

THE EVOLUTION OF EU LEGISLATION ON CIVIL AVIATION SECURITY IN THE CONTEXT OF TERRORIST THREATS

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Abstract. The most serious threats to civil aviation include, in particular, aircraft hijackings, bomb attacks, attacks on airport infrastructure, and other forms of interference that could disrupt air transport operations. These phenomena have prompted the development of comprehensive legal regulations at the international and regional levels to ensure uniform security standards. Experiences with terrorist attacks and a growing awareness of the vulnerability of transport infrastructure to threats have largely shaped the evolution of EU legislation on civil aviation security. A particular turning point was the terrorist attacks of 11 September 2001, which led to a significant intensification of legislative activity and the implementation of more restrictive security measures in air transport. This article examines the evolution of European Union legislation in response to terrorist threats. The issue the authors sought to highlight was expressed in the question: What impact did acts of unlawful interference have on the evolution of legislation concerning civil aviation security?

Keywords: aviation; security; terrorist threats; European Union.

INTRODUCTION

Air transport is a key component of the modern transport system and a critical infrastructure of European countries. Its rapid growth, observed particularly in the second half of the 20th century and at the beginning of the 21st century, has contributed not only to an increase in global mobility but also to the growing importance of security-related issues [Zeballos, Fumagalli, Ghelfi, et al. 2023, 1]. Consequently, there has been a need to develop and implement effective mechanisms to protect against acts of unlawful interference. The most serious threats to civil aviation include,

in particular, aircraft hijackings, bomb attacks, attacks on airport infrastructure, and other forms of interference that could disrupt air transport operations. These phenomena have prompted the development of comprehensive legal regulations at the international and regional levels to ensure uniform security standards.

Civil aviation security is currently a fundamental element of the security systems of European states. The growing scale and complexity of threats, including those of a hybrid nature, have necessitated the gradual strengthening of the legal and institutional frameworks in this area. This process encompasses both the development of normative regulations and the refinement of practical mechanisms for their implementation.

At the European level, efforts to harmonise aviation security regulations are led by the institutions of the European Union, which have gradually developed a coherent system for the security of air transport. This system is based on uniform regulations concerning, amongst other things, security checks on passengers, baggage, and cargo, as well as the protection of airport infrastructure. Experiences of terrorist attacks and a growing awareness of the vulnerability of transport infrastructure to threats have largely shaped the evolution of EU legislation on civil aviation security. A particular turning point was the terrorist attacks of 11 September 2001, which led to a significant intensification of legislative activity and the implementation of more restrictive security measures in air transport [Nielepkiewicz 2022, 83].

1. THE DEVELOPMENT OF AVIATION SECURITY REGULATIONS IN THE EUROPEAN UNION

The initial legislative measures concerning civil aviation safety in Europe were fragmented and were largely based on standards developed by the International Civil Aviation Organization, in particular under Annex 17 to the Chicago Convention,¹ relating to the protection of civil aviation against acts of unlawful interference [Polkowska 2007, 208]. Until the late 1990s, European countries primarily applied their own national regulations, which led to significant differences in the level of airport security and security procedures. In order to harmonise these regulations at the European level, work began on a common civil aviation security system within the framework of the European Union.

The events of 11 September 2001 mark a turning point in the fight against terrorism, which employs unconventional methods of carrying out acts of terror, against which existing security measures have proved insufficient.

¹ Convention on International Civil Aviation – ICAO, Doc. 7300.

The terrorist attacks carried out have made it clear that terrorism can take the form of a globalised phenomenon, which cannot be combated alone. [Kaczyńska 2016, 147]. Failure to comply with the requirements set out in the EU Regulation, and in the event of serious deficiencies being identified in the civil aviation security system, shall result in the competent authorities being notified of any serious deficiencies detected during an audit at an airport within its territory, which have a significant impact on the overall level of aviation security within the European Community. This information is immediately forwarded to the competent authorities of all other Member States, resulting in flights. Consequently, passengers and their baggage are treated as arriving from third countries, thereby triggering the application of the relevant EU security measures.²

2. REGULATION (EC) NO. 2320/2002 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

The response to the attacks of 11 September 2001 was the development and implementation of Regulation (EC) No. 2320/2002 of the European Parliament and of the Council of 16 December 2002 establishing common rules in the field of civil aviation security.³ Regulation No. 2320/2002 constituted the first comprehensive framework for civil aviation security to be directly applicable in all Member States of the European Union. The preamble to Regulation No. 2320/2002 refers to the 2001 attacks, highlighting the background to the Regulation's drafting and adoption.⁴ In implementing this Regulation, it was decided that the European Commission, in conjunction with national aviation authorities, would monitor its implementation on an ongoing basis, adopting an annual official report.

The first report covered the period from February 2004 to 30 June 2005, during which 43 inspections were conducted, resulting in recommendations to improve aviation security. This report demonstrated that the level of security at European Union airports had been strengthened as a result of the introduction of the Community Regulation. The joint efforts of the Member States to implement the Regulation's provisions, aimed at introducing European security standards and numerous measures in quality control, have

² Commission Regulation No. 72/2010 of 26 January 2010 laying down procedures for conducting Commission inspections in the field of aviation security OJ L 23/1; 27.1.2010; Article 15.

³ Regulation (EC) No. 2320/2002 of the European Parliament and of the Council of 16 December 2002 establishing common rules in the field of civil aviation security OJ L 355/1; 30.12.2002.

⁴ Regulation No. 2320/2002, para. 1, and 2 (Preamble).

enabled the harmonisation and standardisation of procedures.⁵ The second report covered the period from July 2005 to December 2006. The third, meanwhile, covered the period from January to December 2017. Subsequent reports confirmed that security at European Union airports had increased, but also highlighted gaps in the existing legal framework, including a lack of uniform interpretation of its provisions across Member States. In accordance with recital 3 of Regulation No 2320/2002, to counter unlawful acts, certain implementing measures should be classified and not published. With this in mind, the operational provisions were classified and included in the annex to another EU legal act of importance from the point of view of civil aviation security: 1) Commission Regulation (EC) No. 622/2003 of 4 April 2003. This Regulation has undergone numerous amendments in response to the challenges and threats to civil aviation; 2) Commission Regulation (EC) No. 68/2004 of 15 January 2004 amending Regulation (EC) No. 622/2003 laying down measures for the implementation of common basic standards on civil aviation security, introduced a list of items prohibited from being brought into the restricted area of an airport and on board an aircraft. The Annex to Regulation No. 622/2003 laying down measures for the implementation of common basic standards on civil aviation security, as amended by Regulation No. 68/2004, was not published in the Official Journal of the European Union; consequently, it was not binding in the respect in which it was intended, namely to impose obligations on passengers using air transport services.

In particular, there was no provision for security staff conducting security checks on passengers to the measures set out in the list of prohibited items in the security restricted area and on board an aircraft, annexed to Regulation No. 2320/2002 establishing common rules in the field of civil aviation security, insofar as those measures are contained in the said annex. This document, by virtue of the list of prohibited items it contains, and consequently by imposing on the security screening services the obligation to prevent passengers from carrying such items, imposes on the security screening services the obligation to prevent passengers from carrying such items who have not had the opportunity to familiarise themselves with that list. In practice, this led to a conflict during airport security screening, which, in turn, resulted in their rapid liberalisation and declassification.

Regulation 622/2003 was frequently amended, and toward the end of its validity period, this made implementation difficult, as it was unclear which amendment was the final one, given that amendments were being made to existing amendments. The aforementioned classified annexes to the

⁵ European Commission, Commission Report on the first report on the implementation of Regulation (EC) No. 2320/2002 on civil aviation security, Brussels 2005, COM(2005) 428 final of 22 September, p. 2.

regulations, which imposed restrictions on passengers, sparked controversy and conflict, prompting complaints to the European Court of Justice, which ultimately led to the repeal of the regulation in question. It was replaced by Commission Regulation (EC) No. 820/2008 of 8 August 2008 laying down measures for the implementation of common basic standards on civil aviation security⁶ together with Commission Decision C(2008) 4333 of 8 August 2008, establishing additional measures for the implementation of common basic standards for civil aviation security.⁷

3. REGULATION (EC) NO. 300/2008 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

In the fourth report,⁸ in light of the numerous amendments to Regulation (EC) No. 2320/2002, the European Commission has decided to repeal the regulation. It has been replaced by Regulation (EC) No. 300/2008 of the European Parliament and of the Council of 11 March 2008 on common rules in the field of civil aviation security and repealing Regulation No. 2320/2002.⁹ Regulation (EC) No. 300/2008 of the European Parliament and of the Council of 11 March 2008 on common rules in the field of civil aviation security and repealing Regulation (EC) No. 2320/2002 is an act that differs fundamentally from the repealed regulation, which applied only to airports located within the territory of EU Member States. In contrast, Regulation 300/2008 extended its scope of application – i.e., activities and responsibilities relating to civil aviation security – to include airport operators as well as all operators – air carriers and entities applying civil aviation security standards – operating both within and outside airports.

The Regulation has harmonised aviation security, ensuring that passengers, baggage, and transit cargo do not undergo security screening again, provided that the required basic level of security has been met at the airport of departure. The adoption of general principles in the field of civil aviation security has increased flexibility, resulting from the decision not to include detailed operational and technical standards in the framework of the legal

⁶ OJ L 221, 19.8.2008.

⁷ Commission Decision C(2008) 4333 of 8 August 2008 (final version) was addressed to all Member States and was not published in the Official Journal (the material contained in the decision is classified as “restricted” and “confidential”).

⁸ European Commission, Report from the Commission to the Council, the European Parliament, the European Economic and Social Committee and the Committee of the Regions, Fourth Report on the Application of Regulation (EC) No. 2320/2002 establishing common rules in the field of civil aviation security, Brussels 2010, COM(2009) 518 final of 8 October 2009.

⁹ Regulation No. 300/2008.

act. Regulation No. 300/2008, therefore, establishes a framework for implementing procedural regulations. It applies to all airports or parts of airports situated within the territory of the Member States that are not intended exclusively for military purposes, to all operators, including air carriers, providing services at airports, and to all entities applying aviation security standards that carry out activities both within and outside the airport [Polkowska and Urban 2025, 317].

Article 4 of Regulation No. 300/2008 refers to common standards, including measures laid down in implementing rules; however, it is recommended that, when establishing common basic standards for civil aviation security, the specific characteristics of an airport be taken into account so that derogations from the established standards may be applied. Member States are permitted, based on a risk analysis, to apply measures that are more stringent than those laid down in this Article. Such measures must be appropriate, objective, non-discriminatory, and proportionate to the risk. Where stricter security measures are adopted, the European Commission must be notified, and it shall immediately inform the other Member States.

Regulation No. 300/2008 has been amended and supplemented several times since its introduction.¹⁰

A significant change was the introduction, by Commission Regulation (EC) No. 272/2009 of 2 April 2009, supplementing the common basic standards for civil aviation security set out in the Annex to Regulation (EC) No. 300/2008 of the European Parliament and of the Council¹¹ general supplementary measures to the common basic standards for civil aviation security in the areas of security screening, access control and other security control measures, as well as in the areas of prohibited articles, the recognition of the equivalence of third countries, staff recruitment, training, special security procedures and exemptions from security control measures.¹²

¹⁰ Commission Regulation (EU) No. 18/2010 of 8 January 2010 amending Regulation (EC) No. 300/2008 of the European Parliament and of the Council as far as specifications for national quality control programmes in the field of civil aviation security are concerned OJ L 7, 12.1.2010, pp. 3-14.

¹¹ OJ L 91, 3.4.2009, pp. 7-13.

¹² Regulation No. 272/2009 was amended by Commission Regulations (EU) No. 297/2010 of 9 April 2010 (OJ L 90, 2010, p. 1) and No. 720/2011 of 22 July 2011 (OJ L 2011, No. 193, p. 19), supplementing the common basic standards for civil aviation security relating to the use of body scanners at EU airports and concerning the repeal of standards on the carriage of liquids, gels and aerosols and the setting of deadlines for the introduction of appropriate screening equipment. Regulation No. 1141/2011 of 10 November 2011 (OJ L 2011, No. 293, p. 22) amending Regulation No. 272/2009 concerning the authorisation of the use of non-ionising radiation body scanners. Another amending regulation was Commission Regulation (EU) No. 18/2010 (OJ L of 2010, No. 55, item 1) regarding specifications for national quality control programmes in the field of civil aviation security, which introduced Annex II:

4. COMMISSION REGULATION (EU) NO 185/2010

On 4 March 2010, the European Commission, having regard to Regulation No. 300/2008, laid down, by means of a regulation, detailed measures for the implementation of common basic standards for civil aviation security, adopting Commission Regulation (EU) No. 185/2010 of 4 March 2010 laying down detailed measures for the implementation of common basic standards for civil aviation security.¹³ This Regulation lays down specific measures to implement the common basic standards for the protection of civil aviation against acts of unlawful interference that threaten the security of civil aviation, as well as general measures supplementing the common basic standards, thereby constituting the implementing rules for Regulation No 300/2008.

Regulation 185/2010 has also been amended.¹⁴ Alongside the regulations, there were specific decisions relating to civil aviation security which entered

Common specifications for national quality control programmes implemented by Member States in the field of civil aviation. Commission Regulation (EU) No. 245/2013 of 19 March 2013 amending Regulation (EC) No. 272/2009 as regards security screening of liquids, aerosols and gels at EU airports (OJ L of 2010).

¹³ Commission Regulation (EU) No. 185/2010 of 4 March 2010 laying down detailed measures for the implementation of the common basic standards on civil aviation security, OJ L 55, 2010, p. 1 [hereinafter: 185/2010].

¹⁴ Commission Regulation (EU) No. 357/2010 of 23 April 2010 amending Regulation (EU) No. 185/2010 of 4 March 2010 laying down detailed measures for the implementation of the common basic standards on civil aviation security (OJ L 105, 2010, p. 10), which introduced amendments concerning the provisions on the security of in-flight supplies of liquids, aerosols and gels, and bags secured in such a way as to allow easy detection of tampering; Commission Regulation (EU) No. 358/2010 of 23 April 2010 amending Regulation (EU) No. 185/2010 of 4 March 2010 laying down detailed measures for the implementation of the common basic standards on civil aviation security (OJ L 105, 2010, p. 12) introduced an exemption from security screening for certain liquids, gels and aerosols, as well as a list of third-country airports operating flights to the European Union, which includes exemptions from screening for liquids, aerosol or gel provided that it is packed in a bag which is sealed in such a way that any tampering is easily detectable, and which displays appropriate proof of purchase within the operational area of the airport in question within the last 36 hours; Commission Regulation (EU) No. 573/2010 of 30 June 2010 amending Regulation (EU) No. 185/2010 of 4 March 2010 laying down detailed measures for the implementation of the common basic standards on civil aviation security (OJ L 166, 2010, p. 1), introducing explosive detection dogs as one of the screening methods and laying down general rules for their use, standards for the dogs, approval procedures, training requirements, and inspection procedures and methodology, some of which are classified and unpublished; Commission Regulation (EU) No. 983/2010 of 3 November 2010 amending Regulation (EU) No. 185/2010 of 4 March 2010 laying down specific measures for the implementation of the common basic standards on civil aviation security (OJ L 2010, No. 286, p. 1), established a uniform security area for aircraft, passengers and their cabin baggage and hold baggage arriving from the United States, and recognised compliance with EU standards in this regard; Commission Regulation (EU) No. 334/2011 of 7 April 2011 amending Regulation (EU) No. 185/2010 of 4 March 2010 laying

into force without being published in the Official Journals; these included: Decision C (2010) 774 of 13 April 2010 laying down specific measures for the implementation of the common basic standards for civil aviation security covering information referred to in Article 18(a) of Regulation (EC) No. 300/2008,¹⁵ including any amendments to it. EU regulations and decisions on the protection of civil aviation against acts of unlawful interference are subject to constant revision, driven by rulings from national courts as well as judgments of the Court of Justice, which have found them to be unlawful. Furthermore, technical advances in the use of equipment during security checks and the resulting changes to procedures have been a driving force behind the amendment of existing EU legislation on civil aviation security.

down detailed measures for the implementation of the common basic standards on civil aviation security (OJ L 94, 2011, p. 12) postponed the date of entry into force of the provision concerning liquids, gels and aerosols purchased at airports in third countries; Commission Regulation (EU) No. 859/2011 of 25 August 2011 amending Regulation (EU) No. 185/2010 of 4 March 2010 laying down detailed measures for the implementation of the common basic standards on civil aviation security (OJ L 2011, No. 220, p. 9) concerned the screening and security of cargo and mail and the granting of cargo status; Commission Regulation (EU) No. 1087/2011 of 27 October 2011 amending Regulation (EU) No. 185/2010 of 4 March 2010 laying down detailed measures for the implementation of the common basic standards on civil aviation security (OJ L 2011, No. 281, p. 12) concerning EDS standards; Commission Regulation (EU) No. 1147/2011 of 11 November 2011 amending Regulation (EU) No. 185/2010 of 4 March 2010 laying down detailed measures for the implementation of the common basic standards on civil aviation security (OJ L 2011, No. 294, item 7) introduced changes regarding passenger screening methods and body scanners; Commission Regulation (EU) No. 173/2012 of 29 February 2012 amending Regulation (EU) No. 185/2010 of 4 March 2010 laying down detailed measures for the implementation of the common basic standards on civil aviation security (OJ L 59, 2012, p. 1) introduced changes regarding the security of cargo, checked baggage and the content of civil aviation security awareness training programmes; Commission Regulation (EU) No. 711/2012 of 3 August 2012 amending Regulation (EU) No. 185/2010 of 4 March 2010 (OJ L 209, 4.8.2012) laying down detailed measures for the implementation of the basic standards on civil aviation security as regards methods used for the screening of non-passengers and items carried by them; Commission Regulation (EU) No. 1082/2012 of 9 November 2012 amending Regulation (EU) No. 185/2010 of 4 March 2010 as regards the approval of Union aviation security measures (OJ L 324, 2012, p. 25); Commission Regulation (EU) No. 104/2013 of 4 February 2013 amending Regulation (EU) No. 185/2010 of 4 March 2010 as regards the security screening of passengers and non-passengers using explosive trace detection (ETD) equipment in combination with hand-held metal detection equipment (HHMD) (OJ L 4/13, 2013); Commission Regulation (EU) No. 189/2013 of 5 March 2013 amending Regulation (EU) No. 185/2010 as regards the known consignor regime (OJ L 62/17, 2013); Commission Regulation (EU) No. 246/2013 of 19 March 2013 amending Regulation (EU) No. 185/2010 as regards security screening of liquids, aerosols and gels at EU airports (OJ L 77; 20.03.2013); Commission Implementing Regulation (EU) No. 1116/2013 of 6 November 2013 amending Regulation (EU) No. 185/2010 as regards the clarification, harmonisation and simplification of certain specific aviation security measures (OJ L 299/1; 09.11.2013).

¹⁵ Decision C(2010)774 final was addressed to all Member States on 13 April 2010; unpublished in the Official Journal (the material contained in the decision is classified as “restricted” and “confidential”).

5. COMMISSION REGULATION (EU) NO. 2015/1998

The European Commission, having regard to the Treaty on the Functioning of the European Union and having regard to Regulation No. 300/2008, has adopted Commission Implementing Regulation (EU) No. 2015/1998 laying down detailed measures for the implementation of common basic standards for civil aviation security.¹⁶

This legislation aimed to clarify and update existing regulations on civil aviation security, taking into account experience gained in the application of prior provisions and the rapid development of security-system technologies.¹⁷

Similar to the previous Regulation (EU) No. 185/2010, Regulation 2015/1998 has been subject to numerous amendments, demonstrating the evolving nature of the EU's civil aviation security system and the need to continually adapt it to the changing threat environment.¹⁸

As was the case during the period of validity of Regulation No. 185/2010, when unpublished implementing acts of a detailed nature were in force in parallel, several Commission Decisions containing sensitive information, which were not published in the Official Journal of the European Union, were also adopted in relation to Regulation 2015/1998. Among the most important of these is Commission Implementing Decision C (2015) 8005 final of 16 November 2015, laying down detailed measures for the implementation of the common basic standards on civil aviation security referred to in Article 18(a) of Regulation (EC) No 300/2008, as subsequently amended: Commission Implementing Decision C(2015) 8005 final of 16 November 2015 laying down detailed measures for the implementation of the common basic standards on civil aviation security, containing the information

¹⁶ OJ L 55 5.3.2010.

¹⁷ Commission Implementing Regulation (EU) No. 2015/1998.

¹⁸ Amended by: Commission Implementing Regulation (EU) 2015/2426 of 18 December 2015 amending Regulation (EU) 2015/1998 as regards third countries whose security standards are recognised as equivalent to the common basic standards for civil aviation security (OJ L 334, 22.12.2015, p. 5); Corrigendum to Commission Implementing Regulation (EU) 2015/1998 of 5 November 2015 laying down detailed measures for the implementation of the common basic standards on civil aviation security (OJ L 299, 14.11.2015); Commission Implementing Regulation (EU) 2017/815 of 12 May 2017 amending Implementing Regulation (EU) 2015/1998 as regards the clarification, harmonisation, and simplification of certain specific aviation security measures OJ L 122/1 of 13 May 2017); Commission Implementing Regulation (EU) 2019/103 of 23 January 2019 amending Implementing Regulation (EU) 2015/1998 as regards the clarification, harmonisation and simplification, as well as the strengthening of certain specific aviation security measures (OJ L 21/13, 24 January 2019).

referred to in Article 18(a) of Regulation (EC) No. 300/2008¹⁹ with the amendments.²⁰

In the relevant literature, the European Union's legislative activity in the field of civil aviation security can be divided into three main phases of development.

The first phase, covering the years 2002-2008, began with the adoption of Regulation (EC) No. 2320/2002. It was pioneering in nature and served to develop optimal legal and organisational solutions following the attacks of 11 September 2001. During this period, a number of restrictive security measures were introduced, in particular regarding the list of items prohibited from being carried on board aircraft.

The second period, covering the years 2008-2010, was linked to the entry into force of Regulation (EC) No. 300/2008 and its implementing acts. It was characterised by a more rational approach to regulation, involving a gradual move away from excessive and not always justified restrictions, whilst maintaining a high level of security.

The third period, lasting from 2010 to the present, is characterised by the dynamic adaptation of legal regulations to the changing threat environment, including hybrid, terrorist, and cyber threats. During this time, particular emphasis has been placed on the flexibility of the security system and the use of modern technologies in security screening processes [Nowacki and Paszukow 2018, 189]. The current Regulation 2015/1998, together with non-public decisions, is the most important legal act harmonising regulations and establishing a common European system for the protection of civil aviation against acts of unlawful interference, introducing a uniform interpretation for all Member States.

CONCLUSIONS

The evolution of European Union legislation on civil aviation security is closely linked to the growing scale of terrorist threats and the need to harmonise security standards across Member States. The introduction of uniform legal regulations has enabled the creation of a coherent and multi-layered air transport security system in Europe, based on common procedures, technical standards, and oversight mechanisms.

¹⁹ *Decision C(2010) 8005 final was addressed to all Member States on 16 November 2010; it has not been published in the Official Journal (the material contained in the decision is classified as "restricted" and "confidential").*

²⁰ *Commission Implementing Decision C (2017) final of 15 May 2017 amending Commission Decision C(2015) 8005 as regards the clarification, harmonisation and simplification of certain specific aviation security measures; Commission Implementing Decision C (2019) 132 of 23 January 2019 amending Commission Decision C(2015) 8005 as regards the clarification, harmonisation and simplification, as well as the strengthening, of certain specific aviation security measures.*

However, the current security environment, in particular the development of cyber threats, the phenomenon of disinformation, and hybrid operations, points to the need for continuous adaptation of this system. The dynamic nature of threats means that existing regulations require systematic updating and supplementation with new legal and organisational instruments.

European Union regulations on civil aviation security are subject to constant revision, driven both by technological progress and by case law, which in some instances has questioned the compatibility of certain measures with primary EU law or fundamental rights. Commission Regulation (EC) No. 1998/2005, together with its non-public implementing acts, plays a particularly significant role in this system; it constitutes a key element in the harmonisation of security measures and establishes the foundations of a common European civil aviation security system.

Technological progress is also a significant factor determining the development of legal regulations, particularly regarding the use of advanced security screening equipment, such as body scanners, hazardous materials detection systems, and data-driven solutions. The implementation of new technologies necessitates not only changes to operational procedures but also adjustments to the legal framework, including in the areas of personal data protection and passenger rights.

The safety and security system in civil aviation is, therefore, a dynamic structure that is subject to continuous improvement. Thanks to the implementation of international standards, in particular the guidelines of the International Civil Aviation Organisation (ICAO), and enhanced cooperation at international, European, and national levels, a range of measures has been introduced to minimise risks and mitigate threats.

In recent years, significant progress has been made in the development of security technologies, the improvement of control procedures, and the enhancement of aviation personnel qualifications. These measures have directly contributed to increasing the level of safety and security in civil aviation, whilst at the same time revealing the need to further strengthen the system's resilience to new, often intangible forms of threat.

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