

19 May 2003

## **Financing civil aviation security costs in Europe**

### **An ACI EUROPE study**

Airports Council International (ACI) is the only worldwide professional association of airport operators. ACI EUROPE represents over 450 airports in 48 European countries. Member airports handle 90% of commercial air traffic in Europe, welcoming over a billion passengers each year.

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## Executive summary

The tragic events of 11 September clearly demonstrated that air transport has been misused by terrorists to attack governments. However, air transport itself is not the intended target of terrorist activity and should not be responsible for the cost of preventative measures. Since these attacks, enhancing security levels across European airports has become a top priority. However, European airports face a major challenge in implementing and financing these high security standards. The European Commission, airlines, airports and other industry partners have all clearly stated their belief that European governments must now assume responsibility for aviation security.

To do this, policy makers require a comprehensive understanding of the financing of aviation security in Europe, which varies widely from country to country. While in some countries security costs are borne by the government, they are paid for by a special departure tax in others, or financed directly by air transport operators. These 'patchwork' arrangements mean that there is thus no level playing field.

This unsatisfactory situation is made worse by the substantial expenditure required for the extensive range of additional anti-terrorist security measures currently being introduced. This important issue demands a uniform approach. This was already well understood in the United States where on 19 November 2001, the President signed into law the Aviation and Transportation Security Act. This authorised a USD 1.5 billion aviation security package, specifically to allow airports to meet Federal Aviation Authority (FAA) mandated security expenses.

The urgent need for a harmonised approach to the financing of security measures is intensified by the European Union's current legislative work on the harmonisation of security measures in Europe. The response of the ACI EUROPE airports surveyed in this study clarifies:

1. where the responsibilities lie for financing aviation security;
2. the cost of security measures by category; and
3. the financial cover of additional security measures since 11 September.

The three explanatory tables indicate how the responsibility for security measures differs from country to country, and within any given country, from airport to airport. The tables also show that there is a clear disparity in the funding of additional post 11 September security measures among airport operators, governments and airlines. It is hoped that this and other such studies will highlight the need for governments to address, as a matter of urgency, their responsibility for harmonising and financing European civil aviation security.

## Security at airports

Airports make a considerable economic contribution to the regions they serve, stimulating their local, regional and national economies. Research shows that for every million passengers using an airport in Europe, 4,000 jobs are directly or indirectly created. Over the past 50 years, airports have undergone some major transformations. From mere infrastructure providers they have become commercially-minded businesses, keen on securing investment in capacity to meet demand and providing a reasonable return on their assets for their shareholders.

However, the considerable growth in air traffic demand, even taking into consideration the impact of terrorist attacks on 11 September 2001 in the United States, is leading to capacity pressures, particularly at the larger hub airports. This requires investment by airports to meet the needs of air travellers.

Yet European airports, large and small, are slowly recovering from the aftershocks of the 11 September terrorist attacks which have had substantial and unprecedented repercussions. The impact has not only been economic, hitting both aeronautical and non-aeronautical revenues and forcing airports to freeze their investment plans, but it has also required the implementation and financing of new security measures. Indeed, significant expenditure is required for the extensive range of additional anti-terrorist security measures currently being introduced. The adoption of the EU Regulation establishing common rules in the field of civil aviation (based on the security recommendations outlined in European Civil Aviation Conference (ECAC) Document 30), will require speedy implementation of further measures.

However, the financing of anti-terrorist security for air transport currently differs from country to country and between airports, as is clearly shown by the tables in the Annex. There is not only an uneven playing field between Europe and the United States where airports are being reimbursed by the government for security-related expenses since the 11 September terrorist attacks, but also an absence of a level playing field within Europe itself.

Effective, uniform application of security measures as laid down in ECAC Doc. 30 will entail substantial costs for all operators. In this respect, the introduction of uniform rules based on a security tax must ensure that small airports are not penalised. This therefore requires an overall tax to be introduced at central level, which will avoid any distortion of competition between companies in the European Union, including between airports of different sizes.

### Responsibility for security measures (Table 1)

Table 1, covering 'Responsibility for security measures', clearly shows a discrepancy within Europe as the responsibility and supervision of security measures differs from country to country. For example, responsibility for designing security measures lies completely with the airport operator at the airports of Athens, Helsinki, Ljubljana, Prague and Riga. However, this responsibility is shared between the airport operator, the airlines and the government in Munich whereas in Amsterdam and Portugal, responsibility lies with the government only (the Ministry of Justice in the Netherlands, the Ministry of Home Affairs in cooperation with the airport director in Portugal).

The roles played by the State and the airport authority also vary. In some countries, responsibilities are transferred in their entirety to the airport operator while in others the public authorities and the airlines continue to take care of some of the tasks. The terminal protection, both airside and landside, is almost always performed by the police, as a responsibility of the Ministry of the Interior.

Checks on passengers, and hand and hold luggage mostly fall within the competencies of the airport operator. However, it is more difficult to find a common operator responsible for other security measures (badge regime, checks on access of staff to restricted areas, baggage reconciliation, protection on aircraft, checks on cargo/airmail, video supervision). These are performed by various organisations including the airport operator, the airline, the police, or by a subcontractor depending on the airport concerned. With these tasks performed by so many different entities, it is extremely difficult to find common financing patterns for these security measures, which again raises the need for a harmonized funding approach.

### **Security taxes and charges (Table 2)**

Table 2 on 'Security taxes and charges' reveals the extent to which the financing of security for air transport differs from country to country. Depending on the airport in question, security expenses are either financed by a specific tax, by airport charges or by the airport's non-aeronautical revenues, or by a mix of these last two modes.

In some cases, the cost of security is borne by the government or paid for by a special departure tax (note: taxes are imposed by the national authorities and do not represent revenue for the airport, but are usually collected by the airport on behalf of the Treasury). In other cases, air carriers bear part of the overall security costs.

However, security measures are mostly financed directly by the airport operator, who includes it in the airport's general charges or via a special additional charge. These differences have a significant impact on the global amount of airport charges. The current scenario lacks transparency, to the detriment of airport operators, air carriers and passengers. Furthermore, it obliges the different stakeholders to cover costs which should normally be borne by the governments as part of national security measures.

The costs of additional security measures are deepening the financial crisis facing the airport industry. With the adoption of the EU Regulation on civil aviation security, 100% Hold Baggage Screening, whose inception ACI EUROPE member airports have always supported, became compulsory as of 1 January 2003. It entails significant equipment costs for airports coupled with costs arising from the need to rearrange terminals in order to install the necessary equipment and training. Moreover, screening equipment is not only costly, but it appears that its cost has risen considerably since 11 September 2001 due to both the increased demand for equipment and the scarce number of manufacturers in that specific field.

### **Financial cover of additional security measures after 11 September (Table 3)**

The general trend in Table 3 relating to the 'Financial cover of additional security measures after 11 September' reveals the disparity in funding such measures among airport operators, governments and airlines. Different scenarios can be observed. Either the government fully pays for the additional security measures required (the case of Norway), or the airport operator has to finance everything (the cases of the Irish airports, Malta and Prague airports) or there is a mix with the costs being covered both by the airport operator and the government (Frankfurt airport) or even by a combination of three entities (government, airport operator, and airlines). This third method is currently the case in almost half of the airports who replied to the survey: Amsterdam, Athens, Manchester, Milan, Munich and the 7 Portuguese airports managed by ANA-SA.

## **Conclusion**

As indicated by the situation facing the airports surveyed, Europe needs a level playing field with respect to the financing of aviation security. Even the contrast with the United States is startling: two bills have been approved by the US Congress, one granting USD 175 million to reimburse airports for security-related expenses. The other, reimburses airports USD 1.5 billion in 2002 and 2003 for meeting the costs of new, additional security requirements imposed by the US FAA (screening functions and costs of Explosive Detection Systems -EDS- machines). When push came to shove the Americans acted quickly – unlike, so far, their European counterparts.

In Europe, the costs of additional security costs imposed on airports have been substantial. For example, Athens International Airport now spends an approximately 300,000 euros per month on measures for enhancing passenger and baggage screening, additional security staff, increased patrols and access controls to the airport premises. At Milano Malpensa airport, additional security costs from 11 September 2001 until 31 October 2001 amounted to over 90,000 euros for security staff only (representing some 5,000 hours of overtime).

On top of the fall in air passenger traffic and the economic downturn, which have reduced revenues, most airports are being put at a severe disadvantage as they struggle to finance the majority of increased security outlays. In conclusion, ACI EUROPE urges European governments to look at the evidence and address, unambiguously, the provision and financing of all necessary civil aviation security measures in a uniform manner. It is only in this way that European airports can ensure the highest possible level of security for air passengers.

**Table 1**

<b>Responsibility for security measures</b>		
<b>Airport</b>	<b>Who is responsible for security service provision?</b>	<b>Who supervises security service provider?</b>
<p>Belgium</p> <p><b>Brussels International Airport</b></p> <p>Responsibility for designing the security measures (master plan):</p> <p>airport operator/ Department of the Airport Inspection Security (Security Department DAA/SEC)</p>	<p><b>Badge regime</b>                      Airport operator: Airport Inspection Security DAA/SEC/ACL (Access Control Logistics)</p> <p><b>Reliability check on applicants for obtaining badge</b>                      federal State police (criminal background check)/ Federal Intelligence Service (political background check)</p> <p><b>Checks on access of staff to restricted areas</b>                      airport operator: Airport Inspection Security (DAA/SEC)/ private security company</p> <p><b>Checks on passengers and hand baggage</b>                      airport operator: Airport Inspection Security (DAA/SEC)/ private security company</p> <p><b>Baggage reconciliation</b>                      airlines</p> <p><b>Checks on hold baggage</b>                      airport operator: Airport Inspection Security (DAA/SEC)/private security company</p> <p><b>Checks on cargo/airmail</b>                      airlines</p> <p><b>Armed protection landside</b>                      State police</p> <p><b>Armed protection airside</b>                      State police/airport operator: Airport Inspection Security (from 2003)</p> <p><b>Protection on parked aircraft</b>                      airlines/private security company</p> <p><b>Video supervision</b>                      airport operator: Airport Inspection Security/Airport Inspection Safety</p>	<p><b>Badge regime</b>                      airport operator: DAA/SEC</p> <p><b>Reliability check on applicants for obtaining badge</b>                      State police/Intelligence Service</p> <p><b>Checks on access of staff to restricted areas</b>                      airport operator: DAA/SEC</p> <p><b>Checks on passengers and hand baggage</b>                      airport operator: DAA/SEC; CAA: Aeronautical Inspectorate</p> <p><b>Baggage reconciliation</b>                      CAA: Aeronautical Inspectorate</p> <p><b>Checks on hold baggage</b>                      airport operator: DAA/SEC; CAA: Aeronautical Inspectorate</p> <p><b>Checks on cargo/airmail</b>                      CAA: Aeronautical Inspectorate</p> <p><b>Armed protection landside</b>                      State Police</p> <p><b>Armed protection airside</b>                      State Police/ CAA: Aeronautical Inspectorate</p> <p><b>Protection on parked aircraft</b>                      airlines/CAA</p> <p><b>Video supervision</b>                      DAA/SEC; DAA/ACO</p>

Airport	Who is responsible for security service provision?	Who supervises security service provider?
<p>Czech Republic</p> <p><b>Prague- Ruzyne International Airport</b></p> <p>Responsibility for designing the security measures (master plan):</p> <p>airport operator</p>	<p><b>Badge regime</b> airport operator/ handling agents</p> <p><b>Reliability check on applicants for obtaining badge</b> handling agents</p> <p><b>Checks on access of staff to restricted areas</b> airport operator</p> <p><b>Checks on passengers and hand baggage</b> airport operator/handling agents</p> <p><b>Baggage reconciliation</b> handling agents</p> <p><b>Checks on hold baggage</b> handling agents</p> <p><b>Checks on cargo/airmail</b> airport operator/cargo agent</p> <p><b>Armed protection landside</b> police/ airport operator</p> <p><b>Armed protection airside</b> airport operator</p> <p><b>Protection on parked aircraft</b> police/airport operator</p> <p><b>Video supervision</b> police/airport operator</p>	<p><b>Badge regime</b> airport operator</p> <p><b>Reliability check on applicants for obtaining badge</b> airport operator</p> <p><b>Checks on access of staff to restricted areas</b> airport operator</p> <p><b>Checks on passengers and hand baggage</b> airport operator</p> <p><b>Baggage reconciliation</b> airport operator</p> <p><b>Checks on hold baggage</b> airport operator</p> <p><b>Checks on cargo/airmail</b> airport operator</p> <p><b>Armed protection landside</b> airport operator</p> <p><b>Armed protection airside</b> airport operator</p> <p><b>Protection on parked aircraft</b> police/airport operator</p> <p><b>Video supervision</b> police (Ministry of the Interior)/airport operator</p>
<p>Denmark</p> <p><b>Copenhagen Airport</b></p> <p>Responsibility for designing the security measures (master plan):</p> <p>CAA in cooperation with national Police and airport</p>	<p><b>Badge regime</b> airport operator</p> <p><b>Reliability check on applicants for obtaining badge</b> national police (as of 1<sup>st</sup> July 2002)</p> <p><b>Checks on access of staff to restricted areas</b> airport operator</p> <p><b>Checks on passengers and hand baggage</b> airport operator</p> <p><b>Baggage reconciliation</b> airlines</p> <p><b>Checks on hold baggage</b> airport operator</p> <p><b>Checks on cargo/airmail</b> airlines</p> <p><b>Armed protection landside</b> national police</p> <p><b>Armed protection airside</b> national Police</p> <p><b>Protection on parked aircraft</b> airlines</p> <p><b>Video supervision</b> airport operator</p>	<p><b>Badge regime</b> CAA</p> <p><b>Reliability check on applicants for obtaining badge</b> Ministry of Justice</p> <p><b>Checks on access of staff to restricted areas</b> CAA</p> <p><b>Checks on passengers and hand baggage</b> CAA</p> <p><b>Baggage reconciliation</b> CAA</p> <p><b>Checks on hold baggage</b> CAA</p> <p><b>Checks on cargo/airmail</b> CAA</p> <p><b>Armed protection landside</b> Ministry of Justice</p> <p><b>Armed protection airside</b> Ministry of Justice</p> <p><b>Protection on parked aircraft</b> CAA</p> <p><b>Video supervision</b> CAA</p>

<b>Airport</b>	<b>Who is responsible for security service provision?</b>	<b>Who supervises security service provider?</b>
<p>Finland</p> <p><b>Helsinki-Vantaa Airport</b></p> <p>Responsibility for designing the security measures (master plan):</p> <p>Corporate Security of the airport</p>	<p><b>Badge regime</b> airport operator</p> <p><b>Reliability check on applicants for obtaining badge</b> police</p> <p><b>Checks on access of staff to restricted areas</b> private company (Securitas)</p> <p><b>Checks on passengers and hand baggage</b> private company (Securitas)</p> <p><b>Baggage reconciliation</b> airport operator</p> <p><b>Checks on hold baggage</b> private company (Securitas)</p> <p><b>Checks on cargo/airmail</b> Securitas/airlines/regulated agent</p> <p><b>Armed protection landside</b> Securitas/police</p> <p><b>Armed protection airside</b> police/borderguard</p> <p><b>Protection on parked aircraft</b> Securitas</p> <p><b>Video supervision</b> Securitas</p>	<p><b>Badge regime</b> airport operator</p> <p><b>Reliability check on applicants for obtaining badge</b> government</p> <p><b>Checks on access of staff to restricted areas</b> airport operator</p> <p><b>Checks on passengers and hand baggage</b> airport operator</p> <p><b>Baggage reconciliation</b> airport operator</p> <p><b>Checks on hold baggage</b> airport operator</p> <p><b>Checks on cargo/airmail</b> CAA</p> <p><b>Armed protection landside</b> airport operator/ government</p> <p><b>Armed protection airside</b> government</p> <p><b>Protection on parked aircraft</b> airlines</p> <p><b>Video supervision</b> airport operator</p>
<p>France</p> <p><b>Aéroports de Paris (CDG, ORY)</b></p> <p>Responsibility for designing the security measures (master plan):</p> <p>The State</p>	<p><b>Badge regime</b> airport operator</p> <p><b>Reliability check on applicants for obtaining badge</b> the State</p> <p><b>Checks on access of staff to restricted areas</b> airport operator</p> <p><b>Checks on passengers and hand baggage</b> airport operator, which subcontracts the task</p> <p><b>Baggage reconciliation</b> airlines</p> <p><b>Checks on hold baggage</b> airport operator</p> <p><b>Checks on cargo/airmail</b> airport operator</p> <p><b>Armed protection landside</b> the State: national police</p> <p><b>Armed protection airside</b> the State: police (<i>Gendarmerie</i>)</p> <p><b>Protection on parked aircraft</b> the State</p> <p><b>Video supervision</b> airport operator</p>	<p><b>Badge regime</b> the State</p> <p><b>Reliability check on applicants for obtaining badge</b> /</p> <p><b>Checks on access of staff to restricted areas</b> the State</p> <p><b>Checks on passengers and hand baggage</b> the State</p> <p><b>Baggage reconciliation</b> /</p> <p><b>Checks on hold baggage</b> the State</p> <p><b>Checks on cargo/airmail</b> the State</p> <p><b>Armed protection landside</b> the State</p> <p><b>Armed protection airside</b> the State</p> <p><b>Protection on parked aircraft</b> the State</p> <p><b>Video supervision</b> the State</p>

<b>Airport</b>	<b>Who is responsible for security service provision?</b>	<b>Who supervises security service provider?</b>
<p>Germany</p> <p><b>Frankfurt Main/ International Airport</b></p> <p>Responsibility for designing the security measures (master plan)</p>	<p><b>Badge regime</b> airport operator</p> <p><b>Reliability check on applicants for obtaining badge</b> "Land" police</p> <p><b>Checks on access of staff to restricted areas</b> airport operator</p> <p><b>Checks on passengers and hand baggage</b> airport operator</p> <p><b>Baggage reconciliation</b> airlines</p> <p><b>Checks on hold baggage</b> airport operator</p> <p><b>Checks on cargo/airmail</b> airlines/handling agents</p> <p><b>Armed protection landside</b> "Land" police</p> <p><b>Armed protection airside</b> federal border police</p> <p><b>Protection on parked aircraft</b> airlines</p> <p><b>Video supervision</b> airport operator</p>	<p><b>Badge regime</b> "Land" Ministry of Transport (MOT)</p> <p><b>Reliability check on applicants for obtaining badge</b> federal Ministry of the Interior (MOI)</p> <p><b>Checks on access of staff to restricted areas</b> "Land" MOT</p> <p><b>Checks on passengers and hand baggage</b> federal border police/German MOI</p> <p><b>Baggage reconciliation</b> federal MOT</p> <p><b>Checks on hold baggage</b> federal border police/federal MOI</p> <p><b>Checks on cargo/airmail</b> federal MOT</p> <p><b>Armed protection landside</b> "Land" MOI</p> <p><b>Armed protection airside</b> federal MOI</p> <p><b>Protection on parked aircraft</b> federal MOT</p> <p><b>Video supervision</b> "Land" MOT</p>
<p>Germany</p> <p><b>Munich International Airport</b></p> <p>Responsibility for designing the security measures (master plan):</p> <p>1) the airport operator (German air traffic law § 19b)</p> <p>2) the airlines (German air traffic law §20a)</p> <p>the master plan requires approval by the Bavarian Ministry of Transport (law § 19b) or by the Federal Air Traffic Agency (airlines: law § 20b)</p> <p>3) the Government (Ministry of Interior, German air traffic law §29 c )</p>	<p><b>Badge regime</b> airport operator/ airlines, if they work on own security areas</p> <p><b>Checks on access of staff to restricted areas</b> airport/airlines</p> <p><b>Checks on passengers and hand baggage</b> government of Bavaria</p> <p><b>Baggage reconciliation</b> airlines</p> <p><b>Checks on hold baggage</b> government of Bavaria</p> <p><b>Checks on cargo/airmail</b> government of Bavaria</p> <p><b>Armed protection landside</b> German border police/"Land" police of Bavaria</p> <p><b>Protection on parked aircraft</b> a) airlines flying to the US and British airlines→ German border police b) others: airlines</p> <p><b>Video supervision</b> primary the airport operator (users are the airport, the police and the government)</p>	<p><b>Badge regime</b> government of Bavaria (airport), government of Federal Republic of Germany (airlines)</p> <p><b>Checks on access of staff to restricted areas</b> government of Bavaria (airport), government of Federal Republic of Germany (airlines)</p> <p><b>Checks on passengers and hand baggage</b> government of Bavaria</p> <p><b>Baggage reconciliation</b> government of Federal Republic of Germany</p> <p><b>Checks on hold baggage</b> government of Bavaria</p> <p><b>Checks on cargo/airmail</b> government of Bavaria</p> <p><b>Armed protection landside</b> government of Federal Republic of Germany and government of Bavaria (Ministry of the Interior)</p> <p><b>Protection on parked aircraft</b> a) government of Federal Republic of Germany (Ministry of Interior) b) government of Federal Republic of Germany (Ministry of Traffic...)</p> <p><b>Video supervision</b> applicants</p>

Airport	Who is responsible for security service provision?	Who supervises security service provider?
<p>Greece</p> <p><b>Athens International Airport (AIA)</b></p> <p>Responsibility for designing the security measures (master plan):</p> <p>AIA Safety and Security Department</p>	<p><b>Badge regime</b> airport operator: Safety and Security Department</p> <p><b>Reliability check on applicants for obtaining badge</b> Ministry of Justice</p> <p><b>Checks on access of staff to restricted areas</b> subcontractors of the airport operator</p> <p><b>Checks on passengers and hand baggage</b> subcontractor of the airport operator</p> <p><b>Baggage reconciliation</b> airlines</p> <p><b>Checks on hold baggage</b> subcontractor of the airport operator</p> <p><b>Checks on cargo/airmail</b> CAA/airport operator</p> <p><b>Armed protection landside</b> national police</p> <p><b>Armed protection airside</b> national police</p> <p><b>Protection on parked aircraft</b> national police/AIA security contractors/airline security contractor</p> <p><b>Video supervision</b> airport operator: Safety and Security Department</p>	<p><b>Badge regime</b> airport operator: Safety and Security Department</p> <p><b>Reliability check on applicants for obtaining badge</b> CAA</p> <p><b>Checks on access of staff to restricted areas</b> airport operator: Safety and Security Department</p> <p><b>Checks on passengers and hand baggage</b> airport operator: Safety and Security Department</p> <p><b>Baggage reconciliation</b> airlines</p> <p><b>Checks on hold baggage</b> airport operator: Safety and Security Department</p> <p><b>Checks on cargo/airmail</b> CAA</p> <p><b>Armed protection landside</b> national police</p> <p><b>Armed protection airside</b> national police</p> <p><b>Protection on parked aircraft</b> national police/AIA: Safety and Security Department</p> <p><b>Video supervision</b> airport operator: Safety and Security Department</p>
<p>Ireland</p> <p><b>Aer Rianta</b> (3 airports)</p> <p>Responsibility for designing the security measures (master plan):</p> <p>The Airport Director</p>	<p><b>Badge regime</b> airport police</p> <p><b>Reliability check on applicants for obtaining badge</b> airport police</p> <p><b>Checks on access of staff to restricted areas</b> airport police</p> <p><b>Checks on passengers and hand baggage</b> airport police/ Aviation Security Search Unit</p> <p><b>Baggage reconciliation</b> airlines</p> <p><b>Checks on hold baggage</b> airlines using private security contractors</p> <p><b>Checks on cargo/airmail</b> airlines/ handlers using private security contractors</p> <p><b>Armed protection landside</b> national police (Garda Siochana)</p> <p><b>Armed protection airside</b> Garda Siochana, when necessary</p> <p><b>Protection on parked aircraft</b> airlines/ the airport operator is responsible for patrolling areas where aircrafts are parked</p> <p><b>Video supervision</b> airport police</p>	<p><b>Badge regime</b> airport operator (Manager, Safety Security &amp; Manpower Services)</p> <p><b>Reliability check on applicants for obtaining badge</b> airport operator</p> <p><b>Checks on access of staff to restricted areas</b> airport operator</p> <p><b>Checks on passengers and hand baggage</b> airport police</p> <p><b>Baggage reconciliation</b> airlines</p> <p><b>Checks on hold baggage</b> private security</p> <p><b>Checks on cargo/airmail</b> airport operator/security contractor</p> <p><b>Armed protection landside</b> Garda Siochana</p> <p><b>Armed protection airside</b> Garda Siochana</p> <p><b>Protection on parked aircraft</b> airlines/airport operator</p> <p><b>Video supervision</b> airport operator</p>

Airport	Who is responsible for security service provision?	Who supervises security service provider?
<p>Israel</p> <p><b>Tel Aviv- Ben Gurion Int'l Airport</b></p> <p>Responsibility for designing the security measures (master plan):</p> <p>Israeli Security Agency and Israeli Police</p>	<p><b>Badge regime</b> Israeli Airports Authority (Security Division)</p> <p><b>Reliability check on applicants for obtaining badge</b> Israeli Airports Authority (Security Division)</p> <p><b>Checks on access of staff to restricted areas</b> Israeli Airports Authority (Security Division)</p> <p><b>Checks on passengers and hand baggage</b> Israeli Airports Authority (Security Division)</p> <p><b>Baggage reconciliation</b> airlines</p> <p><b>Checks on hold baggage</b> Israeli Airports Authority (Security Division)</p> <p><b>Checks on cargo/airmail</b> Cargo companies</p> <p><b>Armed protection landside</b> Israeli Airports Authority (Security Division)</p> <p><b>Armed protection airside</b> Israeli Airports Authority (Security Division)</p> <p><b>Protection on parked aircraft</b> Israeli Airports Authority (Security Division)</p>	<p><b>Badge regime</b> Israeli Airports Authority</p> <p><b>Reliability check on applicants for obtaining badge</b> Israeli Security Agency</p> <p><b>Checks on access of staff to restricted areas</b> Israeli Security Agency</p> <p><b>Checks on passengers and hand baggage</b> Israeli Security Agency</p> <p><b>Baggage reconciliation</b> Israeli Airports Authority (Security Division)</p> <p><b>Checks on hold baggage</b> Israeli Security Agency</p> <p><b>Checks on cargo/ airmail</b> Israeli Security Agency</p> <p><b>Armed protection landside</b> Israeli Security Agency/national police</p> <p><b>Armed protection airside</b> Israeli Security Agency/national police</p> <p><b>Protection on parked aircraft</b> Israeli Security Agency/national police</p>
<p>Italy</p> <p><b>Milan Airports (LIN/MXL)</b></p> <p>Responsibility for designing the security measures (master plan):</p> <p>Ministry of Transport and Ministry of Interior: the interdepartmental Security Committee (CIS) elaborates security measures which are implemented by the Airport Security Committee (CSA). At local level members of the CSA are representatives of Civil Aviation, airport operator, police, airlines, customers. The CSA is chaired by the Director of the Civil Aviation Airport District.</p>	<p><b>Badge regime</b> airport operator (security service)</p> <p><b>Reliability check on applicants for obtaining badge</b> State police</p> <p><b>Checks on access of staff to restricted areas</b> State police/customs</p> <p><b>Checks on passengers and hand baggage</b> airport operator</p> <p><b>Baggage reconciliation</b> airport operator</p> <p><b>Checks on hold baggage</b> airport operator</p> <p><b>Checks on cargo/airmail</b> airport operator</p> <p><b>Armed protection landside</b> State police/military force</p> <p><b>Armed protection airside</b> State police/military force</p> <p><b>Protection on parked aircraft</b> State police/ airport operator on specific request of airlines</p> <p><b>Video supervision</b> police/ airport operator</p>	<p><b>Badge regime</b> CAA (ENAC)/State police</p> <p><b>Reliability check on applicants for obtaining badge</b> CAA (ENAC)/State police</p> <p><b>Checks on access of staff to restricted areas</b> State police/customs</p> <p><b>Checks on passengers and hand baggage</b> CAA/State police</p> <p><b>Baggage reconciliation</b> CAA/State police</p> <p><b>Checks on hold baggage</b> CAA/State police</p> <p><b>Checks on cargo/airmail</b> CAA/State police</p> <p><b>Armed protection landside</b> CAA/State police</p> <p><b>Armed protection airside</b> CAA/State police</p> <p><b>Protection on parked aircraft</b> State police/airport operator on specific request of airlines</p> <p><b>Video supervision</b> State police</p>

<b>Airport</b>	<b>Who is responsible for security service provision?</b>	<b>Who supervises security service provider?</b>
<p>Italy</p> <p><b>Rome-Fiumicino Airport</b></p> <p>Responsibility for designing the security measures (master plan):</p> <p>Ministry of Transport and Ministry of Interior: the interdepartmental Security Committee (CIS) elaborates security measures which are implemented by the Airport Security Committee (CSA). At local level members of the CSA are representatives of Civil Aviation, airport operator, police, airlines, customers. The CSA is chaired by the Director of the Civil Aviation Airport District.</p>	<p><b>Badge regime</b> CAA (ENAC)/airport operator</p> <p><b>Reliability check on applicants for obtaining badge</b> State police</p> <p><b>Checks on access of staff to restricted areas</b> State police/customs</p> <p><b>Checks on passengers and hand baggage</b> airport operator</p> <p><b>Baggage reconciliation</b> airlines/security companies/airport operator</p> <p><b>Checks on hold baggage</b> airport operator</p> <p><b>Checks on cargo/airmail</b> airport operator</p> <p><b>Armed protection landside</b> State police/ military force</p> <p><b>Armed protection airside</b> State police/military force</p> <p><b>Protection on parked aircraft</b> State police/airport operator on specific request</p> <p><b>Video supervision</b> State police</p>	<p><b>Badge regime</b> CAA (ENAC)/State police</p> <p><b>Reliability check on applicants for obtaining badge</b> CAA (ENAC)/State police</p> <p><b>Checks on access of staff to restricted areas</b> State police/customs</p> <p><b>Checks on passengers and hand baggage</b> CAA/State police</p> <p><b>Baggage reconciliation</b> CAA/State police</p> <p><b>Checks on hold baggage</b> CAA/State police</p> <p><b>Checks on cargo/airmail</b> CAA/State police</p> <p><b>Armed protection landside</b> CAA/State police</p> <p><b>Armed protection airside</b> CAA/State police</p> <p><b>Protection on parked aircraft</b> State police/CAA</p> <p><b>Video supervision</b> State police</p>
<p>Latvia</p> <p><b>Riga International Airport</b></p> <p>Responsibility for designing the security measures (master plan):</p> <p>Airport operator (Security Department)</p>	<p><b>Badge regime</b> airport operator (security department)</p> <p><b>Reliability check on applicants for obtaining badge</b> airport operator (security department)</p> <p><b>Checks on access of staff to restricted areas</b> airport operator (security department)</p> <p><b>Checks on passengers and hand baggage</b> airport operator (security department)</p> <p><b>Baggage reconciliation</b> airport operator/airlines</p> <p><b>Checks on hold baggage</b> airport operator (security department)</p> <p><b>Checks on cargo/airmail</b> airport operator/regulated agent</p> <p><b>Armed protection landside</b> airport operator (security department)</p> <p><b>Armed protection airside</b> airport operator (security department)</p> <p><b>Protection on parked aircraft</b> airport operator (security department)</p> <p><b>Video supervision</b> airport operator (security department)</p>	<p><b>Badge regime</b> CAA</p> <p><b>Reliability check on applicants for obtaining badge</b> CAA</p> <p><b>Checks on access of staff to restricted areas</b> CAA</p> <p><b>Checks on passengers and hand baggage</b> CAA</p> <p><b>Baggage reconciliation</b> CAA</p> <p><b>Checks on hold baggage</b> CAA</p> <p><b>Checks on cargo/airmail</b> CAA</p> <p><b>Armed protection landside</b> CAA</p> <p><b>Armed protection airside</b> CAA</p> <p><b>Protection on parked aircraft</b> CAA</p> <p><b>Video supervision</b> airport operator</p>

<b>Airport</b>	<b>Who is responsible for security service provision?</b>	<b>Who supervises security service provider?</b>
<p>Malta</p> <p><b>Malta International Airport</b></p> <p>Responsibility for designing the security measures (master plan):</p> <p><b>OMAS</b> (office of the Manager –Airport Security) under the direct control of the Airport Security Committee which embraces all the important entities at our airport i.e Armed Forces of Malta, Police, Malta International Airport plc, Customs, Air Malta, Civil Aviation Department and the Ministry of Home Affairs.</p>	<p><b>Badge regime</b> OMAS</p> <p><b>Reliability check on applicants for obtaining badge</b> Airport Security Committee</p> <p><b>Checks on access of staff to restricted areas</b> Armed Forces of Malta</p> <p><b>Checks on passengers and hand baggage</b> airport operator</p> <p><b>Baggage reconciliation</b> airport operator</p> <p><b>Checks on hold baggage</b> airport operator</p> <p><b>Checks on cargo/airmail</b> airport operator</p> <p><b>Armed protection landside</b> presently not necessary (if needed, it would be police and Army jointly)</p> <p><b>Armed protection airside</b> Armed Forces of Malta</p> <p><b>Protection on parked aircraft</b> Armed Forces of Malta</p> <p><b>Video supervision</b> airport operator/Armed Forces of Malta</p>	<p><b>Badge regime</b> OMAS</p> <p><b>Reliability check on applicants for obtaining badge</b> OMAS</p> <p><b>Checks on access of staff to restricted areas</b> OMAS</p> <p><b>Checks on passengers and hand baggage</b> airport operator</p> <p><b>Baggage reconciliation</b> airport operator</p> <p><b>Checks on hold baggage</b> airport operator</p> <p><b>Checks on cargo/airmail</b> airport operator</p> <p><b>Armed protection landside</b> OMAS</p> <p><b>Armed protection airside</b> OMAS</p> <p><b>Protection on parked aircraft</b> OMAS</p> <p><b>Video supervision</b> OMAS</p>
<p>Netherlands</p> <p><b>Schiphol Group</b></p> <p>Responsibility for designing the security measures (master plan):</p> <p>Ministry of Justice</p>	<p><b>Badge regime</b> airport operator</p> <p><b>Reliability check on applicants for obtaining badge</b> government (Ministry of Justice/Home Affairs)</p> <p><b>Checks on passengers and hand baggage</b> police (Royal Marechaussee)/private company</p> <p><b>Baggage reconciliation</b> airlines</p> <p><b>Checks on hold baggage</b> police (Royal Marechaussee)/private company</p> <p><b>Checks on cargo/airmail</b> airlines</p> <p><b>Armed protection landside</b> police (Royal Marechaussee)</p> <p><b>Armed protection airside</b> police (Royal Marechaussee)</p> <p><b>Protection on parked aircraft</b> airlines/airport operator</p> <p><b>Video supervision</b> airport operator</p>	<p><b>Badge regime</b> government (Ministry of Justice)</p> <p><b>Reliability check on applicants for obtaining badge</b> government</p> <p><b>Checks on passengers and hand baggage</b> police (Royal Marechaussee)</p> <p><b>Baggage reconciliation</b> police (Royal Marechaussee)</p> <p><b>Checks on hold baggage</b> police (Royal Marechaussee)</p> <p><b>Checks on cargo/airmail</b> police (Royal Marechaussee)</p> <p><b>Armed protection landside</b> government (Ministry of Justice)</p> <p><b>Armed protection airside</b> government (Ministry of Justice)</p> <p><b>Protection on parked aircraft</b> police (Royal Marechaussee)</p> <p><b>Video supervision</b> police (Royal Marechaussee)</p>

<b>Airport</b>	<b>Who is responsible for security service provision?</b>	<b>Who supervises security service provider?</b>
<p>Norway</p> <p><b>NATAM</b> (51 airports)</p> <p>Responsibility for designing the security measures (master plan):</p> <p>NATAM</p>	<p><b>Badge regime</b> local airport authority/NATAM</p> <p><b>Reliability check on applicants for obtaining badge</b> NATAM/police</p> <p><b>Checks on access of staff to restricted areas</b> NCAA/NATAM</p> <p><b>Checks on passengers and hand baggage</b> NATAM→contracted security company</p> <p><b>Baggage reconciliation</b> airlines (supported by NATAM)</p> <p><b>Checks on hold baggage</b> NATAM→contracted security company</p> <p><b>Checks on cargo/airmail</b> NATAM→contracted security company</p> <p><b>Armed protection landside</b> police</p> <p><b>Armed protection airside</b> police</p> <p><b>Protection on parked aircraft</b> airlines</p> <p><b>Video supervision</b> NATAM</p>	<p><b>Badge regime</b> Norwegian CAA</p> <p><b>Reliability check on applicants for obtaining badge</b> NCAA</p> <p><b>Checks on access of staff to restricted areas</b> NCAA</p> <p><b>Checks on passengers and hand baggage</b> NCAA</p> <p><b>Baggage reconciliation</b> NCAA</p> <p><b>Checks on hold baggage</b> NCAA</p> <p><b>Checks on cargo/airmail</b> NCAA</p> <p><b>Armed protection landside</b> police</p> <p><b>Armed protection airside</b> police</p> <p><b>Protection on parked aircraft</b> NCAA</p> <p><b>Video supervision</b> NATAM</p>
<p>Portugal</p> <p><b>ANA-S.A.</b> (7 airports<sup>1</sup>)</p> <p>Responsibility for designing the security measures (master plan):</p> <p>Ministry of Home Affairs (Police) in cooperation with Airport Director</p>	<p><b>Badge regime</b> CAA /airport operator/police</p> <p><b>Reliability check on applicants for obtaining badge</b> CAA /airport operator/police</p> <p><b>Checks on access of staff to restricted areas</b> police/airport operator/private company</p> <p><b>Checks on passengers and hand baggage</b> police</p> <p><b>Baggage reconciliation</b> airlines</p> <p><b>Checks on hold baggage</b> police/airport operator</p> <p><b>Checks on cargo/airmail</b> CAA/Airport Director/Police/airlines/air mail operator</p> <p><b>Armed protection landside</b> police</p> <p><b>Armed protection airside</b> police</p> <p><b>Protection on parked aircraft</b> police/airlines/airport operator</p> <p><b>Video supervision</b> police/airport operator</p>	<p><b>Badge regime</b> CAA/airport operator/police</p> <p><b>Reliability check on applicants for obtaining badge</b> CAA/airport operator/police</p> <p><b>Checks on access of staff to restricted areas</b> CAA/airport operator/police</p> <p><b>Checks on passengers and hand baggage</b> CAA/Airport Director/police</p> <p><b>Baggage reconciliation</b> CAA/Airport Director</p> <p><b>Checks on hold baggage</b> CAA/Airport Director/police</p> <p><b>Checks on cargo/airmail</b> CAA/Airport Director/police/airlines/air mail operator</p> <p><b>Armed protection landside</b> police/airport operator</p> <p><b>Armed protection airside</b> CAA/Airport Director/police</p> <p><b>Protection on parked aircraft</b> police/airlines/airport operator</p> <p><b>Video supervision</b> police</p>

<sup>1</sup> The answers provided indicate a general pattern which can be applied to all Portuguese airports. However, some minor differences between airports may occur.

Airport	Who is responsible for security service provision?	Who supervises security service provider?
<p>Slovenia</p> <p><b>Ljubljana International Airport</b></p> <p>Responsibility for designing the security measures (master plan):</p> <p>Airport operator (Security and Safety Department)</p>	<p><b>Badge regime</b> airport operator: Security and Safety Department</p> <p><b>Reliability check on applicants for obtaining badge</b> Ministry of the Interior (airport police)</p> <p><b>Checks on access of staff to restricted areas</b> airport operator: Security and Safety Department</p> <p><b>Checks on passengers and hand baggage</b> Ministry of the Interior (airport police)</p> <p><b>Baggage reconciliation</b> airport operator</p> <p><b>Checks on hold baggage</b> airport operator → contracted security company</p> <p><b>Checks on cargo/airmail</b> airport operator → contracted security company</p> <p><b>Armed protection landside</b> Ministry of the Interior (airport police)</p> <p><b>Armed protection airside</b> Ministry of the Interior (airport police)</p> <p><b>Protection on parked aircraft</b> airport operator: Security and Safety Department/ subcontractor of the airport</p> <p><b>Video supervision</b> airport operator: Security and Safety Department</p>	<p><b>Badge regime</b> Slovenian CAA</p> <p><b>Reliability check on applicants for obtaining badge</b> Ministry of the Interior (airport police)</p> <p><b>Checks on access of staff to restricted areas</b> airport operator: Security and Safety Department</p> <p><b>Checks on passengers and hand baggage</b> Ministry of the Interior (airport police)</p> <p><b>Baggage reconciliation</b> airport operator</p> <p><b>Checks on hold baggage</b> airport operator: Security and Safety Department</p> <p><b>Checks on cargo/airmail</b> airport operator: Security and Safety Department</p> <p><b>Armed protection landside</b> / <b>Armed protection airside</b> / <b>Protection on parked aircraft</b> airport operator: Security and Safety Department/airport police</p> <p><b>Video supervision</b> airport operator: Security and Safety Department</p>
<p>Spain</p> <p><b>Aena</b> (47 airports)</p> <p>Responsibility for designing the security measures (master plan):</p> <p>Airport operator (Aena)</p>	<p><b>Badge regime</b> airport operator</p> <p><b>Reliability check on applicants for obtaining badge</b> the Spanish law limits this aspect</p> <p><b>Checks on access of staff to restricted areas</b> Guardia Civil/private company</p> <p><b>Checks on passengers and hand baggage</b> Guardia Civil/private company</p> <p><b>Baggage reconciliation</b> airlines</p> <p><b>Checks on hold baggage</b> airport operator (equipment)/ Guardia Civil(operators)</p> <p><b>Checks on cargo/airmail</b> Guardia Civil</p> <p><b>Armed protection landside</b> national police (in some cases this responsibility also lays on Guardia Civil)</p> <p><b>Armed protection airside</b> Guardia Civil</p> <p><b>Protection on parked aircraft</b> Guardia Civil</p> <p><b>Video supervision</b> private security company</p>	<p><b>Badge regime</b> airport operator/Guardia Civil/National Police</p> <p><b>Reliability check on applicants for obtaining badge</b> / <b>Checks on access of staff to restricted areas</b> Guardia Civil</p> <p><b>Checks on passengers and hand baggage</b> Guardia Civil</p> <p><b>Baggage reconciliation</b> CAA</p> <p><b>Checks on hold baggage</b> airport operator/Guardia Civil</p> <p><b>Checks on cargo/airmail</b> Guardia Civil</p> <p><b>Armed protection landside</b> police (in some cases this responsibility also lays on Guardia Civil)</p> <p><b>Armed protection airside</b> Guardia Civil</p> <p><b>Protection on parked aircraft</b> Guardia Civil</p> <p><b>Video supervision</b> private security company</p>

<b>Airport</b>	<b>Who is responsible for security service provision?</b>	<b>Who supervises security service provider?</b>
<p>Sweden</p> <p><b>CAA</b> (19 airports)</p> <p>Responsibility for designing the security measures (master plan):</p> <p>Airport operator (Air Safety Department)</p>	<p><b>Badge regime</b> airport operator</p> <p><b>Reliability check on applicants for obtaining badge</b> airport operator</p> <p><b>Checks on access of staff to restricted areas</b> airport operator</p> <p><b>Checks on passengers and hand baggage</b> airport operator</p> <p><b>Baggage reconciliation</b> airport operator</p> <p><b>Checks on hold baggage</b> airport operator</p> <p><b>Checks on cargo/airmail</b> airport operator</p> <p><b>Armed protection landside</b> police</p> <p><b>Armed protection airside</b> police</p> <p><b>Protection on parked aircraft</b> airlines</p> <p><b>Video supervision</b> airport operator</p>	<p><b>Badge regime</b> CAA: Air Safety Department</p> <p><b>Reliability check on applicants for obtaining badge</b> CAA: Air Safety Department</p> <p><b>Checks on access of staff to restricted areas</b> CAA: Air Safety Department</p> <p><b>Checks on passengers and hand baggage</b> CAA: Air Safety Department</p> <p><b>Baggage reconciliation</b> CAA: Air Safety Department</p> <p><b>Checks on hold baggage</b> CAA: Air Safety Department</p> <p><b>Checks on cargo/airmail</b> CAA: Air Safety Department</p> <p><b>Armed protection landside</b> police</p> <p><b>Armed protection airside</b> police</p> <p><b>Protection on parked aircraft</b> CAA: Air Safety Department</p> <p><b>Video supervision</b> CAA: Air Safety Department</p>
<p>Switzerland</p> <p><b>Unique Zurich Airport</b></p> <p>Responsibility for designing the security measures (master plan):</p> <p>Parliament, Government and Ministerial Ordinance. The Federal Office for Civil Aviation (FOCA) is responsible for the enforcement of the aviation security legislation.</p> <p>FOCA: National Aviation Security Program</p> <p>Airport Operator: Airport Security Program; Implementing and designing the security measures and purchasing all the security equipments. The local airport security committee is chaired by the airport operator.</p>	<p><b>Badge regime</b> airport operator</p> <p><b>Reliability check on applicants for obtaining badge</b> airport operator</p> <p><b>Checks on access of staff to restricted areas</b> private subcontractors of the airport operator</p> <p><b>Checks on passengers and hand baggage</b> airport police (service level agreement with the airport operator)</p> <p><b>Baggage reconciliation</b> airlines/nominated handling agents</p> <p><b>Checks on hold baggage</b> airport police (service level agreement with the airport operator)</p> <p><b>Checks on cargo/airmail</b> airlines (known agent concept)/ airport police (service level agreement with the airport operator)</p> <p><b>Armed protection landside</b> airport police (service level agreement with the airport operator)</p> <p><b>Armed protection airside</b> airport police (service level agreement with the airport operator)</p> <p><b>Protection on parked aircraft</b> airport police (service level agreement with the airport operator)</p> <p><b>Video supervision</b> airport operator/airport police/customs</p>	<p><b>Badge regime</b> airport operator</p> <p><b>Reliability check on applicants for obtaining badge</b> airport operator</p> <p><b>Checks on access of staff to restricted areas</b> airport operator</p> <p><b>Checks on passengers and hand baggage</b> airport operator</p> <p><b>Baggage reconciliation</b> airlines</p> <p><b>Checks on hold baggage</b> airport operator</p> <p><b>Checks on cargo/airmail</b> airport operator</p> <p><b>Armed protection landside</b> airport operator</p> <p><b>Armed protection airside</b> airport operator</p> <p><b>Protection on parked aircraft</b> government/airlines/ airport operators/police</p> <p><b>Video supervision</b> shared</p>

<b>Airport</b>	<b>Who is responsible for security service provision?</b>	<b>Who supervises security service provider?</b>
<p>United Kingdom</p> <p><b>Manchester International Airport</b></p> <p>Responsibility for designing the security measures (master plan):</p> <p>National regulations imposed by Government, after consultation. Design, planning and implementations of systems responsibility of airport, subject to Government approval.</p>	<p><b>Badge regime</b> airport operator</p> <p><b>Reliability check on applicants for obtaining badge</b> employer/pass sponsor</p> <p><b>Checks on access of staff to restricted areas</b> airport operator</p> <p><b>Checks on passengers and hand baggage</b> airport operator</p> <p><b>Baggage reconciliation</b> airlines/nominated handling agents</p> <p><b>Checks on hold baggage</b> airport operator (equipment)/airlines (screening)</p> <p><b>Checks on cargo/airmail</b> airlines</p> <p><b>Armed protection landside</b> national police</p> <p><b>Armed protection airside</b> national police</p> <p><b>Protection on parked aircraft</b> airlines, supported by access control/patrols carried out by airport operator and police</p> <p><b>Video supervision</b> Airport Security/police/Customs and Immigrations</p>	<p><b>Badge regime</b> airport operator</p> <p><b>Reliability check on applicants for obtaining badge</b> airport operator</p> <p><b>Checks on access of staff to restricted areas</b> airport operator</p> <p><b>Checks on passengers and hand baggage</b> airport operator</p> <p><b>Baggage reconciliation</b> airport operator/airlines</p> <p><b>Checks on hold baggage</b> contract security on behalf of airlines</p> <p><b>Checks on cargo/airmail</b> airlines/nominated cargo agent</p> <p><b>Armed protection landside</b> police /airport operator</p> <p><b>Armed protection airside</b> police /airport operator</p> <p><b>Protection on parked aircraft</b> government/airlines/ airport operators/police</p> <p><b>Video supervision</b> shared</p>

**Table 2**

<b>Security taxes and charges</b>		
<b>Airport</b>	<b>Who pays for security staff and equipment?</b>	<b>Detailed analysis of who pays for security staff and equipment</b>
<p>Austria</p> <p><b>Vienna International Airport</b></p>	<p>The <b>Member State</b> bears the costs (the police) and charges passengers with its own <b>security tax</b> through airlines. The amount of the tax is partly refunded to the airport operator, which bears the cost staff, equipment areas and rooms of security staff.</p> <p>For specific operations the <b>airport operator</b> bears the costs for security and levies to the airlines a special additional charge.</p>	<p><b>Badge regime</b> airport operator</p> <p><b>Reliability check on applicants for obtaining badge</b> airport operator</p> <p><b>Checks on access of staff to restricted areas</b> airport operator</p> <p><b>Checks on passengers and hand baggage</b> security tax</p> <p><b>Baggage reconciliation</b> airport tax</p> <p><b>Checks on hold baggage</b> security tax</p> <p><b>Checks on cargo/airmail</b> airlines</p> <p><b>Armed protection landside</b> police</p> <p><b>Armed protection airside</b> police</p> <p><b>Protection on parked aircraft</b> airlines</p> <p><b>Video supervision</b> security tax</p>
<p>Belgium</p> <p><b>Brussels International Airport</b></p>	<p>The <b>airport operator</b> bears the security cost covered by a security fee, included in airport charges</p>	<p><b>Badge regime</b> airport operator→ security fee included in the airport charges</p> <p><b>Reliability check on applicants for obtaining badge</b> federal government→ the State (for manpower cost)/ airport operator (administrative cost)</p> <p><b>Checks on access of staff to restricted areas</b> airport operator→ security fee included in the airport charges</p> <p><b>Checks on passengers and hand baggage</b> airport operator→ security fee included in the airport charges</p> <p><b>Baggage reconciliation</b> airlines</p> <p><b>Checks on hold baggage</b> airport operator→ security fee included in the airport charges (as from 1.01.2003)</p> <p><b>Checks on cargo/airmail</b> airlines</p> <p><b>Armed protection landside</b> federal government</p> <p><b>Armed protection airside</b> federal government/airport operator</p> <p><b>Protection on parked aircraft</b> airlines</p> <p><b>Video supervision</b> airport operator</p>

Airport	Who pays for security staff and equipment?	Detailed analysis of who pays for security staff and equipment
<p>Czech Republic</p> <p><b>Prague- Ruzyně International Airport</b></p>	<p>The <b>airport operator</b></p> <p>The passenger pays for security through a part of the <b>airport tax</b>.</p>	<p><b>Badge regime</b> airport operator</p> <p><b>Reliability check on applicants for obtaining badge</b> airport operator</p> <p><b>Checks on access of staff to restricted areas</b> airport operator</p> <p><b>Checks on passengers and hand baggage</b> airport operator</p> <p><b>Baggage reconciliation</b> airport operator</p> <p><b>Checks on hold baggage</b> airport operator</p> <p><b>Checks on cargo/airmail</b> airport operator</p> <p><b>Armed protection landside</b> Ministry of the Interior and airport operator</p> <p><b>Armed protection airside</b> airport operator</p> <p><b>Protection on parked aircraft</b> Ministry of the Interior and airport operator</p> <p><b>Video supervision</b> Ministry of the Interior and airport operator</p>
<p>Denmark</p> <p><b>Copenhagen Airport</b></p>	<p>The <b>airport operator</b> bears the costs and levies airport <b>charges</b> to the airlines</p>	<p><b>Badge regime</b> airport operator</p> <p><b>Reliability check on applicants for obtaining badge</b> national police</p> <p><b>Checks on access of staff to restricted areas</b> airport operator→ passengers</p> <p><b>Checks on passengers and hand baggage</b> airport operator→ passengers</p> <p><b>Baggage reconciliation</b> airlines→ passengers</p> <p><b>Checks on hold baggage</b> airport operator→ passengers</p> <p><b>Checks on cargo/ airmail</b> airlines→ cargo and mail fares</p> <p><b>Armed protection landside</b> national police</p> <p><b>Armed protection airside</b> national police</p> <p><b>Protection on parked aircraft</b> airlines→ passengers</p> <p><b>Video supervision</b> airport operator→ passengers</p>

Airport	Who pays for security staff and equipment?	Detailed analysis of who pays for security staff and equipment
Finland  <b>Helsinki-Vantaa Airport</b>	The <i>airport operator</i> levies airport <b>charges</b> to the passengers	<b>Badge regime</b> customers <b>Reliability check on applicants for obtaining badge</b> airport operator→ government <b>Checks on access of staff to restricted areas</b> airport operator <b>Checks on passengers and hand baggage</b> airport operator→ airport operator and passengers <b>Baggage reconciliation</b> airport operator→ passengers <b>Checks on hold baggage</b> airport operator <b>Checks on cargo/airmail</b> operator→ customer <b>Armed protection landside</b> airport operator, government <b>Armed protection airside</b> government <b>Protection on parked aircraft</b> airlines <b>Video supervision</b> airport operator
France  <b>Aéroports de Paris (CDG, ORY)</b>	The <i>airport operator</i> (refunded by a security tax).	<b>Badge regime</b> airport operator→ airport tax, but it will be recovered through a specific fee as of January 1 <sup>st</sup> 2004 <b>Reliability check on applicants for obtaining badge</b> airport operator→ airport tax but it will be recovered through a specific fee as of January 1 <sup>st</sup> 2004 <b>Checks on access of staff to restricted areas</b> airport operator→ airport tax <b>Checks on passengers and hand baggage</b> airport operator→ airport tax <b>Baggage reconciliation</b> airlines <b>Checks on hold baggage</b> airport operator→ airport tax <b>Checks on cargo/airmail</b> airport operator→ airport tax <b>Armed protection landside</b> the State <b>Armed protection airside</b> the State <b>Protection on parked aircraft</b> the State <b>Video supervision</b> the airport operator, but the cost is included for the calculation of passenger charge

Airport	Who pays for security staff and equipment?	Detailed analysis of who pays for security staff and equipment
<p>Germany</p> <p><b>Frankfurt Main/International Airport</b></p>	<p>The <b>Member State</b> bears the cost of checking passengers, cargo and mail, levying a security <b>tax</b> to be paid by the airlines. The airlines put it into the ticket price to be paid by the passengers (as far as possible according to market conditions). The amount of this tax is not refunded to the airport operator because it covers the costs of the staff and the equipment provided by the Ministry of Interior (MOI)</p> <p>The <b>airport operator</b> bears the cost of controlling the access to the airport by charging the airlines with <b>increased airport charges</b></p> <p>Enforced security measures by armed protection increase the amount to be paid by passengers</p>	<p><b>Badge regime</b> airport operator→ applying companies through respective fees</p> <p><b>Reliability check on applicants for obtaining badge</b> airport operator→ applying companies through respective fees</p> <p><b>Checks on access of staff to restricted areas</b> airport operator→ airport landing fee</p> <p><b>Checks on passengers and hand baggage</b> the federal Ministry of the Interior (MOI)→ security fee on passengers</p> <p><b>Baggage reconciliation</b> airlines→ passengers</p> <p><b>Checks on hold baggage</b> the federal MOI→ security fee on passengers</p> <p><b>Checks on cargo/airmail</b> airlines</p> <p><b>Armed protection landside</b> The "Land" Ministry of the Interior</p> <p><b>Armed protection airside</b> The "Land" MOI and partly passengers (security fee)</p> <p><b>Protection on parked aircraft</b> airlines→ passengers (security fee)</p> <p><b>Video supervision</b> the airport operator levies airport landing fees</p>

Airport	Who pays for security staff and equipment?	Detailed analysis of who pays for security staff and equipment
<p>Germany</p> <p><b>Munich International Airport</b></p>	<p>The <b>Member State</b> (roughly 600 staff for passenger, baggage and freight control plus 250 Bavarian State police plus ministry and inferior authorities) levies, by law, a <b>passenger security tax</b> on airlines. Airlines collect it from passengers and the respective amount is separately displayed on the ticket (including a small proportion which the airline charges for collecting this state-charge from the passengers). Furthermore, the State raises, by law, a <b>tax</b> from the airport for the "reliability-check" on staff (for obtaining the badge)</p> <p>The <b>airport operator</b> (roughly 150 staff) bears the costs by raising <b>airport charges</b> to the airlines and partly by commercial proceeds; a special <b>additional charge</b> is set for badge.</p> <p>The <b>subcontractors of the airport</b> (about 250 staff) get reimbursed for their expenses through <b>the fees</b> they charge on their customers.</p>	<p><b>Badge regime</b> airport operator→ applicants and airport charges, airlines</p> <p><b>Reliability check on applicants for obtaining badge</b> airport operator→ airport charges or general airport's budget, airlines</p> <p><b>Checks on access of staff to restricted areas</b> airport operator→ airport charges or general airport's budget, airlines</p> <p><b>Checks on passengers and hand baggage</b> airlines→ passengers (security fee)</p> <p><b>Baggage reconciliation</b> airlines → passengers (security fee)</p> <p><b>Checks on hold baggage</b> the government of Bavaria→ a proportion of the security fee levied by airlines on passengers and than surrendered to the free state of Bavaria</p> <p><b>Checks on cargo/airmail</b> the government of Bavaria→ a proportion of the security fee levied by airlines on passengers and than surrendered to the free state of Bavaria</p> <p><b>Armed protection landside</b> the government of Bavaria→ a proportion of the security fee levied by airlines on passengers and then surrendered to the State of Bavaria. The fee is transferred to the Federal Republic on a negotiated basis</p> <p><b>Protection on parked aircraft</b> the government of Federal Republic and of the State of Bavaria→ a proportion of the security fee levied by airlines on passengers and then surrendered to the State of Bavaria. The fee is transferred to the Federal Republic on a negotiated basis</p> <p><b>Video supervision</b> airport operator→ the users (fee)</p>
<p>Greece</p> <p><b>Athens International Airport</b></p>	<p>The <b>airport operator</b> bears the cost, which is refunded through <b>airport charges</b> to the airlines</p>	<p><b>Badge regime</b> badge holder</p> <p><b>Reliability check on applicants for obtaining badge</b> Hellenic Civil Aviation Authority</p> <p><b>Checks on access of staff to restricted areas</b> airport operator→ security charge</p> <p><b>Checks on passengers and hand baggage</b> airport operator→ security charge</p> <p><b>Baggage reconciliation</b> airlines→ passenger's ticket</p> <p><b>Checks on hold baggage</b> airport operator→ security charge on passengers</p> <p><b>Checks on cargo/airmail</b> Hellenic Civil Aviation Authority→ the consignor</p> <p><b>Armed protection landside</b> Hellenic police</p> <p><b>Armed protection airside</b> Hellenic police</p> <p><b>Protection on parked aircraft</b> Hellenic Civil Aviation Authority, airport operator, airlines→ airlines</p> <p><b>Video supervision</b> airport operator→ security charge</p>

Airport	Who pays for security staff and equipment?	Detailed analysis of who pays for security staff and equipment
<p>Ireland</p> <p><b>Aer Rianta</b> (3 airports)</p>	<p>The <i>airport operator</i> bears the cost and levies airport <b>charges</b> to the airlines</p>	<p><b>Badge regime</b> airport operator→ the budge holder</p> <p><b>Reliability check on applicants for obtaining badge</b> airport operator</p> <p><b>Checks on access of staff to restricted areas</b> airport operator</p> <p><b>Checks on passengers and hand baggage</b> airport operator→ passengers (security charge)</p> <p><b>Baggage reconciliation</b> airlines</p> <p><b>Checks on hold baggage</b> airlines</p> <p><b>Checks on cargo/airmail</b> aircraft operator and the handler</p> <p><b>Armed protection landside</b> the State (Department of Justice)</p> <p><b>Armed protection airside</b> the State (Department of Justice)</p> <p><b>Protection on parked aircraft</b> airlines, airport operator</p> <p><b>Video supervision</b> airport operator</p>
<p>Israel</p> <p><b>Tel Aviv-Ben Gurion Int'l Airport</b></p>	<p>The <b>airport operator</b></p> <p>The passenger pays for security checks through a part of the <b>airport tax</b>, included in the ticket</p>	<p><b>Badge regime</b> Israeli Airports Authority (IAA)</p> <p><b>Reliability check on applicants for obtaining badge</b> IAA</p> <p><b>Checks on access of staff to restricted areas</b> IAA</p> <p><b>Checks on passengers and hand baggage</b> IAA</p> <p><b>Baggage reconciliation</b> IAA and airlines</p> <p><b>Checks on hold baggage</b> IAA</p> <p><b>Checks on cargo/airmail</b> cargo companies</p> <p><b>Armed protection landside</b> IAA</p> <p><b>Armed protection airside</b> IAA</p> <p><b>Protection on parked aircraft</b> IAA</p> <p><b>Video supervision</b> n/a</p>

Airport	Who pays for security staff and equipment?	Detailed analysis of who pays for security staff and equipment
<p>Italy</p> <p><b>Milan Airports (LIN/MXL)</b></p>	<p>The <b>airport operator</b> bears the costs for the services provided. As far as checks on passengers and hand baggage are concerned, a <b>charge</b> applied to departing passengers is in place. As to, the airport operator bears all the costs the 100% hold baggage screening (mandatory as to beginning 2003), but the related decree has been not yet finalised and published in Italian Official Gazette</p>	<p><b>Badge regime</b> airport operator, airlines, handlers and contractors</p> <p><b>Reliability check on applicants for obtaining badge</b> State (police)</p> <p><b>Checks on access of staff to restricted areas</b> airport operator</p> <p><b>Checks on passengers and hand baggage</b> Airport operator → passenger's security charge</p> <p><b>Baggage reconciliation</b> airlines</p> <p><b>Checks on hold baggage</b> passengers</p> <p><b>Checks on cargo/airmail</b> airlines</p> <p><b>Armed protection landside</b> State (police)</p> <p><b>Armed protection airside</b> State (police)</p> <p><b>Protection on parked aircraft</b> State (police) and applicant airlines</p> <p><b>Video supervision</b> State (police) and airport operator</p>
<p>Italy</p> <p><b>Rome-Fiumicino Airport</b></p>	<p>The <b>airport operator</b> bears the costs for the services provided. As far as checks on passengers and hand baggage are concerned, a <b>charge</b> applied to departing passengers is in place. As to, the airport operator bears all the costs the 100% hold baggage screening (mandatory as to beginning 2003), but the related decree has been not yet finalised and published in Italian Official Gazette</p>	<p><b>Badge regime</b> airport operator, airlines, handlers and contractors</p> <p><b>Reliability check on applicants for obtaining badge</b> State (police)</p> <p><b>Checks on access of staff to restricted areas</b> State (police)</p> <p><b>Checks on passengers and hand baggage</b> Airport operator → passenger's security charge</p> <p><b>Baggage reconciliation</b> airlines</p> <p><b>Checks on hold baggage</b> Airport operator → passenger's security charge (to be defined)</p> <p><b>Checks on cargo/airmail</b> airlines → airlines and cargo operators</p> <p><b>Armed protection landside</b> State (police)</p> <p><b>Armed protection airside</b> State (police)</p> <p><b>Protection on parked aircraft</b> State (police) and applicant airlines</p> <p><b>Video supervision</b> State (police)</p>

Airport	Who pays for security staff and equipment?	Detailed analysis of who pays for security staff and equipment
<p>Latvia</p> <p><b>Riga International Airport</b></p>	<p>The <i>airport operator</i> levies a <b>security charge</b> which is included into the ticket price to be paid by the passengers.</p> <p>The <i>airlines</i> for extra security measures</p>	<p><b>Badge regime</b> airport operator→ airport operator, airlines, tenants</p> <p><b>Reliability check on applicants for obtaining badge</b> airport operator</p> <p><b>Checks on access of staff to restricted areas</b> airport operator</p> <p><b>Checks on passengers and hand baggage</b> airport operator→ passengers</p> <p><b>Baggage reconciliation</b> responsibility for performing the operation is indicated in ground handling agreement. If it is delegated to the airport, airline covers the cost</p> <p><b>Checks on hold baggage</b> airport operator</p> <p><b>Checks on cargo/airmail</b> airport operator or regulated agent→ freight forwarder</p> <p><b>Armed protection landside</b> airport operator</p> <p><b>Armed protection airside</b> airport operator</p> <p><b>Protection on parked aircraft</b> armed general protection cost covered by airport. If individual guarding demanded, the airline covers the cost.</p> <p><b>Video supervision</b> airport operator</p>
<p>Malta</p> <p><b>Malta International Airport</b></p>	<p>The <i>airport operator</i> bears all the costs for security measures which are included in the general charging system</p>	<p><b>Badge regime</b> airport operator (OMAS: office of the Manager-Airport Security)→ government</p> <p><b>Reliability check on applicants for obtaining badge</b> OMAS</p> <p><b>Checks on access of staff to restricted areas</b> airport operator</p> <p><b>Checks on passengers and hand baggage</b> airport operator</p> <p><b>Baggage reconciliation</b> airport operator</p> <p><b>Checks on hold baggage</b> airport operator</p> <p><b>Checks on cargo/airmail</b> airport operator</p> <p><b>Armed protection landside</b> government</p> <p><b>Armed protection airside</b> airport operator</p> <p><b>Protection on parked aircraft</b> airport operator</p> <p><b>Video supervision</b> airport operator</p>

Airport	Who pays for security staff and equipment?	Detailed analysis of who pays for security staff and equipment
<p>Netherlands</p> <p><b>Schiphol Group</b></p>	<p>As per 1 April 2003 Schiphol Group carries out all security tasks for the Ministry of Justice. Schiphol Group bears all cost and investments of security check of passengers and carry on baggage, security check of personnel, screening of Hold Baggage, access provision to Security Restricted Area, access control and maintenance periphery.</p> <p>All security cost of Schiphol Group are recuperated by the Security Service Charge which is levied to the airlines (€10.80 per locally boarding passenger and €1.60 per departing transfer passenger).</p>	<p><b>Badge regime</b> airport operator</p> <p><b>Reliability check on applicants for obtaining badge</b> government</p> <p><b>Checks on access of staff to restricted areas</b> airport operator</p> <p><b>Checks on passengers and hand baggage</b> airport operator → airlines → departing passengers</p> <p><b>Baggage reconciliation</b> airport operator → airlines → departing passengers</p> <p><b>Checks on hold baggage</b> airport operator → airlines → departing passengers</p> <p><b>Checks on cargo/airmail</b> airlines → airlines/client</p> <p><b>Armed protection landside</b> Ministry of Defense → Ministry of Defense/tax payer</p> <p><b>Armed protection airside</b> Ministry of Defense → Ministry of Defense/tax payer</p> <p><b>Protection on parked aircraft</b> airlines → airlines/ticket price</p> <p><b>Video supervision</b> airport operator</p>
<p>Norway</p> <p><b>NATAM</b> (51 airports)</p>	<p>The <i>airport operator</i> (NATAM)</p>	<p><b>Badge regime</b> airport operator → passengers</p> <p><b>Reliability check on applicants for obtaining badge</b> airport operator and police → passengers</p> <p><b>Checks on access of staff to restricted areas</b> airport operator → passengers</p> <p><b>Checks on passengers and hand baggage</b> airport operator → passengers</p> <p><b>Baggage reconciliation</b> airport operator → passengers</p> <p><b>Checks on hold baggage</b> airport operator → passengers</p> <p><b>Checks on cargo/airmail</b> airport operator → passengers</p> <p><b>Armed protection landside</b> n/a</p> <p><b>Armed protection airside</b> n/a</p> <p><b>Protection on parked aircraft</b> airlines</p> <p><b>Video supervision</b> airport operator → passengers</p>

Airport	Who pays for security staff and equipment?	Detailed analysis of who pays for security staff and equipment
Portugal  <b>ANA-S.A.</b> (7 airports)	The <b>Member State</b> levies a <b>security tax</b> to the passengers (12% refunded to the airport operator, 60% to the Ministry of Domestic Affairs, 27,5% to the Portuguese CAA)	<b>Badge regime</b> CAA, airport operator and police→ airlines and other airport customers <b>Reliability check on applicants for obtaining badge</b> CAA, airport operator and police→ airlines and other airport customers <b>Checks on access of staff to restricted areas</b> airport operator and police→ passengers (security tax) and Ministry of Home Affairs <b>Checks on passengers and hand baggage</b> airport operator and police→ passengers (security tax) and Ministry of Home Affairs <b>Baggage reconciliation</b> airlines <b>Checks on hold baggage</b> airport operator, police and airlines→ passengers (security tax) and Ministry of Home Affairs <b>Checks on cargo/airmail</b> air mail operator, police and airlines→ airlines and air mail operator <b>Armed protection landside</b> police <b>Armed protection airside</b> police→ passengers (security tax) and Ministry of Home Affairs <b>Protection on parked aircraft</b> airport operator, police and airlines→ passengers (security tax), police, airport operator and airlines <b>Video supervision</b> airport operator and police→ airport operator and passengers (security tax)
Slovenia  <b>Ljubljana</b>	The <b>airport operator</b> levies a <b>charge</b> to the airlines	<b>Badge regime</b> airport operator (Security & Safety Department), badge carriers <b>Reliability check on applicants for obtaining badge</b> applicants <b>Checks on access of staff to restricted areas</b> airport operator (Security & Safety Department) <b>Checks on passengers and hand baggage</b> State - Ministry of the Interior <b>Baggage reconciliation</b> airport operator <b>Checks on hold baggage</b> airport operator (Security & Safety Department) <b>Checks on cargo/airmail</b> airport operator (Security & Safety Department) <b>Armed protection landside</b> State - Ministry of the Interior <b>Armed protection airside</b> State - Ministry of the Interior <b>Protection on parked aircraft</b> airport operator (Security & Safety Department) <b>Video supervision</b> airport operator (Security & Safety Department)

Airport	Who pays for security staff and equipment?	Detailed analysis of who pays for security staff and equipment
<p>Spain</p> <p><b>Aena</b> (47 airports)</p>	<p>The <b>Member State</b> bears the costs for security staff (Guardia Civil). The <b>airport operator</b> provides private security staff (additional or extra to the Guardia Civil) and the equipment. A <b>security charge</b>, paid by the passenger, is included in the ticket (50% of it refunded to the State).</p>	<p><b>Badge regime</b> airport operator→ budge holder</p> <p><b>"Reliability check on applicants for obtaining badge"</b> the Spanish law limit this aspect</p> <p><b>Checks on access of staff to restricted areas</b> Guardia Civil and airport operator→ passenger and Guardia Civil's budget</p> <p><b>Checks on passengers and hand baggage</b> Guardia Civil and airport operator→ passenger and Guardia Civil's budget</p> <p><b>Baggage reconciliation</b> airlines→passengers</p> <p><b>Checks on hold baggage</b> Guardia Civil and airport operator→ passenger and Guardia Civil's budget</p> <p><b>Checks on cargo/airmail</b> Guardia Civil</p> <p><b>Armed protection landside</b> National Police (in some airports, the Guardia Civil)</p> <p><b>Armed protection airside</b> Guardia Civil</p> <p><b>Protection on parked aircraft</b> Guardia Civil</p> <p><b>Video supervision</b> airport operator</p>
<p>Sweden</p> <p><b>CAA</b> (19 airports)</p>	<p>The <b>airport operator</b> (airports owned by CAA) bears the costs and levies a <b>special charge</b></p>	<p><b>Badge regime</b> airport operator→ passengers</p> <p><b>Reliability check on applicants for obtaining badge</b> airport operator→ passengers</p> <p><b>Checks on access of staff to restricted areas</b> airport operator→ passengers</p> <p><b>Checks on passengers and hand baggage</b> airport operator→ passengers</p> <p><b>Baggage reconciliation</b> airport operator→ passengers</p> <p><b>Checks on hold baggage</b> airport operator→ passengers</p> <p><b>Checks on cargo/airmail</b> airport operator→ the consignor</p> <p><b>Armed protection landside</b> police</p> <p><b>Armed protection airside</b> police</p> <p><b>Protection on parked aircraft</b> airlines→ passengers</p> <p><b>Video supervision</b> airport operator→ passengers</p>

Airport	Who pays for security staff and equipment?	Detailed analysis of who pays for security staff and equipment
<p>Switzerland</p> <p><b>Unique Zurich Airport</b></p>	<p>The <i>airport operator</i> bears the costs and levies <b>airport charges</b> to the airlines</p>	<p><b>Badge regime</b> airport operator→ applying companies through respective fees</p> <p><b>Reliability check on applicants for obtaining badge</b> airport operator→ security charge included in the passenger charge</p> <p><b>Checks on access of staff to restricted areas</b> airport operator→ security charge</p> <p><b>Checks on passengers and hand baggage</b> airport operator→ security charge</p> <p><b>Baggage reconciliation</b> indicated in the ground handling agreement→ passengers</p> <p><b>Checks on hold baggage</b> airport operator→ security charge</p> <p><b>Checks on cargo/airmail</b> airport operator→ security charge</p> <p><b>Armed protection landside</b> airport operator→ security charge</p> <p><b>Armed protection airside</b> airport operator→ security charge</p> <p><b>Protection on parked aircraft</b> airport operator→ security charge</p> <p><b>Video supervision</b> airport operator→ passenger charge</p>
<p>United Kingdom</p> <p><b>Manchester International Airport</b></p>	<p>The <i>airport operator</i> bears the costs and levies airport charges to the airlines</p>	<p><b>Badge regime</b> airport operator→ badge holder (charge)</p> <p><b>Reliability check on applicants for obtaining badge</b> airport operator→ badge holder (charge)</p> <p><b>Checks on access of staff to restricted areas</b> airport operator→ departing passengers (security charge)</p> <p><b>Checks on passengers and hand baggage</b> airport operator→ departing passengers (security charge)</p> <p><b>Baggage reconciliation</b> airport operator→ departing passengers (security charge)</p> <p><b>Checks on hold baggage</b> airport operator→ departing passengers (security charge)</p> <p><b>Checks on cargo/airmail</b> airlines and cargo agent</p> <p><b>Armed protection landside</b> airport operator→ departing passengers (security charge)</p> <p><b>Armed protection airside</b> airport operator→ departing passengers (security charge)</p> <p><b>Protection on parked aircraft</b> airport operator→ departing passengers (security charge)</p> <p><b>Video supervision</b> airport→ high percentage by airport</p>

Airport	Who pays for security staff and equipment?	Detailed analysis of who pays for security staff and equipment
<p>UK</p> <p><b>BAA plc</b></p>	<p>The <b>airport operator</b> bears the costs and levies airport charges to the airlines (but only for adjacent activities).</p>	<p><b>Badge regime</b> airport operator→ badge holder (charge)</p> <p><b>Reliability check on applicants for obtaining badge</b> airport operator→ badge holder (charge)</p> <p><b>Checks on access of staff to restricted areas</b> airport operator→ airport charges</p> <p><b>Checks on passengers and hand baggage</b> airport operator→ airport charges</p> <p><b>Baggage reconciliation</b> Ground handler→ airlines</p> <p><b>Checks on hold baggage equipment:</b> airport operator→ airport charges</p> <p><b>Operating</b> contractors→ airlines</p> <p><b>Checks on cargo/airmail</b> airlines and cargo agent → airlines</p> <p><b>Armed protection landside</b> police→ airport charges</p> <p><b>Armed protection airside</b> police→ airport charges</p> <p><b>Protection on parked aircraft</b> airport operator→ airport charges</p> <p><b>Video supervision</b> airport operator (perimeter and airside boundary only)→ airport charges</p>

**Table 3**

<b>Financial cover of <i>additional</i> security measures post 11 September</b>			
<b>Airport</b>	<b>Government</b>	<b>Airport operator</b>	<b>Airline</b>
Belgium <b>Brussels International Airport</b>	/	The airport operator bears the extra security cost covered by a security fee, which will be increased as from 1.04.2002  Due to the increase of sensitivity settings of metal detector arc ways, the number of manual searches increased. This resulted in the increase of manpower on the respective screening positions , which effects the manpower cost significantly	Extra measures for US-Carriers, requested by FAA are charged to US-Carriers: - secondary screening of passengers and hand baggage at the gate  - manual search of hold baggage before C/I
Czech Republic <b>Prague International Airport</b>	/	YES	/
Denmark <b>Copenhagen Airport</b>	/	- 100% check of passengers, cabin baggage and hold baggage in domestic.  - intensified patrolling and surveillance. Intensified focus on sharp items	Gate checks on request for specific flights

Airport	Government	Airport operator	Airline
Finland <b>Helsinki Vantaa Airport</b>	/	Pays everything	For additional security measures
France <b>Aéroports de Paris (CDG, ORY)</b>	Capital financing to the airport operator (approximately 150 million)	No, in principle, if the airport tax is increased, as asked by the airport operator	
Germany <b>Frankfurt Main/International Airport</b>	<ul style="list-style-type: none"> <li>- Passenger and baggage (carry-on and hold) screening for flights to the United States and for UK air carrier protection</li> <li>- access control to respective aircraft on ground</li> </ul>	<ul style="list-style-type: none"> <li>- Increased access control</li> <li>- patrolling to/on airside area</li> </ul>	/
Germany <b>Munich International Airport</b>	Increase of employees for border police, state police, passenger and baggage checks	Reinforce part of the airport fence and borderlines in the terminal building	Additional measures at flights to the U.S., i.e. search of the cabin, checks of catering and baggage hold, protection of aircraft
Greece <b>Athens International Airport</b>	Increased police presence in all security posts	<ul style="list-style-type: none"> <li>- Increased check on passengers, hand baggage and hold baggage</li> <li>- increased patrols and access controls to the airport facilities</li> </ul>	Using private security contractors for additional security measures

Airport	Government	Airport operator	Airline
Ireland  <b>Aer Rianta</b> (3 airports)	/	Discussions are taking place with relevant government department regarding the recoupment from state funds of some of the additional costs	/
Israel  <b>Tel Aviv Airport</b>	/	YES	/
Italy  <b>Milan MXL/LIN Airports</b>	<ul style="list-style-type: none"> <li>- Reduction of access to restricted areas</li> <li>- special airport patrolling</li> <li>- armed forces present to check high risk points (runway, tower, fuel station, technological plant)</li> </ul>	<ul style="list-style-type: none"> <li>- A certain percentage of manual check for hand baggage</li> <li>-body check at gate</li> <li>-aircraft protection crew member body check and identification control</li> <li>-catering and baggage escort</li> <li>- x-ray control for cargo</li> </ul>	The additional security measures are implemented for flights bound to USA, according to the decisions of CIS (Interdepartmental Security Committee)
Italy  <b>Rome-Fiumicino Airport</b>	<ul style="list-style-type: none"> <li>-Reduction of access to restricted areas</li> <li>-special airport patrolling</li> <li>- armed forces present to check high risk points (runway, tower, fuel station, technological plant)</li> </ul>	<ul style="list-style-type: none"> <li>-A certain percentage of manual check for hand baggage (20/30%)</li> <li>-body check at gate</li> <li>-aircraft protection crew member body check and identification control</li> <li>-catering and baggage escort</li> <li>- x-ray control for cargo</li> </ul>	The additional security measures (screening 100%) are implemented for flights bound to USA, Israel and UK according to the decisions of CIS (Interdepartmental Security Committee)

Airport	Government	Airport operator	Airline
Latvia <b>Riga International Airport</b>	/	In first instance	Additional agreements are made with airlines for additional security services. The costs depend upon the scope of required additional security measures
Malta <b>Malta International Airport</b>	/	It pays everything	/
Netherlands <b>Schiphol Group</b>	<ul style="list-style-type: none"> <li>- More police→ tax payer budget</li> <li>- more security personnel (Ministry of Justice)→ higher security tax</li> </ul>	<ul style="list-style-type: none"> <li>- More and better equipment</li> <li>- renewal of airport pass</li> <li>- screening of staff and airside entrance</li> </ul>	<ul style="list-style-type: none"> <li>-Continuous screening of hold baggage</li> <li>- reinforcing of cockpit doors</li> </ul>
Norway <b>NATAM</b> (51 airports)	YES	/	/
Portugal <b>ANA-S.A.</b> (7 airports)	<ul style="list-style-type: none"> <li>- Additional hand search of hold baggage to EUA flights</li> <li>- additional x-ray machines</li> <li>- additional access control of staff and public to reserved and restricted areas</li> <li>- additional armed protection to Airside and Landside</li> <li>- additional patrols to Airside</li> </ul>	<ul style="list-style-type: none"> <li>- Additional private access control to reserved areas</li> <li>- changes on embarking gates to EUA flights in order to avoid passengers mix</li> <li>- temporally close of left-luggage</li> <li>- temporally close of a car parking under the public access to the departures</li> <li>- VIP Lounge X-Ray</li> </ul>	<ul style="list-style-type: none"> <li>- Additional security measures on aircraft</li> <li>- additional measures on risk flights</li> <li>- additional measures on crew and staff</li> </ul>

Airport	Government	Airport operator	Airline
Slovenia <b>Ljubljana</b>	Partly (Ministry of the Interior)	YES	/
Spain <b>Aena</b> (47 airports)	Extra manpower of National Police and Guardia Civil	- Extra manpower of private security companies  - extra equipment	
Sweden <b>CAA</b> (19 airports)	With regard to increased police surveillance/presence at airports	In all other aspects	
Switzerland <b>Unique Zurich Airport</b>	/	Up to now the additional security measures for flights to US and UK have been paid by the airport operator. The security measures are:  - increased check on passenger and hold baggage (threat level 2 of the security program)  - 100% screening of employees entering the aircraft  Continuous hand search, additional to the 100% HBS	It is planned to charge the airlines directly for the additional measures

Airport	Government	Airport operator	Airline
United Kingdom  <b>Manchester International Airport</b>	Directly none. Temporary support provided for insurance cover against war and terrorism	<ul style="list-style-type: none"> <li>- Increasing searching ratios.</li> <li>- significant expenditure on achieving inbound/outbound passenger segregation.</li> <li>- increased insurance premiums</li> </ul>	Airlines have had increased costs. The probable need to strengthen flight deck doors will incur costs