



**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 6.7 to 6.14**

(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/9) contains recommendations on existing paragraphs 6.7 to 6.14 (both inclusive) of the 12th Edition (2005) text of Annex 9 and a proposed addition to Chapter 5.

**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 6.7 to 6.14 (both inclusive) of Chapter 6, and a proposed addition to Chapter 5, as indicated below.

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

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

**B. Airport traffic flow arrangements**

**I. Common provisions**

~~6.7~~ ~~6.6~~ Each Contracting State shall ensure that ~~airport operators~~ particular attention is given to the need for ~~provide~~ adequate facilities to be available at all times at international airports and that appropriate measures are adopted to permit embarkation and disembarkation of passengers without delay.

~~6.7.1~~ **Recommended Practice.** — ~~Contracting States should encourage airport operators and aircraft operators to exchange all relevant flight information. Electronic Data Interchange with airlines should be facilitated at busy airports. In such cases, technical solutions complying with industry standards (e.g. UN/EDIFACT) should be encouraged.~~

~~6.7.1~~ **6.7 Recommended Practice.**— *Each Contracting State should ensure airport and aircraft operators exchange, in a timely manner, all relevant operational information, in order to provide for a smooth and expeditious passenger flow and efficient resource allocation.*

**6.8 Recommended Practice.**—*Contracting States, airports and aircraft operators, where appropriate and after consultation, should implement automated facilities for passenger and baggage handling, including automated check-in facilities.*

~~6.8~~ **Recommended Practice.**—*The arrangements in 6.3 should be by the most direct route with no crossing between passenger and baggage lines nor between different circuits. To the extent that the route is not self-evident, appropriate sign posting should be used.*

~~6.9~~ **Recommended Practice.**—*International signs to facilitate passengers using airports, reproduced in the document developed for that purpose entitled International Signs to Provide Guidance to Persons at Airports and Marine Terminals (Doc 9636) published jointly by ICAO and the International Maritime Organization, should be introduced at the earliest practicable opportunity.*

*Each Contracting State should ensure that signage used at airports is based on Doc 9636, International Signs to Provide Guidance to Persons at Airports and Marine Terminals, published jointly by ICAO and the International Maritime Organization.*

~~6.9.1~~ **Recommended Practice.**—*Notices and leaflets should be prominently displayed at international airports, warning travellers of the serious consequences of illegal narcotics trafficking and of the penal measures to which persons convicted of narcotics law offences may be liable.*

*Each Contracting State, in agreement with airport and aircraft operators, should notify travellers, via signage, leaflets, video, audio, internet websites or other media, of the penalties for breaching regulations with regard to entry and departure and attempting to import or export any banned item.*

~~6.10~~ **Recommended Practice.**—*Arrangements should be made so that, when necessary, passengers and crew can proceed under shelter between the air terminal buildings and the aircraft, and vice versa.*

~~6.11~~ **6.10 Recommended Practice.**—*Particular attention should be given to passenger routes involving long distances to be covered on foot and the possibility should be studied of facilitating travel over these routes by mechanical systems.*

*Each Contracting State should ensure that airport operators install mechanical people-moving devices, when walking distances within and across terminal buildings so warrant.*

~~6.12~~ **6.11 Recommended Practice.**—*Flight information boards, or displays, supplemented, where necessary, by a clearly audible public address system should be provided so that passengers and the public can be fully informed of arrivals, departures and cancellations of flights, and particularly of any last-minute changes in arrival or departure times or changes in gate numbers.*

*Each Contracting State should ensure that an airport operator or other service provider, as appropriate, installs flight information systems capable of providing up-to-the-minute information on departures, arrivals, cancellations, delays, and terminal/gate allocations, supplemented with a public address system.*

~~6.12.1~~ **6.12 Recommended Practice.**—*In giving effect to 6.12, flight information boards or displays should, as far as possible, be in the standard layout recommended in Doc 9249—Dynamic Flight-related Public Information Displays. Contracting States should ensure that the parties concerned in the*

~~operation of flights provide on a timely and rapidly updated basis all relevant information on flights, including last minute changes, to the authorities responsible for the operation of Flight Information Display Systems. Those authorities should be responsible for establishing the list of data elements they need for this operation and the means of communicating them, recognizing existing industry standards.~~

*Each Contracting State should ensure that an airport operator or other service provider, as appropriate, maintains a flight information system for each airport under its control, and follows the standard layout recommended in Doc 9249, 'Dynamic Flight-Related Public Information Displays'.*

~~6.13 **Recommended Practice.**—Contracting States should ensure that rapid and reliable city/airport ground transportation is available.~~

~~6.13.1 **6.54bis Recommended Practice.**—Contracting States should promote full consultation at the earliest possible stage between airport operators and all agencies and operators involved in surface access to the airport to encourage both increased coordination in the planning of surface access to airports and the provision of relevant information to passengers. Contracting States should also promote both the provision of information to passengers on services available and on the price for such services, and the facilitation of ticketing for ground transportation, including payment methods.~~

*Each Contracting State should ensure that an airport operator or service provider(s), as appropriate, provide(s) passengers information on ground transportation available at the airport.*

~~6.14 **6.13 Recommended Practice.**—International airports should have available appropriate automobile parking facilities for short and long term parking~~

*Each Contracting State should ensure that appropriate car parking facilities for long- and short-term usage by passengers, visitors, crew and staff are provided at international airports by the airport operators or the service provider, as appropriate .*

**Amend** the provisions of Annex 9, Chapter 5 as follows:

**5.2.2 Recommended Practice.**—*Each Contracting State should provide adequate security services and facilities for processing asylum seekers and inadmissible persons.*

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