



International Civil Aviation Organization
South American Regional Office

Fifth Virtual Meeting of Directors General of Civil Aviation of the South American (SAM) Region on the Response to COVID-19

(Lima, Peru, 11 August 2021)

RV5/DGAC - WP/08

06/08/2021

Agenda Item 3: Innovation in Aviation Facilitation and Security aspects in the recovery framework

RECOGNITION OF EQUIVALENCE OF SECURITY MEASURES – ONE STOP SECURITY (OSS) AND PUBLIC HEALTH CORRIDORS (PHC)

(Presented by Colombia)

SUMMARY

Civil aviation security and facilitation as a fundamental pillar for the growth and sustainability of the global aviation industry has drawn the attention of the International Civil Aviation Organization (ICAO), States, industry and other stakeholders, leading to the establishment of global, regional and national goals aimed at strengthening civil aviation security worldwide.

Likewise, ICAO has developed follow-up mechanisms for States to comply with the provisions contained in Annex 17 - Security - Protection of international civil aviation against acts of unlawful interference and the security-related provisions of Annex 9 - Facilitation, as well as the related guidance texts.

Historically, the air transport industry has grown exponentially, but, the industry has so far been able to absorb the demand for resources for this continued expansion. However, the projected growth will create a much greater resource problem for the industry.

Therefore, ICAO has urged States to implement a single security control, based on the recognition of the equivalence of security measures, to avoid unnecessary duplication of security controls between related States, thus obtaining benefits for aviation security, for the industry and for air transport users.

Furthermore, in response to the impact of the COVID-19 pandemic, ICAO has urged States to sign memoranda of understanding (MoU) establishing Public Health Corridors (PHC) with a framework of commonly agreed measures for safe air travel between parties.

Action:	Aviation Security and Facilitation
Strategic objectives:	<ul style="list-style-type: none">• Aviation security and facilitation
References:	<ul style="list-style-type: none">• Annex 17– Aviation Security, Chapter 2, para. 2.4.10. and Chapter 4, paras. 4.4.3, 4.5.4, 4.6.9, 4.6.11;• Annex 9 – Facilitation;• Doc 8973 – Aviation Security Manual— Chapter 11, para. 11.10.1.1;• ICAO Global Aviation Security Plan (GASeP), November 2017; and• Doc 10152 – Testing and Cross-Border Risk Management Measures Manual.

1. BACKGROUND

1.1. Recognising that commercial air transport has been a determining factor in the economic development and growth of States, promoting tourism and connectivity, it is important not to ignore the existing risks. Therefore, States have increased the effectiveness of their civil aviation security systems, making sure to respond to these challenges on the basis of best practices and the application of common standards, attaining mutual reliability and seeking to take a further step towards validation.

1.2. ICAO has requested States to establish and sign unilateral, bilateral and/or multilateral risk-based Memoranda of Understanding (MoU) for the recognition and acceptance of civil aviation security measures in order to enhance the sustainability of the aviation security system by avoiding unnecessary duplication of security controls.

1.3. Annex 17 – *Aviation Security*, and Doc 8973 - *Aviation Security Manual*, enable and establish the methodology for States to recognise the equivalence of security measures of other States, with the purpose of avoiding duplication of security controls to passengers, hand luggage, hold baggage and cargo in the transit and trans-shipment processes, as established in each of the items under reference.

1.4. The reactivation of air transport after the COVID-19 pandemic calls for the exploration by States of new alternatives in the application of civil aviation security screening processes and procedures that reduce the risk to the public health of air transport users and aviation workers, without detriment to civil aviation security.

2. ANALYSIS OF ONE STOP SECURITY (OSS) AND PUBLIC HEALTH CORRIDORS (PHC) IN COLOMBIA

2.1. The civil aviation authority and the industry have understood the local and global benefits to be derived by the civil aviation system upon recognition by States of the equivalence of security measures. This involves the adjustment of infrastructure while complying with the existing civil aviation security regulations, which will result in a reduction of connection times for passengers, baggage, cargo and, additionally, in less investment of resources by the industry in the re-processing currently underway.

2.2. The implementation of one stop security (OSS) must be strengthened at regional and global level, recognising that time and resources are two fundamental components that are part of the global air commercial activity and that must be continuously optimised with a view to increasing air operations.

2.3. The civil aviation security system of member States, aligned with the Global Civil Aviation Security Plan (GASeP), must be increasingly efficient and sustainable, harmonising security and facilitation of air transport.

2.4. The recognition of the equivalence of security measures improves the best practices of the States of the Region, extending collaboration among them and fostering the exchange of experiences and best practices.

2.5. Colombia deems it absolutely necessary to resume the work that has been underway since before the pandemic for the recognition of the equivalence of security measures with the States of the Region.

2.6. Additionally, upon revisiting this initiative, Colombia urges States to establish an MoU on public health corridors (PHC), aligned with the measures promulgated by the ICAO Council Aviation Recovery Taskforce (CART) and by the World Health Organization (WHO), aimed at the air transport sector, in the following terms:

2.7. The States recognise that, as long as pandemic conditions persist, the MoU to be signed will apply for the benefit of aviation without amending the existing air service agreements between the parties.

2.8. The States agree to mutually recognise their epidemiological status, as a precondition to the subscription of the MoU, by defining a minimum level of risk in coordination with the public health authorities of the participating States, and taking as reference ICAO Doc 10152 - *Testing and Cross-Border Risk Management Measures Manual*.

2.9. To prevent the transmission of COVID-19 through air transport, States agree to follow a multilevel risk mitigation strategy, as described in ICAO Doc 10152.

2.10. In this regard, States should establish a common PHC Coordination Group (PHC-CG) composed of a multidisciplinary team (focal points) designated by each State. The focal points will coordinate with the local public health authority and serve as a key point of contact for the other State on issues related to the timely and accurate management and exchange of data on the public health situation.

3. **SUGGESTED ACTION**

3.1. The Directors General of Civil Aviation of the Regions participating in the Meeting are invited to:

- a) take note of the contents of this working paper;
- b) become actively involved in the establishment, development, signing and execution of the aforementioned MoUs, which will result in improvements in air transport security and facilitation procedures, and cost reductions for the industry;
- c) request technical assistance from ICAO in the implementation of regional one-stop security (OSS), in order to enhance the sustainability of aviation security and facilitation and, thus, improve the passenger experience through collaboration and the appropriate use of resources;
- d) pool efforts through this OSS recognition system in the face of the new challenges posed by the COVID-19 pandemic and the progressive reactivation of the aviation sector; and
- e) we urge States to join to public health corridors (PHC) as part of the standardisation of procedures in the Region.