

ICAO Facilitation Global Forum

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Hosted by:



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ICAO Regulatory Role in Facilitation

History of Annex 9



ICAO Regulatory Role in Facilitation

Facilitation before ICAO

Migration Procedures

- Variable documentation between countries (passports, visas).
- Less rigorous and standardized controls.
- Health examinations and quarantines in suspicious cases.

Customs Procedures

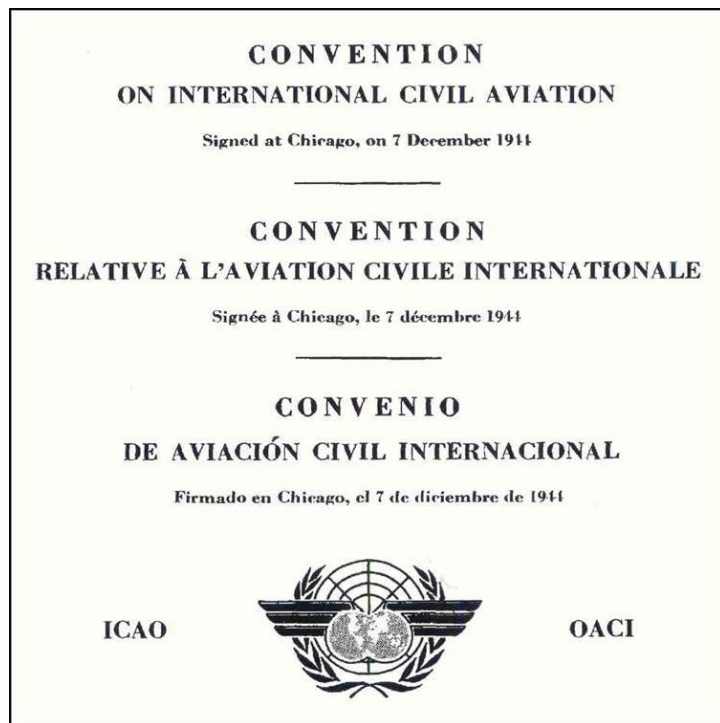
- Inspections of luggage based on visual inspection and judgment.
- Varied regulations on imported goods.
- Less automated processes and more dependent on customs officials.

Health Control

- Sanitary verifications to prevent transmissible diseases.
- Quarantines and sanitary certifications for plants and animals.
- Treatments with heat, fumigation, or chemical methods for agricultural product

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Annex 9 - Origin with the International Civil Aviation Convention of 1944



Several articles of the International Civil Aviation Convention are directly dedicated to the facilitation of air transport, including Articles 10, 11, 13, 14, 22, 23, 24, 29, 35, 37, and 38. These articles outline the rights and obligations of States, the standardization of procedures, and the need for cooperation among States to ensure the **efficient operation of air travel**.

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The Creation of Annex 9

February 1946: First Session of the Facilitation Division of PICA0 (FAL/1) in Montreal; beginning of the development of Annex 9.

June 1948: Second Session of the FAL Division (FAL/2) in Geneva; refinement and expansion of the previous recommendations.

September 1, 1949: Entry into force and publication of the 1st edition of Annex 9; the beginning of a new era in international air transport.

June 1946: PICA0, through the Facilitation Division FAL/1, proposes recommendations to facilitate international air transport.

March 25, 1949: ICAO officially adopts the 1st edition of Annex 9, establishing standards and recommended practices for the facilitation of international air transport.

March 1, 1950: Annex 9 is applied, reinforcing its impact on international air transport; publication of the Supplement to the 1st Edition, highlighting the commitment to continuous improvement.

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1st Edition of Annex 9 (89 SARPs)

Chapter 1: Definitions

Chapter 2: Provisions with respect to Entry and Departure of Aircraft

Chapter 3: Provisions with respect to Entry and Departure of Individuals

Chapter 4: Provisions with respect to Entry and Departure of Cargo

Chapter 5: Provisions with respect to Traffic Passing through the Territory of a Contracting

Chapter 6: Custom-Free Airports and Custom-Free Trade Zones

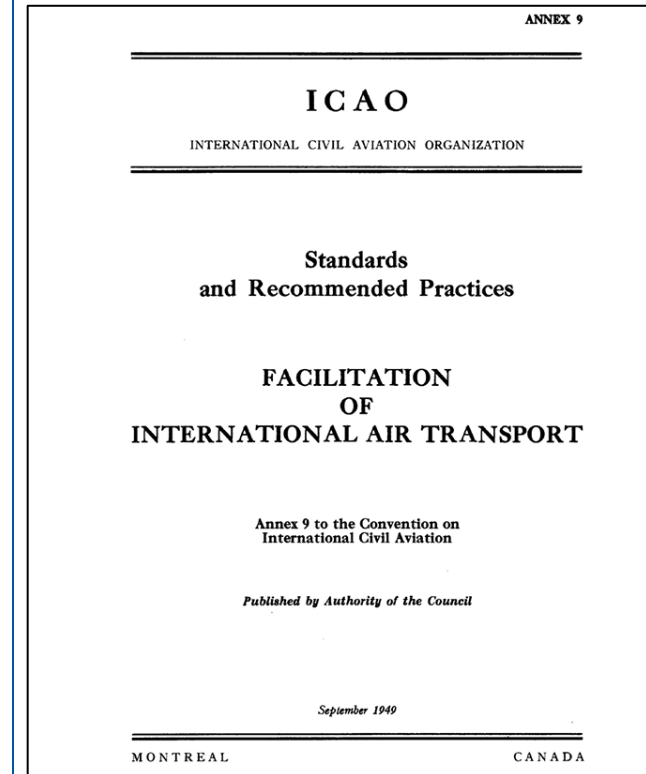
Chapter 7: Provisions with respect to Landing elsewhere than at International Airport

Chapter 8: Provisions with respect to Air Sanitation, Medical Services and Agricultural Quarantine

Chapter 9: Provisions with respect to Exchange Facilities

Chapter 10: Facilitation of Search, Rescue and Salvage

Chapter 11: Miscellaneous Provision



ICAO Regulatory Role in Facilitation

16th Edition of Annex 9 (442 SARPs)

Chapter 1: Definitions and general principles

Chapter 2: Entry and departure of aircraft

Chapter 3: Entry and departure of persons and their baggages

Chapter 4: Entry and departure of cargo and other articles

Chapter 5: Inadmissible persons and deportees

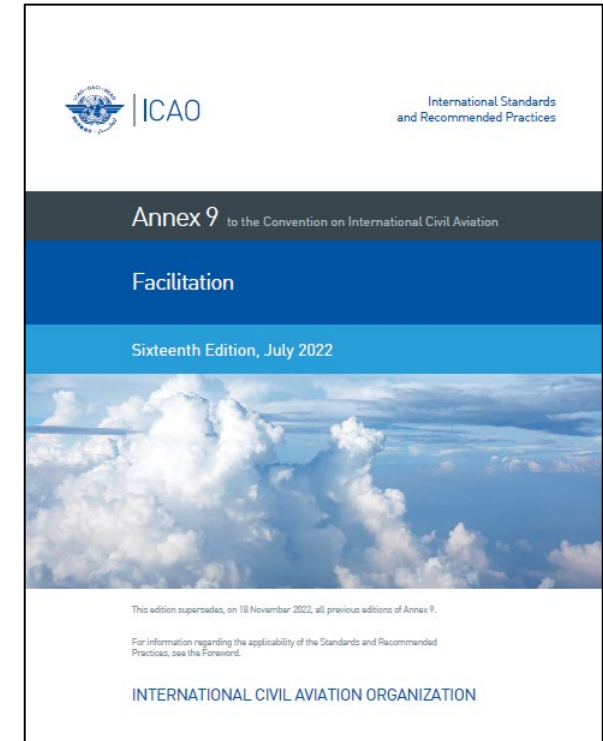
Chapter 6: International airports — facilities and services for traffic

Chapter 7: Landing elsewhere than at international airports

Chapter 8: Facilitation provisions covering specific subjects

Chapter 9: Passenger data exchange systems

Chapter 10: Health-related provisions



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What can we expect for the future?

Technology and Digitalization

- Use of digital wallets that store travel documents electronically, simplifying the verification and boarding process.
- Real-time tracking of air cargo using IoT (Internet of Things), increasing transparency and efficiency in logistics.

Artificial Intelligence:

- Autonomous security inspection systems that identify threats in luggage and passengers with greater accuracy and speed.
- Chatbots and virtual assistants to provide information and services to passengers.

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What can we expect for the future?

Public Health

- Improved health risk management protocols, with biometric triage and monitoring of potentially infected passengers.
- Integration of medical and travel data to track and contain outbreaks of transmissible diseases.

International and Intranational Cooperation

- Unified digital platforms for data exchange and best practices between authorities and the aviation sector.

Innovation in Passenger Services

- Offering personalized and on-demand services via mobile devices and augmented reality in airports.
- Seamless solutions for boarding, immigration, and customs clearance using biometric technologies and behavior recognition.

Thank You



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