



AFI AVIATION WEEK

**SAFE SKIES.
SUSTAINABLE
FUTURE.**

**13th Meeting of the Steering Committee of the
Comprehensive Regional Implementation Plan
for Aviation Security and Facilitation in Africa
(AFI SECFAL Plan)**

*Libreville, Gabon
17 July 2024*



Aviation Security Focus Areas - U.S. TSA Perspective

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U.S. Transportation Security Administration

AFI AVIATION WEEK - AFI SECFAL Plan Steering Committee meeting
Libreville, Gabon, 17 July 2024



PASSENGER NAME RECORD (PNR) IMPLEMENTATION TO COUNTER TERRORIST TRAVEL

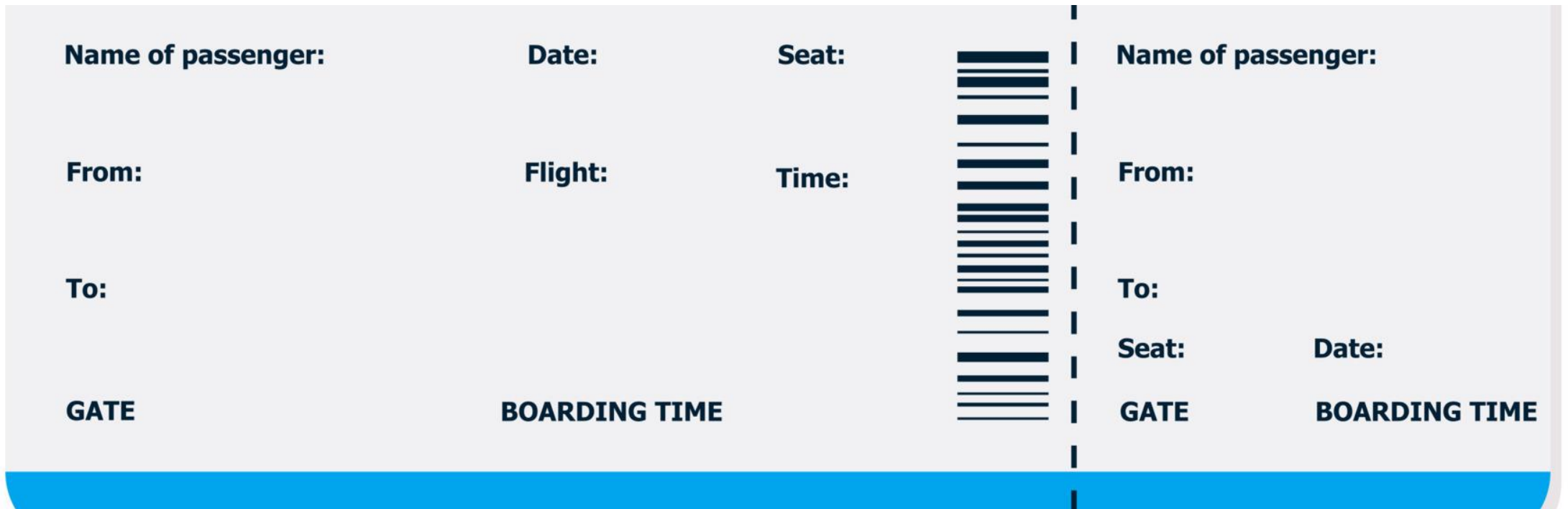
THE TENTH ANNIVERSARY OF UNITED NATIONS SECURITY COUNCIL RESOLUTION 2178

In commemoration of the tenth anniversary of UNSCR 2178, Threats to international peace and security caused by terrorist acts, the United States has submitted a Working Papers to this meeting that emphasizes the importance of PNR implementation and highlights the benefits of implementing ICAO Standards and Recommended Practices (SARPs) related to the use of PNR as well Advanced Passenger information (API).

PNR IMPLEMENTATION TO COUNTER TERRORIST TRAVEL

THE TENTH ANNIVERSARY OF UNITED NATIONS SECURITY COUNCIL RESOLUTION 2178

- Progress has been made globally over the past 10 years by ICAO Member States to implement PNR and API systems that meet applicable international SARPs
- However, out of the 48 Member States in the AFI region, only 5 implement API, 2 implement PNR, and only 2 implement both API and PNR.
- The use of PNR data is an important tool in combatting terrorism and serious crime. Submission of API and PNR data in advance of flights enables receiving States to pre-screen travelers against established threat criteria to evaluate their risk, and take action when/where appropriate
- The lack of PNR and API implementation and its use for these purposes in the AFI region, and other ICAO regions as well, leaves Member States and territories, and the wider global community, vulnerable to terrorism and organized crime through the exploitation of the civil aviation system.



PNR IMPLEMENTATION TO COUNTER TERRORIST TRAVEL

The United States encourages the AFI SECFAL Plan Steering Committee to endorse the following actions:

- Note the importance of the full and effective implementation of PNR and API requirements; and,
- Encourage all AFI Member States and territories to establish robust PNR and API systems in accordance with UNSCRs 2178 and 2396, and ICAO SARPs, noting the sources of assistance highlighted in WP/05.



ONE STOP SECURITY (OSS) ARRANGEMENTS – THIRD-PARTY IMPLICATIONS AND THE CRITICALITY OF INFORMATION SHARING

As OSS arrangements become more prevalent, the potential for increased security vulnerabilities and consequent shifting of risk within the civil aviation ecosystem also grows.

For OSS to truly enhance regional and global aviation security, States involved in such arrangements must ensure the highest levels of security are implemented and maintained over time, to account for changes in threat, innovations in aviation security practices, and developments in advanced screening technologies. OSS arrangements cannot be static.

Likewise, an essential part of achieving this objective is the proactive and consistent sharing of relevant OSS arrangement information with all impacted States and stakeholders.

OSS ARRANGEMENTS

- While OSS arrangements offer desirable passenger facilitation benefits, States must remember that, as a fundamental and primary objective, such arrangements must ensure the highest levels of security are implemented and maintained over time.
- Layers of security, to include duplication of some measures in some areas, have been put in place over many years to address new and evolving threats. Therefore, if/when measures are removed on the basis of equivalency within an OSS arrangement, it is essential that States not to create unintended vulnerabilities within the AVSEC system by prioritizing the desired facilitation outcomes over security requirements.
- It is imperative to share relevant OSS arrangement information with other States and stakeholders that may be impacted by the arrangement at the early stages of consideration and negotiation, so that they can discharge their responsibilities to fully assess the resulting threats and risks that may impact operations to/from their respective territories.
- The lack of notification and sharing for information could lead to additional security measures to be mandated to address perceived security gaps – these may drive up operating costs for the airports and air carriers involved and negate the desired facilitation benefits of the arrangement.



Share

OSS ARRANGEMENTS

As outlined in WP/06, the United States encourages the AFI SECFAL Plan Steering Committee to affirm the need for States in the AFI region that are considering possible OSS arrangements to proactively share relevant information with all potential impacted States and stakeholders (e.g., airports, airlines) and to endorse this vital practice of open, transparent, and coordinated communication in all AFI SECFAL activities and guidance related to OSS. Such information is critical for impacted States and operators to (re-) assess their own threat and risk contexts in light of such significant proposed changes to operations to/from their respective territories.

3.4 OUNCES 1 QUART SIZED BAG 1 BAG PER PASSENGER

LIQUIDS, AEROSOLS and GELS (LAGS)

INTERNATIONAL COORDINATION ON RELAXATION OF OVERSIZED LAGS

- Issues are created when States take unilateral decisions to ease LAGs restrictions, particularly for receiving States and operators
- There is a need for a global, harmonized approach and it is important and imperative that ICAO take a proactive leadership role as a facilitator of that coordination
- The U.S. is working with partners to take advantage of enabling technologies that not only offer better security and detection capabilities, but also potentially increase efficiency and ultimately improve the passenger/travel experience -- but never at a cost to security.



International Operations TSA Representative Organization Chart and Contact List

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Thank You

