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MEPs recognise that aviation security should be risk-based



Aviation security should be risk-based and its costs should be shared between States and users: these are some of the conclusions of the first reading of the European Parliament's Transport Committee on the revision of the EU main aviation security regulation, a revision which AEA warmly welcomes.

Many of the amendments which were adopted on 2 May in the Transport Committee echo the points raised by AEA and other industry stakeholders in last January's [joint position paper](#). Although EU standards have been set at a high level since the events of 9/11, it is now necessary to streamline and improve on them, mainly by contemplating innovative approaches such as the extension of the "one-stop security" concept[1]. Such amendments, if confirmed by the Parliament's Plenary and accepted by the Council, should lay the foundations for a coherent, efficient European aviation security policy, which AEA strongly advocates.

The Transport Committee adopted two important amendments on the funding of aviation security, a clear indication of its belief that this issue must be tackled urgently. The high costs of anti-terrorist measures are primarily the responsibility of governments, but these costs can be reduced by harmonising, strengthening and avoiding duplication in security procedures. Under the revised Regulation, Member States will retain the right to adopt more stringent measures, although they undermine this harmonisation effort. AEA welcomes the preliminary confirmation that the Commission should have a stronger role in monitoring this activity.

AEA notes with satisfaction that MEPs have largely embraced the role of stakeholder consultation in the decision-making process, and the central role of experts' know-how in suggesting operationally sound rules. AEA welcomes the vote in the Transport Committee and looks forward to a confirmation by the EP Plenary and Council of the approach developed by the Commission and the Transport Committee.

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