

**57th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

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**AGENDA ITEM 5: AVIATION SECURITY AND
FACILITATION**

ENCOURAGING THE ADOPTION OF ONE-STOP SECURITY

Presented by the Airports Council International (ACI) Asia-Pacific and
The Association of Asia Pacific Airlines (AAPA)

SUMMARY

One-stop Security (OSS) has been in the limelight for discussion for many years and the potential benefits that it can bring to the security and efficiency of the entire air transport industry are widely acknowledged. However, the implementation of OSS is still limited worldwide, especially in the Asia-Pacific region.

This paper aims to reiterate the importance of OSS and elaborate on how airports and airlines could assist State's assessment on potential OSS opportunities.

ENCOURAGING THE ADOPTION OF ONE-STOP SECURITY

1. INTRODUCTION

1.1 One-stop Security (OSS) is a concept of eliminating the duplication of security screening and controls at the transfer airport.

1.2 The benefits of OSS are widely acknowledged by the industry. The removal of transfer screening could possibly lead to better allocation of security resources to higher-risk areas, enhanced sharing of information between States, increased airport operational efficiencies, reduced minimum connection times for airlines, and more importantly improved passenger satisfaction with a smoother transfer process.

1.3 The COVID-19 pandemic has also made OSS ever more important, as any measure that can increase operational efficiency and reduce passenger contact will be crucial to the recovery of air travel and beneficial to the overall passenger experience.

1.4 Despite the notable benefits, the implementation of OSS, however, is still very limited worldwide, especially in the Asia-Pacific region. Only a handful of States in the region, such as Singapore, Japan and South Korea, are engaged in bilateral or unilateral OSS arrangement with selected third States.

1.5 In order to encourage implementation, ICAO has been a strong advocate of OSS over the years. The second High-level Conference on Aviation Security (HLCAS/2), which was held in November 2018, concluded with a recommendation to *“encourages States to enter into collaborative arrangements and implement OSS arrangements in order to increase the sustainability of the aviation security system....”*¹.

1.6 ACI Asia-Pacific and AAPA would like to encourage States to consider leveraging the network and expertise from airports and airlines when identifying OSS opportunities, in accordance with the ICAO’s latest regulations and guidance.

2. ICAO’S REGULATORY FRAMEWORK ON OSS

2.1 OSS is permitted and encouraged under the existing ICAO regulations (i.e., Annex 17 SARPs 4.4.3, 4.5.4 and 2.4.9), which allow States to exempt screening for passengers and/or baggage at the transfer airport, provided that a process of recognition of equivalence between the engaged States has been put in place. ICAO also provides detailed guidance on how to ensure the security measures carried out in one State are equivalent (in terms of security outcomes) to other State(s).

2.2 If the exemption of transfer screening is also permitted by the respective national legislations, there should be little restraint left from preventing OSS implementation, at least from the regulatory perspective. It will then largely depend on State’s willingness to initiate discussions with third States.

3. ROLE OF AIRPORTS AND AIRLINES IN FACILITATING OSS DECISION

3.1 OSS is a State-to-State decision, but airports and airlines can play a role in assisting States on OSS decision, especially in the initial process of identifying and assessing suitable partner States.

¹ [Yellow Cover Report](#) of the HLCAS/2 (5.4.1.d)

3.2 A recent amendment to Doc 8973 (chapter 11.10), which was endorsed at the 32nd AVSEC Panel meeting, also officially recognizes the role of the industry operators on OSS initial discussion by stating that States “*may consider recommendations from airports and aircraft operators when identifying potential candidates*” and “*may use the information and expertise supplied by industry stakeholders to inform their decision-making on potential OSS arrangement*”.

3.3 The extensive operational knowledge, international network and information related to the application of security measures across the globe possessed by the industry operators are particularly valuable.

3.4 For example, many airport operators maintain close relation with foreign airports, particularly those with similar sizes and business models, through regular sharing of best practices and contact of mutual visits. Similarly, aircraft operators have a good understanding of the security arrangements applied at the overseas airports at which they operate. All these hands-on and real-time data could all be useful in helping States to identify potential partner States.

4. ACTION BY THE CONFERENCE

4.1 The Conference is invited to encourage States to consider:

- a) Adopting One-stop Security (OSS) arrangement in accordance with ICAO’s regulations to enhance the security and efficiency of the entire air transport industry; and
- b) Inputs and recommendations provided by airports and airlines when assessing opportunities for OSS and identifying potential OSS partner States.

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