

## Information

08 January 2010

### EUROPEAN AIRLINES WELCOME SECURITY REVIEW

#### Emergency measures following December 25<sup>th</sup> incident must be superseded by cohesive policy to maximise security, minimise passenger inconvenience

At the 7<sup>th</sup> January meeting of the EU's Aviation Security Committee, European airlines had the opportunity to debate with EU and US regulators on the emergency security measures imposed and proposed in the wake of the Christmas Day attack on an Amsterdam-Detroit flight.

Additional security oversight of transatlantic services has led to significant increases in inconvenience and delay – not only to US-bound passengers but more generally, as airline and airport staff have been diverted from other duties to provide additional resources at the departure gates for US flights.

The incident has also led to an increasing reliance on body-scanning technology, with a number of European states mandating the use of this equipment. These machines could represent a useful addition to the range of detection procedures but need to be considered along with other measures available to identify terrorists. The European Parliament would also need to consider the issue of personal privacy.

The Association of European Airlines, which represents almost all the European carriers serving the US market, recognises the need for enhanced security following this latest threat, but warns that emergency measures should be reviewed and where appropriate replaced by sustainable security policies. Said AEA Secretary General Ulrich Schulte-Strathaus: *"Safety and security are absolute priorities for any airline, and we welcome the process of dialogue which allows the regulators to tap into our expertise. As governments move forward to enhance and harmonise sustainable security measures, airlines and airports will seek to be included in the consultation so as to maximise security for aviation, and minimise hassle for passengers"*.

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Note to the Editor: The Association of European Airlines (AEA) brings together 36 European established scheduled network carriers. These collectively carry 374 million passengers and 7 million tonnes of cargo each year, operating 2,689 aircraft serving 662 destinations in 162 countries with 11,934 flights a day. They provide around 394,200 jobs directly, and generate a total turnover of €80 billion