

Dear members of the Community,

The question I would like to ask the Community concerns the growing trend whereby certain air carriers, subject to a ban within the Community, nevertheless succeed in avoiding the ban by reappearing under another name in another state. They so obtain from that state a new licence and gain admission again to airports of the Community.

I want to give here two recent examples that demonstrate the system of EU ban evasions.

Early in 2007 an air carrier was founded and registered in Chad under the name of Aircraft Machinery Works Tchad⁽¹⁾. Its fleet consists of two Lockheed TriStar⁽²⁾. One of them was already noticed end August, early September at the airport of Tallinn, Estonia⁽³⁾.

Both Lockheeds were previously registered successively in Equatorial Guinea and Liberia and on duty for air companies⁽⁴⁾ belonging to the founder of the new Chadian air carrier. All airplanes under supervision of the authorities of Equatorial Guinea and of Liberia do not have admission to airports in the Community. However, resulting from a new Chadian licence and Chadian registrations, admission for both Lockheeds to our airports cannot be refused for the time being.

The second example involves an Antonov-12 aircraft from Serbia.

In the Commission regulation 235 of 5 March⁽⁵⁾, it is stated that the Bulgarian air carrier Air Sofia is not allowed to operate in the member states of the Community. However, a number of Air Sofia aircraft has been transferred to air companies outside Bulgaria. And thus, a Serbian air carrier was created very recently, United International Airlines⁽⁶⁾. Its aircraft, previously operating for Air Sofia, has already been noticed so far in the Benelux, France, the United Kingdom and the Czech Republic, with a Serbian registration⁽⁷⁾.

Producing a list of *Manufacturer Serial Numbers* (MSN) of banned aircraft might restrain air carriers in their efforts of avoiding EU ban decisions.

My question is finally, how does the Commission intend to prevent in the future such deceitful EU ban evasions.

(1)

Name	Alias	ICAO	Country
AMW Tchad	Air Machinery Works	MCW	Tchad
Formed by Duane Egli in 2007			

(2)

Registration	Type	MSN	Status
TT-DAE	L.1011-100	1101	Active
TT-DWE	L.1011-100	1093	Conversion at Ras Al Khaimah

(3) www.planepictures.net/netshow.php?id=670851 & www.airliners.net/open.file?id=1264268

(4) History since 2002

TT-DAE	3C-QRQ (2002-2003)	A8-AAA (2003-2005)	EX-072 (2006)
	Ducor World Airlines (*)	Int'l Air Services (*)	Reem Air
	Equatorial Guinea	Liberia	Kyrgyzstan
TT-DWE	3C-QRL (2002-2003)	A8-AAB (2003-2005)	
	Ducor World Airlines (*)	Int'l Air Services (*)	
	Equatorial Guinea	Liberia	

(*) Formed by Duane Egli

(5) http://eur-lex.europa.eu/LexUriServ/site/en/oj/2007/l_066/l_06620070306en00030013.pdf, section 34

(6)

Name	Alias	ICAO	Country
UIA	United International Airlines	UIL	Serbia
Formed 2007 as a successor of Air Sofia			

(7)

Registration	Type	MSN	Operator	Status
YU-UIA	An-12BP	1348007	UIA	Active