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Latin American Civil Aviation Commission
ICAO/LACAC NAM/CAR/SAM Aviation Security and
Facilitation Regional Group (AVSEC/FAL/RG)

WORKING PAPER

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Ninth Meeting of the ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG/9)

Santo Domingo, Dominican Republic, 25 to 29 March 2019

- Agenda Item 6:** Programmes and projects – Aviation security (AVSEC) and facilitation (FAL)
6.1 Procedures for the implementation of the One stop security system (OSS) – Coordinator State: Panama

PROCEDURES FOR THE IMPLEMENTATION OF THE ONE STOP SECURITY (OSS) PROGRAMME

(Presented by the OSS Working Group - Coordinator State: Panama)

EXECUTIVE SUMMARY	
This working paper presents the action taken by the working group to implement a “One stop security programme for the States of the Region”.	
Action:	<ul style="list-style-type: none">• Present the progress made in this programme.
Strategic objective:	Aviation security and facilitation
References:	<ul style="list-style-type: none">• Annex 17• ICAO Doc 8973/10• ICAO document on: “Recognition of equivalence of security measures”.• Fifth meeting of the NAM/CAR and SAM regional group (AVSEC/FAL/RG/5).• First regional meeting of the One stop security (OSS) working group of the AVSEC/FAL/RG.• Eighth meeting of the NAM/CAR and SAM AVSEC/FAL regional group (AVSEC/FAL/RG/8).

1. Introduction

1.1 Improved connectivity has become a common objective in our Regions, as a means to provide an efficient and timely response to the constant growth of commercial aviation in our States. Accordingly, the implementation of existing tools to achieve this objective is vital in order to meet the security and operational efficiency standards that our aviation deserves and requires.

1.2 Within the framework of the Fifth Meeting of the Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG/5), held in July 2015, the proposal was made to develop procedures for the implementation of a one stop security (OSS) system throughout the NAM/CAR and SAM Regions. To this end, a working group was established, made up by Brazil, Trinidad and Tobago, and Panama as the coordinator State.

1.3 The First regional meeting of the One stop security (OSS) working group of the AVSEC/FAL/RG was held on 17-20 January 2017 in the city of Panama.

1.4 This working paper will be presented at the Ninth meeting of the AVSEC/FAL regional group, to be held in Santo Domingo, Dominican Republic, on 27-29 March 2019.

2. Purpose

2.1 To present the action taken by the Working Group for the establishment of a one stop security (OSS) system throughout the Region, to ensure its sustainability while increasing the operational efficiency of our airports and airlines. Undoubtedly, these actions contribute to the development and improvement of our regional connectivity.

3. Development

3.1 ICAO document on “Recognition of equivalence of security measures”, published in August 2015, under the authorisation of the General Secretariat and of limited distribution, and ICAO Doc 8973/10, Aviation Security Manual, were used as a guide for drafting this working paper.

3.2 The comments, suggestions, and contributions made by several States of the Region were taken into account, as well as the conclusions of the Declaration of the NAM/CAR and SAM Regional Conference on Aviation Security for the Americas and the Caribbean to address the common challenges through the implementation of the ICAO Global aviation security plan (GASeP) (July 2018).

3.3 An example of the action taken by the States, based on the results of the project and the meetings of the OSS working group, is the experience of Panama that for the last three years has been taking measures to resolve the significant security concerns (SSeC) identified by the audit of the Second USAP Cycle in 2012. Procedures for screening passengers and their cabin baggage at disembarkation have been implemented, while airport infrastructure is being adapted and enclosures are being built in areas of the International Airport of Tocumen where passengers from flights coming from origins validated by the State of Panama through a one stop security (OSS) system could commingle with originating passengers already screened. These infrastructure modifications have also been contemplated in the contingency plan for one stop security implementation.

3.4 At present, Panama is in the final phase of building a screening point for passengers in transit coming from States where the risk analysis calls for re-screening, creating favourable conditions for one stop security implementation.

3.5 Based on the recommendations and conclusions of the First Regional Working Meeting on OSS, Panama has visited 16 States in 3 Regions as part of the validation process for recognition of security measures. A first continuous validation visit has already been made to one State, thus initiating the second validation cycle, based on the risk analysis.

3.6 Pursuant to the recommendations and guidelines defined in the Declaration of the NAM/CAR and SAM Regional Conference on aviation security for the Americas and the Caribbean for addressing common challenges through the implementation of the Global aviation security plan (GASeP), Panama has developed an Aviation security risk management programme at the international airport of Tocumen. The purpose of the programme is to conduct an ongoing assessment of the nature of threats to civil aviation operations in its territory and adjust the relevant aspects of the National Civil Aviation Security Programme accordingly to improve connectivity security in flights in transit in Tocumen. Subsequently, Panama will request a validation visit by ICAO to lift the SseCs, a commitment assumed by the aeronautical authority of Panama.

4. **Suggested actions**

4.1 The Meeting is invited to:

- a) Request ICAO and LACAC to continue promoting the one stop security project in the (NAM/CAR and SAM) Regions through technical assistance (regional seminars on quality control; the new USAP-CMA methodology; other seminars on the benefits of improving connectivity in the region); the exchange of information and training; and coordination among States.
- b) Schedule the Second regional meeting of the OSS working group to analyse and discuss the procedures followed by this working group, continue developing this project, and plan its implementation in accordance with the actual needs of the States.
- c) Continue implementing one stop security in other States of the Region as a mechanism to expedite the safe development of civil aviation, improving connectivity in our Regions.
- d) Designate an AVSEC/FAL/RG working group to develop an efficient and safe mechanism for the exchange of information among the States of the Region interested in the implementation of OSS, which will require the support of ICAO/LACAC.