

CHAPTER 21 · AIR REGULATIONS

FACILITATION

ICAO Annex 9 & AIP India — Comprehensive Study Notes

Compiled & Instructed by Ghost Aviator · DGCA Ground Subject SME

Chapter Roadmap

1. Key Definitions (Annex 9 Vocabulary)
2. Overview & Purpose of the Annex
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💡 WHAT "FACILITATION" MEANS IN AVIATION

Facilitation is the body of regulations that ensures the **smooth, efficient, and delay-free** movement of aircraft, crew, passengers, baggage, cargo, and mail across international borders. It is governed globally by **ICAO Annex 9** ("Facilitation") and nationally by the **Aeronautical Information Publication (AIP) of India**. The focus is on standardising customs, immigration, public health, and agricultural-quarantine procedures so that border formalities do not strangle the success of international civil aviation.

1 · Key Definitions (Annex 9 Vocabulary)

Examination questions on Facilitation almost always begin by testing your **precise grasp of definitions**. Memorise these word-for-word.

Cargo

Any property carried on an aircraft **other than** mail, stores, and accompanied or mishandled baggage.

Clearance of Goods

The accomplishment of the customs formalities necessary to allow goods to **enter home use, be exported, or be placed under another customs procedure**.

Commencement of Journey

The point at which the person *began* his journey, **without taking into account any airport at which he stopped in direct transit**, either on a through-flight or a connecting flight, if he did not leave the direct transit area of the airport in question.

Commissary Supplies

Items, either **disposable or intended for multiple use**, used by the aircraft operator for provision of services during flights — particularly for **catering** and **passenger comfort**.

Deportee

A person who had been *legally* admitted to a State by its authorities, **OR** who had entered a State *illegally*, and who at some later time is **formally ordered by the competent authorities to leave** that State.

Direct Transit Area

A **special area** established in an international airport, **approved by the public authorities** and under their **direct supervision or control**, where passengers can stay during transit or transfer **without applying for entry** to the State.

Disembarkation

The **leaving of an aircraft after landing**, except by crew or passengers continuing on the next stage of the same through-flight.

Embarkation

The **boarding of an aircraft** for the purpose of commencing a flight, **except** by such crew or passengers as have embarked on a previous stage of the same through-flight.

International Airport

Any airport designated by the Contracting State in whose territory it is situated as an **airport of entry and departure for international air traffic**, where the formalities incident to **customs, immigration, public health, animal and plant quarantine** and similar procedures are carried out.

Lading

The **placing of cargo, mail, baggage, or stores on board** an aircraft to be carried on a flight.

Unlading

The **removal of cargo, mail, baggage, or stores from an aircraft** after a landing.

MEMORY HOOK

- **Lading vs Unlading** — Lading is "loading on", Unlading is "removing off". Easy mnemonic: "*L = Load, U = Unload*".
- **Embarkation vs Disembarkation** — both **exclude** through-passengers and through-crew. Only new boarders / new exiters count.
- **Cargo** — exam trap: cargo does **NOT** include mail, stores, or baggage.

2 • Overview & Purpose of the Annex

■ WHAT THE SARPS COVER

The **Standards and Recommended Practices (SARPs)** of Annex 9 pertain **specifically** to facilitation of **landside formalities** for clearance of aircraft and commercial traffic through the requirements of:

- Customs authorities
- Immigration authorities
- Public health authorities
- Agriculture authorities

The Annex is a **wide-ranging document** which reflects the flexibility of ICAO in keeping pace with international civil aviation. ICAO is recognised as the **first international body** to make a real start on facilitation by developing Standards which bind its Contracting States.

✓ ORIGINAL THRUST OF ANNEX 9

Initially, the main thrust of the Annex consisted of efforts to:

1. **Reduce paperwork**
2. **Standardize internationally** the documents accompanying traffic between States
3. **Simplify the procedures** required to clear aircraft, passengers, and cargo

Why? Because delays from cumbersome formalities must be reduced — not just because they are unpleasant, but because they are **costly to every "customer group"** in the community and **interfere with the success of everyone**.

3 · Entry & Departure of Aircraft

3.1 General Description

✓ STANDARD OBLIGATION ON CONTRACTING STATES

Contracting States shall adopt **appropriate measures** for the clearance of aircraft arriving from or departing to another Contracting State, and shall implement them in such a manner as to **prevent unnecessary delays**.

While developing such procedures, Contracting States shall take into account the application of:

- **Aviation security** measures
- **Narcotics control** measures, where appropriate

3.2 Purpose & Use of Aircraft Documents

⚠ NO EXTRA DOCUMENTS RULE

Contracting States shall **NOT** require any documents **other than those provided for in this Chapter**, for the entry and departure of aircraft.

⚠ NO VISA, NO FEE FOR AIRCRAFT DOCUMENTS

Contracting States shall **NOT** require a visa, nor shall any visa or other fee be collected, in connection with the use of any documentation required for the entry or departure of aircraft.

Acceptable Forms of Aircraft Documents

Subject to the technological capabilities of the Contracting State, documents for the entry and departure of aircraft shall be accepted when presented:

Option	Form of Presentation
(a)	In electronic form , transmitted to an information system of the public authorities
(b)	In paper form , produced or transmitted electronically
(c)	In paper form , completed manually following the formats depicted in Annex 9

✅ E-DOCUMENT ACCEPTANCE RULE

When a particular document is transmitted by (or on behalf of) the aircraft operator and **received electronically** by the public authorities, the Contracting State **shall NOT** require the presentation of the **same document in paper form**.

3.3 Information & Manifest Requirements

Annex 9 — Aircraft Document Requirements at a Glance

Document	Standard Requirement	Form
General Declaration	Information limited to elements indicated in Annex 9	Electronic OR paper
Passenger Manifest	Contracting States shall NOT normally require presentation	—
Cargo Manifest	When required in paper form, must accept the format shown in Annex 9	Annex 9 format
Declaration of Stores on Board	Contracting States shall NOT require a written declaration	—
List of Accompanied / Mishandled Baggage	Contracting States shall NOT require presentation	—
Mail Declaration	Only the form(s) prescribed by the Acts in force of the Universal Postal Union (UPU) may be required	UPU forms only

⚠ MAXIMUM COPIES LIMIT — STRICT RULE

Contracting States shall **NOT** require the aircraft operator to deliver to the public authorities **more than three (3) copies** of any of the above-mentioned documents at the time of entry or departure of the aircraft.

✅ "EMPTY" AIRCRAFT EXEMPTION

If the aircraft is **NOT** embarking/disembarking passengers **OR** lading/unlading cargo, stores, or mail, the relevant document(s) shall **not be required**, provided an **appropriate notation is included in the General Declaration**.

flowchart TD A[Aircraft Arrival or Departure] --> B{Carrying Pax / Cargo / Stores / Mail?} B -->|No| C[Make notation in General Declaration
NO other documents required] B -->|Yes| D[Submit required documents] D --> E[General Declaration] D --> F[Cargo Manifest if required] D --> G[Mail – UPU Forms only] E --> H{Form?} F --> H G --> H H -->|Electronic| I[Paper NOT required] H -->|Paper| J[Max 3 copies allowed]

Figure 3.1 – Aircraft Document Submission Flow (Annex 9)

4 • General Declaration

■ WHAT IS THE GENERAL DECLARATION?

On those occasions when a General Declaration is required, the information required shall be **limited to the format given in Annex 9**. The information is acceptable in **electronic OR paper form**.

The General Declaration is the **"identity card"** of the flight — it tells customs, immigration, and health authorities exactly *who flew the aircraft, where it came from, where it's going, how many crew & passengers it carries, and the public health status on board*.

Contents Typically Required on a General Declaration

- Operator name
- Aircraft marks of nationality and registration
- Flight number and date
- Departure and arrival places
- Flight routing (origin, every en-route stop, destination)
- Total number of crew at each stage
- Number of passengers embarking, disembarking, and through on same flight
- Declaration of Health (illnesses, conditions on board, disinsecting details)

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- Signature of authorised agent or pilot-in-command

5 · Entry/Departure of Persons — Crew Member Certificate (CMC)

5.1 Crew Inspection

✓ EXPEDITING CREW INSPECTIONS

Contracting States shall establish measures — with the cooperation of **aircraft operators** and **airport operators** — to **expedite the inspection of crew members and their baggage**, as required at departure and upon arrival.

5.2 Crew Member Certificate (CMC) Issuance

□ WHAT IS A CMC?

Contracting States shall facilitate and expedite the process under which aircraft operators based in their territories can apply for **Crew Member Certificates (CMCs)** for their crew members.

Note: The CMC has developed as a **card for use for identification purposes by crew members**, leaving the **crew licences** to serve their primary purpose of **attesting to the professional qualifications of the flight crew members**.

💡 TWO DISTINCT DOCUMENTS — DON'T CONFUSE THEM

Document	Primary Purpose
Crew Member Certificate (CMC)	Identification of the crew member at borders/airports
Crew Licence (FCL)	Attesting the professional qualifications of the flight crew member

5.3 CMC Validity Review & Correction

✅ CREW'S RIGHT TO REVIEW CMC DATA

Contracting States **should** put in place procedures which will enable any crew member issued with a Crew Member Certificate to **examine and review the validity of the data held**, and to **provide for correction if necessary, at no cost to the crew member**.

5.4 Crew Identity Card Format

💡 STANDARDISED LAYOUT REQUIREMENT

To the extent that aircraft operators issue crew identity cards, Contracting States **should require** the production of such identity documents in the format equivalent to the **visual zone of the machine readable crew member certificate**, and having the capability to support:

- Machine assisted identity confirmation
- Document security verification

5.5 Electronic Database of Crew Records

✓ DATABASE REQUIREMENT

Contracting States shall ensure that a record of each crew member's certificates and other official identity documents **issued, suspended, or withdrawn** is stored in an **electronic database**, secure from **interference and unauthorised access**.

5.6 Anti-Fraud Controls on CMC Issuance

⚠ ADEQUATE CONTROLS — MANDATORY

Adequate controls **shall** be placed on the issuance of CMCs and other official crew identity documents to **prevent fraud**. Examples:

- **Background check** of the applicant
- **Certification of employment status** of the applicant prior to issuance
- **Controls on blank card stock**
- **Accountability requirements** for issuing personnel

5.7 Visa Waiver for Crew Holding CMCs

✓ MANDATORY VISA WAIVER — DUTY STATUS (SAME OPERATOR)

Contracting States **shall waive the visa requirement** for arriving crew members presenting CMCs, when:

- Arriving in a **duty status**
- On an **international flight**
- Seeking **temporary entry** for the period allowed by the receiving State
- In order to **join their next assigned flight in a duty status**

💡 RECOMMENDED VISA WAIVER — POSITIONING CREW

Contracting States **should waive the visa requirement** for arriving crew members presenting CMCs, when:

- Arriving on **another aircraft operator** or **another mode of transport**
- Seeking temporary entry to join their assigned flight in a duty status

(This covers crew "positioning" — e.g., flying as a passenger to start their next duty.)

5.8 Temporary Entry of Technical Personnel

✅ ENGINEERS & MAINTENANCE PERSONNEL

Contracting States **shall** establish measures to provide for the **temporary entry without delay** into their territories of **technical personnel of foreign aircraft operators** operating to or through such territories who are **urgently required for the purpose of converting to an airworthy condition any aircraft** which is, for technical reasons, unable to continue its journey.

5.9 Biometric & Machine Readable Travel Documents

💡 BIOMETRIC DATA IN EMRTDS

Contracting States **should incorporate biometric data** in their machine readable travel documents in a **contactless integrated circuit chip**, as specified in

ICAO Doc 9303 – Machine Readable Travel Documents (MRTD) .

5.10 Automated Border Control (ABC) Systems

✓ ABC SYSTEM IMPLEMENTATION

Each Contracting State **should consider** the introduction of **Automated Border Control (ABC) systems** in order to facilitate and expedite the clearance of persons entering or departing by air.

▣ DATA SOURCES FOR ABC SYSTEMS

Contracting States utilising ABC systems should use the information available from:

- **ICAO Public Key Directory (PKD)** — to validate eMRTDs
- **Biometric matching** — to establish that the passenger is the rightful holder of the document
- **INTERPOL's Stolen and Lost Travel Documents (SLTD)** database
- **Other border control records** — to determine eligibility for border crossing

flowchart LR
A[Passenger at ABC Gate] --> B[Present eMRTD]
B --> C[Read Contactless Chip]
C --> D{Validate with ICAO PKD}
D -->|Valid| E[Biometric Capture Face / Fingerprint]
D -->|Invalid| X[Refer to Manual Counter]
E --> F[Match with Chip Data]
F -->|Match| G{Check INTERPOL SLTD and other records}
F -->|No Match| X
G -->|Clear| H[Border Crossing Approved]
G -->|Flag| X

Figure 5.1 — ABC System Logic Flow

6 · National Provisions (India) — AIP India

■ APPLICABILITY OF INDIAN REGULATIONS

International flights into, from, or over **Indian territory** shall be subjected to the **current Indian regulations** relating to:

- Civil aviation
- Immigration
- Customs
- Passport
- Health, etc.

These regulations **correspond in all essentials** to the SARPs contained in **Annex 9** to the Convention on International Civil Aviation.

⚠ MANDATORY COMPLIANCE — ALL AIRCRAFT

Additionally, **every aircraft entering or leaving India** must comply with regulations relating to:

- **Immigration**
- **Customs**
- **Quarantine**
- **Health**

...as laid down by the Government from time to time.

6.1 Landing & Departure Aerodromes

⚠ FIRST LANDING / FINAL DEPARTURE RULE

Aircraft flying into or departing from Indian territory shall make their **first landing at** — or **final departure from** — an **International Aerodrome** (see AIP India, AD 1.3 and AD 2).

Exception: Aircraft **may be permitted** to land or depart from any **notified customs aerodrome**.

6.2 Cabotage Restriction

⚠ NO CABOTAGE ON INTERNATIONAL FLIGHTS

International flights are **NOT permitted** to:

- **Pick up** passengers/load at any place in India **AND**
- **Disembark/discharge** at any other place in India

(This is the classic prohibition on cabotage — domestic carriage by a foreign-flagged carrier.)

6.3 Aircraft Documents Required in India (Arrival/Departure)

India — Document Copies Required by Each Authority

Required By	General Declaration	Passenger Manifest	Cargo Manifest
Customs	1	1	1
Immigration	1	1	1
Health	1	1	1
TOTAL COPIES	3	3	3

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WHY "3 COPIES" ALIGNS WITH ANNEX 9

Annex 9 caps the maximum at **3 copies of any document**. India requires **1 each to Customs, Immigration, and Health** — which gives exactly **3 copies total per document**. This is the maximum permitted under ICAO Standards.

6.4 Outbound Clearance

⚠ NO DEPARTURE WITHOUT CLEARANCE

No flight shall leave India without obtaining clearance of **Immigration AND Customs** authorities on the General Declaration.

6.5 Customs Duty on Aircraft

✅ 6-MONTH DUTY-FREE AIRCRAFT RULE

No customs duty is levied on an aircraft **not registered in India** which is brought into India for the purpose of a flight to or across India, **provided:**

- The aircraft is **not intended to be registered in India**; AND
- It is intended to be **removed from India within 6 months** from the date of entry; AND
- The **person-in-charge of the aircraft makes a written declaration** to that effect to the **Customs Collector on arrival**.

timeline title Foreign Aircraft – Duty-Free Stay in India
Day 0 : Aircraft arrives India : PIC submits WRITTEN declaration to Customs Collector
Within 6 months : Aircraft must be removed from India : NO Customs duty levied
After 6 months : Duty becomes leviable : Compliance breach

Figure 6.1 — Validity Timeline for Duty-Free Foreign Aircraft in India

7 • Standard Forms (Visual Reference)

The three standard documents prescribed by Annex 9 (and reproduced in AIP India) are illustrated below. Familiarise yourself with the layout — exam questions often ask *"what data appears on a General Declaration?"*

GENERAL DECLARATION (Outward / Inward)		
Operator: _____		
Marks of Nationality & Registration: _____	Flight No.: _____	Date: _____
Departure from: _____		Arrival at: _____ (Place)
FLIGHT ROUTING — Place (origin, every en-route stop, destination)	Total No. of Crew	No. of Passengers on this Stage
		Departure Place: __ Embarking: __ Through: __ Arrival Place: __ Disembarking: __ Through: __
Declaration of Health: Persons on board with illnesses other than airsickness or accidents (rash, fever, chills, diarrhoea), other conditions which may spread disease, details of disinsecting/sanitary treatment (place, date, time, method). _____		
Signed: _____ (Crew member concerned) _____		
<i>"I declare that all statements and particulars contained in this General Declaration... are complete, exact, and true to the best of my knowledge..."</i> _____		
SIGNATURE: _____ (Authorised Agent or Pilot-in-Command) _____		

PASSENGER MANIFEST

Operator: _____

Marks of Nationality & Flight No.: _____ Date: _____
Registration: _____

Point of Embarkation: _____ Point of Disembarkation: _____

Surname & Initials	For use by Operator only	For Official use only

CARGO MANIFEST

Operator: _____

Marks of Nationality & Flight No.: _____ Date: _____
Registration: _____

Point of Lading: _____ Point of Unloading: _____

Air Waybill Number	Number of Packages	Nature of Goods	For use by Operator only	For Official use only

💡 CARGO MANIFEST — INFORMATION LIMITS

A Contracting State which continues to require the Cargo Manifest, apart from the heading information, **shall NOT require more than:**

- The **airway bill number**
- The **number of packages** related to each airway bill number
- The **nature of the goods**

8 · Customs Requirements (India)

8.1 Incoming Passengers — The Two-Channel System

✓ TWO-CHANNEL CLEARANCE

All goods imported into India by air are subject to clearance by Customs authorities, **except goods within the limits of duty-free allowance**. For the purpose of Customs Clearance of arriving passengers, a **two-channel system** has been adopted:

- **GREEN CHANNEL** — for passengers **NOT having any dutiable goods**
- **RED CHANNEL** — for passengers **having dutiable goods**

flowchart TD
A[Arriving Passenger at Indian Airport] --> B{Carrying Dutiable Goods?}
B -->|No| C[GREEN CHANNEL
No duty payable
Within duty-free allowance]
B -->|Yes| D[RED CHANNEL
Declare goods
Pay applicable customs duty]
C --> E[Exit Customs Area]
D --> F[Customs Inspection & Duty Assessment]
F --> E

Figure 8.1 — Two-Channel Customs Clearance System

8.2 Regulations for Airline Crew

⚠ CREW DECLARATION OBLIGATIONS

Crew members of aircraft are subject to submit a **correct declaration** before Customs authorities with respect to:

- **Currency**
- **Gold ornaments**
- **Electronic goods, etc.**

...in their possession **on arrival as well as departure.**

8.3 Outgoing Passengers

✅ EXPORT CERTIFICATE FOR HIGH-VALUE ITEMS

All passengers leaving India by air are subject to clearance by Custom Authorities. **Only bonafide baggage** is allowed to be cleared by passengers. There is a procedure prescribed whereby passengers leaving India can take the **Export Certificate** for various **high-value items as well as jewellery** from the Customs authorities.

8.4 Regulations for Transit Passengers

⚠ TRANSIT PASSENGER RESTRICTIONS

Transit passengers are **kept in the Customs area** and Customs authorities **keep watch** on such passengers so that:

- They should **NOT hand over anything to any other person**
- They are **NOT allowed to go outside the airport building**

8.5 Customs Requirements — Cargo & Other Articles

⚠ PRE-DEPARTURE CARGO EXAMINATION — STRICT TIMING

Goods for export by air (**including unaccompanied baggage**) are required to be presented for examination to the Customs authorities **sufficiently in advance** for such goods to be examined **before the departure** of the aircraft on which they are consigned.

General rule: Such presentation should be made **NOT less than 4 working hours** before the scheduled time of departure.

timeline title Cargo Export Examination Timeline STD minus 4 hr or more : Cargo presented to Customs for examination Examination window : Customs inspects goods Approval : Goods cleared for loading STD : Aircraft departs with examined cargo

Figure 8.2 — 4-Hour Cargo Examination Rule

9 · Practice MCQs (with Answers & Explanations)

Each question below is drawn directly from the DGCA Air Regulations textbook. Cover the answer with your hand, attempt the question, then verify.

Q1.

The ICAO Annex which deals with entry and departure of persons and their baggage, cargo and other articles on international flights is:

- A. Annex 9
- B. Annex 15
- C. Annex 8

✓ Correct Answer: A — Annex 9 ("Facilitation"). Annex 15 = Aeronautical Information Services. Annex 8 = Airworthiness.

Q2.

In case of aircraft registered in other Contracting States, not engaged in scheduled international services, making flights across the territory of a Contracting State or stopping for non-traffic purposes, such Contracting State shall accept the information contained in a flight plan as adequate advance notification. This information is to be received:

- A. At least 2 hours in advance of arrival
- B. At least 4 hours in advance of arrival
- C. At least 1 hour in advance of arrival

✓ Correct Answer: A — At least 2 hours in advance of arrival.

Q3.

A Contracting State which continues to require the presentation of a Cargo Manifest shall, apart from the information indicated in the heading of the format of the Cargo Manifest, not require more than the following item(s):

- A. The airway bill number and the number of packages related to the airway bill number
- B. The airway bill number; the number of packages related to each airway bill number and the nature of the goods
- C. The airway bill number and the nature of goods

✓ Correct Answer: B — Airway bill number + number of packages per AWB + nature of goods.

Q4.

An aircraft which is not engaged in scheduled international air services and which is making a flight to or through any designated airport of a Contracting State and is admitted temporarily free of duty shall be allowed to remain within that State without security for customs duty:

- A. For a period of 12 hours
- B. For a period of 48 hours
- C. For a period to be established by that State

✓ Correct Answer: C — For a period to be established by that State.

Q5.

Which one of the statements is correct?

- A. Contracting States may not accept oral declaration of baggages
- B. Contracting States shall accept an oral declaration of baggage from passengers and crew
- C. Contracting States shall accept an oral declaration of baggage only from passengers

✓ Correct Answer: B — Contracting States shall accept an oral declaration of baggage from passengers AND crew.

Q6.

An aircraft flying to another contracting state:

- A. Is liable to pay customs duty on all unused fuel and oil carried
- B. Is admitted to that state temporarily free of customs duty in regard to oil and fuel remaining only
- C. Is admitted to that state temporarily free of customs duty

✓ Correct Answer: C — Is admitted to that state temporarily free of customs duty (the aircraft itself, including its fuel/oil/stores under standard Annex 9 facilitation).

Q7.

Contracting States shall not require the authorized agent or pilot-in-command to deliver to the public authorities concerned, before departure of the aircraft, more than some copies of General Declaration, Cargo Manifest and stores list. The number of copies are:

- A. 2 copies of General Declarations and Cargo Manifest and one copy of a simple stores list
- B. 2 copies of General Declaration and of Cargo Manifest and of a stores list
- C. 2 of each

✓ Correct Answer: C — 2 of each. (Note: this is the pre-departure cap. The overall Annex 9 ceiling for any document is 3 copies.)

Q8.

In cases where a visitor travelling by air holds a valid passport and no visa is required of him, Contracting States:

- A. Shall not require him to obtain any other identity document from their consulates or operators prior to initiate the flight
- B. None of the answers are applicable
- C. In certain cases any other identity may be required

✓ Correct Answer: A — Shall not require him to obtain any other identity document from their consulates or operators prior to initiating the flight.

Q9.

The documents for entry and departure of aircraft:

- A. Has to be typewritten or produced by electronic data processing techniques
- B. Are accepted in handwritten block lettering in ink
- C. Are accepted at the contracting state discretion

✓ Correct Answer: B — Are accepted in handwritten block lettering in ink (paper form completed manually following Annex 9 formats is acceptable).

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Q10.

On a general declaration form, the following data can be found:

- A. Aircraft registration mark, flight number, date and place of departure, destination and, number of crew and passengers
- B. The nature of goods embarked on the aircraft (e.g. dangerous goods)
- C. A complete description of payload (passengers, cargo and mail)

✓ Correct Answer: A — Aircraft registration mark, flight number, date and place of departure, destination, number of crew and passengers.

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Q11.

What is the purpose of a Crew Member's Certificate (CMC)?

- A. To allow flight crew to be exempted from customs, health and immigration formalities when disembarking
- B. To permit access to the air side of an aerodrome for aircrew
- C. To provide identification of aircrew

✓ Correct Answer: C — To provide identification of aircrew. (Licences attest qualifications; CMC identifies the holder.)

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Q12.

What documentation is required by persons travelling by air, for entry into a state?

- A. Passport and confirmation of inclusion on the general declaration passenger manifest
- B. The same as would be required if the person arrived by ship
- C. Passport, visa and any necessary health documentation (vaccination certificates)

✓ Correct Answer: B — The same as would be required if the person arrived by ship. (Annex 9 places air travellers on the same footing as sea travellers in respect of entry documentation.)

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Q13.

The Crew Member Certificate (CMC) shall be accepted by each Contracting State for identification purposes:

- A. Together with a valid flight crew license
- B. None of the above
- C. Together with a valid passport

✓ Correct Answer: B — None of the above. (The CMC by itself is accepted for identification purposes; it does not require to be presented along with another document.)

Q14.

Except in special circumstances determined by the public authorities concerned, when a passenger is passing through the territory of a contracting state and has to stay in that contracting state until the next flight for lack of facilities or any other circumstances, the contracting state where the international airport is located shall permit such a passenger to remain within its territory without requiring visas prior to the arrival when:

- A. The passenger is to leave that state within two (2) days from the day of his (her) arrival
- B. The passenger is to leave that state within one (1) day from the day of his (her) arrival
- C. The passenger is to leave that state within two (2) weeks from the day of his (her) arrival

✓ Correct Answer: A — Within two (2) days from the day of arrival.

Quick-Reference Answer Key

Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9	Q10	Q11	Q12	Q13	Q14
A	A	B	C	B	C	C	A	B	A	C	B	B	A

★ Top Examiner's Pet Numbers — Memorise These

Critical Regulatory Values You Must Know Cold

Value	Subject
Annex 9	ICAO Annex on Facilitation
Doc 9303	Machine Readable Travel Documents (MRTD)
3 copies	Maximum copies of any aircraft document required (Annex 9)
2 hours	Advance flight-plan notice for non-scheduled ops crossing territory
2 days	Visa-free transit stay for stranded transit passenger
4 working hours	Cargo presentation before STD for Customs exam (India)
6 months	Duty-free stay of foreign aircraft in India
Green / Red Channels	Two-channel customs system in India
PKD / SLTD	ICAO Public Key Directory / INTERPOL Stolen & Lost Travel Docs

💡 FINAL INSTRUCTOR'S NOTE

Facilitation questions test **specific numbers** (2 hrs, 4 hrs, 3 copies, 6 months, 2 days), **document hierarchy** (CMC vs Licence; General Declaration vs Manifest), and **document acceptance modes** (paper, electronic, handwritten block lettering). Always read the question stem carefully — Facilitation MCQs are notorious for swapping "shall" with "should" and "passenger" with "passenger AND crew".

Fly safe, study smart. — *Ghost Aviator*

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