

Word 'Facilitation' Sums Up Airlines' Battle With Red Tape

By CLAUDE HENAUZ
MONTREAL (CP) — Facilitation is a word which sums up the airline industry's complex battle to break loose from the governmental red tape which ensnarls it.

In 1946, the International Air Transport Association and the International Civil Aviation Organization set up facilitation services aimed at cutting away unnecessary government-imposed paper-work which increased travelling time of passengers and baggage and raised transport costs.

In 1946, a passenger on a flight between North America and Europe would spend two to three hours in terminals at departure and arrival points. Today, this time has been cut to about an hour, but, an IATA spokesman said, this can still be "quite intolerable" when one considers the much higher speed of the actual crossing.

Asked why IATA was handling this problem rather than the airlines themselves, a spokesman said that "many airlines are owned by the government and can't point a finger", so it's much easier for an outside agency to come in and suggest needed changes.

FIRST STEP IN 1949
In 1949 the first step toward facilitation was made with the creation of a set of standards and recommended practices governing clearance formalities in international air transport. These standards have been reviewed and altered regularly.

Governments participating in the creation of the first set of regulations advocated a 20-item card which would be completed by passengers at the start or end of an international flight. Today, the card has only seven items on it.

For tourists, as against a returning resident or an immigrant, the procedure has been reduced still further in many countries. Some now require no information items at all.

However, IATA says some paper-work theoretically eliminated by governments has in fact only been passed on to the airlines.

Many Latin American countries have abolished visas only to replace them with tourist cards which fulfil the same function as the visa except they are supplied and filled in by the airlines rather than by consular authorities.

Airlines object to this procedure as it not only adds another burden but also makes them responsible for errors or omissions which might inconvenience the tourist.

CHECK BAGGAGE
Another 1946 time-waster was the customs' baggage declaration. At that time, travellers were required to fill in a form listing all their baggage.

Today, in 75 per cent of all countries, a verbal declaration is all that is required and customs inspection of baggage is no longer general but selective.

Aside from passenger facilitation, the airlines also wanted to make things easier for themselves, thus reducing costs. In 1946 airlines had to fill in hundreds of separate clearance documents for the nearly 200 countries in which they operated.

Today, this has been reduced to three simplified forms, the aircraft general declaration and the passenger and cargo manifests.

This passenger manifest a record of passengers aboard the aircraft is the latest target of the facilitation squad. IATA

maintains it duplicates the function of airline reservation records and merely adds one more item which can snarl up the passenger flow.

Correct design of airports so that all passengers must pass through check points is a simpler and much more efficient method of controlling passenger movements, IATA says.

To date, 41 countries have dropped the passenger manifest but, an IATA spokesman said, the airline must prepare manifests at every stop along a route if only one government on a

multi-stop trip requires the document. In the field of cargo facilitation, progress has not been as rapid. IATA says airlines are concerned with the fact that they can ship cargo half-way around the world in 24 hours only to have customs clearance take seven days or longer.

Massive documentation also adds to transport costs, IATA says. It cites the case of a recent shipment of machinery from an Eastern to a Western Hemisphere country for which the air-

line had to carry 30 pounds of consular documentation. Shipment of plants and animals is also a problem. An IATA spokesman said airlines are often required to carry with the cargo certificates from both the country of origin and the country of destination.

A further problem is that of communication with governments on health matters. Airlines often are unaware of regulations governing required injections or disinfecting procedure.

This problem is solved partially by IATA's working with the United Nations' agencies of the World Health Organization and the Food and Agriculture Organization.

IATA says these and other facilitation problems will become more serious as supersonic flights are instituted and delays assume greater relative significance.

22 Can Claim Honor Of Space

CAPE KENNEDY, Fla. (AP)—Astronaut Leroy Gordon Cooper Jr., 22 orbits, 34 hours 20 minutes, May 15, 1961.

Russian Maj. Gherman Titov, 17 orbits, 25 hours, 18 minutes, Aug. 6, 1961.

U.S. Marine Lt.-Col. John H. Glenn Jr., three orbits, four hours, 56 minutes, Feb. 20, 1962.

U.S. Navy Lt.-Cmdr. Malcolm Scott Carpenter, three orbits, four hours, 56 minutes, May 24, 1962.

Russian Maj. Andrian Nikolayev, 64 orbits, 84 hours, 35 minutes, Aug. 11, 1962.

Russian Lt.-Col. Pavel Popovich, 48 orbits, 70 hours, 57 minutes, Aug. 12, 1962.

U.S. Navy Cmdr. Walter M. Schirra Jr., six orbits, nine hours, 13 minutes, Oct. 3, 1962.

John W. Young made the first manned Gemini flight March 23.

The 20 men and one woman making previous space flights:

Russian Maj. Yuri Gagarin, one orbit, one hour, 48 minutes, April 12, 1961.

U.S. Navy Cmdr. Alan B. Shepard Jr., suborbit, 15 minutes, May 5, 1961.

U.S. Air Force Capt. Virgil I. Grissom, suborbit, 16 min-

utes, July 21, 1961.

U.S. Air Force Maj. Leroy Gordon Cooper Jr., 22 orbits, 34 hours 20 minutes, May 15, 1961.

Russian Maj. Gherman Titov, 17 orbits, 25 hours, 18 minutes, Aug. 6, 1961.

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U.S. Navy Cmdr. Walter M. Schirra Jr., six orbits, nine hours, 13 minutes, Oct. 3, 1962.

Russian Lt.-Col. Valery Bykovsky, 81 orbits, 119 hours, six minutes, June 14, 1963.

Russian Valentina Tereshkova, 48 orbits, 70 hours, 50 minutes, June 16, 1963—first woman in space.

Russians Col. Vladimir Komarov, pilot; Boris Yegorov, physician, and Konstantin Feoktistov, scientist; 16 orbits 24 hours 17 minutes, Oct. 12, 1962.

Russians Col. Pavel Belyayev and Lt.-Col. Alexei Leonov, 17 orbits, 26 hours, two minutes, March 18, 1965—Leonov first man to walk in space.

U.S. Air Force Maj. Virgil I. Grissom and Edward H. White II, 62 orbits, 97 hours, 56 minutes, June 3, 1965—White first American to walk in space.

CRUMLIN (Reuters)—This southern Welsh village was totally evacuated Sunday for the filming of a scene in which Sophia Loren and Gregory Peck were chased by a helicopter. Four hundred villagers, some in their nightclothes, were led to evacuation centres for eight hours. It took that long to shoot a two-minute sequence. Air regulations forbade low flying over occupied houses.



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An Open Letter to All the Theatre Patrons from P.E.I. and Away.
The final two performances of "Anne of Green Gables," have been sold out. We wish we could let all of those of you who would like tickets, to attend. But space doesn't permit.
But "Anne," will be back next season. And so will another Wonderful Charlottetown Festival.
From all of us here at Confederation Centre, the Artists, Musicians, Stage Crews, Ushers, Box-Office and Staff we want to say a heart-felt THANKS. You have been Wonderful and We Deeply Appreciate your enthusiasm and support.
Records have toppled. National and even International Attention again has been focussed on Prince Edward Island and the Charlottetown Festival. Big plans are afoot for next year and all the coming years to make this the most important Festival in the country.
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