

**Question for written answer E-001230/2013  
to the Commission**  
Rule 117  
**Robert Goebbels (S&D)**

Subject: Asian airlines on the European 'blacklist'

Aviation safety standards in Europe are among the highest in the world. To ensure that this remains the case, the European Commission, together with the air safety authorities in the Member States, has drawn up a 'blacklist' of air carriers classified as unsafe. The listed carriers also include large Asian airlines, which are therefore not permitted to fly in European airspace.

Several European airlines operate maintenance facilities in Asia, particularly the Philippines, where the aeroplanes, engines and equipment belonging to 'blacklisted' local air carriers are serviced and maintained.

How can the Commission explain the fact that aircraft serviced and maintained by European airlines are 'blacklisted'?

Are the stringent European safety standards not met in these cases?

Furthermore, a large Philippine air carrier named in the 'blacklist' last year placed an order with Airbus for 54 aeroplanes.

Does this not lead to the conclusion that Airbus aeroplanes also have safety deficiencies?

How does the Commission view the sale of European aeroplanes to an air carrier that allegedly fails to meet international safety requirements?