



FAL/12-WP/101
29/3/04

FACILITATION (FAL) DIVISION — TWELFTH SESSION

Cairo, Egypt, 22 March to 2 April 2004

**DRAFT REPORT OF COMMITTEE 1
ON AGENDA ITEM 7**

The attached draft report on Agenda Item 7 is presented for approval by Committee 1 for submission to the Plenary.

Agenda Item 7: Other facilitation matters

7.1 The Division considered the following Working Papers under this Agenda Item: WPs/11 and 29 (Secretariat), WP/72 (Republic of Korea) and WP/45 (IAOPA).

7.2 WP/11, presented by the Secretariat, described ICAO's work concerning assistance to aircraft accident victims and their families, and the need to develop SARPs aimed at facilitating the international travel of persons directly connected with an accident. The paper proposed the addition of a new section to Chapter 8 of the Annex containing new SARPs for Annex 9, in order to complement existing Assembly Resolutions and guidance material on the matter.

7.2.1 During the discussion, some States expressed the view that they would prefer to see the proposed Standard concerning the requirement for other travel documents besides passports as a Recommendation, to be merged with the Recommendation on the issuance of visas. The Division agreed to this amendment, and to some minor changes to the text suggested by other States.

7.2.2 The Division also agreed with the proposal made by the Republic of Korea, in its WP/72, further amended on a suggestion by some States, that a reference to adjacent States should be inserted, as appropriate, into the text of the proposed SARPs of WP/11.

7.3 The Division thus made the following recommendation:

Recommendation A/xx —

Insert the following text in Chapter 8 of Annex 9:

“Assistance to aircraft accident victims and their families

- a) The State of Occurrence of an aircraft accident and adjacent States shall make arrangements to facilitate the entry into their territory on a temporary basis of family members of victims of an aircraft accident.
- b) The State of Occurrence and adjacent States shall also make arrangements to facilitate the entry into their territory, on a temporary basis, of authorized representatives of the operator whose aircraft has met with the accident, or of the operator's alliance partner, in order to enable them to provide assistance to survivors and their family members, the family members of the deceased victims of the accident and the relevant authorities in these States.

Note.— Code-sharing and similar alliance agreements sometimes require alliance partners to act as “first responder” on behalf of an affected operator in case the alliance partner can get to the location of the accident quicker than the affected operator.

- c) **Recommended Practice.—** *In arranging for the entry of the persons referred to in (a), the State of Occurrence and adjacent States should not require any other travel document than a passport, or an emergency travel document issued specifically to such persons, to enable them to travel to these States. In cases where the State of Occurrence of the accident and adjacent States require entrance visas for persons referred to in paragraphs a and b above, they should expedite the issuance of such visas.*

- d) Contracting States shall make arrangements to issue emergency travel documents, if required, to their nationals who have survived the accident.
- e) Contracting States shall extend all necessary assistance, such as arranging transport and clearing customs, in the repatriation of human remains to their countries of origin, on request by family members of the deceased or the operator whose aircraft met with the accident.”

7.4 The Division also agreed that the Secretariat confirm that all entities mentioned in Annex 13 are covered in the provisions accounted for in this section of the Annex and that the FAL Manual should contain an explanation, *vis-à-vis* paragraph c) on methods used generally worldwide on emergency visa-issuing procedures.

7.5 The Division considered WP/45, presented by IAOPA, on a proposal to amend existing Recommended Practice 2.42, to accommodate an established goal, similar to existing paragraphs 3.28 and 3.31, for a total aggregate time for completion of departure/arrival formalities for general aviation.

7.5.1 The Division, with a minor amendment, agreed with the proposal set out in WP/45 and made the following recommendation:

Recommendation A/ —

2.42 **Recommended Practice.**— *At international airports where there are international general aviation operations, Contracting States should arrange for an adequate level of border inspection and clearance services for those operations.*

Contracting States, in cooperation with operators and airport authorities should establish as a goal a total time period of 60 minutes in aggregate for the completion of all required departure/arrival formalities inclusive of aviation security measures for an aircraft requiring not more than normal processing, calculated from the time of the crew member's presenting the aircraft at the first processing point at the airport.

Note.— “Required departure/arrival formalities” to be completed during the 60 minutes should include aviation security measures and, where applicable, the collection of airport charges and other levies, and border control measures.

7.6 The following IPS were presented for information: IP/8 and 13 by the Secretariat on a guide to submitting differences to Annex 9 and the States of ICAO work on a Facilitation Manual, respectively.

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