DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

Sixth Meeting (DGCA-MID/6)
(Abu Dhabi, UAE, 1-3 November 2022)

Agenda Item 6:   **Aviation Security and Facilitation**

ENCOURAGING THE ADOPTION OF ONE-STOP SECURITY

(Presented by Airports Council International (ACI) Asia-Pacific)

SUMMARY

One-stop Security (OSS) has been discussed for many years and the potential benefits that it can bring to the security and efficiency of the entire air transport industry are widely acknowledged. However, the implementation of OSS is still limited worldwide, especially in the Middle East region.

This paper aims to reiterate the importance of OSS and elaborate on how airports and airlines could assist State's assessment on potential OSS opportunities.

Action by the meeting is at paragraph 4.1.

REFERENCES

Annex 17 - Aviation Security, 12th edition
Doc 8973 – Aviation Security Manual, 12th edition
Yellow Cover Report of the HLCAS/2

1.   INTRODUCTION

1.1   One-stop Security (OSS) is a concept of eliminating the duplication of security screening and controls at the transfer airport.

1.2   The benefits of OSS are widely acknowledged by the industry. The removal of transfer screening could allow better allocation of scarce security resources to higher-risk areas, enhanced sharing of information between States, increased airport operational efficiencies, reduced minimum connection times for airlines, and improved passenger satisfaction with a smoother transfer process.

1.3   The COVID-19 pandemic has also made OSS ever more important, as any measure that can increase operational efficiency and reduce passenger contact will be crucial to the recovery of air travel and beneficial to the overall passenger experience.

1.4   Despite the notable benefits, the implementation of OSS, however, is still very limited worldwide, for example in the Middle East region. Only a handful of States in the region have been engaged in bilateral or unilateral OSS arrangement with selected third States.

1.5   In order to encourage implementation, ICAO has been advocating OSS over the years. The second High-level Conference on Aviation Security (HLCAS/2), held in November 2018, concluded with a recommendation to "*encourage States to enter into collaborative arrangements and implement OSS arrangements in order to increase the* **sustainability** *of the aviation security system….*"[1].

1.6   ACI Asia-Pacific would like to encourage States to consider leveraging the network and expertise from airports and airlines when identifying OSS opportunities, in accordance with the ICAO's latest regulations and guidance.

2.   ICAO'S REGULATORY FRAMEWORK ON OSS

2.1   OSS is permitted and encouraged under the existing ICAO regulations (i.e., Annex 17 SARPs 4.4.3, 4.5.5 and 2.4.9), which allow States to exempt screening of passengers and/or baggage at the transfer airport, provided that a process of recognition of equivalence between the engaged States has been put in place. ICAO also provides detailed guidance on how to ensure the security measures carried out in one State are equivalent (in terms of security outcomes) to other State(s).

2.2   If the exemption of transfer screening is also permitted by the respective national legislations, there should be little restraint left from preventing OSS implementation, at least from the regulatory perspective. It will then largely depend on State's willingness to initiate discussions with third States.

3.   ROLE OF AIRPORTS AND AIRLINES IN FACILITATING OSS DECISION

3.1   OSS is a State-to-State decision, but airports and airlines can play a role in assisting States on OSS decision, especially in the initial process of identifying and assessing suitable partner States

3.2   A recent amendment to Doc 8973 (**Chapter 11.10**), which was endorsed at the 32nd AVSEC Panel meeting, also officially recognizes the role of the industry operators on OSS initial discussion by stating that States "*may consider recommendations from airports and aircraft operators when identifying potential candidates*" and "*may use the information and expertise supplied by industry stakeholders to inform their decision-making on potential OSS arrangement*".

3.3   The operational knowledge, international network and information related to the application of security measures across the globe possessed by the industry operators may be particularly valuable to State regulators in their consideration of OSS adoption.

3.4   For example, many airport operators maintain close relation with foreign airports, particularly those with similar sizes and business models, through regular sharing of best practices and contact of mutual visits. Similarly, aircraft operators have a good understanding of the security

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[1] Yellow Cover Report of the HLCAS/2 (5.4.1.d)

arrangements applied at the overseas airports at which they operate. All these hands-on and timely information could all be useful in helping States to identify potential partner States.

4.   **ACTION BY THE MEETING**

4.1   The Meeting is invited to encourage States to consider:

   a) adopting One-stop Security (OSS) arrangement in accordance with ICAO's regulations to enhance the security and efficiency of the entire air transport industry; and

   b) iputs and recommendations provided by airports and airlines when assessing opportunities for OSS and identifying potential OSS partner States.

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