



**Agenda Item 3: Review of results obtained in the SAM Region on security matters**

**REPORTING ON ACTIVITIES OF THE NAM/CAR & SAM AVSEC/FAL REGIONAL GROUP  
ON ONE-STOP SECURITY (OSS)**

(Presented by the Secretariat)

<b>SUMMARY</b>	
This paper analyses the possibility of conducting a study of the benefits of OSS implementation in the Region, to be carried out by the ICAO/LACAC AVSEC/FAL/RG.	
<b>REFERENCES</b>	
<ul style="list-style-type: none"><li>• <i>Meeting of the Civil Aviation Authorities</i></li><li>• <i>ICAO/LACAC AVSEC/FAL/RG</i></li><li>• <i>Document “Recognition of equivalence of security measures” (limited distribution)</i></li><li>• <i>Security Manual, Doc 8973/10</i></li></ul>	
<b>ICAO strategic objectives:</b>	<i>C – Security and facilitation</i>

**1. Background**

1.1. International civil aviation activity has experienced a sustained growth in our Regions in recent years. Based on the increased demand for air transport services, this trend will not only continue in the next ten years, but will grow exponentially. Accordingly, the Fifth meeting of the Aviation Security and Facilitation Group (AVSEC/FAL/RG/5), held in July 2015, proposed the development of Procedures for the Implementation of a One-Stop Security Control System (OSS) to give sustainability to the civil aviation security system and to use it as a tool to improve operational efficiency of airports and airlines in the Region, which will in turn improve connectivity amongst States.

1.2. ICAO has drafted and published in August 2015 a document of limited distribution on the “*Recognition of equivalence of security measures*” amongst States, where it indicates that States may consider recognising other States’ aviation security systems where it is determined that they are equivalent and consistent with their risk assessment, in order to avoid an unnecessary duplication of security controls and increase the global sustainability of the aviation security system.

1.3. It might be added that, in the context of aviation security, recognition of equivalence is defined as the acceptance and formal approval by a State that security measures carried out in another State are at least equivalent to its own security measures in terms of security outcomes. Such approval may apply to one or several or all security measures, and States should consider whether their national legal infrastructure allows for such arrangements.

## 2. Objectives and activities

2.1 The process of recognition of equivalence of security checks amongst States is based on the verification process to determine if the security measures of one State obtain results that are at least equivalent to those of another State. For example, the recognition of equivalence between State X (or airport A) and State Y (or airport B), for which it is essential to obtain the collaboration of the two States in the process, even when the objective is the unilateral recognition by State Y of the security measures of State X, without any reciprocity. This collaboration should be formalised with an exchange of letters between State X and State Y.

2.2 This recognition of security measures between States may have various applications, the most common being one-stop security control, whereby transfer passengers, their hand baggage and/or hold baggage are exempt from security checks at the connecting airport (airport B) if they have already gone through an inspection of an equivalent level at their airport of origin (airport A). Based on their own risk assessment, aircraft and airport operators may choose not to grant security control exemptions as a result of the arrangement.

2.3 One-stop security (OSS) allows transfer passengers and their hand baggage and/or hold baggage to be exempt of security screening if they have already been properly screened at the point of origin.

2.4 The OSS can be total (screening exemption for passengers, their hand baggage and hold baggage) or partial (*e.g.*, exemption only for hold baggage). A one-stop security control may include all the operations between the two States, or it may be restricted to one specific terminal or airport, several airports, or all the airports of a State, or it may be amongst several (more than two) States that are interested and make the necessary arrangements.

### ***Benefits of the one-stop security control (OSS)***

2.5 Benefits include:

- a) more cooperation amongst States;
- b) increased sustainability of aviation security, which may facilitate resource reallocation;
- c) a more simple transfer process for passengers, with shorter connections, less connections lost, and less amount of baggage not getting to its destination;
- d) operational and efficiency advantages for airports and airlines, including less delays;
- e) greater passenger satisfaction based on a better travel experience;
- f) improved security and facilitation of air transport and aircraft operations;
- g) updating of aviation security regulations and increased level of compliance at national level, given the need for sustainability of the security system; and
- h) development of regional aviation security infrastructure that will serve for regional cooperation and to improve connectivity in the Region.

2.6 Also, it should be emphasized that this Project is contributing with an essential tool for the SAM Plan, in which one of its priorities is to develop connectivity, improving fluidity, flexibility, capacity and security.

**3. Suggested action**

3.1 In order to contribute to the standardisation of procedures, the exchange of experiences, the strengthening of aviation security systems, and improved connectivity amongst States, the Directors of Civil Aviation gathered here are urged to:

- a) continue supporting the work being carried out by the OSS Regional Group; and
- b) study the need for States to implement OSS to expedite passenger flow through their airports, and to improve connectivity amongst the States of the Region.

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