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FOREWORD

The Sixth Session of the Facilitation Division (Mexico City, March/April 1963) adopted Recommendation No. B-2 as follows:

"THE DIVISION RECOMMENDS that the Council consider ways and means of giving greater publicity to those type "B" Recommendations of the Division that have a continuing value for the different government departments interested in facilitation."

The Council, desirous of providing Contracting States with any guidance material that may assist them in achieving further FAL progress in their respective territories and recognizing the usefulness which a collective publication as envisaged in the above Recommendation may have in this connection, requested the Air Transport Committee to look into the matter.

During the 50th Session of Council, the Committee reviewed all FAL Division Recommendations not relating to amendment of Annex 9 as adopted by the First through Sixth Sessions and concluded that the Recommendations contained in the following pages represented those which the Sixth FAL Division had in mind as being of continuing value to the various government departments concerned with facilitation matters as well as to operators of international flights and international organizations having an active interest in this sphere.

It should be noted in this connection that, in all cases where Council approved these Recommendations, they became, ipso facto, Recommendations of the Council itself.

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INTRODUCTORY REMARKS

The Council, in the first year of the Organization's existence decided to establish a Facilitation Division, i. e. an international body composed of senior officials in the fields of customs, immigration, public health, and quarantine, consular, tourism and aviation, for the purpose of advising it on facilitation matters. The Council decided that the work of the Division should be interpreted as covering all obstacles to aircraft, crews, passengers and cargo in international air transport arising from national laws and required forms, regulations and procedures prescribed by governmental or other public authorities and that the subjects coming under this definition included customs procedures and manifests, sanitary, public health or quarantine regulations, financial or monetary regulations, taxes, police and immigration requirements, military restrictions and the regulations imposed by national or international aeronautical authorities. The Division commenced its work in February 1946 when its First Session was convened in Montreal to lay the groundwork for the Organization's Facilitation Programme. The Second Session took place in Geneva in June 1948 and subsequent meetings were held at approximately four year intervals, i. e. the Third Session in Buenos Aires in December 1951, the Fourth in Manila in October 1955, the Fifth in Rome in December 1959 and the Sixth in Mexico City in March/April 1963.

The Recommendations adopted at the various Sessions of the Division fall into two categories: those concerning amendments to Annex 9 (Facilitation) and the other type which does not affect the amendment of Annex 9. The former type of Recommendations has been designated, in the Reports of the last two Sessions, as "A" type Recommendations, while the latter have come to be referred to as "B" type Recommendations. This publication is concerned only with a selection of "B" type Recommendations shown in the left hand column of the following pages. Some editorial changes have been made by amending references to time limits in a small number of Recommendations which otherwise appeared to be useful for republication and by replacing such words as "the Division recommends" by "it is recommended" for the reason stated in the last paragraph of the Foreword.

In the right-hand column Council action thereon is recorded in the following manner: in cases where Council action was limited to outright approval of a Recommendation, only the number and date of the meeting during which such approval was given is recorded opposite the Recommendation; in all other cases, "Notes" have been included in this right hand column for the purpose, inter alia, of reflecting any other action taken by the Council.

For those who wish to refer to the Report of one or the other Session at which a particular Recommendation was adopted (as indicated in parenthesis under each Recommendation's heading), the document numbers of the respective Reports are listed as follows:

Third FAL Division Session	Doc 7217-FAL/557
Fourth FAL Division Session	Doc 7642-FAL/560
Fifth FAL Division Session	Doc 8043-FAL/562
Sixth FAL Division Session	Doc 8324-FAL/563

The Recommendations concerned can be easily traced in the pertinent Reports by first turning to the yellow coloured Supplement issued to each of these Reports, indicating paragraph or page number in which the Recommendation in question can be found, as well as showing the Council action thereon. It will be noted that no Recommendations of the First or Second Session have been included in this publication as they have become obsolete.

For the sake of convenience the Recommendations collected in this publication have been arranged under subject matters and, in addition, an index of the Recommendations contained herein is provided.

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RECOMMENDATIONS PERTAINING TO THE ENTRY
AND DEPARTURE OF AIRCRAFT

Recommendations

Date of Council action

Acceptance of the Annex 9 General Declaration when signed by an Authorized Agent

(Rec. No. V-5 of the Fourth FAL Division Session)

7th Meeting, 27th Session, 28 February 1956

Reaffirming the principles contained in Annex 9 to the effect that Contracting States should accept the General Declaration when signed by either the pilot-in-command or the authorized agent, all Contracting States are urged to accept the General Declaration whenever it has been thus signed.

Elimination of requirements of some States for visas on the General Declaration and other aircraft clearance documents

(Rec. No. B-1 of the Fifth FAL Division Session)

3rd Meeting, 39th Session, 9 March 1960

Considering that complete implementation of the relevant Annex 9 provision* is of particular importance to the facilitation of international air transport, Contracting States which still require visas or impose fees in connection with the use of documents required for the entry and departure of aircraft are urged to re-examine their position with a view to completely eliminating such visas and fees.

Elimination of Passenger Manifests where still required

(Rec. No. B-3 of the Sixth FAL Division Session)

1st Meeting, 49th Session, 4 June 1963 and
6th Meeting, 50th Session, 20 November 1963

Contracting States that have not already eliminated Passenger Manifests are strongly urged to review their needs for these Manifests at an early date and to dispense with them as quickly as possible.

(Note: The Council approved this Recommendation but also noted, in connection with it that some States still appeared to require the Passenger Manifest solely for

* i. e. para. 2.20 in the Fifth Edition of Annex 9.

RecommendationsDate of Council action

statistical purposes and that, in order to promote faster progress in eliminating the Passenger Manifest on a worldwide basis, the Air Transport Committee had authorized the Secretary General to provide at an early date, information material to those States still using the Passenger Manifest solely for statistical purposes of the means used by other States to obtain statistics on passengers without the use of a passenger manifest; in this connection also see Rec. No. B-2 of the 5th FAL Division Session, page 25 in this Document, and Council action thereon.)

Study of the possibility of eliminating requirements for Cargo Manifests

(Rec. No. B-4 of the Sixth FAL Division Session)

7th Meeting, 50th Session, 20 November 1963

Noting the views of IATA reflecting the desire of the airlines to meet the steady growth of air cargo by simplifying cargo documentation, specifically by eliminating requirements to prepare cargo manifests;

Observing that several Contracting States no longer require the presentation of cargo manifests;

Recognizing the desirability of providing for possible developments during the period before the next Session of the FAL Division;

It is recommended that Contracting States, in conjunction with airline operators, study the possibility of dispensing with the cargo manifests as a required aircraft clearance form.

Elimination of remaining requirements for extra copies of aircraft clearance documents

(Rec. No. B-5 of the Sixth FAL Division Session)

1st Meeting, 49th Session, 4 June 1963

Contracting States that presently require more copies of aircraft clearance documents than are specified in Chapter 2 of Annex 9 are urged to take all necessary measures to reduce their requirements in this respect accordingly.

(Note: The Council approved this Recommendation addressed to States, and directed that States be invited to take the further action referred to therein and be requested to advise the Organization of the results of their studies . . .).