

**AEA POSITION PAPER**  
**on**  
**SECURITY OF FLIGHTS FROM THIRD COUNTRY AIRPORTS**

An effective one-stop-security system, because of its facilitation implications, is in the interest of air passengers and air carriers alike. AEA would therefore like to react on the recent attempts by the EU aviation security Regulatory Committee to find an agreement on the assessment of flights from third country airports. AEA welcomes the opinion many times expressed by Commission officials, that one-stop-security is a fundamental objective of the Community.

First of all, AEA hopes for renewed work on this issue, as it is of very high importance for the international-network carriers which make AEA's membership. Apart from one single occasion, stakeholders have so far been excluded from most of the discussions at EU level thus far, due to some "legal issues" between the Commission and the Member States. This is regrettable: through their foreign stations, AEA carriers hold a huge experience and expertise abroad and have historically assisted their "home" State in their security arrangements with third countries.

Flights from third country airports cannot realistically be assessed on the exact same standards as the EU standards. AEA believes that the most pragmatic approach is to accept equivalent standards, i.e. standards which provide the same overall level of security. AEA strongly recommends a Community approach for assessing airports, where Member States would empower the Commission to do so on their behalf. This could take the form of a mandate granted by the Regulatory Committee to the Commission, based on certain prerequisites, including *in situ* assessments of standards and leading to a proposed Mutual Recognition Agreement between a third country and the Community. Finally the Member States would have to formally adopt .

Should this mechanism of Community-wide agreements come to life, priorities will have to be set in order to determine where such agreements would bring **both satisfactory security guarantees and added value to Community carriers and passengers**. In this context, AEA respectfully submits to the attention of the European Commission and Regulatory Committee the attached list of airports in third countries.

Brussels, 14 February 2005

## ANNEX

### AEA list of PRIORITY Third Country Airports

European carriers' operational experience demonstrates that the following airports apply *equivalent* security standards as in the EU and that flights from these should not be subject to additional screening of baggage and passengers in the Community. Priorities 1, 2 and 3 correspond to the relative number of AEA carriers interested in one-stop-security clearance for flights departing from the airports.

#### PRIORITY 1

<b>SIN</b>	Singapore
<b>BOS</b>	Boston
<b>JFK</b>	New York - JFK

#### PRIORITY 2

<b>HKG</b>	Hong Kong
<b>NRT</b>	Tokyo Narita
<b>EWR</b>	New York - Newark

#### PRIORITY 3

<b>ICN</b>	Seoul
<b>JNB</b>	Johannesburg
<b>KUL</b>	Kuala Lumpur
<b>PEK</b>	Beijing
<b>PVG</b>	Shanghai
<b>IAD</b>	Washington
<b>LAX</b>	Los Angeles
<b>MIA</b>	Miami
<b>ORD</b>	Chicago
<b>SFO</b>	San Francisco