



Agenda Item 4: Other matters

**DEVELOPMENT OF A PROJECT FOR THE IMPLEMENTATION OF ONE-STOP SECURITY
(OSS) AMONG ALL INTERESTED STATES**

(Presented by the Secretariat)

SUMMARY	
This paper considers the possibility of executing the project for OSS implementation in the Region, developed by the ICAO/LACAC AVSEC/FAL/RG.	
REFERENCES	
<ul style="list-style-type: none">- <i>Meeting of Civil Aviation Authorities</i>- <i>ICAO/LACAC AVSEC/FAL/RG</i>- <i>Document for limited distribution on the recognition of equivalence of security measures</i>- <i>Aviation Security Manual, Doc 8973/10</i>- <i>Conclusion 15/05 of the RAAC/15 meeting – Implementation of OSS</i>	
ICAO strategic objectives:	<i>C – Security and facilitation</i>

1. Introduction

1.1. At the 37th ICAO Assembly, held in Montreal, from 28 September to 8 October 2018, the ICAO Council presented the ICAO comprehensive aviation security strategy (ICASS) — Strategic action plan — 2011-2016 (WP/18) which, in item 6 of the Strategy, stated that ICAO should encourage mutual recognition of aviation security processes.

1.2. The objective of this strategy is to allow States to cooperate more effectively and to address aviation security issues in a global manner, for example, by promoting one-stop security. At a time of significant economic pressure on the aviation industry, it is critical for limited resources to be used as cost-effectively as possible, for instance, by reducing duplication of screening of passengers with international flight connections. It should be noted that, although this concept is in the list of strategic objectives of the AVSEC Panel, no significant progress has been made outside of the European Region.

1.3. Taking into account that international civil aviation activities have been growing in a sustained manner in recent years and that they are expected to continue to grow at an even faster pace, the Fifth meeting of the aviation security and facilitation group (AVSEC/FAL/RG/5, July 2015) proposed the development of procedures for the implementation of one-stop security (OSS) to make the aviation security system sustainable, and to use it as a tool to increase operational efficiency of airports and airlines in the Region, thus improving connectivity among States.

1.4. In August 2015, ICAO developed and published a document for limited distribution on “*Recognition of equivalence of security measures*” among States, with guidance on how States could recognise aviation security systems from other States when found equivalent and consistent with their risk assessment, in order to avoid unnecessary duplication of security controls and increase global sustainability of the aviation security system.

1.5. In the context of aviation security, recognition of equivalence is defined as the acceptance and formal approval by a State, that security measures applied in another State are at least equivalent to its own security measures, insofar as results are concerned. Such approval may be granted to one, several, or all security measures, and States should analyse whether their national legal structure allows for such arrangements.

2. Objectives and activities

2.1 The recognition of security measures among States can have various applications, the best known of which is one-stop security, whereby in-transit passengers, their hand baggage and/or checked baggage, are exempt from additional security screening at a connecting airport (airport B) if they have already gone through equivalent screening at their airport of origin (airport A). Based on their own risk assessment, aircraft and airport operators can choose not to grant screening exemptions under the arrangement.

2.2 The OSS may be absolute (screening exemption for passengers, their hand baggage and checked baggage). A one-stop security arrangement may include all operations between two States, or may be limited to one specific terminal or airport, to several airports, or apply to all airports of a State, or can be entered into among several States (more than two) that are interested and make the necessary arrangements.

One-stop security (OSS) benefits

2.3 Benefits could include:

- a) reduction of connection times, simpler in-transit processing of passengers, with shorter connections, fewer lost connections, and less lost baggage,
- b) reduction of security costs (for example, equipment, security personnel, etc.),
- c) increased facilitation for passengers, the airport and other operators, and aircraft operators,
- d) more sustainability of aviation security, which can facilitate resource reallocation,
- e) operational and efficiency advantages for airports and airlines, including less delays and resource saving,
- f) more passenger satisfaction as a result of a better travel experience,
- g) enhanced security and facilitation of air transport and aircraft operations,
- h) updating of aviation security regulations and better regulatory compliance at national level, given the need for sustainability of the security system, and
- i) development of a regional aviation security structure to support regional cooperation and improve regional connectivity.

2.4 Likewise, the one-stop security concept may contribute significantly to harmonised application of security measures, not only throughout a given region, but also between different regional entities. The strategy of this important initiative is based on a first stage of uniform enhancement of AVSEC measures in all States to then proceed with the recognition processes.

2.5 It should also be noted that this project is becoming a key tool for the SAM Plan, one of whose priorities is to develop connectivity, by improving flow, flexibility, capacity, and security.

2.6 Accordingly, and pursuant to Conclusion RAAC/15-5 *OSS implementation*, which urges authorities to continue striving to implement OSS, taking into account that it is a useful and necessary tool for improving connectivity, the status of implementation will be presented at the AVSEC/FAL/RG/8. A legal and an AVSEC expert have been working since mid this year on a proposal of agreement for harmonious implementation of OSS among the States of the Region, to be reviewed by the legal experts of the States. It should be noted that, in order to implement the Agreement, the following must be ensured:

- a. Development of standard AVSEC regulations
- b. Development of related procedures
- c. Development of an AVSEC inspector training and certification plan and multinational AVSEC inspector training and validation requirements
- d. Conduction of training and validation of multinational AVSEC inspectors
- e. Implementation of multinational AVSEC audit procedures

2.7 In view of the foregoing, it is proposed that Conclusion RAAC/15-5 be revised as follows:

Conclusion RAAC 16/XX	Follow-up to OSS implementation
<p>That:</p> <ul style="list-style-type: none"> a) South American States are urged to support OSS implementation in their States to facilitate passenger flow through their airports and improve connectivity among the States of the Region; b) The Secretariat <ul style="list-style-type: none"> i. Coordinate with the Secretariat of the Latin American Civil Aviation Commission (LACAC) for GEPEJTA to review the draft agreement among States for OSS implementation and the recommendations, for signing; and ii. Coordinate the development of a project within the AVSEC/FAL/RG, applying acceptable methodologies that include: <ul style="list-style-type: none"> 1) The drafting of standard AVSEC regulations (LAR) 2) Best practices for OSS implementation among States 	<p>Expected impact:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Political / global <input checked="" type="checkbox"/> Interregional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Technical/operational

Why: To complete the implementation of Procedures for the implementation of one-stop security (OSS).	
When: Before 2035	Status: Proposal to be submitted to RAAC/16
Who: <input type="checkbox"/> Coordinators <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO Secretariat <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Others:	

3. Suggested action

3.1 The Meeting is invited to:

- a) take note of the information contained in this working paper; and
- b) review, comment on, and if deemed appropriate, approve the conclusion proposed in paragraph 2.8.

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