



RWANDA CIVIL AVIATION AUTHORITY

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AVIATION SECURITY CHARGES

CONSULTATION DOCUMENT

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Consultation Document

Forward

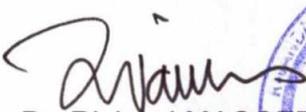
Aviation industry faces a real and ongoing unlawful interference. Early threats were mainly related to hijacking. More recently, terrorists have sought to destroy aircraft in flight, using devices carried by passengers and concealed within cargo, or to crash aircraft into targets on the ground. Terrorist have also attacked airports. We cannot afford for our security arrangements to fail.

To safeguard against unlawful interference with aviation, a layered approach to preventive security is underpinned by the Civil Aviation Security Law No. 42/2011 of 31/10/2011. Under this Law, Rwanda Civil Aviation Authority (RCAA) is the designated authority for civil aviation security in Rwanda and is responsible for:

- establishing and maintaining a regulatory framework to safeguard against unlawful interference with civil aviation;
- Establishing minimum security requirements for civil aviation in Rwanda by imposing obligations on persons engaged in civil aviation related activities. In particular, the legislation obliges certain aviation industry participants to develop and comply with aviation security programs;
- regulating aviation industry participants;
- Meeting Rwanda's obligations under the International Civil Aviation Organization's Convention on International Civil Aviation 1944 (Chicago Convention).

Based on the evolving nature of the threat and the changing nature of the target, various additional security layers have been added to the security regime over time. An example is liquids, aerosols and gels (LAGs) screening, in response to the foiled 2006 London plot to detonate liquid explosives on board an aircraft.

The continued success of Rwanda's aviation industry will be driven in large measure by public confidence in the safety and security of air transport services.


Dr. Richard MASOZERA
Director General
Rwanda Civil Aviation Authority



1. Introduction

The RCAA is proposing the introduction of aviation security charges and seeks the aviation industry's feedback on the proposed charges.

One of the key drivers for introduction of security charges has been the transfer of all security activities from the Government to RCAA, effective 1 July 2014. These activities include:

- a) provision of security measures, equipment and facilities for the following functions:
 - screening of passengers and their cabin baggage;
 - screening of hold baggage;
 - Security control of cargo, mail and other goods;
 - Security control of airport and airline personnel;
 - monitoring of aircraft and security restricted areas;
 - background checks on persons with access to security restricted areas;
 - identification systems for security purposes at airports;
- b) payment of salaries for security personnel; and
- c) training & development of security personnel;

All along, these activities have been provided free to the airports and airlines by the Government. One of the Government's objective in making this transfer is to remove the funding of these activities from taxpayer and to introduce a 'user pays' principle.

2. Aviation Security Charges

The RCAA, unlike many other public institutions, is funded directly by charges on those it regulates or gives services, and therefore it is necessary for RCAA to put in place charges for aviation security for recovering the costs of discharging its aviation security functions.

Regulation 7 (1) of Rwanda Civil Aviation (Fees and Charges) requires the RCAA, in respect of every departing passenger, to impose or collect passenger service and security charges.

As a body funded directly by charges from those we regulate or we provide services, we fully recognize the difficulties the industry continues to face in the present economic climate, and acknowledge this in setting our charges.

In view of the new aviation security functions, a security charge of **US\$ 8** per departing international passenger over 2 years of age is being proposed for RCAA to recover the cost of discharging these functions. This charge will be collected by the airlines or operator at the point of sale of the relevant flight ticket and remitted to the RCAA.

3. Cost Base

In total we estimate RCAA will incur costs of Two Billions Seven Hundred Sixty Six Million Six Hundred Twenty Thousand Seven Hundred Rwandan Francs (2,766,620,700 Rwf) per annum to take on the required aviation security functions.

A breakdown is given in the table below:

Activity	Annual AMOUNT (RWF)
Security Equipment	700,520,700
Office space	105,000,000
Salaries for security personnel	960,700,000
Training & development of security personnel	450,400,000
Other indirect costs	150,000,000
TOTAL	2, 766,620,700

Consultation

We recognize that effective consultation with aviation industry on introduction of any charges is important to ensure the proposal is understood by aviation industry and that our decisions take into consideration our customer's views. Therefore, we are seeking formal responses to the proposal from the aviation community. We will acknowledge all responses. Any material that is regarded as confidential should be clearly marked.

We will also hold a formal consultation meeting to give aviation industry an opportunity to ask questions and provide their views on the proposed charges. The meeting will be open to all airlines and representative bodies.

If you would like to attend the formal consultation meeting, please inform Mr. **Bazatoha Claver** at cbazatoha@caa.gov.rw, or on telephone number +250788764140. We are also available to meet with airlines or any interested party who wishes to discuss the proposal during the formal consultation period.

The consultation process will be as follows.

1 st August 2014	Consultation commences by issuing consultation document
31 st August 2014	Closure of consultation process
5 th September 2014	Formal consultation meeting. Venue: RCAA Boardroom Time: 0930 am.
11 th September 2014	Final decision announced
1 st November 2014	Aviation security charges become effective