



WORKING PAPER

AVSEC/FAL/RG/6 — WP/14
13/09/17

**SEVENTH MEETING OF THE AVIATION SECURITY AND FACILITATION REGIONAL
GROUP (AVSEC/FAL/RG/7)**

ICAO SAM Regional Office, Lima, Peru, 4 to 6 October 2017

Agenda Item 6.2: Procedures for the implementation of One Stop Security System (OSS)

**PROCEDURES FOR THE IMPLEMENTATION OF THE ONE STOP SECURITY CONTROL
PROGRAM**

(Presented by Working Group OSS-State coordinator: Panama)

EXECUTIVE REPORT	
This Working Paper presents the actions and advances that the Working Group has developed to implement and establish a "One Stop Security Control Program throughout the Region".	
Action:	To present the conclusions of the 1st Regional Meeting of the Working Group on OSS, as well as the progress for the implementation of this Program throughout the Region.
<i>Objectives Strategic:</i>	<ul style="list-style-type: none">• Aviation security and Facilitation
<i>References:</i>	<ul style="list-style-type: none">• Fifth Meeting of the Group on Aviation Security and Facilitation (AVSEC / FAL / RG / 5).• Seminar on the Strategic Plan of the NAM / CAR and SAM Regional Aviation Security and Facilitation Group ICAO / CLAC (AVSEC / FAL / RG).• Sixth Meeting of the Group on Aviation Security and Facilitation (AVSEC / FAL / RG / 6).

1. Introduction

1.1 Aerial commercial activity in our regions has shown sustained growth in recent years; This increase in demand for air transport services, indicates that this trend will not only be maintained over the next decade, but its pace will be exponential.

1.2 In the framework of the Fifth Meeting of the Working Group on Aviation Security and Facilitation (AVSEC/FAL/GR/5) of July 2015, the proposal for the development of the procedures for the implementation of One Stop Security (OSS) is made, throughout the Region, NAM/CAR and SAM,

creating for this purpose a working group, composed by The States of Brazil, Trinidad and Tobago, in addition to Panama as a State Coordinator.

1.3 The First Regional Meeting of the Working Group on the One Stop Security Control Project (OSS) of the AVSEC / FAL / RG Regional Group was held from 17 to 20 January 2017 in Panama City.

1.4 This Working Paper will be presented within the framework of the 7th AVSEC/FAL/RG/7 Meeting, to be held in Lima, Peru from October 2 to 6, 2017.

2 Objective

2.1 To present the actions and advances of the Working Group for the establishment of a One Stop Security Control Program (OSS) throughout the Region, in order to give sustainability to the aviation security system, as well as to increase the operational efficiency of our airports and airlines.

3 Development

3.1 For the preparation of this Study Note, we take as a guide the document: Recognition of Equivalence of Security Measures, published in August 2015, under the authority of the ICAO General Secretariat, and with limited distribution.

3.2 Since, for the sake of giving sustainability to the system of commercial air safety and having as a common objective that the One Stop Security Control System be implemented by the States of the Region, the ICAO document, used as a guide, was sent to several countries of the Region, requesting them, within their possibilities, to issue comments and suggestions to it.

3.3 Comments, suggestions and contributions were received from several States of the Region, which were added to the recommendations of the ICAO base document.

3.4 Taking into consideration the recommendations of the document guide ICAO and the contributions of the States of the region, and preliminary analysis of these documents that refer to both the elements and information data that must be collected in the process were developed on-site Verification Visit (Checklist, whether the Equivalence Recognition, holistic or partial); as well as two models of Agreement (Unilateral or Bilateral) Recognition of Equivalence.

3.5 Within the AVSEC / FAL RG NAM / CAR / SAM CLAC / ICAO Group, works that can contribute favourably, in the Recognition of Equivalence; such as the "Procedure for inspecting passengers, their hand luggage and list of prohibited objects", proposing through it, the standardization of inspection criteria, including the definition of prohibited articles, with the aim of facilitating the boarding of passengers in the region, determining the differences that exist between States and homologating the inspection criteria based on the level of risk.

3.6 From 17 to 20 January 2017 in the City of Panama, took place the First Regional Meeting of the Working Group on the project of One Stop Security (OSS), of the Regional group AVSEC/FAL/RG; taking as a general objective, analyse and discuss the procedures that this Working Group has made to continue with the development of this project; as well as develop a schedule for its implementation according to the real needs of the States.

3.7 The meeting was attended by representatives of 11 States of the region, namely: Antigua Barbuda, Brazil, Chile, the United States, Guatemala, Guyana, Mexico, Panama, Uruguay, Venezuela, as well as international organizations related to the airline activity, being these ICAO, CLAC, IATA, ACI-LAC; being presided by the Chairman of Regional Working Group AVSEC/FAL, and monitored by the General Secretary of the CLAC and the Regional Officer SAM AVSEC/FAL.

3.8 The development of the Meeting was carried out on the basis of the following methodology: Delivery and review of documentation; Analysis of the content; of the participants; Contributions and suggestions; Final documents, minutes, signature. In that sense, they were divided into five working groups, which according to the methodology, comments and suggestions were issued in respect of each of the documents that were presented in the session of the working agenda.

3.9 The documents submitted to the working groups for their review and analysis were the following: Recognition of the equivalence of security measures; Forms for Evaluation of validation; Security Audit Protocols, of the Working Group on Quality Control of the AVSEC/FAL/RG; Standardization of procedures for the inspection of passengers and their baggage and checked baggage; List of Prohibited and Restricted Use items of the Working Group; Establish a model guide of an instructional program with basic content, which include the process of training and retraining; Model of Recognition of Unilateral, bilateral or multilateral Agreement of equivalence and its Annexes; Review the Channels Communication Protocols, for the notification of alerts that violate the Aviation Security System; Proposal of Study Notes to be presented at the Seventh Meeting of the Working Group-Lima 2017.

4 Conclusions

4.1 The last day of the meeting the following general conclusions were presented:

4.2 Document Recognition of the One Stop security (O.S.S.) is in itself a material that is acceptable to apply the methods and standards of ICAO and we have determined it by reading the article 2.5 which sets where the parameters in order to accept the validation with States.

4.3 The Project for the recognition of the One Stop Security looks for a methodical standardization to be used among the States that accept it.

4.4 It is important to determine what would be the scope of the review on the report of the audit USAP (limited to the result or detailing the findings?).

4.5 The O.S.S. project must take into account that the main stumbling block, are the findings found in audits and that depends on the States of the region support each other to overcome these shortcomings.

4.6 The checklist form and adapt it to the verification between States, which comply to a large extent with the Security Programs of the States.

4.7 Establish a strong and effective mechanism for the exchange of information between States. This could be with the support of ICAO/CLAC, or even with a good intention among the acceptors of the O.S.S. project.

4.8 The revision measures both in the arch of inspection as in the X-ray machines and even, to observe the behaviour of the inspectors in the access control points. It is necessary to meet the monitoring and rest times and make the rotations of personnel fair and in a systematic way.

4.9 By adopting a O.S.S. program it is necessary to comply with the Program for the Security of the State and consider first of all the most significant aspects that could affect the safety of the passengers.

4.10 Finally, the States attending the meeting received the commitment of the ICAO together with the CLAC to support States in the development of the O.S.S. project.

5 Advances

5.1 Panama, as Coordinating State of the Project, has, to the recommendations and conclusions of the 1st Regional Meeting on OSS, visited 7 States in the 3 Regions to date, as part of the validation process for the recognition of security.

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