



SUPPLEMENT TO
ANNEX 9 — FACILITATION
(Twelfth Edition)

1. The attached Supplement supersedes all previous Supplements to Annex 9 and includes differences notified by Contracting States up to 30 December 2010 with respect to all amendments up to and including Amendment 21.
 2. The Supplement should be inserted at the end of Annex 9, Twelfth Edition. Additional differences received from Contracting States will be issued at intervals as amendments to this Supplement.
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SUPPLEMENT TO ANNEX 9 — TWELFTH EDITION

FACILITATION

Differences between the national regulations and practices of Contracting States and the corresponding International Standards and Recommended Practices contained in Annex 9, as notified to ICAO in accordance with Article 38 of the *Convention on International Civil Aviation* and the Council's resolution of 21 November 1950.

RECORD OF AMENDMENTS

<i>No.</i>	<i>Date</i>	<i>Entered by</i>	<i>No.</i>	<i>Date</i>	<i>Entered by</i>

**AMENDMENTS TO ANNEX 9 ADOPTED OR APPROVED BY THE COUNCIL
SUBSEQUENT TO THE TWELFTH EDITION ISSUED JULY 2005**

<i>No.</i>	<i>Date of adoption or approval</i>	<i>Date applicable</i>	<i>No.</i>	<i>Date of adoption or approval</i>	<i>Date applicable</i>
20	20/11/2006	15/7/2007			
21	9/3/2009	19/11/2009			

1. Contracting States which have notified ICAO of differences

The Contracting States listed below have notified ICAO of differences which exist between their national regulations and practices and the International Standards and Recommended Practices of Annex 9, Twelfth Edition, up to and including Amendment 21, or have commented on implementation.

The page numbers shown for each State and the dates of publication of those pages correspond to the actual pages in this Supplement.

<i>State</i>	<i>Date of notification</i>	<i>Pages in supplement</i>	<i>Date of publication</i>
Algeria	22/3/10; 24/10/10	1	29/4/11
Australia	25/8/09; 12/10/10	1-3	29/4/11
Bahamas	28/4/10	1	29/4/11
Benin	25/9/09	1	29/4/11
Brazil	4/8/10	1	29/4/11
Cameroon	31/7/09	1	29/4/11
Canada	15/10/09	1-3	29/4/11
China	22/10/09	1-2	29/4/11
China (Hong Kong SAR)	13/10/09	1-2	29/4/11
China (Macao SAR)	7/10/10	1	29/4/11
Cuba	28/10/09	1-2	29/4/11
Czech Republic	10/10/09	1	29/4/11
Estonia	19/10/09	1	29/4/11
France	16/11/09	1-3	29/4/11
Greece	15/11/2010	1	29/4/11
Japan	14/10/09	1-3	29/4/11
Lithuania	14/10/09	1-2	29/4/11
Madagascar	10/10/09	1	29/4/11
Mongolia	15/9/10	1	29/4/11
Nepal	27/7/10	1	29/4/11
New Zealand	30/10/09	1	29/4/11
Paraguay	22/10/09; 3/5/10	1	29/4/11
Peru	30/4/10	1	29/4/11
Poland	19/10/09	1	29/4/11
Singapore	17/10/09	1-2	29/4/11
Sweden	6/10/09	1-2	29/4/11
Switzerland	15/10/09	1	29/4/11
Thailand	20/10/09	1-2	29/4/11
United Kingdom	22/10/09	1-4	29/4/11
United States	9/12/09	1-2	29/4/11
Venezuela	2/6/09	1	29/4/11

2. Contracting States which have notified ICAO that no differences exist

<i>State</i>	<i>Date of notification</i>	<i>State</i>	<i>Date of notification</i>
Austria	19/10/09	Malaysia	17/7/09
Bahrain	13/7/09	Pakistan	28/10/09
Chile	8/10/09	Romania	16/10/09
Cyprus	10/6/09	South Africa	16/10/09
Germany	22/10/09	Sudan	16/10/09
Ireland	23/10/09	Uruguay	22/10/09

3. Contracting States from which no information has been received

Afghanistan	Denmark	Kyrgyzstan
Albania	Djibouti	Lao People's Democratic Republic
Andorra	Dominican Republic	Latvia
Angola	Ecuador	Lebanon
Antigua and Barbuda	Egypt	Lesotho
Argentina	El Salvador	Liberia
Armenia	Equatorial Guinea	Libyan Arab Jamahiriya
Azerbaijan	Eritrea	Luxembourg
Bangladesh	Ethiopia	Malawi
Barbados	Fiji	Maldives
Belarus	Finland	Mali
Belgium	Gabon	Malta
Belize	Gambia	Marshall Islands
Bhutan	Georgia	Mauritania
Bolivia	Ghana	Mauritius
Bosnia and Herzegovina	Grenada	Mexico
Botswana	Guatemala	Micronesia (Federated States of)
Brunei Darussalam	Guinea	Moldova
Bulgaria	Guinea-Bissau	Monaco
Burkina Faso	Guyana	Montenegro
Burundi	Haiti	Morocco
Cambodia	Honduras	Mozambique
Cape Verde	Hungary	Myanmar
Central African Republic	Iceland	Namibia
Chad	India	Nauru
Colombia	Indonesia	Netherlands
Comoros	Iran (Islamic Republic of)	Nicaragua
Congo	Iraq	Niger
Cook Islands	Israel	Nigeria
Costa Rica	Italy	Norway
Cote d'Ivoire	Jamaica	Oman
Croatia	Jordan	Palau
Democratic People's Republic of Korea	Kazakhstan	Panama
Democratic Republic of the Congo	Kenya	Papua New Guinea
	Kiribati	Philippines
	Kuwait	Portugal

Qatar	Slovakia	Trinidad and Tobago
Republic of Korea	Slovenia	Tunisia
Russian Federation	Solomon Islands	Turkey
Rwanda	Somalia	Turkmenistan
Saint Kitts and Nevis	Spain	Uganda
Saint Lucia	Sri Lanka	Ukraine
Saint Vincent and the Grenadines	Suriname	United Arab Emirates
Samoa	Swaziland	United Republic of Tanzania
San Marino	Syrian Arab Republic	Uzbekistan
Sao Tome and Principe	Tajikistan	Vanuatu
Saudi Arabia	The former Yugoslav Republic of Macedonia	Viet Nam
Senegal	Timor-Leste	Yemen
Serbia	Togo	Zambia
Seychelles	Tonga	Zimbabwe
Sierra Leone		

4. Paragraphs with respect to which differences have been notified

<i>Paragraph</i>	<i>Differences notified by</i>	<i>Paragraph</i>	<i>Differences notified by</i>
Chapter 1		2.24	Australia
		2.27	Australia
Definitions	Australia	2.28	Australia
	France	2.30	Australia
1.5	China (Hong Kong SAR)	2.32	Canada
		2.34	Canada
Chapter 2		2.36	Canada
			United States
2.5	Japan	2.37	Canada
2.7	Thailand	2.38	China (Hong Kong SAR)
	United States	2.41	Sweden
2.9	United States	2.43	Czech Republic
2.10	China (Hong Kong SAR)		Greece
	Japan		Japan
	United Kingdom		Sweden
2.12	China (Hong Kong SAR)		Thailand
	Greece		
	Japan	Chapter 3	
	United Kingdom		
2.13	Canada	3.4	Cuba
	China (Hong Kong SAR)		Singapore
	Greece	3.5	Japan
2.16	Poland	3.6	United States
2.19	Greece	3.9	Brazil
	Japan		Japan
	Sweden		Paraguay
	United Kingdom		Singapore
	United States		Switzerland
2.21	Canada		Venezuela

<i>Paragraph</i>	<i>Differences notified by</i>	<i>Paragraph</i>	<i>Differences notified by</i>
3.9.1	Madagascar		France
3.10	Algeria		Japan
	Bahamas		United Kingdom
	China (Hong Kong SAR)	3.45	Canada
	Nepal		Japan
3.10.1	Japan		Singapore
	Nepal	3.46	China
3.11	Brazil		France
	Japan		Singapore
3.12	Czech Republic	3.47	Brazil
3.14.1	United States		Mongolia
3.15	Czech Republic		Switzerland
3.17	Cuba		Venezuela
3.18	Thailand	3.47.1	China (Hong Kong SAR)
3.20	Cuba		France
3.21	Australia		Lithuania
	France		Paraguay
	Japan		United Kingdom
	New Zealand		United States
	Singapore	3.47.2	China (Hong Kong SAR)
3.23	Canada		Lithuania
	Czech Republic		Paraguay
	France		United States
	Japan	3.47.3	Lithuania
3.24	Canada		Paraguay
	China (Hong Kong SAR)		United States
	Cuba	3.47.4	Lithuania
	France		Paraguay
	Japan		United States
	Singapore	3.47.5	China (Hong Kong SAR)
3.25	Japan		Lithuania
	Singapore		Paraguay
3.26	Australia		United States
	Japan	3.47.6	France
	New Zealand		Thailand
	Singapore		United Kingdom
	Thailand	3.47.7	China
	United Kingdom		Thailand
3.27	Australia	3.49	Canada
	China (Hong Kong SAR)		Singapore
	Japan		United States
3.29	Japan	3.50	Canada
	Thailand		New Zealand
	United Kingdom		Peru
3.32	Switzerland	3.52	Singapore
3.38	United Kingdom		Thailand
3.42	Singapore		United Kingdom
3.43	Canada	3.53	Singapore
3.44	Canada	3.54	Singapore

<i>Paragraph</i>	<i>Differences notified by</i>	<i>Paragraph</i>	<i>Differences notified by</i>
3.58	Australia		Thailand
	France		United States
3.59	Canada	3.75	Japan
3.60	Singapore		United Kingdom
	United Kingdom	3.76	Australia
3.61	Canada		China
3.67	Australia		Japan
	Czech Republic		United Kingdom
	Peru		United States
	Sweden		
	United Kingdom		
3.68	Benin	Chapter 4	
	China (Hong Kong SAR)	4.2	Canada
	Cuba		Sweden
	Madagascar		United Kingdom
	Paraguay	4.3	Sweden
	Thailand		United Kingdom
	United Kingdom	4.5	Lithuania
3.68.1	United Kingdom	4.8	China (Hong Kong SAR)
3.69.1	Australia	4.12	Canada
3.70	Mongolia	4.13	Canada
	Venezuela		Cuba
3.71	Australia		Sweden
	China		United Kingdom
	China (Hong Kong SAR)		United States
	France	4.20	Cuba
	Japan		Sweden
	New Zealand		United Kingdom
	Peru	4.21	Japan
	Singapore	4.22	Sweden
	Switzerland		United Kingdom
	United Kingdom	4.24	Czech Republic
	United States		Lithuania
3.71.1	Australia		Sweden
	China		United Kingdom
	France	4.26	Czech Republic
	Japan	4.27	China (Hong Kong SAR)
	Switzerland		Cuba
	Thailand		Sweden
	United States		United Kingdom
3.71.2	France	4.29	Sweden
3.72	United Kingdom		United Kingdom
	United States	4.30	Sweden
3.73	China		United Kingdom
	Japan	4.31	New Zealand
	Lithuania		Sweden
	United Kingdom	4.33	China (Hong Kong SAR)
	United States		Peru
3.74	Australia	4.34	Sweden

<i>Paragraph</i>	<i>Differences notified by</i>	<i>Paragraph</i>	<i>Differences notified by</i>
4.35	United Kingdom United States China (Hong Kong SAR) New Zealand		Singapore Switzerland Thailand United Kingdom United States
4.36	China (Hong Kong SAR)	5.11	China (Hong Kong SAR)
4.37	China (Hong Kong SAR)		United Kingdom
4.38	Sweden	5.11.1	United Kingdom
4.39	China (Hong Kong SAR)	5.12	Cuba
	Canada	5.13	France
	China (Hong Kong SAR)	5.14	Australia
	New Zealand		Canada
4.40	China (Hong Kong SAR)		China
4.41	Brazil		China (Hong Kong SAR)
	China (Hong Kong SAR)		France
	Japan		Peru
4.42	China (Hong Kong SAR)		Thailand
	New Zealand		United Kingdom
4.43	China (Hong Kong SAR)	5.15	United States
	Sweden	5.17	Singapore
4.49	China (Hong Kong SAR)	5.18	China
4.54	Paraguay		Japan
4.55	Lithuania		Singapore
	Paraguay		Thailand
4.56	Paraguay	5.19	China
Chapter 5			China (Hong Kong SAR)
5.3	China (Hong Kong SAR)		France
	France	5.21	Japan
	Singapore	5.22	Japan
5.4	Canada	5.23	Cuba
	Singapore	5.26	Singapore
	United Kingdom		China
5.5	Australia		Singapore
	France	5.27	United Kingdom
5.6	Australia		China (Hong Kong SAR)
	Cuba		Singapore
	France	5.29	United Kingdom
5.7	France		Cuba
	Singapore		Singapore
5.8	China (Hong Kong SAR)	Chapter 6	
5.9	France	6.1	Australia
	Japan		Lithuania
5.9.1	Canada		Paraguay
	China	6.1.3	Benin
	Cuba	6.1.4	Paraguay
	France	6.2	Estonia
	Japan	6.4	Paraguay
	Peru		
	Poland		

<i>Paragraph</i>	<i>Differences notified by</i>	<i>Paragraph</i>	<i>Differences notified by</i>
6.5	Paraguay	8.16	Australia
6.7	China		Poland
6.8	Paraguay		Venezuela
6.10	Paraguay	8.17	Australia
6.15	Paraguay		Cameroon
6.17	China		Lithuania
6.18	Lithuania		Poland
6.30	Paraguay		Sweden
6.35	Paraguay		Switzerland
6.36	France	8.18	Cameroon
6.39	Estonia		Lithuania
6.40	Estonia		Poland
6.41	China (Macao SAR)		Sweden
	France		Switzerland
6.42	United Kingdom	8.18.1	Cameroon
6.43	China		Lithuania
	Japan		Switzerland
	Lithuania	8.19	Australia
			Cameroon
			Lithuania
			Poland
			United Kingdom
Chapter 8			
8.1	Canada	8.20	Cameroon
8.3	Canada		Lithuania
8.3.1	Japan		United Kingdom
8.3.2	Japan	8.21	Cameroon
8.4	Canada		Lithuania
8.15	Australia		United Kingdom
	Japan	8.39	United States
	New Zealand		
8.15.1	Australia		

CHAPTER 3

- 3.10 The Government of Algeria indicates that existing non-MRPs will continue to be issued until 24 November 2011. However, such passports will expire no later than 24 November 2015, as prescribed by Standard 3.10.1. Additionally, procedures for the issuance of biometric passports (ePassports) will become operational during the second quarter of 2011.
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CHAPTER 1

Definitions *Commencement of journey.* Australia has arrangements whereby transit passengers can join a domestic flight in order to board an international flight out of Australia. Those passengers still fall within the definition of direct transit passengers and should not be taken to have commenced their journey from Australia.

Deportee. Under Australia's migration legislation a "deportee" means a person in respect of whom a deportation order is in force. Deportation orders are served on persons, but only on persons who entered Australia lawfully as permanent residents. Persons entering Australia unlawfully cannot, as a matter of Australian law, be served with a "deportation order".

Removal order. 'Removal order' is not specifically defined in Australian migration legislation. However, as a matter of administrative practice a notice is given to the operator before a person is removed.

CHAPTER 2

2.24 Disinsection options provided by Australia are consistent with WHO recommendations. Australia also considers pre-embarkation disinsection as efficacious and offers this as an additional option.

2.27 The content and form of the disinsection certificates required by Australia differ from those set forth in provision 2.27.

2.28 The content and form of the disinsection certificates required by Australia differ from those set forth in provision 2.27.

2.30 If considered necessary by the Australian Quarantine and Inspection Service, all or any part of the aircraft and the contents may be treated by disinfection and/or disinsection, after the aircraft lands at its first port of call in Australia.

CHAPTER 3

3.21* 'Permanent Resident Permits' are not provided for within Australian migration legislation. Instead, permanent residents in Australia are holders of permanent visas. Australia is compliant with Recommended Practice 3.21 as its permanent visa holders are entitled to enter and re-enter Australia for five years from the date of visa grant without needing to obtain a further re-entry visa. Australia's migration legislation is more exacting than RP 3.21 as it requires Permanent Resident visa holders, who have not obtained Australian citizenship during this initial five-year period, to apply for an appropriate permanent re-entry visa if they leave Australia and wish to re-enter.

3.26* Australia requires all travellers to complete, in writing, an incoming and outgoing passenger card on each arrival and departure. These passenger cards do not request identity information that is not already presented in a traveller's identity document(s).

3.27 The content and form of the Australian incoming and outgoing passenger cards differ from Appendix 5.

* Recommended Practice

- 3.58 Australia is compliant with Standard 3.58 (as it provides direct transit arrangements for crew, passengers and their baggage where airport facilities permit). However, Australia's migration legislation is more exacting than this standard as it limits the amount of time certain travellers can spend in transit facilities (i.e. up to eight hours).
- 3.67 Australia does not provide crew membership certificate facilities, but provides alternate means for the identification and facilitation of crew members (i.e. the Crew Travel Authority regime) through Australia's borders. Australia's CTC regime is an electronic system that facilitates and expedites the registration of crew members.
- 3.69.1* Australia does not provide crew membership certificate facilities, but provides alternate means for the identification and seamless facilitation of crew members (i.e. the Crew Travel Authority regime) through Australia's borders. Australia's CTC regime is an electronic registration system which stores information within a secure database.
- 3.71 Australia does not accept crew membership certificates, but provides alternate means for the identification and seamless facilitation of crew through Australia's borders. In practice, Australia's Crew Travel Authority (CTA) and Special Purpose Visa (SPV) regime operates in a way similar to visa-free entry systems.
- 3.71.1* Australia does not accept crew membership certificates, but provides alternate means for the identification and seamless facilitation of crew through Australia's borders. In practice, Australia's Crew Travel Authority (CTA) and Special Purpose Visa (SPV) regime operates in a way similar to visa-free entry systems.
- 3.74* Australia does not issue Civil Aviation Safety Inspector Certificates in the format outlined in Appendix 8. Australian aviation safety inspectors are issued identification documents that do not contain information on date of birth, sex, nationality.
- 3.76* 'Aviation safety inspectors' are defined as 'airline safety inspectors' under the Australian *Migration Act 1958*. For reasons stated in 3.71, the Australian Government does not extend visa-free privileges to airline safety inspectors, but provides alternate means for their identification and seamless facilitation through Australia's borders. Airline safety inspectors are eligible to use Australia's Crew Travel Authority (CTA) and Special Purpose Visa (SPA) regime, which in practice operates in a way similar to other visa-free entry systems.

CHAPTER 5

- 5.5 The reference to "removal order" has no bearing on the process of removing a person from
5.6 Australia as one is not required by law. However, as a matter of administrative practice a 'Notice to Remove' is given to the operator before a person is removed.
- 5.14 As a matter of policy, carriers who do not comply with section 229 or section 230 of the Australian *Migration Act 1958* are served with an infringement notice for each person brought to Australia in contravention of these sections. However, the infringement notice may be withdrawn if one of the reasons for issuing the infringement is covered by s229(5). A defendant bears a legal burden in relation to the matters in subsection (5) or (5A).

*Recommended Practice

CHAPTER 6

- 6.1 The Australian Government ensures appropriate arrangements are made at Australian Commonwealth leased airports through: a) the Airport Master Plans and Major Development Plans that must be approved by the Australian Government under the *Airports Act 1996*; b) the price, financial performance and quality of service monitoring, under relevant Commonwealth legislation, at five major Australian international airports: Adelaide, Brisbane, Melbourne (Tullamarine), Perth and Sydney (Kingsford-Smith); and c) other measures such as the International Airport Operator's Guide.

CHAPTER 8

- 8.15 Air traffic control is not the first point of contact at all Australian airports for reporting a suspected communicable disease. At some ports the current Australian practice is for the pilot-in-command of an aircraft to report a suspected communicable disease to their ground staff, who in turn notifies the Australian Quarantine and Inspection Service (AQIS). The airline agent and AQIS then facilitate the provision of any special medical personnel and equipment necessary for the management of public health risks upon arrival.
- 8.15.1* The current Australian health declaration card contains two health questions relating to avian influenza, and contact information for while the person is in Australia, and emergency contact information. The Passenger Locator Card does not contain health questions, but contains contact information as provided on the health declaration card.
- Australia will continue to use the health declaration card as its conduit for obtaining contact tracing information for persons who may have been exposed to a communicable disease. Future refinements to the health declaration card will consider the components of the Passenger Locator Card.
- 8.16 Existing Australian health initiatives, such as the Australian Health Management Plan for Pandemic Influenza (AHMPPI) and FLUBORDERPLAN, meet the ICAO requirement for a national aviation plan. While the focus of these plans deals with the management of pandemic influenza, the processes are equally applicable to management of other communicable diseases.
- 8.17 Australia has established a National Passenger Facilitation Committee which coordinates facilitation activities of relevant Australian Government agencies.
- 8.19 Australia has established a National Passenger Processing Facilitation Committee which coordinates facilitation activities of relevant Australian Government agencies. In addition, Australia has in place a National Passenger Processing Committee which coordinates whole-of-Government approvals to non-scheduled international flights.

* Recommended Practice

CHAPTER 3

3.10 The Government of the Commonwealth of The Bahamas wishes to inform that although it is issuing electronic passports which have a machine readable zone, it is presently unable to fully comply with Standard 3.10 of Annex 9 with respect to its issuing offices in Beijing (Bahamas Embassy, Beijing) and London (Bahamas High Commission, London).

The date by which the Standard is likely to be complied with, with respect to its Offices in Beijing and London, is 30 September 2010.

CHAPTER 3

3.68 Presently, crew member certificates remain in paper form with information and existing stamps of validity.

CHAPTER 6

6.1.3 There are no quarantine services at the Cardinal Bernardin Gantin International Airport of Cadjèhoun.

CHAPTER 3

- 3.9* Brazil has not yet incorporated biometric data into its passports, visas, or other official travel documents.
- 3.11* The Brazilian identity document, which is valid for travel to Mercosur countries, is currently being made machine-readable.
- 3.47* Brazilian regulations provide for the establishment of standards for the provision of information by airlines for use in the prevention and suppression of acts of unlawful interference. However, standards have not yet been established to implement the advance passenger information system.

CHAPTER 4

- 4.41 Brazilian regulations include simplified procedures for the release or clearance of replacement parts and on-board supplies. However, there are no simplified procedures for the clearance of ground security equipment.
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* Recommended Practice

CHAPTER 8

- 8.17 Cameroon has not yet established a national air transport facilitation programme. This is currently being developed.
- 8.18 Since Cameroon has not yet implemented Standard 8.17, 8.18 cannot be applied; however, it will be taken into consideration in the programme under development.
- 8.18.1* Cameroon is now using Appendix 11 for the upcoming establishment of its national air transport facilitation programme which is currently being developed.
- 8.19 Cameroon has still not established the National Air Transport Facilitation Committee and Airport Facilitation Committees. However, the relevant draft texts have already been elaborated and submitted for the approval and signature of the hierarchy.
- 8.20* Since Cameroon is not yet implementing Standards 8.17 and 8.19, Recommended Practice 8.20 cannot be applied. However, it will be taken into consideration in the programmes being developed.
- 8.21* Cameroon is in the process of using Appendix 12 for the forthcoming establishment of the National Air Transport Facilitation Committee and Airport Facilitation Committees.
- Cameroon intends to make all necessary efforts to comply with Annex 9, including Amendment 21, on 31 December 2012.
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* Recommended Practice

CHAPTER 2

- 2.13 Canadian customs regulations require that all air carriers report cargo either on an IATA standard format air waybill or on the official national customs cargo control document.
- 2.21 A penalty can be applied if any error were found in such documents. Details of provision of information can be found in the Customs Act.
- 2.32 Operators of commercial non-scheduled (charter) flights must either notify and/or seek prior authorization from the Canadian Transportation Agency. Flight authorization must also be sought from Transport Canada.
- 2.34 It is the air carrier's responsibility to provide border inspection agencies with the notice of intended landing.
- 2.36 A fee of CDN\$100 is payable when an operator makes the required application for flight authority validation.
- 2.37* Canada also requires notification of dangerous goods and agricultural products when applying for a flight authorization. In the case of foreign state aircraft, the Minister of Transport may request a copy of the equivalent operations specification(s) issued by the regulating authority, and any other document the minister deems necessary to ensure that the intended operation will be conducted safely.

CHAPTER 3

- 3.23* Canada reserves the right to require visitor visa applicants to appear at a Canadian Consulate for an interview.
- 3.24 Some visitors may be issued single entry visas valid for less than six months.
- 3.43 In Canada, the aircraft operator is required to be present and hold disembarking passengers and crew until the examination has ended.
- 3.44*
- 3.45 Canada may require an operator to transport a crew member from Canada even if the crew member was legally authorized to enter.
- 3.49 Most passengers are authorized to enter Canada following a single examination. Some passengers are sent for a secondary examination, in which case they will be required to present their identifying documents again. Canada reserves the right to examine identity documents at any time following arrival until the passenger exits the airport.
- 3.50 The Canada Border Services Agency requires a written declaration of any goods acquired abroad or purchased in a Canadian duty-free shop that are contained in baggage whether or not they are dutiable or restricted.

* Recommended Practice

- 3.59 Canada allows persons to transit without a visa where a carrier has a memorandum of understanding (MOU) to allow foreign nationals from specific countries to transit Canada. Where no MOU exists, passengers from countries requiring a visa need to obtain a visa in order to transit through Canada. One exception is refuelling stops, providing certain conditions are met. There is no fee for transit visas.
- 3.61 If mishandled baggage includes baggage which was delivered to the owner and not reported to customs by the air carrier, national legislation in Canada provides for the assessment of penalties in such cases.

CHAPTER 4

- 4.2* Although the regulations pertaining to both air and surface transportation are the same, the procedures differ. As an example, air freight that travels solely by air may be reported to customs at the airport of final destination. Freight that is covered by an air waybill but is trucked across the border must be reported to customs at the border crossing before it can be moved to the airport of destination.
- 4.12 The Canada Border Services Agency regulations require the owner or person in charge of the conveyance to send advance conveyance and cargo information that contains additional data to the Cargo Manifest and an IATA air waybill. Details of advance information required prior to arrival in Canada, and corresponding manner and timeframes prescribed are contained in the Canada Border Services Agency's Reporting of Imported Goods Regulations.
- 4.13 The Canada Border Services Agency legislation places the obligation on the owner or person in charge of the conveyance to ensure that advance conveyance and cargo information, under advance commercial information initiative, requirements are met, and the owner or person in charge of the conveyance may be held responsible, fined or penalized for inaccuracies or omissions of facts shown on such provision of information, although the owner or person in charge of the conveyance may not be the declarant himself/herself.
- 4.39* Machinery and equipment imported into Canada for use exclusively in servicing aircraft registered in a foreign country while at international airports in Canada are duty free provided the foreign country in which the aircraft is registered grants a similar privilege to aircraft registered in Canada. Goods and services tax is payable on the value of the equipment.

CHAPTER 5

- 5.4* The timeframe that the aircraft operator must remove the inadmissible person is prescribed by Canadian legislation.
- 5.9.1 Canadian legislation holds the aircraft operator responsible for costs related to the medical care of inadmissible persons, regardless of the reason of inadmissibility, from the time of arrival until the aircraft operator removes them from Canada.
- 5.14 An administration fee shall be assessed in respect of each improperly documented passenger.

* Recommended Practice

CHAPTER 8

- 8.1* Pursuant to Canadian legislation, operators are required to meet the specific financial security requirements of various statutes. Given these varied requirements, it is not considered practical to have a single bond to cover an operator's financial liabilities.
- 8.3 Canada has granted visa and employment authorization waivers to accepted representatives and their advisers who are participants in accident or incident investigations. However, salvage and repair have been excluded from these exemptions.
- 8.4 There is provision in national legislation for the temporary importation of goods for a search or rescue operation. However, there is no provision which would allow duty or tax free entry of the articles mentioned for the accident investigation, repair or salvage aspects. The goods in this case would be subject to the provisions of the Customs Tariff and Excise Tax Acts.
-

* Recommended Practice

CHAPTER 3

- 3.46 Fraudulent, falsified or counterfeit travel documents and travel documents of a person impersonating the rightful holder of the travel document are important evidence for the prosecution of the relevant cases and punishment of offenders. Such documents have to be held in file for a certain period of time and cannot be returned immediately.
- 3.47.7 This provision does not stipulate for the timeliness, completeness and accuracy of passenger data transmitted electronically in advance. In China, only when such data has met the requirements of timeliness, completeness and accuracy, shall we not also require a passenger manifest in paper form.
- 3.71, 3.71.1*, 3.73*, 3.76* (1) Except for the relevant personnel of counties having in place a mutual visa exemption agreement with China or to which China has unilaterally granted visa-free entrance to their relevant personnel, crew members and aviation safety inspectors of all other counties are required to obtain a visa before entry into China.
- (2) Foreign crew members who are granted visa-free entrance into China as per agreement must have in possession a valid passport or other valid travel documents in lieu of passport, in addition to a CMC.

CHAPTER 5

- 5.9.1 Chinese law provides that all costs of inadmissible persons for stay and departure shall be borne by the aircraft operator who transports such persons.
- 5.14 Article 36 of the Regulations of the People's Republic of China on Border Control and Inspection stipulates that "Responsible persons who use a means of transportation to transport persons not allowed to enter or leave the country, smuggle people in or out of the country or transport inbound or outbound people who bear no valid travel documents shall be penalized by a fine of not less than 5 000 Yuan RMB but not more than 10 000 Yuan RMB for per person carried." Based on this, China may fine aircraft operators which have carried improperly documented persons in or out of the country and will determine the exact amount of fine to be imposed according to mitigating or aggravating circumstances within the range allowed by the law.
- 5.18 The term "all" is too broad. The Chinese government assumes the cost for removing deportees only when a deportee cannot afford the cost, or the embassy or consulate of his or her home country does not assume the cost or there is no such embassy or consulate in China.
- 5.19 b) There is no such risk assessment mechanism in place in China. Once a mechanism associated with the removal of deportees is studied and established, we will provide the relevant information to aircraft operators.
- 5.26 Normally, China reviews and issues a travel document within 30 days, but in special circumstances this may go beyond 30 days.

CHAPTER 6

- 6.7* Airport operators, aircraft operators and public authorities exchange relevant operational information when such an exchange does not harm the interests of the relevant parties.
- 6.17* According to the PRC Provisions on the Procedures for the Customs Office to Handle Cases of Administrative Penalties, physical searches by law enforcement are to be conducted by two officers of the same sex as passengers.
- 6.43* This recommend practice has to do with enforcement issues of border control and finds no corresponding legal basis in current Chinese laws and regulations. It is therefore not applicable in China.
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* Recommended Practice

CHAPTER 1

- 1.5 Pre-arrival lodgement of data is not available for passenger clearance, as advanced passenger information is currently not adopted in China (Hong Kong SAR).

CHAPTER 2

- 2.10 The general declaration containing the names, nationalities and positions of crew members, and the total number of passengers is normally required on the arrival and immediately prior to the departure of the aircraft.
- 2.12 Information on names, nationalities and positions of crew members is required.
- 2.13 Air cargo reporting requirements are prescribed by local legislation under which no option as proposed is provided for.
- 2.38 The following documentation is also required for aircraft stopping for a non-traffic purpose: 1) name of handling agent; 2) noise certificate of the aircraft to be used; 3) insurance certificate or equivalent document.

CHAPTER 3

- 3.10 The existing seaman's identity book (SIB) is not in the machine readable format.
- 3.24 Visas are normally valid for a period of not more than three months from the date of issue.
- 3.27 The format at Appendix 5 is not adopted. The cards in use are of a different size and format and include additional information relating to an address in Hong Kong and signature. The information is required for enforcement of immigration control.
- 3.47.1, 3.47.2, 3.47.5 The Advance Passenger Information (API) is a pilot system being implemented in China (Hong Kong SAR) with a few airlines participating on a voluntary basis. The PAXLST is different from the specifications.
- 3.68 Crew Member Certificates are not machine readable.
- 3.71 Aircrew who are visa nationals, unless exempted, require visa for China (Hong Kong SAR).

CHAPTER 4

- 4.8 In general, it is not applicable to Hong Kong, which is a non-tariff port, and the provision of "free-zone" is not necessary. Nevertheless, there are warehouses operated by the air cargo terminal operators for the temporary storage of the few items that are subject to excise duty.
- 4.27 It is not applicable in Hong Kong which is a non-tariff port. Duty is only payable for the four types of dutiable commodities as stipulated in the Dutiable Commodities Ordinance, namely alcoholic liquors, tobacco, hydrocarbon oil and methyl alcohol.

- 4.33 In the case where cargo, unaccompanied baggage or stores require re-forwarding to the correct destination, they will also be subject to the laws and regulations of Hong Kong relating to the control of prohibited articles in addition to the other requirements under this Standard.
- 4.35, 4.36
4.37*, 4.38*
4.39*, 4.40
4.41, 4.42
4.43* It is not applicable in Hong Kong which is a non-tariff port. Duty is only payable for the four types of dutiable commodities as stipulated in the Dutiable Commodities Ordinance, namely, alcoholic liquors, tobacco, hydrocarbon oil and methyl alcohol.
- 4.49 Constrained cargo in Hong Kong can be cleared by customs within 80 minutes upon request. Under such circumstances, it would be unreasonable and inefficient to make alternate arrangements for the storage and/or clearance and/or examination of containers/pallets and their loads at off-airport locations.

CHAPTER 5

- 5.3 Legislation now provides for the removal of any persons found inadmissible in Hong Kong to their last port of embarkation or place of origin, or place of nationality of the deportee.
- 5.8 Security escorts will not normally be provided by government officials.
- 5.11 Legislation now provides for the removal of any persons found inadmissible in Hong Kong to their last port of embarkation, or place of origin, or place of nationality of the deportee.
- 5.14 A fine may be imposed on the owner of the aircraft and the owner's agent if a passenger does not have a valid travel document. The fine may be waived if there is evidence to suggest that this has not been caused by negligence of the carrier.
- 5.19 The operators are informed before the execution of a Deportation Order of the name of the deportee and the flight arrangements.
- 5.27 The existing travel documents production mechanism requires the applicant to produce an application form with the signature appended.

* Recommended Practice

CHAPTER 6

6.41 No first-aid attendance services are provided at MFM, and all medical cases would be immediately referred to the governmental hospital through emergency response.

CHAPTER 3

- 3.4 Cuba extends the validity of machine readable documents by affixing a sticker which does not alter the machine readable part of a document and adjusting the relevant text.
- 3.17 All resident Cuban citizens require a permit to exit the country.
- 3.20 When resident nationals are considered emigrants, they require an authorization to enter the country.
- 3.24 Tourists visas are valid for six (6) months. Other kinds of visas are valid for up to ninety (90) days.
- 3.68 Cuban Aeronautical Regulations RAC-9 establishes that the State shall work to issue CMCs in the form of machine readable cards in 2010.

CHAPTER 4

- 4.13 The customs authority makes it the obligation of the aircraft operator to ensure that the documentary requirements are met and holds the operator responsible for inaccuracies or omissions of facts shown on such document.
- 4.20 The customs authority requires an export goods declaration and the necessary additional documents.
- 4.27 Cuban customs legislation provides for simplified procedures, but they are not related to the value or type of goods in question, nor are they related to the level of authorization of the persons involved.

CHAPTER 5

- 5.6 Cuban procedure differs fundamentally in that more information is required as to the reasons for which a person's removal is ordered.
- 5.9.1 In these cases, all costs shall be assumed by the offender. If the offender declares himself insolvent, the diplomatic and/or consular representations of the State of the person shall be responsible for the cost of custody and care from the moment said person is found inadmissible until he is returned to the aircraft operator for removal from the State.
- 5.12 Cuban immigration legislation establishes that any passenger who is declared inadmissible in a third country and who is in transit in our territory shall be returned to his country of origin. The same treatment shall be given to any person who is declared inadmissible on return to his country of origin.

- 5.22 Cuban immigration legislation establishes that nationals residing abroad (emigrants) who have been deported from another State shall not be admitted if the deportee is not appropriately processed through diplomatic channels. Admittance shall be granted to holders of residence permits abroad and indefinite exit permits. Cuban residents who have left the country for personal or official reasons shall be authorized for entry as deportees if they are within the period authorized for stay abroad.
- 5.29 The admission of a Cuban emigrant as a repatriate shall be conducted and authorized in accordance with Cuban migration legislation.
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CHAPTER 2

- 2.43* Not implemented. The province of each authority is legally specified and cannot be replaced by each other. All aircraft landing in, or departing from, the Czech territory (to/from abroad) have to make their initial, or final, take-off at an airport with permanent customs and passport services or at an airport where customs and passport services are provided on prior request.

CHAPTER 3

- 3.12 At the present time the machine readable zone area is blank. The different colour (dark claret) of the cover of the machine readable passport is a sufficient factor for the differentiation.
- 3.15 The principle of “one person – one passport” is fully implemented in the Czech Republic. According to Czech law, children under the age 10 can be registered in the passport of a parent upon request.
- 3.23* Personal appearance at the visa issuing office is normally required.
- 3.67 Crew member certificates are not issued by the Czech public authorities to crew members of Czech airlines.

CHAPTER 4

- 4.24* Not implemented. This Recommended Practice would seriously frustrate control by public authorities over goods loaded on departing aircraft. Furthermore, the return of certain goods after their departure would not be guaranteed despite the lodging of a security.
- 4.26 The use of simplified arrangements is not practicable.
-

* Recommended Practice

CHAPTER 6

- 6.2 This Standard has not been fully implemented into national legislation.
- 6.39 This Standard has not been fully implemented into national legislation.
- 6.40 This Standard has not been fully implemented into national legislation.

CHAPTER 1

Definitions:

Direct Transit Area The Schengen regulations provide the option to require nationals of certain countries to hold an airport transit visa (ATV). Under Annex VI, 2.1.3 of the European Parliament and Council Regulation 562/2006/EC of 15 March 2006 establishing the Schengen border code, such persons may be subject to controls by the authorities in the transit area, to check whether they have the required ATV.

CHAPTER 3

- 3.21* Under Article 5(4)(a) of EC Regulation 562/2006 of 15 March 2006, France may issue re-entry visas to certain categories of third country nationals who hold a lawful permanent residence permit.
- 3.23* The regulations of France and Schengen require the visa applicant to appear in person at the issuing office.
- 3.24 The regulations of France and Schengen do not require that entry visas issued have a minimal validity period of six months from date of issue.
- 3.44* France applies this recommendation where the responsibility of the public authorities is understood to be of an administrative or judicial nature, and not financial.
- 3.46 France applies this standard except when the counterfeit, falsified or fraudulent travel documents are retained for proceedings, in particular in the case of judicial seizure as described in the Criminal Procedure Code.
- 3.47.1 In accordance with the provisions of EU Council Directive 2004/82/EC of 29 April 2004 regarding the obligation of carriers to supply passenger data, transposed into national legislation by the counterterrorism law of 23 January 2006 which contains various provisions on security and border control under Article 7, France like other members of the European Union must, at the request of the [immigration] control authorities, require air carriers to provide certain passenger details that are not included in the machine readable zone of travel documents.
- 3.47.6* In accordance with the aforementioned European Directive and national law, France is required to take the necessary measures to impose penalties on carriers who supply no data, or who supply incorrect or incomplete data. However, examinations are conducted on a case-by-case basis to take account of any special circumstances.
- 3.58 Under the aforementioned Schengen border code (see para. 1), crew, passengers and their baggage may not be systematically exempt from border controls when stopping temporarily in the transit area of French airports.
- 3.71 In general, France applies this standard. However, in keeping with the provisions of EC Regulation 539/2001 of 15 March 2001, France reserves the right to maintain a visa requirement for crew members who are nationals of a country that is not signatory to the Chicago Convention (see para. 1.2 of the information in application of said Regulation). As far as France is concerned, the crew member certificate (CMC) is a professional ID that does not exempt its holder from presenting a travel document.
- 3.71.1*
- 3.71.2*

* Recommended Practice

CHAPTER 5

- 5.3 The French procedure for this does not provide for written information to the operator *per se*, although the operator is given the order to return a person found to be inadmissible.
- 5.5 In France, the removal order is in the form of an order addressed to the operator.
- 5.6 The French authorities do not normally deliver a covering letter to the operator. However, in certain cases where such a letter is delivered, it is delivered to the consulate of the country of which the inadmissible person is a national, so that he/she may obtain a consular laissez-passer.
- 5.7 The French authorities do not normally deliver a covering letter to the operator. However, in certain cases where such a letter is delivered, it is delivered to the consulate of the country of which the inadmissible person is a national, so that he/she may obtain a consular laissez-passer. Further, the return to France by another State of a person found inadmissible with a covering letter from the authorities of that State in the format set forth in Appendix 9 (a) of Annex 9 of the Chicago Convention together with a photocopy of the travel document may not be accepted by France for legal reasons. When a foreign national who is not admitted is returned to France, the judge will require the original travel document, as evidence, to initiate proceedings. If that requirement is not met, no judicial proceedings may take place, and the irregular immigrant will not receive a criminal penalty. However, if a foreign national is deported to France in transit to another State, then France recognizes the covering letter.
- 5.9, 5.9.1 On one hand, European Council Directive 2001/51/EC of 28 June 2001 requires carriers to bear the cost of custody and return of a third country national who is not admitted, and on the other hand, French legislation (Article L 213-6 of the code for foreign immigration and the right to asylum) provides that when the decision is taken to refuse entry, the cost of custody of the foreign national during the waiting time prior to his/her return are to be covered by the transport company that allowed the foreign national to disembark onto French territory, from the moment the person is found inadmissible, including instances where the individual cannot be placed in the care of the transport company immediately following the decision to refuse entry, and whatever the reason for non-admission.
- 5.13 See Standards 5.5, 5.6 and 5.7.
- 5.14 French legislation (Article L 625-5 of the code for foreign immigration and the right to asylum) allows a fine to be imposed on carriers who allow the disembarkation of persons not admissible, unless the carrier can prove that the required documents were presented upon boarding and that the irregularity concerning the documents was not apparent, or unless the foreign national is admitted into France as an asylum seeker. According to France *adequate precautions* means, for example, the provision and use by the transport company, at the passenger boarding point, of an approved device to digitalize and transmit travel documents and visas to the French immigration control authorities (Article L 625-3 of the code for foreign immigration and the right to asylum).
- 5.19 France applies this Standard. However, certain urgent deportations may warrant shortening the 24-hour time period.

CHAPTER 6

- 6.36* Not all airports serving international traffic provide vaccination services on or near the premises. However, there is a government-approved yellow fever vaccination centre in each *département* [administrative area] with an international airport.
- 6.41 Only a few airports serving international traffic offer permanent medical facilities. In most cases, transport to the nearest emergency facilities is arranged.
-

* Recommended Practice

CHAPTER 2

- 2.12 Passenger manifest is required for third countries' non-scheduled flights.
- 2.13 Cargo manifest is required. Information concerning the nature of goods must be provided in the Cargo Manifest.
- 2.19 General border supervision should at all times be possible. (Article 25, Community Customs Code)
- 2.43* At Greek airports accepting international flights, border control and clearance services are conducted by the respective public agencies, i.e. police and customs officers.
-

* Recommended Practice

CHAPTER 2

- 2.5 Matters relating to crew members need to be reported.
- 2.10 A General Declaration which includes elements other than those indicated in Appendix 1, needs to be submitted.
- 2.12 Matters relating to passengers need to be reported, which include other elements than those indicated in Appendix 2.
- 2.19 Matters relating to passengers and crew members need to be reported.
- 2.43* Immigration, customs and quarantine examinations are conducted by the respective administrative agencies even at airports where international general aviation operations are infrequent.

CHAPTER 3

- 3.5 If deemed necessary, documents other than those prescribed in Annex 9 may be required.
- 3.9* The re-entry permit (booklet) and refugee travel document issued by the Government of Japan are not machine readable, and biometric data are not incorporated in those travel documents. Biometric data are not incorporated in visas.
- 3.10.1 Since the Government of Japan cannot discontinue the issuance of non-machine readable passports (non-MRPs) of ten-year validity before 20 March 2006, due to the Japanese passport law and the limited number of MRP production machines deployed at overseas missions, it is expected that even after 24 November 2015 there might be some non-MRPs which are valid until 20 March 2016.
- 3.11* The re-entry permit (booklet) and refugee travel document issued by the Government of Japan are not machine readable. As for visas, Japan has been issuing the machine readable visas specified in Doc 9303, but there are still other types of visas which are not machine readable.
- 3.21* A permanent resident is not required to obtain a visa for re-entry when he/she holds a valid re-entry permit.
- 3.23* Visa applications through accredited agencies or agents are accepted at most of the Japanese embassies and consulates.
- 3.24 A temporary visitor's visa to Japan is normally valid for a single journey within a period of three months.
- 3.25* In Japanese visas which are not machine readable: a) the items are listed in a different order; and b) the duration of validity of the visa is normally shown in months.
- 3.26* Visitors are required to submit embarkation/disembarkation cards.
- 3.27 The information requirements on the embarkation/disembarkation card of Japan are different from those set forth in Appendix 5.

* Recommended Practice

- 3.29 Not all embarkation/disembarkation cards can be distributed free of charge.
- 3.44* The operator shall bear responsibility and obligation for the custody and care of passengers and crew until a final decision has been made concerning their admissibility into Japan.
- 3.45 In such cases where the operator has transported a foreigner with knowledge of the fact that the foreigner is liable for deportation, the operator must bear the responsibility for returning the foreigner.
- 3.71 Landing permission for crew members may be given in cases where a crew member wishes to land for the purpose of transferring to another aircraft, rest, shopping or other similar purposes.
- 3.71.1* Landing permission for crew members may be given in cases where a crew member wishes to land for the purpose of transferring to another aircraft, rest, shopping or other similar purposes. In this case, he/she must possess a valid passport or a valid crew member's pocket-ledger.
- 3.73* An aviation safety inspector is not treated as equivalent to a crew member under the immigration laws and regulations of Japan.
- 3.75* In addition to a valid passport, a valid visa is required.
- 3.76* An aviation safety inspector is not treated as equivalent to a crew member under the immigration laws and regulations of Japan.

CHAPTER 4

- 4.21 There are no regulations which ensure that export cargos are released up to the time of departure of an aircraft.
- 4.41 There are no specific simplified procedures which ensure that relevant authorities grant prompt release or clearance of ground and security equipment and their replacement parts, instructional material and training aids, though simplified documentary procedures could be applied depending on the declaration value.

CHAPTER 5

- 5.9 The operator shall bear responsibility and obligation for the expenses of custody and care of passengers and crew until a final decision has been made concerning their admissibility into Japan.
- 5.9.1 Regardless of whether the operator was at fault or not, the operator shall bear the responsibility and the expenses of removal of inadmissible persons.
- 5.18 The captain of an aircraft or the operator, who brings a foreigner coming under the certain conditions of deportation, shall bring such a foreigner outside Japan at the foreigner's own expense and under the latter's own responsibility. If a deportee desires to leave Japan voluntarily at his/her own expense, he/she may be permitted to do so upon his/her application.

* Recommended Practice

5.19 Owing to the growing number of deportees, there may be cases where the provision of notification not later than 24 hours before departure cannot be met, except for such cases where the safety of the return flight may be jeopardized or other such similar cases.

5.21 Since travel documents should be in the possession of the passenger himself/herself except in certain cases, travel documents will not be confiscated and are basically entrusted to the operator.

CHAPTER 6

6.43* Arrangements necessary for the implementation of the system described by this provision have not been developed.

CHAPTER 8

8.3.1 For entry, there may be cases where a visa and other explanatory materials are required.

8.3.2* In cases where a visa exemption is not applied, the personnel referred to in 8.3 are still required to obtain visas prior to their departure and are unable to obtain visas on arrival because there are no provisions in Japanese laws and regulations for the issuing of visas to passengers on arrival. Moreover, in cases where personnel do not possess visas even though they carry an order of mission from the Japanese Government, such personnel shall be required to undergo, as long as they do not have a visa exemption, prescribed procedures, including offering a separate explanation of the necessity and urgency of entry, in order to receive an entry permit.

8.15 In Japan, airports are equipped with quarantine facilities. According to the Quarantine Act of Japan, suspected cases of communicable disease must be reported by pilots to the appropriate quarantine officer while approaching the destination airport. There is not any specific requirement that the pilot-in-command make this report to air traffic control, as described in 8.15.

* Recommended Practice

CHAPTER 3

3.47.1, 3.47.2,
3.47.3*, 3.47.4*
3.47.5

In compliance with the provisions of Council Directive 2004/82/EC of 29 April 2004 on the obligation of carriers to communicate passenger data (OL 2004 special Edition, Chapter 19, volume 7, page 74), Article 3, paragraph 2, the carrier shall provide the following information: the number and type of travel document used, nationality, full names, the date of birth, the border crossing point of entry into the territory of the Member States, code of transport, departure and arrival time of the transportation, total number of passengers carried on that transport, the initial point of embarkation.

Subject to the provisions of the Law on the Fundamental of Transportation Activity of the Republic of Lithuania (State Gazette, 1991, no. 30-804), Article 19, paragraph 2, the carrier engaged in transportation of passengers by the airways, on request of the State Border Guard Service, shall provide it with the following information:

1. The number and type of travel document used by foreign travellers;
2. Nationality of foreign travellers;
3. Full names of foreign travellers in the travel documents;
4. Dates of birth of foreign travellers;
5. The border crossing point of entry into the territory of the Republic of Lithuania;
6. Flight number;
7. Departure and arrival time of the transportation;
8. Total number of foreign travellers carried on that transport;
9. The initial point of embarkation of foreign travellers.

3.73*

Pursuant to Regulation (EC) No 562/2006 of the European Parliament and of the Council of 15 March 2006 establishing a Community code on the rules governing the movement of persons across borders (Schengen Borders Code) (OL 2006 L 105 p.1), Annex VI, paragraph 2.1, the persons holding pilot licenses or crew member certificates as defined in the Convention on International Civil Aviation of 7 December 1944, Annex 9, performing their duties and on the basis of such documents can:

- a) Embark and disembark in the stop-over airport or the airport of arrival situated in the territory of a Member State;
- b) Enter the territory of the municipality of the stop-over airport or the airport of arrival situated in the territory of a Member State;
- c) Go, by any means of transport, to an airport situated in the territory of a Member State in order to embark on an aircraft departing from that same airport.

The aviation security inspectors are not holders of the crew member certificates and, therefore, such provisions shall not apply.

CHAPTER 4

4.5

All cargo and mail carried by air should be checked using one of the methods stated in National Civil Aviation Security Programme.

4.24*

Recommended Practice is not incorporated into Lithuanian laws.

* Recommended Practice

4.55* Recommended Practice is not incorporated into Lithuanian laws.

CHAPTER 6

6.1 Standard is not incorporated into Lithuanian laws.

6.18* Recommended Practice is not incorporated into Lithuanian laws.

6.43* Recommended Practice is not incorporated into Lithuanian laws.

CHAPTER 8

8.17, 8.18,
8.18.1*, 8.19
8.20*, 8.21* There is no national transport facilitation programme in Lithuania; air transport facilitation committee is not established as well.

* Recommended Practice

CHAPTER 3

- 3.9.1* Currently, Madagascar does not intend to issue electronic passports.
- 3.68 Our administration does not yet deliver machine readable crew member certificates in conformance with the specifications of Doc 9303.

* Recommended Practice

CHAPTER 3

- 3.47* Introduction of an advance passenger information system (APIS) is under the implementation stage.
- 3.70 Not implemented.
-

* Recommended Practice

CHAPTER 3

- 3.10 Nepal will begin to issue Machine Readable Passports by 1 January 2011, a difference with Standard 3.10. Nepal will continue to issue non-Machine Readable handwritten passports up to 31 December 2010 with validity up to 24 November 2015.

Non-machine readable emergency/temporary travel documents of limited validity will be issued in cases of emergency from the Ministry of Foreign Affairs and Nepalese Missions abroad both within and beyond 31 December 2010.

- 3.10.1 Some Nepalese passports that have been issued prior to 1 April 2010 might be valid up to 30 March 2020 in accordance with national laws, a difference with Standard 3.10.1.
-

CHAPTER 3

- 3.21* Visas for re-entry are required from resident aliens. A New Zealand legislative requirement (Immigration Act 1987).
- 3.26* New Zealand requires entry and departure cards for all passengers entering and leaving New Zealand. A New Zealand legislative requirement (Immigration Act 1987).
- 3.50 A written baggage declaration is required from passengers and crew. A New Zealand legislative requirement (Customs and Excise Act 1996), (Biosecurity Act 1993).
- 3.71 Crew members (travelling as passengers) require passports (but not visas). A New Zealand legislative requirement (Immigration Act 1987).

CHAPTER 4

- 4.31 Some cargo of interest to the Ministry of Agriculture and Forestry requires quarantine clearance at the airport of arrival. A New Zealand legislative requirement (Biosecurity Act 1993).
- 4.35 Under New Zealand Customs Law ownership of the goods may not be clearly established and may be subject to dispute between two or more parties concerned. In these circumstances a claim may then be made on the original importer. A New Zealand legislative requirement (Customs and Excise Act 1996).
- 4.39* A number of concessions exist and there is provision for individual goods or types of goods to be given concessional entry, each case being judged on its merits. No overall concessions exist for this situation or are envisaged to cover broad groupings of items imported under these circumstances. A New Zealand legislative requirement (Customs and Excise Act 1996), (Tariff Act 1988), (Customs and Excise Regulations 1996).
- 4.42 Duty and taxes will be levied on appropriate items. A New Zealand legislative requirement (Customs and Excise Act 1996), (Goods and Services Tax Act 1985), (Tariff Act 1988).

CHAPTER 8

- 8.15 Where there is a handling agent for the aircraft at the aerodrome of arrival in New Zealand, the pilot-in-command should notify symptoms suggestive of communicable disease to the agent in the first instance. Notifications to air traffic control should be by exception. This is a requirement of New Zealand law, namely, Health Regulations 1983.

* Recommended Practice

CHAPTER 3

- 3.9* The national police do not include biometric data in their passports.
- 3.47.1, 3.47.2, 3.47.3*, 3.47.4* 3.47.5 We are not part of the API programme. Because we do not yet use the Advance Passenger Information system, the information required does not conform to the specifications for UN/EDIFACT PAXLST message format. Our country intends to be part of the API as soon as possible.
- 3.68 CMCs are not issued.

CHAPTER 4

- 4.54, 4.55* 4.56 The National Facilitation Committee shall ensure monitoring in order to facilitate the release of radioactive material transported by air, particularly material used in medical applications.

CHAPTER 6

- 6.1 We do not have privatized airports, but if we eventually have them, we will ensure compliance.
- 6.1.4 The modernization of airport infrastructure is planned.
- 6.4* Most of the airlines operating in our country include their fees in their airfares.
- 6.5* We intend to implement this as soon as possible.
- 6.8* Airport modernization is under way.
- 6.10* Work is being carried out on airport infrastructure.
- 6.15* We do not have 24-hour public transport. However, we do have taxi services.
- 6.30* The modernization of airport infrastructure is planned.
- 6.35 We do not have a quarantine area for animals and plants.

* Recommended Practice

CHAPTER 3

- 3.50 The Peruvian State requires all entering passengers to fill in a sworn declaration of baggage, provided by the Customs Office, detailing the items carried in their baggage.
- 3.67 The State of Peru does not issue Crew Member Certificates.
- 3.71 Crew members must have the visas required for nationals of their country, barring any exemption under visa waiver agreements.

CHAPTER 4

- 4.33 Article 192 (6) (d) of the General Customs Law Regulations states that the subject shall be liable for penalties if the customs authority finds that there is an omission in the customs declaration with regard to items found but not declared.

CHAPTER 5

- 5.9.1 The costs of the custody and care of persons not admitted are to be covered by the aircraft operator that conveyed them.
- 5.14 The Immigration Law states that the aircraft operator shall be penalized for conveying a person who is subsequently not admitted due to improper documentation.
-

CHAPTER 2

- 2.16 According to regulation EC 2320/2002 a hold baggage manifest or an alternative means of providing evidence which confirms the identification and screening of unaccompanied hold baggage shall be drawn up.

CHAPTER 5

- 5.9.1 Air carriers are responsible for the cost of custody and care of an improperly documented person, even in case when the document problems remain beyond the accountability of the aircraft operator.

CHAPTER 8

- 8.16 Poland has not accomplished yet its works on national aviation plan in preparation for an outbreak of a communicable disease posing a public health risk or public health emergency of international concern.
- 8.17 Poland has not adopted yet a national air transport facilitation programme.
- 8.18 Poland has not adopted yet a national air transport facilitation programme.
- 8.19 Poland has established the Civil Aviation Security and Facilitation Council. However, the airport operators are not obliged to establish Airport Facilitation Committees.
-

CHAPTER 3

- 3.4 There are still older Singapore passports which are still in circulation where the passport validity was extended without any alteration to the passport's Machine Readable Zone, although such a practice has ceased.
- 3.9* Singapore's Immigration and Checkpoints Authority issues a microchip-enabled machine readable passport that stores the biometric data and bio-data of the holder. However, while paper visas issued by ICAO are not microchip-enabled or contain machine-readable zones, ICA adopts an electronic visa system (e-Visa) to retrieve information to verify the identity of the visa holders. This system links Singapore's overseas missions with ICA checkpoints for visa verification.
- 3.21* Permanent residents (PR) are required to have a valid re-entry permit in their passports when returning to Singapore if they wish to retain their PR status.
- 3.24 Immigration and Checkpoints Authority does issue single, double, triple or multiple journey visas with validity ranging from a minimum of 5 weeks to a maximum of 5 years.
- 3.25* While paper visas issued by ICAO are not microchip-enabled or contain machine-readable zones, ICA adopts an electronic visa system (e-Visa) to retrieve information to verify the identity of the visa holders. This system links Singapore's overseas missions with ICA checkpoints for visa verification.
- 3.26* Singapore requires all non-citizens and non-residents to complete a Disembarkation/Embarkation Card on arrival and departure.
- 3.42 Singapore's procedure is to consult the aircraft operator immediately on the next available flight and for the removal of the inadmissible person within 3 days (also see 5.3 and 5.4).
- 3.45 Special pass may be issued to an inadmissible passenger to enable him to apply for a travel document from the relevant Diplomatic Mission. In such cases, the airlines shall continue to be responsible for the custody and care of the passenger.
- 3.46 As part of the removal procedure and in facilitating investigation by the last port of embarkation, the fraudulent travel document will be handed over to the Captain of the aircraft for safe custody for handing over to the immigration authority at the last embarkation port for examination. (Also see 5.7).
- 3.49 Most visitors entering and departing from Singapore have their travel documents inspected once by the immigration authority. Additional checks of the travel document may be required by the airlines prior to departure.
- 3.52* Immigration and Checkpoints Authority does not grant blanket approval for the entry of foreigners, regardless of the reason. All cases are assessed on a case-by-case basis.
- 3.53* For paper visas pasted in the visitor's passport, the visitor is required to transfer the remaining visa validity to the new passport at the Mission which issued the visa prior to his/her arrival in Singapore.

* Recommended Practice

- 3.54 Singapore adopts an e-Visa system. The information on the number of entries can be retrieved electronically from the system.
- 3.60 Travellers who wish to leave the transit area are required to present themselves for immigration clearance with valid passports and visas (where applicable).
- 3.71 With effect from 27 August 2007, air crew arriving in a duty status and seeking temporary entry into Singapore are required to produce their passports for immigration clearance. However, their passports will not be endorsed. Crew who are nationals of countries that require a visa to enter Singapore will continue to be exempted from the visa requirements if they are arriving in a duty status or arriving on another aircraft operator seeking entry in order to join their assigned flight in a duty status.

CHAPTER 5

- 5.3, 5.4* Singapore's procedure is to consult the aircraft operator immediately on the next available flight and for the removal of the inadmissible person within 3 days (also see 3.42).
- 5.7 As part of the removal procedure and in facilitating investigation by the last port of embarkation, the fraudulent travel document will be handed over to the Captain of the aircraft for safe custody for handing over to the immigration authority at the last embarkation port for examination. (Also see 3.46).
- 5.9.1 Under Singapore's regulations, the cost of custody and care of inadmissible persons pending their removal shall be borne by the aircraft operator.
- 5.17 ICA serves a Removal Order, not a Deportation Order.
- 5.18 The obligations, responsibilities and costs associated with the removal of deportees is a shared responsibility. Singapore works closely with the foreign diplomatic missions to facilitate the removal of deportees.
- 5.23 A valid travel document is required before any special consideration can be given to the admission of such persons.
- 5.26 The required travel document to facilitate the return of the national will be issued upon confirmation of the person's Singapore Citizenship status.
- 5.27 An application for a travel document has to be duly signed by the applicant before a travel document can be issued.
- 5.29 The required travel document to facilitate the return of the national will be issued upon confirmation of the person's Singapore Citizenship status.

* Recommended Practice

CHAPTER 2

- 2.19 General customs supervision should at all times be possible; such supervision may include a document check (Article 13 of the European Community Customs Code).
- 2.41 Sweden requires a notification one hour before departure from the other country. In some cases when goods are imported, Sweden requires notification two hours before departure (national legislation).
- 2.43* No such governmental agency has been established in Sweden.

CHAPTER 3

- 3.67 Crew Member Certificates are not issued.

CHAPTER 4

- 4.2* This would be contrary to the Community Customs legislation. The Community Customs Code does not foresee a guarantee waiver for transport by road (including airfreight by road). However, provisions to authorize a reduction of the guarantee level exist.
- 4.3 As far as European Community legislation is concerned, consultation with operators and other parties concerned is not, in every case, compulsory. However, in order to improve, in particular, the quality and the effectiveness of new regulations and of amendments to existing rules, close cooperation and consultation with the said operators is generally sought. (European customs legislation.)
- 4.13 This provision is correct as far as it concerns customs matters for which the “declarant” is the relevant person. With regard to other policies (such as phyto-sanitary measures, etc.), the person responsible for the information concerned may be a person other than the declarant. (European Community Customs legislation.)
- 4.20 The provision is correct. Nevertheless, it should be noted that in the European Community, a wide range of simplified customs procedures are, in practice, available for operators as regards export (incomplete declarations, simplified declarations, local clearance procedure) (Article 76 of the European Community Customs Code). Some of these procedures are subject to prior authorization from the customs authorities. As an authorized operator, the exporter is therefore allowed to carry out any number of operations. The authorization is based on general criteria (possible to guarantee effective checks, for example). Depending on the simplified procedure used, the declarant must provide the customs authorities or make available to them all the required documents, the production of which is required for application of the provisions governing export of goods.
- 4.22 The export declaration must be lodged where the goods are packed or where the exporter is established (Article 161 (5) of the European Community Customs Code).
- 4.24* The Recommended Practice would seriously frustrate control by public authorities over goods loaded on a departing aircraft. Furthermore, the return of certain goods after their departure would not be guaranteed despite the lodging of a security.

* Recommended Practice

- 4.27 Currently there are no provisions determining in which cases the use of simplified arrangements are obligatory or must be granted to operators (European Community customs legislation).
- 4.29* While the customs release the goods as quickly as possible, customs authorities are not always the only authorities in the clearance procedure. Therefore, they cannot undertake to release all goods within three hours of arrival. Nevertheless, it should be noted that one of the objectives of customs aims at performing checks and release within the shortest possible time limit.
- 4.30* This Recommended Practice is acceptable in as far as the Contracting States have a common interpretation of the term “part consignment”. According to Article 73(2) of the Community Customs Code, all the goods covered by the same declaration shall be released at the same time, on the understanding that, where a declaration form covers two or more items, the particulars relating to each item shall be deemed to constitute a separate declaration.
- 4.31 In certain very special cases there are import prohibitions applicable to some goods, and in those cases transfer is not allowed (national legislation).
- 4.34 Provisions concerning export and transit licences remain applicable, in certain cases, when the goods are redirected to another destination (weapons, dual-use goods, precursors, etc.) (European Community customs legislation).
- 4.37* Documents as the invoice and, as the case may be, the certificate of origin are required separately.
- 4.43* Duty free admission of aircraft operators’ documents is allowed in some, but not all, cases.

CHAPTER 8

- 8.17 A national facilitation programme has not been established.
- 8.18

* Recommended Practice

CHAPTER 3

- 3.9* Switzerland does not provide visas which incorporate biometric data. However, Switzerland will incorporate biometric visas in the second trimester of 2010.
- 3.32* Switzerland does not appoint liaison officers in order to assist aircraft operators in the evaluation of travel documents. However, a review of the policy is currently underway which may enable Switzerland to comply in the future. The positioning of liaison officers at Swiss airports presupposes an agreement with the canton concerned and the Swiss Government.
- 3.47* Switzerland does not have a system of advance passenger information. A review of the policy is currently underway which may enable Switzerland to comply in the future.
- 3.71
3.71.1* The Swiss Government provides Crew Member Certificate (CMC) facilities for arriving crew members presenting CMCs only if such documents are issued by the competent authority and in the format specified in Doc 9303, Part 3, regarding Size 1 and Size 2 machine readable official travel documents. No facilities are provided to holders of crew identity cards issued by a private organization (e.g. company ID), even if their documents are issued in the specified format of Doc 9303.

CHAPTER 5

- 5.9.1 Switzerland holds aircraft operators responsible for the cost of custody and care where a person is denied entry. In practice, however, a cooperative agreement can be concluded between the responsible authorities and aircraft operator, which allows a mitigation of costs and fines depending on the degree of negligence.

CHAPTER 8

- 8.17, 8.18
8.18.1* Switzerland does not currently consider the development of a national air transport facilitation programme .

* Recommended Practice

CHAPTER 2

- 2.7* Only documents for entry and departure of aircraft furnished in English or Thai or both in English and Thai are to be accepted.
- 2.43* Border inspection and clearance of aircraft and their loads in Thailand are under the responsibility of CIQ agencies, consisting of Customs, Immigration and Quarantine, each of which has its specific law. Thailand, therefore, is not able to authorize one governmental agency to undertake the procedures.

CHAPTER 3

- 3.18* Before departure from Thailand, a resident alien shall bring his/her certificate of residence to the competent official for endorsement as evidence of his/her leaving the kingdom for re-entry permit.
- 3.26* Visitors travelling by air, or from aircraft operators on their behalf, are required to fill in the embarkation/disembarkation card. Also, in some cases, they are necessarily required to submit additional documents for reasons of security and the prevention of crime.
- 3.29 Each port of entry in Thailand nowadays provides passengers with an embarkation/disembarkation card without any charge. However, airline operators and/or their travel agents that want a large number of these cards are required to contact the police printing bureau to buy them.
- 3.47.6* In case aircraft operators fail to transmit data to the public authorities through the advance passenger information (API) system, they are required to submit the data in paper form to the authorities within the time limit prescribed, in order to avoid the imposition of fines or penalties under the law.
- 3.47.7 Thailand requires that passenger data be submitted to the authorities in paper form as well as through the API system.
- 3.52* A visitor who, for reasons of force majeure, does not possess the required entry visa prior to arrival shall be allowed to enter the kingdom in exceptional circumstances for humanitarian reasons based on relevant laws.
- 3.68 Thailand's format of Crew Member Certificate (CMC) is different from ICAO's requirements.
- 3.71.1* Crew members arriving on another aircraft operator or another mode of transport and seeking entry into Thailand shall comply with the visa requirements similar to the general public.
- 3.74* The format of a safety inspector's identity document in Thailand at the present time is different from ICAO's requirements.

CHAPTER 5

- 5.9.1 The owner or the controller of the conveyance or the inadmissible person shall be responsible for expenses according to the relevant laws.

* Recommended Practice

- 5.14 The laws of Thailand's Immigration Bureau impose penalties upon aircraft operators in charge of aircraft in which arriving or in-transit persons are found to be improperly documented.
- 5.18 The owner or the controller of the conveyance or the deportee shall be responsible for expenses according to relevant laws.
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CHAPTER 2

- 2.10 In certain circumstances, particulars of members of crew and any supernumerary passengers may be required.
- 2.12 In certain circumstances carriers may be required to provide a passenger list showing the names, date of birth, nationalities and other particulars of passengers.
- 2.19 General customs supervision should at all times be possible; such supervision may include a document check (Article 13 of the European Community Customs Code refers).

CHAPTER 3

- 3.26* Disembarkation cards must normally be completed by all passengers except nationals of member states of the European Economic Area.
- 3.29 Disembarkation cards must be provided by the carrier at its expense and distributed to all passengers who need to complete them.
- 3.38 The United Kingdom retains the right to introduce export controls in certain circumstances.
- 3.44* An operator remains liable for the care and custody of inadmissible persons, including associated costs, in certain circumstances.
- 3.47.1 Where the United Kingdom imposes a requirement to provide advance passenger information (API), this requirement will apply regardless of whether the information in the passenger's travel document is available in machine readable form.
- 3.47.6* Failure to provide data on request, without reasonable excuse, may carry a penalty.
- 3.52* Where required United Kingdom visas and entry clearances should be obtained prior to travel, and a person will normally be refused entry in the absence of the necessary clearance. The UKBA Officer has discretion to waive the requirement for an entry clearance in exceptional circumstances.
- 3.60 The United Kingdom permits transit without visas for passengers who normally require visas, provided that the passenger has: a) entry facilities for the countries en route and for the final destination; b) a firm booking to travel by air within 24 hours; c) no purpose in entering the United Kingdom other than to pass through in transit.

Note.— This information is regularly updated in the Travel Information Manual (TIM), published by the International Air Transport Association (Netherlands) Data Publications.

- 3.67 Crew member certificates are not issued by the United Kingdom public authorities to crew members of United Kingdom airlines, whether or not they are required to be licensed.
- 3.68
- 3.68.1* Identification documents bearing photographs of the holders are issued to United Kingdom aircrew members, licensed and unlicensed, by United Kingdom airlines and by airport authorities on their behalf, the validity of which may be checked by contacting the issuing authority.

* Recommended Practice

United Kingdom flight crew licences conform to the specification for personnel licences set forth in paragraph 5.1.1 of Annex 1. The date of birth is also included. Following the introduction of computerized licence issues, a photograph of the holder is no longer required, neither is the place of birth nor a statement of the right of re-entry to the State of issue — these items are part of the Annex 9, Appendix 7, crew member certificate but are not called for in paragraph 5.1.1 of Annex 1.

- 3.71 The United Kingdom visa requirement is waived in respect of visa nationals who arrive and leave as operational aircrew within seven days.
- 3.72 The United Kingdom requires aircrew who are supernumerary to be in possession of a valid passport or other satisfactory document establishing identity and nationality and, where applicable, a valid visa.
- 3.73*, 3.75*
3.76* The United Kingdom requires aviation safety inspectors who arrive to conduct inspection duties to be in possession of a valid passport or other satisfactory document establishing identity and nationality and, where applicable, a valid visa.

CHAPTER 4

- 4.2* The European Community Customs Code does not foresee a guarantee waiver for transport by road (including airfreight by road); however, provisions exist to authorize a reduction of the guarantee level.
- 4.3 Under European Community Customs legislation, consultation with operators and other parties concerned is not compulsory in every case. Close cooperation and consultation with the operators is, however, generally sought in order to improve the quality and effectiveness of new regulations and of amendments to existing rules.
- 4.13 In the United Kingdom this provision applies to customs matters for which the “declarant” is the relevant person. With regard to other policies (such as phyto-sanitary matters, etc.) the person responsible for the information concerned may be a person other than the declarant.
- 4.20 In the European Community a wide range of simplified customs procedures are, in practice, available for operators as regards export (for example, incomplete declarations, simplified declarations, local clearance procedures — Article 76 of the European Community Customs Code refers). Some of these procedures are subject to prior authorization from the customs authorities. As an authorized operator, the exporter is allowed to carry out any number of operations. The authorization is based on general criteria, for example the ability to ensure that effective checks can be undertaken. Depending on the simplified procedure used, the declarant must make available to the customs authorities all of the documents required for application of the provisions governing the export of goods.
- 4.22 This Standard, and in particular the words “at any customs office”, does not conform with Article 161 § 5 of the European Community Customs Code which provides that the export declaration must be lodged where the goods are packed or where the exporter is established.
- 4.24* The Recommended Practice would seriously frustrate control by public authorities over goods loaded on a departing aircraft. Furthermore, the return of certain goods after their departure would not be guaranteed despite the lodging of a security.

* Recommended Practice

- 4.27 Currently, no European Community provision determines in which cases the use of simplified arrangements is obligatory or must be granted to the operators. In the European Community a wide range of simplified customs procedures are in practice available for operators as regards export (for example, incomplete declarations, simplified declarations, local clearance procedures — Article 76 of the European Community Customs Code refers). Some of these procedures are subject to prior authorization from the customs authorities. As an authorized operator, the exporter is allowed to carry out any number of operations.
- 4.29* While Customs clearance is expedited as far as possible, there may be other agencies involved in the clearance procedure. Customs cannot therefore undertake to release all goods within three hours of their arrival. One of the objectives of customs is nevertheless to perform checks and release goods within the shortest possible times.
- 4.30* This Recommended Practice is acceptable in as far as the Contracting States have a common interpretation of the term “part consignment”. According to Article 73(2) of the European Community Customs Code, all the goods covered by the same declaration shall be released at the same time on the understanding that, where a declaration form covers two or more items, the particulars relating to each item shall be deemed to constitute a separate declaration.
- 4.34 United Kingdom and European Community provisions concerning export and transit licences remain applicable, in certain cases, when the goods are redirected to another destination (for example, weapons, dual-use goods, precursors).

CHAPTER 5

- 5.4* An operator is required to remove an inadmissible person in accordance with the directions given by the immigration officer.
- 5.9.1 Under United Kingdom legislation, where a passenger is refused entry, the operator will normally be responsible for any detention costs up to a maximum of 14 days unless the passenger is in possession of a current entry clearance/visa.
- 5.11 United Kingdom legislation requires an operator to remove an inadmissible person to a country of which the person is a national or citizen, a country or territory in which the person has obtained a passport or other document of identity, a country or territory in which the person embarked for the United Kingdom or a country or territory to which there is reason to believe that the person will be admitted.
- 5.11.1* A UKBA Officer may direct the carrier as to which country an inadmissible may be removed to.
- 5.14 Under United Kingdom carrier liability legislation a charge may be imposed on the operator if a person arrives without the required documents. However, the operator is not liable if:
- i) it can show that the required documents were produced when the passenger embarked for the United Kingdom;
 - ii) a false document is produced or the passenger impersonates the rightful holder of a document unless the falsity of the document or the impersonation is reasonably apparent.

* Recommended Practice

In addition, an operator may apply for Approved Gate Check status at individual ports of embarkation. If the operator satisfies the United Kingdom authorities that it meets the published criteria, which include an audited high standard of document checking and security procedures, the United Kingdom will normally waive charges relating to persons who arrive with no documents from the station.

- 5.26 The United Kingdom will cooperate fully with the requesting State to investigate and validate the persons claim to be a British citizen and to resolve the claim quickly, within 30 days if possible.
- 5.27 This provision only applies where the person concerned is admissible or is to be expelled by the authorities.

CHAPTER 6

- 6.42 United Kingdom law, which applies to air and other means of transportation, allows for a charge to be made for immigration clearance requested by operators additional to the basic service at ports of entry in the United Kingdom.

CHAPTER 8

- 8.19, 8.20*
8.21* The United Kingdom strongly supports close coordination between civil aviation security and facilitation programmes. It has established a facilitation stakeholders forum which meets regularly under department for transport chairmanship. The Government itself does not establish facilitation committees at airports. There are, however, national consultative bodies for particular subjects, and ad hoc meetings are arranged when necessary to discuss particular topics. United Kingdom law allows the Government to require that adequate facilities for consultation be established at airports. Consultation arrangements have been established under these powers at 50 airports.

* Recommended Practice

CHAPTER 2

- 2.7* For U.S. Customs and Border Protection purposes, all documents must be submitted in English.
- 2.9 The manifest submitted in electronic form for inbound cargo is legally required. For outbound cargo, U.S. Customs and Border Protection currently requires a manifest, which is normally in written form.
- 2.19 A cargo manifest is required except for merchandise, baggage and stores arriving from and departing for a foreign country on the same through flight. In addition, all articles on board which must be licensed by the Secretary of State shall be listed on the cargo manifest. Company mail shall be listed on the cargo manifest.
- 2.36 c) Fees are charged for services provided in connection with the arrival of private (non-commercial) aircraft.

CHAPTER 3

- 3.6 Document such as visas with certain security devices serve as identity documents.
- 3.14.1* U.S. passport fees exceed the cost of passport operations because the costs of certain emergency services to American citizens overseas have been included in U.S. passport fees.
- 3.47.1, 3.47.2
3.47.3*, 3.47.4*
3.47.5* The Department of Homeland Security takes into consideration the operational and administrative burdens on aircraft operators and in formulating its API requirements, and to the extent practical, seeks to address such industry concerns, but ultimately DHS operational needs to ensure the security of the border must take precedence.
- 3.49 U.S. Federal Inspection Services' officials see individuals more often than once.
- 3.71, 3.71.1*
3.72, 3.73*
3.74*, 3.76* Passports are required for U.S. citizen crew. Passports and visas are required for non-U.S. citizen crew (except Canadians and Mexicans) and non-U.S. nationals to enter the United States.

CHAPTER 4

- 4.13 U.S. Customs and Border Protection penalizes the exporting carrier for not reporting, or for late reporting, of Electronic Export Information (EEI) and for inaccuracies on bills of lading with respect to the EEI.
- 4.34 The U.S. requires a transportation in-bond entry or a special manifest bonded movement for this type of movement.

* Recommended Practice

CHAPTER 5

5.9.1 Operator can be held responsible for some detention costs.

5.15* Section 273 (e) of the Immigration and Nationality Act allows for mitigation of fines under certain circumstances.

CHAPTER 8

8.39 Visas are issued by the Department of State and are not issued at ports of entry.

* Recommended Practice

CHAPTER 3

- 3.9* Partial compliance, as the biometric data system is only applied to regular passports, and not to visas and other travel documents.
- 3.47* There is no system of advance passenger information.
- 3.70 CMCs are not issued for crew identification.

CHAPTER 8

- 8.16 This Standard is established in Section IV, Article 99 of the National Facilitation Plan. Once the National Facilitation Plan has been approved, Venezuela will coordinate with the competent organizations to develop the Communicable Disease Outbreak National Aviation Plan.
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* Recommended Practice

