



FACILITATION PANEL (FALP)

FIFTH MEETING

Montréal, 31 March to 4 April 2008

Agenda Item 3: Other amendments to Annex 9

Crew Member Certificates (CMCs)

(Presented by the International Air Transport Association (IATA))

SUMMARY

Provisions relating to Crew Member Certificates (CMC's) and their acceptance in lieu of a passport and/or visa have been included in ICAO's Annex 9 for many years, but have never been broadly adopted. In 2004, the ICAO Secretariat introduced a number of working papers seeking to reinvigorate the CMC concept during the 12th ICAO Facilitation Division in Cairo and those newly revised provisions became effective with publication of ICAO's Annex 9, 12th Edition in 2005.

More recently, the ECAC Working Group on Facilitation has raised the profile of this issue and has conducted a survey amongst Member States on the use of a CMC. It has issued a set of key principles, which IATA seeks to respond to in this paper.

Recommendations for the panel are found in paragraph 4.

References:

- 071008 CMC Basic Principles – ECAC Draft Paper
- ICAO Annex 9, 12th Edition 3.67- 3.71
- ICAO Document 9303, Part 3

1 INTRODUCTION

1.1 Whilst the use of Crew Member Certificates in principle is a valid means of facilitating crewmembers' passage through national border controls, the lack of universal adoption and standardisation of the certificate has led to inequalities between States and lack of realisation of any

benefit. A very low proportion of States issues or recognises a CMC, the vast majority either providing a visa exemption or treating crew in the same manner as passengers.

2 KEY ISSUES

2.1 As States move closer to broad adoption of biometrics in travel documents, the effort and cost required to include such a feature in a separate document (the CMC) would seem to be a costly and potentially disruptive duplication of effort.

2.2 IATA strongly supports the position in ICAO Annex 9 section 3.71, that “Contracting States shall waive the visa requirement for arriving crew members”. However, it (IATA) suggests that this should not be related to the production of a CMC. Operating crew carry crew identification, are listed on a crew manifest and in many cases are detailed within crew API. This should be sufficient to determine that a crewmember is a valid operating employee without the need for an additional document.

2.3 Accordingly, the Facilitation Panel is asked to consider and to adopt the following revision to Standard 3.71:

3.71 Contracting States shall waive the visa requirement for arriving crew members presenting CMCs, or for arriving crew members holding appropriate Operator-issued crew member identification supported by advance electronic provision of satisfactory crew data or appropriate notation of the General Declaration, when arriving in a duty status on an international flight and seeking temporary entry for the period allowed by the receiving State in order to join their next assigned flight in a duty status.

2.4 The inclusion of a biometric in official travel documents (i.e. e-Passports) and standardisation of the exemption of crewmembers from visa requirements by all Member States is felt by IATA to be a higher priority than encouraging production and adoption of a new government-issued document of identity (the CMC).

2.5 The effort required for a State to issue a separate legal document, collect additional biometrics and to maintain a database of crew, as well as the additional burden for crew members to obtain and renew an additional document seems to outweigh any benefit to be gained from the introduction of such a document. IATA calls for a cost benefit analysis to be undertaken in this regard.

3 TECHNICAL CONSIDERATIONS

3.1 Although IATA does not support the introduction of CMCs unless they are universally adopted and recognised with a clearly defined set of benefits to be gained, the following points remain valid if the document were to be introduced. These points are in direct response to those raised by ECAC and by several individual states.

3.2 If CMCs are issued by Member States, they should be fully aligned with machine-readable travel document standards as published in ICAO’s Document 9303, Part 3, and universally recognised between all ICAO Contracting States.

3.3 If universally introduced, the costs associated with the issuance of CMCs should not be borne by the crewmember or the crewmember’s employer, as this would be a state-imposed requirement.

3.4 Some States define a CMC for crew as applying to ‘licensed crew’, which would normally exclude all cabin crew from the CMC process. To be truly effective, CMCs must be universally applicable to flight deck and main cabin personnel.

3.5 If CMC’s are considered a valid option for a standard crewmember document of identity, they must operate as both a travel document to facilitate visa waiver and as an official crew ID. This will require the state to issue the CMC, and to share data between the Civil Aviation Authority (or security service) for security purposes and the Immigration and/or Customs Authorities for border control.

3.6 Contracting States would need to supply a mechanism for new crew, and for crew leaving their employment, to provide their details in order to effectively update a database of CMCs.

3.7 If biometrics were incorporated in the CMC, States should ensure that a simple mechanism is available for collecting this information that does not further disrupt crewmembers capacity to operate. Given the expense and time that would be involved in obtaining such a document, it is also suggested that the period of validity of the document be extended beyond five years.

3.8 Where adopted as a national policy, CMC issuance should be accomplished in the same facilities used for the issuance of other government-issued travel documents.

4 **RECOMMENDATIONS**

The Facilitation Panel is invited to:

- Note IATA’s position on Crew Member Certificates;
- Consider the significant financial and operational impact of broadened CMC requirements on both public and private entities; and,
- Review and approve the proposed amendment of Annex 9, Standard 3.71, as described at para. 2.3.

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