



**AVIATION SECURITY PANEL (AVSECP)**

**THIRTY-SIXTH MEETING**

**Hybrid meeting, 7 to 11 April 2025**

**Agenda Item 3: Policy, regulatory and oversight issues**

**THE TRANSPORTATION SECURITY ADMINISTRATION'S  
ONE STOP SECURITY PILOT PROGRAM**

(Presented by the Member nominated by the United States)

**INFORMATION PAPER**

| <b>SUMMARY</b>                                                                                                                                                        |                                                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|
| This Information Paper provides information and a status update on the United States (U.S.) Transportation Security Administration's One Stop Security Pilot Program. |                                                     |
| <b><i>Link to GAsP Global Priority</i></b>                                                                                                                            | Global Priority 6: Increase cooperation and support |

**1. INTRODUCTION**

1.1 On 23 December 2022, the U.S. Congress passed legislation that provided the Transportation Security Administration (TSA) with authority to conduct a limited One Stop Security (OSS) Pilot Program, subject to certain requirements specified therein. The legislation grants TSA the authority to conduct OSS pilots at no more than six Last Points of Departure (LPDs) locations for a period of no more than six years from the date the legislation was enacted.

1.2 The purpose of the OSS Pilot Program is to generate useful data over the course of the six-year term of the pilot to determine the efficacy and security effectiveness of the OSS concept. TSA is required to report its findings to the U.S. Congress in order to inform future legislative decision-making on OSS. TSA's goal would be to seek permanent authorization to establish OSS arrangements after the pilot program comes to an end, should the pilot yield calculable benefits for the States and industry stakeholders (airports and airlines) involved, positive advancements in aviation security, as well as substantial improvements in the passenger experience.

1.3 In accordance with applicable International Civil Aviation Organization (ICAO) guidance, and recalling AVSECP/35-WP/15, *One Stop Security Arrangements – Third-Party Implications and the Criticality of Information Sharing*, this information is being provided to the Aviation Security Panel (AVSECP) to share TSA's progress with establishing OSS arrangements and the status of its OSS Pilot

Program thus far. Information sharing with all affected States and stakeholders is critical to ensure the security and sustainability of bilateral OSS arrangements.

## **2. PILOT PROGRAM REQUIREMENTS**

2.1 The OSS Pilot Program allows connecting passengers, accessible property, and their checked baggage (where applicable) on certain international flights into the United States to be exempt from rescreening by TSA. OSS passengers will still be required to undergo customs and immigration inspection by U.S. Customs and Border Protection at the U.S. port of entry. The pilot program is expected to provide benefits in the areas of security effectiveness, operational efficiency, passenger experience, and increased industry vitality.

2.2 The program contains a number of specific requirements, in accordance with TSA's OSS Pilot Program authorizing legislation, to determine which LPDs and U.S. airports may be eligible to participate. These requirements include, but are not limited to:

- LPD airports must deploy advanced security measures, technology, procedures, and detection capabilities that are comparable to those deployed by TSA at U.S. airports;
- LPD airports must address any commingling of passengers not screened at the OSS LPD airport (i.e., transit and transfer passengers (whether originating domestically or at a third country airport) must not commingle with U.S.-bound passengers unless they have been screened at the LPD participating in the OSS arrangement);
- U.S. airports must ensure OSS passengers are segregated from their hold baggage and from other non-OSS inbound passengers upon arrival in the United States when deplaning and during the customs and immigration clearance process;
- Positive compliance posture with both national and airport-level security programs;
- Strong insider risk mitigation policies and programs; and
- Continuous on-site assessments of implementation of security measures, to include joint covert testing.

## **3. UPDATES**

3.1 Since passage of the legislation in December 2022, the TSA OSS Pilot Program continues to make headway towards operationalization. TSA looks forward to seeing the benefits this pilot will provide to the traveling public, airlines, U.S. airports, and the LPD airports participating in the pilot.

3.2 In October 2024, after several months of work on scoping and establishing the standards for an OSS arrangement, TSA and the UK Department for Transport (DfT) signed a Memorandum of Understanding regarding OSS Operations. Consistent with ICAO guidance on OSS, a prerequisite for the establishment (and any future expansion of) the U.S.-UK OSS arrangement is the assessment of equivalency in security standards between the two national civil aviation security programs and the security measures being implemented at all participating airports. Essential components that are to be and have been assessed include the screening for passengers and baggage, the protection of passengers and baggage after screening, screening and security controls applied to transfer passengers and baggage, and additional mitigation measures in place.

3.3 The U.S.-UK arrangement is to take place in phases, with Phase 1 involving UK-bound flights from Hartsfield Atlanta International Airport (ATL) and Dallas/Fort Worth international Airport (DFW). Phase 1 officially commenced on 4 February 2025, with feedback received so far being overwhelmingly positive. TSA and the DfT are monitoring the implementation of Phase 1 and working with affected industry stakeholders to gather any data and lessons learned from the experience. Additionally, TSA and the DfT expect

that Phase 2, involving U.S.-bound flights from the UK's London Heathrow Airport (LHR), will commence in June 2025.

3.4 TSA has been working with several other locations that have expressed an interest in participating in the OSS Pilot Program, including assessing each location (in accordance with the requirements described in paragraph 2.2 above) to determine operational feasibility within the prescribed timeframe of the pilot legislation. Initially, 27 countries/airports indicated interest in the TSA OSS Pilot Program. After review and discussions with these countries/locations, TSA narrowed the scope of the OSS Pilot Program to 13 potential candidate locations (which includes the UK/LHR), which will hopefully allow for the maximum of six authorized pilot locations to launch during the prescribed pilot timeframe. These discussions are at various stages, with six additional locations making advancements to potential entry to the pilot. These discussions have also provided valuable insights into both the ostensible benefits and the various challenges of establishing OSS arrangements. As the OSS Pilot Program deadline approaches (December 2028), TSA remains committed to collaborate with all OSS candidates to meet the requirements for participation in the pilot and to realize the intended benefits of OSS.

3.5 TSA is also committed to continuing this conversation with any other location wishing to pursue an OSS arrangement in the future after the OSS Pilot Program expires and should permanent authority be granted. Any interested OSS candidates are invited to review the information in the QR code linked below or reach out to their dedicated TSA Representative.



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