12
LEARJET 60	LJ60	12
AIRBUS A-310 (CC-150 POLARIS)	A310	11
CESSNA, CITATION CJ4	C25C	11
CESSNA, 750 CITATION 10	C750	11
LEARJET 35, 36	LJ35	11
EMBRAER ERJ-190-500/E175-E2	E275	10
BOMBARDIER, BD-700 GLOBAL 5000	GL5T	10
BOMBARDIER, CL600-2B19	12BO	9
ATR 72-210	AT73	9
BAE ATP	ATP	9
FAIREY BN-2A/B ISLANDER	BN2P	9
DASSAULT FALCON 8X	FA8X	9
BOMBARDIER BD-700 GLOBAL 7000	GL7T	9
BAE-3200 JETSTREAM SUPER 31	JS32	9
AIRBUS A-220-100	BCS1	8
CESSNA 208 CARAVAN	C208	8
550 CITATION BRAVO	C55B	8
ECLIPSE 500	EA50	8
GULFSTREAM G280	G280	8
PIAGGIO P-180 AVANTI	P180	8
PILATUS PC-24	PC24	8
BOEING 737-600	B736	7
BOEING 757-300	B753	7
BEECH 90, C90B KING AIR	BE9L	7
CESSNA 560 CITATION 5	C560	7
DASSAULT FALCON-MYSTERE 50	FA50	7
LET L-410/420 TURBOLET	L410	7
LEARJET 75	LJ75	7
RAYTHEON, PREMIER 1	PRM1	7
SUKHOI SUPERJET 100-95	SU95	7
AIRBUS A340-600	A346	6
BOEING 717-200	B712	6
BOEING 747-200	B742	6
CITATION M2, 525 CITATION M2	C25M	6
CANADAIR, REGIONAL JET CRJ-700/CRJ-701	CRJ7	6
ANTONOV AN-72/74-100/74-200	AN72	5
IAI, GULFSTREAM G100 - IAI, ASTRA	ASTR	5
ATR-42-500	AT45	5
BEECH 1900	B190	5
BEECH B300 SUPER KING AIR 350	B350	5

Aircraft Type Description	Aircraft Type Code	2020 totals
DORNIER 328	D328	5
FOKKER 50, FOKKER F27 MK050	F50	5
BEECHCRAFT RAYTHEON 390 PREMIER I	RA390	5
SAAB 2000	SB20	5
AGUSTA, AB-139	A139	4
BOEING 767-400	B764	4
DHC-6 TWIN OTTER	DHC6	4
DASSAULT FALCON-MYSTERE 10/100	FA10	4
PIPER CHEYENNE 3	PAY3	4
AGUSTA AW-109, AW-109SP	A109	3
EUROCOPTER AS-350/550 ECUREUIL	AS50	3
CESSNA 501 CITATION 1SP	C501	3
CANADAIR RJ-100 REGIONAL JET	CRJ1	3
BOMBARDIER BD-500-1A11	CS300	3
IAI, GULFSTREAM G150	G150	3
RAYTHEON - BEECHCRAFT, HAWKER 4000	HA4T	3
HA-420 HONDAJET	HDJT	3
ILYUSHIN IL-96	IL96	3
BAE RJ-100	RJ1H	3
AIRBUS A-300B2/4-1/2/100/200, A-300C4-200	A30B	2
AIRBUS A340-500	A345	2
AIRBUS A-300ST SUPER TRANSPORTER, BELUGA	A3ST	2
COMMANDER 500	AC50	2
BAE146-100, STATESMAN	B461	2
BAE146-300	B463	2
CESSNA 551 CITATION 2SP	C551	2
DORNIER 228	D228	2
DIAMOND, DA-42 TWIN STAR	DA42	2
DHC-8-300 DASH 8	DH8C	2
EMB-545 LEGACY 450	E545	2
CESSNA F406 CARAVAN 2	F406	2
GULFSTREAM GVII-G600	GA6C	2
HS-125-1/2/3/400/600	H25A	2
MD-83	MD83	2
MIL, MI-8	MI8	2
PIPER PA-46-500TP MALIBU MERIDIAN	P46T	2
PIPER CHEYENNE 2	PAY2	2
BAE RJ-85	RJ85	2
CIRRUS SR-22	SR22	2
ANTONOV AN-140	A140	1
AIRBUS A319 NEO	A19N	1
AIRBUS A-330-700 XL SUPER TRANSPORTER, BELUGA	A330	1
AIRBUS A340-200	A342	1
ANTONOV, AN-74-300	A743	1

Aircraft Type Description	Aircraft Type Code	2020 totals
GULFSTREAM 690,695 JETPROP	AC6T	1
ANTONOV AN-22 ANTHEUS	AN22	1
ATR-42-400	AT44	1
BELL 206A/B/L,406, JETRANGER	B06	1
BELL, 214B	B214	1
BOEING B737-MAX 8 / BBJ / BBJ (737 MAX 8)	B38M	1
BELL, 427	B427	1
BELL, 429	B429	1
BELL 505 JET RANGER X	B505	1
BOEING 727-200	B722	1
BOEING 747-300	B743	1
BOEING 747SP	B74S	1
BEECH 100 KING AIR	BE10	1
BEECH 99	BE99	1
LOCKHEED C-130, AC-130, L-382	C130	1
CESSNA 150	C150	1
CESSNA 172,P172,R172,SKYHAWK	C172	1
CESSNA 182	C182	1
CESSNA, CONQUEST 1	C425	1
CESSNA 500 CITATION, CITATION 1	C500	1
DIAMOND, DA-40 DIAMOND STAR	DA40	1
DC-10	DC10	1
DHC-8-100 DASH 8	DH8A	1
EUROCOPTER, EC-120 COLIBRI	EC20	1
EUROCOPTER, EC-130	EC30	1
DASSAULT FALCON-MYSTERE 20/200	FA20	1
GULFSTREAM AEROSPACE, GULFSTREAM 3	GLF3	1
ILYUSHIN IL-62	IL62	1
LEARJET 31	LJ31	1
LEARJET, 40	LJ40	1
LEARJET 55	LJ55	1
MOONEY M-20K/M	M20T	1
MD-82	MD82	1
EMBRAER CARIOCA	P28B	1
PIPER PA-23-150/160 APACHE	PA23	1
PIPER PA-28 CHEROKEE	PA28	1
PIPER PA-32 CHEROKEE	PA32	1
PIPER CHEYENNE 400	PAY4	1
ROBINSON R-22	R22	1
ROBINSON R-44	R44	1
TUPOLEV TU-204/214/224/234	T204	1
SOCATA TBM-700	TBM7	1
DAHER SOCATA TBM-900	TBM9	1

Annex E: Number of findings per inspected item

		Findings Cat 1	Findings Cat 2	Findings Cat 3	Total findings	NR of times inspected
A01	General Condition	72	5	32	109	5817
A02	Emergency exit				0	4843
A03	Equipment	4	32	5	41	4167
A04	Manuals	3	88	5	96	3381
A05	Checklists	9	63	6	78	4248
A06	Radio navigation / instrument charts	1	16	33	50	5197
A07	Minimum Equipment List	1	70	5	76	3688
A08	Certificate of registration	5	1		6	5871
A09	Noise certificate (where applicable)	6			6	5690
A10	AOC or equivalent	27	24		51	5666
A11	Radio licence	8	2		10	5791
A12	Certificate of airworthiness	21		2	23	5881
A13	Flight Preparation	10	112	66	188	5290
A14	Mass and balance calculation	2	67	8	77	4871
A15	Hand fire extinguishers		5	7	12	5440
A16	Life jackets / flotation devices	1	2	1	4	4953
A17	Harness	12	2	1	15	5102
A18	Oxygen equipment	1	2	3	6	4862
A19	Independent portable light	1		3	4	4522
A20	Flight crew licence / composition	52	32	10	94	5951
A21	Journey log book or equivalent	3	7		10	5268
A22	Maintenance release		2	2	4	5260
A23	Defect notification and rectification	14	305	25	344	5339
A24	Pre-flight inspection	4	14		18	4206
B01	General Internal Condition	38	54	79	171	5296
B02	Cabin crew's station & crew rest area	25		7	32	3759
B03	First-aid kit / Emergency medical kit	30	14	3	47	4723
B04	Hand fire extinguishers	3	12	10	25	4896
B05	Life-jackets / flotation devices	2	4	2	8	4401
B06	Seat belt and seat condition	15	2	16	33	4794
B07	Emergency exit, lighting / marking, independent portable light	9	5	26	40	4232
B08	Slides / life-Rafts (as required) / ELT		1		1	3880
B09	Oxygen Supply (cabin crew and passengers)	1	10	15	26	4177
B10	Safety Instructions	10	45	14	69	4391
B11	Cabin crew members		2		2	3278
B12	Access to emergency exits	4	7	38	49	4384
B13	Safety of passenger's baggage			9	9	1073
B14	Seat capacity				0	1073
C01	General external condition	394	88	12	494	6018
C02	Doors and hatches	77	81	4	162	6009

C03	Flight controls	16	1	2	19	6009
C04	Wheels, tyres and brakes	12	4	8	24	6000
C05	Undercarriage, skids / floats	28	34	2	64	5971
C06	Wheel well	7	7	2	16	5474
C07	Powerplant and pylon	107	34	13	154	5984
C08	Fan blades, propellers, rotors (main & tail)	3			3	5817
C09	Obvious repairs		24	1	25	5915
C10	Obvious un-repaired damage	1		2	3	5863
C11	Leakage	2	1	6	9	5923
D01	General condition of cargo compartment	116	15	46	177	4989
D02	Dangerous Goods		5	11	16	793
D03	Secure stowage of cargo on board	35	14	119	168	4250
E01	General	19		1	20	1840