



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 6.1 to 6.6

(Presented by the Secretary)

SUMMARY

This paper, the first in a series, sets out in the Appendix proposals for amendments to Chapter 6 of Annex 9, International Airports—Facilities and Services for Traffic. This working paper (FALP/5-WP/8) contains recommendations on existing paragraphs 6.1 to 6.6 (both inclusive) of the 12th Edition (2005) text of Annex 9. The proposals were developed with the assistance of a Drafting Group set up for this purpose.

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 6.1 to 6.6 (both inclusive) of Chapter 6, as indicated in the Appendix.

1. INTRODUCTION

1.1 Work on a comprehensive revision of Annex 9 began at the Second Meeting of the FAL Panel (FALP/2), held in 1999. At FALP/4 (in 2002), Airports Council International (ACI) submitted a paper with recommendations for changes to Chapter 6. The intention was that interested Panel members and observers would comment on ACI's text, for the Secretariat to prepare a final version for consideration by a subsequent Panel meeting or Session of the FAL Division.

1.2 From 2002 to 2004, Revisions 2 and 3 of Chapter 6 were prepared. (ACI's 2002 text was taken as Revision 1.) In 2004, the Twelfth Session of the Facilitation Division (FAL/12) was held in Cairo. Chapter 6 was not taken up at that time. The Secretariat felt that a new draft text had not matured enough for consideration by the Division.

1.3 In June 2007, Revision 4 was prepared by the Secretariat, based on Revision 3 and post-FAL/12 developments. Panel members and observers were invited to comment on this draft. In February 2008, based on responses received, the Secretariat prepared Revision 5. This was sent to the Chapter 6 Drafting Group, made up of volunteers from Canada, Cuba, Singapore, UK and ACI.

1.4 This working paper and the ones following are a result of comments received on Revision 5 and are presented to the FAL Panel for consideration and action.

APPENDIX

NOTES ON THE PRESENTATION OF THE TEXT

The text of the proposed revision is arranged to show deleted text with a line through it and new text highlighted with grey shading, as shown below:

- | | |
|--|------------------------------|
| 1. Text to be deleted is shown with a line through it | text to be deleted |
| 2. New text to be inserted is highlighted with grey shading | new text to be inserted |
| 3. Text to be deleted is shown with a line through it followed by the new text which is highlighted with grey shading | new text to replace 12th Ed. |

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

CHAPTER 6. INTERNATIONAL AIRPORTS — FACILITIES AND SERVICES FOR TRAFFIC

A. General

6.1 **Each** Contracting States shall ensure that the provisions of Annex 9 continue to be implemented in the event an airport becomes privatized.

~~6.1.1 Contracting States shall take all necessary steps to secure the cooperation of aircraft operators and airport operators in ensuring that satisfactory facilities and services are provided for rapid handling and clearance of passengers, crew, baggage, cargo and mail at their international airports. Such facilities and services shall be flexible and capable of expansion to meet anticipated growth in traffic volume, or increased security measures during higher threat situations, while permitting appropriate narcotics control measures.~~

6.1.1 Each Contracting State shall ensure that the design, development and maintenance of facilities at international airports provide efficient and effective flow arrangements.

6.1.2 Each Contracting State shall ensure that airport and aircraft operators provide for the expeditious processing of passengers, crew, baggage, cargo and mail.

6.1.3 Each Contracting State shall ensure that efficient customs, immigration, quarantine and health border clearance services are provided at international airports.

6.1.4 Each Contracting State, in consultation with airport operators, shall ensure that facilities and services provided at international airports are, where possible, flexible and capable of expansion to meet traffic growth, an increase in security requirements arising from increased threat, or other changes to support appropriate border integrity measures.

*Note.— With respect to ~~the application of~~ aviation security **requirements** ~~measures~~, attention is drawn to the relevant specification in Annex 17, Chapter 2.**

~~6.2 Contracting States shall take all necessary steps to encourage consultations between the airport operator on the one hand and aircraft operators, control authorities and appropriate bodies representing other airport users on the other at the earliest stage when planning new or substantially modified terminal buildings or when new procedures require changes in facilities, including changes of layout within existing facilities, at their international airports.~~

6.2 Each Contracting State shall require that, in the planning of new facilities or major modifications to existing facilities, including cargo facilities, at international airports, the entity or entities responsible for such planning consult with public authorities, aircraft operators and appropriate bodies representing airport users, at the earliest stages of planning.

6.3 **Recommended Practice.**—*Aircraft operators should inform airport operators and relevant government agencies, in commercial confidence, of their service, schedule and fleet plans at the airport, to enable rational planning of facilities and services in relation to the traffic anticipated.*

~~6.3 Contracting States shall take all necessary steps to secure the cooperation of aircraft operators and airport operators in ensuring that the facilities and services at their international airports are designed in such a way as to provide the best possible airport traffic flow arrangements.~~

~~6.3.1 **Recommended Practice.**—Contracting States whose international airports experience traffic peaking problems should, in accordance with appropriate procedures for coordination of schedules at airports, indicate to the appropriate airlines operating scheduled and non-scheduled flights, well in advance of the recognized traffic seasons, any restrictions that may apply in order to match the traffic and the airport capacity.~~

~~6.4 **Recommended Practice.**—Where a passenger service charge is levied at an international airport and its collection from passengers gives rise to facilitation problems, this charge should be levied, where practicable, following consultation and advance notice, on the aircraft operators which should in turn recover the charge from passengers in such a way that the necessity for additional queuing at the airport is avoided.~~

6.4 **Recommended Practice.** — *Each Contracting State should ensure that where a passenger service charge, tax or other similar charge is levied at an international airport, direct collection from passengers is avoided wherever possible.*

~~6.5 **Recommended Practice.**—Whenever possible, the use of credit cards should be acceptable as a means of payment for services rendered, including duties and taxes, at international airports.~~

~~6.6 **Recommended Practice.**—It is recommended that aircraft operators, in agreement with, and subject to reasonable limitations which may be imposed by, the airport operators, be offered the choice of providing their own services for ground handling operations, or the option of having such operations performed entirely, or in part, by an organization controlled by another aircraft operator authorized by the airport operator, or by the airport operator, or by a servicing agent approved by the airport operator.~~

6.5 **Recommended Practice** – *Each Contracting State should, subject to relevant regulations and within the limitations established by the airport operator due to constraints caused by limited space or capacity, permit aircraft operators to choose how, and by whom, their ground handling operations should be carried out.*

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