



*International Civil Aviation Organization*

**SECFAL Plan Development Group**

**Second Meeting (SECFAL PDG/2)**  
*(Abu Dhabi, UAE, 3 - 4 May 2017)*

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**Agenda Item 2: Draft ACAC/MID SECFAL Plan**

**A PROPOSAL TO INCLUDE ONE-STOP SECURITY  
IN ACAC/MID SECFAL PLAN**

*(Presented by Airports Council International)*

**SUMMARY**

This paper proposes that One-Stop Security be included in the ACAC/MID SECFAL PLAN as a long-term goal. It also briefly discusses the success factors of One-Stop Security.

Action by the meeting is at paragraph 3.

**1. INTRODUCTION**

1.1 ACI welcomes the planned establishment of the Middle East Regional Aviation Security and Facilitation Group (RASFG) and considers it a significant step forward for the States and Industry in the Middle East to promote and balance aviation security and facilitation.

1.2 The paper proposes that One-Stop Security be included in the ACAC/MID SECFAL Plan as a long-term goal and discusses factors that are favourable to the achievement of One-Stop Security.

**2. DISCUSSION**

2.1 Standard 4.4.2 of Annex 17 stipulates that States shall ensure that transfer passengers and their baggage are screened before boarding but at the same time it does allow this re-screening be skipped if the State concerned has established and continuously implements a process to validate and ensure that passengers and their bags from the originating State are screened to an appropriate level. The elimination of unnecessary rescreening at the transfer airport is commonly known as “One-Stop Security”.

2.2 The challenges of establishing and implementing such a validation and continuous monitoring process mean that One-Stop Security is often only implemented between airports situated in the same State or member states of a political union, such as the European Union.

2.3 The primary benefit of One-Stop Security is obvious: time and money saved on rescreening. However its secondary benefits are many more and can better be viewed as the opportunity to potentially solve the numerous problems often caused by rescreening: passengers and

hold baggage missing connections while being rescreened, airlines having to rebook these passengers, delivery to domicile of short-shipped bags, flight delays and their broader repercussions on the air transport network, and more significantly, the need to build an expensive buffer of airport capacity to absorb the impact of flight delays. In short, the hidden costs of rescreening are much higher than its direct costs. All these costs are in the end paid by the passengers and shippers who will determine their choice of airlines and itinerary based on prices and tariffs, amongst other considerations. In other words, the competitiveness of the air transport industry of the Middle East as a whole: airlines, airports, ANSPs and their partners, is at stake.

2.4 ACI congratulates the government leaders participating in the Global Ministerial Aviation Summit, held in Riyadh in August 2016, for their vision and courage in declaring One-Stop Security as one of their objectives, listed in the summit conclusion known as the Riyadh Declaration.

2.5 It is an official position of ACI to support One-Stop Security. This is clearly stated in its Policy Handbook, a document available for public download at the following address:

<http://www.aci.aero/Publications/Official-ACI-Documents/ACI-Policy-and-Recommended-Practices-Handbook-8th-edition-2016>

2.6 ACI therefore supports Sudan (SECFAL PDG/1-WP/4) and AACO's (SECFAL PDG/1-WP/8) suggestions of including One-Stop Security in the work program of the future MID-RASFG.

2.7 The Meeting would agree implementing One-Stop Security in the Middle East is challenging but not an entirely impossible undertaking. A useful first step would be to identify the success factors of One-Stop Security, that is, the prerequisites and the conditions conducive to the success of One-Stop Security taking into account of the situation of the region.

2.8 ACI would like to suggest the following success factors. There may be many others but here are some for the Meeting's consideration and discussion of their relevance and the potential obstacles in achieving these factors:

- a) *Harmonization of security measures.* The harmonization of security measures amongst States would increase mutual confidence and, as secondary benefits, reduce confusion to passengers who would otherwise face different security measures, and increase operational efficiency. This could be a relatively low-hanging fruit for the States in the region.
- b) *Sharing of intelligence and best practices in aviation security between States and with Stakeholders.* This would help raise the standard of aviation security as a whole in the region, and foster mutual trust, confidence and communication, which are essential to achieving One-Stop Security.
- c) *Good quality control plan.* A well devised and rigorously followed through quality control plan to ensure the successful execution of security measures at each of the airport and airline involved would be a cornerstone of the "validation process" stipulated in Standard 4.4.2 of Annex 17.
- d) *Phased implementation.* An implementation by phase would allow lessons learnt in the early stages to be used in the latter phases to better ensure success.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) discuss the success factors and potential obstacles of implementing One-Stop Security in the Middle East; and
- b) consider including the implementation of One Stop Security in the ACAC/MID SECFAL Plan.

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