



Information Article

ICAO Annex 9 / Chapter 8 - 'Facilitation Provisions - Specific Subjects'



Sub-section I

Relevance:

Aviation Emergency / Crisis Response Planning

Assistance to Aircraft Accident Victims - and their associated (*not* having been on board the accident flight) **Families, Relatives and Friends**

Note 1 - The relevant info from ICAO Annex 9, Chapter 8 is not directly reproducible herein due copyright. Instead, the contents of Chapter 8 - paragraphs 8.42 to 8.48 have been provided in the author's own words

ICAO Annex 9 can be purchased (from ICAO - 2023 price USD \$ 100.00 [16th Edn - July 2022]) via:

<https://store.icao.int/en/annex-9-facilitation>

Note 2 - It is thought that *some* of 'those' (around the world) meant to be at the 'sharp end' of the *intent* of 'ICAO Annex 9 / Chapter 8' - might not (as at Sep 2023) be fully aware of even e.g. its existence; meaning etc.

All United Nations countries (ICAO term for 'Countries' is 'States'), *Airlines*, *Ground Handling Agents*, *Airport Operators*, Airport *Immigration* and *Customs* units (at public-facing levels) etc. are typically included above, as examples of just some of those termed as being at the 'sharp end'. (Note: This latter list is not exhaustive)



Capital letter 'I' (as in 'eye')

Extract from ICAO Annex 9 / Chapter 8 - FACILITATION (16th edition - July 2022)

I. Assistance to Aircraft Accident Victims and their Families

8.42 **Standard**. The State of Occurrence of an **aircraft** accident (+ adjacent States as required) **shall** facilitate temporary entry into its / their territory/ies, of **family members** of **victims** of said accident

8.43 **Standard**. The State of Occurrence (+ adjacent States as required) **shall** facilitate temporary entry into its / their territories, of **authorized reps** of the accident aircraft's **operator** - and / or of any associated codeshare / alliance partner etc. - so as to enable it / them to provide assistance to **a)** accident survivors and their family members; **b)** family members of deceased victims and **c)** the relevant authorities in said States

(Note: Codeshare and Alliance etc. type agreements etc. might typically require 'partner(s)' to act as "first responder(s)" on behalf of the accident aircraft's operator, if the former can reach the accident location in a significantly quicker timescale than the latter)

8.44 **Recommended Practice**. In arranging for the entry of persons referred to in 8.42 above, the State of Occurrence and adjacent States **should not** require any travel document other than a passport - or an emergency travel document issued specifically to such persons - so as to enable them to travel to said States. However, where the State of Occurrence or an adjacent State **does** still require entrance visas etc. for persons referred to in 8.42 **and** 8.43 above, it should facilitate and expedite issuance of same

8.45 **Standard**. ICAO Contracting States **shall** make arrangements to issue emergency travel documents, as required, to any of their nationals who have survived said accident

8.46 **Standard**. ICAO Contracting States **shall** extend all necessary assistance (e.g. clearing customs, arranging transport, ensuring associated dignity etc.) in the repatriation of human remains to countries of origin etc. - if so requested by family members of the deceased and / or the accident aircraft's operator

8.47 **Standard**. ICAO Contracting States **shall** establish legislation, regulation and / or policies in support of assistance to **aircraft** accident victims and their families

(Note - Attention is drawn to ICAO Doc 9998, '**Policy** on Assistance to Aircraft Accident Victims and their Families' and ICAO Doc 9973, '**Manual** on Assistance to Aircraft Accident Victims and their Families' [Comment: note that at time of writing this extract, both aforesaid documents are now 10 years old!])

8.48 **Recommended Practice**. ICAO Contracting States (Countries) **should** ensure that their associated **AIRCRAFT** **and** **AIRPORT** (aerodrome) operators, as appropriate / relevant, develop appropriate plans - to provide timely and effective assistance to aircraft accident victims and their families

(Note: such **Airport** operators' plans may (as required) form part of the associated **Aerodrome** Emergency Plan (AEP), as per / required by ICAO 'Annex 14 - **Aerodromes**')



Further Explanatory / Useful Information (i.e. not part of the above as originally produced by ICAO)

At most major, commercial airports, **non-based** (at any particular airport) **aircraft** operators (passenger airlines for purposes used here) rarely have significant numbers of their own staff serving their (own) associated flights. Instead, they contract the services of an appropriate '**ground handling agent - GHA**' so to do. **Thus the associated role of such GHA in airport (aircraft accident) emergency response ops is vital - and should thus be additionally accounted for by all concerned**, in addition to what is already documented on page 2 above

DEFINITION - Family, Relatives & Friends - FR

(As used herein), a collective, generic term meant to indicate **loosely** the categories of persons having some form of relationship or otherwise valid (personal) link with associated **victims** (including **ground** victims) of an aircraft accident. The term typically includes (i.e. as 'related to' or as 'known to' victims):

- The Next of Kin (i.e. the legal or 'otherwise' closest relative / equivalent person)
- Other family members, relatives and similar
- Friends
- Appropriate business / professional etc. colleagues and similar
- Meeters and Greeters (*of all categories*) waiting to meet victims at the emergency flight's destination airport - and / or similar persons who have gathered at the departure airport(s) of the emergency flight - after it has departed and subsequently experienced a crisis
- Any other person(s) having a reasonably close or otherwise valid relationship

The above definition should be interpreted as FR who are associated in some 'valid' way with air accident victim(s) - **BUT** who had **NOT** actually been on board the accident flight itself

DEFINITION - Victim

For aircraft accident purposes, 'victim' is a term (as used herein), referring collectively to **all** persons on board the accident aircraft (**air victims**) - together with any **other** persons **directly** involved as a result of the accident i.e. the latter referring specifically herein to '**ground victims**' - being those killed, injured and / or traumatised as a **direct result** of the accident aircraft hitting the ground or similar / equivalent event

Note that the term '**victim**' (as used herein) does not refer to the dead alone nor is it a term which should be associated with others who might be termed as **indirectly** involved (no matter how closely) by the emergency e.g. family, relatives & friends (FR) of victims - where such FR had **NOT** been travelling on board the accident flight - and who also **CANNOT** be classified as 'ground victims'