



European Commission



Air security

*Short presentation of
the proposal for a
regulation establishing
common rules for civil
aviation security*

October 2001





The Challenge

The criminal acts committed at New York and Washington on 11 September show how much societies founded on free movement and exchange are susceptible to acts of terrorism using these same freedoms to destroy them.

- ➡ The European Council, meeting in extraordinary session on 21 September requested the Transport Council of **15 October** to take the necessary measures to strengthen air transport safety.
This document presents the Commission's proposal to the Transport Council.





Security/Safety

The distinction between security and safety should be spelled out.

Safety relates to the prevention of accidental events which can affect material or people (design of aircraft, maintenance, etc.) .

Security is the prevention of intentional acts which aim to affect planes or people (highjacking, bombs, etc.).





Security: background

Treatment of security up to now

The Member States have treated air terrorism in the framework of cooperation in :

- The International Civil Aviation Organisation (ICAO)
- the European Civil Aviation Conference (ECAC)

➔ **Results between 1970-1999:** number of passengers multiplied by 4, number of flights by 2, number of acts threatening security reduced from 100 to 6, number of victims reduced from 92 to 0.

Type of threat

Linked to the nationality of the carrier and point of departure. Preventative measures decided on a case by case basis according to the risk: no common action.





The Community and security

The Community has been up to now only indirectly interested by security

Proposals before the Ministers should be adopted:

- security measures for cabin staff (March 2000)
- common rules in the field of civil aviation: allowing the reinforcement of cockpit doors (March 1999)
- recording of civil aviation events: will contribute to the monitoring of the respect for security measures (2001)

A new role for the Community

We are now all exposed to the same threat. The preventative measures taken in one airport concern us all and can no longer be left to the sole judgement of local or national authorities.





A Community response

Request of Member States

The Extraordinary Transport Council of 14 September requested that :

- The security measures in the ECAC 's Document 30 should be applied to all national and international flights
- That a collective system for verification by “peer review” should be developed

Advantages of Community action

- guarantee a uniform level of protection to all our citizens
- establish common standards and the means to check their implementation (absent in the framework of the ECAC)
- extend these same levels of protection to nearly all European States by virtue of Association Agreements
- allows the Community to ensure coherence with measures implemented in other parts of the world





The chosen approach

Rapid action: a regulation

The Commission proposes a regulation rather than a directive for which the timetable for implementation would be too long.

Progressive

Rules: the Commission proposes to take as rules the essential security measures in Document 30 of the ECAC.

Implementation measures: the level of detail of the measures is such that detailed technical standards will be needed. The Commission proposes to adopt these standards with the help of a committee of representatives of the Member States (comitology)

Implementation: should be phased in in a realistic way taking account of training needs and the adaption of infrastructure

National implementation programmes: adapted to the institutional structures in each Member State.





Proposed measures

Ensure civil aviation security by virtue of harmonised measures to :

- control of access to sensitive zones in airports and airplanes
- inspect passengers and their hand luggage
- inspect and track baggage in holds
- check freight and mail
- train ground staff
- create specifications for inspection equipment
- classify arms and other objects forbidden on board airplanes and in sensitive zones of airports





Additional measures

Specific threats especially on certain flights

The Member States are authorised to take additional measures. Community supervision of this flexibility will be established in order to adjust the other measures if necessary or put an end to unjustified measures.

Changes to follow the evolution of the threat

Additional measures will complete the common standards as and when and to the extent that they shall be elaborated by the ECAC or the other international organisations.





Control mechanisms

A responsible authority in each Member State

Designated by each Member State, they will coordinate the implementation of the measures and the establishment of a quality control system at national level.

A central audit

National systems shall then be centrally audited by multinational teams of trained inspectors.

An inspection body within the Commission

This body composed of 4 people will ensure the recruitment and support of the inspectors provided by the Member States.

Immediate effect

The Commission will, without delay, gather a group of experts to finalise the means of inspection including the resources required.

