



## ASSEMBLY — 39TH SESSION

### EXECUTIVE COMMITTEE

#### Agenda Item 16: Aviation Security — Policy

#### PROCEDURES FOR THE IMPLEMENTATION OF THE ONE STOP SECURITY SYSTEM

(Presented by Brazil, Chile, Colombia, Ecuador, Panama and Paraguay)

#### EXECUTIVE SUMMARY

At the fifth meeting of the Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG/5) and the seminar on the strategic plan of the ICAO/LACAC NAM/CAR/SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG), held in July 2015, it was proposed that procedures for the implementation of a one stop security system (OSS) be formulated for the entire NAM/CAR and SAM region and, to that end, a working group comprising Brazil and Trinidad and Tobago, with Panama as the Coordinator State, was established.

At the Sixth Meeting of the ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG/6), held from 8 to 10 June 2016, at the ICAO NACC Regional Office in Mexico City, a working paper was submitted on procedures for the implementation of a one stop security system.

**Action:** The Assembly is invited to:

- a) support the implementation of procedures for the implementation of a one stop security system (OSS) throughout NAM/CAR and SAM; and
- b) recommend that Member States implement a one stop security system as an effective means of improving the quality of commercial air services.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective C — <i>Security and Facilitation</i> .
<i>Financial implications:</i>	None.
<i>References:</i>	Meetings of the Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG/5 and 6). Seminar on the Strategic Plan of the ICAO/LACAC NAM/CAR/SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG)

<sup>1</sup> Spanish version provided by Panama

## 1. INTRODUCTION

1.1 Both time and other resources are crucial components of the development of international commercial air service activities. The commercial air service system will benefit overall from the implementation of a one stop security system (OSS) as it would improve the quality of the service, minimize lead times, adapt the infrastructure and simultaneously regulate aviation security.

1.2 At the Sixth Meeting of the ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG/6), held from 8 to 10 June 2016, the Working Group comprising Brazil, Trinidad and Tobago, and Panama as the Coordinator State submitted a working paper on the formulation of procedures for the implementation of a one stop security system (OSS) throughout the NAM/CAR and SAM region.

1.3 Efforts are therefore being made to establish a one stop security system covering all countries in the region and action is accordingly being taken to achieve that goal.

1.4 As implementation of a one stop security system requires equivalent levels of security, the proposal also acknowledges that its implementation will enhance security arrangements in the region.

## 2. ANALYSIS

2.1 This working paper has been drafted on the basis of guidance contained in *Recognition of the Equivalence of Security Measures*, published in August 2015 under the authority of the Secretary General of ICAO as a limited distribution document.

2.2 As it is desirable, in ensuring sustainability of the commercial air service security system and with the common aim of securing implementation of the one stop security system by States in the region, the ICAO document used as guidance was sent to several countries in the region, which were requested to make comments and suggestions thereon, if possible.

2.3 The comments, suggestions and contributions received from several States in the region have been added to the recommendations in the ICAO guidance document.

2.4 Drawing on the recommendations in the ICAO guidance document and on the contributions from States in the region after due analysis, documents were drawn up referring both to elements and to data that must be collected in the on-site verification process (for the purposes of equivalence recognition, whether in whole or in part) and must be enshrined in both models of agreement (unilateral or bilateral) on equivalence recognition.

2.5 With regard to information collection documents for the on-site verification process for the purposes of equivalence recognition, seven forms have been drawn up bringing together elements and data on:

- Documentation
- Security inspection point
- Access control
- Airside (Perimeter/Ramp)
- Terminal building/Departure lounges
- Hold baggage inspection point
- General recommendations

2.6 The model agreements, both unilateral and bilateral, on equivalence recognition will consist of the following:

- Preamble
- Objectives
- Definitions
- Scope
- Confidentiality and non-disclosure
- Bases for the recognition of security measures
- Validation processes
- Continuous review
- Consultations
- Suspension and termination of the agreement
- Amendments
- Entry into force

2.7 To increase understanding and facilitate implementation of the model agreement, it was considered that annexes would comprise: List of airports (including all airports recognized by the Parties, in addition to selected flights, if necessary); Non-disclosure agreement on the scope of the model agreement; and list of security measures (summary of security measures implemented by the Parties).

2.8 Those model documents will be an output that will facilitate the implementation of a one stop security system in the region in a more focused manner, highlighting the standards of the security measures desired for the purposes of equivalence; they will facilitate the mechanisms put in place to ensure continuity of agreements through exchanges of monitoring reports among States, for example.

2.9 On the basis of the results obtained from information gathered during the validation visit and key commitments contained in the model agreement, it is recommended that action be taken to establish the one stop security system, duly taking into account the following:

- a) coverage in the one stop security system agreement of difficulties relating to the infrastructure and subsequent protection of in-transit passengers and their carry-on baggage from unauthorized interference;
- b) in-transit passengers, not covered by the agreement, shall be inspected before mixing with passengers covered by the agreement (OSS);
- c) passengers on aircraft from places not covered by the one stop security system agreement shall be separated from those arriving from places covered under one stop security system agreements until they have been inspected. Such passengers not covered by one stop security system agreements will be inspected before being allowed to enter the area in which passengers protected by the agreement have gathered;
- d) work done by the ICAO/LACAC NAM/CAR and SAM group that can contribute positively to equivalence recognition include “inspection procedures for passengers and their hand luggage and the list of prohibited items”, thereby providing for standardization of inspection criteria, including a list of prohibited items, in order to facilitate boarding by passengers in the region by determining existing differences between States and by endorsing inspection criteria based on the level of risk; and

- e) formal establishment of a team to conduct continuous risk assessments of the security system in airports that are members or part of the one stop security system; such assessments would be based, at least, on new existing threats, be they local, regional or international, that can significantly affect civil aviation operations.

### 3. **ACTION BY THE ASSEMBLY**

3.1 The Assembly is invited to:

- a) take cognizance of the action proposed in Latin America to implement a one stop security system for the countries of the region, and support the project whenever possible;
- b) request ICAO to support the project on the implementation of the one stop security system in the region (NAM/CAR and SAM) through technical assistance, the exchange of information, training and coordination among States;
- c) request ICAO to assess the possibility of implementing or supporting similar projects in other regions of the world in which a one stop security system has not yet been implemented, and to assess ways and means of unifying such regional projects to enable greater security system standardization and thus facilitate their worldwide implementation.

— END —