

Civil aviation security

2005/0191(COD) - 08/07/2016 - Follow-up document

The Commission presented its 2015 annual report on the implementation of Regulation (EC) N° 300/2008 on common rules in the field of civil aviation security. The report covers the period 1 January – 31 December 2015.

The main findings are as follows:

Inspections: the Commission continued the fourth cycle of inspections of appropriate authorities in 2015. The report noted that **compliance levels remained stable** and did not require in 2015 temporary exclusions of any EU airport from the EU's One Stop Security System to rectify serious deficiencies.

In total, eleven appropriate authority inspections were carried out during the year. For most Member States, these inspections showed significant improvements from previous inspections. The deficiencies most commonly found in 2015 related to minor shortcomings in the full alignment of the National Aviation Security Programmes and limitations in the implementation of the National Quality Control Programmes. For most Member States inspected in 2015 the rectification process when deficiencies were identified was also satisfactory and adequate enforcement measures were available to all Member States.

Twenty initial inspections of airports were conducted during 2015. The overall percentage of core measures found to be in compliance in 2015 was 80%; roughly the same as in previous years. Most of the **deficiencies found continue to stem from human factor issues.** These mainly occur in the practical implementation of certain reinforced screening measures for cabin baggage and also in the screening of staff and cargo. Aircraft security searches is another area where further efforts are necessary.

2015 showed further **increased compliance levels** in relation to regulated suppliers of in-flight supplies, after already relatively good results in 2014.

Risk-based approach: the end of the year was marked by increased security alert levels in several Member States due to the Metrojet incident over Sinai and the Paris attacks. The impact on different transport modes, including aviation, was significant. This risk situation confirmed the Commission's policy choices:

- to continue **enhancing the explosive detection capability at passenger security checkpoints** and air cargo screening facilities;
- to **ensure a proper balance between the highest possible level of security and other important factors**, such as travel convenience, privacy and protection of personal data and facilitation of operational factors.

Legislation: given that civil aviation remains to be an attractive target for terrorist groups, the Commission and Member States are constantly adjusting the mitigation measures in order to achieve the highest level of security while minimising adverse effects on operations:

- in 2015 measures came into force which are expected to considerably strengthen the explosive detection capability at passenger security checkpoints of airports in respect of cabin baggage ([Commission Implementing Regulation \(EU\) 2015/187](#) as regards the screening of cabin baggage and Commission Implementing Decision C(2015) 561 on the same issue);

- in November 2015, the Commission adopted [Implementing Regulation \(EU\) 2015/1998](#) and Implementing Decision C(2015)8005 both laying down detailed measures for the implementation of the common basic standards on aviation security. These new acts consolidate the previous ones and all their amendments and at the same time clarify and update certain requirements in light of the practical experiences gained and taking account of relevant technological developments;
- the **database of regulated agents and known consignors** has been the only legal primary tool to be used by regulated agents for consultation when accepting consignments from another regulated agent or from a known consignor since 1 June 2010. At the end of 2015, the database contained approximately 14 000 records of regulated agents, known consignors and independent validators. Its target availability rate of 99.5 % was continuously met in 2015 as well.

Dialogue with international bodies and third countries: in this context, the Commission **extended One-Stop-Security to Canada and Montenegro** and continued its efforts regarding the establishment of harmonised rules at international level through cooperation with the United States and other likeminded aviation security partners.

The Commission also participated effectively in all relevant events of the International Civil Aviation Organization (ICAO) and air cargo related meetings of the World Customs Organization (WCO).

In close cooperation with the departments for development cooperation and neighbouring policy of the EU, **programmes for capacity building in aviation security in third countries** have been established and will be implemented as of 2016. Assistance will focus on countries in Africa and the Middle East as well as EU Neighbouring countries and States in Central Asia.