



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 6.15 to 6.25

(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/10) contains recommendations on existing paragraphs 6.15 to 6.25 (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 6.15 to 6.25 (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

II. Parking and servicing arrangements

~~6.15 **Recommended Practice.**— Adequate measures should be taken to ensure convenient parking and servicing of aircraft of all types and categories — regular, non-scheduled and general aviation aircraft — in order to expedite clearance and operations on the apron and to reduce aircraft ground stop time. It is desirable in particular:~~

- ~~a) — to make arrangements for optimum allocation of aircraft parking spaces as close as possible to the terminal building for rapid loading and unloading;~~
- ~~b) — to provide adequate parking spaces, away from the terminal building, for aircraft when either loading or unloading, so as to avoid obstruction to the flow of traffic on the apron, and make adequate arrangements for their optimum use;~~
- ~~c) — to equip the parking spaces with the necessary means for rapid, convenient and safe performance of all aircraft servicing operations, including equipment for secure tie-downs;~~

- ~~d) to give particular importance to measures for assistance to aircraft during embarkation and disembarkation operations;~~
- ~~e) to provide facilities for fuelling of aircraft during hours established by the public authorities;~~
- ~~f) to provide transportation between remote parking positions and the terminal building when distance and safety so require as a result of optimum use of the parking area available; and~~
- ~~g) to provide, when necessary, parking space for international flights where inspection of aircraft, passengers, crew and baggage can be performed.~~

6.14 Each Contracting State shall ensure that convenient parking and servicing facilities for aircraft of all types and categories are available, in order to expedite clearance and operations on the apron and to reduce aircraft ground stop time.

III. Outbound passengers, crew and baggage

~~6.16 **Recommended Practice.**— Easy and speedy access to the terminal should be provided for passengers, crew and their baggage arriving at the airport by surface transport.~~

[6.17: Moved to the last section.]

~~6.18~~ **6.15 Recommended Practice.**— Each Contracting State shall ensure that ~~Easy and frequent transportation should be available~~ is provided, by the appropriate service provider, between airport terminal buildings, as well as between designated remote parking facilities and airport terminal buildings.

~~6.19 **Recommended Practice.**— Consideration should be given to the provision of baggage check-in facilities as close as possible to arrival points of surface transport.~~

~~6.20~~ **6.16 Recommended Practice.**— Contracting States should study the possibility of allowing the provision of off-airport check-in facilities, with due regard to the necessary security precautions and control requirements.

Each Contracting State should allow airport and aircraft operators to provide off-airport check-in facilities, so long as all necessary security measures and other control requirements are met.

~~6.21 **Recommended Practice.**— In order to facilitate aircraft departure, Contracting States, in examining passengers as a security measure, or for purposes of narcotics control as appropriate, should, to the extent feasible, utilize specialized equipment in conducting such examinations so as to reduce materially the number of persons to be searched by other means.~~

~~Note 1.— The use of radiological techniques for screening passengers should be avoided.~~

~~Note 2.— Privacy should be assured when a thorough physical search is to be carried out. If special rooms are not available, portable screens may be used for this purpose.~~

6.17 Each Contracting State shall ensure that airport operators and the State's security or border control personnel use modern screening and examination techniques in security and border control examinations of passengers and their baggage, in order to facilitate aircraft departure.

~~6.22 **Recommended Practice.**— In order to facilitate aircraft departure, Contracting States, in examining baggage of passengers departing from their territory as a security measure, or for narcotics control purposes as appropriate, should, to the extent feasible, utilize specialized equipment in~~

~~conducting such examinations so as to reduce materially the amount of baggage to be searched by other means.~~

~~6.23 **Recommended Practice.**— An individual and continuous “trickle” method of processing and loading of passengers, crew and baggage should be adopted — in lieu of the group (“package”) system — whenever this will speed up their clearance.~~

6.24 **6.18 Recommended Practice.**— ~~Particular attention should be paid to the use of sorting, conveyance, reconciliation and loading devices for baggage. Provisions should be made as far as possible for:~~

~~a) mechanized systems capable of sorting, transferring and loading large quantities of baggage within a minimum amount of time, consistent with the volume of traffic;~~

~~b) the use of the unique baggage identification system, known as the “Licence Plate Concept”, for baggage reconciliation, sorting and tracing. The “Licence Plate Concept” developed by ACI/IATA is defined in the IATA Passenger Services Conference Resolutions Manual (Resolution 740) and in the appropriate Recommended Practices of the same document. The concept includes a coded baggage tag with a unique number that can be read automatically and transmitted electronically between aircraft operators, airports and handling agents. It enables these parties to provide higher quality baggage sorting and handling. Baggage reconciliation applications (reference Annex 17, 4.4.3) can also use the same data elements;~~

~~c) an area where it would be possible to hold baggage containers and to rearrange their contents; and~~

~~d) mechanical means of handling and sorting empty baggage containers, consistent with the volume of traffic.~~

~~Each Contracting State should ensure that systems and equipment that sort, convey, reconcile and load hold baggage are installed and upgraded in order to meet service standards, if any, agreed between the airport operator and aircraft operator.~~

~~6.19 **Recommended Practice** – Each Contracting State should ensure that, where practicable, aircraft operators establish a pre-sorting system for segregating and loading transfer baggage onto aircraft at the feeding airports, in order to speed up baggage sorting at major hub airports.~~

~~6.25 **6.19 Recommended Practice.**— The premises that e Crew members check-in and have to visit for operational purposes operations facilities should be readily accessible and, if possible, next to one another and within close proximity of each other.~~