



Security Charges

Security charges must not recover more than the costs involved in providing airport security.

SITUATION

Many governments expect aviation to pay for its own security, while the cost of security for other modes of transport and public areas is fully subsidized and paid for by governments (e.g. train stations, stadiums, public buildings). Expanding aviation security measures has resulted in significant increases in security costs that airports or third-party security providers have passed on to airlines and their passengers through higher security charges. Nonetheless, there is often a lack of clear information on responsibility for costs, revenue and efficiency in the provision of airport security services. Security providers in most airports are not a part of the regular consultation process and airlines are often not involved in determining the requirements and costs of security services that they assume.

Finally, airlines and their passengers are sometimes requested to pay additional charges to cover security costs that are not related to the provision of airport and aviation security services.

IATA POSITION

Where security costs are incurred by an airport, the four key ICAO charging principles of non-discrimination, cost-relatedness, transparency and consultation with the airlines should be observed when security charges are designed and implemented. Security charges must be directly related to the costs of providing airport security services such as screening of passengers and baggage and must not recover more than the relevant costs involved¹. Charges should be split between all users on an equitable cost-related basis, including a fair share for the airport itself.

Specifically, and as per ICAO's policies on charges², airlines and their passengers must not be charged for any costs incurred for general security functions performed by states, such as national intelligence, counter-terrorism and baseline policing activities that are over and above the level of security required at airports for normal business purposes. When the airport provides security through a third party, airlines should receive clear and timely information on the tender process, the costs involved and the resulting decision(s).

Finally, security standards should be harmonized on a global basis.

KEY ELEMENTS TO CONSIDER WHEN INTRODUCING A SECURITY CHARGE

- ◆ Governments should ensure that the charge will **recover the cost of providing airport security services** only and not the costs incurred for general/national security services. They should **assess and provide the most cost-effective solution for additional airport security measures prior to implementation**.
- ◆ As per ICAO's policies, only the following security services can be included in the cost base for security charges: screening of passengers and baggage, security control of cargo and airport and airline personnel, monitoring of restricted areas, and training.
- ◆ Governments, airports and security services providers must provide airlines with **adequate and transparent financial and operational information**.
- ◆ **Airlines must be consulted³** on the extent of security measures provided at a given airport and on the level of security charges.
- ◆ Airports and airlines should agree a fair allocation of costs, to ensure that all users contribute towards airport security costs, including the airport

¹ ICAO Doc 9082 (ninth edition), paragraph 1 of Foreword and paragraph 7.iii) of Section II refer. Appendix 1 of Doc 9082 also established the list of the costs for airport security that can be recovered through charges.

² ICAO Doc 9082 (ninth edition), paragraph 7.iv) of Section II refers.

³ IATA's position papers on [Transparency](#) and [Airlines Engagement in Consultations](#) refer.