



**WORKING PAPER**

**FACILITATION PANEL (FALP)**

**FIFTH MEETING**

**Montréal, 31 March to 4 April 2008**

**Agenda Item 2: Comprehensive revision of Chapter 6**

**REVIEW OF CHAPTER 6: Paragraphs 6.26 to 6.34**

(Presented by the Secretary)

**SUMMARY**

This paper sets out proposals for amendments to Chapter 6 of Annex 9, International Airports—Facilities and Services for Traffic. This working paper (FALP/5-WP/11) contains recommendations on existing paragraphs 6.26 to 6.34 (both inclusive) of the 12th Edition (2005) text of Annex 9.

**Action by the FAL Panel:**

The Panel is invited to consider and agree to the proposed amendments to the existing (12th Edition) text of paragraphs 6.26 to 6.34 (both inclusive) of Chapter 6, as indicated below.

*Amend* the provisions of Annex 9, Chapter 6 as follows:

**CHAPTER 6. INTERNATIONAL AIRPORTS — FACILITIES AND SERVICES FOR TRAFFIC**

**IV. Inbound passengers, crew and baggage**

~~6.26 Contracting States shall make arrangements for a sufficient number of control channels so that clearance of inbound passengers and crew may be obtained with the least possible delay. Additional channel(s) shall be available if possible to which complicated cases may be directed without delaying the main flow of passengers.~~

**6.21 Recommended Practice.**— *Each Contracting State should ensure that the provision, location and operation of control channels at airports (whether by the airport operator or a control authority, as appropriate) is sufficient to achieve the least possible delay and inconvenience in the clearance of passengers and crew, arriving by passenger or all-cargo aircraft.*

~~6.27 Recommended Practice.~~— *Particular attention should be given to points where passenger delays are frequently found to occur.*

~~6.28 To obviate any delay to passengers, the necessary steps shall be taken to ensure that baggage arrives on time in the baggage claim area.~~

~~6.28.1 **Recommended Practice.**— Arrangements should be made for rapid unloading of baggage, including containerized baggage, from the aircraft and its swift movement to the baggage claim area. To this end, mechanical unloading and conveyance systems should be used where the volume of traffic warrants and a sufficient number of handling staff should be available at all times.~~

~~6.29 **6.22 Recommended Practice.**— Each Contracting State should ensure that airport operators provide~~ **6.22 Recommended Practice.**— *Each Contracting State should ensure that airport operators provide* ~~—A~~ **adequate space should be provided in the baggage claim area permitting ready** **easy** *identification and speedy withdrawal by each passenger of his checked baggage.*

~~6.30 **Recommended Practice.**— Where the volume of baggage so warrants, mechanized baggage dispensing systems should be provided in baggage claim areas so as to move the baggage towards passengers, thus facilitating pick-up of baggage.~~

**6.30 6.23** Each Contracting State shall ensure that, where traffic warrants, mechanized baggage delivery systems are installed at international airports to facilitate the movement of passengers' baggage.

~~6.30.1 The operators responsible for international airports shall ensure that passengers can obtain assistance in the carriage of baggage to enable them to transfer baggage from baggage claim areas to points as close as possible to areas where surface transportation from the airport or between airport terminals is provided.~~

~~6.30.1~~ **6.24 Recommended Practice.**— *Each Contracting State should require airport operators to provide passengers assistance with the carriage of baggage (e.g. luggage carts, porters) at international airports from the claim point to onward transportation. Special assistance should be provided free of charge to persons with disabilities.*

## V. Transit and transfer of passengers and crew

~~6.31~~ **6.25 Recommended Practice.**— *Contracting States should, whenever possible, permit passengers to remain on board the aircraft and authorize embarkation and disembarkation during refuelling, subject to the necessary safety measures.*

~~6.31.1 **Recommended Practice.**— It is recommended in particular that technical and regulatory provisions should be adopted to ensure that telescopic passageways to and from aircraft can be kept in use during refuelling of aircraft.~~

~~6.32 **Recommended Practice.**— Contracting States should ensure that physical facilities at airports are provided, where the volume and nature of the traffic so require, whereby crew and passengers in direct transit on the same aircraft, or transferring to other flights, may remain temporarily without being subject to inspection formalities, except for aviation security measures, or in special circumstances.~~

~~Note.— This provision is not intended to prevent the application of appropriate narcotics control measures.~~

~~6.33~~ **6.26 Recommended Practice.**— *Provisions should be made for airline handling counters in the transit area for the purpose of processing passengers transferring from one aircraft to another and not going through clearance controls.*

*Each Contracting State should ensure that airport operators provide sufficient space for handling counters in direct transit areas, in accordance with traffic volumes. The space requirement and operating hours should be determined in consultation with aircraft operators.*

~~6.34 **Recommended Practice.**—Arrangements should be made whereby crew members in brief transit can communicate from a point near the aircraft's loading position, located either on the apron or in a locale near the apron, via television or telephone with the various governmental agencies (e.g. air traffic control, MET Office) without the need to report to them in person.~~

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