



## DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

Seventh Meeting (DGCA-MID/7)  
(Riyadh, Saudi Arabia, 19 – 20 May 2024)

### Agenda Item 5: Aviation Security and Facilitation

#### ENCOURAGING THE ADOPTION OF ONE-STOP SECURITY

*(Presented by Airports Council International)*

##### SUMMARY

One-stop Security (OSS) has been discussed 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. Despite the increasing traction in certain parts of the world in recent years, the overall implementation of OSS on a global scale is still limited, especially in the Middle East region.

This paper aims to reiterate the importance of OSS and encourage States to engage in OSS agreement, and, if necessary, leverage the network and expertise from airports and airlines when identifying potential OSS opportunities.

##### REFERENCES

- Annex 17 - Aviation Security, 12<sup>th</sup> edition
- ICAO guidance - [Recognition of Equivalence of Security Measures One-Stop Security](#)
- ICAO Assembly Resolution A41-18

### 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 allow better allocation of scarce security resources to higher-risk areas, enhanced sharing of information between States, increased airport operational efficiencies, reduced minimum connection times for airlines, and improved passenger satisfaction with a smoother transfer process.

1.3 In view of these notable benefits, it is evident that an increasing number of States, especially in Asia and South America, are in active consideration for pursuing OSS as a way to enhance industry competitiveness in post-pandemic time. Nevertheless, the actual implementation, on a global scale, is still very limited. Apart from the Schengen area where OSS is widely applied, only a handful of States in other parts of the world are engaged in bilateral or unilateral OSS arrangement.

1.4 In order to further encourage implementation, the Resolution A41-18 was adopted at the 41st session of the ICAO Assembly in October 2022 to urge for the promotion of “*the development of mutual recognition processes with the goal of assisting Member States in achieving mutually beneficial arrangements, including one-stop security....*”

## **2. ICAO REGULATORY FRAMEWORK ON OSS**

2.1 OSS is permitted and encouraged under the existing ICAO regulations (i.e., Annex 17 SARPs 4.4.3, 4.5.5 and 2.4.9), which allow States to exempt screening of 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.

2.3 ACI encourages States in the Middle East to engage in OSS agreements with others States within and outside of the region, and consider, if necessary, leveraging the network and expertise from airports and airlines when identifying OSS partner States, in accordance with the ICAO’s latest regulations and guidance.

## **3. ROLE OF THE INDUSTRY OPERATORS ON OSS**

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.

3.2 A recently published ICAO guidance “[Recognition of Equivalence of Security Measures One-Stop Security](#)” officially recognizes the role of the industry operators on OSS initial process 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 operational knowledge, international network and information related to the application of security measures across the globe possessed by the industry operators may be particularly valuable to State regulators in their consideration of OSS adoption.

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 in general have a good understanding of the security arrangements applied at the overseas airports at which they operate. All these hands-on and timely information could all be useful in helping States to identify potential partner States.

## **4. ACTION BY THE MEETING**

4.1 The meeting is invited to note the information and recommendations contained in this paper.