

**Question for written answer E-3953/2010
to the Commission**

Rule 117

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Subject: Regulation (EC) No 2111/2005 on the establishment of a Community list of air carriers subject to an operating ban within the Community

One of the instruments aiming to improve the safety of European Union citizens during air travel is Regulation (EC) No 2111/2005¹ on the establishment of a Community list of air carriers subject to an operating ban within the Community (also known as the 'Blacklist Regulation').

Despite the constant monitoring of air carriers and the widespread application of ICAO standards concerning the principles and techniques of international air navigation by Member States, we have serious doubts about the true effectiveness of such instruments.

In addition to monitoring blacklisted companies, does the Commission also rigorously monitor fleets (individual aircrafts) belonging to these companies? Could the situation arise where an aircraft belonging to a company in breach of standards is used by another firm under another banner? Is it possible that an individual aircraft from a blacklisted company could be chartered and landed at an airport on European Union territory? What steps have been, or will be, taken in order to prevent such a situation arising?

¹ OJ L 344, 27.12.2005, p. 15.