

# **ASSEMBLY 27th Session**

**Montreal, 19 September — 6 October 1989**

## **PLENARY MEETINGS**

### **Minutes**



*Approved by the Assembly  
and published by authority of the Secretary General*

**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

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Date and Number of Meetings																
Item	September											October				
	19 AM 1	19 PM 2	20 AM 3	20 PM 4	21 AM 5	21 PM 6	22 AM 7	22 PM 8	23 AM 9	23 PM 10	26 PM 11	4 PM 12	5 PM 13	6 PM 14	6 PM 15	6 PM 16
1. Opening of the Session by the President of the Council	X															
2. Statements by delegations of Contracting States and of Observers		X	X	X	X	X	X	X	X	X			X			
3. Establishment of the Executive and Credentials Committee	X															
4. Election of the President and Vice-Presidents of the Assembly						X										
5. Adoption of the Agenda				X												
5.1 Reference of agenda items to the Executive Committee and Commissions and directives concerning co-ordination of action by those bodies				X												
6. Establishment of Commissions, Co-ordinating Committee and election of Chairmen of Commissions				X		X	X									
7. Annual Reports of the Council to the Assembly for 1985, 1986 and 1987 and Work Programme for 1990-92 and their reference to the Executive Committee as a whole and to Commissions as necessary				X												
8. Assembly resolutions to be consolidated or to be declared no longer in force and their reference to the Executive Committee and Commissions				X											X	
9. Election of Contracting States to be represented on the Council	X			X					X	X						
10. Reports by Commissions and Committees of the Assembly and action thereon - Credentials Committee - Executive Committee - Technical Commission - Economic Commission - Legal Commission - Administrative Commission		X										X X X X X		X X X	X X	X

Minutes of the First Meeting

(Tuesday, 19 September 1989, at 1100 hours)

SUBJECTS DISCUSSED

1. Opening of the Session by the President of the Council (Agenda Item 1)
2. Address by His Worship Jean Doré, Mayor of the City of Montreal  
Address by the Honourable Paul Gobeil, Minister of International Affairs of Quebec  
Address by the Honourable Benoît Bouchard, Minister of Transport of Canada
3. Establishment of the Executive and Credentials Committees (Agenda Item 3)
4. Deadline for notification of candidacies for the first and second parts of the election of the Council (Agenda Item 9)

SUMMARY OF DISCUSSION

Agenda Item 1: Opening of the Session by the President of the Council

1. The President of the Council, Dr. Assad Kotaite, as Temporary President of the Assembly, declared the 27th Session of the Assembly open and spoke as follows:

"It is my pleasure and privilege to declare open the 27th Session of the Assembly of the International Civil Aviation Organization and to welcome the very distinguished guests who have honoured this first plenary session with their presence: the Honourable Benoît Bouchard, Minister of Transport of Canada, representing the Government of Canada, the Honourable Paul Gobeil, Minister of International Affairs of Quebec, representing the Government of Quebec, and His Worship Jean Doré, Mayor of the City of Montreal.

On behalf of the Council of ICAO and the Secretary General, Dr. S.S. Sidhu, I wish to extend a warm welcome to the delegates who have come from all over the world to participate in the work of this Assembly. I take particular pleasure in greeting the representatives of those States which have joined the Organization since the last regular session of the Assembly in 1986.

ICAO is a large family made up of 161 Contracting States bound by strong, close ties and moved by a common spirit of co-operation and mutual assistance. This family, which will celebrate its forty-fifth anniversary next December, has entered adulthood with a vigour and enthusiasm tempered by wisdom gained over the years. That is what enables ICAO to carry out its functions with such serene efficiency.

The serenity comes from the fact that this Organization; your Organization, believes in what it is doing and knows it can always count on your participation and support. Without this, all the work done in the technical, economic, legal and administrative fields would be ineffective. As a fundamentally technical organization, ICAO must ensure that its regulations reflect that order, equity and justice without which material and scientific progress would fail to achieve their goals.

I spoke of serenity and efficiency. These are cardinal virtues in our times, when the geopolitical world is constantly changing, conflicts of interest prevail, physical and moral survival demand an awareness of the environment and where we have problems in terms of moral survival which demands and awareness of the environment within which technology develops and, finally, the needs of all countries, large and small, rich and poor, must be met in a spirit of equality and in such a way as to bring the nations closer to the ultimate goal of the United Nations Charter: peace and protection against global catastrophe. Only vigilance, mutual assistance, independence within interdependence and mutual respect will promote the harmonious development of air transport.

Many of the changes that have been taking place and the problems that we face at present stem from the fact that in many areas of the world, air transport has become a mass transport mode. The number of passengers carried last year was equivalent to one fifth of the world's population and total air travel is expected to double by the year 2000. While it is difficult to quantify, between a quarter and a third of the value of international trade in manufactured goods is now shipped by air.

As it carries out its work, this Assembly will become fully aware of the importance that ICAO still attaches to the safety and security of civil aviation, which continue to be the major concerns of this Organization. It should be emphasized here that ICAO has the unconditional support of the United Nations General Assembly in the work it has undertaken and carried out in the field of security. Just recently, on 14 June 1989, the United Nations Security Council adopted Resolution 635 urging ICAO to intensify its work aimed at preventing all acts of terrorism against international civil aviation, and in particular its work in devising an international regime for the marking of plastic or sheet explosives for the purpose of detection. Here I would like to draw attention to the near-universal acceptance of the Tokyo, The Hague and Montreal Conventions on Security and to the fact that the 1988 Protocol to the Montreal Convention came into force just seventeen months after the Assembly adopted a resolution calling for the development of an international instrument for the suppression of acts of violence at airports serving international civil aviation.

The States have international obligations that flow from the treaties they have signed, and in this regard I wish especially to emphasize a recent agreement concluded between two countries, under which any differences relating to the interpretation and application of existing treaties on hijacking, sabotage, and terrorism in general, as well as on narcotics smuggling, will be submitted to the International Court of Justice for final decision.

Another aspect of safety that has been given high priority since the last session of the Assembly is the study of human factors with a view to improving aviation safety. The advance of technology and its increasing complexity tend to be dehumanizing and to generate risks as man gives way to machine. It is said that the present day airline pilot does not "fly" the aircraft but becomes a "systems engineer" monitoring the operation of sophisticated and automated navigational systems. The development of such air navigation systems does require balanced international co-operation and co-ordination to prevent any parallel introduction of incompatible systems, which would not be conducive either to safety or to economy.

The illicit transport of narcotic drugs by air also continues to be a major concern in ICAO. I am happy to say that Member States have lent their co-operation to the Organization's efforts to eradicate this scourge and its manifold adverse consequences which are increasingly destroying the quality of life of millions of human beings, impairing health, retarding socio-economic development, threatening political stability and in some cases endangering State security. Together with the other international organizations that are directly involved, ICAO is doing everything it can to respond to the wishes of the international community and take the steps necessary to ensure that international aviation is not used for such illicit transport.

Finally, the various means of transport must adapt to environmental protection standards, particularly as regards noise restrictions on subsonic jet aircraft. New communications and navigation techniques must be sought, space technology will be used to create the future air navigation system for international civil aviation, and precise regulations must be developed to alleviate airport and airspace congestion with its attendant risks.

There is a growing understanding in the international community that one of the great challenges for the aviation industry in achieving more capacity, better utilization of the major changes in computers, data processing, intelligent systems and communications technology and a higher level of automation will be to attain better management of information and to make profound changes in the way we take advantage of the great potential of information exchange. An outcome of this Session which would urge enhanced exploration and exploitation of this technology may be valuable.

This will be the last session of the Assembly of this decade, and as such it must make every effort to resolve present and future problems. As we reach the threshold of the 21st Century, proper regulation of air transport must accompany technological change; administrative, technical and legal rules must reflect the real world of aviation. We must strive for a broader international consensus to meet the mega-challenges facing us. Political will and technical expertise together provide a solid foundation for the work you are about to undertake. I am confident that the 27th Session of the Assembly will be successful."



Address by His Worship, Jean Doré, Mayor of Montreal

2. His Worship Jean Doré welcomed the delegates as follows:

"I have great pleasure in wishing you the warmest of welcomes to Montreal on the occasion of your 27th General Assembly. Your Organization is a very essential member of the international face of our city which many call - and, by the way, we are proud of this - the international city of aviation.

Our city has been developing in an unprecedented manner and I am sure that you have seen this in the very neighbouring areas of your Headquarters. This development is in keeping with the aspirations of Montrealers, men and women, who want to continue living in a city which is built to human dimensions where the quality of life is more important than the size of skyscrapers and where people from more than a hundred different ethnic and cultural communities can live in harmony. We would also like our city to continue offering to organizations such as yours, a welcoming framework, so to speak, and, in this spirit, the representatives of our Administration have worked hand-in-hand in the preparations for your Assembly to make it easier to overcome the obstacles involved in the development of our city and so that you can become better acquainted with Montreal, its institutions and its companies.

To this end, we have worked with the Governments of Quebec and Canada and the ICAO Secretariat. This has allowed us to better understand the dynamics of an Organization such as yours; such a better knowledge will allow us to envisage a certain number of steps and projects which will allow Montreal to offer a warmer welcome to ICAO, its Council and its staff.

We are going to celebrate several anniversaries in the next few years. In 1992, we will be celebrating the 350th anniversary of the foundation of the City of Montreal, and there will be a full programme of activities and celebrations. You will be celebrating, in 1994, the 50th anniversary of the creation of your Organization. We hope that both of us can participate in each other's celebrations.

To conclude, I would like to say that we are very happy with the very friendly ties we have with the leaders of your Organization which makes ICAO and its personnel good neighbours and, actually, true Montrealers. You are here, at home, and I will try to welcome you in a more informal framework on Sunday, 24 September, in the Palais de la Civilisation, where there is an extraordinary exhibition, on Cité Ciné, in other words, the Cinema and the City, and there I hope I can receive you on a more personal and informal level.

Till we meet again, in the meantime, please have fruitful and successful deliberations and a most pleasant stay in our fair City of Montreal."

3. In acknowledging the kind words addressed to the Assembly by His Worship, Mayor Jean Doré, the Temporary President stated as follows:

"Mr. Mayor, your city, Montreal, is richly deserving of praise which is fully endorsed by all of us gathered here together, whether as temporary visitors or permanent residents. Serving as a stepping-stone between Europe and North America and as a meeting place for ideas and cultures whose inter-mingling favours scientific, artistic and literary development, Montreal derives its reputation from the determination and courage of those who guide its destiny and who have given it a widely recognized place on the international stage. Moreover, Montreal is ready to meet the challenge of progress and modernism yet manages to retain a deeply human aspect. As the world capital of civil aviation, Montreal welcomes the Representatives of Member States with its customary cordiality and kindness. On behalf of all those present, Mr. Mayor, allow me to thank you for the warm reception which ICAO has been and, I am sure, will always be accorded in Montreal."

Address by the Honourable Paul Gobeil, Minister of International Affairs of Quebec

4. "The Prime Minister of Quebec, Mr. Robert Bourassa has asked me, on behalf of the Government, to wish you the warmest welcome to Quebec on the occasion of your 27th Session of the Assembly of the International Civil Aviation Organization. Montreal, and Quebec as a whole, are particularly proud of being host to the headquarters of an important organization in the United Nations system which works in a sector, the vitality of which on the international scale broadly conditions the economic development of our societies.

Air transport, in fact, plays an increasingly prominent role in international trade, whether it a question of the people travelling, the transport of cargo or the transfer of services. The industry is therefore a powerful technological development factor for our societies and the investments in research and development represent a powerful stimulus for all our economies. The quality of life of a large number of our fellow citizens is henceforth inseparably linked to the access they enjoy to safe, economical and comfortable air transport, which permits them to travel for tourism or business purposes to destinations that would have been inaccessible to them only recently.

Air transport is changing rapidly, often outstripping the tempo of the rest of the world economy. It has come to terms with multiple new constraints, in relation to noise pollution, for example, or resistance of populations to the absolutely necessary establishment of new airport areas. The traditional regulatory framework to which this industry complied both domestically and internationally has been shattered into pieces.

All of these factors have imposed a particular responsibility on the shoulders of those to whom the world community has entrusted the mandate of organizing and managing the relations between States in the civil aviation sector. For an industry which, more than any other, knows no frontiers, the existence of a harmonious web of relations between governments which can guarantee safe and economic operating conditions is a condition of survival.

The Organization has succeeded in taking up the challenges posed by the evolution of the world today by offering a framework and process which have led States to seek actively and effectively the solutions required to adapt the basic texts which govern this sector, such as the Chicago Convention, to the requirements of our time. ICAO's action has been particularly valuable in the field of security where only States have the means to solve the serious problems which civil aviation has had to face these recent years.

The people of Quebec attach the greatest importance to the work of the Organization, since civil aviation has, for more than half a century, played a central role in our development. The exploitation of the natural riches in our northern regions, the opening-up of our remote areas to the industry that tourism has become and access to high-level health care for the populations of the outlying territories are very broadly dependent on the development of aviation in Quebec. Our relations with the outside world involve aviation more and more. The existence of central airports, such as Mirabel, has become an increasingly significant factor for regional development.

Moreover, we are creating in Quebec many products for this industry. The Quebec aerospace industry represents a large share of this industry in Canada and companies established in the Montreal region, such as Canadair or Spar, are widely known elsewhere in the world. In fact, our designers, our engineers and our technicians, often on the basis of needs which exist here in Quebec, have succeeded in developing and putting on the market a range of products which bear witness to their inventiveness and their mastery of the most advanced technologies.

You will therefore understand that the interest which Quebec takes in ICAO finds its roots in our most immediate realities. In addition, your Organization, in recognition of the role assumed by Montreal during the past war, as the hub point between Europe and North America, chose to establish itself in our metropolis. I believe that everyone involved in Quebec, both in the public and private sectors, recognizes the considerable contribution which the presence of an institution such as ICAO represents for the development of our community and the particularly favourable impact which the existence of the Headquarters of the Organization in its territory in the city of Montreal has. We have learned to appreciate, moreover, the excellent integration of the Organization and its officials in our midst.

Thus, the Government of Quebec has decided this year that it was appropriate to underscore the impact and quality of this presence by making the necessary gestures so that ICAO and its officials (in relation to the areas of responsibility of Quebec) might enjoy the best possible working conditions and those of hospitality in Montreal. My colleague, the Minister of Finance, Mr. Gérard D. Lésveque announced during the budget speech of this spring that the Government, following a request from ICAO, intended to confer on ICAO and its officials a fiscal status broadly competitive with those enjoyed by other Organizations of the United Nations system elsewhere in the world.

To this end, we have just deposited with the Secretariat of the Organization a draft agreement which should, as I see it, establish the relations of Quebec and ICAO on solid foundations for many years to come. Once the Organization has concluded with the Government of Canada a new headquarters agreement, an agreement to which Quebec attaches the greatest importance, ICAO should enjoy all the necessary conditions to be in a position to pursue successfully its activities in the service of the world community.

It is therefore on a highly optimistic note that I wish to thank the Secretary General, Dr. Sidhu, for having been kind enough to invite the Government of Quebec to address you today. I wish that the work of the Assembly is productive and that the participants have at least a little time to discover Montreal and enjoy our hospitality. Finally, speaking on behalf of all my fellow citizens, I reaffirm that we value your presence here and our firm intention to act in such a way that the relations between Quebec and ICAO retain an exemplary nature during the years to come."

5. The Temporary President expressed his pleasure in the welcome and wishes for success of the Assembly given by Mr. Gobeil. The Province of Quebec had always shown itself an hospitable, courteous, generous and gracious host to ICAO. The favoured position of Quebec in North America, not only geographically, but also more importantly, because of those whose culture and talent, in widely diverse fields, had fostered Quebec's dynamism and awareness of its contribution to the rapid progress of vital technology, including the aviation industry. The Province was home to the head office of aircraft manufacturers, governmental and non-governmental agencies whose close interaction promoted the development and advancement of international air transport. Above all, Quebec had always been and continued to be a faithful and generous friend to ICAO, and on behalf of ICAO, he requested the Minister to convey the Organization's deepest appreciation to the Government of Quebec.

Address by the Honourable Benoît Bouchard, Minister of Transport of Canada

6. "On behalf of the people of Canada and the Canadian Government, I welcome you to Canada.

I note from the agenda for this 27th Session of the Assembly of the International Civil Aviation Organization that we have a busy three weeks ahead of us, searching for ways to improve the safety, efficiency and regularity of international air transportation. Nevertheless, I do hope that you will find some time to enjoy the beauties of Canada and the hospitality of the Canadian people.

The Canadian Government acknowledges the outstanding achievements of ICAO in the development of safe, efficient and dependable world-wide civil aviation operations, as well as the respect which ICAO has earned in the world community.

Canada is proud that ICAO has its Headquarters in Montreal and remains strongly committed to ICAO, which it considers an essential forum for international co-operation.

ICAO's Standards and Recommended Practices and Procedures for air navigation are vital elements in promoting safe and efficient air transportation. In fact, the spin-off benefits of ICAO's work go beyond the air mode. Legislation has recently been passed to establish the Canadian Transportation Accident Investigation and Safety Board which will apply the ICAO philosophy for investigating aviation occurrences to the marine, rail and pipeline modes.

I am impressed, as I am sure all of you are, by ICAO's quick and effective action in persuading States to reach agreement on international instruments related to aviation security, and indeed safety in general.

It was only last February that a group of Ministers met at ICAO to discuss aviation security. With the excellent assistance of Dr. Kotaite, the Council President, and Dr. Sidhu, ICAO Secretary General, ICAO unanimously adopted a Resolution which drew attention to recent criminal acts which caused tragedies in international civil aviation.

This Resolution urged States to assist each other in stamping out such acts and directed the ICAO Council to take certain specific actions in this respect. I wish to reiterate Canada's abhorrence of such acts and our condemnation of the terrorists involved. We sympathize with the families and friends of innocent victims who have lost their lives and continue to place the highest importance on positive action to end air terrorism.

Canada is pleased that the Montreal protocol of 1989, on Violence at Airports, has entered into force. We are currently taking steps to amend our domestic legislation so that Canada can ratify this vital international legal instrument.

In Canada, civil aviation security is under constant scrutiny. We continue to emphasize:

- further development of appropriate security measures for normal and escalating threat conditions, and in particular, measures for preventing sabotage;
- training of airport security personnel;
- strict compliance with mandatory security measures and firm enforcement if a breach occurs;
- research into and development of new aviation security techniques; and
- international co-operation and assistance in aviation security.

ICAO continues to show strong leadership in confronting aviation security problems. Canada believes that the changes to the Standards and Recommended Practices contained in Annex 17 of the Chicago Convention, which will become effective on 16 November of this year, will result in further improvements to world-wide civil aviation security. We also support efforts within ICAO to strengthen the Aviation Security Section.

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Canada especially endorses recent initiatives to establish an international regime which will require the marking of explosives in order to facilitate their detection at airports.

The development of a model agreement on aviation security for bilateral and multi-lateral agreements is another important ICAO initiative. States must continue to work together to further improve security.

Since the inception of ICAO, Canada has supported the Organization's efforts to improve civil aviation safety, security and efficiency, through our participation in the deliberations of the Council and the Air Navigation Commission. We have also been active participants in ICAO Panels, Working and Study Groups and Committees on such topics as unlawful interference, the environment, future air navigation systems, continuing airworthiness, microwave landing systems, dangerous goods, and personnel licensing and training.

Through the auspices of the Canadian International Development Agency, the Canadian Government continues to provide financial and technical assistance to a number of ICAO States, to assist in the implementation of ICAO Regional Plans in such areas as the operation of airports, navigational aids, security systems and training.

I am encouraged by the Council's initiative in establishing the Committee on Future Air Navigation Systems, which is known throughout the aviation community as FANS, and the complementary support of the Air Navigation Commission's technical panels. This work envisions global communications and navigation services and the prospect of more dynamic control of civil aircraft movements.

I should like to congratulate the Assembly on its initiatives to promote the development of international instruments for civil/military co-operation in the use of airspace.

Canada has had considerable success in releasing the maximum amount of our airspace for civil aviation use through the efforts of the Joint Civil/Military Committee for the Utilization and Control of National Airspace. Delegates may find the Canadian paper in this regard of interest in their deliberations.

The Canadian Delegation has produced a paper on Meeting the Challenge of Crowded Skies and Airports (Global Planning). I urge delegates to support the Resolution this paper contains.

If we turn now to Canadian airports, my department recognizes its responsibility to be increasingly responsive to the needs of the rapidly changing air transport environment. We are seeking new and imaginative approaches to meeting the needs of industry and the travelling public, while always maintaining our high safety standards.

Our two major initiatives in this respect, are: an enhanced commercial orientation and private sector involvement in the development and operation of airport facilities, and the creation of local airport authorities which will be responsible for the management and operation of their local airports. Negotiations are currently being launched with groups in Montreal, Edmonton, Calgary and Vancouver for the transfer of Transport Canada airports. Safety and security at these airports will continue to be the responsibility of the Canadian Government.

We are taking steps to address pressing airside and terminal capacity problems. Economic regulatory reform has sparked unprecedented competition and given powerful impetus to the growth of hub-and-spoke air route systems, centered primarily on the international airports in Toronto and Vancouver.

We have recently proposed action to build two new runways to help alleviate congestion at Lester B. Pearson International Airport in Toronto; of course, this proposal must pass our environmental review process.

Other priorities include the implementation of "RAMP" - our national radar modernization project - and the new Canadian automated air traffic services system.

We also intend to discuss with air carriers the introduction of peak period pricing and other possible courses of action. We will, of course, carefully weigh the benefits and disadvantages to users, operators, and those who may be affected in developing a strategy which best serves the needs of the community at large.

In closing, let me state again that the Canadian Government's main priorities in transportation are safety and security. I assure you that we will not compromise our current high safety standards.

The Government of Canada has complete confidence in the ICAO's proven ability to make wise and effective decisions which will further improve the safety, security, efficiency of international civil aviation operations."

7. The Temporary President, in replying to the Minister of Transport of Canada, who was representing the Government of Canada, said:

"On the threshold of this 27th Session of the ICAO Assembly, your remarks reflect the friendship, generosity, co-operation and the policy of the Government of Canada to further improve the safety and the security of civil aviation.

On 7 December of this year, ICAO will be celebrating its Forty-fifth Anniversary, and Canada, as the host country, contributes largely to the dynamism of this Organization and in the work it has accomplished over the years. Your country is, in fact, the home of international civil aviation. It is here that regulations are hammered out with an overriding concern for uniformity, in order that the harmonious development of international civil

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aviation may be achieved, as set forth in the Preamble to the ICAO Constitution. Thanks to its experience in the technical, economic, administrative and legal fields, Canada plays a leading role in the attainment of the goals pursued by ICAO.

I wish to express my gratitude on behalf of all the Member States of this Organization, and ask you to kindly convey our sincere thanks to the Government of Canada."

Agenda Item 3: Establishment of the Executive and Credentials Committees

8. In accordance with Rules 14 and 6 b) of its Rules of Procedure, the Assembly agreed to the establishment of the Executive and Credentials Committees. The Temporary President asked the Delegations of Sweden, Costa Rica, Zambia, Thailand and Austria to designate one member of their delegations to sit on the Credentials Committee, which would meet immediately following the close of the Plenary.

Agenda Item 9: Election of Contracting States to be represented on the Council

- Deadline for notification of candidacies for the  
First and Second Parts of the Council election

9. The Temporary President announced that, in accordance with Rule 57 of the Standing Rules of Procedure of the Assembly, Contracting States wishing to stand for election in the First or Second Part of the Council election must notify the Secretary General in writing by 1215 hours on Thursday, 21 September. The First and Second Parts of the election would be held at a Plenary meeting on Saturday, 23 September, at 1000 hours. The Third Part of the election would take place in the afternoon of Tuesday, 26 September, and notification of candidatures for that Part would be receivable from the close of the Plenary Meeting on Saturday, for a period of forty-eight hours - i.e. until the same hour on Monday, 25 September - and should be submitted in writing to the Secretary General.

10. The meeting adjourned at 1215 hours.



Minutes of the Second Meeting

(Tuesday, 19 September 1989 at 1500 hours)

SUBJECTS DISCUSSED

1. Agenda Item 10: Reports by Commissions and Committees of the Assembly and action thereon  
- Interim Report of the Credentials Committee
2. Agenda Item 2: Statements by delegations of Contracting States and of Observers

SUMMARY OF DISCUSSIONS

Agenda Item 10: Reports by Commissions and Committees of the Assembly and action thereon

1. The Chairman of the Credentials Committee, Mr. G. Stadler (Austria) reported that the Committee had met after the first Plenary Meeting and had examined the credentials so far received. At the time of the meeting 118 Contracting States had registered, of which 103 had presented credentials in the proper form. Five States had indicated the composition of their delegations by telex, ten States had not submitted credentials in any form, while eleven States had submitted credentials but had not yet registered. The Committee recommended that the Assembly urge all States and organizations that had not yet presented proper credentials to do so as soon as possible and, for the time being, to permit them to participate in its deliberations, with the delegations from the Contracting States having the right to vote.

2. In the absence of questions or comments the report was approved. The Temporary President emphasized the importance of presenting credentials in proper form as soon as possible, and reminded delegations that these could be obtained from their embassies in Ottawa, their consulates in Montreal or their missions to the United Nations in New York.

Agenda Item 2: Statements by delegations of Contracting States and of Observers

3. The Temporary President recalled that at the unofficial meeting of delegations that morning, the Delegation of San Marino had been selected by lot to make the first statement under Agenda Item 2, to be followed by the list of speakers in English alphabetical order.

4. The Chief Delegate of San Marino

"It gives me great pleasure to take the floor for the first time on behalf of the Republic of San Marino, which has been a member of the International Civil Aviation Organization for one year.

My country, the small Republic of San Marino, has an ancient tradition and a long history of peace and stands in a neutral position within Western Europe, participating in the life of several United Nations international agencies and of other bodies, such as the Conference of Security and Co-operation in Europe, where it is playing a particularly active part, with the other European neutral and non-aligned countries.

The small size of its territory, 61 square kilometres, and the special orography and geographical position of San Marino have hitherto limited the development of civil aviation and its facilities.

Nevertheless, as a result of its level of economic, social and cultural development, my country has become increasingly aware of the reality and importance of air transport and is considering equipping itself with modern instruments suited to its situation, with the assistance and co-operation of the International Civil Aviation Organization, whose technical assistance and advice will be invaluable.

On behalf of the Secretary of State for Foreign Affairs and Minister of Communications and Transport of the Republic of San Marino, I have the honour to convey to you, Mr. President, as well as to the Secretary General of ICAO, their sincere greetings and to address our wishes for a successful meeting to this international organization, which is playing an ever-increasing part in the development and safety of civil aviation throughout the world."

5. The Chief Delegate of Saudi Arabia

"It pleases me to convey to all of you best regards from the heart of the Arab Peninsula and from the custodian of the two Holy shrines, King Fahd Ibn Abdul Aziz on behalf of the government and people of the Kingdom of Saudi Arabia. It is our hope that the proceedings of this Session will be crowned with success, and that we shall be able, during the next few days, to materialize the aspirations of the international community to further progress in maintaining an air traffic system that is capable of addressing the challenges confronting this industry.

Ladies and gentlemen, the government of the Kingdom of Saudi Arabia continues to show interest in and give support to international civil aviation considering its vital role in bringing about welfare, progress and prosperity for the peoples of the world at large. While we support ICAO's activities and constructive management guidelines through its Council and specialized committees, thereby effectively contributing to the growth of the aviation industry, as well as enhancing its safety and security, we reaffirm from this world forum that the Kingdom of Saudi Arabia shall continue to be bound by its obligations emanating from the Chicago Convention and all subsequent

international instruments. Moreover, we are determined that these instruments be applied in both letter and spirit, and that we continue to actively and positively participate in the endeavours towards the advancement of civil aviation to the status cherished by the international community.

It is a source of personal honour to state, on this occasion, that the competent authorities of the regional organization known as the Co-operation Council of the Arab States of the Gulf comprising Kuwait, Oman, Qatar, the Kingdom of Saudi Arabia and the United Arab Emirates, have decided to expand the scope of their co-operation to cover all technical, economic and legal aspects of civil aviation, including matters related to ICAO with a view to facilitating maximum standardization of procedures for the benefit of world aviation, as a response to the repeated appeals by ICAO which in practice constitute the cornerstone of the principles enshrined in the Chicago Convention.

Proceeding from its determination to carry on with its positive membership of the Council along with other member States, and to put its resources in the service of the international civil aviation community, the Kingdom of Saudi Arabia has decided to stand for re-election to the next Council. Meanwhile, Saudi Arabia reasserts its absolute obligation to support and safeguard the lofty objectives contained in the Chicago Convention. Hoping that we shall live up to your expectations with our direct contribution to the work of ICAO, we sincerely wish that you give support and backing to our candidature for membership of the Council.

Ladies and Gentlemen, once more I wish to convey my sincerest regards and best wishes of success for our deliberations during the next few days. I would like to seize this opportunity to express, on behalf of the delegation of the Kingdom of Saudi Arabia to the 27th Assembly, our happiness for meeting you here in this beautiful city of Montreal, under the care of the government and people of Canada."

6. The Chief Delegate of the Seychelles

"May I, first, on behalf of the Seychelles Delegation take this opportunity to express our sincere appreciation and thanks to his Worship the Mayor of Montreal and the people of Montreal, the Provincial Government of Quebec, and the Government of Canada for the warm and friendly welcome and hospitality accorded to my delegation since our arrival in the friendly city of Montreal.

Whilst this is the 27th Session of the Assembly of ICAO, it is but the fourth Session in which Seychelles is participating since it joined the Organization in 1977. Before I proceed further, I believe it is important to situate the Seychelles for you.

The Republic of Seychelles with a population of 65 000 consists of over 100 islands spread over a wide area of the south-west Indian Ocean. In terms of land mass, these islands represent a surface area of only 453 square

kilometres. In contrast to this, the vast Seychelles Exclusive Economic Zone covers an area of more than a million square kilometres. While the granitic group of islands (43 in all) form together a distinct geophysical unit, the coralline islands sprawl over a much wider area of the ocean. The furthest of these islands is nearly 1 200 kilometres from the capital, Victoria, and the whole archipelago spans west-east between longitudes 45°E and 57°W.

With the opening of Seychelles International Airport on Mahé Island in June 1971, civil aviation in Seychelles saw rapid development and progress to what it is known to be today, serving efficiently the country's major industry; to wit, tourism. To meet the challenge, Seychelles, over these years undertook major capital investments to meet the foreseen development and today has, in addition to the international airport, a well-equipped domestic airport on Praslin Island and a network of thirteen outer island aerodromes, with another two presently under construction; these span the entire archipelago. To cope with this, the necessary infrastructure to service these needs to a high standard had to be built and developed carefully and effectively. Today we boast of a small but well-developed air transport infrastructure and of a national airline, Air Seychelles, serving both the domestic and international needs for access transport.

In December 1988, the Council of ICAO approved the establishment of the Seychelles Flight Information Region which will be fully implemented by September 1990 and which will cover an area of responsibility over the high seas in excess of two million square kilometres. The Seychelles appreciates the confidence the international community has shown in it and has already commenced preparations to fully discharge these new responsibilities.

One can see from this that the Seychelles is affected by distance: distance between its islands and most importantly its distance in terms of its geographical position from neighbouring countries and the rest of the world. It is therefore evident that air transport is of major importance for us. In short, the aircraft is the key to our development, primarily through tourism earnings and the provision of reliable and fast access transport for imports and exports allowing for effective international trade and commerce feeding the further development of the other sectors of our economy for the betterment of our people.

I should like to take the opportunity of this last Assembly before the year of air transport liberalization in Europe in 1992 to stress the words "International Air Transport" with the emphasis on the word "international". Whilst there are still many uncertainties regarding air transport liberalization, it is clear that it will have major effects world-wide and particularly for developing countries. During the course of your deliberations at this Assembly several important decisions will be made, some of which may impose or deflect a heavy burden on the air transport industry and economies of many developing countries. I have in mind those decisions related to aircraft noise, the ILS/MLS transition, aircraft financing, the computer reservation systems, future air navigation systems, aviation security and the perspectives for air transport from now to the year 2000.

Many developed countries have a privileged position in air transport. Taking the example of the European Single Act, a united Europe will be a major force, but it should not negatively affect our development. We must discuss and work together towards equilibrium between Europe and Africa and between Europe and other developing regions of the world. Europe should arrive at its decisions in a spirit of co-operation and in consultation with the developing nations.

Seychelles, a signatory to many international conventions, is a member of the Organization of African Unity, the United Nations Economic Commission for Africa, the Lomé Convention and the Indian Ocean Commission which groups the Island States of Mauritius, Madagascar, Comoros, the French overseas department of Reunion and of course the Seychelles. The Seychelles has now decided to adhere to the constitution of the African Civil Aviation Commission (AFCAC) in whose activities it has hitherto participated as an observer, making positive even though modest contributions.

It is true that there is strength in unity both regionally and internationally, yet we must seek a clear and complementary policy for international air transport so that we may all work together as partners for the betterment of our peoples."

7. The Chief Delegate of Spain

"It is an honour to bring to all the participants in this Assembly greetings from the Government of Spain, and to thank the Government and authorities of Canada, the Government and authorities of Quebec, and the city of Montreal, for the warm reception they have accorded us.

We wish to express to the Council of ICAO and to its President, as well as to the Secretary General and all his collaborators, our most sincere appreciation of the work they have accomplished over the past few years.

Air traffic has shown rapid growth in the last triennium. This circumstance has given rise to a great demand for air navigation and airport services, as well as to problems of overcrowding of the airspace, thus presenting a challenge to all international aviation organizations, and especially to ICAO. The situation I have described means that the search for solutions must of necessity be carried out by means of international co-operation, co-ordinated by ICAO so that efforts may be pooled rather than duplicated.

Spain, conscious of the great strides that still remain to be taken in this sector by all countries, is executing a large-scale programme for the modernization of equipment and infrastructure, including both navigation aids and airports, at a cost of nearly 2 billion dollars over the next three years.

Our objective is not only to maintain the prominent place we now derive from the large volume of air traffic which we service, due to our geographical location and tourism resources, but to meet the challenge of the future through this programme to improve air navigation facilities and systems.

The programme includes upgrading the network of training centres to provide qualified personnel throughout the aviation sector. Spain, with its Civil Aviation Training Centre and its National Aeronautical School, offers to all countries in general, and particularly to those which are Spanish-speaking, specialized courses covering all areas of aviation.

The growing number of airlines has made it necessary to seek greater liberalization of the market. Nevertheless, it must not be forgotten that this process of liberalization must take place gradually, so as to mesh with the interests of each State, due to the varying degrees of development of their airlines. Similarly, air transport should be carried out in accordance with regulations which will ensure fair competition among airlines.

Another great challenge which faces the international community is the problem of security. Spain will support all efforts on the part of ICAO to eradicate acts of unlawful interference, so that air transport operations may take place in conditions of total security.

Mr. President, distinguished delegates, Spain wishes to express its unwavering support of ICAO and its firm resolve to continue to participate in all activities of the Organization, so that we may achieve the harmonious development of international air transport in all its aspects."

#### 8. The Chief Delegate of Thailand

"On behalf of the Government of Thailand, I would like to commend ICAO, its Secretariat and, particularly, the President of the Council and the Secretary General for yet another triennium of smooth and fruitful operation. During the past three years civil air transport as a whole has progressed tremendously in terms of safety, efficiency, capacity and convenience to air travellers.

The Thai Government attaches great importance to the orderly development of civil aviation. As such, we have fully co-operated with ICAO in numerous activities. As a member of this prestigious organization, Thailand has benefited in the field of human resources development and technical assistance as well as from regional and global co-operation under the auspices of the Chicago Convention. The ICAO Regional Office has been in Bangkok since 1955. In order to demonstrate our appreciation to the Organization, the Thai Government has now provided the Regional Representative Office with a new building since August 4th of this year. The building, which is aptly located halfway between Bangkok City centre and our main international airport, was built with a budget allocated by the Thai Government.

The Aeronautical Radio of Thailand Limited, a Thai Government undertaking, was bestowed the 1988 Edward Warner Award in recognition of its extremely competent services in air traffic control for the Southeast Asia region. Through the years, AEROTHAI has expanded both in terms of trained personnel and advanced equipment to handle the growing volume of international commercial air traffic in the areas under its responsibility. Such recognition is something of which we, in Thailand, are very proud and we will strive to maintain our reputation to ensure the safety of air transport in the Southeast Asian region.

The Thai Government has made much improvement to Bangkok International Airport. At the end of this year it will be capable of handling up to 16 million passengers per year and at least one flight every two minutes. We are striving to keep Bangkok as one of the major aviation hubs of the region, with much enhanced comfort and convenience for users. Next year will see the construction of a new terminal building which will increase Bangkok Airport's annual capacity to 20 million passengers. In addition, three provincial airports have been upgraded to handle international traffic, with all required equipment and facilities to ensure safety to navigation. Already a number of international airlines are calling at these airports on a regular basis.

The Thai Government also attaches much importance to the development of human resources. The Civil Aviation Training Centre of Thailand was set up in January 1961 to train pilots, engineers, technicians and air traffic controllers for Thailand and our Asia-Pacific neighbouring countries. Although the UNDP/ICAO funding ended in 1966, the Thai Government continues to provide financial support to the Centre as well as admitting foreign students for training. The Thai Government has recently ruled that the Centre will be an independent educational institution with its own board of commissioners. This will allow the Centre to be more responsive to the needs of the aviation industry. Close co-operation with ICAO in the form of advice and technical assistance will continue to be much appreciated.

Mr. President, Mr. Secretary General, distinguished delegates, ladies and gentlemen, you may have realized from my foregoing statement that Thailand has stressed the development of air transport and has gradually assumed greater roles in the improvement of international civil aviation. The Thai Government shall continue to expand its contribution to the works of ICAO and hopes that Contracting States and the Secretariat will lend their support to our endeavours."

9. The Chief Delegate of Togo

"I have the great honour and privilege to bring to you on the occasion of the 27th Session of the Assembly of ICAO the greetings of the Government and people of Togo.

On behalf of my Government, I should like to express my most sincere thanks to the Government of Canada, to the Province of Quebec and to the beautiful city of Montreal for the warm welcome which they have extended to us. I should also like, as has been done by delegations speaking before me, to welcome the new members of the Organization which have joined since 1986.

We should also like to thank the President of the Council, Dr. Assad Kotaite, the Secretary General, Dr. Sidhu, as well as all the members of the Secretariat for the excellent work which has been accomplished over the last three years and for the perfect organization of this Session.

The Government of Togo attaches great importance to international aeronautical co-operation. The progress achieved in the development of international air transport, thanks to ICAO's efforts, is well known.

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It is absolutely necessary, if we wish to continue along this path, that we commit ourselves to renewing our adherence to the principles embodied in the Chicago Convention. Today more than ever we must ensure that the objectives, which presided over the birth of our Organization, are achieved, that is one must, through air transport, help to create and preserve friendship and understanding among the peoples of the whole world.

Togo's support for the different international organizations dealing with civil aviation bears witness to our faith in international co-operation.

It is this point of view which led Lomé, our capital, to host the Limited Air Navigation Meeting for the African and Indian Ocean Region from 12 to 27 April 1988, a meeting which was attended by more than 300 delegates. May I here congratulate the President of the Council, the Secretary General and all the staff of ICAO who spared no effort in contributing to the success of that meeting.

In the field of aeronautical infrastructures, Togo has made a major effort to modernize its two international airports.

Mr. President, distinguished delegates, developing countries need increased aeronautical assistance to meet the needs for funding with respect to training and equipment. Our Assembly could consider the principle of creating an aeronautical assistance programme run by ICAO. Such a programme would complement the present technical assistance programme of the UNDP.

In the field of civil aviation security, the establishment of the financial and material technical assistance mechanism which is envisaged should be worthy of the support of the whole international community. Togo, which has benefited from considerable assistance in the field of airport security from France and the United States and which expects to receive such assistance from Belgium and Canada, thanks these countries sincerely for their bilateral co-operation.

We are convinced that the Resolutions and Recommendations which will be adopted during the deliberations of our Assembly will constitute a new, decisive step in the development of civil aviation for the good of the peoples and that of peace throughout the world."

10. The Chief Delegate of Tunisia

"It is both an honour and a privilege for me to greet you on behalf of the Tunisian Delegation, on the occasion of this 27th Session of the Assembly of the International Civil Aviation Organization, which I trust will be positive and fruitful. We also address our greetings and congratulations to the President of the Council, to the members of the Council, the Secretary General and the entire Secretariat for their careful preparation and excellent organization of this Assembly.



We also wish to express warm thanks to the Canadian federal authorities, the Quebec provincial authorities and the Montreal municipal authorities, who have spared no effort to facilitate our welcome and make our stay pleasant. We should also like to express our appreciation of the dedication and kindness of the ladies who are giving of themselves enthusiastically and ably to enable delegates' wives to spend their free time enjoyably.

The Assembly's very full agenda reflects both the hopes and preoccupations of the aeronautical community. It reflects our hopes in that the consensus approach is increasingly becoming the rule, traditional splits - while not disappearing entirely and how could it be otherwise? - tend to diminish, and States' responses to a certain number of problems, such as security or congestion of the airspace, are increasingly similar.

Divergencies and conflicts of interest which exist and which will continue to exist, seem to be the natural result of healthy emulation, rather than of irremediable antagonism. In short, a global and universal spirit is establishing itself quietly and durably in civil aviation, no doubt more than in any other field of human activity.

These hopes are also justified to the extent to which, after many lean years, air transport is working overtime and taking gigantic strides, to the benefit of the travelling public and in the last resort of rapprochement between peoples. Admittedly, in a certain number of countries the picture is unfortunately not so rosy, but we are convinced that, sooner or later, the progress made elsewhere will stimulate these countries to return to the path of aeronautical growth. Lastly, varied and quite sudden technological progress augurs well for the future of aviation, although here too there are always two sides to the picture.

There can be no rapid growth without problems, and therefore without preoccupations. The most important of these preoccupations is undoubtedly the question of civil aviation security. The only response to this evil must be global, because with a social problem such as aviation terrorism, the technological approach, however necessary, is none the less insufficient. In this connection it should be pointed out that the arsenal of resources, particularly legal ones, available to States, is sufficient to combat this scourge, but their implementation leaves room for improvement and it is here that we have to be extra vigilant and unsparing in our efforts.

Satisfactory solutions must be found for other problems, also on our agenda, which I am sure we shall have the opportunity to discuss at length, otherwise technological progress in civil aviation is likely to be seen by a majority of countries as an instrument to be used solely for a given category of countries. We would like to mention rapidly the problems of aircraft noise, the transition from ILS to MLS, computer reservation systems, etc.

In short, technological progress in civil aviation cannot be adopted by all without hesitation or restriction unless it is carried out with discernment and without ulterior motives; it should be in the service of all and not just some; it should smooth out differences, not accentuate them.

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Lastly, we cannot conclude this inevitably extremely rapid review without mentioning our concern - which we cannot help feeling - at the threatening assaults from sometimes unbridled deregulation, the dangers looming ahead with the emergence of large economic groups and, lastly, the constant reduction, which we dare not believe is ineluctable, of the resources set aside for technical assistance.

Mr. President, ladies and gentlemen, Tunisia, a country situated at the meeting point between Europe, Africa and the Middle East, situated in the heart of the Mediterranean at the gates of the greatest tourism producing area in the world, is destined by the force of circumstances to have a natural aeronautical vocation. Today, with over three million tourists a year, it is in the front rank of tourist countries. Since over three quarters of these visitors come by air, the role of civil aviation in our country will be readily appreciated. May I just give some eloquent figures for 1988:

- 52 air transport agreements,
- 42 points served by the national airline TUNIS-AIR,
- 71 airlines serving Tunisia, 29 of which provide scheduled and 42 non-scheduled services,
- 5 million passengers, more than 40% of whom were carried by the national airline,
- 5 international airports, two of which, Tunis-Carthage and Monastir, are among the 10 most important airports in the whole of Africa,
- a sixth international airport is under construction.

Serving this flourishing aeronautical activity, which is destined to accelerate explosively in the next few years, TUNIS-AIR has a fleet of 13 aircraft: 8 Boeing 727, 4 Boeing 737 and 1 Airbus A300. In addition, 8 Airbus A320 including 5 options have been ordered and 5 Boeing 737-500 including 3 options.

Tunisia is also perfectly aware of its aeronautical responsibilities, which is why it has always been in the vanguard of countries ratifying international conventions, especially conventions relating to unlawful interference with aircraft.

My country's experience in the field of civil aviation, its total adherence to our Organization's aims and the objectives of the international aviation community, its constant and responsible participation in the work of ICAO, which has earned it the honour of being elected to the Council five times with the approval and support of the other two countries of the Maghreb, Algeria and Morocco, all combine to strengthen the resolve of Tunisia to continue to play an active and positive part in our Organization, by putting itself forward as a candidate to the Council in the third category. As in the past, this candidacy is presented within the framework of regional arrangements

which allow each of the three countries of the Maghreb to fulfil two successive mandates in turn. Thus, Tunisia is requesting your votes for a second term. Need I recall that the States of the Maghreb occupy one of the very first places in air transport in Africa and the Mediterranean Region, that their geographical situation as a necessary overflight area requires them to provide very substantial facilities and services and that they have 16 international airports, 5 of which are classified among the 10 most important in the African Region.

Tunisia is proud to represent this Region and, like its predecessors on the Council, Morocco and Algeria, it has performed this task competently and seriously and with a great sense of responsibility, and intends to continue along this course.

In conclusion, Mr. President, ladies and gentlemen, may I renew my sincere greetings and wishes for a fruitful and successful Assembly."

11. The Chief Delegate of Turkey

"Before embarking upon my statement, I would like to extend the Turkish Delegation's warm thanks to the Government of Canada, to the Government of Quebec and also to the City of Montreal, for their well-known traditional hospitality which we are enjoying in this beautiful town. May I also express my delegation's deep appreciation and admiration to yourself, Sir, as the President of the Council for your untiring devotion to the promotion of international civil aviation and your able guidance in performing this important task. My delegation's appreciation and thanks go also to Dr. Sidhu, Secretary General, whose outstanding capabilities and vast experience are integral assets for the development of international civil aviation.

Mr. President, distinguished delegates, when this Assembly last met three years ago on the occasion of its 26th Session, international terrorism affecting the security of civil aviation was the high-priority item on our agenda with an urgent need to be eradicated. The fears of terrorism of the air-travelling public was one of the main reasons for a sharp decrease of traffic particularly on high-density routes. After three years it is regrettable that this plague of terrorism is still on our agenda, again among high-priority items. We had a number of sad events and were grieved by losses of lives. However, a great deal of common effort has been made at the international level and the universal determination to fight this scourge is a relief for us all. Within this context, Turkey, as a long-standing party to The Hague, Montreal and Tokyo Conventions, recently enjoyed the honour of assisting in the coming into force of the Protocol on the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation by becoming the tenth depositor of the instrument of ratification. The Turkish Authorities on their part, are proud of their record of efficient security measures at the Turkish airports and they are determined to uphold this record. Turkey often applies even stricter security standards than those stipulated in Annex 17. With the same spirit and determination in mind, Turkey is in favour of according top-priority status to the item "Preparation of a new legal instrument regarding the marking of explosives for detectability" to be placed on the agenda of the Legal Committee.

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Mr. President, international civil aviation experienced interesting developments in the past triennium. Deregulation policies and their implementation have affected a number of airlines in North America and also have had significant implications in Europe. The market is still not stabilized and further developments should be expected in relation with the Single Market application within the European Community. However, the expansion of international civil aviation, particularly in 1988, and the ensuing congestion problems jumped to the top of the agenda of airspace planners. With a more efficient utilization of the airspace and the further development and rational use of technical capabilities as well as further development of them, we believe that these problems will be overcome in due time. Turkey for its part will continue to assume its technical responsibilities in keeping up with the growing traffic demand.

Commercial civil aviation in Turkey has a considerably brief history going back to the 1930's when Turkish Airlines was established in 1933 with five small aircraft making up a 28-seat total capacity. Scheduled flights first started between Ankara and Istanbul. The first international flight of Turkish Airlines was inaugurated in 1947 to Athens. Today, Turkish Airlines, the flag-carrier, operates a fleet of 36 aircraft, 14 of them being wide-body, serving a wide spectrum from New York to Tokyo and from Helsinki to Abu Dhabi; a total of 49 points in 37 foreign countries and 14 points in Turkey. Turkish Airlines has reached a seat capacity of 4 586 and has a number of wide-body aircraft on order. The airline carried a total of 4 500 000 passengers in 1988 with an increase of 13 per cent vis-à-vis 1987 and 39 per cent vis-à-vis 1986.

All maintenance and overhaul work for Turkish Airlines aircraft are carried out in its own facilities according to Federal Aviation Administration (FAA) standards.

Turkish Airlines co-operates with a number of other airlines in various countries. Within this framework, an agreement was signed last week in Istanbul between Turkish Airlines and Lufthansa in order to establish a joint charter company.

Under the new Turkish Civil Aviation Code of 1983, civil aviation in Turkey has been liberalized by the Government whereby since its adoption a total of 41 private companies have received operators' licences for commercial air transport, air taxi and helicopter operations. These private companies, as of June 1989, own a total of 101 aircraft offering a total seat capacity of 3 421. Nineteen airports are operated by the Ministry of Transport, six of them open to international traffic. In addition to these, the operation of 12 airports within the inventory of the Turkish Air Forces have been transferred to the Ministry of Transport with the purpose of serving civilian traffic, and more will be operational in the near future. In 1986, the number of airports was 16. Consequently, the traffic to Turkish airports climbed from a total of 128 907 landings and takeoffs in 1987 to 152 024 landings and takeoffs in 1988, representing an increase of 17.9 per cent. Among these figures, 53 239 in 1987 and 70 276 in 1988 make up international flights representing a remarkable increase of 32 per cent. Total passenger traffic to Turkish airports was 10.9 million in 1988, with an increase of 22 per cent vis-à-vis 1987. Among these,

the increase in international traffic was 35 per cent. Istanbul, at the crossroads of international air routes from Europe to the Middle East and Far East, is in a key position as far as international civil aviation is concerned. Under the on-going expansion programme, Istanbul-Ataturk airport accommodated 73 633 landings and takeoffs in 1988 representing an increase of 21 per cent vis-à-vis 1987; 5 500 000 passengers in 1988 representing an increase of 21 per cent vis-à-vis 1987; and 150 000 tons of cargo in 1988 representing an increase of 19 per cent vis-à-vis 1987.

In addition to more than 150 000 flights to Turkey in 1988, 48 596 aircraft carried out overflights through Turkish airspace. The increase of overflights is 13 per cent vis-à-vis the previous year. With a view to encountering approaching congestion problems in its area, the Turkish Government initiated a radar coverage project which, upon its completion in 1992 will provide more reliable and higher-quality services for the entire Turkish airspace and large portions of the adjacent areas as well.

Turkey has bilateral air transport agreements with 58 countries and this figure will likely have increased by a few more by the end of this year. In the bilateral field, another significant development was marked by the signing of a protocol with the Soviet Union in March 1988, a coherent step towards solving the long-standing Black Sea FIR delineation problem by an exemplary spirit of good-neighbourliness and co-operation.

I would like to briefly touch upon the technical assistance field. ICAO-implemented technical assistance projects in the field of civil aviation have been completed successfully and we thank the Technical Assistance Bureau for their co-operation. Another project related to the Aviation School at the Anadolu University in Eskisehir is continuing.

Mr. President, within the scope of a virtually limited statement it is not possible to fully explain how much emphasis Turkey attaches to the promotion of civil aviation. The fact that my country has now maintained a permanent delegation to ICAO for more than eleven years is in itself an important indication of this positive approach. The Turkish Government is considering the further enhancement of our representation to ICAO, one result of which would be to better enable Turkey to assume its well-deserved position within the ICAO machinery.

In concluding, Mr. President, my delegation wishes all success to the 27th Session of the Assembly and assures you of our close collaboration to that effect."

12. The Chief Delegate of the Union of Soviet Socialist Republics

"The 27th Session of the Assembly is being held at a significant time when the processes of improvement in mutual understanding and détente are gathering force in the world.

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Only quite recently in the search for mutually acceptable solutions we often ran across substantial difficulties and at times we could not reach understandings due to a lack of trust. Today, however, it is not without satisfaction that we can state: serious progress has been made in overcoming the scarcity of trust. This has exceptionally great importance both as a whole for the improvement of the whole international situation as well as for the strengthening of co-operation through ICAO.

We see our task as one of going even further towards strengthening trust, thereby creating the preconditions for a significant increase in the level of co-operation in the most different fields.

It is from this standpoint and in the spirit of new political thinking that the Soviet Union has subjected to an in-depth analysis the activities of our Organization and our own contribution towards increasing its effectiveness. As a result a number of important steps have been taken which, we believe, contribute to a more successful solution of the tasks ICAO faces.

In striving to strengthen the role of ICAO and improve co-operation with other countries, the Soviet Union has recently adhered to the Tokyo Convention and has ratified Article 83 bis to the Chicago Convention and the Protocol to the Montreal Convention for the suppression of unlawful acts of violence at international airports. Our country has become a party to the Danish and Icelandic Agreements on services to North Atlantic flights. Aeroflot has joined the International Air Transport Association.

Heeding the appeal by the Council of ICAO, we have proceeded to a re-examination of the provisions of Amendment 3 bis to the Chicago Convention and the relationship between those provisions and instruments of national legislation. Noting that efforts in this direction are also being undertaken by other States, we consider that the broad participation of States in international agreements will contribute to the further development of civil aviation throughout the world.

In assessing the results of the period under review, one can note with satisfaction the significant growth of air transport, the introduction of new aircraft into operation, the development of future air navigation systems and the expansion of co-operation in the field of air services on a multilateral basis.

At the same time, when objectively assessing the results achieved in the development of world civil aviation, one cannot but also take into account the negative trends which have become apparent in recent years. In our opinion these include the increase in acts of air terrorism, the absence of tangible progress in solving the problem of flight safety and the unpreparedness of the infrastructure for the sharp increase in air traffic.

One must recognize the fact that the international community has still not succeeded in finding reliable ways to erect a reliable barrier against terrorist acts against civil aircraft. Unfortunately, such acts continue. Hundreds of completely innocent people lose their lives. Faith in the reliability of international air services is undermined.

A great deal has been done to suppress terrorist acts. Besides the measures undertaken by individual States, a great deal of work has been accomplished within the framework of ICAO in the preparation of international conventions and in the development of Standards common to all countries. The plan of action for the suppression of unlawful acts adopted by the Council on 10 July 1985 is being implemented.

At the same time, the situation which has formed continues to be alarming. The number of cases of unlawful interference and victims thereof is not decreasing. This requires that States and ICAO adopt new, more effective measures.

In this connection, the proposal to convene a special meeting of the Council of ICAO in February 1989 on the problem of aviation security at the level of Ministers, leaders of civil aviation, met with understanding and support in the Soviet Union. We unconditionally condemn international terrorism in all forms and we consider it as an evil which creates hotbeds of tension and which destabilizes the international situation.

At the meeting of the Council, our delegation proposed that in the legal, technical and organizational fields of activity of ICAO a number of additional measures be taken aimed at ensuring the safety of international air navigation and at improving ICAO's activities. We believe that the implementation of such measures should yield positive results.

We support the proposal for the development within the framework of ICAO of a convention on the marking of explosives. At the same time, we consider that the provisions of such a convention should extend not only to newly produced explosives, but also to previously produced explosives. Thousands of tons of such substances have already been produced and they can be used by terrorists.

It is well known that one of the basic goals of ICAO, indicated in the Chicago Convention of 1944, is the development of principles and methods which contribute to the flight safety of international civil aviation.

In recent years, the technical level of international aviation has increased significantly and the use of fundamentally new materials and systems has made it possible to increase the reliability of aviation materiel. Nevertheless, the level of flight safety has not increased. In practice this means that together with the increase in the volume of traffic there has been an increase in the number of accidents and passengers who have lost their lives. The main causes of accidents continue to be human factors and aviation materiel failures.

Three years ago the 26th Session of the Assembly devoted a great deal of attention to this problem and took a decision, as a matter of the highest priority, to carry out the appropriate studies and to develop recommendations for States on limiting the adverse influence of human factors and on maintaining the airworthiness of an aging fleet of aircraft in operation.

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However, the practical activities of the Organization in this field cannot give rise to satisfaction. They have not yet left the stage of organizational measures. We expect an increase in ICAO's practical activity and we expect to obtain specific results, the importance of which it is difficult to over-estimate.

An increasingly important place in ICAO's activities is being taken by problems of air transport economics. Studies performed recently have made it possible to develop substantiated recommendations on such serious problems as the economic implications of the introduction of aircraft noise restrictions, the application of competition laws to international air transport, the carriage of elderly and disabled persons, and trade-in services.

At the same time, what has remained beyond the scope of the Organization's attention has been the elaboration of a methodology and the development of forecasts for the development of world air traffic. The absence of substantiated short-term and long-term forecasts has placed the aviation administrations of many countries in a difficult position. A number of airports and air traffic services centres have proven to be unprepared to meet the sharp increase in demand and the increase in flows. Their technical and human resources have proven to be exhausted, while traffic has continued to grow. Unfortunately States have still not yet received real assistance from ICAO and other international organizations in this field.

Members of this community are also awaiting the development of analyses and guidance material for Contracting States, aimed at preventing the detriment which may arise as a result of the process of regional economic integration.

We support ICAO's efforts in the timely preparation of international civil aviation for the use of future systems and equipment. The air navigation system now in operation which provides navigation, air traffic control, surveillance, communications and aircraft landings, to a large extent has exhausted its resources. Work performed within the framework of the Special Committee on Future Air Navigation Systems (FANS) has made it possible to substantiate the technical, operational and economic advantages of a global air navigation system based on satellite technology. Its application will make it possible to solve the problem of meeting the increase in traffic right through to the middle of the next century.

What is important for the further development of air transportation is the improvement of the network of international airways. This refers both to the alleviation of the most congested areas and points as well as to the creation of new shorter airways. In this connection, we wish to inform the Assembly that the Soviet Union is ready to organize international airways over its territory for transit flights to be made between points in Europe and South-East Asia. It is natural that the structure of new routes should correspond to the interests and resources of all States concerned, first and foremost those States over which the routes pass.



The orderly and efficient development of international civil aviation can be achieved only on the basis of equitable and mutually advantageous co-operation of all States in a spirit of good will. It is in the spirit of such constructive co-operation that the Soviet Delegation intends to participate in the work of the present Session of the Assembly.

I should like to wish delegations successful work and to express the hope that the decisions of the Session will serve the further development of air transport in the name of peace and the friendship of all States and peoples."

13. The Chief Delegate of the United Kingdom

"The past triennium has been an active one for international civil aviation, both within ICAO and outside. Demand for air travel continues to increase and with it the importance of ICAO as the world's central body responsible for consideration and co-ordination of aviation matters.

The United Kingdom believes that the Council and the Secretariat have done well during the three years since we last met. We believe they have acted prudently and wisely. Difficulties posed by financial problems have been faced squarely and handled in a manner which has been an object-lesson for other specialized agencies in the UN system. In this connection I should, in particular, wish to put on record my Government's appreciation of the excellent work done by Yves Lambert as Secretary General of this Organization from 1975 until last year; and to welcome Dr. Shivinder Sidhu, the new Secretary General and wish him well in his term of office.

We have a large and wide-ranging agenda. Others will be commenting on parts of it in their opening statements, and we will all take part in the following debates. But in this opening statement I would like to say a few words on the subject of aviation security, a subject which has already been referred to by Monsieur Bouchard and other speakers.

The Council, its subordinate bodies and Contracting States themselves have all worked with urgency and effectiveness to face the challenges posed to them in this field. It must be a matter of considerable satisfaction to us all that the new protocol to the Montreal Convention concerning terrorist acts at airports received enough ratifications to come into force last month. It was only three years ago, at the last Assembly, that the Canadian Government proposed such a protocol; and its development into final form by the Council, its Legal Committee and, finally, by a Plenipotentiary Conference, all within a period of 18 months has rightly been commented upon by the Secretary General of the United Nations as an outstanding example of how such legal instruments should be prepared.

However, much remains to be done. The trend towards the use of bombs with the aim of completely destroying aircraft in flight which culminated in the PAN AM flight 103 disaster at Lockerbie in Scotland last December, is a clear indication that our defences against such horrific acts need strengthening.

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In this connection I wish to express the sincere appreciation of my Government for the positive and swift reaction of the Council to various proposals put forward by my authorities and those of the United States in the aftermath of that tragedy. The meetings of the Council on 15 and 16 February, at which a number of Ministers and high-ranking officials were present, marked an important step forward in the determination of the international community to continue and intensify the fight against acts of unlawful interference against international civil aviation.

The landmark Resolution unanimously passed by the Council on 16 February has already resulted in action in a number of areas and the further development of Annex 17 will promote improvements. Action since this has been swift and I am particularly glad that my own country has been able to provide the funds for ICAO to establish two additional senior posts in the Aviation Security Branch, to provide the nucleus of a team which will be able to provide concrete expert practical advice to States requesting it. With the rosters of personnel prepared to offer advice both during and after a hijacking, I believe ICAO is now in a good position to provide real practical help where and when it is needed.

Another item in that Resolution of 16 February to which the Council gave its full and enthusiastic support was the idea of developing an international regime to make mandatory the marking of all plastic and sheet explosives to make them detectable by current technology. The Council subsequently adopted proposals initiated by my authorities and those of Czechoslovakia for a new Convention to achieve this and has put this on the work programme of the Legal Committee as a matter of overriding priority. I have again to express my authorities' appreciation of this overwhelmingly positive attitude on this vitally important issue, which has since received the support of the Security Council of the United Nations.

The Council is seeking the endorsement of this Assembly for this action and I am happy to tell delegates that a draft Resolution to this effect is being circulated by the Czechoslovakian and British delegations.

We hope that this simple draft will receive the unanimous support of the Assembly and I am confident that it will be seen as a clear indication by the world of this Organization's determination to do all it can to keep international air travel safe and secure for the hundreds of millions of people who benefit so much from our endeavours."

14. The Delegate of Venezuela

"I wish to express my best wishes for the success of this august Assembly. The Delegation of Venezuela also thanks Canada, home of our Headquarters - both the Federal authorities and those of the Province of Quebec - for the warm and courteous reception accorded to us.

Mr. President, the Delegation of Venezuela, aware that the prevention of illicit acts against the security of international civil aviation is an area to which ICAO assigns the highest priority, has participated actively in the work of the Committee on Unlawful Interference and the Council of ICAO, and applies the provisions of Annex 17 to the Chicago Convention.

I should like on this occasion to emphasize three basic responsibilities which are incumbent upon the world aviation community and which at the present time are determining factors in ICAO's activities.

First: The Chicago Convention of 1944 established the focal objective of our system: "fair and equitable opportunities for all Member States". This objective is our *raison d'être*, our leitmotiv, and consequently, it must inspire all our activities, because international organizations arise from a mutual agreement among sovereign States for the resolution of common problems which no State could solve on an individual basis, and because the solution of such problems demands the will and the effort of all. We must not lose sight of that reality if we are to make international civil aviation into an increasingly efficient, safe and orderly activity in the interest of all the Member States.

Second: I wish also to draw attention to the activities related to the international civil aviation of the future, in the light of technological innovations and the significant increase which is anticipated in passenger and cargo traffic. We are now very close to the threshold of a new system of world air navigation, the institutional and operational aspects of which will be determined at an international conference which will probably be held in 1991.

The profound changes which will take place in airport facilities, services and aircraft, call for planning and co-ordination, and in the evolution towards the system, which must be a gradual one, it will be necessary to take into account the large investments that will be required and for which we must invent and seek out new and flexible funding formulas. Due to the world economic crisis, our joint efforts must be profound and effective because air transport is, in fact, one of the principal factors in putting an end to this crisis.

Only through understanding and rapprochement among the Contracting States of ICAO and through the planning and conception of progressive phases in the implementation of the new air navigation system, side by side with an appropriate legal regime, can we successfully meet this challenge, which will also entail deep-seated changes in our Organization.

The means of air transport are evolving at an accelerated pace, and therefore it has been impossible to achieve uniform implementation in every Region of the air navigation plans approved by the Organization. Each Region has its own individual characteristics which must be taken into account if we are to succeed in our task; hence, the links of the chain must be strongly forged together due to the very special characteristics of international civil aviation.

Airports, aircraft, navigation aids, communication and information services, the whole system is frankly and openly undergoing an evolution which is without precedent in the history of civil aviation. This explains the magnitude of the challenge that confronts us, and justifies the dedication and concerted effort which this great task demands of us all.

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Third: To the two factors mentioned earlier, I should like to add another: the marketing of services. Here, we must be highly creative in adapting the currently prevailing system, based on a structure of bilateral agreements, so as to take into consideration some of the general principles of international commerce without sacrificing our leitmotiv, 'fair and equitable opportunities for all'.

In Venezuela, great efforts have been devoted to development of regional aviation. Over the past three years bilateral instruments have been signed with Germany, Argentina, Mexico, Brazil, Colombia, Chile, Spain, France, Grenada, Aruba, Dominican Republic, St. Lucia, Switzerland, St. Vincent and the Grenadines, Cuba, and Trinidad and Tobago.

New routes have been opened to Habana, Point-a-Pitre, Fort-de-France, Zurich and Boa Vista.

A revision of the Law of Civil Aviation and associated regulations, is presently under way.

Projects which have been launched include the integration and computerization of radar to improve flight safety, the installation of an earth station for COSPAS-SARSAT purposes and the installation of a Loran-C air navigation system.

Venezuela currently has a fleet of 2 306 aircraft, 13 international airports, 41 domestic airports and 3 international airlines, and provides radio aids to air navigation including such systems as VOR, DME, VOR/TAC, TACAN, VOT, ILS, LDA, NDB, ATIS, ACC, APD, GP, MM, ON and ILS/LLZ, which operate in accordance with the Regional Air Navigation Plans, constituting a network of approximately 25 000 kilometres of controlled air routes.

Venezuela has participated in all meetings of ICAO and LACAC, thus fulfilling its responsibilities to those important specialized agencies.

Venezuela, Mr. President, is ready to play its designated role in this mighty task, as a member of the International Civil Aviation Organization, and therefore, it aspires to re-election as a member of the Council for the 1989-1992 triennium. To that end we hope and trust that we shall receive the confidence and support of all the delegations present at this Assembly."

15. The Chief Delegate of Viet Nam

"I have the great honour and pleasure, on behalf of the Government of the Socialist Republic of Viet Nam and my delegation, to convey greetings to this 27th Session of the ICAO Assembly and to express thanks and appreciation to the Government of Canada, the Province of Quebec and the City of Montreal for the very warm welcome extended to us. More thanks and appreciation go to Dr. Assad Kotaite, President of the ICAO Council; to Dr. S.S. Sidhu, Secretary General; and to the ICAO Secretariat for the excellent way in which they perform their duties for the promotion of international civil aviation and for their efforts in arranging this Session of the Assembly. My delegation welcomes the new members who have joined ICAO since we last met in 1986. Their participation will enhance the exalted position of ICAO in the world.

Viet Nam became a Contracting State of the International Civil Aviation Organization on 12 April 1980. Viet Nam acknowledges that civil aviation brings nations closer and plays an important role in developing national economies and therefore deserves constant promotion. That is why the Vietnamese Government, to the extent of its capabilities, has consistently made efforts to create the necessary conditions for the development of air transport. To date the Socialist Republic of Viet Nam has signed air service agreements with 22 countries and at present ten airlines operate regular international services into Viet Nam. The operation of these services is intended not only for commercial interests but as a symbol of peaceful and friendly co-operation between countries. After joining the International Civil Aviation Organization, the Socialist Republic of Viet Nam promptly acceded to international conventions on civil aviation security; namely, the 1963 Tokyo Convention on Offences and Certain Other Acts Committed on Board Aircraft, the 1970 Hague Convention for the Suppression of Unlawful Seizure of Aircraft and the 1971 Montreal Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation. This demonstrates the fact that Viet Nam attaches great importance to the issue of civil aviation security to ensure the orderly development of air transport in accordance with the aims and objectives of the Chicago Convention.

Viet Nam in recent years has been exerting efforts to develop its civil aviation and is contributing its part, however small, to the general development of civil aviation in the region of South East Asia. Viet Nam is in a geographic position over which there are a number of international ATS routes; in showing its good will and desiring to normalize air traffic, strengthening its co-operation with the civil aviation community and being aware of its responsibilities as a Contracting State, Viet Nam has had a number of ATS routes reactivated for international traffic crossing its territory. Most recently, the Government of the Socialist Republic of Viet Nam has approved the opening or re-opening, in whole or in part, of such routes over its airspace as A2, A470, A589, G466, G467, and R468. Viet Nam hopes that ICAO in co-operation with countries concerned will have these ATS routes implemented to cater to air traffic which will benefit both passengers and airlines.

Viet Nam wishes to contribute its efforts to civil aviation activities in the region of South East Asia; therefore, although it is facing difficulties in building its country as resources are limited, Viet Nam nevertheless gives due priority to the construction of civil aviation infrastructure so as to upgrade airport and air navigation facility systems with a view to providing regular and reliable services to aircraft operations within and across its airspace.

Viet Nam has always taken seriously and observed all rules, standards, recommended practices and procedures set up by ICAO aiming at assurance of safety, regularity and efficiency of air traffic. Significant tasks are ahead and Viet Nam will spare no effort in achieving the required standards of ICAO.

Distinguished delegates, Viet Nam acknowledges the achievements made thus far by ICAO in the advancement of civil aviation and strongly supports its activities for the furtherance of civil aviation on a world-wide basis. In

this respect, I would like to convey my deep appreciation to ICAO for the assistance given to us by providing technical experts and training of technical personnel in various specialized fields in civil aviation, especially in its capacity as an executing agency in the implementation of UNDP/ICAO projects for the benefit of my country.

In concluding, I would like to reaffirm the strong wish of my country to co-operate with Contracting States in achieving the aims and objectives of the Organization, thus furthering the ties of peace and friendship throughout the world. Viet Nam expresses every wish for the success of the 27th Session of the ICAO Assembly."

16. The Chief Delegate of Yugoslavia

"I am honoured to attend the 27th Session of the ICAO Assembly and take this occasion to thank, on behalf of the Government of the Socialist Federal Republic of Yugoslavia and on my own behalf, for the invitation to attend such an eminent and important gathering.

What gives me particular pleasure is the awareness that all of us present are brought together by our concern with the means to provide for the safety and regularity of civil aviation, as well as prospects for its development throughout the world.

Air transport development relies on the provision of conditions and regulations, the true objectives of which will be reached, whether implemented in the legal or technical sense, only if they have been internationally agreed.

It is here that the International Civil Aviation Organization has a role to play. Ever since 1944, when the Chicago Conference laid the foundations for international civil aviation, a great number of air carriers and Governments have been engaged in making the skies of the world united and flown safely. The rules of many countries of the world, members of this Organization, are being turned into an international "treasury" of unified standards for air navigation.

The development and expansion of this in many ways specific industry have brought with them, these last years of the century, daily threats to air traffic safety. We are witnesses to daily threats to air traffic safety, taking the lives of many people. It is therefore understandable that States all over the world are making efforts to prevent such occurrences within their sovereign rights in the manner set out in the internationally agreed rules and according to internationally accepted ethics. It is therefore an obligation of States to protect human rights from ethical and legal aspects by ensuring safety in international civil aviation.

As a long-standing member of this Organization, Yugoslavia has been undertaking to achieve, on the national as well as the international level, the maximum possible degree of air traffic safety. In its efforts to fulfil the obligations set before it as a sovereign State and member of ICAO, and to participate in the formulation of a uniform system of regulations, Yugoslavia has signed numerous conventions developed by the Organization, especially those concerning criminal acts in civil aviation.

Moreover, our country is consistently implementing the ICAO policies on measures for security and the protection of international civil aviation from illegal acts. Safety of civil aviation in our country is provided by a uniform system of measures, procedures and facilities ensuring free operation of air services. Within the entire system, particular attention is paid in the Socialist Federal Republic of Yugoslavia to the prevention of illegal acts in airports. In all Yugoslav airports, out of which 18 are registered for international traffic handling, unique procedures of stringent control of aircraft, passengers and luggage are applied both in departure and in arrival.

Within the system of civil aviation safety, substantial financial resources are invested in installations and maintenance of equipment for radar guidance of aircraft on the air routes and in air traffic control centres, as well as for staff training. Considering the frequency of illegal acts against civil aviation, our country co-operates on both bilateral and multilateral levels with many countries by way of consultations and actions required for their most effective suppression. To this end, a series of agreements were concluded with safety clauses which further proves how much attention is paid by our country to this issue.

Thanks to the well-synchronized operation of all the elements of the system, ensuring high-level safety of civil aviation, air traffic operates freely in our country where numerous cultural, political, sports and other events and gatherings are taking place without any incidents, for which we receive high praise from around the world.

Activities of our country in the field of civil aviation on bilateral and multilateral levels are substantial. Some 60 bilateral, and a considerable number of multilateral agreements have been signed so far.

In the European region, Yugoslavia is actively engaged in the work of the European Civil Aviation Conference (ECAC) and consistently follows the guidelines of the policy created therein.

We are closely following the policies of liberalization and deregulation within the European market created by the European Economic Community in recent years. This will enable Yugoslavia to gradually accede as its national and international transport networks develop.

I would like to assure you that the Federal Socialist Republic of Yugoslavia will continue its endeavours to make a maximum contribution to co-operation with all ICAO Contracting States with a view to ensuring safety in air navigation and bringing about peace and friendship in the world."

17. The Chief Delegate of Argentina

"It is an honour and a privilege for the Delegation of the Argentine Republic to be able to attend this the 27th Session of the Assembly of ICAO.

On behalf of my Government, I wish to convey our greetings to all the Representatives of States and international organizations present at this Assembly. I wish also to welcome the five new States which have adhered to the Chicago Convention in the last three years.

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I also wish to express on behalf of my delegation our gratitude to the Government of Canada, the Province of Quebec and to the city of Montreal for their warm welcome and hospitality.

I also wish to express our appreciation for the work performed by the Council of ICAO which has been able to harmonize the aspirations and interests of the 161 countries which it represents, despite the increasingly more complex problems faced by international civil aviation and for having laid emphasis on the technical aspects of the subjects which were submitted to it, avoiding the political aspects and in this way maintaining the prestige achieved throughout so many years.

The Argentine Republic, ever since it ratified the Chicago Convention in 1946, has firmly adhered to its basic principles and has made a significant contribution to the development of international civil aviation from the very first years of the existence of the Organization.

Our work in the Council of ICAO, in its Presidency, in its Committees, in the Air Navigation Commission, in Panels and in Conferences and our participation in technical assistance programmes have made it possible for us to be closely linked to the growth of aviation and to contribute our efforts to its safe and orderly development.

For these reasons today we wish to reaffirm the commitment on the part of Argentina to participate fully in all those actions which go towards eradicating from the field of international civil aviation the perpetration of any act of unlawful interference which might continue to add more innocent victims to those already unjustly affected.

The adherence of our country to all international conventions of a penal nature, as well as the incorporation thereof in our own Argentine legislation, with the provision of severe penalties for crimes committed against international civil aviation, are clear evidence of the spirit which guides us.

In the same way, we confirm our firm decision to act for the common goal of combatting the illicit transport of drugs by air, as one of the fronts in the fight against the scourge which drug trafficking represents in all its forms.

The policy which has been declared and implemented by our Administration is that of collaborating and co-operating actively in everything which can contribute to prevent the efforts made by the whole international aeronautical community to achieve better air services each day that might serve the aberrant purposes of the modern traffickers of death.

Finally, we wish to share with all the participants in this Assembly our most fervent wishes that this Session which has just begun will be very productive, thus allowing it to be successful and allowing the ties of friendship and co-operation between all the nations of the world to be strengthened."



18. Before adjourning the meeting the Temporary President informed the Assembly of an incident which had taken place earlier in the day, involving the disappearance of a UTA DC-10 aircraft, flight 772 en route to Paris from Ndjamena, Chad, with 171 people on board.

19. The Temporary President then indicated that consideration of Agenda Item 2 would continue at the Third Plenary Meeting and adjourned the meeting at 1706 hours.

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Minutes of the Third Meeting

(Wednesday, 20 September 1989 at 1130 hours)

SUBJECTS DISCUSSED

1. Agenda Item 2: Statements by delegations of Contracting States and of Observers

SUMMARY OF DISCUSSION

1. Opening the meeting, the Temporary President announced with deep regret that the wreckage of the DC-10 aircraft belonging to the French airline, Union des Transports Aériens, reported missing the previous day, had now been found in the territory of Niger, spread over an expanse of desert about 640 kilometers from N'Djamena, the capital of Chad. He asked the Plenary to observe a minute of silence in memory of the victims who died in the tragedy.

Agenda Item 2: Statements by delegations of Contracting States and of Observers

2. The Temporary President indicated that statements by delegations of Contracting States would resume, and invited the Chief Delegate of France to speak.

3. The Chief Delegate of France

"First of all, I would like to thank you, Mr. President, and the Plenary of the Assembly for your kind words and for the minute of silence you have just observed in memory of the victims of the tragic accident.

Aside from this accident, it is a great honour for me to attend the 27th Session of the Assembly of the International Civil Aviation Organization. It is in my capacity as Chief of the French Delegation, as representative of the country currently ensuring the presidency of the European Communities and as President of the European Civil Aviation Commission that I have the privilege of addressing this distinguished Assembly.

France is ensuring the presidency of the European Communities during a period of particular importance to air transport, on the eve of the establishment of the single market in 1992. It is a period of change and adaptation to a new context which is faithfully reflected in this Assembly's agenda. This agenda includes items which are the subject of regulations, proposals or studies within the Community framework. The construction of a European air transport is under way and I trust our presidency will mark the achievement of one further stage.

Now, as Chief of the French Delegation, I wish to convey to this Assembly my country's great appreciation of the work accomplished by the Organization under the authority of its President and Secretary General, to whom I wish to pay special tribute.

International civil aviation, the instrument of choice for rapprochement between peoples - in both the literal and figurative senses - is today faced with considerable challenges.

What happened yesterday to the UTA flight unfortunately once again has shown the challenges that face international air transport, and also that we must not slacken our efforts. It is, of course, too early to hypothesize about the causes of the accident; the Commission of Inquiry must undertake its work quickly in accordance with Annex 13 of the Chicago Convention. We will, of course, keep you well informed of the results of that inquiry as soon as possible.

The first and most serious challenge is the threat of terrorism to the future of air transport. Whatever efforts all of us make to improve controls at our airports, we shall achieve nothing if any weak points remain. We must therefore strengthen the existing consensus by obtaining universal adherence to the relevant international conventions, particularly the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation, done at Montreal on 23 September 1971, and its supplementary Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation, signed at Montreal on 24 February 1988. I find it most encouraging that this last-mentioned instrument, which my country ratified on 24 August 1989, should have come into force already. This extremely short lapse of time shows how acutely the international community is aware of the scourge of terrorism. We must consolidate this unity by exchanging our experiences and improving prevention procedures, notably by marking explosives. Lastly, through our solidarity, we should be able to set up these procedures everywhere, effectively and efficiently, even at the least equipped airports. With this objective in mind, I have pleasure in announcing the decision of France to waive repayment of the sum of US \$370 000 due to it in respect of the last budgetary triennium, as a contribution to the auxiliary mechanism for technical assistance to developing countries in the field of security provided for in A27-WP/64. This would allow for progressive implementation here in your Organization of further measures and the addition of two security experts.

Our second challenge is to be able to maintain and if possible improve the safety level of air transport. The large number of spectacular accidents in recent years, and I would even say recent days, the aging of fleets and reduction of costs to make this mode of transport accessible to all, are all reasons for concern, even if statistics do not yet show any significant decline. Once more, solutions require a global effort, because the safety of a country's citizens does not depend only on that country's authorities or airlines. Quite recently it has become clear that the widespread practice of chartering or leasing aircraft, combined with the principle of the exclusive competence of each State for aircraft of its nationality, might well mean that a government can no longer guarantee its nationals' safety. If nothing is done in this field we might very soon find certain principles of the Chicago Convention called into question and there could be a rash of unilateral measures which no one would want. In this connection, I should like to raise the question of the use of alcohol and drugs by certain civil aviation

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professionals, which requires the adoption of appropriate measures (standards and inspection methods) by ICAO if we are to avoid the proliferation of not always compatible national laws and their extra-territorial application. I take this opportunity to reaffirm my country's resolve to have the fight against illicit drug traffic become a major concern of the Organization, with a high priority.

Third in order of urgent questions are, in my view, those relating to environmental nuisances. This is an all-the-more-delicate problem in that it concerns some regions more than others. But, make no mistake, everybody will be affected sooner or later and if we fail to find appropriate solutions, particularly at the Community level, we shall no longer be able to develop our infrastructures, and curfews will become widespread, gradually stifling air transport. The problem is so serious in States already showing signs of saturation in their infrastructures that the haste with which they are dealing with it is understandable. However, they are well aware that this is costly for everyone, including their own carriers, and that it is necessary to find a compromise between environmental concerns and the financial and productive capacities of the aeronautical industry. But solutions must be found and I can assure you that there is no question of harming the interests of anyone. A common rule must also be adopted, so as to avoid the proliferation of unilateral local measures, which would hamper the harmonious development of air transport.

You will not be surprised that, as a European, I now mention the questions of congestion and saturation. As with the previous question, I believe this is a misfortune which will affect us all sooner or later. Perhaps it is not a matter for regret, since it is a sign of the vitality and success of air transport. Also it may be hoped that the misfortunes of the first to be affected will prove useful to others. Nevertheless, in addition to the expansion of infrastructures, the recruitment of qualified personnel, the rationalization of structures and regional harmonization by means of bodies such as EUROCONTROL, the solution to these problems involves having more sophisticated detection equipment, such as monopulse radar and the appropriate computers. Here again, there is a gap between those in a hurry and those not yet affected by the problem.

Once again I think that only by joint action at a level transcending the merely national level will it be possible to find the best technical solutions and the best time-frames for implementation.

On another less concrete but equally fundamental subject, I should now like to refer to the trend which some people term deregulation and others the liberalization of the economic framework of air transport.

I know that what is happening in Europe seriously worries many of our partners, who fear that a fortress is being established, which will protect the internal market and use the strength of business to invade foreign markets.

I do not think there is any danger of this, since the construction of the internal market will, on the contrary, make the Europe of 1993 into a partnership Europe, respectful of its international commitments.

The approach taken by the Community countries in the negotiation of GATT services - flexible, realistic and vigilant - shows their will to reconcile all the commitments they have entered into. Here civil aviation and this Organization play a fundamental role.

Throughout my present review of the problems I regard as the most urgent I have tried to demonstrate that it is more than ever important that we should strengthen our Organization's role and action. I am firmly convinced that only through a multilateral approach can we meet the challenges facing us, provided we bear in mind the essential pre-conditions: consensus, consistency, solidarity.

Finally, in this same spirit, I cannot conclude my statement without once again urgently appealing to all member States to ratify all the amendments to the Chicago Convention. My country deeply deplores the fact that Article 3 bis, which opposes resorting to force against civil aircraft, has received only 50 ratifications to date out of the 102 needed for it to come into force. May I hope that this Article and, likewise, the important Article 83 bis relating to the lease, charter and interchange of aircraft, can come into force during the forthcoming triennium.

This Assembly will be called upon to make some important policy decisions which will decisively affect the future in fundamental areas.

The French Delegation confidently expresses the wish that the spirit of co-operation between States, of which this Organization has set an example for over forty years, will guide us in our work."

4. The Chief Delegate of the United States

"This is my first meeting with the International Civil Aviation Organization and I am very pleased to have this opportunity to say a few words to the 27th Session of the Assembly.

I know that all of you Delegates share our grief and sorrow for those travellers who perished in the tragic accident of yesterday. Working together as we always do, we will learn the reasons for this tragic loss.

I am sure that all of you share my deep respect and high regard for this great Organization. Its activities in the dynamic world of international civil aviation are of vital importance to every member country and, indeed, to every one of the millions of passengers who fly on the international flights. ICAO serves as the basic, essential foundation for our co-operative efforts to develop and apply solutions to a number of crucial aviation issues that affect virtually every nation in the world. Today I will talk briefly about three of those issues. The first is international terrorism, and what further steps we must take to combat it more effectively; the second, the growing problem of how to use our airspace and airports more efficiently; and the third, the ever-present issue of aviation safety.

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Since the 1986 triennial Assembly ICAO has achieved significant progress in strengthening aviation safety and security. It has done that in an atmosphere largely free of polemics, in which representatives of Member States and their technical experts dedicate themselves to achieving practical technical solutions. United States Secretary of Transportation, Sam Skinner, and I applaud ICAO's strong response to terrorism. That response has made it clear to terrorists and would-be terrorists throughout the world that civilized people will not tolerate these brutal and illicit acts. The measures taken so far have been both far reaching and effective, but we have much more work to do. The Council and its Committee on Unlawful Interference acted with great despatch following the bombing of PANAM Flight 103 over Lockerbie, Scotland, last December. In February a ministerial-level Council session adopted a resolution that called for improved world-wide implementation of security standards and the development of stronger provisions against terrorist acts. The United States joined other nations in asking for that special Council session, and we are gratified by the common resolve to strengthen the world-wide fight against terrorism. We believe that the time has come to do more. We must use every means at our disposal, including the most advanced technology, to stop terrorists. We recognize that the establishment of new and even stronger security measures will cost more money and create economic burdens on Member States. However, we believe that terrorism can be deterred only by the firm resolve and concerted action of all civilized countries. We must stand united in exacting a heavy price from those who would attack defenseless air travellers.

During the 27th Session we are being asked to consider establishing a new mechanism for providing technical, financial or material assistance in aviation security to other States. I would strongly urge Member States to support this proposal. We must eliminate any remaining weak links that terrorists might be able to exploit. The United States already provides training and material assistance in anti-terrorism and aviation security to other Member States. Now we are also going to make available two of our top aviation security specialists to work full-time here at ICAO Headquarters, under the direction of Dr. Kotaite and Secretary General Sidhu, in strengthening ICAO's overall aviation security organization.

Another question we must address during this Session relates to the threat of plastic explosives. They are easy to conceal and very difficult to detect. The special Council session which met in February sponsored a meeting of explosives experts to see what might be done about plastic explosives. They determined that the detectability of plastic explosives can be improved by the use of a special additive during the manufacturing process. Now we are being asked to support the preparation of a new legal instrument relating to marking of explosives for enhanced detectability, and I would strongly urge your support for this proposal. In addition, the United States is sponsoring a new Assembly resolution that calls for stronger security measures directed against plastic explosives. This resolution would ask other nations to install explosive-detection systems at international airports as soon as possible. Here again, I would strongly urge your support for this resolution. I believe that advanced detection systems can play a key deterrent role. As you probably

know, the United States is requiring its airlines to install explosive-detection systems at 40 domestic and foreign airports. In this connection I would like to extend an invitation to all of you to visit the John F. Kennedy Airport in New York on either 7 or 8 October, for demonstrations of the new thermal neutron analysis unit now in operation there. Members of our Delegation here today will be happy to give you more information about this demonstration schedule.

The United States now requires 100 per cent inspection of checked baggage at selected airports, and we are getting ready to impose more exacting standards for our x-ray and metal-detection equipment. Of course, we are also working closely with our aviation security counterparts around the world. Our goal is to help co-ordinate international security assessments efforts and to expedite the dissemination of security information. To further strengthen these efforts the Federal Aviation Administration plans to post more security liaison specialists overseas to work with United States air carriers and with security officials in foreign countries.

The second issue I want to discuss today concerns what we can do to use our airspace and airports more effectively. Airports and airways around the world are increasingly congested. Flights are delayed; passengers are frustrated; immense sums of money and time are being wasted. We all know the major causes: old airports that cannot handle today's traffic demands; airspace restrictions; controller shortages; labour difficulties; the lack of positive radar control; outdated systems; and outdated technology, procedures and equipment. Since we know the causes we also know the cures. Better flow control and traffic management can help, of course, but they are by no means the final answer. We need new airports, more and better runways, better surveillance technology, better computers, and better communications. We need improved systems and procedures and we need more automation. Part of the problem can be solved by acquiring and using the most advanced technology available. To do that in the most cost-effective manner, each nation needs a comprehensive plan for the kind of technical modernization that can expand the capacity of its air transport system. We have had such a plan in the United States since 1981. We call it our National Airspace System. It is a blueprint for a 15.8 billion dollar investment strategy, for investment in new technology that will give us the surveillance, control and communication systems we think we need to handle the demands of the 21st century. Such plans, of course, cannot be set in concrete. They must be flexible and able to roll forward with changing demands in the rapid evolution of technology. In the United States we are now changing the format of our capital investment plan so that it will more accurately reflect the changing needs at higher levels of capital investment that will be required in future years. As you know, we have accumulated a lot of experience in the planning and acquisition of advanced systems, and we are most pleased to share that experience with other national aviation authorities.

As I said, advanced technology is only one part of the story. To keep our air transport systems in line with rising demands, we also need more runways and more airports. In my country runways and airports are not built by the national government. We can help plan airports and we can provide financial assistance through an airport-improvement programme, but we do not build new runways and airports. They are the responsibility of our State and local governments. The result is that, all too often, the decision to build or

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improve an airport is made largely on the basis of local considerations, even though airports are a vital part of our national transportation system. That is one reason why airport planning and construction in the United States has fallen behind in recent years. We finished our last major airport construction project 15 years ago. We think the American public understands and supports the modernization and expansion of the air traffic control system. However, the public is not nearly as willing to fund the expansion of existing airports or the construction of new ones. To focus public attention on such critical issues we have begun a massive effort to develop an all-encompassing national transportation policy. Development of this policy will force consideration of a number of crucial issues, including whether the current Federal Government airport-investment programme is sufficient, how to balance environmental concerns with the need to expand system capacity, and what role the Federal Government should play in airport expansion and construction. I believe that the debate over a new national transportation policy in my country will help create public understanding of the pressing need to improve our existing airports and build new ones. Certainly we must have increased public understanding and support if we are to expand airport capacity in the years ahead.

Now I would like to turn briefly to some safety issues that are of mutual concern. We are all keenly aware of the structural changes that are taking place in the international airline industry. In my view some of those changes may severely affect our ability to regulate safety in the international arena. For example, the rapid interchange of transport aircraft, the expansion of aircraft leasing, charter and interchange are making it considerably more difficult to monitor individual aircraft operators, and to keep track of the continuing airworthiness of individual aircraft. That is why I believe it is now critically important to get early ratifications of Article 83 bis of the Convention on International Civil Aviation. This Article, as you know, sets up a bilateral framework that would allow the aviation authorities of lessee and lessor countries to make voluntary arrangements to monitor aircraft more effectively. Safety authorities can no longer afford the luxury of unco-ordinated regulatory practices governing maintenance and operations, and I would urge every aviation official here today to do everything possible to ensure early ratification of Article 83 bis.

In the interest of time I want to mention three other pressing safety issues. The first is the need for airworthiness authorities to expedite their efforts to achieve comparability in aircraft certification, operation and maintenance requirements. The second is the changes we are making in inspection and parts-replacement practice for aging aircraft following the Aloha Airlines Boeing 737 accident last year. We want to thank Council President Kotaite for letting us present a joint government-industry briefing to the Assembly's Technical Commission on the policy implications of these changes. The third is the progress that is being made by ICAO's technical panels on a worldwide satellite-based communication, navigation and surveillance system. This system will revolutionize air navigation, assure continuous communication with aircraft regardless of position, and permit far more efficient use of en-route airspace.



Finally, just a few words about the microwave landing system, MLS. The cancellation of our MLS acquisition contract with the Hazeltine Corporation does not mean that the United States is backing away from its commitment to MLS. We are still committed because we believe that the technical case for the system is undeniable. We are now sponsoring a three-year trial that should resolve all doubt that MLS should do what we believe it can do. We'll have the results some time towards the end of 1991 and we recommend that ICAO schedule a worldwide divisional meeting in mid- or late-1992 to review the MLS implementation schedule to determine if schedule adjustments will be necessary at that time.

The international drug problem and its involvement with civil aviation is also of great concern to us, as I know it is of concern to many of you also. I encourage you to consider and to discuss this growing international problem and to join us in our battle against those who use our civil aviation systems to further their interests in flowing drugs to and through our countries.

In conclusion, I wish to express my appreciation to Council President Kotaite, the Members of the Council and Secretary General Sidhu for the leadership you are providing to this Organization. In my view you are keeping ICAO focussed directly on the important issues confronting international aviation in these final years of the 20th century. We look forward to continuing to work with you to improve the safety and security of civil aviation in the years ahead."

5. The Chief Delegate of Yemen

"On behalf of my brother, Colonel Ali Abdallah Saleh, President of the Republic, Commander in Chief of the Armed Forces, Secretary General of the Popular Conference under whose regime Yemen witnesses a considerable development in all fields, it gives me pleasure and honour to convey to you the greetings and wishes of the people of the Arab Republic of Yemen. My colleagues, members of the Delegation, and I are happy to participate in the 27th Session of the ICAO Assembly, and we hope to see this Session achieve the desired goals.

I assumed my present responsibilities as Chairman of the Civil Aviation and Meteorological Organization in Yemen Arab Republic on 1 October 1988, and in spite of the fact that this is my first participation in the meetings of the General Assembly in Montreal I have had the pleasure before to visit this beautiful city and to enjoy the hospitality of its citizens on a number of occasions when, from 1980 through 1984, I was the Ambassador of my country to Canada, the United States and Mexico.

The Government of my country has benefited much from the establishment of close and fruitful relations with ICAO since 1964, when the Arab Republic of Yemen joined the Organization as an active member. My country is rich in traditions, beautiful landscapes and accomplishments of its proud people. During its long history our people underwent periods of struggle, and suffered much deprivation until its blessed revolution broke out. This revolution deposed the theocratic regime of the Imam in 1962. Yet this revolution encountered many problems and machinations, the most heinous of

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which was the blockade imposed on Sana'a, the capital, for 70 days. Thanks to its belief in God and its dedication our people managed to face these machinations and problems and emerge victorious. For this reason, the programmes of active development projects only began on a large scale after 1970. We are proud of the progress achieved since then, while being fully aware that many projects remain to be realized.

It is known that the nature of the Yemen terrain is composed of mountains and high plateaux. This leads to difficulties in transport, and therefore the establishment of an active air transport is essential to the development of our country. The civil aviation and meteorology sector has witnessed significant development, thanks to the very valuable technical assistance extended to us by ICAO since 1970. This development coincided with the achievements of our national carrier, Yemen Airways, whose twenty-seventh anniversary we celebrate this year and whose services have been without equal and accident-free.

We follow closely the international trends in the air transport industry, especially those ambitious projects and expected development of air transport during the coming decade. We are also conscious of the difficulties faced by civil aviation, notably the limited capacity of airports and air navigation installations, as well as the exorbitant costs and long waiting periods involved in aircraft replacement.

Yet more important are the unlawful interventions that jeopardize the security of aircraft and passengers. And if our colleagues in the developed countries find great difficulties in countering these problems, in spite of their high experience and strong economies, you can appreciate the heavy burden these problems impose on the developing countries.

The regrettable event, accident, that has befallen the French aircraft re-affirms the importance of taking additional measures in order to protect civil aviation.

Our policy consists of co-operating with brothers and friends, while at the same time seeing to our own interests. As most of you no doubt know, we collaborated with Egypt, Iraq and Jordan to form the Arabic Co-operation Council that comprises the four countries while leaving the door open to other Arabic States that wish to join this project. This Council will permit us to realize the anticipated evolution of the airlines and civil aviation organizations in the four countries.

We hope that this Session of the Assembly will enable us to achieve the following results: (1) the continuation of technical assistance extended by ICAO through the United Nations Development Programme and other financial sources; (2) the taking of measures to protect civil aircraft, passengers, and freight against unlawful intervention; (3) the application of measures that alleviate the financial burden on the small aviation companies in developing countries, following upon the introduction of noise-reduction standards established to meet the social needs of the developed countries that have the needed resources available.

Let me once more express my happiness at being among you today. I hope that this Session will be among the most successful of ICAO's sessions during its long history. We hope that Allah may guide our steps in order to achieve our desired goals in the development and protection of civil aviation."

6. The Chief Delegate of Australia

"On behalf of the Australian Government and my Delegation, I wish to express warm and cordial greetings to the other Delegates gathered at this 27th Session of the Assembly. I should also like to thank the Canadian Government, the Government of Quebec and the people of Montreal for their welcome.

As most Delegates will be aware, Australia does not normally present an address to the Assembly. On this occasion, however, I am taking the opportunity to outline some of the major changes that have taken place in the administration of civil aviation in Australia since the Assembly last met in 1986.

There are two main elements to this change. First, the policy environment has been changed to a deregulation of domestic aviation and liberalization of our international policy approach. Policy changes in both the domestic and international arenas are designed to increase the pressure of competition with a view to stimulating greater efficiencies. Second, the structure for delivering aviation services has been substantially reshaped in the interest of efficiency and responsiveness to the industry.

The Australian Government recognized that the full benefits of a deregulation approach would only be realized if the provision of aviation facilities and air traffic services was more flexible and more responsive to industry's requirements and to industry's capacity and willingness to meet the associated costs.

Major changes in structure have been made, with two statutory bodies set up. The first of these is the Federal Airports Corporation, which took control of most of Australia's larger airports on 1 January 1988. The other is the Civil Aviation Authority which, since 1 July 1988, has been responsible for establishing and administering the safety regulatory framework, and for operating an effective and efficient system of air traffic services.

While there has been major change in Australian policies and structures relating to aviation, something which has remained constant is Australia's commitment to the International Civil Aviation Organization. That commitment is demonstrated by its active involvement in the development of the FANS concept, through its representative on the Committee, Mr. Brian O'Keefe.

The future communication, navigation and surveillance system proposed by FANS has great potential for overcoming the inadequacies of the present system, meeting future requirements, improving safety and making more efficient use of airspace. Because of the great potential of the future system and rapid pace of development, Australia welcomes the Council's recent decision to continue the work through FANS Phase II.

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In this, and in the many other areas of ICAO's work, Australia pledges its continuing support."

7. Noting that some Delegations scheduled to speak had asked to have their statements postponed to a later date, the Temporary President indicated that it was therefore possible to accommodate others who might otherwise have to leave before the time scheduled for their statement. In light of that flexibility, he invited the Observer of the Commission of the European Communities to speak next.

8. The Observer of the Commission of the European Communities

"Allow me first of all to associate the voice of the European Communities with those expressing condolences on the tragic accident of yesterday. We know that the exact causes are not yet known, but we hope that they will be discovered quickly so as better to eliminate the reasons for the insecurity which from time to time manifests itself in air transport.

Let me now express my satisfaction at having the opportunity to attend this Assembly. For the first time, the European Communities have been invited to participate as Observers at this Assembly. I wish to take this opportunity to express my gratitude for the efforts undertaken by ICAO and, in particular, by the President of the Council, Dr. Kotaite, in order to pave the way for this development. Furthermore, I would like to use this opportunity to underline the outstanding reputation and the high degree of recognition of ICAO as the multilateral body of the United Nations responsible for the success the international air transport system is enjoying within the European Community and in all Community Member States. I believe that ICAO has been able to develop, during the last four decades - quite apart from the legal obligations and responsibilities resulting from the Chicago Convention and related rules - a high-performance image in terms of competence, collective experience, technical expertise and its general ability to respond quickly to the continuously changing challenges of the world-wide air transport system.

The well-recognized quality of ICAO's work is one of the reasons why the European Community has high expectations from a direct participation in the work done by ICAO. My personal conviction is that this participation will turn out to be of mutual benefit. This is based on two main observations.

First, the challenges which the international air transport system is currently facing are very similar in many parts of the world. Solutions must be found to serious problems of infrastructure, bottlenecks and congestion, environmental protection and security. Furthermore, the task of achieving the right balance between a high degree of flexibility in the air transport sector and the necessary rules to ensure standards of safety makes it absolutely necessary to co-operate closely, to exchange information, and to try to achieve - where this is possible - common solutions in order to avoid distortions of the world-wide system. Such a task - be it in Europe or in other parts of the world - cannot be successfully carried out without making use of ICAO's experience and role in the international air transport system.

The European Community's aviation legislation of December 1987 has established multilateral rules for the establishment of air fares, an improved market access and flexible capacity-sharing ratios. Since 1 August 1989 a Code of Conduct on the use of CRSs is in application. Furthermore, the Community has in this context also established specific rules for competition between air carriers.

The legislation has now been in application for nearly two years and it substantially changed the economic environment in which air carriers operate within the Community and consumers take their decisions. It is a very significant development, with the Community moving away from a traditional bilateral environment to a multilateral system. Although the measures in application must be considered as only the first step towards the creation of a real multilateral market in the aviation world, the Community is already anticipating the existence of a single aviation market when taking decisions.

Therefore, we have now initiated a process towards completing this policy. We feel that it is essential for the air transport industry and users, and also for our partners in third countries, to know as soon as possible how aviation in the Community will look by 1992/1993.

Our initiative will include - apart from further steps in the field of fares, capacities and market access - action in the field of licences, flight-time limitations, air freight, slot-allocation rules, denied-boarding compensation, State aids, common airworthiness and safety requirements. Last, but not least, we intend - with a view to infrastructure bottlenecks - to establish criteria for a better use of existing airports and ATC facilities and to take measures aimed at supporting the performance of these facilities.

Our firm intention is to co-operate on these issues closely with ICAO and its Members. In this context I would like to stress that we would be happy to make available our own experience to all interested parties, and I believe that the discussions in ICAO might benefit from such an exchange of views.

In this sense I am looking forward to a fruitful and successful co-operation between ICAO and the European Community, to the benefit of all air transport users.

I have every expectation that this Assembly will turn out to be successful. On behalf of the European Community I wish to assure you that we intend to make useful and constructive contributions in order to further develop in common the worldwide air transport system."

9. In view of the hour, further statements were suspended and the meeting adjourned at 1235 hours.

Minutes of the Fourth Meeting

(Wednesday, 20 September 1989, at 1430 hours)

SUBJECTS DISCUSSED

1. Agenda Item 5: Adoption of the Agenda
2. Agenda Item 6: Establishment of Commissions, Co-ordinating Committee and election of Chairmen of Commissions
3. Agenda Item 5.1: Reference of agenda items to the Executive Committee and Commissions and directives concerning co-ordination of actions by those bodies
4. Agenda Item 7: Annual Reports of the Council to the Assembly for 1986, 1987 and 1988 and Work Programme for 1990-92, and their reference to the Executive Committee as a whole and to Commissions as necessary
5. Agenda Item 8: Assembly resolutions to be consolidated or to be declared no longer in force and their reference to the Executive Committee and Commissions
6. Agenda Item 9: Election of Contracting States to be represented on the Council
  - Maximum number of States to be elected in each part of the election
7. Agenda Item 2: Statements by delegations of Contracting States and of Observers

SUMMARY OF DISCUSSIONAgenda Item 5: Adoption of the Agenda

1. The Temporary President in his capacity as Acting Chairman of the Executive Committee presented the recommendation of the Committee to the Plenary for adoption of the Agenda contained in A27-WP/1 with the addition of the new Item No.36 presented in A27-WP/1, Addendum No. 1.

2. There were no comments or questions and the Plenary adopted the recommendation.

Agenda Item 6: Establishment of Commissions, Co-ordinating Committee and election of Chairmen of Commissions

3. On behalf of the Executive Committee the Acting Chairman presented the recommendation that a Technical Commission, an Economic Commission, a Legal Commission and an Administrative Commission be established, as well as a Co-ordinating Committee, in accordance with Rules 14 and 16 of the Rules of Procedure.

4. In the absence of comments or questions the Plenary approved the recommendation.

Agenda Item 5.1: Reference of agenda items to the Executive Committee and Commissions and directives concerning co-ordination of actions by those bodies

5. The Acting Chairman presented the Executive Committee's recommendation to refer the various parts of the Agenda to the relevant Commissions and to the Executive Committee as required. In other words, the Executive Committee would deal with Items 11 through 20, as well as Item 36; the Technical Commission with Items 21 and 22; the Economic Commission with Items 23 to 26; the Legal Commission with Items 27 through 29 and the Administrative Commission with Items 30 through 35 of the Agenda in A27-WP/1 and its Addendum No. 1.

6. The Plenary approved the Committee's recommendation without comment.

Agenda Item 7: Annual Reports of the Council to the Assembly for 1986, 1987 and 1988 and Work Programme for 1990-92, and their reference to the Executive Committee as a whole and to Commissions as necessary

7. The Acting Chairman next presented the recommendation of the Executive Committee that the Annual Reports of the Council for the years 1986, 1987 and 1988, the Supplement to the report for 1988 (covering the first six months of 1989) and the Work Programme for the years 1990 to 1992 which had been submitted for the first time in the form of a Programme Budget, all be referred to the Executive Committee, and that the parts of interest to or concern of the various Commissions be submitted to those Commissions. The recommendation also included reference to the Executive Committee of Working Papers 12, 20, 28 and Corrigendum 1 and Corrigendum 2(A), 40 and Corrigendum 1, 61, 63, 65, 69, 70, 77, 96, 98, 99, 102, 103 and 106. The Committee further recommended referral to the Technical Commission of Working Papers 8, 9, 10, 66, 80 and 111; to the Economic Commission of Working Paper 49; to the Legal Commission of Working Papers 3 and 45; and to the Executive Committee and Economic Commission for information of Working Paper 78.

8. In the absence of comments or questions the Plenary approved the recommendations of the Executive Committee.

9. The Acting Chairman stated that, in accordance with the Rules of Procedure, the Executive Committee usually met in closed session. However the Committee had decided that morning to open its meetings to observers for certain items and these would be indicated in the Order of Business.

Agenda Item 8: Assembly resolutions to be consolidated or to be declared no longer in force and their reference to the Executive Committee and Commissions

10. In presenting the Executive Committee's recommendation the Acting Chairman stated that it was divided into the four parts contained in the Appendices to A27-WP/43, as follows: Appendix A (constitutional and general policy matters) would be referred to the Executive Committee; Appendix B (air navigation) to the Technical Commission; Appendix C (air transport) to the Economic Commission; Appendix D (legal matters) to the Legal Commission; Appendix E (finance) to the Administrative Commission; while the Plenary itself would deal with Appendix F.

11. Once again, in the absence of comments or questions, the Plenary approved the Committee's recommendation.

Agenda Item 9: Election of Contracting States to be represented on the Council  
Maximum number of States to be elected in each part  
of the election

12. The Acting Chairman next presented the Executive Committee's recommendation that the maximum number of States to be elected in each part of the Council election be 10 in the first part, 11 in the second and 12 in the third part.

13. There being no comments or questions, the Plenary approved the recommendation.

Agenda Item 2: Statements by delegations of Contracting States and of Observers

14. The Temporary President indicated that statements by delegations of Contracting States would resume, and he invited the Chief Delegate of Algeria to speak next.

15. The Chief Delegate of Algeria

"Firstly on behalf of the Algerian Delegation I should like to express our profound condolences to the bereaved families of the victims of the tragedy yesterday. I hope that our condolences will be transmitted to the families of the victims.

It is both a pleasure and an honour for the Algerian Delegation to attend this session of the Assembly of ICAO and make what we trust will be a substantial contribution to the success of the Assembly.

On this occasion, and on behalf of my Delegation, I should like to express our gratitude to the Canadian authorities, both Federal and Provincial, for the warmth of their welcome and the interest and support they have always



manifested towards this Organization. In this connection I should like to stress their contribution to the quality and efficiency with which ICAO performs the task assigned it by the international community. I should also like to express the Algerian Delegation's appreciation for the important work done by ICAO in the last three years in a particularly difficult context under the very clear-sighted guidance of its President and Secretary General.

To begin with, the serious financial crisis which threatened the stability of this institution has been dealt with in an exemplary manner; remarkable work has been done in a relatively short period of time to strengthen the security and safety of air transport; an unprecedented impetus has been given to technical assistance and its corollary, that is, international co-operation; and finally, ICAO, with the new States that have recently joined it, has had its universality confirmed irreversibly.

From our point of view, these results are the expression of a new spirit, which must be maintained and strengthened. As many speakers have pointed out, a spirit of consensus seems to have entered our deliberations. ICAO therefore reflects the détente which is progressively spreading to relations between States and is making concrete and judicious use of it.

We are at present going through a crucial phase in the development of civil aviation. A phase marked by many challenges, the most immediate of which are the prodigious growth of traffic and threats to the safety and security of transport. The tragedy which struck the UTA aircraft yesterday is an acute and urgent reminder of the latter.

The items on the agenda of the present session anticipate this development and are designed to assume and deal with the difficulties and threats of the current situation. It is urgent that we develop and implement new legal and technical standards to strengthen the security and safety of air transport and especially to prevent unlawful acts of interference and their tragic consequences more effectively. There is also work to be done to lessen risks by judiciously integrating technological and scientific progress.

To take up these urgent and unavoidable challenges, substantial financial and human resources must be mobilized by States, airlines and ICAO. In this connection, we must stress the difficulties already encountered by many countries in fully assuming their responsibility for the security and safety of international transport and in endeavouring to harmonize with a technology which they do not have.

The tragedy of the UTA aircraft has just reminded us of the international nature of security in the field of air transport. In this field, security must be treated in a global fashion, and this is in everybody's interest. ICAO must therefore resolutely assume this basic aspect, for the future of air transport, striving for unfailing solidarity among all States and working for the intensification of technical co-operation to support developing countries, all of which are determined to participate effectively in strengthening air transport security.

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For we must all see to it that the increasingly complex and increasingly costly development of air transport does not further deepen the gap between the countries of the North and those of the South.

While we welcome the progress achieved by air transport in recent years, which has been characterized by a prodigious growth in traffic, we must not lose sight of the fact that this growth is shared very unequally. The already very small share of developing countries will have even diminished in relative value.

This is a challenge ICAO must also take up in order to mitigate the structural constraints hampering the progress of air transport in developing countries. In this connection, need we recall the patent fact that, while air transport constitutes a considerable positive contribution in the case of industrialized countries, for most countries of the South, including Algeria, it is a heavy financial burden to be borne, which further accentuates the structural imbalances in their economies.

The Algerian Delegation hopes that these concerns, which have long-term consequences, will be taken up by ICAO in a spirit of co-operation and solidarity.

For its part, Algeria will continue to assume its responsibilities in the field of air transport seriously and with perseverance, and to work with both ICAO and its other partners to strengthen and implement standards of safety and security. In this multi-year plan for air transport development, we envisage an investment of more than 250 million U.S. dollars in order to install radar and other equipment to ensure flight safety nationally, internationally and regionally. In this particular phase of its evolution, it is resolved to harmonize its domestic legislation closely with the international air law developed by ICAO in its different Conventions.

We wish every success to this 27th Session of the Assembly and we are sure that it will make a great contribution to the development of air transport."

16. The Chief Delegate of Bangladesh

"It is a great privilege and honour for me, on behalf of the Government of the People's Republic of Bangladesh and my delegation to address this august body of the 27th Session of the ICAO Assembly. In doing so, first of all I bring with me the sincere regards and good wishes from our Minister for Civil Aviation and Tourism and our delegation's sincere appreciation to you, Mr. President, the Secretary General and the Council for the effective and dynamic leadership given to this Organization under your care.

I also wish to extend my admiration to the members of the Secretariat for the excellent arrangements made for the participants of the Session. I wish to pay hearty thanks to the Government of Canada, the Government of Quebec, the Mayor of Montreal and the Canadian people for the warm hospitality being accorded to us in this exotic city of Montreal.

This Assembly Session offers an excellent forum to discuss the problems being faced by the member States of the Organization and to establish, through common and concerted efforts, a solid foundation for further development of international air transport as enshrined in the Chicago Convention.

The Government of Bangladesh attaches great importance to civil aviation. Despite resource constraints and being confronted with many other problems like devastating floods, cyclones and other natural disasters, the Government is doing its best to augment the facilities of civil aviation. The space of the terminal building of Zia International Airport at Dhaka was found inadequate to cope with the ever-increasing traffic. In order to ease the situation, remodelling of the departure and arrival lounges has been completed. A gigantic task has been taken in hand for the expansion of the present terminal building involving a huge sum of money. The work is expected to be completed in two years' time. Once the work is complete it will be able to handle double the passengers and offer adequate facilities.

As you are aware, Bangladesh experienced a devastating flood in 1988 when the entire airport was engulfed in knee-deep water causing complete dislocation of the air traffic for about one week. In order to protect the airfield from the future onrush of floods, an embankment of 12.5 kilometres along the airfield has been constructed within the shortest possible time of two and a half months involving a huge sum of money. I would like to mention here that during this critical period the spontaneous assistance given to us by ICAO and friendly countries enabled us to reopen our major airports within a very short time. This clearly demonstrates the bond and spirit of friendship between the nations within ICAO. I am sure that this spirit of friendship and co-operation will continue to grow stronger day by day.

My government attaches particular importance to civil aviation and has always taken a keen interest in improving this sector. Starting from very humble beginnings the national carrier, Bangladesh Biman, now owns a fleet of DC-10-30, F-28, and F-27 aircraft, and will shortly be adding new aircraft connecting networks of more than twenty-four destinations in Africa, Asia and Europe.

Realizing the importance of civil aviation for the total and integrated development of the country, the government is striving hard to develop its aviation facilities and practices, conforming to the international Standards and Recommendations. It is an accepted fact that safety cannot be compromised but it is equally understandable that it is very expensive to develop the required facilities. Many developing States, including ours, do not have sufficient means to bring the facilities to the desired standards because of financial constraints. The Technical Assistance programme of ICAO has played an important role in meeting the requirements of such States. Over the years Bangladesh has benefited greatly from the Technical Assistance programme of ICAO funded by the UNDP. Substantial assistance has been provided in terms of experts, fellowships, and sophisticated equipment. I would like to take this opportunity to express our sincere appreciation to the Technical Assistance programme of ICAO for its continued help to raise our standards.

However, it must be recognized that the aviation industry is a very rapidly growing one, and for developing countries, short in funds and resources, it is extremely hard to keep pace with fast changing trends. At this point, I would like to stress the importance of mutual sharing of resources and co-operation in the field of aviation between the member States. It is especially important that the developing countries should extend their help to each other, and the developed countries join hands and help the developing countries in this field. Civil aviation has proved to be one of the landmarks of human co-operation. It is gratifying to note that, despite the sovereignty principle of States, civil aviation has been successful in crossing the barrier of States and bringing the peoples of the world closer.

Keeping in mind the objectives of ICAO, Bangladesh is committed to extend all help and co-operation to other States to promote the cause of international civil aviation. We are trying our best to mobilize our own resources, but I am sure, Mr. President, that for some time to come we will need you and your Organization's help and we are confident of receiving that co-operation and help as we have received it in the past. We are here to promote understanding and strong bonds of friendship and co-operation among the member States. It is Bangladesh's firm intention to abide by the international Standards set forth by ICAO so that we can attain further success in improving and maintaining safety. Our motto is safety, reliability and progress.

Before I close I would sincerely like to thank this august body for giving me a patient hearing. In particular our thanks to you, Mr. President, the Secretary General and his staff for the excellent arrangements made for this 27th Assembly. I wish this meeting a great success."

#### 17. The Chief Delegate of Bolivia

"I have the honour to convey to the 27th Session of this august Assembly of the International Civil Aviation Organization (ICAO) the greetings of the Government of Bolivia, which I am representing here, as well as my own personal greetings as Head of my country's Delegation and Under-Secretary of Civil Aviation of the Ministry of Aviation, after serving ICAO for six years from 1982 to 1988. I am sure we will be successful in our deliberations on the various subjects before us, the importance of which is reflected in the Agenda and the various working papers.

I must inform you, distinguished Delegates, that the consolidation of democracy in my country has the stamp of approval from a Government of National and Patriotic Unity, with majority support from the Bolivian community with the participation of Social Democrats and Christian Democrats. This allows for political, economic and social stability, which is a result of the new economic policy initiated by the former Government, also of a democratic nature. Forecasts describe this healthy situation as appropriate for overcoming the negative factors of under-development, without losing sight of the resultant social cost, which is receiving special attention so as to reduce permanently the sacrifice accepted by the Bolivian people, who are already enjoying the first fruits of the growth of the national economy, which is

projected to increase from 2.6% to 3.5% in 1989. As evidence of the soundness of the new economic policy, inflation, which was as high as 24 000% up to August 1985, has declined spectacularly and has now remained at only 10% for the last four years.

I should point out that economic restrictions were not an obstacle to my Government in its regular payment of Bolivia's assessment for its contribution to the expenses of ICAO and I am especially pleased to say that Bolivia is not in arrears.

The distinguished participants at this Assembly are aware of the tremendous harm caused to humanity by drug abuse and the illicit drug traffic. In this connection, the traditional and reasonable use of coca leaves by the aboriginal population of Bolivia has declined in recent years but now this product is exported in the raw state and is also used for the manufacture of drugs. Consequently, and in view of the very serious situation, my Government is in the forefront of the fight against all forms of illicit drug trafficking, but our resources are insufficient, hence the urgent need for determined co-operation on the part of all countries to eradicate this scourge forever.

Although present economic difficulties, worsened by the catastrophic drop in the prices of tin and oil, major export products, have not allowed us to make any great strides ahead, there has been some progress in civil aviation in the form of substantial improvements to the aeronautical infrastructure, as follows:

- With funding from the Government of Japan and local contributions, we have built the modern Category I airport of Viru Viru for the city of Santa Cruz. It is now operational and is open to domestic and international air transport services. It cost in the region of US \$135 million.

- In Cochabamba City, with funding from the Government of Italy and local contributions, a new airport is being built. The first stage, involving 45% of the total work has been completed at a cost of \$39 458 977.61. The second stage will cost US \$50 million and the work is expected to be finished in three years' time.

- La Paz Airport is the subject of constant improvements, and we are now planning its total modernization. The necessary studies have been completed and steps are being taken to obtain funding for this major work.

- We are also improving the airports of the main capitals of the different provinces, such as Sucre, Potosi, Tarija, Trinidad, Cobijo and others.

Furthermore, within the aviation authority, in other words, the State body responsible for regulating civil aviation activities, the Ministry of Aviation, the different departments of the Ministry are being reorganized to obtain trained staff and the proper technical equipment so as to be able to guarantee efficient services. For this we will need technical co-operation

from ICAO, in accordance with the requirements being formulated through the United Nations Development Programme (UNDP) and we hope to obtain this in the immediate future. We would also welcome assistance from the Governments that have been assisting us so far and from others in the international community.

The efforts and work we have briefly described, which show my Government's dedication to the provision of safe, regular, efficient and economical services for the activities of civil aviation, are also a response to the need to overcome our country's land-locked situation through aviation, the sole means of intercommunication with other countries of the world, our de facto isolation having lasted for the past 110 years, since our natural access to the sea was blocked unjustly.

For this and other reasons, my country's Government has decided that we shall do all in our power to bring ourselves up to date for the benefit of Bolivian national aviation in general and international civil aviation in particular, in accordance with our commitment to contribute to achieving the aims and objectives of ICAO".

18. The Chief Delegate of Brunei Darussalam

"It is indeed a great honour for me and my delegation to participate in this the 27th session of the Assembly of the International Civil Aviation Organization.

At the outset I would like to take this opportunity to convey to all the distinguished delegates the sincere greetings from the government of His Majesty the Sultan and Yang Di-Pertuan and the people of Brunei Darussalam. The government of His Majesty the Sultan and Yang Di-Pertuan of Brunei Darussalam, fully realizing the important role that civil aviation plays in the socio-economic development of our country, will continue to accord the highest priority to the civil aviation sector. Various projects aimed at further improving the facilities available at the Brunei International Airport have been successfully carried out. The modernization of the terminal building includes the upgrading of facilities at the arrival and departure hall to make the travelling public not only comfortable, but also safe and secure. The resurfacing of the runway project which was carried out without undue disruption to the traffic operation was completed in December 1988.

In the field of aeronautical meteorology, it is with immense pride that I inform this august Assembly that in July 1987, we have successfully installed and operated a Geostationery Meteorological Satellite Data Receiving Station at Brunei International Airport. We have also automated the plotting of all meteorological data and information. With the development and enhancement of services at Brunei International Airport, His Majesty's Government continues to place great emphasis on the development of human resources. The Government conducts in-house training as well as sends personnel from the Civil Aviation Department for further and advanced training abroad. The upgrading of skills is important as it will ensure that we will always be able to maintain a high standard not only in the operation of our services but more so in the maintenance of the many items of sophisticated equipment and instruments that are needed at a modern international airport.

It is proposed to replace our existing air traffic control radar equipment with the latest state-of-the-art ATC radar hardware and software. With this development, we are confident that we can ensure safe air traffic operations into the next century. I am also happy to state that we are making all necessary arrangements for the eventual implementation of the microwave landing system as scheduled by the International Civil Aviation Organization.

With regard to air traffic operations, our national carrier, the Royal Brunei Airlines, has continued to grow and expand its services with the same high standard of safety and comfort. Royal Brunei Airlines would like to expand its services still further but there are constraints beyond our control. His Majesty's government is grateful for all the assistance and co-operation rendered by those countries that have granted Royal Brunei Airlines not only landing rights but also rights to carry passengers.

As a small airline we depend on the co-operation and understanding of friendly governments and other airlines. In order to further develop and expand Royal Brunei services, Brunei Darussalam calls upon the developed countries and the bigger airlines to be more outward looking. The protectionist attitude of developed countries and the bigger airlines is not going to help the smaller airlines expand and grow. We therefore urge that they should be more liberal in their attitude. Air transport has become so important in ordinary life. It must serve the needs of mankind in this ever-changing contemporary scene. It should be the bond that binds people of all countries. With the co-operation and understanding of other airlines, we can look forward to the future with confidence - confident that we can make a more meaningful contribution to air travel.

In the next three weeks, we will be discussing many important items and among the agenda items for discussion at this Assembly, we consider that the matter which is most important to all of us is the safety and security of civil air transport operations. I wish to restate here our position regarding this. Brunei Darussalam will not condone or tolerate any unlawful acts and activities which would endanger and prejudice the safety and regularity of civil air transport operations. Brunei Darussalam will continue to support all efforts by ICAO to promote safety and the orderly development of international civil aviation, in particular its efforts to deal with the challenges to civil aviation security. Air transportation is the most important and the most convenient means of travel into Brunei Darussalam and therefore security and safety is accorded the highest priority. We will spare no efforts in ensuring that security is not compromised. The other agenda item which we consider of great importance is the use or rather misuse of airlines to carry illegal and dangerous drugs. We all know the great harm that drugs cause to mankind. This Assembly should endeavour to find ways and means to prevent the carriage of such drugs in civil aircraft. As a small developing country, strategically situated in an economically fast developing region, we know how prone we are to this ever-present menace. It is perhaps time that some positive steps are taken by the airlines before the problem becomes too serious. We, on our part, have already taken steps in this direction.

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Brunei Darussalam resumed its sovereign status on the 1st of January 1984. It was admitted as a member of the United Nations on the 21st of September 1984 and as a member of this august body on the 3rd of January 1985. I stated earlier in my address that the facilities at Brunei International Airport are continually being upgraded and we feel confident that our facilities match the best available not only in the region but also in the world. I wish now to register the desire of His Majesty's Government to confirm its sovereignty over the airspace above its territory and its territorial seas as proclaimed in Article 1 of the Convention on International Civil Aviation. Through the establishment of our own flight information region, we shall be consistent firstly with our own national security requirements and secondly with the provision, to the greatest extent possible, of freedom in the air in accordance with the Convention. We will pursue these objectives because we genuinely feel it is our right and we appeal to all countries to accord us every assistance.

Before I end this address, please permit me on behalf of my delegation to congratulate you, Mr. President, the Secretary General and the members of the ICAO Secretariat for the excellent preparations made for this meeting. I would also like to express our sincere and deep appreciation to the Government of Canada and the authorities of the Province of Quebec and the City of Montreal for the excellent facilities and hospitality accorded to me personally and to my delegation since our arrival here in Montreal."

19. The Chief Delegate of Bulgaria

"It is a great honour for me to present my heartfelt greetings to you, and, on behalf of the Government of the People's Republic of Bulgaria, to wish you productive work at this 27th Session of the Assembly of ICAO.

The People's Republic of Bulgaria highly appreciates ICAO's efforts in the development of international civil aviation. We consider that the measures taken by the International Civil Aviation Organization in accordance with its goals and principles contribute to the increase in the safety, efficiency and regularity of air transport. It is in this sense that our Delegation approves the Annual Reports of the Council for the last three years and supports the proposed work programme for the following period. We appreciate highly efforts made in this respect, both by our neighbouring countries and by all Member States of ICAO, since they have been the basis for the rapid development of air transport in recent decades.

In accordance with the agenda of the present session, we shall have to discuss a large number of pressing problems. The Bulgarian Delegation has studied the preliminary material presented and the questions included therein for discussion. We consider them important and we intend to make our contribution in the elaboration of decisions acceptable to the majority of countries.

The People's Republic of Bulgaria has always made and will always make special efforts to observe and promote ICAO's Standards and Procedures in the air navigation field. Our country is striving to update and modernize its air navigation aids and installations in order to ensure safe and regular



international flights. Bulgarian experts participate in a practical manner in the work of regional air navigation meetings and working groups and make their contribution to the optimization of the airway structure and flow management in Europe. We consider that ICAO's activities in this field are of great importance for increasing the safety, regularity and efficiency of international air transport.

In the last decade the questions of aviation security and the unlawful interference with international civil aviation have acquired paramount importance. Our country appreciates highly the work performed by this international organization in taking intensified measures to increase aviation security and to curb unlawful interference with international civil aviation.

We categorically declare ourselves to be against acts of unlawful interference, the victims of which now number hundreds of people.

The People's Republic of Bulgaria is taking the necessary measures to prevent illegal actions against international civil aviation and is adhering strictly to the requirements of international conventions in this field. On the 27th of July 1989, our Government ratified the Tokyo Convention of 1963 and thereby the People's Republic of Bulgaria has become a party of all the international conventions related to safety in the field of civil aviation. We are confident that this session will contribute to the development of even more effective measures to ensure the safety of international civil aviation.

We shall also have to consider a large number of pressing problems in the economic field. The Bulgarian Delegation will discuss with special attention questions relating to tariff policy and the regulation of international airlines in the area of the question of commercial services considered in relation to the General Agreement on Tariffs and Trade, the creation of unified regional air markets and also the search for a common approach to regulating non-scheduled flights.

In concluding my statement, I wish once again to express my confidence that decisions will be taken at this Session of the Assembly which will contribute to the accelerated development of civil aviation in order to ensure a higher level of safety and efficiency of international civil aeronautics.

I take this opportunity to congratulate you both, Dr. Kotaite and Dr. Sidhu, as well as all who work in ICAO on the forthcoming celebration of the 45th anniversary of the International Civil Aviation Organization."

20.. The Chief Delegate of Burkina Faso

"Our attendance at this 27th Session of the Assembly of ICAO, on behalf of the civil aviation of Burkina Faso, is indeed a pleasant duty for us.

We are sure that, in the course of our work in the days ahead, the numerous problems and questions relating to the future of air transport will be examined carefully and resolved appropriately.

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This session is of particular interest to us, because it is held at a time when international civil aviation is experiencing radical changes, which are not without serious consequences for Africa in general and Burkina Faso in particular.

Burkina Faso is enclosed by other countries and serves as a country of transit, so that air transport has become a very powerful factor of support for economic and social development.

In this context, ever increasing efforts are made by the government to complete projects regarded as vital in this field.

Accordingly, the sum of 5 200 000 000 F CFA has been appropriated for the national funding of a project to develop Boso-Dioulasso airport, which needs an additional amount of 4 100 000 000 F CFA.

The current development of Ouagadougou Airport has been partly financed by a national fund.

Our 1986-1990 five-year development plan provides for the development and equipment of five secondary aerodromes.

In view of the need to make our airspace immune to acts of violence in the air and on the ground, we are also working towards establishing a security and facilitation committee to develop a security plan, which, to be effective, requires that specific equipment be purchased and qualified personnel recruited.

Notwithstanding its financial difficulties, Burkina Faso is making constant efforts to settle its arrears in contributions to the ICAO budget, following an arrangement entered into with the Council.

The agenda of the present session before us includes a number of important questions, three of which are of particular interest to us: the problems of noise restrictions, computer reservation systems and the ILS-MLS transition plan.

I trust our work will proceed in a spirit of mutual understanding and express our wishes for a successful meeting."

21. The Chief Delegate of Cameroon

"It gives me particular pleasure to take the floor on behalf of the Government of the Republic of Cameroon at the 27th Session of the Assembly of the International Civil Aviation Organization being held here in this beautiful and delightful city of Montreal.

I should like, as previous speakers have done, to express to the authorities and to the people of Canada as well as to the authorities of Quebec and of the City of Montreal, the profound gratitude of my Delegation for the warm welcome extended to us and the special attention shown to us since we arrived in this beautiful country.

I should also like to join with previous speakers in conveying our sincere condolences in the light of the tragedy that overtook UTA Airlines, which maintains close ties with our Cameroon Airlines, the national carrier. I know that we have all expressed our sincere condolences, but words cannot truly express our feelings.

I should also like to take this opportunity to extol the relations of co-operation and friendship which exist between Cameroon and Canada and those of mutual esteem between His Excellency Paul Biya, President of the Republic of Cameroon and the Right Honorable Brian Mulroney, Prime Minister of Canada. These relations are reflected in the substantial contribution by Canada to the economic development of our country.

This is also the appropriate place to pay well-deserved tribute to the International Civil Aviation Organization for the exceptional co-operation between it and my country which has been so pleasant and so efficient since we acceded to national sovereignty.

Since that time ICAO, through its Technical Assistance Bureau, has contributed unceasingly to the development of Cameroonian civil aviation in all fields, in training specialized personnel and rendering technical and financial assistance.

The most recent action taken was that in relation to the UNDP/ICAO Project, CMR/84/001 for studies and for the supervision of construction work at Yaounde-Nsimalen International Airport. This is a large-scale project which includes a major programme of fellowships and the supply of several batches of equipment including airport security equipment and office equipment. This project has been running since January 1984 and will probably extend until the end of 1991.

While the 27th Session of the Assembly of ICAO is being held, air transport is evolving in an international environment dominated by a persistent economic crisis with a slowdown in world trade, the accelerated deterioration of trade terms, the new world division of labour, high fuel costs and tariff regulation.

In this general context the African countries are experiencing, in particular, the fall in raw material prices, the drop in oil revenues, chronic indebtedness (which has been assessed at around 230 billion U.S. dollars), all of which leads them to implement plans for financial stabilization and economic recovery as well as to take out loans for structural adjustment.

All these factors have a profound influence on the development of air transport in Africa. That is why, within the framework of the new African aviation policy, Cameroon joins with other African States in asking international organizations, such as ICAO, to take into account the specific economic characteristics of the continent in general and of air transport in particular in the implementation of the major changes underway.

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Under these circumstances, the 27th Session of the Assembly of our Organization takes on cardinal importance in view of the items on our Agenda. Essentially the following items will be discussed in the days to come:

- the ILS/MLS transition;
- aircraft noise;
- computer reservation systems.

In respect of the ILS/MLS transition plan, ICAO's plan for the transition from the present instrument landing system (ILS) to the microwave landing system (MLS), a new landing aid system, consists of 4 phases, in which ILS will gradually give way to MLS. MLS will then become the only standardized approach and landing guidance system by the year 2000.

While the system will be operational in Africa only in the year 2000, airports in other parts of the world will be equipped with this system as early as 1997.

This disparity in dates will, for airlines serving Africa, lead to the obligation to have on board aircraft two landing aid systems during the transition period.

Certainly we are convinced of the improvements brought by MLS over ILS and, in particular, the ease of its installation, its insensitivity to FM broadcasts which sometimes jam ILS in certain regions and the possibility of curved approaches which it offers. However, in view of the financial impact on the budgets of States which the introduction of this new NAVAID will generate, the low traffic density at certain African airports in relation to such an investment and the need to open up various regions of the continent, African States will have to either equip their airports and the aircraft of their airlines so as to permit the development of African air transport or not invest in the new equipment, consequently causing isolation of the continent and it being left aside, and check the upsurge of air transport in Africa.

My Government is therefore of the opinion that concerted action must be taken by States and ICAO, firstly, to find the necessary funding for equipping African and European airports simultaneously and, secondly, to have "backfitting kits" made available to aircraft equipment manufacturers and aircraft manufacturers for the aircraft in the fleet of African airlines.

Now, as for the anti-noise standards, following the announcement by Western countries of the application of the provisions of the Chicago Convention of 1944 relating to the level of noise acceptable for aircraft, negotiations entered into by African States through the OAU and AFCAC, on the one hand, and by African airlines within AFRAA and IATA on the other with the governmental authorities of the countries concerned, particularly those of the EEC, have made it possible to keep aircraft, not meeting the conditions imposed by these noise standards, in service between Europe and Africa beyond January 1988.

The numerous resolutions favourable to the African positions which have been adopted within the international organizations governing air transport (IATA and ICAO) and by the ACP Group have made it possible to find interim solutions until December 1992, which is the date of the start of the application in Europe of the new noise standards.

Despite this token of good will, uncertainty still reigns as to the future of the majority of African airlines whose fleets are primarily composed of older generation aircraft acquired before 1977. Moreover, their financial situation does not permit the implementation of programmes involving the replacement of aircraft engines nor the acquisition of new generation aircraft meeting the noise requirements.

Furthermore, any technical solutions which may be envisaged are temporary in nature and, what is more, they are also costly.

Therefore, given its slight capability of mobilizing considerable capital in the near future, and afraid of seeing African airspace being transformed into a "garbage dump" for aircraft which cannot operate in the other parts of the world, Cameroon wishes that during the phase in which solutions are sought, the transitional measures be applied only to aircraft currently owned by African airlines or registered in one of the African countries and that the constraints involving the respect of noise standards be imposed on the other aircraft which are the subject of any transaction with Africa.

As for Computer Reservation systems, we know that the airlines of America, Asia and Europe, having the financial resources, are in the process of taking advantage of technological development in the field of telecommunications to modify the product distribution system in their favour.

In Africa, despite the good will expressed at all levels by the African airlines the absence of technical and financial resources keeps the African computer reservation system at the project stage.

In this context, considering the urgent need for all airlines, and African airlines, in particular, to market their product in a competitive manner and anxious to see all airlines benefit from the technological advantages of the different systems under the same conditions as the founding members, Cameroon, in accordance with the Yamoussoukro Declaration, fully supports the present efforts of ICAO aimed at the adoption at the international level of a code of conduct for the presentation of products and use of computer reservation systems in a neutral manner.

In summary, therefore, our country is in favour of any measure related to the development of safety and to the comfort of and services to air transport passengers and it wishes that measures be implemented to enable Africa to become integrated in the new aviation environment.

To that end the Member States of ICAO must realize that Africa, already confronted with an economic situation which is constantly deteriorating as a result of the drop in raw material prices cannot embark upon a vast programme of investment in the air transport sector without the financial assistance of the developed countries.

Thus, given the specific difficulties of the developing countries, we venture to hope that, for each type of problem which will be discussed in the days to come, the Delegates to this Assembly will find a compromise solution in the interests of the international community.

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In conclusion, I cannot help but congratulate the President of the Council, the Secretary General of the Organization and the entire staff for the efficient arrangements they have made for this Assembly.

I wish full success for the work of the 27th Session of the Assembly of the International Civil Aviation Organization."

22. The Chief Delegate of Côte d'Ivoire

"Allow me on behalf of the Delegation of Côte d'Ivoire to express our sympathies to all those who were affected by the tragedy that took place yesterday, and we wish to express our heartfelt condolences.

Civil and commercial aviation, as an instrument for bringing peoples closer together, is today and will remain tomorrow the real key to international co-operation. The presence here of a Delegation representing the Côte d'Ivoire is an indication of my country's attachment to peace, mutual understanding, technical progress and to everything that can bring about the harmonious development of our planet.

I take this opportunity to thank all the political and administrative authorities of Canada for the very human atmosphere which the City of Montreal offers to the Headquarters of our Organization, to its staff and to all the Delegations coming here from the four corners of the world.

I also wish to thank the President of the Council of ICAO who for more than two decades has not ceased giving his body and soul to the very complex, but very noble tasks of our Organization.

Côte d'Ivoire which is a small country and which attained national independence in 1960 like the majority of French-speaking States in black Africa, has begun to set priorities for itself for its global development. Thus we have deliberately opted for intensive agricultural development starting with coffee and cocoa, which are speculative agricultural products, in order to arrive at the food produce to which our climate lends itself easily. This policy has enabled us to be first in the world in the production of cocoa up until now and third in the world, after Brazil and Colombia, in the production of coffee.

The monies received from this production have made it possible, inter alia, to equip Côte d'Ivoire with three aerodromes for wide-body aircraft and four for medium-haul aircraft with asphalt runways. In addition to these aerodromes Côte d'Ivoire also has about ten secondary aerodromes open to public air traffic and frequented regularly by our domestic airline, Air-Ivoire. Added to this is a system of six radar units which will be put into operation starting from the first quarter of 1990.

To show the interest which Côte d'Ivoire attaches to civil and commercial aviation, it is considering holding a small aeronautical fair in Abidjan in the first week of April 1990, to which all wishing to come are cordially invited.

Côte d'Ivoire, conscious of the fact that air transport can develop in a valid manner only within a framework of co-operation between States, in the very first days of its national independence joined ASECNA and Air-Afrique whose registered offices it plays host to.

Furthermore, Côte d'Ivoire is a full member of the multinational Civil Aviation Training School for pilots and technicians at M'Vengué, Gabon. It has adhered to all the conventions for which ICAO has been the spokesman in the world, in particular the conventions related to civil and commercial aviation security.

My Government is completely open to any form of co-operation provided that the final objective is peace and happiness on this earth of ours. As was so rightly said by the father of the nation of Côte d'Ivoire, President Félix Houphouët Boigny, "Peace is not a vain word, it is a behaviour". Responsible for civil aviation as you are, you have an important contribution to make towards consolidating world peace.

This Assembly is going to discuss a certain number of problems to which Côte d'Ivoire would like to make its modest contribution. In fact, this Assembly is being held exactly three years before the liberalization of air transport in Europe, liberalization which without any doubt is going to have an impact on international air transport.

When one knows the relations between Europe and Africa, the financial difficulties of the African States related to the indebtedness known to all and the deterioration of trade terms with respect to the prices of raw materials, it is obvious that air transport in Africa will be affected in one way or another.

This situation which can be foreseen for 1 January 1993 in Europe led African States to take concerted action in October 1988 at Yamoussoukro, the political capital of the Côte d'Ivoire. This concerted action led to a joint declaration, called the "Yamoussoukro Declaration", which deals with:

- the regional grouping of African airlines;
- the financing of African aircraft fleets;
- the consequences of the noise standards decreed by the 23rd Session of the Assembly;
- the computer reservation system;
- the management of African airlines.

Today, just as yesterday, the survival of harmonious international air transport lies in the concerted action of all the regions of the world.

More than once, during our meetings here, unanimity has been achieved in condemning unilateral measures taken at the level of a State and which may affect our common good, namely civil and commercial aviation. Thus noise standards, if applied unilaterally, as certain States have already done, will call into question once more what has been achieved in our international co-operation.

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Similarly, if strict neutrality is not observed in the use of computer reservation systems, it is obvious that the airlines of the countries of the Third World in general and those of Africa in particular will be de facto eliminated, which means that international co-operation, the keystone of world peace, will no longer have the meaning expressed in the Preamble to the Chicago Convention.

It is therefore essential that the play of interests can observe a reasonable balance between the countries called developed countries and those called developing countries.

Today, just as yesterday, no State, however powerful it may be, can live in self-sufficiency. It is therefore to bring peoples together that great men like Pierre de Coubertin re-established the Olympic Games which today are a symbol of peace, friendship and understanding among all.

In conclusion, Côte d'Ivoire has made a request for an increase in the membership of the Council of ICAO, a request based on the ever increasing interest which the States of the Third World have in our Organization and the growing number of newly independent countries which wish to make their contribution, however modest, to this wonderful institution that ICAO is.

I very much hope that this request made by Côte d'Ivoire on behalf of the Member States of the OAU will be supported by all Delegations present here for the well-being of international civil aviation."

23. The Chief Delegate of Czechoslovakia

"It is an honour for me, on behalf of the Czechoslovak Socialist Republic, to extend our cordial greetings to the Delegates and guests of the 27th Session of the Assembly and also to the new Members which have joined the Organization since 1986.

Czechoslovakia highly appreciates the fact that the period from 1986 to 1989 has been filled with intensified activities on the part of all bodies of ICAO. It must be noted that the guiding body, the Council of ICAO, under the guidance of its President, Dr. Kotaite, continued to be successful in concentrating on the most important issues of international civil aviation. In addition to operational, technical and economic questions, ICAO's activities during this period were concentrated in particular on civil aviation security. The Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation, Supplementary to the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation, Done at Montreal on 23 September 1971, was developed and adopted in an unusually short time. Allow me to inform you that the corresponding ratification procedure for this Protocol will be completed in the near future in Czechoslovakia and that Czechoslovakia will become a contracting party to that instrument, concluded under the aegis of ICAO, the purpose of which is to intensify civil aviation security.

Following the tragic event of the destruction of PAN AM Flight 103, the Representative of Czechoslovakia took an active part in the activities of the Ad Hoc Group of Experts on the Detection of Explosives. Talks were held



between Delegations of the United Kingdom and Czechoslovakia concerning the possible marking of explosives for the purposes of their detection, and, in this connection, the Representatives of the United Kingdom and Czechoslovakia on the Council of ICAO submitted a proposal to begin work on a new instrument related to the marking of explosives for the purposes of their detection. We consider that the use of explosives by terrorists represents both a danger and a threat not only for civil aviation, but also for other forms of transport, trade and industrial centres, diplomatic buildings, etc.

Given this fact, the new legal instrument should cover a broader sphere; Czechoslovakia therefore believes that the preparation of such a legal instrument should take place both in ICAO and, in parallel, within the framework of other international organization, as recommended by the UN Security Council Resolution 635/89. However it would be desirable for this preparatory work to lead to the real possibility of a broadly universal and binding regime being established. The conclusion of this effort, in our opinion, should belong to the United Nations. In this respect, allow me to say that I am confident that all delegations will support the proposal presented by our Delegation in co-operation with the Delegation of the United Kingdom.

In other fields of activity as well, Czechoslovakia has strived to make a contribution to the further development of co-operation in international civil aviation. The training of 20 Algerian pilots was organized on a bilateral basis at the pilot training centre of the SLOV-AIR enterprise and in co-operation with the Technical Assistance Bureau of ICAO training was organized for the Arab Republic of Egypt for pilots engaged in aerial work in agriculture and for an instructor to manage and organize the agricultural aerial work. Even now during the 27th Session of the Assembly a course on radar approach control will begin, organized with the co-operation of ICAO's Technical Assistance Bureau at the Czechoslovak ATC Training Centre, with participants from Cuba, Cyprus, Iraq, Jordan, Sri Lanka and India. Czechoslovakia also welcomed the fact that after many years a Czechoslovak expert was selected for technical assistance in Somalia. Czechoslovakia will continue to be ready to take part, in so far as it is able, in the programme of assistance to countries requiring assistance both within the framework of its own educational establishments and in the form of sending experts.

Since we know that Mr. Challons will in the near future finish his activities as Director of TAB, Czechoslovakia believes that appreciation must be expressed for his approach to the provision of technical assistance and for his readiness and resourcefulness in matching the capacities of countries, which can make their contribution, with the needs of other countries.

I should also like to say that Czechoslovakia appreciates the fact that after many years of aspirations to have a Czechoslovak expert placed in an ICAO Secretariat post, at the beginning of 1989 these aspirations were successful. I should like to express appreciation for the positive role played by the new leadership of the ICAO Secretariat in striving to ensure the objective distribution of posts in the ICAO Secretariat with respect to geographical regions.

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At this Assembly I believe it necessary to note the fact that, notwithstanding all the efforts of ICAO and its European Office, air traffic congestion still exists over Europe, particularly in its Western part, and that the measures adopted up until now have as yet had little effect. We know that this problem also exists in other areas, but a solution to this problem in Europe is, we believe, very important and we consider it to be one of the main tasks of ICAO in the forthcoming period. Czechoslovakia is also striving, as far as it is able, to contribute towards a solution to this problem. In 1989 a new airway, UB45, was opened. This is a contribution to air traffic in transit between Northern and Southern Europe. After a short period of experimental operation, 6 RNAV routes were opened in Czechoslovak airspace which reduce flying distances. Work is underway on the comprehensive restructuring of the airway system over Czechoslovak territory in order to increase capacity.

Allow me to inform you that the Czechoslovak Socialist Republic is presenting its candidature for the Council of ICAO also for the period 1989-1992 and is doing so on behalf of the group of States of the Eastern European region. I would like to ask the Delegations present here to support the candidature of Czechoslovakia for the Council of ICAO under the group of States in Part III. In this connection I wish to assure you that, if Czechoslovakia is elected, it will continue to make its active contribution to the productive activities of the Council and of international civil aviation as a whole."

24. The Chief Delegate of Mali

"It is with deep sorrow that we have learned of yesterday's catastrophe in the case of the UTA DC-10 that resulted in 175 deaths, and on behalf of the Government of Mali and my delegation present here, I wish to express to UTA and to ICAO and to the families of the victims, our deepest condolences and compassion.

I should like on behalf of the people of Mali, its Party and its Government, to take the opportunity offered to me by this impressive Session of the Assembly of the International Civil Aviation Organization to address my sincere thanks to the Government of Canada, the Government of Quebec and to the population and Mayor of Montreal for all the show of hospitality which they have accorded us since we arrived in this charming city.

I would also like to congratulate you, Mr. President, on your splendid election as President of our Assembly. I am convinced that with the eminent qualities which you are known to possess and with your great experience, our work will lead to conclusive results for the harmonious development of international civil aviation.

My congratulations are also addressed to the Secretary General, Dr. S. Sidhu, and to all the staff of the Organization for the excellent preparation of the Assembly.

I would like to take this opportunity to express the deep gratitude of the Republic of Mali to the Council of ICAO for the technical assistance which my country has always profited from and which has enabled it to train many competent human resources.

Mali, a land-locked country in the middle of West Africa, attaches particular importance to the harmonious development of international air transport which is safe and efficient. Given its geographical situation, Mali occupies a geo-strategical position serving as a link between North Africa and South-Saharan Africa. Historically Mali has always been a crossroads of encounters. It is from there that the cities of Timbuktu and Djénné draw their legendary fame.

True to its vocation, my country, as soon as it acceded to independence, has attached absolute priority to the signing of air transport agreements with other States.

Aware of its responsibilities, Mali is in the process of developing a national aeronautical plan with the assistance of UNDP and ICAO with a view to ensuring the safe and orderly development of its civil aviation.

Furthermore, profiting from the same assistance, my country is at present completing the re-updating of its legislation on civil aviation in order to adapt it to the evolution that air transport has known over the last 20 years.

Mali is also working hard at creating a new national air transport company and I wish to thank in passing UNDP and ICAO for their support in the execution of the feasibility study for this new air transport company. In this regard I should like to state that we shall still need the assistance and co-operation of all our partners in development, especially in terms of equipment for this new airline, personnel training and airport infrastructure.

Always conscious of respecting its obligations to the Organization and despite the economic and financial difficulties it has seen, Mali has just paid half of its arrears in contributions and my Delegation will take advantage of its time spent at Headquarters in order to negotiate arrangements for discharging the remainder.

It was following a survey made by ICAO and AFCAC of civil aviation human resources needs that the project which gave rise to the Multinational Civil Aviation Training Centre at M'Vengué was born.

This centre is at present experiencing enormous operating difficulties and I should like to join the other member countries of the Centre in reiterating the request for financial and technical support from UNDP and ICAO for this Centre.

My Delegation wishes to state for the record its condemnation of crimes and unlawful acts against civil aviation and to call upon ICAO, faced with this phenomenon, to take appropriate vigorous measures. My country, for its part, will adopt all measures aimed at safeguarding civil aviation. Within the framework of the fight against crimes and unlawful acts against civil aviation, my Government will be grateful for any assistance given to it by the international community.

My Delegation supports and encourages the efforts of the Council of ICAO in its endeavours to find supplementary resources for the technical assistance programme.

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In conclusion I should like to express the wish that throughout the world, at all times and in all circumstances, peace and safety be the rule in civil aviation and I wish full success to this 27th Session of the Assembly of our Organization."

25. Presentation of further statements was suspended and the meeting adjourned at 1700 hours.

Minutes of the Fifth Meeting

(Thursday, 21 September 1989 at 1050 hours)

SUBJECTS DISCUSSED

1. Agenda Item 2: Statements by delegations of Contracting States and of Observers

SUMMARY OF DISCUSSIONS.

Agenda Item 2: Statements by delegations of Contracting States and of Observers

1. Opening the meeting, the Acting President called upon the Delegation of Chile to deliver the first statement.

2. The Chief Delegate of Chile

"It is a great honour for the Delegation of Chile to address the Representatives of States and international organizations here present at the Twenty-Seventh Assembly of the International Civil Aviation Organization. We extend to you, Mr. President, sincere congratulations on the well-deserved honour conferred on you by this Assembly, and every good wish for the success of the important deliberations which will take place under your wise leadership. We must also express our appreciation to the Council, to its President, to the Secretary General of the International Civil Aviation Organization and to its staff, for the work they have accomplished in the last triennium. It is also a great pleasure for the Delegation of Chile to convey its heartfelt thanks to the Federal Government of Canada, the authorities of the Province of Quebec and those of the City of Montreal, for the warm hospitality which our Delegation has once again received here in this beautiful city.

Over the past three years, all of us who are present here today have witnessed significant events around the world. Some of these have been of a positive nature, others negative, but both have had a decisive influence on the dynamic forces to which we are subjected and in both, international civil aviation has played an important role, contributing to enhance the positive aspects and avert the negative ones.

Today, the first Preamble to the Convention on International Civil Aviation is more relevant than ever, now that the development of this activity has shortened distances within time, enabling peoples to approach one another through the safe and efficient transport of passengers and freight. We believe that it would not be boasting to suggest that international civil aviation has been an important factor, just one among many of course, in the rapprochement currently taking place between East and West, which we view with optimism and hope. It is our fervent wish that such a rapprochement may also occur between North and South, and we are convinced that through aeronautical activity, we can and must decrease the distances which separate us, on the ideological as well as the economic plane.

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From the foregoing, it is apparent that our responsibility is a heavy one, and the success of this Assembly will depend on the participation and collaboration of each and every one of us.

As to ourselves, Chile has presented several working papers which will be submitted for your consideration, with the aim of making our modest contribution to the task of the International Civil Aviation Organization over the next triennium.

Another way in which we propose to collaborate is through our candidacy for a post on the Council of ICAO, in the third part, in the elections which are scheduled to take place in the days to come. This candidacy is pursuant to the sovereign decision of the States of Bolivia, Ecuador, Paraguay, Peru and Uruguay, which have conferred on our country the great honour of representing them within the International Civil Aviation Organization, with active participation by all of them, to carry on the work commenced by Peru three years ago as the representative of our group.

Furthermore, we are very pleased to inform all those present that from 2 to 20 May of this year, by decision of the Council of the International Civil Aviation Organization and after an interval of twelve years, Santiago de Chile was the site of the Second Regional Air Navigation Meeting for South America, Central America and the Caribbean. The Meeting accomplished all its planned objectives and was a total success, both in the agreements adopted and in the quantity and quality of its participants. In fact, despite the remoteness of our country, thirty-four States and nine international organizations were present, for a total attendance of two hundred and thirty-nine delegates and observers. This fact in itself gives us an idea of the professionalism and the sense of priority with which the international community approaches flight safety in our Region. To that goal, we devote our greatest efforts and all our available resources in the field of civil aviation, and we believe that meetings of this type constitute a valuable aid to the achievement of our objectives.

Our country considers it an honour to have so well fulfilled this international commitment, which received the fullest support from our authorities throughout.

As regards the aeronautical infrastructure in our country, we are continuing to develop a project for the establishment of a modern automated switching centre, primarily for use by the aeronautical fixed tele-communications network, whose capacity will amply provide for our needs for the next twenty years. We have also launched an ambitious programme to consolidate our area control centres as a way of preparing ourselves for the application of future air navigation systems, particularly their use of satellite technology for the exchange of air-ground information within the global concept of the future CNS (communication, navigation and surveillance) systems.

Having said all this, the Delegation of Chile is in duty bound to express its thanks to all the members, observers and ICAO Secretariat staff who took part in the work of the Special Committee on Future Air Navigation

Systems, the results of which have shed light on the path to be followed by the international aeronautical community in the coming years. We confidently hope that the future FANS II Committee for the implementation of a world air navigation system will be made up of experts as highly qualified as those who participated in the FANS Committee. From the outset, our country pledges its collaboration in this most praiseworthy and useful initiative of the international aeronautical community.

Unfortunately, we have recently borne witness to events which have plunged many households into mourning for their loved ones as a consequence of explosions occurring on aircraft in flight, precipitated by unbridled individuals whose only object is to sow death and destruction in the service of petty and selfish ends and in total contempt of human life. These acts of terrorism have not only been repudiated by world opinion, but have also spurred the international aeronautical community, through the International Civil Aviation Organization, to step up measures aimed at forestalling similar incidents. The results can be seen in the Standards and Recommended Practices of the International Civil Aviation Organization, in the assistance being provided through the bilateral system to States requiring it, and in the emphasis which the Council of ICAO has placed on the expansion and restructuring of that Organization's functions in the aviation security field. These efforts are applauded and supported by our country, and we shall continue to contribute thereto in so far as the means at our disposal allow, since it is clear to us that this problem is one which involves all States. We also wish to say that we understand that non-compliance with security measures, is almost always the result of a shortage of resources rather than a lack of good will; hence, international co-operation in providing resources, training and technology is absolutely necessary to make security effective on a world-wide basis.

Last month, Chile ratified its adherence to the Protocol for the Suppression of Unlawful Acts of Violence at Airports, which supplements the Montreal Convention of 1971. As party also to the Tokyo and The Hague Conventions, we have re-affirmed our unwavering conviction that the united will of States is the only way to protect civil aviation. The speed with which this instrument came into force demonstrates the dynamic capacity of the International Civil Aviation Organization to achieve consensus in a world convulsed by political and economic divisions, and this fact fills us with optimism and confidence.

We trust that future experience of this kind, such as the conferences which will be held to co-ordinate the implementation of future air navigation systems and to determine the possible marking of explosives, will meet with similar good will and support.

From this moment on, my country will lend every effort to continue its participation in, and contribution to, the application of all those ideas and concepts, whatever their origin, which are aimed at providing the world with an increasingly safe, efficient and fair air transport system. These have been our goals ever since we signed the Convention on International Civil Aviation at Chicago in 1944, and if all of you grant us your support, our participation on the Council of ICAO will be in accordance with that spirit.

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In conclusion, our Delegation expresses its hope that once again, this Assembly of the International Civil Aviation Organization will constitute a model of international understanding and co-operation, having as its sole objective the development of international civil aviation, which we are certain can be accomplished with the professionalism and high sense of purpose that characterize the international aeronautical community here present."

3. The Chief Delegate of Cuba

"On behalf of my country, I wish to express our thanks to the Government of Canada, the authorities of the Province of Quebec and the city of Montreal for their warm hospitality.

The Delegation of Cuba would like to congratulate the President of the Council, Dr. Assad Kotaite, the Secretary General, Dr. Shivinder Singh Sidhu, and all the Secretariat staff for the excellent work they have done and their admirable organization of this great event.

Distinguished Delegates, I extend to you the warmest greetings of the Cuban people and our best wishes that this Session will be successful in the service of international civil aviation.

We would like to take this opportunity to express our confidence in the effectiveness of ICAO in the evaluation and solution of varying and complex problems facing international civil aviation. We have concrete evidence of this in our Region, where the Organization's Regional Office has played a major role in serving as a framework and an appropriate means of reconciling differences and achieving co-operation and agreement between States, essential for the continuing development of civil aviation.

Nevertheless, on the basis of current material realities in the world and of the serious economic crisis deeply affecting developing countries, it is essential to emphasize that there can be no harmonious and progressive development of air transport and of adequate safety levels if the scientific and technological development applied to aviation imposes increasingly heavy financial burdens and intolerable restrictions on poor economies and continues the pauperization of Third-World countries.

The Cuban Delegation therefore urges ICAO and its member States to bear in mind during these deliberations that these economic realities do objectively exist and are outside our control.

Our delegation is far from being opposed to technological development, which enables us to increase the regularity, safety and economy and thus the over-all efficiency of aviation. What we are saying is that this development must be subject to priorities and must be planned to fit our resources. We do not wish to see the imposition of the conditions, commitments or obligations that other countries can meet or take on because of their strong economic and industrial development and because of course they do not have an urgent need to resolve economic and social problems, as we do in our countries. In keeping with this, Cuba, within its modest resources, co-operates with other developing nations and is also a party to the Danish and Icelandic Joint Financing Agreements.



We are convinced that aviation contributes greatly to strengthening friendship and mutual understanding among the nations and peoples of the world and thus strengthens peace.

Cuba is a founding country of ICAO and, due to its geographical position, is densely overflowed by the North-South air traffic linking Latin America and the Caribbean with North America. Substantial investments are therefore necessary to develop international air navigation services, such as, for instance, the automated air traffic control system for the entire Havana FIR, which will come into operation at the end of 1991, and the recent establishment of a third corridor over our territory, which enables air traffic to move quickly and safely, making considerable fuel savings possible. In accordance with the international Standards and Conventions to which we are a party, our country permits all aircraft so requesting to overfly our territory, irrespective of the country to which they belong and despite any political difference that may exist with the State of Registry.

In spite of this, the flights of Cubana Airlines on routes linking our country with Canada are treated in a discriminatory manner when it comes to overflying the territory of the United States. They are obliged to use longer routes and are denied the more direct routes published internationally, and abundantly used by international civil aviation. Such action forces our flights to use excessive amounts of fuel, and is in violation of the Chicago Convention and in contradiction with Recommendation 7 of the Third Air Transport Conference. Therefore, once again, we demand calmly and constructively that such discriminatory practices cease.

One of the highly important subjects this Assembly will have to deal with is the deliberate abuse of air transport in drug trafficking. Cuba has intensified its measures to avoid the use of Cuban airspace by aircraft engaged in illicit operations, and specifically to prevent narcotics from being transported over Cuban territory and the waters under its jurisdiction, to place obstacles in the way of such activities within the Havana FIR and also to avoid having aircraft not involved in such activities affected by the legal action adopted against those breaking Cuban laws. Following the adoption of these measures, we have noted a decrease in this illicit activity. At the ATS 1/89 Meeting held at the Regional Office in Mexico City last July, the countries in the Region affected discussed this subject and clearly expressed the need for co-operation to combat this plague. On that occasion, Cuba and Jamaica established a Co-operation Agreement to exchange information on unidentified aircraft presumed to be engaged in illicit activities. Cuba expressed its willingness to enter into such agreements with any interested neighbouring State, especially those most affected by the problem of drug use.

Another important question affecting air navigation safety is the use of controlled airspace by unidentified aircraft from other States, presumably engaged in military activities, in non-compliance with ICAO Standards. Aside from political considerations, Cuba considers it an essential and ineluctible duty of neighbouring States that are parties to the Chicago Convention to set up co-ordinating arrangements to eliminate risks to international air navigation.

During the triennium since the last Assembly, Cuba was represented for the first time on the Council of ICAO. This has enabled us to co-operate more fully with the Organization and establish closer ties with it. It has also helped us to understand fully the extent and complexity of many of the problems facing international air transport today. We are completing our term on the Council in keeping with the principle of rotation, but we intend to continue co-operating with the Organization to the extent possible under the principle of equitable geographical representation.

Since its creation, the International Civil Aviation Organization has been an example of the results which can be achieved through co-operation and understanding. In its efforts to continue to develop and enrich this admirable record, it can count on our full support."

4. The Chief Delegate of Ecuador

"On behalf of the Government of the Republic of Ecuador, I wish to extend warm and affectionate greetings to the most distinguished authorities of the Government of Canada, the Province of Quebec and the City of Montreal, on the occasion of this meeting. I would also extend these greetings to the President of the Assembly and the other members and executives of the Organization who are receiving us here.

My Delegation is certain that the decisions adopted in our great aviation body will, as always, be based on the objectives and principles underlying the 1944 Chicago Convention, since international civil aviation is called upon to contribute decisively to "create and preserve friendship and understanding among the nations and peoples of the world ...", and to develop air transport in an increasingly safe, orderly, efficient and economic manner. As was pointed out at the 26th Session, Ecuador is making enormous efforts to stimulate and develop its civil aviation and air transport industry. Complying with the Standards and Recommended Practices of ICAO which appear in the various Annexes to the Convention, and through the installation of efficient and up-to-date air navigation aids, Ecuador has improved safety, allowing international air transport service to develop satisfactorily.

Thorough and careful consideration should be given to the agenda items that relate to aviation security, the role of ICAO in the suppression of the illicit transport of narcotic drugs by air, major air transport problems, basically the regulation of services, trade in services, application of competition laws to international air transport, fares and rates, computer reservation systems, fleet renewal and investment in airport infrastructure. The resolutions and/or recommendations must be so shaped as to satisfy the interests of all States in a balanced and harmonious manner. We must ensure that all States continue to have the opportunity and the right to operate and maintain international air transport services within a framework of rules designed to ensure sound and fair competition in the market.

The Government of Ecuador is seriously concerned with the increase in drug trafficking, which must be grappled with and eradicated. ICAO must move to deal with the problem more energetically, since the illicit transport

of narcotic drugs by air is obviously incompatible with the aims of the Convention to which we are all parties. In the opinion of the Delegation of Ecuador, ICAO must, as a matter of urgency, adopt measures to this end, which must be mandatory. Through LACAC, the Latin American Region approved a number of important documents to deal with this "scourge of humanity", on the occasion of the Eighth Plenary Session held in San José, Costa Rica, from 21 to 25 November 1988, showing that it is indeed possible to respond to serious and complex problems when there is a sincere, firm political will to do so. I refer in particular to Recommendation A8-1 which contains the item "Measures to prevent and control the illicit traffic of drugs aboard scheduled air transport services" and Resolution A8-2 entitled "Political courses of action relating to prevention of illicit traffic of drugs and psychotropic substances".

A number of technical assistance projects carried out through the United Nations Development Programme and ICAO have had positive results in various areas, such as air navigation aids, radar control, airport security, fire-fighting and aeronautical communications.

Ecuador has substantially improved security systems and procedures designed both to improve air navigation safety and to avoid acts of unlawful interference. To this end, specific regulations have been issued to prevent such acts. Furthermore, on 17 February 1989 the "Security Master Plan" for Quito and Guayaquil International Airports came into effect. The Government also approved a project to continue studies and designs for the new Quito and Guayaquil Airports and to train the administrative and executive personnel who will be responsible for managing and administering these airports.

In compliance with Assembly Resolution A26-2, I should like to mention my country's approval and ratification of the Protocol of Amendment incorporating the new Article 3 bis in the Convention on International Civil Aviation.

As soon as the appropriate constitutional procedures have been completed, ICAO will be notified of approval by Ecuador of the Protocol introducing Article 83 bis of the Chicago Convention, and of the "Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation, Supplementary to the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation, Done at Montreal on 23 September 1971", which Protocol was signed at Montreal on 24 February 1988.

In this, Ecuador is following its traditional principles of foreign policy which include proclaiming peace and co-operation as the system for international coexistence, declaring international law as the standard of conduct to be followed by States in their mutual relations and promoting the stability and strengthening of international organizations such as ICAO.

In conclusion, I express every wish for the success of this Assembly, which I am sure will provide firm guidelines to help ensure that civil aviation will continue to serve the international aviation community, at the same time contributing to friendship, understanding and co-operation, which are the foundations of peace and prosperity of the peoples of the world."

5. The Chief Delegate of Egypt

"On behalf of the Delegation of the Arab Republic of Egypt, and on my own behalf, I wish you every success and I hope that the Almighty will help you to carry the burden of the responsibility you are called upon to assume, and I do hope that a spirit of co-operation and fraternity will prevail amongst all of us so that we can cover all the important topics on the agenda in such a way that the collective interests of all the States prevail over the individual interests of some.

We, in the Arab Republic of Egypt, do follow with admiration and appreciation the sincere efforts made by the Organization, its management, and its staff members, in co-operation with the member States, in order to achieve its great objectives.

Egypt attaches a great importance to civil aviation, whose role has become increasingly important since World War II. Our country does its very best to promote the development of this vital field, as well as to bring about its growth and progress on both the national and the domestic levels.

As one of the founding members of ICAO and a member of its Council since its inception, the Arab Republic of Egypt has the honour to submit its nomination for Council membership during this session, on the basis of its effective contribution towards the provision of all means that would ensure civil aviation safety.

In brief, and to give you an example, Phase I of an aeronautical surveillance development project has been completed, and the largest and most modern centre for radar aeronautical surveillance was inaugurated at a cost of approximately 100 million Egyptian pounds. It is equipped with the most sophisticated navigation and telecommunication devices as well as computers and equipment that provide radar services to guarantee aviation safety, including the use of satellites in communications. This has allowed our airspace to accommodate the largest possible traffic and to bring about savings in time and fuel.

A few days ago, Phase II of this huge project began, with the aim of supplying all of the Egyptian airspace with radar services at an approximate cost of an additional 100 million Egyptian pounds.

Egypt was one of the very first States to participate in international conferences and meetings held under the auspices of ICAO and to develop multilateral conventions and protocols intended to fight air terrorism. It was also one of the first States to promulgate laws forbidding such acts and apply security measures in this field. It has also included the model clause related to air security in all its air transport agreements, and has proceeded to amend many such agreements in order to incorporate the said clause.

I would also like to point out that Egypt has ratified in February 1988 the supplementary Protocol to the Montreal Convention of 1971.

Egypt has provided all the necessary investments to erect and develop the infrastructure of Egyptian airports. And to this end, it laid down an ambitious project aiming to develop the existing airports and convert some of them into international airports, as well as build new airports to accommodate passenger traffic during the next twenty years.

Needless to say that one of the objectives of the Arab Co-operation Council, recently instituted between the Arab Republic of Egypt, the Republic of Iraq, the Hashemite Kingdom of Jordan and the Arab Republic of Yemen, is to increase co-operation in the economic and technical planning fields of civil aviation, and promote the exchange of experts and safety measures applicable to the airspace of the said Council member States. As far as the other Arab countries are concerned, it goes without saying that the ties between our countries cannot be any stronger. There is no need for me as well to talk about our relationship and co-operation with other countries in the field of civil aviation.

As a member and one of the founders of the Organization of African Unity, Egypt has the honour to point out that its co-operation with other African States in civil aviation fields has no limits whatsoever; it always makes its expertise available to all African States at all times.

In conclusion, I would like to convey, in my name and on behalf of the Egyptian Delegation, our sincere thanks and appreciation to the Canadian government and people for the efforts made to welcome this large number of international delegates and for providing the means to ensure their comfort. I also reiterate my thanks and appreciation to the President of the Council, the Secretary General, and all ICAO staff members for the thoroughness of their preparation and their accuracy and I wish you all continued success in your work."

6. The Chief Delegate of Ethiopia

"It is a great honour and privilege for the Ethiopian Delegation to be here in this very beautiful and hospitable city of Montreal and to participate in the 27th General Assembly of ICAO. We profoundly thank the generous people and Government of Canada for making this possible by giving ICAO a permanent home on their prosperous land.

My country had strong reasons to be one of the founding members of ICAO and to participate in this Organization's activities to this date. Ethiopia's land surface of 1.25 million square kilometres is a showpiece of numerous beautiful mountains, valleys, gorges and winding escarpments. This rugged terrain makes surface transport network extremely expensive to provide vis-à-vis air transport. This fact has long been established by studies undertaken by experts and reputed consultants.

So, necessity is the cornerstone of our policy to invest heavily in the development of the air transport industry in our country and to remain an active member of the international organizations relating to aviation. When one considers the frontal role played by air transport in bringing food, clothing, medicine and above all hope to millions of needy Ethiopians during the successive droughts of recent memory, one would appreciate the rationale behind our attaching great importance to civil aviation.

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In recognition of the above stated realities, the Party and Government of Ethiopia have allocated an enormous sum of money to the further development of civil aviation, particularly in the past fifteen years.

Two new airports capable of accommodating jet transport aeroplanes have been built; two international airports have had major repairs of their runways, and a number of small airports were built; navigation aids have either been refurbished or new ones purchased and installed; communication systems have been steadily improved; new fire trucks and rescue vehicles have been added to our inventory; and training of aviation personnel received added emphasis, leading to the initiation of a project to improve training standards and facilities.

Ethiopian Airlines, in the meantime, continues to maintain its excellent reputation in providing customer-oriented services. It increased and modernized its fleet. The national carrier now serves 41 domestic points and 37 international cities, 24 of which are in Africa, 5 in Europe, and 8 in Asia. Thirteen international cities, including points in the American continent, are planned to be added to the list in the next five years. The airline has an excellent multinational training centre for pilots and aircraft maintenance technicians, developed with considerable UNDP/ICAO financial and technical assistance, to serve English-speaking African countries. The centre has also been training a large number of students from non-African countries. The airline has modern maintenance facilities capable of making complete engine and body overhauls including D-checks. A number of airlines use this facility to service their fleets. Modernization and expansion of both the training and maintenance facilities are continuing. Both centres have been designated centres for PTA Member States. This remarkable performance by the national carrier is a tribute to its strong and competent management and to the correct aviation policy of the Government.

Thanks to UNDP/ICAO support, a civil aviation master plan study is now under way. In about twelve months from now, the study will be completed and is expected to produce the necessary documents containing the phased development plan for three of our international airports, manpower training and development plans, and proposals for re-structuring and improvement of the present management system of the Civil Aviation Authority. Land utilization, aviation security and environmental concerns shall be focal points of this study.

Strict observance of aviation safety and security is a long-established policy of Ethiopia. This may not be surprising in view of the fact that Ethiopia was one of the first victims of hijacking and terrorism. As a result of this early lesson, we have been taking strict measures to tighten security at all our airports. We are determined to continue to do our utmost to ensure that users of our airports and their properties are adequately protected. It is our firm conviction that respect for international norms and agreements reflect civilized behaviour. Hence, all conventions and protocols relating to civil aviation shall be respected and we shall require other carriers operating to and out of Ethiopia to do likewise. At this juncture, I am happy to announce that my country is among the first to ratify Article 3 bis of the Chicago Convention.

Now, let me mention two cases of interest concerning flight safety. Two fatal accidents occurred in Ethiopia in 1988 and 1989. One of the accidents involved a B-737 aircraft on a domestic flight with 104 Ethiopians on board; 35 passengers died. Bird strike is suspected as the probable cause of this accident. The accident is extraordinary in world aviation history in that bird ingestion caused both engines to flame out, forcing the aeroplane to a belly landing in a short field outside the aerodrome. The minute probability of both engines failing due to bird ingestion had its toll. It could serve as an object lesson to improve safety.

The second accident involved a Twin Otter aircraft belonging to the RRC on a domestic flight to a refugee camp in the south-western part of Ethiopia. Nine U.S. citizens, including Congressman Mickey Leland, and seven Ethiopians lost their lives; there were no survivors. This last accident is unique to Ethiopia in that the search and rescue operation was extremely difficult and involved a large contingent of U.S. and Ethiopian teams who put in two weeks of hard work in difficult terrain under harsh weather conditions. The harmonious co-operation between the search and rescue teams of the two countries was indeed exemplary and is a tribute to the ICAO Convention and its Annex 13, which made this co-operation possible. This regrettable accident shows Ethiopia's complete willingness to respect international conventions.

ICAO holds together a community of 161 Contracting States with different levels of development, cultural background, political views and socio-economic priorities. Yet, these differences shape our interdependence. We live in an age and time where communication has brought entire mankind on our globe within shouting distance to express common concerns. We live in a period where we recognize that an irrational action in nature somewhere on our planet produces a reaction that affects our lives, no matter where we are. This fact impels us to seek together an intergrated approach to solve common problems. The ongoing Energy Conference which Montreal is hosting is one example. The aeroplane is also a user of energy, a polluter of the environment, and a congestor of space and a vulnerable target for terrorists. We are here at this Assembly to consider these aspects of the aeroplane and to find common solutions.

African States, co-ordinated by their regional organization, AFCAC, have prepared for presentation to this august Assembly position papers on: aircraft noise, ILS/MLS transition and computer reservation systems (CRS), knowing that these shall be debated upon in view of public demand for a clean environment, on the one hand, and the necessity to cater to growing traffic at some already congested airports, on the other. My Delegation earnestly hopes that these issues will be debated in light of their economic implications, to which African States attach a paramount importance.

Terrorists have struck at civil aviation since our Diplomatic Conference held in this same hall in February 1988, when an additional legal instrument to combat criminal acts against civil aviation was created. One shocking and deplorable instance is the mid-air explosion of Pan Am Flight No. 103, in which 257 innocent people lost their lives. This despicable act must compel us to redouble our efforts in our relentless fight to deter terrorism.

Given the present trend towards improvement in international relations, set in motion by the powers in being, the days may not be far off when mankind will be victorious over terrorism and its underlying causes. Until that time comes and is assured to stay, security measures must be tightened. Ground inspection rules must be scrupulously observed by all carriers. Training of security personnel and the installation of reliable plastic explosives detectors should be pursued. Governments and international organizations that can afford to should increase technical assistance in the training of personnel and in providing expertise and equipment.

Finally, allow me to express the appreciation of my delegation for the excellent manner in which this Assembly meeting has been organized. Our profound gratitude is extended to the President of the ICAO Council and the Secretary General of ICAO and his entire staff for their remarkable performance."

7. The Chief Delegate of Fiji

"I bring to this august Assembly both the greetings of the people of the Republic of Fiji and their good wishes for a successful meeting. We are pleased to be here in Montreal for the 27th session of the Assembly and to join once again with the other Contracting States of the International Civil Aviation Organization in the important deliberations and discussions which will take place during the coming weeks.

First of all, I take this opportunity to congratulate Dr. Sidhu on his appointment to the high office of Secretary General. We look forward to his support and that of ICAO in our efforts to improve the development and safety of aircraft operations in our part of the world.

Secondly, I wish to congratulate the new Member States of the Organization, in particular, the Cook Islands, the Federated States of Micronesia and the Marshall Islands, all small island countries from the south-eastern sub-region of the Asia and Pacific Region.

Our attendance today is the third since Fiji became a Member State of the Organization in 1973. We have come to listen and benefit from the experience of others and also to contribute in whatever way we can from our own experience as a State within a region in which aviation will always be an essential form of transportation.

We acknowledge the latest traffic forecasts from ICAO to the year 2000 for scheduled passenger traffic by region of airline registration and we note that Asia/Pacific will be the only region which will have a growth rate higher than the world average during this period. This rapid growth is now very apparent in the Pacific Region. It is therefore essential that the various services provided to aviation in the area should be maintained and, wherever possible, improved.

We have noted several subjects to be discussed under the various items of the agenda which are of particular interest to Fiji and which are relevant to other small island States. Agenda Item 12 deals with the



activities and policy of technical assistance provided under the United Nations Development Programme. My delegation is most appreciative of the work which has been undertaken in the past from which Fiji has benefited greatly, and we are hopeful that this will continue. However, we are somewhat concerned that the provision of UNDP regional funding for the cost of the course attendance of trainees from throughout the Asia and Pacific Region ceased at the end of 1988. This subject was raised at the annual meeting of Directors General of Civil Aviation, Asia and Pacific Region, held in New Zealand last year. At that meeting, it was unanimously resolved that ICAO be requested to draw the attention of UNDP to this concern. It was strongly emphasized that the cessation of funding for training would certainly impact seriously on the future safety of civil aviation operations in the Region.

My delegation is however aware of the initiative now taken by the ICAO Secretariat to secure funds for the development of civil aviation in developing countries of Asia and the Pacific and wishes to record its appreciation and support for this action. It is perhaps not widely recognized that the Pacific Ocean itself is greater than the combined area of all the land masses. The magnitude of the distances involved, coupled with relatively low passenger loads, create particular challenges and problems in aviation for the small island countries.

At the last Assembly, the Fiji Delegation raised an area of common concern amongst the island States of the South Pacific and that is, the lack of flight operations and airworthiness expertise. Many Member States are unable to obtain the services of suitably qualified persons to provide the level of assistance required in these fields on a continuing basis. This also became the subject of a seminar held in Fiji in October 1986 which was attended by 62 participants from 15 States and 2 international organizations. A resolution from that seminar was sent to the ICAO Regional Office in Bangkok, for the attention of the Secretary General, with two options identified. This need was again highlighted by the ICAO Needs Assessment Mission to the Region in 1986.

My delegation is aware of the difficulty in finding solutions to these problems but urges ICAO to continue, as a matter of urgency, to determine ways and means of meeting the needs of these States and to put in place an arrangement which will assist in our efforts to improve the safety of aircraft operations in our Region.

We also note with interest the report on the work of the Special Committee on Future Air Navigation Systems. Fiji is responsible for the airspace in the Nandi Flight Information Region covering an area of about 7.5 million square kilometres over the high seas. This is an area which is over three quarters the size of Canada. The establishment of a satellite-based communication, navigation and surveillance system will undoubtedly affect the services we currently provide. We therefore support the action taken by the Council in working paper A27-WP/63 and at the same time commend the ICAO Regional Office, Asia and Pacific Region, for including this item as a theme subject for the next meeting of Directors General of Civil Aviation to be held in Pakistan later this year.

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Fiji has ratified and is party to the Tokyo, The Hague and Montreal Conventions. It is also in the process of ratifying the Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation. Under Sections 73 and 76 of the Fiji penal code, a person who commits the offence of hijacking or aircraft sabotage is liable, on conviction, to life imprisonment.

In 1987, an unfortunate occurrence took place at Nandi International Airport whereby an airport employee made an unsuccessful attempt to hijack an Air New Zealand 747 aircraft. ICAO was kept informed of the action taken by the appropriate authorities at the time. Subsequent attempts by the Government to bring the perpetrator to justice, in conformity with ICAO Assembly Resolution A26-7 and the relevant security conventions were, however, also unsuccessful. The Court in Fiji, being an independent institution, imposed a rather lenient ruling which the Government has not accepted. The Government is currently in the process of upgrading its legislation pertaining to hijacking in Fiji.

Fiji maintains strong condemnation of all acts of unlawful interference against international civil aviation and reaffirms its belief that aviation security must continue to be treated as a matter of the highest priority by ICAO and its Member States.

As a result of the 1987 event in Fiji, the Government has embarked on a programme aimed at upgrading aviation security at its international airports through the provision of security equipment and the updating of airport and national security legislations.

Civil aviation authorities world-wide are currently going through some challenging periods. Given the current trend towards corporatization and privatization, the "user pays" principle has been enforced by many developed countries at a time when the civil aviation infrastructures of developing countries are struggling to make ends meet and simultaneously to upgrade facilities and practices in keeping with advances in modern technology. At the same time they themselves have been required by their governments to run as commercial enterprises. Therefore, the matter of increasing revenue and revenue sources at airports have progressively become extremely important issues.

ICAO, as stated in Doc 9082, encourages the full development of revenues from non-aeronautical sources, having regard to the need for moderation in prices to the public, the requirements of passengers and the need for terminal efficiency. However, the last study carried out by ICAO in this area was in 1979. Ten years have now elapsed since this survey was conducted. My Delegation strongly requests that another survey be carried out to also include current State practices on allocation and operation of concessions and revenue per passenger derived from these sources.

In conclusion, I express on behalf of my Government our gratitude to you and to the Secretariat for the efficient manner in which the Organization has carried out its activities and for the assistance provided during the past years. We wish you every success and we look forward to your continuing support in the future."

8. At this point, the Acting President took the opportunity to inform the meeting that, of the 131 States registered, statements were yet to be delivered by 31 States and 10 international organizations, 41 delegations having delivered their statements. Two of these had made a special request to deliver their speeches during this Plenary, and he called upon the first.

9. The Chief Delegate of Jamaica

"It is for me a singular honour and privilege as the new Minister responsible for aviation in Jamaica to be afforded the opportunity to address so distinguished an Assembly.

On behalf of the Government and people of Jamaica, I wish to convey our warm and sincere greetings to the Government of Canada and to the City of Montreal. I also wish to convey our appreciation to Dr. Kotaite, the President of the Council, to the Secretary General, Dr. Sidhu, and the dedicated staff of the Organization for the progress made in co-ordinating the work of the international aviation community.

The integrity of international civil aviation is essential to the future growth and development of my country. As an island nation, civil aviation is the vehicle by which we maintain essential links of communication with the outside world as a means of travel and for the export of our products. It provides the indispensable link for the promotion of tourism, one of the main pillars of our economy. It is therefore of vital importance that the promotion of civil aviation be seen as an instrument for economic and social development and that international air transport services may be established on the basis of equality of opportunity so that safe, regular, reliable and economic services be available in both developed and developing countries.

We in Jamaica have accepted the opportunity and the challenge of aviation not merely by establishing two international airports at Kingston and Montego Bay; we have responsibility for the Kingston Flight Information Region extending some 140,000 square miles and provide air navigation services throughout this region. As the traffic density in the air space within our jurisdiction increases, we have recognized the need to improve our navigation facilities by establishing area radar services with a coverage of approximately 150 nautical miles radius for primary and secondary radar. We have also continued to upgrade our air traffic control equipment at both international airports and have made considerable improvements to the ground and navigational facilities serving our airports.

We have maintained a national carrier, Air Jamaica, not out of any false sense of national pride but because we believe it is important that there should be a carrier with an obligation to serve Jamaica on a regular basis, in good times and in bad. It is important that there be fair and equal opportunity for our airlines to provide air transportation free from discriminatory practices. Our recent experiences in which the present and future operations of the airline have been seriously prejudiced by heavy monetary penalties arising from the presence of drugs on the aircraft are

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matters of great concern. It cannot be right that despite valiant efforts made in our own country other States should have the right to impose penalties on our airline on the basis of presumption of guilt by reason of the fact that drugs are found on the aircraft. The international community must establish an objective standard and procedure of due process and I call upon the Assembly to take appropriate measures so that a uniform basis for fair play in this area may be laid down for all countries.

Our sister country, Trinidad and Tobago, will present its candidature for election to the Council of the Organization. By its location within the Caribbean community and Latin America, and its contribution to the development of civil aviation, the candidature of Trinidad and Tobago deserves the support of all. May I, therefore, appeal to all Contracting States here assembled to support this candidature.

The accomplishments of the International Civil Aviation Organization in promoting the safe and orderly development of civil aviation are now legendary: when the founding fathers of the Convention on International Civil Aviation assembled in Chicago forty-five years ago, they declared as an article of faith that, and I quote:

"The future development of international civil aviation can greatly help to create and preserve friendship and understanding among the peoples of the world, yet its abuse can become a threat to general security."

Today, that article of faith has not only served as an inspiration for peace and development; it has crystallized into the reality of a world for which aviation knows no borders and by the force of which the world has become a global village.

But the very revolution in communications brought about by the advances in aviation has made one and indivisible, the question of global security and the threat thereto. Aviation has become at one and the same time, the potent instrument of peace and war.

If we have been able to secure a measure of detente in terms of East/West conflict particularly in the refreshing new area of glasnost and perestroika, we cannot but be alarmed by the growing menace posed by the trafficking in dangerous drugs.

The persistent violation of our airspace by drug traffickers, the illegal use of our airlines as a means of transporting drugs has summoned a call to arms in our country. The diversion of scarce national resources from deserving social programmes in order to establish adequate security measures has served to deprive the disadvantaged in our society of their full measure of economic and social rights. But that battle we fight is not only on our own behalf but on behalf of the international community as a whole. And, therefore, it is important that the international aviation community should act in a concerted and collective manner so that this scourge on humanity may be eradicated. I would therefore call upon this Assembly to urge upon the

international community the need to provide as a matter of urgency, through a special programme, technical, financial and material assistance to developing countries, such as Jamaica, which must incur considerable expenditure in order to deal with the use of aviation as a means for the trafficking in drugs.

During the past three years the incidence of aviation disasters has increased. The disasters at Sioux City in Iowa, Lockerbie in Scotland, and Havana in Cuba are fresh in our minds. Even as I speak, we think of the tragedies in Chad and indeed in the United States of America. The dramatic pictures made possible by instant satellite communications have sent shock-waves through the travelling public. Safety must continue to be the paramount consideration of commercial aviation. A co-ordinated effort must be made in order that confidence in aviation may not be eroded. In this task, ICAO has a pivotal role to play and this Assembly should endeavour to find an opportunity to address this problem.

As we approach the 21st Century, we must now ensure that the perspectives of the Organization are guided by the aspirations of its collective membership. These perspectives are rooted in the Charter of the Organization and remain valid today.

We need a new commitment to ensure safe and orderly growth of international civil aviation throughout the world. We need a new commitment to meet the needs of the peoples of the world for safe, regular, efficient and economical air transport. We need a new commitment to avoid discrimination between Contracting States in the use of international civil aviation. We need a new commitment to promote safety of flight in international air navigation by the modernization of our airports and air navigation facilities. And, above all, we need peace and tranquility in the skies. Let us continue to strive to make the freedom of the skies the common heritage of all mankind."

10. The Chief Delegate of Panama

"It is with genuine satisfaction that we deliver our statement at this Plenary Meeting, manifesting our Government's desire to co-operate to the fullest on behalf of international civil aviation from the viewpoint of our favoured geographical location which has led our country to assume the responsibility for air traffic control in an important flight information region (FIR).

Despite severe economic and financial constraints, our country has maintained a rapid rate of progress in the execution of investments to promote and upgrade aeronautical infrastructures. Thus, in the last three years such investments have attained a total figure in excess of fifteen million dollars, allocated to the modernization of the national network of navigation aids, the redesigning of runways, and the addition of significant improvements to our main international terminal, Omar Torrijos Herrera, including the construction of an up-to-date catering facility to service the airlines using the terminal, as well as a freight terminal for the shipping, storage and reception of goods transported by air. This modern freight terminal will constitute a valuable addition to the infrastructure and is one of those projects which are aimed at

optimizing the utilization of our natural resources and which play a decisive role in Panama's overall development, offering enhanced possibilities for domestic and international trade. The construction of this freight terminal, planned for the months ahead at a cost of forty million dollars, will have a noticeable impact on commercial aviation activities in all parts of America and overseas due to the use of state-of-the-art technologies which will place our main air terminal on a competitive level with other air freight operating centres by increasing safety and reliability in the handling of goods being stored or transported.

In spite of these efforts by Panama to foster the progress of civil aviation, it has become very difficult for us to maintain our level of flight safety, the chief concern of ICAO, due to repeated violations of Panamanian airspace by military aircraft of the United States of America, which carry out operations and manoeuvres without effecting the proper co-ordination with the civil ATS authorities of the Republic of Panama, or fail to comply with the rare clearances they request from those authorities, all of which contravenes the ICAO Standards and Recommended Practices respecting civil-military co-ordination. We wish to place on record, as we did previously in the Council, our concern on account of this behaviour which increases daily, since unauthorized incursions into our airspace and our FIR continue to be carried out in violation of both national and international air navigation regulations, thus jeopardizing the safety, regularity and normal conduct of civil aviation operations. We wish to take this opportunity to thank Dr. Assad Kotaite for his personal interest and exertions to reconcile the parties in this sensitive matter, recently dealt with by the Council.

It is impossible to sidestep the issue of drugs on the world scene and their serious repercussions for the safety of civil aviation. In a spirit of solidarity, Panama joins in the efforts to eradicate this scourge, and will continue to work hand-in-hand with the international organizations responsible for the enforcement of regulations, co-operating especially with the International Civil Aviation Organization (ICAO) in the development of measures leading to the elimination of narcotics trafficking by air.

Panama is particularly conscious of airport security, and therefore it has adopted measures and devoted efforts to the suppression of acts of violence against the safety of civil aviation.

Finally, I wish to express to this forum my country's unwavering resolve to continue co-operating with the members of the Organization to strengthen aviation security and reinforce the bonds of peace and friendship with all Member States of ICAO.

We are particularly grateful for the support we received during our representation on the Council, and we nourish the hope that this representativity of our sub-region will earn the support of the distinguished members in the forthcoming elections.

To conclude, we would like to convey our most sincere thanks to the Government of Canada, as well as to the municipal authorities of the City of Montreal, for the courtesy with which we have been received and for their warm hospitality."

11. The meeting adjourned at 1250 hours.

Minutes of the Sixth Meeting

(Thursday, 21 September 1989 at 1525 hours)

SUBJECTS DISCUSSED

1. Agenda Item 4: Election of the President and Vice-Presidents of the Assembly
2. Agenda Item 6: Establishment of Commissions, Co-ordinating Committee and election of Chairmen of Commissions
3. Agenda Item 2: Statements by delegations of Contracting States and of Observers

SUMMARY OF DISCUSSIONS

Agenda Item 4: Election of the President and Vice-Presidents of the Assembly

1. Speaking on behalf of the Executive Committee, the Delegate of the Kingdom of the Netherlands reported that it had unanimously nominated Mr. A. Alegria, Chief Delegate of Argentina, as President of the 27th Session of the Assembly.

2. The nomination was approved unanimously, whereupon the Temporary President declared Mr. Alegria elected and invited him to take the chair.

3. Mr. Alegria thanked the Assembly as a whole for the honour it bestowed on himself and his country in electing him President of this Assembly, and to the Delegate of the Kingdom of the Netherlands in particular for having made the nomination. He recognized that there were some very difficult questions to be dealt with on the Assembly's agenda and looked forward to discharging the responsibilities entrusted to him to the best of his abilities. He was sure that he could rely on the co-operation of all present to ensure a successful Assembly.

4. At the request of the President, the Delegate of Ethiopia then presented the Executive Committee's nominations for Vice-Presidents:

First Vice-President:	Mr. V.K.H. Eggers, Chief Delegate of Denmark
Second Vice-President:	Mr. N. Al-Assaf, Chief Delegate of Saudi Arabia
Third Vice-President:	Mr. J. Werenicz, Chief Delegate of Poland
Fourth Vice-President:	Mr. J. Feliciano, Chief Delegate of Angola

5. The nominations were accepted unanimously, and the four Vice-Presidents thanked the Assembly, and the individual delegates who had nominated them, for the honour accorded to them and their countries.

Agenda Item 6: Establishment of Commissions, Co-ordinating Committee and election of Chairmen of Commissions

Election of Chairmen of Commissions

6. On behalf of the Executive Committee, the Delegate of Venezuela presented the nominations for Chairmen of Commissions:

Technical Commission:	Mr. S. McIntyre, Delegate of New Zealand
Economic Commission:	Mr. A.T. Hane, Delegate of Senegal
Legal Commission:	Mr. S.M. Anwar, Delegate of Pakistan
Administrative Commission:	Dr. E. Chiavarelli, Delegate of Italy

7. The nominations were also unanimously accepted, and were followed by expressions of appreciation by the Chairmen of the four Commissions for the honour bestowed upon them and their countries and the confidence placed in them.

Agenda Item 2: Statements by delegations of Contracting States and of Observers

8. The President indicated that statements by delegations of Contracting States would resume, and he invited the Chief Delegate of Greece to speak next.

9. The Chief Delegate of Greece

"Mr. President, allow me at the outset to congratulate you on your election as President of the 27th Session of the Assembly.

It is a great honour and a real pleasure for me to address this Assembly and to express, on behalf of my country, our sincere gratitude to the Government of Canada, the Province of Quebec and the City of Montreal for their kind hospitality and the excellent facilities offered to ensure that this Session of the Assembly will take place in the best circumstances.

We also wish to express our great appreciation to the President of the Council, Dr. Assad Kotaite; to the Secretary General, Dr. S.S. Sidhu; and to the staff of this Organization for their excellent work and guidance as well as for the efforts involved in convening the Assembly.

International civil aviation has experienced rapid development since the establishment of this Organization. It is indeed remarkable that ICAO has accomplished such a great deal in the technical, legal and economic fields, thus having successfully played its role as an instrument of co-operation among States.



Nevertheless, it is quite evident that civil aviation is still facing many problems, the most important of which is the unlawful seizure of aircraft, along with other similar acts which jeopardize its security.

Greece has on many occasions set forth this problem area and is determined to continue her efforts to prevent such acts by taking all appropriate measures and by co-operating effectively with the other Member States at an international level. In this spirit, Greece, having already signed the Tokyo, The Hague and the Montreal Conventions, signed the Montreal Protocol on the suppression of illegal acts in airports and is expediting its ratification procedure. Furthermore, she considers the resolution adopted by the Council on 18 February 1989 in the field of aviation security, as well as the recent initiatives taken within this Organization for the marking and detection of plastic or sheet explosives, constitute a further step towards the actions required for the suppression of unlawful interference. To this end we endorse the concept of the Aviation Security Assistance Programme, to which my Government will make a financial contribution.

Greece, being at the crossroad of international air routes connecting Europe, Africa and Asia, is destined to play a vital role in the development of international civil aviation. We operate a network of 40 airports, 21 of which serve international traffic. Our national carrier, Olympic Airways, operates in five continents and the Hellenic Civil Aviation Authority ensures, in its area of responsibility for more than four decades, safe, regular and efficient handling of air navigation.

Congestion problems of airports and airspace is a recent experience in the European Region. These problems, among other, have a direct impact on the ordinary traffic flow resulting in heavy delays. Greece, together with other European States, Members of this Organization and members of other bodies, has agreed to make all possible efforts at both the national and international level to remedy this situation. In the spirit of relevant discussions and decisions, Greece has been taking significant steps in order to enhance airport modernization, to increase the air traffic capacity system, and also to work on a large-scale programme for modernizing air traffic services.

Furthermore, the Civil Aviation Authority of my country co-operates, in accordance with ICAO rules, regulations and procedures, with the military authorities aiming at better use of airspace and alleviating congestion problems whenever they occur. To this end, we attach cardinal importance to the re-alignment and the establishment of operationally beneficial ATS routes to cope with the traffic demand in the area. These routes would also be used as alternative ones with a view to relieving the major congested airways.

In concluding, allow me to wish every success in the achievement of the goals of this Assembly for the benefit of international civil aviation."

10. The Chief Delegate of Guyana

"On behalf of the Government and people of Guyana, and the Delegation of Guyana, I present to this 27th Session of the Assembly of ICAO, to the Government of Canada and the City of Montreal our warmest greetings and compliments.

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It is a distinct honour and privilege for our delegation to participate in the deliberations of this 27th Session of the Assembly, significantly so since this appearance marks a return of Guyana to these Sessions after an absence of some nine years. The maiden presence of my delegation at this, the highest forum of the Organization, and for my Government and country is a significant and timely step in the right direction.

Guyana, a young, developing nation, although beset in our efforts at technical development in civil aviation by severe economic difficulties, looks steadfastly to ICAO for its continuing guidance in civil aviation and for the guiding principles in fostering the economic and technical growth, development and security of civil aviation internationally, as well as domestically.

In this regard, Mr. President, Guyana pledges its continuing support of the future efforts of the Organization to improve international aviation safety and security, and looks forward to working with you at this Assembly towards meeting our challenges and achieving our objectives."

11. The Chief Delegate of Honduras

"I bring greetings, Mr. President, from the civil and military authorities of my country, to the inhabitants of this beautiful nation of Canada, and to all those attending this august event, in the hope that the Almighty may shed blessings and wisdom upon each and every one of the Resolutions arising from this Assembly.

Ladies and gentlemen, my country, Honduras, has in the past triennium adhered to the Tokyo, The Hague and Montreal Conventions which constitute the cornerstone on which the international civil aviation security system rests, and in so doing has demonstrated its keen interest in this vitally important issue.

Over the past two years, Honduras has invested a total of 25 million dollars in air navigation aids. It was in my country that the idea was first conceived to establish the Central American Corporation for Air Navigation Services (COCESNA), an organization which was honoured with the Edward Warner Award. COCESNA is currently engaged in the EURO-MAYA project for the installation of radar facilities for flight protection in Central America, Panama and Belize, which are scheduled for completion in 1992, making this area one of the safest in which to fly.

As you know, we in the Central American countries and Panama are convinced that our contribution to civil aviation will be far greater if we work together in unity. The modernization programme now being carried out by COCESNA under the EURO-MAYA project, offers an example of such collaboration.

Mr. President, Delegates to the 27th Session of the ICAO Assembly, it is for this reason that my country, respecting the decision reached and ratified by the civil aviation authorities of Costa Rica, El Salvador, Guatemala, Panama and Honduras, formally puts forward, through me, the

candidacy of Honduras as representative of Honduras, Central America and Panama on the Council of the International Civil Aviation Organization, in compliance with the provisions of the Standing Rules of Procedure of the Assembly of the International Civil Aviation Organization, and with the sole purpose of participating more actively in the development and enhancement of international civil aviation."

12. The Chief Delegate of Hungary

"On behalf of the Government of the Hungarian People's Republic and my delegation, I wish to express our highest consideration to the Council and the Secretariat, and to all of the collaborators of ICAO for their activities leading to the implementation of the aims and objectives defined in the Chicago Convention. It is well known by all of us that these aims and basic principles are still valid today, according to which the future development of international civil aviation can greatly help to create friendship and understanding among the nations and peoples of the world.

We would like to contribute with our activity in the field of international civil aviation by reducing friction and promoting co-operation between nations and peoples, upon which the peace of the world depends. Contracting States have to continuously fulfil their obligations in order that international civil aviation may be developed in a safe and orderly manner and that international air transport services may be established on the basis of equality of opportunity and operated soundly and economically.

In order to implement these aims, ICAO has exerted significant efforts in the field of airport and airspace organization, suppression of illicit transport of narcotic drugs by air, accessibility of air transport for elderly and disabled persons, computer reservation systems, international air transport fares and rates, environment protection, regional economic integration, application of competition laws for international air transport, aviation security and numerous other problems.

The Civil Aviation Authority of Hungary is doing its best to contribute to the activities of ICAO. Hungary has a relatively small airspace. Last year the air traffic control services handled more than 1 000 aircraft within its controlled airspace, and more than half of these were transit flights. With our measures in air traffic management, we also intend to contribute to the alleviation of the saturation and congestion in the airspace of the European Region. In the past three years we have implemented four new international airways and have modernized our long-range radar system. Within the framework of this programme two new primary and secondary monopulse radar stations have been installed.

The development of a new economic social model is in progress at the present time in Hungary. Our Government encourages a market economy, competition, forming of joint ventures with foreign holdings, and free enterprises. These aspects relate also to the main fields of transportation and serve as a basis for the concept of medium- and long-term development, as well as restructuring of Hungarian air transport.

In the sphere of the revival of domestic air transportation we are promoting, first of all, tourism by air using light aircraft to reach different destinations in Hungary such as hot spring resorts, spas, historical cultural sites, as well as business aviation.

By taking appropriate measures at the governmental level, we wish to encourage Hungarian civil aviation to find its place in the deregulated and liberalized market of air transportation. We strive to form our international relations accordingly with the co-operation of foreign investors and capital which provides fair possibilities and mutual benefits to all parties concerned.

I avail myself of this opportunity to express my sincere thanks for the responsible activities of ICAO and I wish much success to the work of the Assembly."

13. The Chief Delegate of Iceland

"On behalf of the Government of the Republic of Iceland, I have the honour to address you on the occasion of the 27th Session of the ICAO Assembly. I wish to express our thanks to the Federal Government of Canada, to the Province of Quebec, and to the beautiful city of Montreal, for which we are all, I am sure, forming a special affection. I would also like to thank the Secretariat of ICAO for its labours in preparing for the Assembly, labours which will no doubt be crowned by success.

I want to touch briefly on just two subjects.

Situated as it is in the middle of the North Atlantic between Europe and the New World, it fell to Iceland, immediately after the Second World War, to play a very special role in international civil aviation, in the matter of air navigation services for aircraft crossing the North Atlantic. At that time, under the aegis of ICAO, the Joint Financing Agreements for air navigation services in the North Atlantic were drawn up. Today, 38 controllers at the Reykjavik oceanic area control centre work exclusively under that Agreement with Iceland. The services are funded by charges levied against the users, i.e. the airlines.

In a recent report to the Council of ICAO, the Chairman of the Committee on Joint Support of Air Navigation Services refers to "the safe, orderly and efficient provision of essential services to civil aircraft crossing the North Atlantic north of the 45th parallel north". He also considers that the ATC, COM and MET services provided under the terms of the Agreements have continued to be developed and improved to meet the requirements of civil aviation. He further observes that the costs involved are moderate and that the user charges are low by international standards.

However, the number of trans-Atlantic flights passing through the Reykjavik oceanic area control centre is growing at an ever-increasing pace, and this growth calls for new technologies. A new computerized system for the processing of flight data will soon be installed at the Reykjavik centre. This system, conceived and developed in co-operation with a group of scientists from the Engineering Faculty of the University of Iceland, represents a very substantial investment in expertise and scientific resources as well as in capital. I wish to seize this opportunity to express our thanks to the Joint Support Committee and to the Council of ICAO for their confidence.

In a matter of months we shall be able to celebrate the forty-fifth anniversary of the Chicago Convention, ICAO's real Constitution, and the cornerstone of air transport as we know it in the world today. To date, if I am not mistaken, that Convention has been signed by no less than 162 States, which almost constitutes a miracle. But conditions and requirements differ from one part of the world to another. Certain regional civil aviation bodies, as well as groups of nations such as the European Community, have had to respond to such specific needs on the part of their constituents. They have even gone so far as to draw up new regulatory systems, particularly in the technical sphere, which can give rise to troublesome confusion as well as to difficulties of a political nature. Suffice it to mention as an example the trend towards eliminating aircraft meeting the Standards of Chapter 2 of Annex 16, a measure which might result in the exclusion of the region from the operations from others. Undoubtedly, a problem exists, but as I see it, it could be dangerous to move faster than ICAO. The equilibrium achieved through the Chicago Convention may be precarious despite the fact that it has been signed by so many States, or perhaps for that very reason. Let us not forget that this equilibrium can easily be upset if proper care is not taken.

Mr. President, distinguished delegates, I shall conclude by affirming my Governments's firm support for ICAO and by reiterating the wishes I expressed earlier for a fruitful Assembly."

14. The Chief Delegate of India

"At the outset, on behalf of my delegation, I would like to offer our heartfelt sympathy to the Governments of France and the United States for the tragedies that occurred during the last few days. I would also like to take this opportunity, on behalf of our delegation, to extend to you Mr. President, and to the other distinguished representatives who were elected to various offices this afternoon, our heartiest felicitations.

I am indeed honoured to have this opportunity to address this august Assembly and to convey greetings of my delegation and those of the people of India to the distinguished members of all the delegations attending this Session. It is a matter of great pleasure that the membership of this Organization has risen from 156 to 161 during the past three years which indicates the growing desire of nations to have international co-operation in the field of civil aviation. I extend my warmest congratulations to Cook Islands, Federated States of Micronesia, Marshall Islands, San Marino and Bhutan on their joining the International Civil Aviation Organization.

My delegation is grateful to the Government of Canada, the Government of the Province of Quebec and the City of Montreal for according us a warm welcome. We would also like to place on record our deep appreciation of the excellent working papers and flawless logistic arrangements made by the Secretary General and his colleagues for conducting the work of this Assembly. It is also my privilege to commend the extraordinary leadership provided by Dr. Kotaite as President of the ICAO Council, guiding the Organization in its work in an exemplary manner continuously over the past 14 years.

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Recent times have seen phenomenal growth in world civil aviation, making the global community closer and stronger. International trade, commerce and tourism have immensely benefited due to this progress in the shrinking of distances. At the same time there is an increasing realization of interdependence among the countries for the growth of safe, orderly and efficient air travel. The Contracting States are now gripped with the problems of aging fleets, unlawful interference, environmental pollution, unbridled competition, congestion of airports and airspace and scarcity of financial resources.

It is really distressing that the threat of terrorism continues to plague international civil aviation despite the efforts being made to curb it by ICAO and its Member States. The very sad memories of the mid-air explosion of the Air India jumbo jet "Kanishka" are still fresh in our minds.

India gives the highest priority to the subject of unlawful interference with civil aviation. War against the pirates in the air should be our foremost target if we are to achieve safe air travel in the world. There is greater realization now that this cancerous malady is afflicting the entire global aviation community. No airport, irrespective of its location, is invulnerable. Co-operation, therefore, at the world level is of utmost importance, in terms of mobilization of technical, human and financial resources to confront these problems. The effort by ICAO in recent times in this direction is commendable. The world body deliberated this problem in February of this year. It is heartening to note that a definite scheme is being evolved specifically for providing training of personnel in aviation security and giving financial support to the developing countries in the establishment of aviation security organizations. India wholeheartedly supports this endeavour, and offers its technical, human and material resources to ICAO in this task.

For strengthening of systems in the developing countries to face the menace of unlawful interference ICAO should make all out efforts to organize time bound training programmes of aviation security personnel in handling of explosives detection and biosensors, etc. For meeting the expenditure on aviation security, ICAO could appropriate the surplus money of the States out of their contribution without adjusting the same in the subsequent years. India offers to place its surplus funds which would accrue to her between 1990-1992 as its contribution for aviation security programmes of the developing countries under the mechanism which ICAO has recently established. India fully endorses the initiative taken in this regard to support the countries who need such assistance. ICAO should seriously encourage research on the effect of psychotropic drugs on the crew members, particularly cockpit crew, in the event of their contact. Methods to detect such drugs in case they have been sprayed on the cockpit should be studied in depth by research bodies.

Airspace congestion has already become a big bottleneck in the European Region and the malady seems to be spreading slowly to other regions as well. Thanks, however, to the timely attention given by ICAO, the future does not appear so bleak. The Special Committee on Future Air Navigation Systems has completed its work and the Council has initiated action for having its

recommendations implemented. It is gratifying to note that the Union of Soviet Socialist Republics and the United States have reached an agreement under the auspices of ICAO on the application of their global satellite navigation systems to international civil aviation. More and more use of such systems coupled with matching systems on the ground and in aircraft will certainly enable us to alleviate the air space congestion problem to a considerable extent.

According to ICAO the forecast in terms of passengers carried, scheduled traffic worldwide, is expected to grow from just over one billion in 1988 to just under two billion in the year 2000. The freight traffic is expected to continue to grow at a greater rate than the passenger traffic.

This necessitates replacement of aging and obsolete fleets and augmentation to meet the additional traffic demand. It is estimated that this would involve an investment of 500 000 million U.S. dollars. Additional costs would have to be incurred for modernization of airports and conversion of ILS to MLS as well as to equip aircraft with collision avoidance systems (CAS). For this huge investment the countries have to mobilize resources. Both developed and developing countries are inextricably interwoven with this problem. While developed countries have the ability to manufacture aircraft and airport equipment, the recent trend in aviation has shown that the market for aircraft and airport equipment is growing in the developing countries. Therefore, both developed and developing countries have stakes in the new venture. In order to meet the future challenge the Assembly should address itself to the question of scarcity of financial resources. Perhaps, we have to associate international financial institutions and airlines in mobilizing resources.

There is no doubt that the work of the Air Navigation Commission has increased tremendously due to the cataclysmic advancements taking place in the field of air navigation systems. In order to cope with this increased workload, it is essential to increase the strength of the Commission. We, therefore, fully support the proposal put forth in this regard. We would even support immediate implementation of the proposal pending the coming into force of the amendment to Article 56.

In India, we are making all possible efforts to ensure that the infrastructure available on the ground matches the revolutionary changes taking place in the air. The National Airports Authority has on hand an ambitious project for the modernization of the air traffic control systems at Delhi and Bombay Airports. This project, when implemented, would not only reduce the congestion in the airspaces of these two aerodromes, but also would make operations through these aerodromes and through the adjoining airspace safer and swifter. Introduction of sophisticated secondary surveillance radars, associated with flight data processing systems and radar data processing systems as well as surface detection equipment, are part of this project.

A major step taken by India for the introduction of satellite aided search and rescue for the entire region, during 1987 - 1988, is now almost ready for implementation.

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India has always shared its aviation expertise and experience with other countries. The knowledge gained by India in the investigation of an Air India B-747 crash in the Atlantic Ocean was shared during the Meeting of Directors General of Civil Aviation of the Asia and Pacific Regions held in 1988 in New Zealand. The experience gained in tackling the bird problem at the airports has also been published for the benefit of other nations. India has also helped some countries by training their pilots and engineers.

I would like to refer to a subject which undoubtedly deserves a very high priority among matters requiring international co-operation today. The subject is "illegal trafficking of narcotics and psychotropic substances". The immense damage this activity is causing cannot be overstated. It is the duty of all nations to extend maximum co-operation to each other and to the United Nations in regard to the measures proposed for containment of this activity. We on our part, are willing to join hands with the Member States in tackling this problem.

Organic links between civil aviation and growth of world tourism is well recognized in as much as an overwhelmingly large majority of international tourists travel by air. Facilitation matters like customs and immigration, baggage clearance, hotel and shopping facilities at airports, tax service and other amenities should be reviewed keeping an eye on the growth of international tourism. Institutional links between ICAO and WTO can help in better understanding the problems of world tourism by civil aviation authorities. Any future improvement to Annex 9 should keep the tourism angle in view. Since tourism is an important dimension of economic development, civil aviation which provides a strong infrastructure cannot ignore it.

In the field of technical assistance to developing countries, emphasis should be laid on human resource development. Hence facilities would have to be created for the training of managers of airlines and airports, air traffic controllers and maintenance engineers. Establishment of regional aviation management bodies should be encouraged as they would be able to locally tap resources to impart such training.

Benefits of any economic activity generally flow towards the industrial and developed countries. For example, in the field of tourism, 80% of benefits flow to the affluent countries leaving behind only 20% for the developing countries of which 5% would perhaps be the share of the African countries. A similar position would perhaps exist in the field of international trade. For the sake of balanced growth of the world community, more advanced and industrialized nations could join hands to achieve the objective of more equitable distribution of benefits, for making developing countries economically strong. In the Indian subcontinent the concept of joint family is well known. It is a system of social security in which the earning members help those who have yet to earn, so that this can contribute towards the common good.

We hope that ICAO will not be just an association of nations. It has to develop as a joint family of developed and developing countries where affluent members share their benefits with the not so happily placed - not in a spirit of charity - but in a spirit of contribution to the well being of all.



Mr. President, may I once again offer my best wishes for the success of this Session and towards that end the Delegation of India will give its fullest support."

15. The Chief Delegate of Indonesia

"It is a great privilege and honour for me to have the opportunity to represent my country at the 27th Session of the Assembly. On behalf of the Indonesian Government please allow me to express our sincere appreciation to the Government of Canada, to the Province of Quebec and also the City of Montreal for the excellent facilities and hospitality, provided to the participants of the Assembly. May I take this opportunity to congratulate the President and the distinguished members of the Council and also to the Secretary General and members of the Secretariat for their successful work during the last three years and for the preparation in convening this Assembly.

On behalf of the Government and the people of the Republic of Indonesia, may I express our sincere condolences and our deep sympathy to the bereaved families of the recent tragic accident of the UTA and US Air aircraft.

Indonesia is an archipelagic country comprising 13 766 islands, with an overall distance of 5 800 km from east to west and 2 000 km from north to south covering four flight information regions and upper information regions. Therefore, it is obvious that civil aviation constitutes a vital means of communication for the unity and development of the nation.

With a population of 175 million, with 2.3% population growth annually, the development of domestic and international air transport is an extremely important element within the overall national development efforts. For Indonesia, air transport has multiple functions: it plays an important role in fostering regional development and it gives strong support to our government's development objectives, especially for better equitable distribution of development gains among the islands of the Archipelago. Furthermore, air transport is considered a significant force in strengthening the unity and stability of our nation and eliminating the barriers of distance between our people.

Situated on a strategic crossroad of flight operations across continental Asia, Australia and the Indian-Pacific Ocean, Indonesia, to the extent of its capabilities, has also consistently made efforts to develop an efficient, reliable and safe air transport system over the territory. Realizing that civil aviation has played a vital role in the socio-economic change and growth of the nation, the Government of Indonesia has given high priority to the development of civil aviation in all aspects. During a five year period from 1984 to 1988 Indonesian domestically scheduled air services experienced an annual average increase of passengers carried by 4.8%, freight carried by 9% and a passenger load factor by 54.4%. While for internationally scheduled air services the average annual increase of passengers carried was 11.8%, freight carried was 13% and the passenger load factor was 53.6%. As for 1989, the projected increase of domestic passengers carried by 9%, freight carried by 12% and passenger load factor by 60%, increase of international passengers carried by 14%, freight carried by 18% and passenger load factor by 65%.

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On the other hand, over a ten year period, Indonesia has developed from an aircraft importing country to an aircraft producing one. The Indonesian state-owned aircraft manufacturer, IPTN in Bandung, in co-operation with MBB, of the Federal Republic of Germany, Aerospatiale Bell Helicopter Textron Inc. and CASA of Spain, have produced economically viable aircraft such as the NBO-105 and Super-Puma, CASA-212 and CN-235 helicopters. We believe that the development of Indonesian aircraft manufacturing will certainly make a major contribution to Indonesia's technological and economic development for years to come and will also contribute to the achievement of one of ICAO's objectives. On the other hand, realizing that the huge capital outlays required for the development of the civil aviation infrastructure would be a tremendous burden for developing countries, the Government of Indonesia therefore urges the developed countries to increase their assistance for technical assistance in civil aviation operations.

I would also like to touch upon the strategy for technical assistance programmes. In providing technical assistance for developing countries it is suggested that priorities should be carefully selected and programmes be implemented more effectively and efficiently. Furthermore, I would suggest that in identifying and formulating the projects, the immediate needs and requirements of developing countries should be given special consideration. I would like to take this opportunity to place on record our appreciation to ICAO and the United Nations Development Programme in providing technical assistance projects, especially projects on training of manufacturing and airworthiness instructor and type certification of aircraft, which in my opinion would support the Indonesian aircraft manufacturer by maintaining its high quality control of aircraft production thereby securing the safety of civil aviation. I am quite sure that Indonesia's contribution to the further development of civil aviation will also benefit and should therefore be devoted to the advancement of the region concerned, the developing countries in general and even to all mankind.

On behalf of my government, I would like to express my highest appreciation to the distinguished delegates for all their support to the Indonesian devotion and role in ICAO since its enrollment in 1962, and even later with the appointment of Mr. Fachri Mahmud, as Director of the Technical Assistance Bureau. This is really a great honour for the Government and people of Indonesia and this would not have been possible without your serious support. Indonesia attaches great significance and always supports ICAO resolutions and recommendations to promote the safety and efficiency of civil aviation. In view of this situation, Indonesia, which has been elected as a member of the ICAO Council, third category, during the period 1962-1965 and subsequently re-elected for the same category from 1968-1989, will again notify its candidacy in the Council of ICAO during the 27th Session of the ICAO Assembly. On this occasion I would be very grateful if the delegations of Contracting States would support my Government for this candidacy.

Finally, please allow me on behalf of my delegation to extend our sincere wishes for the success of this Assembly and may God Almighty bestow his blessing on our common endeavours."

16. The meeting adjourned at 1700 hours.

Minutes of the Seventh Meeting

(Friday, 22 September 1989 at 1000 hours)

SUBJECTS DISCUSSED

1. Agenda Item 7: Annual Reports of the Council to the Assembly for 1986, 1987 and 1988 and Work Programme for 1990-92, and their reference to the Executive Committee as a whole and to Commissions as necessary
2. Agenda Item 2: Statements by delegations of Contracting States and of Observers

SUMMARY OF DISCUSSION

Agenda Item 7: Annual Reports of the Council to the Assembly for 1986, 1987 and 1988 and Work Programme for 1990-92, and their reference to the Executive Committee as a whole and to Commissions as necessary

- Presentation by the President of the Council

1. At the invitation of the President, the President of the Council, Dr. Assad Kotaite, presented the Annual Reports of the Council for 1986, 1987 1988 and the first six months of 1989 stating as follows:

"First of all, Mr. President, I should like to express my warmest congratulations for the trust shown you, sir, by this Assembly which represents the overall international aviation community; I am quite sure that under your wise guidance the deliberations of this Assembly will be very successful.

"In accordance with Article 54(a) of the Convention on International Civil Aviation, I have the honour to present, on behalf of the Council, its Reports for the years 1986, 1987, 1988, together with a Supplementary Report for the first half of 1989.

Since the last ordinary Session of the Assembly in 1986, the membership of ICAO has risen to 161 States, compared to 25 at the time of the First Session of the Assembly in 1947. It gives me great pleasure to extend our warmest welcome to our new members which are, in order of their adherence: the Cook Islands, the Marshall Islands, San Marino, the Federated States of Micronesia and Bhutan. I am also pleased to announce that on 7 September 1989, Mongolia deposited an instrument of adherence to the Chicago Convention; in conformity with Article 92(b), this adherence will take effect on 7 October 1989.

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In less than three months, we shall be celebrating the 45th anniversary of the Chicago Convention on International Civil Aviation. It will be with profound respect and gratitude that we mark the work of our predecessors who showed such foresight in drafting an instrument, which, almost five decades later, is still responsive to the needs of the international community and to civil aviation.

Over the years, ICAO has had the privilege of conferring the Edward Warner Award on certain individuals and organizations in recognition of their contribution to international civil aviation. Recipients of the award were, in 1986, Mr. J.R.D. Tata, an aviation pioneer and founder of Air India and, in 1988, the Aeronautical Radio of Thailand (AEROTHAI). On 27 September this year, the Brazilian pioneer aviator, Anesia Pinheiro Machado will receive the Gold Medal for her eminent contribution to the development of international civil aviation in Latin America.

As you all know, a new Secretary General, Dr. Shivinder Singh Sidhu, took office on 1 August 1988, replacing Mr. Yves Lambert who served ICAO in this capacity for twelve years. I would like to take this opportunity to pay tribute to Mr. Lambert, on behalf of all of us, for his contribution to the development of the Organization, particularly during the difficult financial situation towards the end of his term.

#### Industry performance during the triennium

The last three years have been marked by continued strong growth in world air transport and the emergence of new problems that reflect the fact that in many areas of the world, air transport has become a mass transport mode.

In 1988, 1 072 million passengers were carried on scheduled air services throughout the world, equivalent to about one-fifth of the world's population and an increase of 19 per cent over 1985. Passenger-kilometres flown were also up by almost a quarter and freight tonne-kilometres performed by more than a third. Over half of all traffic was international and this segment has continued to grow faster than domestic traffic.

On a regional basis, the airlines of the North American region showed the strongest growth in international traffic during the triennium at 44 per cent, followed by those of Asia and the Pacific at 42 per cent, Latin America and the Caribbean 29 per cent, Europe 29 per cent, the Middle East 10 per cent and Africa 3 per cent.

Over the ten years ending in 1988, the share of international scheduled traffic carried by airlines based in Europe and North America dropped from 63 to 57 per cent, while the share of the Asia and Pacific carriers rose from 21 to 29 per cent and the combined shares of the remaining regions fell from 16 to 14 per cent. Nevertheless, the airlines of the developing countries saw their share of international traffic increase from 25 to over 29 per cent.

International non-scheduled passenger traffic accounts for about 19 per cent of total international traffic and rose by 41 per cent during the

triennium. Most of this traffic is carried on flights to, from and within Europe. In 1988, about 62 per cent of all international traffic carried between ECAC Member States moved on charter flights.

The aviation community can take pride in the continued improvement in the safety of air travel. Measured in terms of passenger fatalities per 100 million passenger-kilometres, there was a 26 per cent reduction in the average rate over the past two triennia.

The financial situation of the world airline industry also showed considerable improvement, recording an average operating result equal to 4.9 per cent of operating revenues during the triennium compared to 3.6 per cent during the preceding period. Reflecting this improvement and the strong growth in traffic, the number of turbo-jet aircraft ordered more than doubled to 2 546 during the period while deliveries rose by 43 per cent. Nevertheless, these figures must be treated with caution, since there are many airlines, particularly in the developing world, which have not benefited from these improvements and will find it difficult to finance the modernization and expansion of their fleets.

#### Air Transport

In addition to its regular activities in the air transport field, which include the holding of workshops on statistics, fares and rates, forecasting and airport economics, the Organization has found it prudent to reallocate resources to study the implications and need for concerted measures to enable international air transport to adapt to changes brought about by the growing volume of traffic, changes in the regulatory environment and the manner in which air services are offered to the public.

In many regions of the world, the growth in traffic has exceeded earlier forecasts, particularly in respect of aircraft movements. Airport and airspace congestion has emerged as a major problem. This problem increasingly influences ICAO's work on airport and route facility management, measures to meet investment needs and measures to improve forecasting and facilitation. The Tenth Session of the Facilitation Division held last September adopted 90 A-type Recommendations for inclusion in Annex 9, the most widespread revision of Annex 9 in three decades. These have been sent to States for their comments. In addition, steps have been taken in the last few months to develop a more comprehensive ICAO programme of forecasting and economic planning. The Eighth Session of the Statistics Division in April of this year gave a vote of confidence to ICAO's Statistics Programme, while recommending further measures to assist the systems planning process and stressing the need for increased electronic interchange of data - recommendations which the Council will be considering in November.

Airline capacity needs and the related issue of the financial viability of airlines touch on a number of issues under study by the Organization, such as developments in the establishment of international tariffs and new and higher taxes being imposed on air transport services by different bodies or levels of government.

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Major changes have also taken place in the regulatory environment, for example concerning the extra-territorial application of competition laws, with consequences for the present regulatory framework. ICAO has developed guidance material for States on the avoidance or resolution of conflicts arising from such situations. The Organization has also been closely monitoring developments in the General Agreement on Tariffs and Trade (GATT) concerning the possible inclusion of international air transport in a broad multilateral accord on trade-in services. Other regulatory changes will take place as a result of the establishment of the Single European Market at the end of 1992, a development which is already creating some uncertainty as to the conditions under which air services will be provided in future, notably by carriers of non-participating States.

An important part of ICAO's resources in the air transport field in the past triennium has been devoted to a study of the economic implications of future noise restrictions on subsonic jet aircraft in the light of the application of the noise standards contained in Annex 16.

Changes in the marketing of services to the public involve airline access to distribution channels as well as code-sharing among airlines. With respect to distribution channels, ICAO has developed guidance material on the regulation of computer reservations systems (CRS) to ensure fair and equal opportunity to compete while protecting the interests of users. Particular attention is being paid to restrictions on airline access to distribution networks through travel agents and third parties.

As you know, airlines are also increasingly seeking new forms of co-operation. One form of co-operative marketing of services is code-sharing which is becoming more widespread and has raised regulatory concerns in some States. Although the Organization has so far only addressed this matter in relation to CRS, we are continuing to monitor this area to identify potential problem areas.

We have continued to maintain a close relationship on air transport matters with the regional civil aviation bodies, the African Civil Aviation Commission (AFCAC), the European Civil Aviation Conference (ECAC) and the Latin American Civil Aviation Commission (LACAC), and to provide them with support services. Over the years, the regional bodies have grown in importance providing a framework for co-ordination and co-operation in civil aviation and for the promotion of the safe and orderly development of regional air transport. They can continue to count on our support in the future. A paper concerning our relations with these bodies will be presented to the Assembly.

### Air Navigation

Regarding ICAO's work in the air navigation field, I propose to review developments in relation to four broad functional areas, by outlining first, measures to reduce congestion and to develop Future Air Navigation Systems; second, measures in response to technological advances; third, measures to deal with specific problems; and, fourth, measures related to the human element.

Future Air Navigation Systems

Some of the most important work in ICAO relates to the development of concepts regarding Future Air Navigation Systems (FANS). The goal is to provide a framework for a global communication, navigation and surveillance system (CNS), which will be essential to the long-term development of air transport and the alleviation of airspace congestion. The FANS Committee completed its work on defining such a concept in 1988. It concluded that satellite-based CNS systems offer the best solution on technical, operational and economic grounds. This Committee will continue on an interim basis until the new Special Committee for the Monitoring and Co-ordination of Development and Transition Planning for Future Air Navigation Systems assumes its functions. It will focus on the institutional aspects, global co-ordination and monitoring of research and development (R & D) programmes, implementation and management. The enhanced forecasting activity in the air transport field, to which I have referred, is expected to make an important contribution to this and other planning bodies. The Council also proposes to convene a conference in 1991 to secure the agreement and participation of Contracting States regarding implementation of the future global air navigation system.

One of the requirements identified by the FANS Committee is for Automatic Dependent Surveillance (ADS), which will display the position of aircraft as derived from on-board navigation systems. It will enable extension of surveillance and monitoring of air traffic beyond present long-range radar coverage areas where at present only procedural air traffic control can be applied. This task is moving ahead. Approval of amendments to relevant ICAO documents is expected in 1992.

Action taken by the 1987 International Telecommunications Union (ITU) World Administrative Radio Conference for the Mobile Services to reduce the aeronautical satellite spectrum available for use by civil aviation raises concern because of the implications for future CNS systems. Further reallocations are to be made at the next ITU Conference, scheduled for early 1992. Recognizing the potential harmful effects on aviation safety and regularity, we will develop our position at a divisional meeting dealing with communications in 1990. I urge you to ensure that your Administrations, in preparing for the 1992 ITU World Administrative Radio Conference, are fully briefed as to the aviation safety issues involved and prepared to support the ICAO position.

A number of measures have also been taken to improve aircraft operations in respect of vertical separation, visual flight rules (VFR) and helicopter operations. The General Concept of Separation Panel in 1988 determined the feasibility of a 1 000 feet vertical separation minimum above 29 000 feet. Priority in ICAO has been given to developing guidance material to permit regional air navigation agreement on early implementation, notably in the North Atlantic Region, subject to a decision by the Limited North Atlantic Regional Air Navigation Meeting planned for the next triennium.

Ten years of work on VFR operations is nearing completion with the definition of seven new classes of air traffic service airspace, each with specific requirements for flight within that airspace. If the proposed amendments are approved by the Council, they will have far-reaching effects on future airspace organization.

A comprehensive amendment to Annex 6, Part III, dealing with all aspects of helicopter commercial air transport and general aviation operations, has been developed by the Helicopter Operations (HELIOPS) Panel. That panel also proposed amendment of the Procedures for Air Navigation Services (PANS-OPS) to include helicopter instrument flight procedures and obstacle clearance criteria, and of Annex 14 to include specifications for the physical characteristics of heliports. The proposed amendments should enter into effect in 1990. Annex 8 was also amended in 1988 to include a new Part IV which specifies airworthiness requirements for helicopters, to take effect in 1991.

#### Measures in response to technological advances

A number of measures have also been taken to adjust to developments of a technical nature on such matters as Micro-Wave Landing Systems (MLS), Extended Twin-Engined Operations (ETOPS), meteorology and search and rescue.

In October 1987, Annex 10 was amended to give effect to the ICAO ILS/MLS transition plan. Implementation of the plan by ICAO will now centre on regional transition planning, the development of relevant provisions and guidance material and the assessment and circulation of information on developments in States. As more experience is gained with the certification and operation of MLS, it will become possible to accelerate the preparation of MLS documentation.

ICAO continues to monitor extended range operations by twin-engined aircraft to assess the adequacy of the provisions in Annex 6 and to track engine shut-down rates on a global basis.

The Organization's work in meteorology has centered on development of the World Area Forecast System (WAFS), which, when finally implemented, will rely on two world area forecast centres in London and Washington to prepare global forecasts of upper air winds and temperatures and of significant weather phenomena. A voluntary international airways volcano watch has also been organized to alert aeronautical authorities to the presence and expected movement of volcanic ash clouds.

The last Ordinary Session of the Assembly expressed strong support for the satellite-aided search and rescue system. Referred to as COSPAS-SARSAT, it has clearly demonstrated its usefulness. Since its introduction in 1982, it has helped rescue 1 219 persons, 620 of them in aeronautical incidents. An international COSPAS-SARSAT agreement between Canada, France, the Union of Soviet Socialist Republics and the United States came into effect in August 1988. This established the programme on an inter-governmental basis and ensured its long-term availability to all States on a non-discriminatory basis. ICAO and the International Maritime Organization (IMO) are joint depositories of the agreement.

A study group on satellite-aided search and rescue has been established. The group's proposals for the amendment of relevant ICAO documents will be presented next year. International civil aviation has a vital interest in satellite-aided search and rescue and ICAO will actively pursue development of the COSPAS-SARSAT programme.



### Measures to deal with specific problems

Problem areas addressed during the triennium included the question of aging aircraft, the transport of dangerous goods and drug abuse and narcotics trafficking.

Regarding dangerous goods, ICAO issued revised editions of Technical Instructions for the Safe Transport of Dangerous Goods by Air in 1986 and 1988, and a document on Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods in 1987, revised in 1988.

The subjects of drug abuse in the workplace and illicit transport of narcotic drugs and psychotropic substances by air have been given high priority and guidance material for States will be prepared by the Organization.

In 1987, the United Nations International Conference on Drug Abuse and Illicit Trafficking adopted comprehensive recommendations addressed to governments and international organizations detailing practical measures to be taken. Of particular relevance to ICAO was the recommendation on the prevention of drug abuse in the workplace and the potential for disaster that exists from drug abuse by individuals in "sensitive occupations". After studying the question, ICAO has concluded that current regulations provide an adequate safeguard against drug abuse by flight crew members and air traffic controllers. This finding and the relevant Standards and Recommended Practices (SARPs) were brought to the attention of States and ICAO will continue to monitor developments and exchange technical information with States and the World Health Organization (WHO).

### Measures related to the human element

A major amendment of Annex 1 provisions covering flight crew licences and ratings was adopted in 1988, in the light of proposals made by the Personnel Licensing and Training (PELT) Panel.

A Flight Safety and Human Factors Colloquium was held in Montreal in 1987, in response to Assembly Resolution A26-9 requiring ICAO to collect information on human factors experience and to disseminate practical material. The first two human factors digests are planned for publication in 1989 and preparations are being made for an ICAO seminar, to be held in Leningrad from 3 to 7 April 1990, on the theme "The application of human factors knowledge to aviation management, training and operations". In the near future, a major conference or divisional-type meeting is envisaged to define the role of administrations and other bodies in the development of human factors programmes.

### Other developments

In July 1988, an Extraordinary Session of the Council was convened at the request of the Government of the Islamic Republic of Iran following the shooting down by a warship of the United States on 3 July 1988 of Iran Air flight 655 en route from Bandar Abbas to Dubai. The Council directed the Secretary General to conduct an investigation to determine all relevant facts and technical aspects of the chain of events relating to the flight and destruction of the aircraft.

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After considering the report of the investigation on 5 to 7 December, the Council instructed the Air Navigation Commission to study the safety recommendations in the report. Regarding the routing arrangements and civil and military co-ordination in the area, the Council, on 15 December, emphasized the importance of the correct application by all States of the provisions of Annex 11 concerning co-ordination and also of the provisions of Annex 15 concerning the promulgation of information related to acts potentially hazardous to civil aircraft.

On 17 March 1989, the Council completed action on the subject of Iran Air flight 655 and adopted a Resolution which, inter alia, "deeply deplores the tragic incident which occurred as a consequence of events and errors in identification of the aircraft which resulted in the accidental destruction of an Iran Air airliner and the loss of 290 lives".

In the geographic context of this area, I am pleased to note progress in the implementation of the Council Resolutions of 23 April and 13 December 1985 which were endorsed by the decision of the last Session of the Assembly. The Council was informed on 30 March 1989 that the Government of Iraq had withdrawn its NOF 016/85 with effect from 27 March 1989. As a consequence, the concern expressed by the Council with respect to the safety of flights along designated airways has been met. However, the second aspect of the Resolution of 13 December 1985 has not yet been implemented and the two Iran Air aircraft, unlawfully seized in 1984, are still being held on the territory of Iraq.

### Regional Offices

In the regional offices, emphasis continues to be placed on the implementation of the air navigation plans in the light of growing concern about the ability to cope with future demand in some regions. One response we have adopted is to field a greater number of multidisciplinary field missions.

The European Region faces particularly serious airspace and airport congestion. Consequently, implementation of the European Air Navigation Plan and ICAO policies and the activities of the European Air Navigation Planning Group (EANPG) have become of critical importance.

Noticeable progress was also made in the provision of facilities and services in the Middle East Region and in "off-load" routings in the area.

The Second Caribbean/South American Regional Air Navigation Meeting was held in Santiago de Chile in May of this year. The report of the meeting will be reviewed shortly by the Air Navigation Commission and the Council. The meeting recommended the establishment of a permanent regional planning and implementation group and was greatly assisted in its work by the GRACYAS Regional Planning Group on matters relating to the aeronautical fixed services (AFS), operational meteorological (OPMET) data banks and automation of aeronautical information services (AIS).

In the African Region, a Limited Regional Air Navigation Meeting in the fields of Communications, Meteorology and Rules of the Air and Air Traffic Services was held in Lomé, Togo, in April, 1988. It endorsed the recommendations of the Special Implementation Project in Search and Rescue

(SAR) completed in late 1986. Another Special Implementation Project was also carried out concerning the improvement of the aeronautical fixed services in Central and Western Africa.

Insofar as other regions are concerned, the relevant planning groups continued to be active. In the North Atlantic Region, efforts focused on improving airspace capacity and the use of advanced technology. All regions were engaged in implementation of the World Area Forecast System (WAFS). Throughout the triennium, the Organization continued to give the fullest attention to regional activities.

#### Legal activities

Turning now to ICAO's legal activities, I wish to emphasize the need for the Organization to closely monitor the development of law in the aviation field. As you are well aware, law is indispensable to the management of the complex social relationships in the aviation field and to the harmonization of potentially conflicting interests. There is also a need to better inform the world community about ICAO's legal programme so as to assist in the implementation of international air law instruments. We propose to do this by holding regional seminars or workshops.

Three amendments to the Chicago Convention which have yet to enter into force were given particular attention by the Council during the triennium. I refer to the amended final clause of the Convention providing for an authentic Russian text of the Convention which was adopted in 1977; to Article 83 bis which would permit the transfer of functions and duties from the State of registry to the State of the operator in cases of lease, charter and interchange of aircraft, adopted in 1980; and finally, to Article 3 bis dealing with interception and the prohibition of the use of weapons against civil aircraft in flight. It is of paramount importance to the Organization that these amendments enter into force without further delay.

The Assembly will be asked to consider a proposal to amend Article 56 of the Chicago Convention, to increase the membership of the Air Navigation Commission from 15 to 19. This would reflect the growth in our membership and the need for broader regional representation to cover the technological complexities of modern aviation.

Attention has also been given to the legal aspects of measures taken by ICAO to resolve the urgent problems facing us in connection with future air navigation systems and with aviation security. Regarding future air navigations systems, we are now studying the legal aspects of global air/ground communications for administrative and passenger use and of the general institutional and legal aspects of FANS.

#### Aviation security

Acts of unlawful interference continue to represent a serious threat to the safety of international civil aviation and work in this field has been accorded the highest priority. Although there has been a sharp decline in the number of incidents, casualties have unfortunately remained high due to the

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total destruction of aircraft in flight, including the tragic losses of Korean Air flight 858, involving 115 persons, and Pan American flight 103 in which a total of 270 persons lost their lives. Both of these criminal acts were strongly condemned by the Council. Let me take this opportunity to underline the fact that it is not only the actual magnitude of a terrorist act that counts for its perpetrators but the publicity accorded by the media.

Several legal measures were taken during the triennium to combat this threat. A major accomplishment was the preparation and ratification of a Protocol to the Montreal Convention of 1971 dealing with the suppression of unlawful acts of violence at airports serving international civil aviation, pursuant to Assembly Resolution A26-4. A final draft Protocol was prepared by the Legal Committee in early 1987 and adopted unanimously by a Diplomatic Conference in February 1988, together with an important resolution. I am very pleased to inform you that the Protocol entered into force on 6 August 1989 and has now been signed by 71 States and ratified by 12. We believe that the expeditious preparation and ratification of this Protocol constitutes a record in the history of international law-making.

I can also inform the Assembly that the model clause on aviation security has been used by more than 80 States in their bilateral agreements on air services. Another important development was the bilateral or regional model agreement on aviation security adopted by the Council in June 1989 in response to Assembly Resolution A26-7.

We can be justifiably proud of the large and growing number of States party to the Tokyo Convention now ratified by 135 States, The Hague Convention by 142 and the Montreal Convention by 141. Few international instruments can approach such a degree of acceptance.

An overriding priority has been accorded to the preparation of a new instrument on the marking of explosives for the purposes of detection on the initiative of the Governments of the United Kingdom and of Czechoslovakia; this was fully endorsed by the United Nations Security Council in Resolution 635 adopted unanimously in June of this year. A recently-established Ad Hoc Group of Specialists on the Detection of Explosives met earlier this year. One important finding of the Group, which is being actively pursued, concerns the feasibility of placing an identifying additive in certain explosives to ensure easier detection.

As a result of a resolution adopted by the Council on 16 February 1989 at a meeting attended by Ministers of several States represented on the Council, important measures were taken to strengthen ICAO's role in aviation security and to improve implementation. Approval was given to the restructuring of the Aviation Security Section, upgrading it to an Aviation Security Branch to deal with the development of specifications and guidance material and with implementation and training assistance.

The Aviation Security Panel, established in 1986, has submitted proposals relating to the revision of the Security Manual (1987), Amendment 7 to Annex 17 (1988) and the Detection of Explosives (1989).

Amendment 7 to Annex 17, adopted by the Council in June of this year, amends provisions concerning the organization of aviation security, preventive measures and management of response to acts of unlawful interference. New Standards have been included providing for assistance to an aircraft subjected to an act of unlawful interference and the detention of aircraft on the ground.

The implementation of security measures will be improved by providing assistance to States, using a trust fund and other technical and material contributions made by States. The fund is to be used solely for aviation security purposes under the control of the Council to complement ICAO's existing technical assistance activities.

### Technical Assistance

In addressing world problems and developments in civil aviation, it is increasingly evident that technical assistance must continue to provide strong support for civil aviation development programmes in many States.

Despite this need, there has been a decline, for the second triennium in a row, in the implementation total of ICAO's technical assistance programme. Implementation totals fell during the triennium from \$160 million to \$151 million. There were two basic reasons for this overall decline. First, the funds made available to the UNDP were 45 per cent below the figures originally targeted and this affected the funding for ICAO and other specialized agencies. Second, there has been a steady decline of about 20 per cent a year in trust fund projects due to more programmes being administered by nationals and to the reduction in the budgets of oil-producing countries which previously financed large trust fund programmes with ICAO.

There was, however, a marked improvement in 1988 to \$57 million, the highest achieved since 1982, compared with \$42.7 million in 1987 and \$51.5 million in 1986. UNDP funding increased in 1988 and the Civil Aviation Purchasing Programme had a tenfold increase.

During the triennium, ICAO has been active in soliciting external funds, as recommended in Assembly Resolution A26-17, to supplement the supply of funds for the technical assistance programme. Contacts have been made with nearly all the major donor governments and multilateral lending institutions. High-level discussions were held with the Administrator of the UNDP, the Abu Dhabi Fund for Arab Economic Development, the Arab Bank for Economic Development in Africa, the Asian Development Bank and the World Bank. A co-operation agreement with the Caribbean Development Bank was signed on 12 September 1989. We are also co-operating on a number of projects with the African Development Bank, in accordance with our agreement, and we will continue to pursue efforts to develop other funding sources.

I would like to express our particular gratitude at this point for the regular annual donation made by the Government of the Kingdom of the Netherlands under the Voluntary Assistance Programme clause of Assembly Resolution A16-7 to assist civil aviation in the least developed countries.

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Despite ICAO's long and respected involvement in providing technical assistance and our role as the senior world body in international civil aviation, past experience has shown that obtaining external funds is not an easy task and the results have unfortunately often not been commensurate with the efforts involved.

Experience has also shown us that a key factor in securing external funds is the importance that recipient governments place on the priority of civil aviation. It is also important that they stipulate to funding organizations, which is generally done through the finance ministry, that they wish ICAO to be associated as executing agency for any civil aviation projects that are funded. In view of this, we shall be seeking a proposed amendment to Assembly Resolution A26-17 which is being submitted to the Executive Committee.

We cannot afford to relax our efforts in the technical assistance field as the needs of the developing world far exceed the level of resources available to the Organization at present and I must reiterate our need for your support and influence with external funding institutions.

A total of 846 experts were recruited for field projects over the last three years. I am pleased to report that, in accordance with Assembly Resolution A26-16, 40 per cent of the TA Expert Roster is now comprised of qualified Third World experts who represent a growing proportion of the experts approved by recipient Governments.

A record total of 4 048 fellowships were awarded during the triennium and of the record number of 1 507 fellowships awarded in 1988 for training in civil aviation disciplines, 68 per cent were for basic and advanced training at training centres in the developing world. Much needed training equipment was also supplied, with over 4 600 purchase orders being issued for procurements totalling \$45.7 million in support of field projects.

Fifty assistance projects of more than \$500 000 were approved, of which two were especially significant. The first is for a regional aviation security project for Asia and the Pacific involving 23 States which we hope will serve as a model for other regions. Headquartered in Bangkok, the aim of this project is to reduce the risk of unlawful interference with civil aviation by eliminating weak points in the system and improving security standards. By so doing, it is also hoped to reduce illegal drug trafficking. Detailed security assessments of the principal international airports of 21 countries have already been completed and separate reports prepared for each country. Several AVSEC seminars have also been conducted in Bangkok and equipment purchased to upgrade security at selected airports.

The second project, now getting under way, is the TRAINAIR programme. This is a global project funded by the UNDP Division of Global and Interregional Programmes, whose goal is to establish a decentralized system for the preparation and sharing of modern civil aviation training material, with special emphasis on the needs of developing countries. The training packages, to be developed by civil aviation training centres, will conform to standards regarding techniques, format and coverage, and be distributed through the programme, ensuring a growing pool of high-quality training material.

Project evaluation surveys are also being used to improve our effectiveness. Thirty-six UNDP/ICAO projects were evaluated during the triennium. Last year, for the first time, two ex post facto evaluations were conducted in Botswana and the United Republic of Tanzania as part of a global programme agreed with UNDP to determine how best to ensure that project benefits are sustained over the long-term.

These evaluations have shown some disturbing trends regarding the availability of counterparts, long lead-time training, foreign exchange shortages for spare parts and the need for improvement in management skills. We are suggesting a new Assembly resolution to help remedy this situation.

During the last two triennia, it has become increasingly evident that the needs of the developing world in civil aviation development far exceed the funds available. This is because many governments do not give high priority to civil aviation nor do they seek ICAO's involvement as the executing agency for their civil aviation projects. Once again, I must stress our need for your help in ensuring adequate funds to enable ICAO's Technical Assistance programme to continue to provide support to developing countries.

#### External relations

In its external relations, the Organization has continued to co-ordinate its activities closely with the United Nations system, attending meetings of the Administrative Committee on Co-ordination, the United Nations Economic and Social Council and other inter-agency co-ordination bodies. Resolutions of the General Assembly of the United Nations of relevance to ICAO were brought regularly to the attention of the Council which reaffirmed its readiness to act positively within the limits of its constitutional responsibilities towards the objectives of those resolutions.

ICAO was also represented at a number of major United Nations conferences, notably the 1987 International Conference on Drug Abuse and Illicit Trafficking, and the United Nations Conference of Plenipotentiaries which in 1988 adopted a Convention against Illicit Traffic in Narcotic Drugs and Psychotropic Substances.

Close relations continued to be maintained with other specialized agencies of the United Nations system, particularly the technical agencies, and with the General Agreement on Tariffs and Trade on the subject of trade in services. ICAO also continued to work with other intergovernmental and non-governmental organizations in areas of interest to civil aviation. An Agreement of Co-operation between ICAO and the International Maritime Satellite Organization (INMARSAT) was signed at a ceremony at ICAO Headquarters in June of this year.

#### Financial matters

I come now to the financial situation of the Regular Programme, which was marked by a crisis in 1987 brought about by the non-payment of a significant proportion of ICAO's assessments. As you know, this situation seriously threatened the implementation of the work programme presented to the 26th Session of the Assembly.

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In March 1987, the Council adopted a financial contingency plan to balance income and expenditures, in view of the anticipated shortfall in income for 1987 and 1988. The measures taken included a freeze on recruitment, and a reduction in the number of meetings, travel on missions, the volume of documentation and in investment in automation. These measures were implemented in a flexible manner to enable the major objectives of the Organization to be met.

Given the continued deterioration of the financial situation during 1987, the Council decided to adopt further economy measures in December 1987 to balance income and expenditures by the end of 1988, envisaging the involuntary separation of staff only as a last resort.

The situation remained serious until early 1988 when a gradual improvement began to take place. Despite this, the Council decided in November 1988 that prudence required that some of the economy measures be maintained, with continued emphasis on improvement of the overall efficiency of the Organization.

The Council, in its report to the Assembly on the Organization's critical financial situation in 1987 and 1988, has included a number of conclusions and recommendations arising from the experience gained during this difficult period.

These economy measures resulted in a substantial reduction in expenditures and a surplus of \$8.8 million for 1986, 1987, and 1988. The collection of \$4.9 million in assessments in arrears for 1986 and 1987 accounted in large part for the balance of the overall realized surplus, which the Council has recommended be distributed as credits to Contracting States in 1990, 1991 and 1992.

After analysing the timing and amount of the payment of assessments, and the need to draw on the Working Capital Fund in order to meet cash requirements, the Council has recommended that the Working Capital Fund be increased from \$2.2 million to \$4.2 million, \$2 million of which would come from the realized surplus.

The 26th Session of the Assembly decided on an incentive scheme to encourage the timely payment of assessed contributions. Interest earnings of \$670 000 accrued to this scheme in 1987 and 1988 and, if approved by the Assembly, this amount will be apportioned to eligible States as partial distribution of the realized surplus.

The Council is presenting to the Assembly a programme-oriented budget containing the detailed work programme of the Organization and cost estimates for the 1990-1992 triennium. By providing an indication of the manpower and cost of each component of the work programme, the proposed programme budget should result in a better utilization of resources in the light of a continuing review of priorities.

The Council has endeavoured to keep expenditures during the next triennium at the lowest level compatible with the goals and aims of the work programme. These estimates have been critically examined and the proposed



budget represents a reduction in real terms compared with the budget approved by the Assembly for the current triennium. This reduction should have no negative effect upon the work programme since it should be offset by the increased efficiency of the Organization during the triennium.

I must emphasize that the financial viability of the Organization is critically dependent upon assessments being paid on time. States are reminded that assessments become due and payable as of the first day of the financial year to which they relate. The question of arrears is a matter of great concern to the Organization. I urge States in arrears to make payments as soon as possible or to conclude an agreement with the Organization to settle their arrears.

### Conclusion

In presenting the Annual Reports of the Council, I have reviewed the measures taken by ICAO over the past three years to adjust to the changing environment. In the forthcoming years, civil aviation will have to face the challenges presented by changes in traffic growth - which is both rapid and often difficult to predict - by the introduction of new technology and by the requirement for substantial investments in infrastructure, equipment and human resources.

The work programme and budget estimates for 1990-1992 reflect the concern of all States that the maximum level of economy be exercised during these difficult times.

This means that close co-operation will be needed between ICAO and its Member States during the forthcoming triennium to respond to this situation and to find the necessary resources at a time when there is increasing competition for finite financial funds. In view of this, a global strategy is required to allow the Organization's limited resources to be directed where, in the view of States, needs are most pressing, at the same time allowing the Organization a measure of flexibility to respond to urgent problems.

For your Organization to meet its responsibilities, the human factor will be all-important. We shall need good and flexible management and improved automation and information systems. I am confident that, in electing the 33 Member States of the Council, the Assembly will be guided by the best interests of the international civil aviation community.

With this co-operation, ICAO will continue to meet the high standards established 45 years ago at Chicago."

2. The President thanked Dr. Kotaite for his excellent presentation of the reports which covered all aspects of international civil aviation activities in the past triennium, and noted that this was the first occasion in which a visual presentation had complemented the valuable information contained therein. He recalled that the Assembly had approved referral of parts of the report falling within their respective competence to the Commissions and then directed that statements by delegations of Contracting States (Agenda Item 2) continue.

Agenda Item 2: Statements by delegations of Contracting States and of Observers3. The Chief Delegate of the Islamic Republic of Iran

"Mr. President, I wish to congratulate you on your election as President of the Assembly. I am sure you will ably chair the Assembly to a successful conclusion. I also wish to express my delegation's deep sorrow on the sad incident involving the UTA airliner, and extend all condolences to the bereaved families of the passengers and crew.

It is a great privilege and honour for me to have the opportunity to represent the Government of the Islamic Republic of Iran at this 27th Session of the Assembly of the International Civil Aviation Organization. I would like to convey the warmest and the most sincere greetings of the people and the Government of the Islamic Republic of Iran to this august Session. I deem it an obligation to pay tribute to the President of the Council, the Secretary General, and all the staff of ICAO whose arduous and praiseworthy efforts have made the excellent arrangement of this session possible. Our gratitude is also extended to the people and government of Canada and Quebec for their kind hospitality.

The International Civil Aviation Organization has, since its creation almost 45 years ago, tried to lead civil air transport to a successful and rapid development through devoting all its efforts to the very important endeavour of ensuring safety, efficiency, regularity and security of civil aviation. In line with this policy of ICAO, many Contracting States, such as the Islamic Republic of Iran, have well played a significant role in the achievement of this goal; nevertheless, the civil aviation world is still experiencing major problems especially in the field of aviation security. In the last three years as well as in the years before, civil aviation has been the victim of repeated acts of violence and unlawful interference committed by irresponsible persons, and, unfortunately by certain Contracting States which in reality bear no respect for the spirit and letter of the Chicago, The Hague and Montreal Conventions and other internationally accepted conventions and protocols, or for the principles of humanity. It is unfortunate that whilst ICAO has been directing much of its efforts at bringing these shameful acts of violence under strict control, by encouraging Contracting States to be faithful to the spirit of the Chicago Convention and its related instruments for safeguarding civil aviation against acts of violence and unlawful interference and by encouraging the achievement of close international co-operation, the spectre of violence and the infraction of the principles of the Chicago Convention regrettably continue to grip civil aviation, taking the lives of many innocent people and causing a great deal of financial damage.

Of the numerous cases of acts of violence and unlawful interference which the aviation world has unfortunately faced in the three years since the previous Assembly, the tragic downing of Iran Air Airbus Flight IR655, on 3 July 1988, is the most outrageous and senseless crime, committed by the United States, violating the airspace of Iran and destroying the aircraft, taking the lives of its 290 innocent passengers and crew. The commitment of such a grave crime by the United States is a clear indication of the

contradictory position which it has taken in respect of its insistence in codifying the existing principles of the Chicago Convention in its Article 3 bis which recognizes that States must refrain from resorting to the use of weapons against civil aircraft in flight. At the request of the Islamic Republic of Iran, the fatal incident was investigated and the following facts were considered by the Council of ICAO in three consecutive sessions:

- The flight took off from an international airport.
- It was flying well within an international airway.
- The plane was within Iranian FIR.
- The plane was technically airworthy.
- The flight squawked SSR Mode A Code 6760.
- The crew were qualified and certified for the work they were assigned.
- The only challenge aimed at Flight IR655 was on an international air distress frequency and was issued too late to be taken up by the flight. The few earlier warnings were either on a military frequency or were not aimed at Flight IR655.
- The position of the United States warships at the time of shooting down Flight IR655 and the crash site were well within Iranian territorial seas and under the sovereignty of the Islamic Republic of Iran.

It should be emphasized that contrary to the provisions of Annex 15, which place the responsibility for promulgation of information necessary for the safety of air navigation in a given area on the aeronautical information service established by the State responsible for the provision of air traffic services, the United States promulgated an illegal NOTAM in 1984, for the Persian Gulf area requiring aircraft to avoid flying at less than 2 000 feet altitude and 5 nautical miles' distance from the United States warships, as so-called "defensive precautions". Our airbus was beyond the range and altitude to which the United States forces' defensive measures would be applicable.

Captain David R. Carlson, the United States Navy commanding officer of the USS "Sides", in a discussion under the title "The Vincennes Incident", elaborated on the whole situation on 3 July 1988, and while endorsing the above-mentioned clear-cut facts, concluded that the incident was avoidable; I quote his concluding statement: "...we must not concede that accidents, terrible accidents like this one are unavoidable, that is a "cop-out". This tragedy was avoidable."

In spite of the preceding facts, the Council of ICAO concluded its considerations and deliberations on such an appalling incident by adopting an erroneous decision, and found the United States action "a consequence of events and errors in identification (...) resulting in the accidental destruction of an Iran Air airliner and the loss of 290 lives".

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Thus, with deep regret, neither our expectations for a just and decisive judgement nor that of the world community were fulfilled. My delegation, Mr. President, is of the strong opinion that if the worst military attack in history, committed by the United States navy against a civilian airliner, is not utilized by the international community to strengthen civil aviation, and if ICAO fails to respond adequately to the serious concerns of international public opinion following this tragedy, we should announce with sadness that the way is paved for further commitment of similar outrageous actions. We therefore deem it an obligation of this Assembly to take the necessary actions required for the prevention of the recurrence of such incidents.

As a result of political considerations and the somewhat indifferent attitudes of international bodies and the lack of adequate decisive actions against the breaching of the principles of civil aviation, danger to civil air transport continues to exist and every now and then passenger flights operating over the Persian Gulf are challenged by the United States naval forces stationed in the area, usually on a military air distress frequency.

In the field of aviation security there are still many ICAO resolutions awaiting implementation; one of these, the Council resolution of 13 December 1985, urging Iraq, a Council Member State, to return three Iranian aircraft unlawfully seized and detained in that country, is left unimplemented. Our proposal in this regard is attached to the working paper which we are presenting to the Assembly.

The unilateral realignment of an FIR Boundary on the northern part of the Persian Gulf and the promulgation of a NOTAM on 10 December 1988 by Iraq is another example of an infraction of the Chicago Convention and of ICAO's practices which envisage regional and mutual co-operation to settle such disputes.

Mr. President, permit me, on behalf of the Islamic Republic of Iran, once again to reiterate our full co-operation with ICAO to ensure safety, efficiency, regularity and security of civil aviation on a regional as well as on an international basis. In closing, I stress every wish for a successful and fruitful deliberation and conclusion of the work we are engaged upon in the coming days."

#### 4. The Chief Delegate of Iraq

"It is an honour for me at the beginning of my statement to convey to you, from the Iraq of Peace, the Iraq of Love, the greetings of the government and the people, of the President and leader, Saddam Hussein, and their wishes for success for our meeting in the service of the objectives of international civil aviation. I wish to convey to you the deep regret on the part of the Iraqi Government and people for the unfortunate events that took place regarding the French airliner UTA and the United States airliner US Air, and we send our condolences to the people of both the United States and France.

The Iraqi Delegation to this honourable Assembly would like to thank the Canadian authorities for their warm welcome and for all the arrangements made in view of our stay in beautiful Montreal. We also thank the President of the Council and the ICAO Secretariat, headed by the Secretary General, for the wonderful efforts they spend in order to bring this session to a successful conclusion.

International civil aviation has experienced a rapid growth over the past few years, especially in the fields of aircraft manufacturing, planning of air transport technologies and organized activities related to civil aviation, as well as the development and improvement of airports, navigational equipment and support facilities to match this evolution. There is absolutely no doubt that, since its creation, ICAO has contributed towards concretizing the wishes and aspirations of Contracting States and hence, towards reaching the noble objectives of the Organization in safeguarding of civil aviation, as well as the promotion of common understanding between the nations and peoples of the world.

Our country is considered as one of the early founders of the Organization. It is also in the forefront for adhering to the various international instruments intended to serve and regulate civil aviation and international air traffic. It has signed all conventions dealing with civil aviation security and safety and has always demonstrated that it can abide by their terms in the application of its international responsibilities.

The transport and communication sector has always been of paramount importance to Iraq, and civil aviation has had first priority in terms of investments and implementation of projects related to the increase of equipment and other support services. At the same time, a network of domestic airports was constructed to operate side by side with the international airports and work is under way to construct a fourth international airport in the northern part of the country to serve international traffic. Iraq has also taken many decisions to help forward and reinforce this vital sector, in addition to the various facilitation means established at Iraqi international airports.

In the same vein, special attention has been focused on the development of human resources. Our Iraqi Civil Aviation Centre is considered to be one of the high calibre training centres in the region and ICAO recommends it for personnel training in the fields of air navigation, air transport and supporting technical duties.

The common will, understanding and co-ordination that led to the creation of the Arab Co-operation Council by Iraq, the Arab Republic of Egypt, the Hashemite Kingdom of Jordan and the Arab Republic of Yemen is looked upon as an important event, as far as civil aviation in the region is concerned and also as one of the main pillars in the service and promotion of international air transport. Basic steps have already been taken to implement in all four States, one integrated region for civil aviation and air carriers from the technical and operational points of view.

Taking into consideration air transport evolution throughout the world we live in, Iraqi Airlines, our national carrier, has increased its efficiency and various activities by increasing its fleet and planning to purchase some other new generation aircraft to improve the facilities offered to passengers on domestic and international flights.

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The current economic situation in Iraq allows me to assure that in addition to what I have already mentioned, the sector of civil aviation will go through further expansion and implementation of vital projects that are in line with the aspirations and objectives of the international civil aviation community and by the same token, those of our Organization.

Iraq is quite privileged on account of its geographic location at the cross-roads of vital international air routes between Europe and the Middle East, and from the Far East to the Near East; its capabilities in terms of air navigation services and other facilities intended to safeguard international air traffic; and its long history in the field of civil aviation. Its relations with ICAO, its obligations and the way in which it has always met the noble objectives of this Organization bear witness to the importance it gives to international air transport.

We are truly confident that the importance we grant to civil aviation and air transport is worthy of the appreciation of this honourable Assembly, and that it is also a token of Iraq's capability to continue its effective role within the Council and to go on with its various activities. This encourages us to submit our nomination in Category III for election to Council membership.

Our sense of co-operation and our understanding of this Assembly's importance, as well as of the items on the Agenda, guarantee that we will be able to make recommendations that will serve the objectives of this Organization and meet the ambitions and expectations of the international civil aviation community.

I thank you, Mr. President, and wish our Assembly the best possible success in its work."

5. The Chief Delegate of Israel

"I would like to begin my statement by expressing, on behalf of the Government of Israel, the people of Israel, and my delegation, our deep sorrow with regard to the recent tragic loss of the UTA DC-10, its crew and passengers, and with regard to the US Air accident in which two passengers died. May I express our condolences and sympathy to the Governments of France and the United States, and to the families who lost their dear ones under such terrible circumstances.

It is a great honour and privilege for me to have the opportunity to represent my country in this 27th session of the Assembly and to address the Representatives of States and international organizations here present to whom I wish to extend my greetings and wishes for success of our deliberations. I take this opportunity to congratulate you, Mr President, for your election and to congratulate the four new vice-presidents and the newly elected Chairmen of our commissions and I wish you all full success in your important task. I would like also to take this opportunity to congratulate the President of the Council for the excellent report which again assured us that we are all in good hands.

The 27th Session of the ICAO Assembly bears special importance, it convenes now not only at the end of a decade but at the beginning of a new one. It will mark the path that civil aviation will tread upon in the 1990s and perhaps even into the next century. The end of the 1980s saw a renewed blossoming of civil aviation. According to forecasts, civil aviation traffic will double before the end of the next decade. There is no doubt that this development reflecting positive trends in the global economy means, on its up side, impressive growth of the aviation industry. However, on the down side, this development finds the world moving increasingly backwards in connection with all that has to do with aviation infrastructure, namely: airports, airspace and the manufacture and maintenance of a growing number of aircraft.

It now appears that the increasing lack of airports and the growing density of air traffic, especially in Europe, may become a bottleneck that will prevent the supply of the growing world-wide demand for air travel services. The growth in air traffic, exceeding the forecasts, could completely overwhelm air traffic control in Europe and we may find ourselves in a situation gone out of control. It is already apparent that without massive investment in the aviation infrastructure, in the next few years, the inability to bear capacity will become critical.

ICAO must play a key role in finding the solutions necessary to prevent the impending crisis. Before this Organization stands the challenge of finding ways to more efficiently utilize existing airports and airspace, to plan technological innovations which will increase the capacity of the existing system and, of course, to ensure that new airports are built, and existing ones extended.

In Israel's opinion, ICAO should combine efforts with other international organizations in the search for solutions, particularly with IATA, ECAC and AACC. As far as the congestion in Europe is concerned we propose that countries outside of Europe should also be included in these efforts, since the congestion of European airports and airspace could seriously impair their aviation ties with other countries in Europe and beyond. Israel is prepared to contribute to these efforts and has submitted a working paper containing practical suggestions.

My Government attaches the greatest importance to safety and security of civil aviation. Those considerations should in our opinion take precedence over all other considerations. My Government therefore calls on all our neighbouring States to co-operate on a regional basis as far as air navigation in our region is concerned, so as to enhance safety of civil aviation in the Middle East. Israel is ready and willing to extend all kinds of co-operation and assistance necessary to achieve those objectives. In the same spirit of co-operation, Israel is ready to grant transit freedom rights to airlines of our neighbouring countries which will enable them to provide air transport services in a more efficient and economical way.

Another topic of great importance indirectly related to the above, which may well have significant effects on international civil aviation in the coming decade and after, is the liberalization planned by the European Economic Community, to begin from January 1993. Israel welcomes the plan of the European Economic Community to extend liberalization to civil aviation. At the

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same time, Israel is concerned about a number of negative consequences that could result from the new policy if its planners do not take into account the situation of the aviation infrastructure as well as the interests of non-EEC countries. It is Israel's opinion that the implementation of liberalization must be linked to the development of the aviation infrastructure in Europe.

Any implementation of liberalization that would cause massive growth in air traffic without prior improvement of the aviation infrastructure could cause damage to international aviation rather than contribute to its welfare. Israel calls upon the planners of the liberalization policy to take these factors into consideration and to implement their policy gradually and in line with the development of the European aviation infrastructure. Israel is also concerned that liberalization may take effect only within the EEC, concurrently building new walls against competition by countries not members of the EEC. Israel feels that the EEC countries must allow airlines of other countries a fair and equal opportunity to compete with airlines of EEC countries. Only on such a basis can true liberalization be instituted that will benefit all of civil aviation and the world community of travelers.

The statement made at the beginning of this Assembly in this respect by the Delegate of France, who now serves as the President of the European Civil Aviation Conference, to the effect that no unilateral measures will be taken by the EEC is indeed encouraging. Here ICAO also has an important role to play in delineating policy and setting standards, for in this Organization all the countries are represented. Their joint efforts can bear fruit of international co-operation and understanding for the benefit of international civil aviation.

Another important issue to be discussed at this Assembly is that of aging aircraft. Today this problem represents a major challenge to the civil aviation industry, and will present an even greater challenge in the coming decade. Until now, it has been customary to think that economics, not safety, is the key issue in the replacement of aging aircraft. The Aloha Airlines accident in April of 1988, and other safety-related occurrences, have raised question marks and have caused the worry of many. It need hardly be mentioned that this problem primarily affects developing countries, and that this problem will only increase in severity in the coming decade.

Since the Aloha Airlines accident, energetic efforts were made by governments and industry to unravel the mysteries of aging aircraft and to investigate the impact of the problem on international civil aviation. An aging aircraft task force was created, comprising of representatives of airlines, manufacturers and civil aviation administrations the world over. The work of these bodies has already produced important results. It is the considered opinion of Israel that ICAO has an important role to play in setting up standards relating to the design, maintenance, repair and inspection of aircraft to ensure their durability and long service. However, efforts should be made to avoid overlapping action, and we should all wait for the conclusion of the work of the task force, and limit ourselves at this stage to the collection of data.



Israel has no doubt that the issue of terror aimed at civil aviation will continue to occupy the attention of civil aviation and ICAO in the coming decade, as it has in the last. Although in past years we have seen a decline in the number of unlawful interferences against civil aviation, in particular hijackings, there has been an increase in the number of fatalities caused by the sabotage of aircraft. The explosion of the Pan American aircraft over Lockerbie in December 1988, which killed 270 persons in the cruelest fashion, highlighted the fact that the problem is far from solved and may prove even deadlier in the future. This tragic event brought home the frightening vulnerability of the world's civil aviation system to attack by a new generation of more ruthless and more professional terrorists.

There is no doubt as to the importance of ICAO's contribution in decreasing the number of hijackings in the last few years. Yet, the path is still long, and much still needs to be done. As terrorists adopt more sophisticated methods, the development of preventative technology is unfortunately not keeping pace. The implementation of security measures is substandard in many countries. The quality of manpower and equipment to fight terror is still too often sacrificed in order to reduce costs. In a significant number of countries, including developed ones, there is not enough co-ordination between the various authorities charged with fighting terror. In the legal sphere, there are still countries that have not joined the Tokyo, The Hague and Montreal Conventions. To our sorrow, there are also countries that have joined but do not fully implement the Conventions.

In Israel's opinion, the fight against air terror must focus on four points:

1. Improvement of security measures and development of new and innovative technologies to fight terror. In this connection, Israel is satisfied to see initiatives for the preparation of a new legal instrument regarding the marking of explosives for detectability. Israel will support the raising of this issue to the highest priority on the Legal Committee's agenda.
2. Israel views with special importance the establishment of an international fund to be administered by ICAO with the aim of aiding developing countries in purchasing equipment, training manpower, and organization of the fight against terror in their territory.
3. Strengthening the legal framework to ensure that terrorist suspects are brought to justice. Such a move would help prevent situations in which criminals escape punishment through not being brought to trial, or by early release from jail, because of extortion, surrender to extortion or because of a country's sympathy to the aims of some terrorist organization. In this respect Israel supports the principle put forward by IFALPA in Working Paper 105, and calls on all countries to enjoin their support.
4. Israel reiterates again its long-held position that the international community must take comprehensive action against States that support terror. Without State support, terrorist actions such as the blowing up of the Pan American airliner could not be perpetrated. Co-ordinated international action must now be taken, in the form of economic and aviation sanctions in order that these States realize that aiding terror will have unpleasant consequences.

The Delegation of Israel wishes the 27th Session of the ICAO Assembly full success in its important task, delineating international civil aviation policy for the next decade."

6. The President indicated that consideration of Agenda Item 2 would continue at the Eighth Plenary and adjourned the meeting at 1241 hours.

Minutes of the Eighth Meeting

(Friday, 22 September 1989 at 1430 hours)

SUBJECTS DISCUSSED

1. Agenda Item 2: Statements by delegations of Contracting States and of Observers

SUMMARY OF DISCUSSION

Agenda Item 2: Statements by delegations of Contracting States and of Observers

1. The President indicated that statements by delegations of Contracting States would resume, and invited the Chief Delegate of Lesotho to speak next.

2. The Chief Delegate of Lesotho

"It is an honour for me to be among you once again at this traditional triennial meeting of high officials of international civil aviation. I am particularly glad to take the floor on behalf of the Government of the Kingdom of Lesotho and my delegation.

I would like, on behalf of my Government, my delegation and myself, to add to the words of condolences to the families of the passengers of the ill-fated UTA flight. It was with great shock and deep regret that we received the news. We hope that a consultation such as this present one will move us close to a position where we can avoid re-occurrences of similar loss of lives.

I would like to discharge the pleasant task of expressing my delegation's profound gratitude to the Canadian Government, the Provincial Government of Quebec, the Government of the City of Montreal and the people of Canada for the warm hospitality accorded us since our arrival in the beautiful city of Montreal.

At this stage, may I take the opportunity to pay a well-deserved tribute to our Organization - the International Civil Aviation Organization - and to congratulate you, Mr. President, and your Council for the wise and effective leadership you have provided the Organization. We are proud of the achievements of this Organization during your term of office, which are a testimony of your able leadership.

I also wish to pay tribute to the Secretary General and members of his Secretariat for the excellent arrangements made for us, as well as the detailed documentation put at our disposal which should facilitate our deliberations and lead to a fruitful and successful conference. We are aware that arranging a meeting of this magnitude is not at all an easy task.

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With regard to the agenda, we consider it to be comprehensive, and also to be adequately structured to address matters of crucial importance to the aviation industry.

I at this point feel compelled to highlight briefly two subjects on the agenda which I consider of critical importance. These are aviation security and the technical, structural and world policy changes having an impact on air transport.

With regard to aviation security, I wish to confirm that we are aware that it has become a very serious problem in this day and time, when there are increasing acts of violence against international civil aviation. I therefore wish to advocate strongly more stringent implementation of security standards and further governmental ratification of the Montreal, Tokyo and The Hague Conventions. In this regard, I wish to reaffirm Lesotho's commitment to the implementation of universal security provisions and to confirm our ratification of the security conventions. I would also reiterate the last Assembly's recommendation for collective responsibility of the international community to lend assistance to those States which do not have the resources to implement the security provisions.

With regard to the technical, structural and world policy changes having an impact on the future of air transport, which include aircraft noise; the transition from the Instrument Landing System to the Microwave Landing System; computer reservation systems; and liberalization, especially with respect to the single aviation market objective of the European Communities by the end of 1992, which undoubtedly will have a very adverse economic impact on most of the developing States and their airlines, we are confident that deliberations will result in agreed action within an internationally co-ordinated framework.

May I at this point inform this august gathering a little about air transport in Lesotho, which is considered to be of very critical importance because of my country's geography as not only a land-locked State but also one completely surrounded by one country. Air transport, therefore, forms an inevitable alternative as a bridge. Otherwise we would be isolated from the rest of the world.

On the domestic scene, the mountainous and rugged terrain of my country, and the poor and very difficult-to-maintain road network into the interior, make some areas impossible to access by surface travel except by four-wheel-drive vehicles or animal transportation. Therefore, civil aviation is essential to the transportation system and its economy. This state of affairs has resulted in my Government adopting the policy to develop the domestic aviation infrastructure and air transportation in general in order to improve accessibility to isolated communities in the rural areas of the country.

Based on my Government's determination to improve the aviation sector and the dynamic nature of the aviation industry, plans for two major studies are under way. One is for the Phase II of the main International Airport Project in Maseru, which became operational in 1985, and the second is for Phase II of the Rural Airfields Development Programme. Phase I was completed in 1984.

In an effort to promote tourism and economic development and to facilitate the promotion of international trade, my Government has adopted a flexible approach towards enabling both scheduled and chartered operators to fly to and from Lesotho. I therefore wish to invite all States gathered here to examine the possibility of including Lesotho in their schedules for flight destinations.

At this juncture, on behalf of my Government and my delegation I wish to express our appreciation to ICAO for all the assistance and guidance they have provided in the development of civil aviation in Lesotho.

May I, in conclusion, reassure this meeting that, despite the numerous constraints under which aviation continues to develop in my country, we remain committed to the aims and objectives of ICAO. Thus we have ratified almost all the international conventions of civil aviation and all our civil aviation endeavours are geared towards an international policy of, among others, ensuring safety, regularity and efficiency, including adoption of international Standards and Recommendations in order to achieve the highest practicable degree of uniformity in the interest of a safe, orderly and efficient air transport.

I wish this 27th Session of the International Civil Aviation Organization's Assembly a grand success."

3. The Chief Delegate of Malaysia

"I join the other distinguished colleagues in expressing our shock and sadness at the recent UTA and US Air accidents. We would like to convey our condolences to the families of the victims.

Mr. President, the Malaysian Delegation congratulates you on your election as President of the Assembly. We also congratulate your four Vice-Presidents and the Chairmen and Chairperson of the Commissions. We are confident we have elected a good team to ensure a smooth flight and a safe landing so that we can all go home by 6 October.

The Malaysian Government is happy to participate in the 27th Session of the ICAO Assembly. My Government sends its greetings to all distinguished delegates, the ICAO staff and observers. We would like to welcome the Marshall Islands, San Marino, Micronesia, Bhutan and the Cook Islands to our family.

I would like to speak on a subject very basic to all of us. I consider all the serious subjects and issues have been addressed by my other colleagues. I have no intention, either, of competing with Dr. Kotaite, who made a powerful presentation this morning. We are here to meet old friends and make new ones. We are here on a mission of friendship. Civil aviation is global and international. This Assembly provides the forum and the environment for us to understand each other, to understand issues involved in civil aviation, to learn new ideas and approaches and, most of all, to learn to integrate the different parts of civil aviation. From ICAO's point of view, by having us here as a group it can better learn our needs and why those different

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needs are important to different States. We are not here to dissect each other's weaknesses and faults. We are not here to be judged. All distinguished delegates present here are professional civil aviation managers with the political will to advance the cause of civil aviation. Collectively, we determine the future of air transport. It is only with creative management that we will ensure its continued choice as a preferred mode of transport, its reputation as a safe, fast and comfortable means of transport, and that its development remains affordable and cost-effective. In our deliberations over the next two weeks - which include the review of the activities of the past three years and the approval of the work programme for the next three years - we will determine the future course of ICAO. We must have a clear vision and a clear direction. We must know what we want, what is our emphasis, what expertise is vital and, to a lesser extent, what should not be done. We have to revise objectives and strategies that could lead us to our mission - speed with safety.

Since becoming a Contracting State, Malaysia has always regarded ICAO as one of the best organized and best managed international organizations. Since its inception, it has demonstrated its capability, flexibility, strength and durability. It has survived criticism, hardship, financial constraints and organizational problems. It has ably withstood the test of time. In civil aviation, the road to success is always under construction. ICAO should continue constructing airways and airports but most of all, ICAO should actively continue constructing friendship and understanding amongst Contracting States. For us, ICAO is not an ideal but a reality. In ICAO lies our hopes, our strengths and our trust. Similarly, passengers and users place that hope and that trust on this Assembly and on us. Let us not fail them. Let us show that we deserve to be the recipient of that trust and hope. Let us show that we are an able guardian of air transport and that our mission remains always speed with safety.

I thank ICAO for the excellent arrangements for this Assembly. I wish this Assembly every success."

#### 4. The Chief Delegate of Maldives

"The Delegation of the Republic of The Maldives is very happy to participate in this august Assembly. May I, on behalf of the Government and people of Maldives and on my own behalf, convey our best wishes and greetings to the Government of Canada, the Government of the Province of Quebec and the people of Montreal. My delegation is grateful to the authorities and people of Canada for the warm welcome and excellent hospitality extended to us.

Let me congratulate you and other members of the Bureau upon your unanimous election to your very august office. My delegation has full confidence in you. I feel it my duty to congratulate Mr. Secretary General and his able colleagues for the excellent arrangements most efficiently made for this important Assembly, and for preparing background papers in so much detail. This has made our work all the easier and more effective.

Time and again you may have heard about The Maldives, an archipelago in the Indian Ocean, a nation of 1190 coral islands of which 203 are inhabited. This small island-nation does not appear so small when one is

negotiating expanses of sea in a dhoni, a boat, in rough weather - a vital fact, especially in an aviation context. Our position as a Least Developed Country (LDC) and the geographical relief home is of the need for an established air service in the Republic, for medical evacuation, for transport of food and essentials, especially during the rough south west monsoon.

Our philosophy is, and has been, one in complete harmony with the objectives of ICAO, that is, to develop civil aviation in a safe, orderly and economic manner. With the Standards and Recommended Practices in mind, our thinking is quite parochial in the light of our scattered settlements, unavailability of skilled manpower, lack of sound infrastructure and relatively low resources.

However, in the very short period of our existence as an independent nation, and an even shorter period of aviation activity, with all the shortfalls and drawbacks, we have managed to carve out a fairly respectable and progressive development in aviation.

Male' International Airport has come a long way since 1966, when the first aircraft landed at the airstrip. Since the inauguration of the International Airport in 1981, it has never turned back. During 1986-88, the traffic rose by a mammoth 51 per cent compared to the 1983-85 period. Cargo handled has gone up by 13 per cent. The total number of passengers handled in 1988 was 335 916, an increase of 18.1 per cent over the previous year. In fact, we are finding it rather hard to keep pace with the rapid growth in traffic, and major upgrading work will commence by the end of the year. The components of the upgrading include lengthening of the existing runway, patching and overlay of existing depressions, new taxiways, extension of the apron area, additional service roads, extension of the terminal building, improvement of the water supply and sewage system, storm-water drainage, installation of Instrument Landing System, improvement of approach lighting, procurement of additional firefighting equipment, and upgrading of the power system.

Air Maldives, the domestic airline, continues to operate a regular Skyvan service to the two regional airports, namely Gan and Kadhdhoo. The third airport, Hanimaadhoo, will be completed in the very near future. I am pleased to state that two of these airports, Kadhdhoo and Hanimaadhoo, were partly funded by ICAO and the UNDP. The Air Maldives operation will soon be expanded, with a possible increase in the fleet and hence an increase in the capacity and frequency.

In private domestic aviation, there has been a modest development too. At present, there is a helicopter operator operating with one S61N. Although they have not really taken off the ground, the future looks bright.

It is equally important to note at this juncture that The Maldives depend to a large extent on tourism. With the commissioning of the new tourism zone, namely Ari Zone, the need to look into the feasibility of a STOL airport in the Zone has been greatly felt. I strongly feel, in order for tourism to flourish in the Zone, a STOL airport would be a great asset.

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Like the two sides of the coin, there is a side that is less rosy than the other. Consider the Asia and Pacific Region where we belong. You would find nations almost at the two extremes of aviation development. The objective must be to minimize and eventually eliminate this disparity. However, the situation is further aggravated by the termination of the various regional projects funded by the UNDP and the consequent reduction of funds for the CATCs in the region.

To find a solution, in the first instance I would call upon the developed nations in our region who have, in comparison, excess facilities and excellent know-how, to share and broaden their present scope of co-operation. Without greater co-operation from the developed nations, and the developing nations who are in the position to lend a helping hand in the form of expertise, technical assistance and financial grants, several of the less developed nations in the region, such as ours, would be found lagging behind. This, I believe, would not be in the interest of the Member States of ICAO.

Included among the several upgrading projects to be undertaken in The Maldives are the commissioning of ACC/FIC and installation of ILS. Both the tasks are novel and immensely important for positive flight safety. Due to the financial constraints on the Organization, we are compelled to reduce drastically the number of fellowships, thereby undermining the safe and efficient operation of the Centre. In addition, I would like to note that there is only one Centre in the region specializing in the field of flight operational safety and airworthiness. However, they are unable to maintain the high standards deemed necessary in the field, due to lack of teaching expertise. In fact, several of the courses have been cancelled lately.

This, I believe, is something that should be given very high priority. After all, the very basis of flight safety rests on proper expertise. This could only be achieved by imparting expert knowledge and gaining practical experience in the field. Without such fundamental safety concerns, the threat to human life is greatly increased, especially at a time of numerous unlawful interferences in civil aviation.

Currently, our region is in a rather volatile state, with trouble in several areas. This does mean that we have to be much more careful. I am honoured to state that we, The Maldives, have ratified all security conventions and are in full agreement with ICAO Standards.

In conclusion, therefore, I implore the States of the region, especially the developed ones, to extend their know-how and expertise to minimize the existing disparity in aviation amongst the nations in the region.

I would like to pledge my country's commitment to the Organization. We are deeply indebted to it and to its members for the continued assistance to our development."

5. The Chief Delegate of the Marshall Islands

"At the outset, allow me to join other delegations who have expressed profound sorrow for the incident that has happened recently.



It is with great pleasure that I convey the greetings of my President and the people of the Marshall Islands to this 27th Assembly of ICAO. We would like to take this opportunity to thank the Secretary General and his staff for being very effective in carrying out their tasks. My delegation also would like to express our appreciation to the City of Montreal, the Province of Quebec and the Canadian Government for the generous and warm hospitality accorded us. We are one of those five new Contracting States mentioned by various delegates which have become members of ICAO in the last three years, so I think just a few words about my country would be appropriate at this time.

We like to think that the Republic of the Marshall Islands is the heart of the Pacific Rim. Composed of 31 groups of islands, the Republic of the Marshall Islands encompasses more than 500 000 square miles of the Pacific Ocean and an extensive, exclusive economic zone rich in natural resources which we believe in the future may be developed through deep seabed mining. Comparatively, however, the total land area is very small, only 70 square miles. Altogether there are 1 152 islands and islets in a double chain of coral atolls. The chains are about 130 miles apart. Over half of our population lives in the two urban centres, Majuro, the national capital, and Ebeye, a small island on Kwajalein atoll. Over the centuries our people have been recognized as great seamen by those who have come to know us, primarily the Spanish, the British, the Russians, the Germans, the Japanese and the Americans. But, as pointed out by the Delegate of Seychelles, in these last years of the 20th century, for island nations such as ourselves - where not only is the distance between islands great, but even greater is the distance between our islands and other nations - international air transportation and a well-developed air transport system are truly crucial to our development. Realizing this, and noting the objectives of the Convention on International Civil Aviation, we adhered to the Convention and became a Contracting State and member of ICAO on 17 April 1988. Since then we have acceded to a host of related aviation conventions and protocols and have also received technical assistance from ICAO through the UNDP. Presently our international air transport is serviced by a joint venture between Continental and Air Micronesia. Our domestic island-to-island service is provided by the Air Line of the Marshall Islands. Soon an additional service will be provided for the South Pacific Region by Air Marshall International.

We share all the concerns expressed by other Contracting States in the areas of terrorism, drug trafficking, and safety, and we pledge to work hard at eradicating these problems both in our own community and as a member of the international community. We take seriously our responsibility as a nation State and intend to continue to participate fully in international discourse through bilateral agreements, membership in international organizations, adherence to international treaties and conventions. We are very proud to be part of this Assembly, and we wish every success to this 27th Assembly of ICAO."

6. The Chief Delegate of Mexico

"In accordance with the instructions received from the Secretary of Communications and Transport of my country, I convey to you, Mr. President, and through you, to all participants in this 27th Session of the ICAO Assembly, cordial greetings from the Government and people of Mexico.

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As one of the 52 founding States of ICAO, Mexico is delighted that the number of countries belonging to this important Organization will reach a total of 162 in the immediate future. This in itself constitutes the greatest tribute of the international community to the preeminent role of the Organization which you, Dr. Assad Kotaite, guide with remarkable wisdom.

Mexico, which is responsible for an airspace of approximately 4 million square kilometres and a network of 479 airports, 35 of which are international, shares with most of the developing countries a grave concern related to the need to modernize air transport by applying the most advanced technologies, since, as Dr. Kotaite clearly expressed it during his remarks to the Symposium on "Aviation in the 21st Century: Problems and Solutions", held at Moscow from 5 to 8 September of this year:

"The application of new technologies on a global basis is only part of the solution. Undoubtedly, the major difficulty will be to finance the substantial investments required in infrastructure, equipment and human resources at a time when we face increasingly competitive pressures for financial resources."

A review of the working papers submitted for this 27th Session of the Assembly, or simply a perusal of the list entitled "Major issues facing civil aviation over the next decade", developed in response to a proposal by the Representative of Mexico on the Council, would amply suffice to justify the grave concern referred to.

We know that you understand our anxiety, and our firm desire to collaborate in order to reduce the technological differences. We know also that this Assembly will produce a document which will serve as a basis for ICAO, the governing body of international civil aviation, to undertake the complex task of seeking solutions to make the modernization of air transport feasible, while re-affirming the objectives of the Organization as they are stated in Article 44 of the Chicago Convention.

Finally, I express my good wishes for the success of our work in this 27th Session, in the hope that we shall all return to our countries to report that ICAO works, fulfills its mandate, and does it extremely well."

7. The Chief Delegate of Nepal

"Before I proceed further, my delegation joins with others in expressing our profound sorrow over the tragic loss of lives in the UTA and US Air accidents, and our heartfelt condolences to the affected families.

Mr. President, may I on behalf of my delegation congratulate you on your unanimous election to this high post, to steer the 27th Session of the ICAO Assembly, and also extend congratulations to the Vice-Presidents and to the Chairmen and Chairperson of the Commissions.

Let me have the honour to convey the warmest greetings to you, Dr. Assad Kotaite, President of the Council, Dr. Sidhu, the Secretary General, and the Government of Canada from His Majesty's Government of Nepal. We also

extend our greetings to this august Assembly, and thank the Provincial Government of Quebec and the Mayor of Montreal for the hospitality accorded to us in this beautiful city.

Nepal's association with the International Civil Organization is getting on close to three decades, and it is with deep satisfaction and pride that I speak on behalf of His Majesty's Government of Nepal in reiterating our abiding faith in the wisdom of this Organization for promoting international civil aviation through peace and understanding.

The 26th Session of the Assembly recognized that 1986 - the International Year of Peace - would afford peoples and governments, inter-governmental and non-governmental organizations, an opportunity to give concrete expression to the general will of all mankind for the maintenance of peace, mutual understanding and co-operation. Much water has flowed under the bridge since, and I leave it to your collective wisdom to be the best judge of events.

I would like to draw your attention to the Ninth Non-aligned Summit Conference at Belgrade which concluded on 7 September with more than 100 members pledging their faith in peaceful co-existence and belief in the United Nations Charter. Interestingly enough, you may wish to note that the Belgrade Declaration describes the world as being at a "CROSSROAD" with tension no longer being at breaking point but neither peace being stable, stagnation not being general but neither development being general. I would consider it as a very apt description of the present state of affairs, for it does correctly hint at the characteristic confusion of today's developing economy.

Thus it is in such a milieu that Nepal, like many other small States, finds herself in the throes of sudden and unexpected harsh realities - stretching herself to the utmost in meeting huge capital layout for development of air transport, having to cope with rapidly changing technologies that put severe strains on her limited resources and management, and having to struggle perpetually to survive somehow in the extremely competitive market of international air transport.

Air transport in the Nepalese context has been a way of life for her people, but for those of you who have been following the developments in the region lately it will not be difficult to comprehend the sudden challenge that civil aviation has had to assume. It has ably sustained the lifeline of the country's economy under severely adverse trade and transit conditions. The cost is prohibitive but it is something the land-locked countries have learnt to live with. If, on the one hand, it plays a pivotal role for the growth of tourism, on the other hand civil aviation still continues on a much stronger base to achieve the national integrity of the country in view of its adverse physio-economic conditions. Striking a healthy balance between the two, but not at the cost of each other, is not all that easy as a matter of policy.

Against this backdrop I would like to address certain issues of civil aviation. Firstly, at no other period has the need for a rapid intensive expansion of technical assistance been felt more forcefully. I would strongly urge the international community to be more forthcoming and generous in their

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commitments. Secondly, I feel that the countries of the region should take a more liberal and accommodating attitude in re-mapping the international air routes and sharing the air traffic more equitably. Thirdly, the bilateral and multilateral potential funding agencies should review their policies to make them commensurate with the changing demands in aviation in order to make resources readily available to meet the needs of smaller States. Fourthly, my Government notes with satisfaction the resolution calling for the development of future generations of aircraft capable of efficient operation with the least possible environmental disturbance. I would like to add a note of caution in terms of cost, because aviation and its service should be so designed that it becomes available within the easy reach of the general mass of the Third World countries, especially people of the Least Developed Countries (LDCs).

While my delegation is highly appreciative of the efforts of ICAO in the development of safe, secure and efficient international air transport, we feel it is most apt and opportune for this 27th Session of the ICAO Assembly to focus on issues like suppression of illicit transport of narcotic drugs, aviation security and other crucial issues.

In conclusion, I express my deepest gratitude and that of my Government to ICAO for all the assistance and support the Organization has rendered to the development of civil aviation in Nepal. At the same time, I would like once again to draw the attention of your respective national and international organizations, through Member States present here, to the need to respond to ICAO with greater firmness and generosity. The burden and benefits of modern aviation should be shared by all on a more rational basis.

My delegation greatly appreciates the dedicated performance manifested in the wide range of activities of ICAO during the triennium, for which we extend our warm congratulations to Dr. Kotaite, Dr. Sidhu and the able staff members of ICAO.

Mr. President, let my delegation also assure you of our full co-operation and support in your task ahead, and wish you all the best for the success of this Session."

8. The Chief Delegate of Morocco

"It is both a privilege and a great honour for me to take the floor on behalf of the Kingdom of Morocco at the 27th Session of your august Assembly. I should first like to take this opportunity to offer, on behalf of the Moroccan Delegation, my most sincere condolences to the Delegations of France and the United States which have just been plunged into mourning by aircraft accidents, including the accident involving a UTA aircraft which unfortunately has caused severe loss of life. I should like at the same time to express my greetings to all the participants in this meeting and to congratulate you, Mr. President, as well as the Vice-Presidents and the Chairmen of Commissions, on your splendid, unanimous election.

This 27th Session, without doubt, marks an important date in the annals of civil aviation conferences since it is being held at a time when air transport throughout the world is in full change. In fact the wind of

liberalization which is blowing almost everywhere throughout the world, and the single European market in particular, which is planned for 1993, will both without any doubt be reflected in profound upheavals, just as in the United States where deregulation completely redealt the cards of the air transport industry. The consequence of this liberalization will be increased competitiveness which will certainly lead to a phenomenon of airline integration. The survival of the small airlines, which are seriously threatened by the new combination of circumstances in which competitiveness takes precedence, sometimes causing effects contrary to the established objectives of the free play of competition, is therefore at stake.

The liberalization of air transport is certainly inescapable, but it must take place in a spirit of co-operation not only regionally, but also internationally. History has taught us that there is a great danger in creating blocs which are opposed to each other and do not know one another. One must yield to the fact that it is in the interest of all that a certain balance be safeguarded. One must also realize that the developing countries cannot allow themselves to sacrifice their means of air transport which is vital for their economic and social development and which, for some of them, constitutes the main means of communication with the outside.

The Agenda submitted to the Assembly includes items which are of fundamental importance for the development and evolution of air transport throughout the world. It is our duty to consider them in a constructive spirit so that international solidarity in civil aviation is not a vain expression.

Among these items, I should like, with your permission, to mention briefly some which are of major importance and which must merit our attention. The most important item is without doubt that relating to civil aviation security. Air transport is impossible without security. That is why we are pleased to note that our concern on this matter is shared by other Delegations. We welcome the vigorous reaction on the part of ICAO in this field and we call for the strengthening of international co-operation in this matter which so much determines the harmonious development of air transport. The safety of air navigation must also be maintained at a high level as a matter of urgency. This is of concern to us all since the aeroplanes of some countries overfly the territories of others and we sincerely believe that here too co-operation in this field should be strengthened, in particular, by the development of technical assistance.

Airspace congestion is certainly not a very acute problem for the developing countries, but one must not allow oneself to be taken by surprise. Measures must be taken already now which make it possible to meet future traffic requirements under the best possible conditions. In this regard, and for your information, my country, Morocco, has issued an international call for tenders for the supply and installation of a computerized ATC system having, in particular, monopulse secondary radar coverage and the capability of Mode S operation.

Another important item is that relating to the supplementary measures envisaged with respect to noise restrictions which are going to force airlines to embark upon onerous investments in fleet renewal. Certain airlines

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do not have the resources to do so, as a result, in particular, of the level of indebtedness of their countries. This is a serious problem to which a solution must be found in view of its consequences for air transport. In this regard, a global solution would have to be considered and original initiatives taken for the financing of fleets.

Among the items which in our view are of a certain interest, there is that relating to CRS, Computer Reservation Systems, the importance of which is becoming phenomenal since they make it possible to control the distribution network. In our opinion, it is not healthy for everyone to define their own individual rules. What is needed is a set of principles accepted by all, ensuring fair competition between airlines, whatever their size. The problem is certainly not easy and undoubtedly considerable efforts will have to be made to solve the problem in a suitable manner and to avoid the problems which will not fail to arise in the future if nothing is done now.

Finally, concerning the elections to the Council of ICAO, I should like to inform those present that my country will not present its candidature this time. In fact, the States of the Maghreb are bound by a regional agreement and it is therefore the candidature of Tunisia which we firmly and unreservedly support.

We are sure that you will take into consideration all the aspects of the problems we are faced with and that you will take the decisions likely to contribute to better understanding, mutual rapprochement, a better balance and to wider and more productive co-operation - in a word, to a better future for all.

As far as we are concerned, I can assure you that the Delegation of the Kingdom of Morocco will join its efforts with those of other delegations so that our work will be successful in order to move ahead towards our common objective, which is to provide high-quality air transport under conditions of maximum security for the benefit of as many as possible.

I should not like to finish without underscoring the excellent work which is done by the President of the Council, as well as by the Secretary General at the head of our Organization, and congratulating all those who have taken part in the organization of this conference to which I express my sincere wish for great success."

9. The Chief Delegate of the Kingdom of the Netherlands

"Let me first of all congratulate you, Mr. President, on your election to the elevated position at this Assembly, and let me assure you of the full support of the Delegation of the Kingdom of the Netherlands.

We want to associate ourselves with the many words of thanks addressed from this rostrum to the Canadian authorities. "Montreal" indeed has become a notion in international aviation which stands for effective co-operation.

This has only come about because all Member States of ICAO have been convinced of the necessity to maintain and to strengthen the role of this Organization in answering the requirements of modern society.

That objective, of course, requires more than pious declarations. Therefore, as far as the Kingdom of the Netherlands is concerned, I am happy to confirm that we shall seek election to the Council of ICAO. We feel justified in asking for your support, as we regard our candidature as a means of contributing even more effectively to the strength of the Organization.

As you will know, we present our candidature in the framework of a close and firmly established co-operation between a group of States, consisting of Austria, Belgium, Luxembourg, the Kingdom of the Netherlands and Switzerland, which all share the same objectives regarding ICAO.

Thanks to the rotating membership of ICAO bodies, and to the joint representation that these States maintain in Montreal, we have been able to participate more directly in, and to contribute more effectively to, the work of the Organization. It is a source of great satisfaction that this form of collaboration has won the praise of many of our colleagues. Others have applied this formula before us. It is our hope that it will be developed to such an extent as to ensure that the Council and other organs of the ICAO system will remain strong and fully representative.

May I use this opportunity to speak of a number of actions through which we intend to contribute to ICAO's effectiveness.

Together with other States, we took the initiative to promote the speedy ratification of Article 83 bis of the Convention. The work is not yet done as the amendment has not yet entered into force. So we intend to continue our efforts during this Assembly. The increasing trend to leasing and interchange of aircraft and the growing concern about continuing airworthiness in our view fully justify the energy devoted to this purpose by these countries.

Another matter which in our opinion merits the special attention of this Assembly is the updating of the Warsaw Convention's system. The original Convention will be 60 years old this Fall, and - I regret to say - it shows its age. Although a number of amendments to the system have been developed over the years it has become complicated and, in some respects, I dare say outdated. Specifically, the levels of compensation to passengers in cases of death or injury are not uniform, and widely considered too low. Moreover, they no longer correspond with widely accepted present-day conceptions of passenger protection and consumer rights. Indeed, the most important improvement of the Warsaw system, the 1975 Montreal Protocols, are today, 15 years later, not yet in force. This situation in our view is developing into something like a black spot on the world aviation system.

It is that same concern, to which I made reference earlier, for the maintenance of a viable and global legal environment for civil aviation and its consumers, the passengers, which has motivated the Netherlands to commission a study of the Warsaw system from IFAPA, the International Federation of Airline Passengers Associations, with a view to revitalizing the system.

The conclusions of this study point to the necessity to have a fresh look at the traveller's interests. Air transport has become a mass-consumer product, and that evolution has its consequences for the rules destined to protect the traveller.

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The full report, as well as an executive summary, will be distributed to all delegations. We invite the Assembly to consider the study in the spirit in which it is presented, and we express the hope that it may contribute to fulfill the needs of the world for safe, regular, efficient and economical air transportation.

This noble objective will not be achieved without the ongoing efforts of all interested parties: governments, industry, users, and everyone else. Unfortunately we must recognize now and again that success is not necessarily guaranteed. The tragic accidents that took place recently involving the French and American aircraft will remind us of this sad truth. May I express our condolences to the Governments concerned and to the bereaved families.

Civil aviation, when facing such tragic events, has always had a positive reaction: it reinforces its efforts to improve the aviation system. Once again, under such conditions, we are fully aware of the importance of our work. The Kingdom of the Netherlands will contribute to it with vigour."

10. The Chief Delegate of Nicaragua

"First of all, our delegation wishes to express its condolences to the Delegations of France and the United States on the tragic accidents that happened recently with UTA and US Air.

The Delegation of the Republic of Nicaragua has the pleasure of greeting the President of the 27th Session of the Assembly and to say that, as Latin Americans, we congratulate ourselves on being so ably represented - because the qualities of the President are known to all of us.

The Delegation of the Republic of Nicaragua is also honoured to greet the President of the Council of ICAO, Dr. Kotaite, the Secretary General, Dr. Sidhu, and the distinguished delegates and observers here present at this 27th Session of the ICAO Assembly.

We wish to associate ourselves with those who have expressed their admiration for the organization and planning of this meeting, enabling it to take place in the efficient manner befitting the world's leading civil aviation body.

Nicaragua is a country located in the centre of the Central American isthmus and must be used as a stepping-stone between North and South and between the Atlantic and the Pacific.

In recent years Nicaragua has been subject to violent conflicts which have had a disastrous effect on its economic progress and, consequently, on the development of its civil aviation. Notwithstanding the internal and external difficulties which have caused us severe damage, Nicaragua is making prodigious efforts to fulfill its responsibilities to its people and to the international community.



It is in that spirit that Nicaragua has recently taken the initiative to strengthen, on the Central American level, the struggle against the illicit transport of narcotic drugs, laying particular stress on air transport.

This Nicaraguan initiative was officially accepted by the Central American Presidents in August of this year, when they met in Honduras to formulate a solution to the crisis in the region. Article 8 of the Tela Declaration proposes: "To condemn vigorously drug trafficking and use, the Presidents of Central America binding themselves to promulgate legislation and to adopt drastic measures to prevent our countries from becoming bases for drug traffickers. To achieve these aims, regional and international co-operation will be sought, agreements will be concluded with nations affected by such illegal traffic, and action will be taken aimed at the effective control of drug trafficking."

This undertaking by the Central American Presidents to prevent our isthmus from becoming a base for drug traffickers, will require forceful participation by the civil aviation authorities in the Central American sub-region, and our country once again reiterates its readiness to conclude the necessary agreements with the countries concerned to suppress the illicit transport of narcotic drugs by air or by any other means.

The only reason that Nicaragua did not take this initiative for the suppression of drug trafficking earlier on was that the regional conflicts and the internal struggle by which we have been beleaguered made it impossible to do so.

I wish to expand on this point by informing you that it was not until August of this year that Nicaragua was able to recover the remains of a DC-6 belonging to the national airline, which had been reported missing in May 1988. This aircraft was identified and recovered thanks to the fraternal and disinterested co-operation of our neighbours Costa Rica and Panama, and I take this opportunity to express our thanks publicly, since the mission successfully carried out by the tripartite expedition in which we took part was not without its dangers.

Four months elapsed before the tragic aircraft in question could be identified and recovered, because the other Central American countries had no helicopters capable of effecting its recovery and the political situation made it impossible for helicopters from Nicaragua or from outside the region to land at the crash site on Mount Fabrega, the tallest mountain peak in Panama.

I repeat that this operation became feasible only last month, at which time international co-operation began to be re-established in Central America, coinciding simultaneously with a decrease in the intensity of the fratricidal war racking Nicaragua. These factors made it possible for two of our Air Force helicopters to transport the members of the recovery expedition to Panamanian territory, bordering on Costa Rica. Only then were these helicopters, both MI-17s, free to abandon their duties in defense of the country's borders and territorial integrity and carry out the humanitarian action which the relatives of the missing crew, and the principles of Christian charity, alike demanded.

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I apologize for referring repeatedly to the conflict prevailing in my country, but now that it seems that peace is on the horizon, we are in a position to rebuild our nation and attain the level of development of the other countries in the region.

Such economic progress can only be achieved if, among other factors, civil aviation and all its associated activities are strengthened. Thus, the highest authorities in my country have decided to draw up a plan to strengthen our domestic and international airport facilities.

The national airline is increasing its fleet with the acquisition of larger and more modern aircraft.

The military air fleet is performing civil and social services to benefit the population, and the civil aviation organization is making strenuous efforts to enhance its human and technical resources, in order to maintain the level of achievement which is being reached in Central American air navigation through the Central American Corporation for Air Navigation Services, a body composed of the five countries of Central America and strongly supported by the world community, especially the European Economic Community.

Now that the drums of war which have tragically sounded in Nicaragua and in Central America seem to be falling into silence, we aspire to assume the responsibilities to which we are entitled in the various fora. For this reason, I wish to inform you of our interest in occupying a seat on the Council of ICAO, corresponding to Part III, in the new triennium. This would be in conformity with the principles of alternation and consensus which LACAC, our regional body, has recommended to the countries making up our sub-region, which rotate with one another in occupying a seat on the ICAO Council.

I thank you for whatever support you can lend us in achieving this aspiration. In addition, we are grateful for the spirit of solidarity which many of the countries here present have shown, and will continue to show, in the face of the vicissitudes which the Central American region is undergoing. As a word of farewell, we reiterate our fervent desire that, now that peace and unity are being re-established in Central America, we in Nicaragua shall be able to reach a level of civil aviation services appropriate to the times in which we live."

11. The Chief Delegate of Nigeria

"Life can be an irony of drama. This is manifested by the fact that two major air crashes chose their time of occurrence when world aviation leaders are gathered here in Montreal to find ways and means of ensuring air safety. My Delegation deeply regrets these incidents and conveys its heartfelt condolences to the Governments of the United States and France and to the families and relatives of the deceased.

It is my honour and privilege to extend to this Assembly the greetings of my President and the Government of the Federal Republic of Nigeria.

I would like to seize this opportunity to touch briefly on efforts that my Government has made towards improving the aviation industry in Nigeria and facilitating the operational convenience of the international community over the last three years.

The geographical location of Nigeria makes it mandatory for my Government to provide modern aviation infrastructures and services to a large number of airlines which utilize our airports and navigational facilities. I am happy to state that, in spite of the global economic recession, my Government continues to give every support to the aviation industry. At the moment, there are over 300 Nigerian-registered aircraft engaged in different types of flight operations in the field of scheduled, non-scheduled, charter, general aviation and ambulance services. Twenty-six foreign airlines are now operating commercial services into Nigeria. Daily aircraft movements out of Lagos International Airport are well over 100 and out of Kano International Airport over 80. Furthermore, 7 000 aircraft overfly our airspace annually.

My country has responded to that challenge and to that end has created a new Ministry responsible for civil aviation matters.

As a further demonstration of its determination to shoulder the burden of the industry, in April this year, my Government set up a specialized agency known as the Federal Civil Aviation Authority (FCAA), with almost identical functions to those of the CAA in the United Kingdom and FAA in the United States. I would like to assure the Assembly that the aviation industry will continue to receive my Government's attention in all our national development programmes.

There are, however, certain areas of concern which my delegation considers inimical to the healthy growth of the aviation industry of the developing nations.

We have gathered here in this Assembly to review the activities of the aviation industry for the last three years and to identify the tasks before us in the next three. We are doing this at a time when civil aviation problems require even closer international attention. My delegation would like to urge this Assembly to focus attention on these issues, the most important of which is a spectre of violence that has gripped the aviation world recently. This is a sinister phenomenon of our times and it is undermining the confidence of the travelling public. The recent tragic events make it necessary to consider the need for stricter observance of the existing Conventions and regulations of ICAO, and also the achievement of greater effectiveness in applying the practical measures which we have developed with a view to halting acts of unlawful interference threatening international civil aviation.

Another area of concern to my Government is the cost of proposals to restrict prematurely the operations of Chapter 2 aircraft. The objective of operating restrictions is understandably to secure material improvement in the noise environment. My Government appreciates and sympathizes with this imperative. Nevertheless, we as a nation realize the tremendous economic constraints that adoption of these resolutions will have on our aviation

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industry. A sizeable number of our aeroplanes will be affected and be rendered commercially unviable. In the circumstances, we do not favour the immediate adoption of this regulation but urge the international community to adopt a gradual approach in its application.

My delegation would therefore like to draw the attention of this forum to Resolution A26-11, which calls on ICAO to study the economics of limiting the operations of subsonic jet aeroplanes that do not meet with noise certification standards of Annex 16, Volume I, Chapter 3. The resolution also urges States to refrain from introducing such operating restrictions pending review by this 1989 Assembly.

Another area of special concern to my delegation is the on-going discussion of the Microwave Landing System (MLS). My Government is of the view that the global and multidisciplinary conference on air navigation tentatively scheduled by ICAO for the year 1991 should take a panoramic view of all the future air navigation systems, including the MLS programme. That conference must come up with a neat and economical package of advanced air navigation systems properly dovetailed and capable of supporting the phenomenal progress of air transportation which the 21st century will usher in.

I regret that time will not permit me to touch on other vital issues of importance to my delegation. These include technical assistance, double taxation, the phenomenon of deregulation, trade-in-services, Computer Reservation Systems, extra-territorial applications of competition laws, capability of States to pay their assessed contributions, and of course the implementation of Assembly Resolution A26-5. These, I believe, we will address during the Session.

My Government is fully aware of the importance of the activities of ICAO and has therefore consistently endeavoured to meet her obligations in all respects and will continue to do so. We are also appreciative of the opportunity given to us to serve on the Council of ICAO and to make our modest contribution. We shall be seeking re-election into the Council under Part II and I wish to assure the distinguished delegates that, should the honour be bestowed on Nigeria, we shall continue to discharge our responsibilities to the best of our abilities.

It is with the greatest pleasure that I take the opportunity to congratulate you, Mr President, the President of ICAO, the distinguished Secretary General, and the principal staff for the competent and reassuring way in which they have discharged the functions of the Organization. I wish also to take this opportunity to express the appreciation of my delegation to our hosts - the Canadian Federal Government, the Provincial Authorities of Quebec, the Municipal Authorities of the City of Montreal - who have spared no efforts to ensure the smooth progress of this meeting. I would like to assure them that we enjoy the hospitality and appreciate their efforts."

12. The Chief Delegate of Peru

"The very warm welcome that we have received as delegations participating in this 27th Assembly of the Organization leads me to express my most profound appreciation to the authorities of the Government of Canada, the Government of the Province of Quebec, and the municipality of the City of Montreal.

Quebec, which has been called "The most northern point of the Latin world", has an extremely rich experience of using aviation to integrate new areas, remote from populated centres.

In a way, I think that, in this field, Peru is very similar to this and other Canadian provinces, since I should mention that my country has one of the most difficult topographies in the world, with the highest peaks alternating with impenetrable forests or large, arid deserts, which civil and military pilots have striven to master since the beginnings of aviation.

For Peru, the most efficient and rapid way to reach its remote regions and assist in their development is by air, for which there is already an aviation tradition, which has made it possible to bring to the remotest areas the advances available in the large, populated centres.

Our Government's efforts are therefore aimed at the development of civil aviation, the regulation of air transport, and the improvement of air navigation aids, and it should be pointed out that "CORPAC", the Peruvian State-run company which manages and operates airports and the flight protection system, has, between 1986 and 1989, through the project entitled "Development of the aeronautical infrastructure" and with the technical assistance of ICAO, installed 35 new radio aids, which increase the level of transport safety in Peruvian airspace.

Peru is aware of the serious challenge to developing countries from what is termed "the aviation of the future" - in other words, fleet renewal, the purchase of costly navigation aids, of aeronautical communication equipment, the expansion and modernization of national airport infrastructures, and so on - which are factors of concern to our Government, particularly now when, stifled by an unprecedented foreign debt, Peru, like many other developing countries, would not be equal to the challenges of "the aviation of the future".

Victor Raul Haya de la Torre, founder and leader of the Peruvian Aprista Party, at present governing Peru, has proclaimed "Latin American Unity" to be one of the fundamental postulates of his doctrine. The President of Peru, Dr. Alan Garcia Pérez, is one of the foremost promoters of this postulate, evident in economic integration and political unity, in the context of which the fullest support is available for the development of civil aviation.

We therefore believe that, to meet the challenges just mentioned, the only viable course for developing countries and, in our case, for Latin American countries, is co-operation in the various fields related to civil aviation, and our best efforts should be directed to this.

May I convey to you my deepest satisfaction at the results of the "Santiago de Chile Rotation Agreement" under which Peru has duly completed its term as Representative on the Council of ICAO during the last three years and under which, with the generous support of the countries here represented, it should now be replaced by the Republic of Chile, which is a candidate to one of the Council's seats in Part III.

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It is an honour for us that Lima should be the location of the ICAO South American Regional Office, to which we shall continue to give full support to enable it to perform its work to the best of its possibilities. Our collaboration with ICAO will intensify, since we believe that our great civil aviation organization should receive all possible support to deal with the new reality of our world where we now have the insanity of terrorism, of which Peru also has had painful experience, with the consequent loss of human lives and of the aircraft involved.

Today, we see a world which is convulsed by a phenomenon derived from the activities of those engaged in drug trafficking, who also destroy human lives, especially those of our children and youth and who, in the case of Peru, join forces with terrorism, intensifying even more the objectives of political and social destabilization, the final objective of which is the destruction of democracy and our countries' institutions, for which these "traffickers in death" stop at nothing in the means they use, setting no bounds to their deluded actions.

I would therefore like to declare at this august forum that, respectful of law and human rights, Peru will continue its fight against these unhinged elements and will promote or support, as the case may be, every initiative to further the fight presented within the framework of this Assembly, because it considers that control of the situation in respect of aviation is within the exclusive competence of this Organization, as is established in the Articles of the Chicago Convention and the resolutions of the two most recent United Nations Conferences on the subject of drug trafficking. We shall therefore help to ensure that the resolutions of this Assembly intensify the Organization's actions in this field.

The Delegation of Peru will be participating very actively in the work of the Assembly and we express every wish for a successful outcome, since we are here adopting comprehensive rules and procedures for what has been termed "the aviation of the future", to allow the Organization to play its part fully in international civil aviation and establish rational priorities, giving the less developed States access to modern technology and providing support for them to obtain the necessary funding."

13. The Chief Delegate of Senegal

"On behalf of my delegation and on my own behalf, may I congratulate you, Mr. President, for your brilliant election to the presidency of the 27th Assembly of ICAO. My congratulations are also addressed to the Vice-Presidents and to the Chairmen of the Commissions, and I would thank the Assembly for having honoured Africa in general, and Senegal, my country, in particular, by electing Mr. A.T. Hane as Chairman of the Economic Commission.

Before making my statement to the Assembly, I wish to present the sincere condolences of Senegal to all the countries whose nationals were the victims of the accident to the UTA flight from Brazzaville to Paris via Ndjamena and Marseilles, and to the United States for the accident that occurred at LaGuardia Airport on 27 September. We also address our condolences and sympathy to the families of the victims.

Faithful to its tradition, the Assembly of ICAO is meeting in ordinary session in this beautiful city of Montreal, whose world renown has become closely linked to the history of the Organization, because its Headquarters are here and the city has thus come to witness some of the most outstanding international meetings in the history of international civil aviation.

On this solemn occasion, I have the great honour to address your august Assembly and to express to the Federal Authorities of Canada, the Provincial Authorities of Quebec and the Municipal Authorities of Montreal, my profound gratitude for the warm and kind welcome they have accorded to my delegation. I take this same opportunity to convey to you, on behalf of the Senegalese Head of State, President Abdou Diouf, and the Senegalese Government and people, a message of peace, friendship and active solidarity to all the peoples of the world whom international civil aviation is very eminently helping to bring together, and more so each day.

Furthermore, this is, after all, the primary vocation of ICAO, as stipulated in the Preamble to the Chicago Convention, according to which the Organization must strive every day to promote the development of safe and orderly international air transport.

Now that technological advances, particularly in aeronautical communications by satellite, allow aircraft increasing navigational autonomy, and that the application of data processing to airline management and operation enables passengers to be offered an ever-improving quality of service, we can observe with satisfaction the rapprochement and greater interdependence of peoples and continents thanks to aviation.

At this stage I should like to express satisfaction at the successful performance of its task by ICAO, thanks, in particular, to the dedication and abnegation of certain men who have had the task up until now of directing and guiding the executive bodies of the Organization. In this regard, we are fortunate, Mr. President and Mr. Secretary General, that the men I am referring to are yourselves.

As my country, Senegal, has a privileged geographical situation at the intersection of air routes between Europe and South America and between North America, the Caribbean and the continent of Africa, it has for a very long period of time assumed its aeronautical vocation, so that its capital, Dakar, has become the hub of intra-African and international air services.

An expression of this vocation is our membership, as a founding member, of several regional aviation bodies, such as:

- the Agency for Aerial Navigation Security in Africa and Madagascar (ASECNA), created in 1959;
- the multinational airline, Air Afrique, created in 1961;
- the African Civil Aviation Commission (AFCAC), set up in 1969.

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At this level, our country's action within the framework of the first United Nations Transport and Communications Decade in Africa, followed closely by another decade, its participation in developing the Yamoussoukro Declaration on African Co-operation in Air Transport confirm, should such confirmation be needed, our commitment in the field of civil aviation to international co-operation in general and to achieving the integration of the African continent in particular.

Having hosted, for nearly a quarter of a century, one of the ICAO Regional Offices for Africa, as well as the Headquarters of AFCAC and ASECNA and, for some years now, the IATA Regional Office, Senegal has opened itself to all the countries of the world, of which many airlines operate scheduled and non-scheduled services to and from Dakar-Yoff Airport.

In addition, at the cost of quite substantial investments, Senegal provides efficient international air navigation safety services in two FIRs under its responsibility, namely the Dakar FIR and Dakar FIR Oceanic.

Likewise, my country is fully attentive to the question of unlawful interference in international civil aviation and has just completed a number of projects to raise the security level of Dakar-Yoff Airport even further.

In this respect, Senegal, which is already a party to the Tokyo, The Hague and Montreal Conventions, welcomes the fact that the Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation, Supplementary to the Montreal Convention of 23 September 1971, has come into force.

Similarly, my country supports the Council's decision regarding the preparation of a new legal instrument concerning the marking of explosives to render them detectable.

These wide-ranging actions constitute one of the ways in which our country has always made its contribution to the promotion of peace and solidarity in Africa and the world.

Within the specific framework of ICAO, we hope we can continue this action, in particular as a member of the Council. In this connection, I should like to thank in advance all delegations wishing to support the candidature of Senegal for the renewal of its mandate on the Council.

The present Session will be discussing a number of important problems which will have a major impact on the development of international civil aviation, such as the question of aircraft noise and questions relating to the transition from ILS to MLS, air navigation systems, Computer Reservation Systems and, lastly, the economic aspects of international air transport linked in particular to its deregulation and its liberalization in some parts of the world.

These problems will not be solved without a substantial mobilization of human, material and financial resources, which will not necessarily be within the reach of all countries, notably Third-World countries, unless there is an appropriate manifestation of international solidarity.



It would therefore be desirable that in your discussions and the related resolutions, you take this overriding reality into account.

However, I am convinced that, in your carefully considered conclusions, you will be able to integrate this reality, otherwise it will be difficult to implement the aforementioned resolutions.

With this conviction, I should like to wish every success to the 27th Session of the Assembly of ICAO."

14. The Chief Delegate of Afghanistan

"First of all, allow me to express our sincere condolences to the Delegations of France and the United States, and to the bereaved family members of those who have lost their lives in the tragic accidents to the UTA and US Air airliners that occurred this week.

On behalf of the Government of the Republic of Afghanistan and my delegation, I have the pleasure to convey our heartiest congratulations to you, Mr. President, on your unanimous election as President of the General Assembly. Our congratulations also go to the four Vice-Presidents on their election to their respective posts. Our delegation is fully confident that under your able guidance this Assembly will have deliberations and discussions which will lead to fruitful decisions in a spirit of understanding and international co-operation. We wish you every success in your office and assure you of our full support and co-operation.

Permit me at this time to express our gratitude to the Government of Canada for its constant support and co-operation since the International Civil Aviation Organization established its headquarters in this host country.

We in our country, Afghanistan, which is a landlocked country, realize that civil aviation has to play a vital role in the socio-economic change and growth of the people and the country. Today, under revolutionary conditions, air transportation has become an important and efficient factor to meet the needs of the country.

The Government of the Republic of Afghanistan has taken the development of civil aviation and expansion of air transportation in all its aspects as one of its priorities. The expansion and modernization of Kabul International Airport are going ahead successfully according to plan, with the co-operation of the friendly countries. Air transport services are being constantly extended to remote areas which are otherwise hardly accessible by surface transportation. The Government of the Republic of Afghanistan has always fulfilled its obligations in regard to the civil aviation conventions, in order to ensure the safety, regularity and efficiency of air transport services.

I have the pleasure to state that my country has been a very faithful member of ICAO since its establishment on 7 December 1944 at Chicago. Afghanistan, as a founding member of this Organization, has been doing its

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utmost for the past 45 years to fulfil its obligations vis-à-vis the provisions of conventions, regulations and resolutions of the International Civil Aviation Organization, including the regular payment of its yearly contribution to the accounts of ICAO.

The Government of the Republic of Afghanistan has adhered to the international air law conventions, such as the Convention on Offences and Certain Other Acts Committed on Board Aircraft, signed at Tokyo on 14 September 1963; the Convention for the Suppression of Unlawful Seizure of Aircraft, signed at The Hague on 16 December 1970; Instruments of Accession to the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation, signed at Montreal on 23 September 1971.

As a matter of fact, the Republic of Afghanistan has always respected the international regulations to ensure safety and security of civil aviation.

I am compelled to state that a number of ICAO Member States disregard their obligations vis-à-vis the provisions of the Convention on International Civil Aviation and ICAO Assembly resolutions relating to the provision of necessary facilities essential for regular and economic conduct of air carrier operations of other countries.

By imposing unnecessary restrictions on the flights of other airlines, they are hindering the exercise by those countries of their air traffic rights, which naturally jeopardizes the financial state of the above-mentioned airlines.

It is noteworthy that, contrary to the principles and recommendations for international co-operation, particularly with developing and landlocked countries, an unjustified embargo was sanctioned by some countries from 1 December 1981, barring flights of Afghanistan's national air carrier "Ariana Afghan Airlines" to Paris, Frankfurt and London. The Governments of the Republic of France, Federal Republic of Germany and the United Kingdom unilaterally decided to terminate the bilateral agreement relating to air services between Afghanistan and those countries. As of late, that embargo has been lifted. Hence, availing myself of this opportunity, I respectfully request the Delegations from France, the Federal Republic of Germany and the United Kingdom to co-operate constructively and approach their respective Governments in order to renew the bilateral air services agreement for the resumption of regular scheduled passenger and cargo flight operations of Afghanistan's national airline into and out of Paris, Frankfurt and London.

The next important matter I am compelled to point out here is that a number of Western countries supply deadly ground-to-air rockets, particularly STINGER missiles, to Afghan counter-revolutionary elements, with the express aim of shooting down civil aircraft - thus grossly endangering the safety of civil aviation and the lives of innocent people in our country.

I am confident that the International Civil Aviation Organization, the esteemed delegations and all other participants in this Assembly Session are opposed to terrorist acts of any kind which jeopardize the safety of civil

aviation and public life. Therefore, on behalf of the Delegation of the Republic of Afghanistan, I earnestly request all participants in this august Assembly to help in bringing moral pressure to bear on the Governments who abet terrorism and sabotage against the safety of civil aviation and airport installations, to stop immediately such assistance to terrorists, who may use and sell the acquired weapons not only in Afghanistan but anywhere in the world, so that the threat thus posed against the safety of civil aviation and human life may be eliminated.

Peaceful conditions are extremely important for bringing about peaceful international co-operation.

We are facing a serious shortage of qualified personnel, aviation facilities and airport equipment. Should I recall that the International Civil Aviation Organization, through the UNDP and most industrialized and developed countries, should seek to increase their technical assistance in order to meet the needs of the developing countries in the various fields of aviation.

Our delegation requests sincerely the International Civil Aviation Organization to take under serious consideration the possibility of providing technical assistance to Afghanistan in order to restore civil aviation and ensure the safety of flights in this country.

As a matter of fact, there are 700 flights of 17 international airlines per month across the territory of Afghanistan, which need adequate air navigation aids.

In conclusion, I thank you, Mr. President, and all distinguished delegates for your kind attention. I should like to convey to all delegations representing Member States of ICAO in this Assembly my best wishes for success in their meetings in a spirit of international co-operation."

15. The Chief Delegate of Niger

"The Delegation of Niger would like to express to you, Mr. President, and to the Vice-Presidents and Chairmen of the Commissions, sincerest congratulations on your election to the presidency of the various bodies of our Assembly, and our highest hopes for successful results in our discussions.

I have great pleasure in addressing our sincere and warm thanks to the Canadian and Quebec Authorities, and to the Authorities of this beautiful City of Montreal, for the great assistance and the facilities accorded our Organization in carrying out its delicate but noble task of safeguarding the safety of international aviation.

Next, I should like to congratulate you very warmly, Mr. President and Mr. Secretary General, on the quality of your work since your accession to your respective posts. You have succeeded in imbuing our Organization with the energy and efficiency desired by all our Contracting States. May I also express my congratulations to your distinguished colleagues on the excellent material and technical organization of the present Assembly.

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Civil aviation is an irreplaceable instrument of communication for Niger in view of:

- our country's situation as an enclave;
- the size of our territory, as much as 1 276 000 sq. km., which is mainly desert;
- its privileged geographical situation, as a result of which it forms an air corridor for links towards Central and East Africa and Europe;
- our Government's firm resolve to open up to international relations, the business world and tourism.

The importance attached by the Government of Niger to civil aviation was recently underlined by the creation of a Ministry of Transport and Tourism, within which air transport has a special place. In addition, over the last ten years or so, investments have been made to bring our airport infrastructure (in particular, that of Niamey and Agadez) up to international standards, adapted perfectly to users' needs. At the same time, all the local airports in the country have been enlarged and modernized to make them accessible to high-performance aircraft.

At the international level, Niger has always actively participated in all the regional (ASECNA), continental (AFCAC) and world (ICAO) bodies concerned with air transport problems. In this respect, it is our country's privilege to host the African and Malagasy School of Meteorology and Civil Aviation (EAMAC), an important institution of the Agency for the Security of Aerial Navigation in Africa and Madagascar (ASECNA). This will give some idea of the extent of the contribution Niger has made in the past and will continue to make to the improvement and efficiency of international air transport.

Just when this august Assembly is meeting for the purpose of taking steps to guarantee safety, speed and comfort to all those who fly, it has been most distressing to learn that a UTA DC-10 has exploded in flight over our territory, east of the Massif de Termit in the Zinder region. The Government of Niger has already adopted urgent measures to dispatch rescue teams to the area of the disaster, composed of units of the national armed forces as well as representatives of civil aviation technical services, ASECNA and all parties able to make a material and technical contribution (including French, American and Canadian specialists). Unfortunately, from the information we have received from Niamey, there is no hope that there are any survivors out of the 171 persons on board. In these tragic circumstances, the Government and people of Niger address to the families, governments and peoples of the countries of the victims of this catastrophe, their sincere sympathy and their deepest compassion. In spite of its modest means, Niger will do all in its power to assume its full responsibility in the inquiry to be conducted. However, we make an urgent appeal to all willing to volunteer assistance in the search, since the aircraft wreckage is scattered over a radius of some twenty kilometres.

While we await a determination of the exact causes of the tragedy, it is indeed deplorable to learn that the first hypothesis being considered is that of a bomb. We must therefore examine airport security measures in a global manner so that the security measures of the countries of the North can be extended to those of the South. We consider that problems of airport security throughout the world are links in one and the same chain and form an indivisible whole.

In conclusion, we would call upon our Assembly to convey to the international community its deep disturbance over this tragic event and to give special attention to the consideration of Item 13 on our agenda relating to aviation security.

We wish every success to this 27th Session of the Assembly of the International Civil Aviation Organization."

16. The President indicated that, in view of the lateness of the hour, statements by delegations would be suspended at this point. The Plenary would meet again at 1000 hours on Saturday, when Parts I and II of the Council election would be conducted. If time permitted, statements by delegations and observers would resume following the election.

17. The meeting adjourned at 1720 hours.

Minutes of the Ninth Meeting

(Saturday, 23 September 1989 at 1000 hours)

SUBJECTS DISCUSSED

1. Agenda Item 9: Election of Contracting States to be represented on the Council
  - Parts I and II of the election
  - Deadline for presentation of candidatures for Part III of the election

SUMMARY OF DISCUSSION

Agenda Item 9: Election of Contracting States to be represented on the Council

- Parts I and II of the election

1. The President announced that the meeting had been called for the purpose of holding the first two parts of the Council election. A27-WP/2 P/2 (plus Corrigendum 1 and Corrigendum 2 to the Arabic text) recalled the main features of the previous elections. He referred to Rules 56 through 62 of the Assembly's Standing Rules of Procedure (reproduced in Appendix B to WP/2), which described the procedure under which the election would take place. The Assembly had already decided at its Fourth Plenary Meeting that ten States were to be elected under Part I and eleven States under Part II.

2. As indicated in the Secretary General's memorandum of 21 September, reporting on the candidatures under the two parts, ten States were standing for election under Part I. Ballots were distributed and completed by the following 131 Contracting States, the minimum number of votes required for election therefore being 66:

Afghanistan	Guatemala	Oman
Algeria	Guinea	Pakistan
Angola	Guinea-Bissau	Panama
Argentina	Guyana	Paraguay
Australia	Haiti	Peru
Austria	Honduras	Philippines
Bahrain	Iceland	Poland
Bangladesh	India	Portugal
Barbados	Indonesia	Republic of Korea
Belgium	Iran, Islamic	Rwanda
Benin	Republic of	Saint Lucia
Bhutan	Iraq	San Marino
Bolivia	Ireland	Saudi Arabia
Botswana	Israel	Senegal
Brazil	Italy	Seychelles
Brunei Darussalam	Jamaica	Sierra Leone
Bulgaria	Japan	Singapore
Burkina Faso	Jordan	Somalia
Burundi	Kenya	South Africa
Cameroon	Kuwait	Spain
Canada	Lao People's Demo-	Sri Lanka
Cape Verde	cratic Republic	Sudan
Chile	Lebanon	Swaziland
China	Lesotho	Sweden
Colombia	Luxembourg	Switzerland
Congo	Madagascar	Thailand
Costa Rica	Malawi	Togo
Côte d'Ivoire	Malaysia	Tonga
Cuba	Maldives	Trinidad and Tobago
Czechoslovakia	Mali	Tunisia
Democratic People's	Malta	Turkey
Republic of Korea	Marshall Islands	Uganda
Denmark	Mauritania	Union of Soviet
Ecuador	Mauritius	Socialist Republics
Egypt	Mexico	United Arab Emirates
El Salvador	Monaco	United Kingdom
Éthiopia	Morocco	United Republic of
Fiji	Mozambique	Tanzania
Finland	Nepal	United States
France	Netherlands,	Uruguay
Gambia	Kingdom of the	Venezuela
Germany, Federal	New Zealand	Viet Nam
Republic of	Nicaragua	Yemen
Ghana	Niger	Yugoslavia
Greece	Nigeria	Zaire
Grenada	Norway	Zambia

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3. At the President's request the Delegations of Jamaica, Lebanon and Malaysia each provided a teller. The President announced the results of the balloting upon submission of the report of the tellers as follows:

Australia	127	votes
Brazil	128	"
Canada	129	"
France	129	"
Germany, Federal Republic of	128	"
Italy	129	"
Japan	129	"
Union of Soviet Socialist Republics	120	"
United Kingdom	125	"
United States	123	"

and declared all ten States elected.

4. The Assembly then proceeded to Part II of the election. The President noted that there were 11 candidates for the 11 seats. The minimum number of votes required for election was again 66, 131 States voting in this ballot also. The results of the ballot, announced by the President after the tellers had reported, was:

Argentina	122	votes
China	120	"
Egypt	127	"
Finland	125	"
India	122	"
Mexico	121	"
Netherlands, Kingdom of the	126	"
Nigeria	124	"
Saudi Arabia	118	"
Spain	122	"
Venezuela	122	"

The President declared those 11 States elected.

#### Deadline for Presentation of Candidatures for Part III of the Council Election

5. The President announced that candidatures for Part III of the election must be submitted in writing to the Secretary General by 1330 hours on Monday, 25 September.

6. The meeting adjourned at 1325 hours.



Minutes of the Tenth Meeting

(Saturday, 23 September 1989 at 1530 hours)

SUBJECTS DISCUSSED

1. Agenda Item 2: Statements by delegations of Contracting States and of Observers

SUMMARY OF DISCUSSION

Agenda Item 2: Statements by delegations of Contracting States and of Observers

1. The President indicated that statements by delegations of Contracting States would resume, and invited the Chief Delegate of Pakistan to speak next.

2. The Chief Delegate of Pakistan

"It is my pleasant duty to convey to you the greetings of my Government and those of my delegation. Mr. President, I would like to congratulate you on your election. I am certain that you, the four Vice-Presidents and the Chairmen of the Commissions, will guide the proceedings of this Assembly most wisely.

At this point I want to register my country's grief at the tragic loss of the UTA DC-10 and the American Air 737, and would like to convey our heartfelt condolences to the bereaved families of those who perished in these accidents.

Before I turn to the subjects on which we will have constructive and fruitful deliberations in this Assembly, I would like to take the opportunity to review, very briefly, the present state of civil aviation in my country, and to highlight the degree to which my country's economic development depends on this vital means of communication.

Long distances between commercial centres and inadequate infrastructure of road and railway have made the development of air travel a high priority in Pakistan. Today, the air infrastructure in my country has improved substantially. At the same time, the demands for air services have also grown dramatically. Internationally, a growing volume of Pakistan's exports are low-bulk, high-value items, or perishable commodities requiring swift air transportation. Tourism is on the increase. Even more important, there are over two million Pakistanis settled or working abroad, and for them, air travel is the only practical means of visiting their country of origin at regular intervals. Last year, the national airline carried more than five

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million passengers; our three international airports processed more than seven million passengers; while the air cargo figures registered so impressive an increase that the Government of Pakistan has decided to approve the private-sector proposal for an independent cargo carrier.

These figures may appear modest compared to the traffic handled in the developed countries, but for us they represent an enormous growth, bringing in its wake new demands for the expansion of facilities.

Consequently, work has commenced on the installation of radar and VHF communications systems to cover the whole airspace over Pakistan. The primary radar, together with the co-located secondary radar, has already been installed at Karachi, while work on the remaining two primary radars with co-located secondary radars at Lahore and Islamabad is in hand. The system should be operational, In-Shallah, by June 1991. Additionally, an automated message-switching system has been acquired to be commissioned at Karachi. This system will be interfaced with local network at Karachi Airport, with the national network (involving circuits to ATS-units), as well as with the international network. This system will handle messages containing all necessary aeronautical information. The construction of a new passenger terminal and related facilities at Karachi Airport, costing approximately Rs. 4 billion (nearly \$200 million) is currently under way. It will speed up airport operations and handle 8.5 million passengers and 250 000 metric tons of cargo annually. Additionally, we have, in consonance with ICAO policy and the recommendations of IATA, provided shorter and more direct ATS routes in Pakistan airspace, thus effecting appreciable reductions in certain route mileages and consequent economies in fuel and flight time.

It is our abiding and growing interest in civil aviation, both domestic and international, that has prompted us to put forward our candidature for the ICAO Council. We hope that the distinguished participants in the Assembly will once again give us the opportunity to continue to serve the cause of civil aviation on the ICAO Council.

Today, as we look at the problems which our Organization is required to tackle, we realize that some of them flow from the very success of civil aviation, and need to be corrected to permit sustainable development of the industry. Unfortunately, these are not the only problems with which we are confronted. Indeed, the most important issue before us, as identified in many statements over the last few days, is the problem of aviation security. Only slightly less important is the problem of illicit transportation by air of narcotic drugs.

Pakistan attaches the highest importance to aviation security. We are already signatories to all the Conventions on aviation security and have provided, through domestic legislation, severe penalties for the perpetrators of unlawful seizure of an aircraft or other unlawful acts against the safety of civil aviation. We are amongst the first countries to have signed and ratified Article 3 bis of the Chicago Convention. My country has also signed the Protocol for Suppression of Violence at Airports Serving International Aviation. In order to enforce necessary security measures, my Government has

set up an Airport Security Force (ASF), which is a large body of well-trained and well-equipped personnel. The strictness enforced by ASF while checking the baggage and passengers is a cause of complaint by many passengers, but then, this is the price we have to pay to obtain the necessary security.

The newly-elected government of Pakistan has established a separate Ministry to fight the drug menace. All airports now have Narcotics Control Units to carry out strict checks and examination of all outgoing traffic. These measures have started showing success. For example, since the beginning of this year, 124 kilograms of heroin and 14 279 kilograms of marijuana have been seized at the airports, and 104 people have been arrested on charges of drug smuggling. Punishments for drug trafficking are being reviewed to make them more severe. We realize, however, that much more needs to be done on this subject.

We believe that campaigns against unlawful interference with civil aviation and drug trafficking cannot be fought by individual countries alone. There has to be a meaningful and extensive co-operation between all States if we are to succeed. As far as Pakistan is concerned, our modest experience in combating the twin menaces is at the service of anyone and everyone. In turn, we would like to learn from the experiences and expertise of other States. However, the fight against these evils requires something more than good intentions. It requires considerable financial resources, particularly for procuring high-tech devices to detect drugs, weapons and explosives. These devices, developed and manufactured by the industrialized countries, are extremely expensive. Pakistan, and other countries like Pakistan, cannot acquire enough of them. Perhaps ICAO can find ways and means by which this equipment is brought to, and kept within the reach of, the developing countries.

My delegation is confident that this Assembly will make a significant contribution to promote safe and orderly development of international civil aviation, marking another important milestone in the history of its proud achievements. I wish to assure you that the Pakistan Delegation will extend its full co-operation to other distinguished delegates to promote the objectives of ICAO and to complete successfully the task that the Assembly has set for itself in this 27th Session."

### 3. The Chief Delegate of Somalia

"First and foremost, on behalf of my delegation I would like to express our condolences to the United States of America and France and to the families who lost their dearest ones in the recent aircraft accidents.

It is a great pleasure and privilege for me to participate in this august conference, the 27th Session of our Organization and the first in which I am participating since my appointment as Vice-Minister of Transport responsible for civil aviation in my country. Since it is my first time also coming to Montreal, allow me to register our deep gratitude and thanks to the Government of Canada for the warm and friendly welcome we have received since our arrival in this beautiful country.

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I am sure that with this friendly atmosphere, and with your wise and skilful guidance, we will reach and deliver fruitful deliberations and a successful Session. Mr. President, please accept also our congratulations for your election to the Presidency.

The Somali Democratic Republic, forming the Horn of Africa, lies in the North-Eastern corner of the African continent and covers a total surface area of approximately 246 200 square miles, extending about 1 000 miles along the Indian Ocean coast, 600 miles along the Gulf of Aden, and an average of 200 miles inland. Because of its geographical location, Somalia is at the crossroads of the most important routes between Africa, Asia and Europe.

As surface transportation alone cannot contribute much to the economic and social development, air transportation is considered the most practical and vital means of communication and commercial exchange. My Government has therefore given a high priority to the development of civil aviation in all its aspects.

In my country, there are 21 aerodromes, four of which are international and 17 for domestic operations. Mogadishu International Airport, with its location in the capital of the Republic, serves as the main gateway to our country. It forms, along with the other airports, a vital link for the socio-economic development of the nation. Mogadishu International Airport presently serves 15 scheduled and non-scheduled air carriers, and we have so far signed bilateral air services agreements with nine more countries.

Air traffic has undergone a substantial increase during the last few years, while the passenger traffic through the airport has also increased during this period. The aircraft arriving and departing from Mogadishu Airport are more and more of the wide-bodied types. The National Somali Airlines has experienced this year two unfortunate accidents - one which caused the loss of a Boeing 707 that aborted its take-off in Nairobi in May of this year, luckily with no loss of human life; and a Fokkor F-27 that was engaged in domestic flights and crashed in the Northern part of Somalia. Unfortunately, in that case, none of the 32 passengers and crew members survived. At present the Somali Airlines is operating with new Airbus A310-300 connecting Mogadishu with Cairo, Rome, Frankfurt, Nairobi, Abu Dhabi, Doha, Jeddah and Djibouti. It is under consideration to increase the Somali Airlines fleet with new wide-bodied aircraft and some smaller aircraft for domestic and international operations in the very near future.

The facilities and equipment existing at our airports have lately experienced some technical problems due to lack of spares, because of the limited financial resources at our disposal. Nevertheless, I am happy to inform you that we have taken up an ambitious plan to modernize and expand the buildings and technical facilities at Mogadishu Airport. Moreover, we are in the process of providing funds to rectify the equipment problems at Mogadishu Airport. Under the development project of this airport, which is funded through Italian aid, a new passenger terminal building to increase the passenger-handling capacity of the airport, and a control tower building along with technical radar buildings will be constructed and provided with necessary equipment, fuelling and facilities. The project also includes the provision

and installation of primary and secondary radar, communication and navigational aids equipment, in addition to a new powerplant with an uninterrupted power system. We have also planned to improve the existing runway lighting system. We are presently undertaking the rehabilitation of the crash, fire and rescue, and meteorological stations in the airport.

With the completion of the Mogadishu Airport project and the implementation of our plan for the development and extension of Hargeisa and Berbera Airports in the North and Kisimayu in the South, besides the other domestic airports, we expect to play a much greater role in civil aviation in our region.

We also intend to establish an autonomous civil aviation authority in the country. This autonomous set-up will have full freedom to manage its own financial affairs and raise its own resources.

With all the financial, human-resource and technical know-how limitations we are facing, and the many other primary problems which I have not mentioned here, I would like to appeal to those Member States that have decided to introduce the MLS soon, to take into consideration the economic burden that their decision will impose on us. This, I am sure, is also felt in many other countries, particularly countries like ours.

We therefore call for greater co-operation between developed and developing countries in the sharing of experiences and technical know-how, which may lead us to more effective development of civil aviation infrastructure on a world-wide basis. I also appeal to the developed and donor countries to increase their assistance, in whatever form it may be, to enable a country like Somalia to fulfill its obligations in the development of civil aviation on a global basis.

As far as aviation safety and security of aircraft and passengers are concerned, almost all Contracting States who made their statements here earlier underlined their concern and worries on these vital issues. Somalia wishes to join its voice and support in making air transportation safe, secure and peaceful at the service of the socio-economic development of mankind.

On behalf of my country, I acknowledge the achievements made so far in the advancement of civil aviation by the International Civil Aviation Organization - ICAO - and we strongly support its activities for the furtherance of civil aviation on a world-wide basis. In this respect, I would like to convey my appreciation to ICAO for the assistance given to my country, by providing international experts and by the training of technical personnel through UNDP-ICAO projects in various specialized fields of civil aviation, for the benefit of my country, and to serve the international community better and more peacefully."

#### 4. The Chief Delegate of Costa Rica

"It is an honour for the Delegation of Costa Rica to have the opportunity to participate in this 27th Session of the Assembly and to address the States and International Organizations here present, to whom, on behalf of

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our country and of our delegation, we bring our most respectful greetings, wishing them the greatest possible success in their deliberations in the days to come.

On behalf of our delegation, I wish to thank the Government of Canada, the Authorities of the Province of Quebec and those of the City of Montreal, for the warm reception and hospitality they offered us.

I would also like to join in the condolences expressed to the Governments of the United States and France over the serious tragedies that occurred this week.

Mr. President, Mr. Secretary General, through you, I would like to extend to all of ICAO our most sincere congratulations on the excellent work that has been done to organize this Assembly.

This year Costa Rica is celebrating a century of democracy. We take pride in our political system as one of the soundest and most highly respected systems within the international community.

Our country has been characterized by its unshakeable respect for human rights and its leadership in their promotion; for we consider that neither democracy nor development can exist if human rights are not respected.

Costa Ricans are, by conviction, defenders of the principle of non-intervention in the internal affairs of other States. This principle has inspired us to declare our permanent and active neutrality, which is reflected in our participation in international fora like this one.

Our democratic tradition has shown us that the twin principles of peace and the right to development are interdependent. As the President of our Republic and Nobel Peace Prize winner Dr. Oscar Arias Sanchez has stated in international fora, "There can be no peace without development, and there can be no development without peace." Therefore, we believe these two principles to be the pillars of the self-determination of peoples.

Firm in its convictions, Costa Rica has sought to maintain an attitude of active participation in international civil aviation fora. In our country, civil aviation is one of the most important means of transportation and communication. In November 1988 we therefore had the honour of hosting the Eighth Assembly of the Latin American Civil Aviation Commission where, with the support and confidence of the members of LACAC, our country was given the great responsibility of exercising the Presidency of the Latin American Civil Aviation Commission in the upcoming triennium. We are very proud to share this opportunity with the other countries in Central America.

Our country, conscious of the historic responsibility shared by the aeronautical authorities towards the development of civil aviation, keeps a watchful eye on the changes and adjustments which the administration of public air transport services must undergo as it evolves, as well as on the need to pool our efforts to eradicate all types of unlawful interference which

jeopardize the safety and versatility of international civil aviation. We are similarly convinced that measures to prevent and control the use of air transport for illicit drug trafficking must be forceful and immediate, if we are to succeed in eliminating this scourge which afflicts all the peoples of the world. This is why we have participated actively in all of the initiatives in these areas taken here in ICAO and in LACAC. These problems, like those related to the problem of noise restrictions and the problem of the Computer Reservation Systems that are on the Agenda of this Assembly, and which are extremely important, will affect the entire international community.

To deal with them in the best interests of international civil aviation we must have recourse to all forms of co-operation and understanding.

The Delegation of Costa Rica would like to express its confidence that this Session will produce highly satisfactory results.

I cannot conclude without expressing my most sincere congratulations to those Member States of ICAO that today were elected to serve on the Council in the next triennium."

5. The Chief Delegate of Uganda

"I wish first to congratulate those Member States who have been elected to serve on the Council for the next three years.

It is a great privilege and honour for me and my delegation to attend this 27th Assembly of the International Civil Aviation Organization.

On behalf of my Government, I wish to thank the President of the Council, under whose leadership and guidance this Organization has been able to make such great progress. I also wish to express our sincere gratitude to the Government of Canada, the Province of Quebec, the City of Montreal and the Canadian people for their warm welcome and hospitality.

I wish at the same time to take the opportunity to express our appreciation to the Secretary General and all the staff for the excellent arrangements they have made for this Assembly.

I wish to extend greetings from the Government and people of Uganda to all distinguished delegates.

The Preamble to the Chicago Convention retains particular validity in relation to the extremely important role played by this Organization - ICAO. This Organization, therefore, has a unique and valuable mission to fulfil. It is evident, however, that financing the activities of the Organization is one of the most serious problems facing civil aviation. This is so because of the varying degrees of development in the Member States, and this will require co-operation and specific solutions for countries, and groups of countries, to be able to meet their obligations within the Organization.

My delegation wishes to convey its appreciation to the Council and to the Secretariat for having prepared a very comprehensive work programme. We note that the programme contains areas of global problems, for example,

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security breaches, which will require a global solution and co-operation among Member States, and Uganda is fully behind such efforts. A lot of funds need to be spent in this area and information exchanged between Member States. It is the hope of my delegation that this Assembly will give serious consideration to the programme which has been presented.

My delegation wishes to reiterate the concerns of other delegations regarding the problem of drug trafficking by means of air transport. This is a world-wide problem as it has a spill-over effect for many Member States. Co-operation of all States in dealing with this problem is therefore essential.

Let me draw your attention to the concerns of the people of Uganda and the world over regarding the now-frequent air transport accidents. We note with great sadness that since the 26th Assembly there have been many serious accidents. It is our hope that this Organization, together with civil aviation authorities, will find a solution to reduce the avoidable accidents to a minimum.

The orderly development of civil aviation can only flourish in a climate of economic and political stability. At the moment, African countries are facing a bleak future owing to the high cost of acquiring aircraft, maintaining them, and running their airlines under the present economic crisis.

My Government is extremely concerned about these trends which are currently militating against air transport growth, especially for those developing Member States like Uganda.

My delegation wishes to refer to an important issue which is to be discussed by this Assembly, namely that of protecting the environment. We note with some satisfaction that initiatives have been taken in this regard. It is the desire of my delegation that the quality of the global environment should be improved and saved through sustainable development. We therefore feel that under technical assistance ICAO should be able to provide the means for solving aviation problems affecting the environment.

The Government of Uganda is ever conscious of the importance of air transport, because of the country's geographical location, and therefore attaches great importance to the implementation of the regional plans. Our Government, therefore, greatly appreciates the help it has received from the Organization and from UNDP in the field of technical assistance. My delegation believes that there is need for greater efforts in view of the rapid development of civil aviation and the needs of Uganda.

With reference to the acute economic problems that confront us, my delegation is of the view that the Organization should give close attention to the economic aspects of air transport. Also, Member States should appreciate these problems which developing countries face. In spite of these problems, the Government of Uganda is committed to the principles and objectives of this Organization, and will be seeking to serve on the Council in 1992.

In closing, my delegation wishes this Assembly fruitful deliberations."



6. The Chief Delegate of Zaire

"Over four days ago, the international community was once again plunged into mourning, almost at the very moment when the 27th Session of the Assembly of ICAO opened in Montreal, as a result of the tragic accident to the DC-10-772 of the French airline UTA.

My delegation joins with the delegations which have spoken before us in expressing our sympathy and profound condolences to the Congolese and Chad Governments, to the Governments of France and the United States of America, and to the many bereaved families.

On behalf of my delegation, I should now like to convey friendly greetings from our Founder President, the President of the Republic, Marshal Mobutu Sese Seko, and from the people of Zaire represented by the People's Movement of the Revolution, to you, Mr. President, to the President of the Council, to the Secretary General of ICAO and to all the delegations here present.

It is an honour and a privilege for me to congratulate you most heartily on your very brilliant election to preside over this 27th Session of the Assembly. My delegation is sure that under your very enlightened guidance our work will, in fact, be very successful.

It is also a pleasure and a great honour for me to be able to thank the President of the Council and the Secretary General of ICAO for the welcome and many kindnesses shown our delegation since its arrival in this historic city of Montreal, where our Organization has its Headquarters.

My thanks also go to all the Federal Authorities of Canada, the Provincial Authorities of Quebec and the Municipal Authorities of Montreal for their warm hospitality.

My delegation also appreciates the tokens of friendship it has received from the hospitable people of Montreal. May we here assure them of our friendship and gratitude.

The Republic of Zaire is a large country, at the crossroads of the African continent. It has a surface equal to that of twelve European countries belonging to the Economic Community, and even surpasses it, with approximately 2 345 000 square kilometres. It has a population of some 35 million people. It enjoys large-scale natural resources, mineral, vegetable and animal. It has virtually inexhaustible tourist potential, and therein lies the raison d'être of our eight national parks and our national reserves which protect and give a home to many rare species of animal. We have a very great water supply, which is primarily fed by the Zaire River - the second longest in the world after the Amazon. Our maritime coast is quite narrow and access to the sea is assured by the mouth of the Zaire River.

With the exception of this outlet to the sea in the southwest, most of the country is land-locked. The distances which span this immense territory are considerable. Air transport therefore constitutes the preferred means of servicing this area, and of linking the country's administrative and economic centres. Air transport and its development are therefore of paramount importance for Zaire.

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Aside from the numerous secondary airports, Zaire has five major international airports - those of Kinshasa, the capital; Lubumbashi; Kisangani; Goma; and Gbadolite. Kinshasa is the national centre on which our international air transport network is based. Our national airspace is serviced by Air Zaire, in competition with private companies, including Scibe-Zaire, Acec, Katale and Sicotra and many others.

In the interest of international co-operation, the Republic of Zaire adhered to the Convention on International Civil Aviation in July 1961, just one year after its accession to national and international sovereignty on 30 June 1960.

Since that date, my country has attended various meetings of the International Civil Aviation Organization and, guided by a spirit of agreement and co-operation, it gives active support to the various resolutions adopted by the Organization contributing to solidarity and peace throughout the world.

The delegation I have the honour to head has come here with the same readiness to co-operate and intends to make a modest but effective contribution to the work of the present Session.

Thus, my delegation is a "co-author" of all the resolutions which the African group will be presenting during the present Session, relating to such questions as aircraft noise standards, the transition from ILS to MLS air navigation systems, Computer Reservation Systems (CRS), as well as questions related to technical assistance to developing countries in these times of rapid changes in the field of air transport.

We shall also give special attention to specific problems affecting the international regulation of civil aviation.

In this field, as in many others, we do not think it desirable that a minority of States - however powerful they may be - should set about imposing standards on the rest of the world without dialogue and agreement which, in our view, constitute the only acceptable rules for the Code of Conduct of modern, civilized countries."

7. The President, noting that this completed the list of speakers from the delegations of Contracting States, indicated that statements would now be heard from Observers, beginning with the Observer from Mongolia, a non-Contracting State.

8. The Observer from Mongolia

"It is with great pleasure that I accept the honour afforded me at this moment to address the 27th Session of the Assembly. It is a significant Session for our Government, as this is the first time that the Mongolian Delegation is participating in this principal forum of international civil aviation.

I should like to take this opportunity to extend warm greetings on behalf of the Mongolian Delegation and the Government of the Mongolian People's

Republic, which is known as the Country of the Blue Sky, to the distinguished delegations and guests at this 27th Session of the ICAO Assembly. I should like to wish you every success in the work of this Session.

First, I have the honour, on behalf of the Government of the Mongolian People's Republic, to inform this Assembly that the Government of the Mongolian People's Republic has recently taken the decision to become a Contracting State of ICAO. An official instrument of adherence to the Chicago Convention was sent to the Depository State, the United States of America, in the middle of August 1989.

I should like very briefly to provide some information on the civil aviation developments in Mongolia. The Mongolian People's Republic extends over 1 500 000 square kilometres. It is quite a large country, with a harsh continental climate and a varied topography of mountains, forests and deserts. Its population, which is very sparse, numbers about two million people. As you know, Mongolia, being situated at the very centre of the Asian continent, is a land-locked country. Therefore, civil aviation plays an important role in our economic, social and cultural development. Civil aviation has been intensively developed in Mongolia since the 1950s, and the Mongolian national carrier, which has more than 200 scheduled services to towns and villages in the country, carries about 800 000 passengers per year. This represents more than 70 per cent of the total domestic passengers travelling by all means of transport. At the same time, the Mongolian airline, MIAT, has regular international service to the capital cities of the Soviet Union and the People's Republic of China - i.e., Moscow and Beijing. Moreover, Mongolia, being situated at the crossroads of Europe and Southeast Asia, prides itself on the fact that it is called on to render the necessary services to aircraft overflying its territory - and we fully recognize the extent of our responsibility in so doing. Today, the aircraft of about 10 countries overfly the territory of Mongolia in their operations to Asia from Europe and vice versa.

In this connection it is noteworthy that foreign aircraft began overflying the Mongolian territory as early as the 1950s, and that even before becoming a Member State Mongolia has always tried to observe the international standards and recommended practices embodied in the Chicago Convention and has sought to make its contribution to co-operation in international civil aviation.

Taking into consideration the role which civil aviation plays in the development of its economy, the Government of the Mongolian People's Republic attaches great importance to this field and is making every possible effort to co-operate with foreign countries. The Delegation of the Mongolian People's Republic has been officially instructed by its Government to draw the attention of ICAO and its Member States to the fact that Mongolia has duly appreciated the activities undertaken by ICAO in promoting co-operation in the field of international civil aviation to ensure the safety of civil aviation, and the role it has played in establishing applicable legislation. My delegation is also duly vested to express, on behalf of my Government, its determination fully to respect and discharge its obligations as a member of this Organization.

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In conclusion, I should like, on behalf of our delegation, to extend my cordial greetings to the Government of Canada and the Authorities of Quebec and Montreal for the hospitality extended to our delegation. In addition, I should like to express our appreciation to these Authorities for the excellent arrangements in force, which enable the Organization to perform its noble duties so effectively in the favourable environment of its Headquarters in Montreal."

9. The President, thanking the Observer from Mongolia, said that it was a pleasure to welcome the Mongolian People's Republic to membership in ICAO. He then invited the Observer from Palestine to take the floor.

10. The Observer from Palestine

"It is a source of great pride and privilege that this Session of the Assembly has selected its President from Argentina, and who - to quote his words, represent Latin America, for which he was honoured, and his country, for which he was also honoured.

The event is that I come here to this Assembly after the birth of a new State which was born almost ten months ago. The State of Palestine was declared to the world on the soil of Algeria on 15 December 1988 at an Extraordinary Session of the Palestinian National Council. The Council's decision to establish the State of Palestine, with Jerusalem as its capital, was inspired by the legitimacy of the United Nations, which under Resolution 181 and 195 of 1947, created two States. One of these two States was the Palestinian State on the soil of Palestine.

It is on that basis that we are here in order to contribute and participate in this human solidarity, culture and heritage, in view of the legacy of Palestine and of the people of Palestine in the field of civil aviation at a time when Palestine was still a colonized State. We had the first national carrier, flying under the British flag, namely Arab Airways of Jerusalem. That airline operated regionally in the Arab nation.

At the opening of this Session, we have been informed of the tragedy of the French aircraft, as well as of the various explanations of its causes. I had considered changing my statement three times in view of the seriousness of that event. However, from this podium we heard that France could not feel the joy of celebrating the 200th anniversary of the French Revolution. France had to suffer other victims on African soil for the freedom of civil aviation in the world.

Therefore, I wish to reiterate now that the State of Palestine has been created and its legitimacy has been recognized by 107 States, some from Western Europe, and from Eastern Europe, and all the non-aligned States, that we are opposed to all unlawful acts. You will see, distinguished Delegate of France that, as we co-operated fruitfully and effectively in the incident befalling Flight 103 with the UK and the flag State of the aircraft that crashed tragically on British soil, we will continue to co-operate with you, awaiting your signal in any matter that is entrusted to us to uncover the facts to you and to the whole world.

From this podium, I am honoured to say that the stone-throwing children must one day lead a happy life and repeat here with you "Glory to God in the highest, peace of earth, goodwill towards men".

11. The Observer from the African Civil Aviation Commission (AFCAC)

"It is a great honour and a genuine pleasure for me to congratulate you, on behalf of the African Civil Aviation Commission (AFCAC) and on my own behalf, on your brilliant election to the presidency of this 27th Session of the ICAO Assembly.

I ask you to accept and, through you, I wish to extend to the bereaved families of those who died in the UTA tragedy over African soil, the most sincere condolences of my Organization. We also wish to extend our condolences to the bereaved families of the victims of the US Air accident this week.

AFCAC, which now has more than 40 Member States, is very honoured to have been invited to attend the 27th Session of the Assembly of ICAO as an Observer. As President of AFCAC, I particularly appreciate the honour this gives me to address this distinguished gathering here in Montreal, where the constant architectural changes are in keeping with the spirit of technological innovation and rapid changes in commercial strategy which are a normal part of the air transport industry.

I should first of all like to thank Dr. Assad Kotaite, President of the Council of ICAO, for all the attention he has given to the activities of AFCAC, in which he has always shown a lively interest. Our Organization, AFCAC, is indeed the crucible in which the concepts and projects determining the future of African civil aviation are developed and defined in a global environment where today, more than ever, the basic principles of the Chicago Convention, based in particular on sound and economic operation, the prevention of waste caused by senseless competition, as well as fair and equal opportunity to operate international air transport, are relevant to the international aviation community.

May I also, on this occasion, salute Dr. Shivinder Sidhu, Secretary General of ICAO, who, at the last Session of your Assembly, already showed his competence in the conduct of your Organization's affairs, as President of the 26th Session.

To repeat the observation that international air transport stands at the crossroads might be regarded as a truism. But the facts are there to justify our constant concern. In this regard, the Conference of African

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Ministers of Civil Aviation held in Yamoussoukro (Cote d'Ivoire) in October 1988, and the Declaration on the new African aviation policy which it produced, are assuredly a reflection of the general trend at the regional level, characterized by a manifest will to adapt, according to circumstances, to technical and structural as well as political changes on the global level.

Consequently, the following items on your agenda are of particular interest to us:

- extra-territorial application of national or community competition laws to international air transport;
- development at the international level of the principles of a code of conduct for computer reservation systems (CRS); because the reservation battle in which powerful computer resources play a decisive part, has already been joined. Traditional criteria based on the quality of service offered on board, the size of the network served, the frequency of flights, the range of fares and rates and the extent of commercial establishment would no longer be sufficient to determine a carrier's position with regard to its competitors; and
- restrictions which may affect subsonic jet aircraft not required to conform to noise standards, with the resultant renewal of fleets, and requirements for implementing the transition plan from ILS to MLS with, as a corollary, the financial burden entailed.

In view of the challenges facing ICAO and AFCAC and the high stakes which justify strengthening co-operation between these two organizations, the items on your agenda concerning the financial relationship between ICAO, AFCAC, and regional bodies such as ours should be examined, bearing in mind the mutual advantages resulting from this co-operation based on the Chicago Convention's principles of sound and economic operation of civil aviation for the benefit of all the peoples of the world.

Regional bodies such as AFCAC exist because of the will of the States concerned to assume their regional specificity more adequately so as to ensure their effective participation in the world-wide system of air transport for which the Chicago Convention constitutes the inescapable frame of reference. All the same, the nature of the special links which so auspiciously link our two Organizations and our common resolve to strengthen them still further are guarantees of the Convention's principle of fair treatment and of equal opportunities for all the airlines in the world to operate international air transport.

Our organization, AFCAC, hopes that the developing countries can benefit from the benevolent assistance of the developed countries in the implementation of security measures, so as to make this system a closed loop with no flaws. We must put an end to unlawful interference with civil aviation and to the sabotage of civil aircraft. This can only be done by means of close international co-operation.

I wish to express my hopes for a fully successful ICAO Assembly, in the interests of the international community and of peace."

12. The Observer from the Airport Associations Coordinating Council (AACC)

"It is a great honour for the AACC to participate in this Session of the ICAO Assembly. The AACC Constituent Associations - AOCI and ICAA - consist of 430 international airports, airport authorities and national airport associations in over 110 countries. I shall confine my remarks to a few topics of major concern to airport operators.

Aviation security continues to present a most serious challenge. Over the past four years a reduction occurred in the number of terrorist acts which dramatically marked the years 1980 through 1985. However, in some instances, this numerical decline was offset by the increased violence which characterized each act. AACC firmly supports the Tokyo, The Hague and Montreal Treaties, and the supplemental new Protocol on the Suppression of Unlawful Acts of Violence at International Airports concluded in 1988.

ICAO security provisions are adequate to combat aviation terrorism. Yet incidents still occur. The basic problem in some locations is the lack of consistent implementation of various security procedures which may have developed faster than the States' capability of implementing them in an effective manner. Since security measures inevitably have an adverse effect on capacity, it is vitally important that they correspond to a realistic assessment of the threat and are not merely a cosmetic response to uninformed criticism. Increased security requires well-trained and motivated manpower and high technology equipment, both of which are very expensive. It is the collective responsibility of the international community to assist developing States financially and technically to implement ICAO's security provisions. AACC and airports worldwide will continue to co-operate fully with ICAO and other international organizations to enhance aviation security. However, international organizations do not have the capability for going out and physically stopping terrorism. Our role is limited to technical advice and moral pressure. The ultimate responsibility rests with the States which must realize that indiscriminate and vicious terrorism can exist everywhere and must be confronted on all fronts. One hundred per cent security will never be achieved, but the systematic improvement and implementation of security provisions in the world's airports, under the leadership of ICAO, will go a long way towards preventing hijacking and sabotage.

Airspace and airport capacity is another topic of widespread concern. In many parts of the industrialized world, there is a critical shortage of airspace capacity and in some key airports serious congestion problems too. The population's increasing exposure to air travel in many regions, liberalization, deregulation and economic growth will require significant airport and airspace capacity enhancement in the years to come. In the short-term, vigorous action to streamline procedures should continue at some critically affected airspace systems and "priority airports", so as to alleviate the recurrence of seasonal bottlenecks. However, in the long term,

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only drastic and sweeping efforts could result in the provision of much needed additional capacity in order to serve an ever-increasing market without constraints. The improvements available are limited to (a) upgrading of existing facilities, (b) safe reduction of standard minimum separation distances between parallel runways, (c) reduction of performance gap between aircraft and air traffic control systems, and (d) the development of new runways and new airports, wherever possible. Technological advances and improvements in ATC procedures may yield 20 to 30 per cent increases in aircraft movement capacity, against a forecasted need of at least 60 to 80 per cent in the next decade. The achievable gains are variable and must be pursued.

Therefore, the following main points should be noted for future action: a) larger aircraft should be used, even for shorter distances, to achieve the highest productivity out of limited airport resources; b) environmentally more benign aircraft should be used to render increased traffic more acceptable to the communities surrounding the airports, c) aircraft should be handled in more homogeneous groupings to achieve a more efficient use of airport and terminal airspace resources, and d) land use management and improved access to airports should be developed in tandem with increasing airside capacity and productivity.

Where airports cannot expand their capacity to accommodate total unconstrained demand, although they wish to do so, they must have the authority to manage access to the limited airport facilities in conformity with national laws, and local priorities. This could mean reasonable adjustments to user charges, and incentive programmes or regulations designed to ensure that available airport capacity is used efficiently, with due consideration to the needs of the community and the majority of airport passengers and shippers. The present situation of the airspace and airport system, and the perspectives of the next decade, urgently require systematic and concerted action of the entire aviation industry. Therefore, AACC urges all States to support the continuing work of the IATA Task Force on Airport and Airspace Congestion in which ICAO and AACC participate; examine the proposed measures outlined in AACC's working paper on airport and airspace capacity; and consider the convening of a special ICAO conference to examine airport and airspace congestion and their impact on the continuing development of air transport.

A related subject is aircraft noise. Community opposition to aircraft noise continues unabated in many industrialized countries, hampering industry efforts to resolve the current congestion crisis. AACC advocates the phase-out of all low-bypass Chapter 2 aircraft operating in noise-sensitive airports before 31 December 1999. A recent AACC survey of selected airports in Europe, the Middle East and North America, presented to ICAO, shows that, assuming a relatively conservative growth of aircraft movements of 3 per cent per annum, the noise impact at selected airports worldwide will have increased on the average by 30 per cent by the year 2000, unless Chapter 2 aircraft are phased out. We certainly hope that at this Session of ICAO's Assembly an approach could be found for States and noise-sensitive airports to achieve their environmental goals, while minimizing the problems for affected aircraft operators. Without such a consensus, an increasing number of restrictions will be adopted at the local level, limiting the access of Chapter 2 aircraft to specific airports. Such a proliferation of local restrictions can only further hinder the growth of civil aviation.



Last, but not least, is the economic situation of international airports. The new aviation business environment in some developed countries and other affected regions has already induced many airports to re-examine their traditional relationships with airlines. Under regulation, these airports have been able to rely on reasonably predictable airline behaviour on ensured flows of revenue. This relative security no longer exists. Many airports have to face the economic consequences of failed or failing carriers, meet the needs of new carriers, and respond to the constantly changing operational and marketing policies of existing carriers. In response to these new imperatives, many airports modified their business policies to safeguard revenues, and moved into new commercial activities aiming at self-reliance and financial independence. They compete with other airports in the same region for freight, connecting passengers, aircraft technical stops, etc. On the local level, many airports compete with other local economic enterprises in the provision of services such as hotels and parking lots. As part of air transport, airports are also affected by the competition of that mode with other modes of high-speed transport.

Since the mid-1980s, most airports in industrialized countries have recorded increased traffic. At these airports, increases in charges have generally been kept at or below the level of inflation. In many developing regions, however, economic difficulties continue to hamper traffic growth and limit airport development. As a result, many developing countries are forced to subsidize their airports and so divert resources away from other priority areas. Despite these problems and trends, according to ICAO, in 1988, on a worldwide scale, airport charges stood at 3.7 per cent of the total operating costs of scheduled airlines. This should be compared, for example, with 3.7 per cent in 1972, 4 per cent in 1978 and 3.6 per cent in 1986. Greater reliance on market forces has led to greater volatility of financial relationships between airports and airlines. The increased pace at which carriers enter and leave the market may signal a need for airport authorities to introduce more flexible arrangements to replace existing long-term contractual relationships with resident airlines and/or national carriers. Cost-recovery policies of airports must take into account national and local public policy, the airports' need to determine their own economic policies, and the airports' ability to be financially self-sustaining. Consequently, the ICAO Council Statement on Charges for Airports should be amended to reflect these considerations, and AACC will submit proposals to that effect at the next ICAO Conference on Airport and Route Facility Management in 1991.

In view of the short time available, I have limited my address to merely four issues, although the close working relations between ICAO and AACC cover a wide range of other areas. Since the last Assembly Session in 1986, AACC actively participated in numerous ICAO worldwide and regional meetings of direct interest to airport operators, and continues to contribute to the work of some 15 ICAO committees, panels and study groups whose activities stretch from visual aids and dangerous goods to aircraft noise and aviation security. In all those areas we have provided airport expertise to make a safe airport system yet safer, and we will continue to do so to the best of our ability. Many observers believe that the next decade in civil aviation will be the decade of the airport. The world airport community is ready to meet this challenge and will further strengthen its close collaboration with ICAO in all areas of mutual interest.

I thank you again for the opportunity to address this Session and wish you every success in your deliberations."

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13. In view of the lateness of the hour, delivery of statements by Observers was suspended at this point. The President noted that the Director General of IATA had informed him that, because of the tight scheduling of the Session, the statement that he had wished to make would be distributed to Delegates as a working paper instead. Any others who wished to do the same were invited to hand in their texts to the Secretariat, for reproduction. Further oral statements would be made after the Part III Council election on the following Tuesday.

14. The Delegate of Canada took the floor to congratulate the President and other members of the Bureau on their election, and to thank the many speakers for their generous tributes to the Federal, Provincial and Municipal Authorities. He reviewed the hospitality being offered to delegates over the weekend, and wished everyone a restful and happy respite.

15. The meeting adjourned at 1730 hours.

Minutes of the Eleventh Meeting

(Tuesday, 26 September 1989 at 1430 hours)

SUBJECTS DISCUSSED

1. Agenda Item 9: Election of Contracting States to be represented on the Council  
- Part III of the election
2. Agenda Item 2: Statements by delegations of Contracting States and of Observers

SUMMARY OF DISCUSSION

Agenda Item 9: Election of Contracting States to be represented on the Council

- Part III the election

1. The President declared that the meeting had been called for the purpose of conducting the elections to Part III of the Council. He drew attention to A27-WP/2 and the papers presented by the various delegations concerning their candidatures, and then elaborated on Rules 56 through 61 of the Standing Rules of Procedures of the Assembly (Doc 7600), which detailed the procedure under which the election would take place. The Assembly had already agreed that 12 States should be elected under Part III. In accordance with Rule 56, a memorandum dated 25 September 1989 had been issued by the Secretary General, listing the States which had submitted their candidatures; Nicaragua had subsequently withdrawn its candidature, as noted in A27-WP/140; therefore, 13 States were standing for election under Part III.

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2. Ballots were then distributed and the following 132 Contracting States cast votes, a majority of 67 therefore required for election:

Afghanistan	Grenada	Pakistan
Algeria	Guatemala	Panama
Angola	Guinea	Paraguay
Argentina	Guinea-Bissau	Peru
Australia	Guyana	Philippines
Austria	Haiti	Poland
Bahrain	Honduras	Portugal
Bangladesh	Iceland	Republic of Korea
Barbados	India	Romania
Belgium	Indonesia	Rwanda
Benin	Iran, Islamic Republic of	Saint Lucia
Bhutan	Iraq	San Marino
Bolivia	Ireland	Saudi Arabia
Botswana	Israel	Senegal
Brazil	Italy	Seychelles
Brunei Darussalam	Jamaica	Sierra Leone
Bulgaria	Japan	Singapore
Burkina Faso	Jordan	Somalia
Burundi	Kenya	South Africa
Cameroon	Kuwait	Spain
Canada	Lao People's Democratic Republic	Sri Lanka
Cape Verde	Lebanon	Sudan
Chile	Lesotho	Swaziland
China	Luxembourg	Sweden
Colombia	Madagascar	Switzerland
Congo	Malawi	Thailand
Costa Rica	Malaysia	Togo
Côte d'Ivoire	Maldives	Tonga
Cuba	Mali	Trinidad and Tobago
Czechoslovakia	Malta	Tunisia
Democratic People's Republic of Korea	Mauritania	Turkey
Denmark	Mauritius	Uganda
Dominican Republic	Mexico	Union of Soviet Socialist Republics
Ecuador	Monaco	United Arab Emirates
Egypt	Morocco	United Kingdom
El Salvador	Mozambique	United Republic of Tanzania
Ethiopia	Nepal	United States
Fiji	Netherlands, Kingdom of the	Uruguay
Finland	New Zealand	Venezuela
France	Nicaragua	Viet Nam
Gambia	Niger	Yemen
Germany, Federal Republic of	Nigeria	Yugoslavia
Ghana	Norway	Zaire
Greece	Oman	Zambia

3. The President invited the Delegations of Jamaica, Lebanon and Malaysia each to provide a teller. The tellers having submitted their report, the President announced the results of the balloting, as follows:

Chile	114 votes
Czechoslovakia	117 votes
Ghana	119 votes
Honduras	82 votes
Indonesia	101 votes
Iran, Islamic Republic of	34 votes
Iraq	108 votes
Madagascar	118 votes
Pakistan	102 votes
Senegal	121 votes
Trinidad and Tobago	96 votes
Tunisia	124 votes
United Republic of Tanzania	118 votes

and declared elected: Chile, Czechoslovakia, Ghana, Honduras, Indonesia, Iraq, Madagascar, Pakistan, Senegal, Trinidad and Tobago, Tunisia and United Republic of Tanzania. In addition, he thanked the tellers for their assistance.

#### Agenda Item 2: Statements by delegations of Contracting States and of Observers

4. Presentation of statements having resumed, the following speakers addressed the Assembly:

##### 5. The Chief Delegate of Bhutan

"This Session of the Assembly is of special significance to my country, the Kingdom of Bhutan, as it is the very first time that Bhutan enjoys the pride and honour of participating as a full-fledged member. On this happy occasion, I have the honour to convey to you, Mr. President, and through you, to all the distinguished delegates, the greetings and good wishes of my sovereign, His Majesty, King Jigme Singye Wangchuck.

Mr. President, on behalf of my delegation, I would like to congratulate you on your unanimous election to the chair. I am confident that under your wise and able stewardship, this Assembly will come to a fruitful conclusion. I also express our deep appreciation to the Government and people of Canada for the warm hospitality and many courtesies extended to us in this beautiful country. We would also like to commend the ICAO Secretariat and its staff for the excellent arrangements made for this Assembly Session.

Bhutan's membership in ICAO signifies the fulfilment of an important national aspiration. With the recent establishment of a national airline and the subsequent entry into this body, Bhutan has now, well and truly, begun the process of complete integration into the modern world where traditional and

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political barriers are often shattered under the onslaught of modern technology, economic realities and, above all, the wonders of the prevailing communication systems.

As a new member, I consider it an obligation on my part to share with you a brief background about my country. Bhutan is a small kingdom located between two neighbours, with the People's Republic of China to the north and Republic of India to the south. Being completely landlocked and situated amidst the formidable mountains of the great Himalayas, the effort to establish any mode of transport system has always been greatly constrained by the prohibitively high capital and labour costs. Nevertheless, while roads will continue to serve as the main means of transportation, the harsh geographical terrain and the heavy monsoon make it difficult and costly to construct as well as to maintain the intricate network of roads. Under the prevalence of such conditions, the establishment of a safe and reliable transportation alternative was long recognized to be of paramount importance. Accordingly, the recent establishment of a national airline system is expected to make a major contribution to the overall socio-economic development in the Kingdom.

Having begun initially with an international air linkage with India and Bangladesh, we have now established regular flights between Thailand and Nepal. While actively pursuing a plan for the development and expansion of the national Airline, the Royal Government is also committed to the strengthening of Civil Aviation Authority to ensure the safe and efficient functioning of the national flag carrier. At the same time, we are now exploring the possibility of establishing an internal airline system. In fact, the civil aviation sector has been given top priority during the current five year plan.

In this regard, I would like to take the opportunity to express our deep appreciation to ICAO, which even before we became a Contracting State, has supported the efforts of my country. A major project that will have a substantial and meaningful impact on the enhancement and expansion of the air transport service of the country is now under way with the active participation of ICAO. While this project will further the quality and capacity of the national airline to serve a vital need, we are confident that it will also enhance the image of Bhutan. I would like to add, at this point, that Bhutan will continue to look to ICAO for guidance and assistance and that we are confident of its unfailing support.

In a world where air transportation continues to assume greater importance and higher passenger preference as compared to other modes of transportation, I believe that the functions and responsibilities of ICAO have been increasing proportionately over the years. This body is now faced with a variety of challenges which demand both traditional as well as bold and innovative solutions.

I refer, firstly, to the problems that pertain to the demand for increasing air safety measures and reliability in air travel against the rising number of aging aircraft and the resultant growth in the frequency of accidents. I refer also to the alarming increase in violence, particularly in the form of hijackings, which have caused tragedies and disasters of unprecedented magnitude. Finally, I would like to add to these the obligation and commitment of ICAO to support and guide the small and poor nations, all of which are aspiring to establish their own national airlines.

These are indeed challenges that are both intimidating and inspirational. In the ultimate analysis, the capacity and extent to which ICAO can fulfill the growing responsibilities will depend upon the dedication and sincerity with which each Contracting State is willing to adhere to the principles and objectives of ICAO and the spirit of co-operation amongst ourselves. For our part, my delegation would like to pledge the fullest support and co-operation of the Kingdom of Bhutan.

Before I conclude, I would like to take this opportunity to express our deep appreciation to the President of the ICAO Council, Dr. Assad Kotaite and the Secretary General, Dr. S.S. Sidhu, for the excellent and dynamic leadership being provided to ICAO. I have the honour of conveying to you both my Government's good wishes in your onerous task."

6. The Observer from the Economic Commission for Africa (ECA)

"Allow me first of all, on behalf of the Executive Secretary of the Economic Commission for Africa, who is unavoidably absent, to thank ICAO for having invited the United Nations Economic Commission for Africa to take part in the work of the 27th Session of the Assembly which is being held at a turning point in history. Indeed, the next ten years will see a profound transformation of the international air transport system.

No region will be spared the changes since in the field of aviation problems are intimately interrelated. Thus we foresee, when analysing the economic development of our region, that air transport in Africa will be confronted in the next decade with the following major problems: European liberalization, fleet renewal and improved airline management even if the noise standards are not introduced, control of the distribution of African products, investments in infrastructure and airport security, constant changes in personnel and finally the adaptation of old legislations to aviation realities. These different problems have been the subject of an in-depth analysis on the part of the African Ministers responsible for civil aviation who met under the aegis of the ECA in Yamoussoukro in Côte d'Ivoire.

After determining the extent of the danger which African aeronautical authorities and airlines run if the former trends are pursued, the Ministers embarked individually and collectively on working together for the establishment in Africa of a climate of co-operation and solidarity which are necessary for safeguarding and expanding international air services. To this end they adopted a declaration, called the "Declaration of Yamoussoukro", on a new African aeronautical policy, the essence of which is co-operation, which, inter alia, means the integration of African airlines, the improvement in the management of the different organizations, the financing of aviation activities, product distribution, aircraft noise and the preparation of legal texts.

Allow me at this stage to express very sincere thanks to all the African organizations and airlines which helped us in organizing that meeting at Yamoussoukro, which was the second of its kind in Africa after the one held in 1964 in Addis Ababa, which the President of the Council, Dr. Kotaite,

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attended. We would like to continue to profit from the assistance of these same organizations and airlines, namely AFCAC, ICAO, AFRAA, IATA and the OAU, the members of the Technical Committee and anyone else wishing to provide such assistance in the implementation of the Declaration of Yamoussoukro. We can distribute copies of the Declaration of Yamoussoukro to delegates who so wish.

As each of us knows, the economic development of any country or region is linked to the establishment of a good, integrated transport and communications system. It is in this spirit that the United Nations has proclaimed the period 1991-2000 as that of the second decade of transport and communications in Africa. The main objectives of this second decade have been drawn up by an inter-organizational co-ordinating committee in which ICAO and AFCAC take part. With respect to air transport, the objectives included correspond to the major concerns of ICAO and those of the Declaration of Yamoussoukro on a new African aeronautical policy. This is to tell you how much we are following with interest the conclusions of the deliberations of the 27th Session of the Assembly.

I sincerely hope that the ECA will work even more with ICAO during this second decade in order to establish in Africa an efficient air transport system which is necessary for its economic development, particularly since it has a large number of land-locked and insular countries.

Allow me here to thank ICAO very sincerely for the assistance which it has given to the ECA during the first decade which ended in 1988. Before concluding my statement, allow me, Mr. President, to make a suggestion through you to the Assembly that it take into account the concern of us all in the ECA. Indeed each of us at present notes that the gap between air transport in the developing countries and that in the developed countries is becoming wider and wider. There would be a risk of creating, for the purposes of self-protection, blocs or groupings of countries by interest, and thus the spirit of the Chicago Convention would no longer reign.

Thus, I would suggest that ICAO study the consequences of the new current policies and the consequences of the introduction of any new restrictions in the future and that it organize an international meeting which will have as its theme "The Search for Balance". The meeting could be held separately or one could include among the items of the next Air Transport Conference, an item on the search for balance. The President of the Council, Dr. Kotaite, and the Secretary General will be left with the task of thinking of the best procedure.

I wish you full success in your work and I thank you for your attention."

7. The Observer from the International Chamber of Commerce (ICC)

"I represent the International Chamber of Commerce, which is a non-governmental body of international business with its head office in Paris and national committees in many countries.



The International Chamber of Commerce represents producers as well as consumers and has an Air Transport Commission, of which producers as well as users of air transport, i.e. airlines, intermediaries such as freight forwarders and tour operators, tourist organizations, insurers, banks, etc. are active members.

The Air Transport Commission tries to agree on what governments should do to promote international business. The Air Transport Commission closely follows developments in international air transport and recently has addressed such subjects as the EEC efforts to arrive at a common air transport policy and one integrated air traffic market, the CRS developments, airline scheduling and service reliability, the Warsaw system of carrier liability and, as one of the first international organizations to do so, the follow up of the Uruguay-round of GATT, which introduced "trade-in services" as a new object of the GATT rules, by focusing the attention on the possible advantages of applying free trade principles to international air transport.

The incumbent national airlines are rather conservative of their protected situation under present bilateralism and therefore hesitate in IATA and in the Air Transport Commission of the International Chamber of Commerce to support the multilateral approach of GATT, before a thorough study is made of the possible consequences.

Therefore the International Chamber of Commerce so far can only express preliminary views on the subject. The main view of the International Chamber of Commerce is that the user of air transport will be better served under a multilateral regulatory regime than under the present system of bilateralism.

It is true that, at least in the industrialized world, a strong trend towards deregulation, across-border privatization, liberalization, internationalization and transparency of the airline trade is becoming apparent.

It is not true that the Chicago Convention is an obstacle to these developments. Article 6 of the Convention does not prescribe bilateralism. If the GATT approach, i.e. bringing GATT principles in aviation regulatory bodies, would be adopted by the ICAO States, Article 6 could be replaced by the regime of Article 5 of the Convention, now only applying to non-scheduled air services. National policies would then have to be guided by a multinational framework of trade principles applicable to international air transport. These principles are mainly: the standstill/roll-back clauses; the most favoured nation/non-discrimination clauses; the right of establishment/national treatment principles; the safeguards/exceptions; the dispute settlement; transparency; and market access principles. To enhance the feasibility of a trade-in services approach, the national criterion for the exercise of traffic rights should be gradually abandoned.

The International Chamber of Commerce will welcome its continuing participation as an advisor in the work of ICAO in this field. The report by the Council on "Trade-in Services" for Agenda Item 24.2 of the Economic

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Commission (WP/60 of 10 July 1989) is an excellent basis for further consideration of the developments in the GNS and the possibilities which may become available to gradually remove also the obstacles which hamper the growth of a healthy global air transportation system. To take account of national policy objectives and the strategic importance of aviation in an economic sense, given the fact of the sovereignty of States over their airspace, a sectoral approach for the trade-in air transport services may be indicated, at least in the beginning.

The International Chamber of Commerce wishes ICAO every success in the pursuit of a multilateral regime for the economic regulation of international air transport in the interest of international trade and commerce."

8. The Observer from the International Foundation of Airline Passengers Association (IFAPA)

"I shall be very brief and I take the liberty of commenting at this stage because there are two issues on your Agenda which are regrettably of topical concern to passengers.

First and foremost, security. There has been much discussion of this item. The fact is that nine bombs have killed well over a thousand people in the last five years. We are facing high-tech terrorists with hard-to-detect explosives aimed at destruction of a system which is geared to protect against hijacking. We need tough political resolve, vigorous pursuit of criminals and no safe havens but in reality, and most importantly, as well as the resolutions, we need three things: implementation, more implementation and still more implementation.

ICAO's post-Lockerbie response has been rapid and comprehensive but it is only the starting point of what has to be done. There are serious limitations in the real world - the piecemeal effectiveness, the difficulty to sustain standards and the cost. Most importantly, there is the growing sophistication of terrorists, the doubling of passengers over the next decade and the limitations on airports. Quite new thinking about security measures is needed. The question is to how to achieve a quantum strategic upgrade of security in a way which does not impede traffic flow. In other words, how to marry security and facilitation and, in the longer term, the only solution is combinations of new high-tech detection and inspection machines to combine security and better facilitation so that more people, and we know that there are going to be more people, can move through crowded airports safely and quickly.

New training and security management methods are required. New control standards and monitoring techniques are needed and frankly, it has been said before in this hall, all airports have to be covered to at least a basic level of security because the world air network is a system. The costs over the next ten years will be enormous and they cannot be avoided. States are responsible for security and the burden of implementation will fall at the national level but this Organization is the only organization able to fulfill the critical role of catalyst and co-ordinator with particular reference to those countries who simply cannot afford the upgrade but have to be a part of it.

We have earlier advocated that a fund be established from a nominal charge levied on airline tickets to support the massive development work in this area under the auspices of ICAO. We have surveyed passengers in Europe and North America and they confirm - 80 per cent of them confirm - their support for this kind of an approach. We do not wish to belabour the point here. Financing of essential security improvements is a complex and emotionally charged area tied into national policy and law and the action proposed by the Council in WP/64 is a positive first step towards funding need, but no one should be under any illusions. The development and co-ordination work for an effective strategic security upgrade has to be done on a grand scale. It has to be done with facilitation and airport congestion in mind and it has to be truly global, encompassing industrialized and developing States alike. The real cost should not be underestimated and we trust the Council will look to even more innovative approaches to ensuring adequate funding in the coming triennium.

The second issue I should like to draw to your attention is the lamentable situation with regard to compensation for aircraft accidents. In echoing the general remarks of the distinguished delegate from the Netherlands, I want to make three points.

First, the current patchwork of government and airline agreements strung out over 60 years produces no more than a macabre compensation lottery for passengers. For an increasing number of passengers, compensation levels are inadequate. Payment is simply too slow and the whole system pushes towards endless litigation, and simply to understand the limitation on rights printed on a ticket requires a law degree.

Second, it is important for all States to ratify the Montreal Protocols to raise the general base of compensation. We know those protocol levels are fifteen years out of date and inflation has increased by over 150 per cent in industrialized States alone since 1975, more in developing States. But it is important to find a new common denominator and the protocols can be just that.

Third, ICAO can effectively lead the drive to modernize the Warsaw system by revitalizing the work of the Legal Committee in this area, both to support ratification of the protocols and to evaluate options for progressive development of the Warsaw system in the nineties. We urge you to take up the challenge here. Mr. President, I appreciate the time you have allowed me and I thank you and the Assembly for the opportunity to present these views."

9. The Observer from the International Transport Workers' Federation (ITF)

"The International Transport Workers' Federation's Civil Aviation Section is comprised of over half a million members representing some 150 unions from approximately 70 countries in the western world. Although at the time of its founding in 1896 it was purely an organization of maritime workers, time and technology have demanded that its activities today be divided into eight transport sections with a present total membership of over six million in the transportation industry.

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In the Civil Aviation Section of my Federation, we face many problems which result in disadvantages to passengers and employees working in companies and authorities, the most serious of which is affecting safety and life and property - deregulation. Deregulation has decimated industrial standards and working conditions of civil aviation by allowing economic interest to dominate all other principles. The bottom line for the defenders of deregulation is philosophy, not reality. They do not actually care about safety, quality of service or customer satisfaction; they support the free market approach because it is "good for business".

ICAO has a tremendous obligation to the general public by ensuring that their safety in civil aviation transport be of the highest level by developing strong standards, not just recommendations, and seeing to it that Member States ratify these Standards. You have an obligation by Convention to the peoples of the world to meet their needs for safe, regular, efficient and economical air transport. It is time the Member States of ICAO rededicated themselves to the objectives of their Convention, for I fear if this is not done, then the peoples of the world will demand the formation of some other organization to accomplish their degree of safety requirements.

In a poll taken a few months ago in Canada where the question was asked, "Do you think that governments should increase regulation of the airline industry to increase safety?", 78 per cent replied yes. I am of the opinion that the same philosophy exists in many States represented here today.

The ITF is of the opinion that the only fundamental principle for basic competence of individuals is a personnel licensing system. We also are strongly of the opinion that it is essential that the integrity of personnel licensing systems are not circumvented by the inclusion of such loopholes as vesting of privileges. We believe that the vesting of privileges can be a very dangerous action. It is our opinion that in many cases such vesting has been an avenue toward the abdication of the States' responsibilities in favour of commercial interest, answerable to no authority higher than a profit and loss statement. This is particularly more important today with deregulation, where we should be striving to set standard patterns for the discipline of personnel whose actions have such a basic profound effect on air safety.

In Annex 1, now under revision, ICAO has managed to update the knowledge, skill and experience requirements of most of its licensed personnel to try to meet today's needs in safety requirements and the ITF acknowledges this. There is, however, an area that cries out for ICAO recognition and that is the provisions for the licensing of cabin crew. This important role of the cabin crew in flight safety has already been recognized by ICAO in its training manual and in view of this it would seem clear that States must ensure the professional performance of at least those cabin crew whose duties are directly related to passenger safety through adequate licensing provisions.

Basically, a planeload of passengers consists of a group which is untrained for co-ordinated and expeditious action in the event of an emergency. Unknowledgeable and existing in a strange environment, such a group always contains a few individuals who are beset by fear and anxiety even under

normal conditions. Should an emergency arise, unless there is someone present to take authoritative leadership, panic and chaos can be expected and could result in large loss of life. Thus it is imperative for the safety of passengers to ensure that on each aircraft there are sufficient numbers of skilled, mature and highly-trained cabin crew.

The opportunity for saving human life after an accident or ditching is extremely limited because of the short period of time before the almost inevitable outbreak of fire or sinking. This period at the most can be counted in minutes and if the maximum number of lives are to be saved, the evacuation procedures must be performed with clock-like precision and the utmost speed. Seconds mean the difference between life and death, and the rash of recent accidents bears this point out most surely. This type of action can only be possible if all crew members are able to perform their assigned duties with maximum efficiency, automatically, without taking time to think about what they should do next. This type of automatic reaction can only come about through proper and repetitive simulated training and with sufficient crew members to cope adequately with the passenger load.

The ITF submits that only a licence will ensure that cabin crew are possessed of the required knowledge and proficiency and thus competence. Any other method is haphazard. We therefore strongly recommend that cabin crew, in the interest of safety, be included in those categories which should be licensed in accordance with the provisions of ICAO Annex 1. This is the only way to ensure that a Contracting State is satisfied as to the qualifications of a cabin crew member of another State.

My Federation wishes this 27th Session of the Assembly the greatest success in its endeavour to increase safety standards for both the travelling public and the employees of the civil aviation industry."

10. In view of the time limitations, two observers requested that their statements be distributed separately. The Observer from the International Federation of Air Line Pilots' Associations (IFALPA) requested that his statement be distributed to all delegates, as did the Observer from the International Aeronautical Federation (FAI)\*, the latter having briefly addressed the Plenary. The President assured both observers that their statements would be put on record, published in their entirety and distributed to all the delegations present, thus concluding presentation of statements.

11. The meeting adjourned at 1740 hours.

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\* The statements of IFALPA and FAI, which could not be issued at the time of the Assembly, are appended to these minutes.

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The Observer from the International Federation of Air Line Pilots' Associations (IFALPA)

"Firstly, I bring you warm greetings from the world community of airline pilots. IFALPA has embraced the admirable principles and invaluable contributions that this Organization has displayed and made to the remarkable advances made by civil aviation since the conception and adoption of the Chicago Convention. Our Federation, which now comprises some 70 000 airline pilots from 72 nations, has grown in parallel to ICAO's and has participated fully and regularly in the technical, safety and security related work of ICAO utilizing the expertise of airline pilot experts - pilots who are always actively flying the line.

In fact, I am proud to say that the level of our participation in the technical work of ICAO has equaled that of any Contracting State for many years. What is of even greater importance is the fact that these pilot-aeronautical engineers, pilot-electrical engineers, pilot-lawyers, pilot-physicians, pilot-accident investigators (and many other professions as well) contribute their participation to the work of ICAO and IFALPA - free of charge - for just one reason: maintaining the safety of civil aviation operations.

A prime driving force for this derives from the fact that, despite the outstanding efforts of both ICAO and States, the airline pilot profession, as reported by a San José State University study, has the highest mortality rate due to job-related causes of any of the white-collar professions, a rate which is exceeded by just one blue-collar profession - lumberjacks. The figures reported by San José confirm our own studies. There are around 105 000 airline pilots flying the line today and about 100 a year perish in aircraft accidents. If you consider a normal professional career to be about 40 years, then our chances of being killed in an aircraft accident are something like one in twenty-five. Not a very appetizing aspect, I know, but those are the facts of life that we live with and I submit to you that the fact is a powerful incentive in our actively seeking out of solutions to safety problems. For us, it is a matter of survival as well as ensuring that our charges, the traveling public, arrive safely at their destinations as well.

This distinguished Assembly will address many important matters of interest to the world's airline pilots. Some, of course, are of more interest to us than others and I will only briefly address a few. We note the emphasis placed on the subject of an international agreement on the addition of taggant agents to explosives to the work programme of the Legal Committee and fully support it. Likewise, the airline pilot community will continue to promote the subject of the status of aircraft, civil or state, as a continuing source of possible confusion and difficulty for our profession. We support the initiative of Chile in raising the question of the mandatory withdrawal of the Airline Transport Pilot Licence at age 60 once appropriate safeguards are in place. The question needs to be examined in light of the current and future world-wide shortage of airline pilots; and in light of the advances in technology and health care made since the Annex 1 Standard was adopted. The airline pilot profession has not raised this issue within ICAO previously since it also has strong industrial implications as well and IFALPA has no industrial aims or objectives within the context of its co-operative relationship with ICAO. Aging pilots seem to be a whole lot safer than aging aircraft!

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There is a tendency to regard pilots as systems engineers, systems monitors or computer operators. However, basic flying skills are still needed, as recently demonstrated by the DC-10 accident at Sioux City, and the B737 and B747 accidents near Hawaii. Basic flying skills saved hundreds of lives in these instances.

Incidentally, the perception that some have of IFALPA as a union or unions is incorrect. Our Federation has no industrial entity. We leave that important aspect to our individual Member Associations and strictly limit our participation to providing a high-level mediation and co-ordination role when safety issues arise as a result of industrial disputes.

The Federation has put forward a limited number of initiatives for this Assembly's consideration. For instance, we would like to see a study of the question of the establishment of an enabling provision placed within the present provisions of Assembly Resolution A26-7, Appendix P, so as to provide a regulatory basis for the valuable work recently done by ICAO on matters related to civil/military co-ordination. The current provisions of the Chicago Convention and Appendix P, related solely to military aircraft activities provide an inadequate basis for the valuable guidance material recently developed. Of the 45 civil air transport losses due to the use of offensive weapons over the years since the Chicago Convention was adopted, 15 were caused by surface-to-air missiles with the first use of missiles occurring in 1974. In fact, all of the last six civil air transports lost were shot down by missiles and we believe that the subject warrants the close attention of the international community of nations.

IFALPA supports the initiatives placed before this Assembly which are aimed at easing the current airport and airspace congestion problems which continue to plague the airline industry and to seriously threaten its growth capability. In a sense, the problem of airspace congestion is somewhat of a self-inflicted wound as all of the airlines compete for a slot in the mythical "peak travel period" and aircraft typically depart with a quarter or more of the seats unoccupied. Spreading flights throughout the time available, shortening airport curfews so as to give credit for the investment made in quieter aircraft and even the pooling of aircraft are potential measures aimed at alleviating the crisis. On the air traffic control side, the centralization of control facilities and the consolidation of their geographical area is a long-overdue measure, particularly in the instance of European airspace. But the deeper problem is the incompatibility of computer language; non-interoperability of computers; the training of air traffic controllers; the latter situation being similar to that experienced with the training of flight crews.

Finally, IFALPA joins others in strongly urging those States who have not ratified Article 3 bis to do so at the earliest possible moment. IFALPA will watch the Assembly's proceedings with great hope as well as great faith in the ability of this Organization to lead international civil aviation in the right direction, as it has always done in the past. Good luck!"

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The Observer from the Federation Aeronautique Internationale (FAI)

"It is my first appearance as the FAI liaison officer to ICAO and it is an honour and pleasure to be with you at this 27th Session of the Assembly. Having served as President of the Federation Aeronautique Internationale (FAI) a few years ago, it is with great pride that I address this conference, representing FAI and its current President, General Cliff von Kann, who sends his greetings as he is presently in Varna, Bulgaria, presiding over the 82nd General Conference of the FAI.

Let me first congratulate ICAO on the Forty-fifth Anniversary of the signing of the Chicago Convention which is only a few weeks away. It is a wonderful paradox of history, that exactly three years after the start of World War II a document that would contribute so much to world peace was completed at that Convention. FAI was delighted to see ICAO come into being. Since 1905, FAI had been the only major international aviation organization which had been devoted to international peace through friendly competition in the skies. It has served as an Observer at ICAO meetings since 1947, the year when the 26th nation ratified the Chicago Convention, thus bringing it into force. Now, as FAI approaches its 85th birthday, it embraces national aviation associations in 80 countries. Our members represent aeronautics in various types, such as general aviation, gliding, parachuting, home building, ballooning, hand-gliding, aerobatics and aero modelling; all of these need space in the sky in order to operate. May I also say that many of these members become the instructors at the Flying Clubs and schools and later become the pilots and crews of the commercial airlines of the world. Through its organizing of world championships in the various air sports, and its responsibility of homologation of world air and space records, FAI has brought the aviators of the world together and helped the cause of world peace.

In this and many other ways, ICAO and FAI have common interests and goals. Some are more obvious than others. We are all very much aware of the importance of safety and security at airports and in the sky. In air traffic control (ATC), however, I believe that we should be working closer together than at present. This is vitally important to FAI because of ICAO's dominant role in ATC planning. Now, it is recognized that in ATC different aeronautical activities will need different kinds of regulations. Unfortunately, rules that help some types may hinder others. As the airways and airports grow more crowded, the tendency of governments has been to place more airspace under positive control - assuming, as they do, that positive control and safety go hand-in-hand. The result is that it is becoming more difficult and more expensive for the private pilot to fly his plane. So light aviation is being forced out of the skies and out of the system.

Now we are witnessing a world-wide decline in pilot debutants and a scramble among virtually all airlines of the world to recruit enough pilots to maintain airline schedules. Let me offer a few examples of what I mean:

- The flight experience of new hired pilots of major airlines is on the decline;
- The majority of newly hired pilots are ex-military, which means that the problem is being shifted to the military;
- The turnover rate of pilots of some small carriers averages 60% a year and in some cases exceeds 100%;



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- Trainees hired "off the street" and without a proven interest in aviation have attrition rates.

What governments are ignoring in this drive for more and more positive control is the fact that light aviation is the principal producer, not only of pilots to fly the airlines, but of mechanics, technicians, controllers, aeronautical engineers, aviation executives, aerospace scientists, astronauts and cosmonauts. Most of these people started out as air sport or small plane people - often aeromodellers and Air Cadets, but in all cases people who loved aviation and were willing to make sacrifices to be part of aviation. This was, and must always be, the base of the "aerospace people pyramid". This is best exemplified by what has happened with the thousands of aero-clubs that form the "people base" of FAI. But this type of person offers something else - high motivation at minimum cost. In countries where there are thriving aero-clubs and where these are used as a source of commercial and business pilots, attrition is low because the products of the aero-clubs have proved their interest, desire and skills. When commercial pilots are hired "off the street", the attrition rate is much higher - and so are the training costs. Moreover, those sporting aviation pilots who have entered competition bring another bonus to their airline work - the ability to fly under pressure. As an example: the FAI Airmanship Award was presented, a few years ago, to the Pilots of a well known international airline for their skill in landing a B-767 that had lost both engines. Both these pilots were qualified glider pilots. It is no coincidence that in every branch of sport aviation, in every country, large numbers of active airline pilots continue enthusiastically to pursue the disciplines in which they first achieved their flying skills.

Now my point is, that it would be a terrible and tragic mistake to continue to reduce the space available to general and sport aviation. The result can only be that commercial aviation will run out of people and the efforts of governments to protect this element of aviation will lead to its breakdown. More serious, the ground-based system of ATC with ever-increasing positive control of airspace does not prevent airborne accidents and near misses. Humans are not perfect; and the perfect system of automation has yet to be designed. And what happens when all airspace comes under positive control? At the same time the technology exists, or can soon exist, to put more of the responsibility for aircraft separation into the cockpit. "See and be seen" may no longer be feasible with the human eye, but it can be achieved electronically. With this approach, there is no reason why we cannot devise a system that provides for light aviation and commercial aviation to co-exist safely.

In short, FAI strongly believes that safe co-existence, rather than ever-increasing ground-based positive control, is the right and the only answer to maintaining a balanced "people pyramid" for the world aerospace establishment. Since ICAO is the long range planner for the world's airspace, FAI urges that ICAO take the lead in exploring the technological options for achieving a system whereby all elements of aviation can safely enjoy the use of the skies. This would bring aviation to its full potential to serve mankind and the cause of peace.

I thank you for the honour of sharing this platform. FAI regards Dr. Assad Kotaite as a good friend and appreciates the support of Members of the Council and all Contracting States. Our best wishes for a successful conference."

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Minutes of the Twelfth Meeting

(Wednesday, 4 October 1989 at 1430 hours)

SUBJECTS DISCUSSED

1. Approval of Minutes of Second, Third and Ninth Meetings
2. Agenda Item 10: Reports by Commissions and Committees of the Assembly and action thereon
  - Approval of Reports of the Administrative Commission on Agenda Items 7, 30.2, 31.1 and 31.3
  - Approval of Reports of the Legal Commission on the General part and on Agenda Items 7, 27, 28 and 29
  - Approval of Reports of the Economic Commission on Agenda Items 7, 23 and 26
  - Approval of Reports of the Technical Commission on the General part and on Agenda Items 7, 21 and 22
  - Approval of Reports of the Executive Committee on Agenda Items 4, 5, 5.1, 6, 8, 9, 13.1, 13.2, 14, 15 and 18

SUMMARY OF DISCUSSIONSApproval of Minutes of Second, Third and Ninth Meetings

1. The Plenary approved the draft minutes of the Second, Third and Ninth Meetings in the form presented, subject to a minor amendment to the draft minutes of the Second Meeting, as indicated by the Delegate of Venezuela.

Agenda Item 10: Reports by Commissions and Committees of the Assembly and action thereonApproval of Reports from the Administrative Commission on Agenda Items 7, 30.2, 31.1 and 31.3

2. The Chairman of the Administrative Commission, Dr. E. Chiavarelli (Italy) introduced WP/180, containing the report on Agenda Item 7 (Annual Reports of the Council to the Assembly for 1986, 1987 and 1988 and Work Programme for 1990-1992).
3. The Assembly first examined and approved without change the report on Agenda Item 7 (Annual Reports of the Council to the Assembly for 1986, 1987 and 1988 and Work Programme for 1990-1992).

4. The Chairman of the Administrative Commission next introduced WP/170 which contained the report on Agenda Item 30.2 (Revised procedures relating to the implementation of a programme budget). The President drew attention to some editorial amendments to be made.

5. Taking into account these amendments, the Assembly approved the Report on Agenda Item 30.2 appearing on page 30.2-1 of WP/170 and adopted Resolution 30.2/1 (Revised procedures relating to the implementation of a programme budget).

6. The Assembly next approved WP/171 containing the report on Agenda Item 31.1 and adopted Resolution 31.1/1 (Confirmation of Council action in assessing the contributions to the General Fund and determining advances to the Working Capital Funds of States which have adhered to the Convention) as presented.

Approval of Reports from the Legal Commission on the  
General part and on Agenda Items 7, 27, 28 and 29

7. The Chairman of the Legal Commission, Mr. S.M. Anwar (Pakistan) introduced WP/194 containing the General Part of the report, and reports on Agenda Item 7 (Annual Reports of the Council to the Assembly for 1986, 1987 and 1988 and Work Programme for 1990-92, and their reference to the Executive Committee as a whole and to Commissions as necessary); Agenda Item 27 (Work programme of the Organization in the legal field); Agenda Item 28 (Convention on the Privileges and Immunities of the Specialized Agencies); and Agenda Item 29 (Assembly resolutions to be consolidated or to be declared no longer in force). He acknowledged, with great appreciation, the spirit of co-operation that had prevailed in the deliberations of the Legal Commission, and also expressed his appreciation to the First and Second Vice-Chairmen, Dr. V.J. Delascio (Venezuela) and Ms. I. Howie (U.S.A) respectively; the Secretary of the Legal Commission, Dr. M. Milde; and to all the other members of the staff who had greatly contributed to the timely completion of the Commission's work.

8. Commenting on the report on the work of the Commission, the Delegate of Switzerland thanked the Chairman for the excellent report and supported its conclusions as presented to the Assembly, which then approved the General part of the Report of the Legal Commission, and its reports on Agenda Items 7, 27, 28 and 29 subject to the addition of Lesotho and Switzerland to the list appearing on page 1. It adopted Resolutions 7/1 (Registration of aeronautical agreements and arrangements with ICAO) and Resolution 7/2 (Ratification of ICAO international instruments).

9. The President thanked the Chairman of the Legal Commission and all those who had taken part in its work, which had been carried out in an outstanding manner, notwithstanding the very delicate aspects of some of the issues dealt with. He expressed his gratitude to the staff of the Secretariat in helping to carry out the work of the Assembly.

Approval of Reports from the Economic Commission on  
Agenda Items 7, 23 and 26

10. The Assembly next heard the Chairman of the Economic Commission, Mr. A.T. Hane (Senegal), who introduced WPs/174, 175 and 176, the reports of his Commission on Agenda Item 7 (Annual Reports of the Council to the Assembly for 1986, 1987 and 1988 and Work Programme for 1990-1992, and their reference to the Executive Committee as a whole and to the Commissions as necessary); Agenda Item 23 (Review of the air transport situation); and Agenda Item 26 (Assembly resolutions to be consolidated or to be declared no longer in force).

11. There were no comments, and accordingly the Assembly approved as presented the reports on Agenda Item 7 (WP/174), Agenda Item 23 (WP/175) and Agenda Item 26 (WP/176).

Approval of Reports from the Technical Commission on the  
General part and on Agenda Items 7, 21 and 22

12. In the absence of the Chairman, the First Vice-Chairman of the Technical Commission, Mr. K. Walla (Togo) introduced a number of reports by that Commission, noting that the Technical Commission recommended that, as some of the technical tasks in the Air Navigation field had been delayed due to insufficient Secretariat resources, this question be brought to the attention of the Assembly in order that the necessary personnel be acquired to make progress with these tasks. He thanked the Chairman for his tact and skill in guiding the work of the Commission assisted by the Second Vice-Chairman. He also thanked the Secretariat for its efficiency and assistance in producing the reports of the Commission.

13. In response to a comment from the Delegate of Kenya, who noted that only the number of Contracting States in attendance appeared in the report, whereas the Report of the Legal Commission listed the Contracting States which had been represented at its meetings, the Chairman indicated that it would be difficult at this stage to draw up a such list, and it was decided that paragraph 3 would be best left unchanged. There were no further comments on WP/197 and the Assembly therefore approved the General part of the Report of the Technical Commission.

14. The Assembly next examined WP/200 and Addendum containing the Report on Agenda Item 7 (Annual Reports of the Council to the Assembly for 1986, 1987 and 1988 and Work Programme for 1990-92, and their reference to the Executive Committee as a whole and to the Commissions as necessary).

15. The Delegate of Italy, recalling that the Technical Commission had recognized the importance of problems of airworthiness of aged aircraft and had agreed to ask the Council to pursue this subject as a matter of high priority, proposed that the first line of paragraph 7:4.16 be amended to add the words "as a matter of high priority" following the word "pursue".

16. The Delegate of Trinidad and Tobago referred to paragraph 7:6.1 of the Addendum to WP/200, and suggested that the last sentence was perhaps somewhat presumptuous in the light of points raised in the Commission that some

high priority tasks were annotated indicating that these tasks might not be completed because of a lack of resources. He therefore proposed that the last sentence read "Accordingly, adequate resources of ICAO should be made available for the purpose of accomplishing at least the higher priority tasks.". Asked to comment, the President of the Council indicated that he did not see any difficulty with the two proposals.

17. The Delegate of the United States referring to paragraph 7:5 of WP/200 relating to the referral of Assembly working papers dealing with technical matters, added, for the record, his Delegation's emphasis to the comments contained in paragraph 7:5.

18. There were no further comments on WP/200 and Addendum, and the Assembly therefore approved the report on Agenda Item 7, subject to the amendments in paragraphs 7:14.6 and 7:6.1.

19. The Delegate of Belgium referred to paragraph 21.1:2 in the Addendum to WP/198. He said that in the penultimate line of the French text, and perhaps other language versions which he had not checked, the words "as necessary" should be added so that the text would read "with a view to establishing further measures as necessary to protect international civil aviation". He suggested that this would be consistent with the minutes of the meeting and because it was difficult to understand in advance which measures would be required. The Delegate of France shared the same views and endorsed the proposal of the Delegate of Belgium, adding that, as the Addendum had just been distributed, the Commission had not seen it. The Delegate of Turkey also supported the proposal of the Delegate of Belgium and the comments made by the Delegate of France.

20. The Vice-Chairman of the Technical Commission said that the members of that Commission had agreed to invite the Chairman to approve the final report and minutes. He confirmed that all these reports and minutes had been approved by the Chairman, including the Addendum just distributed. The President thanked him for clarifying that point.

21. There were no further comments on WP/198 and Addendum and the report on Agenda Item 21 was approved by the Assembly subject to the amendment proposed by the Delegate of Belgium. It adopted Resolution 21/1 (Consolidated statement of continuing policies and associated practices related specifically to air navigation).

22. The Assembly next examined WP/199 and approved as presented the report on Agenda Item 22 (Assembly resolutions to be consolidated or to be declared no longer in force).

23. The President thanked the Vice-Chairman, and asked that he transmit to Mr. McIntyre, the Chairman of the Technical Committee, the gratitude of the Assembly for the work carried out by the Commission. He also thanked the Commission and all the participants for their excellent work and reports to the Assembly.

Approval of Reports from the Executive Committee on  
Agenda Items 4, 5, 5.1, 6, 8, 9, 13.1, 13.2, 14, 15 and 18

24. In his capacity as Chairman of the Executive Committee, the President introduced the Committee's reports on a number of agenda items.
25. The Assembly first examined and approved without comment WP/219 containing the Committee's reports on Agenda Item 4 (Election of the President and Vice-Presidents of the Assembly); Agenda Item 5 (Adoption of the Agenda); Agenda Item 5.1 (Reference of agenda items to the Executive Committee and Commissions and directives concerning co-ordination of actions by those bodies); Agenda Item 6 (Establishment of Commissions, Co-ordinating Committee and election of Chairmen of Commissions); Agenda Item 8 (Assembly resolutions to be consolidated or to be declared no longer in force and their reference to the Executive Committee and Commissions); and Agenda Item 9 (Election of Contracting States to be represented on the Council).
26. It then turned to WP/211 and approved as presented the report on Agenda Item 13.1 (Implementation of Resolution A26-7 on Aviation security).
27. The Delegate of France referred to WP/210, paragraph 13.2:3 which contained a summary of the information presented by the French Delegation regarding the tragic crash on 19 September of UTA Flight 772. He stated that this summary went further than what had been said by the Delegate of France at the time of his intervention and indicated that the statement should be corrected. The first information gathered by the investigation team pointed to traces of explosives being discovered in some of the aircraft debris, which, in fact, led the competent French authorities to initiate a legal inquiry. For this reason, the authorities had said that the destruction of the UTA flight seemed to have come as a result of an explosion in flight. The investigation was still being worked on and would remain at that stage until the legal inquiry had made some progress.
28. The Delegate of Tunisia drew attention to the list of States participating in the drafting group listed in paragraph 13.2:5, and asked if the names could be verified as he believed the list was not accurate. The President indicated that the Secretariat would check it and correct it as necessary.
29. The Delegate of Senegal commented on the first resolving clause of Resolution 13.2/1, which stated "Strongly endorses the decision of the Council". He believed that such an adverbial qualification should not be given and suggested deleting the word "strongly". He also wondered if the endorsement of the Assembly would be changed by deleting this word. The President responded, saying that the report had been approved by the Executive Committee and the strong endorsement of the decision of the Council had been spoken of when WP/115 was under discussion. The Delegate of the United Kingdom shared the opinion of the Delegate of Senegal that it might make little difference as to whether the endorsement was qualified or not. Nevertheless, he asked the Delegate of Senegal to reconsider his proposal since at this stage any attempt to remove the word "strongly" would imply a weakening of both the

original draft and the resolve of the Assembly. The Delegate of Senegal said that he was trying to avoid any form of discrimination in the Assembly's endorsement of Council decisions, but would be pleased to take this into account. It was agreed that the resolution would thus remain unchanged.

30. The Delegate of the United Kingdom then made a short statement related to Resolution 13/2.1. He said that when introducing this proposal in the Executive Committee, neither the United Kingdom Delegation nor the co-sponsor, the Delegation of Czechoslovakia, had regarded the proposed new convention on marking of explosives for detection as being in any way a panacea for the very real and difficult problems of detecting plastic and sheet explosives. It was absolutely imperative that research into new methods of detecting these explosives continue as a matter of high priority and importance, and this fact had been recognized in a separate resolution, originally proposed by the Delegation of France, and had since received the support of the Executive Committee in a modified form. However, he saw the full endorsement by the Assembly of the Council's action as a significant encouragement to those working to bring about this new convention. His delegation believed that, in due course, it would prove to be a further milestone in the Organization's determined efforts to combat the scourge of terrorism as demonstrated in acts of unlawful interference against international civil aviation, and his delegation believed that the end results would make a real and practical contribution towards the safety of international civil aviation by making it much more difficult to use such explosives for acts of sabotage. He repeated the earnest hope of his Government that it would be possible to emulate the speed with which the latest Protocol to the Montreal Convention concerning terrorist acts at airports was achieved and that work would be completed before the end of 1990. On behalf of the United Kingdom, he expressed his Government's thanks and appreciation to all those who had assisted in this important work to date and to the Assembly as a whole for its most able and valued support.

31. The Assembly approved, without further comment, WP/210 on the Report of Agenda Item 13.2 (Development of an up-to-date consolidated statement of continuing ICAO policies related to the safeguarding of international civil aviation against unlawful interference). It adopted Resolution 13.2/1 (Marking of plastic and sheet explosives for purposes of detection) and Resolution 13.2/2 (Consolidated statement of continuing ICAO policies related to the safeguarding of international civil aviation against acts of unlawful interference).

32. The Delegate of Mexico referred to WP/220 containing the report on Agenda Item 14 (Proposed amendment of Article 56 of the Convention on International Civil Aviation). He pointed out that as a co-sponsor of the proposed amendment of Article 56, he was cognizant of the decision of the Executive Committee on this subject. He wished to have placed on the record that, in electing future members to the Air Navigation Commission, the principle of geographic distribution should be honoured to cover all the Air Navigation regions, some of which did not have a voice in the ANC. The Delegate of Panama supported this statement.

33. The Delegate of Japan said that the first line of paragraph 14:4 should read "concerns were expressed" instead of "concern was expressed", because concerns were expressed by more than one delegation. He next referred to the last line of the same paragraph, and suggested that the words "and one delegation reserved its position on the subject" be added to the end of the sentence. The Delegation of Japan had taken the floor when asked if there were any objections when WP/67 was being discussed and had said it reserved its position at that time. He felt that this important statement should be clearly mentioned in the report. The President recalled that the report had been approved by the Executive Committee and it would remain the same; however, the minutes would reflect the statement by the Delegate of Japan.

34. The Delegate of Iraq asked if it was possible to add the Arabic language to the languages referred to in WP/220. The President of the Council indicated that he did not think it possible to add the Arabic language to Article 56 because the Chicago Convention on International Civil Aviation does not exist in an authentic Arabic text. There were no further comments on WP/220, and the Assembly therefore approved the report on Agenda Item 14 and adopted Resolution 14/1 (Amendment to Article 56 of the Convention on International Civil Aviation).

35. The Delegate of the Libyan Arab Jamahiriya referred to WP/221 containing the report on Agenda Item 15, and expressed his gratitude to the delegates who had taken part in the discussion of this item. The proposed amendment to Rule 64 was a further step forward in the use of the Arabic language at the Assembly and would be followed by other steps in its usage.

36. The Assembly then approved, without further comments, the report on Agenda Item 15 contained in WP/221.

37. It then turned to WP/209, and approved as presented the report on Agenda Item 18 (Role of ICAO in the Suppression of illicit transport of narcotic drugs by air) and adopted related Resolution 18/1. Finally, the Assembly adopted Resolution 18/2 (Safeguarding international public air transport).

38. The meeting adjourned at 1645 hours.



Minutes of the Thirteenth Meeting

(Thursday, 5 October 1989 at 1430 hours)

SUBJECTS DISCUSSED

1. Agenda Item 10: Reports by Commissions and Committees of the Assembly and action thereon  
  
- Approval of Reports from the Administrative Commission on General part, and on Agenda Items 30.1, 31.2, 33, 34 and 35
2. Agenda Item 2: Statements by delegations of Contracting States and of Observers

SUMMARY OF DISCUSSIONS

Agenda Item 10: Reports by Commissions and Committees of the Assembly and action thereon

Approval of Reports from the Administrative Commission on the General part, and on Agenda Items 30.1, 31.2, 33, 34 and 35

1. The Chairman of the Administrative Commission, Dr. E. Chiavarelli, introduced a number of reports by that body to the Plenary for approval.
2. The Assembly first examined and approved, without change, the General part contained in the Introduction to the Report as presented in WP/228.
3. It next examined WP/216, containing the report on Agenda Item 30.1, Budgets.
4. Referring to the full programme of meetings which were included in the budget, the Delegate of the United States wondered if the decision, which had been taken the day before, to convene an Extraordinary Session of the Assembly, necessitated an adjustment to the appropriation for expenses to cover the costs of meetings or implied that some other meeting or meetings would not be held.
5. The Delegate of Senegal requested to be informed, from a budgetary point of view, how the decision of the previous day concerning the convening of an Extraordinary Session of the Assembly during 1990 had been taken into account.
6. The Secretary General explained that the Secretariat had made a quick estimate of the costs that would be involved. It was felt that if the Extraordinary Session of the Assembly, which it was estimated would last about three days, was held in conjunction with another meeting, for example, the

Diplomatic Conference or the Air Transport Conference which were also to be held in 1990, it would cost in the region of \$35 000, which could be absorbed in the budget by making overall economies and without increasing the burden on States.

7. In further amplification of the Secretary General's remarks and responding specifically to the query of the Delegate of Senegal, the President of the Council stated that for contingencies of this nature, Rule 43A of the Standing Rules of Procedure of the Assembly would be invoked, whereby any decision involving expenditure not provided for in the budget estimates could be recommended for approval by the Commission to the Plenary only after the Secretary General had presented his estimate of the expenditure involved.

8. The Delegate of Senegal noted that the spirit of Rule 43A had been respected as the Secretary General had given his estimate to the Commission.

9. Considerable discussion ensued on the budgetary implications of convening an Extraordinary Session of the Assembly.

10. The Chairman suggested that the Assembly approve the budget as presented and when the Executive Committee made its proposal to the Plenary, then the financial repercussions could be discussed. The Delegate of Italy supported this suggestion.

11. The Delegate of the United Kingdom could not see his way to approving a budget without an agreed programme of work. As a member of the Finance Committee, he was aware how critically these budgets had been examined and doubted that adequate economies could be made to cover another meeting. He was prepared to approve this budget only on condition that it could be looked at again later and reopened if necessary. The Delegate of the Kingdom of the Netherlands shared this view.

12. Subject to these comments, the paper was approved and Resolution 30.1/1 (Budgets 1990, 1991 and 1992) adopted.

13. The Assembly then examined WP/223; it approved the report on Agenda Item 31.2 as presented concerning Assessments to the General Fund for 1990, 1991 and 1992, and adopted the associated Resolution 31.2/1 (Apportionment of expenses of ICAO among Contracting States Assessments to the General Fund for 1990, 1991, 1992).

14. The Assembly next examined and approved the report on Agenda Item 33: Review of expenditures, approval of accounts and examination of Audit Reports for the financial years 1986, 1987 and 1988, as presented in WP/217 and adopted Resolutions 33/1 (Approval of the Accounts of the Organization for the Financial Years 1986, 1987, 1988 and examination of the Audit Reports thereon) and 33/2 (Approval of the Financial Statements of the United Nations Development Programme for the Financial Years 1986, 1987 and 1988 and Examination of the Audit Reports thereon).

15. The Assembly then turned to the report on Agenda Item 34, presented in WP/224, containing the Report on the Working Capital Fund.

16. The Delegate of the Federal Republic of Germany could not support an increase in the Working Capital Fund from \$2.2 million to \$4.2 million. His Government considered a cash reserve of one month was sufficient. Even in the years of critical financial exigency of 1986 and 1987, the cash available was sufficient without exhausting the present working fund of \$2.2 million. Taking into account the realized surplus of \$8.8 million as of 31 December 1988, his delegation considered: 1) a Working Capital Fund of maximum \$3 million was sufficient and 2) the slight increase in the assessments of Contracting States as a result of this would be compensated by the large amount of redistributed surplus.

17. The Delegate of the Kingdom of the Netherlands supported the views of the Delegate of the Federal Republic of Germany, adding that he would approve the Report of the Administrative Commission provided that the Council was directed to study whether the level approved for the Working Capital Fund was indeed appropriate and furthermore that a detailed consideration for any future appropriations would be brought to the attention of the next Ordinary Session of the Assembly.

18. The Delegate of France shared the views of the Delegates of the Federal Republic of Germany and of the Kingdom of the Netherlands.

19. Subject to the above reservations, the report on Agenda Item 34 as contained in WP/224 was approved and the relevant Resolution 34/1 adopted.

20. The Assembly then approved without comment the Report on Agenda Item 35 contained in WP/218 on Assembly resolutions to be consolidated or to be declared no longer in force. The President thanked the Chairman and members of the Administrative Commission for the excellent work accomplished.

#### Agenda Item 2: Statements by delegations of Contracting States and of Observers

##### 21. The Delegate of Cape Verde

"On behalf of the Government of the Republic of Cape Verde, I have the honour to greet the participants in the 27th Session of the ICAO Assembly, and I wish to congratulate the Council of ICAO and its President, as well as the Secretary General and his colleagues, on the work accomplished over the past triennium.

Cape Verde is an archipelago of very mountainous islands situated on the major sea and air routes which traverse the Atlantic linking Europe with South America and southern Africa with North America. Furthermore, substantial Cape Verdean communities exist in the United States and Europe, in countries which constitute a potential market for Cape Verde's tourist industry.

Therefore, Cape Verde has assigned a high priority to the development of civil aviation, as regards both domestic traffic and the operation of scheduled air services to countries where there are Cape Verdean communities. Our national flag carrier is already operating scheduled services to Lisbon, Amsterdam, Paris, Boston and Dakar, and is preparing to inaugurate other routes to Europe and Africa.

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As the representative of a country which is just entering upon the international air transport market, I must express my deep concern on noting that the neutrality traditionally observed by travel agencies in dealing with the various airlines has been disrupted due to incentives offered by certain major carriers. This situation tends to be exacerbated by the widespread installation in travel agencies of Computer Reservation Systems (CRS) which favour the services of the airlines to which they belong. To counteract discrimination and bias in the distribution of airline products, it is essential that ICAO pursue the measures already initiated in concert with IATA.

Mr. President, the struggle against terrorism and against illicit trafficking in narcotics and psychotropic substances, concerns all members of the family of nations. If this struggle is to lead to satisfactory results, ICAO must make sure that there are no weak links in our common resistance against these scourges.

By becoming a party to the Tokyo, The Hague and Montreal Conventions, the Republic of Cape Verde manifests its determination to assume its responsibilities in the common battle against all acts of unlawful interference directed against aircraft, passengers or baggage.

I wish to avail myself of this opportunity to thank the friendly Governments which have provided assistance to Cape Verde in these areas, either through equipment or training.

Mr. President, at the CAR/SAM/2 Meeting, held in Santiago de Chile from 2 to 19 May of this year, a working group was set up to study in depth Cape Verde's request for the re-establishment of the Sal flight information region with its original configuration. This is a technical issue of capital importance for the safety of air navigation over an immense area of the South Atlantic.

My Government has every confidence in the competent authorities of ICAO who will be responsible for judging the merits of this request.

I am convinced that, setting aside extraneous considerations of a political nature, ICAO will take into account the fact that the islands of Cape Verde, thanks to their situation and their mountainous terrain, are in a unique position to provide direct VHF communication with aircraft overflying the area in question.

Such action by ICAO will signify an acknowledgement of the efforts already put forth by Cape Verde to procure the equipment and train the personnel required to provide every assistance to aircraft overflying the South Atlantic. It will constitute recognition of the services provided by Cape Verde on behalf of the safety of air navigation in this region.

I cannot conclude my remarks without expressing my warmest thanks to the Government of Canada, to the Government of the Province of Quebec and to the City of Montreal, for their outstanding hospitality."

22. The meeting adjourned at 1640 hours.

Minutes of the Fourteenth Meeting

(Friday, 6 October 1989 at 1459 hours)

SUBJECTS DISCUSSED

1. Approval of Minutes for the First, Fourth, Fifth and Seventh Meetings
2. Agenda Item 10: Reports by Commissions and Committees of the Assembly and action thereon
  - Report of the Credentials Committee
  - Approval of Reports from the Economic Commission on the General Part and on Agenda Items 24.1, 24.2, 24.3, 24.4, 24.5, 24.6 and 25
  - Approval of Reports from the Executive Committee on the General Part and on Agenda Items 7 and 11.1

SUMMARY OF DISCUSSIONS

Approval of Minutes for the First, Fourth, Fifth and Seventh Meetings

1. The Plenary approved the draft minutes of the First and Seventh Meetings in the form presented. It approved the draft minutes of its Fourth Meeting subject to editorial corrections to the statements of the Delegates of Algeria and Czechoslovakia; and those of the Fifth Meeting subject to a correction to the Spanish version as indicated by the Delegate of Cuba.

Agenda Item 10: Reports by Commissions and Committees of the Assembly and action thereon

- Report of the Credentials Committee

2. Mr. S. Froeschl (Austria), speaking on behalf of the Chairman of the Credentials Committee, presented the report of that body in A27-WP/226. He stated that the Committee had examined the credentials of delegations from 139 Contracting States, two non-Contracting States and 24 international organizations as well as the Observer from Palestine, and had found them all to be in due form. On behalf of the members of the Credentials Committee he expressed appreciation to its Secretary, Dr. Faller, and to all his staff for their valuable assistance.

3. The Delegate of Israel, in accepting the report of the Credentials Committee, reiterated his delegation's reservation vis-à-vis the invitation which had been extended to an Observer delegation from Palestine to attend the Assembly. This reservation had been expressed in detail at the 22nd Session of the Assembly, which had initially directed the Council to invite the said delegation, and the reasoning formulated therein was equally applicable at the present time.

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4. On behalf of the Plenary, the President expressed appreciation to the Credentials Committee for the work performed by its members.

- Approval of Reports from the Economic Commission on the General Part and on Agenda Items 24.1, 24.2, 24.3, 24.4, 24.5, 24.6 and 25

5. Following presentation by the Chairman of the Economic Commission, Mr. A.T. Hane (Senegal), the Assembly approved without comment in WP/229 the General part of the Report of the Economic Commission; and in WP/203 its report on Agenda Item 24.1, Regulation of international air transport services. In WP/206 the Assembly approved the Commission's report on Agenda Item 24.2, Trade-in services, and adopted associated Resolution 24/1. It then approved, without comment, the Commission's report in WP/232 on Agenda Item 24.3, Application of competition laws to international air transport.

6. In response to a request from the Delegate of the United Republic of Tanzania, the Chairman of the Economic Commission commented briefly on the question of "piece" and "weight" baggage allowance assistance systems, referred to in the Commission's report on Agenda Item 24.4, International air transport fares and rates (WP/231). The Assembly then approved this Report and adopted associated Resolution 24/2 (Tariff enforcement).

7. Having noted the reservations expressed by the Delegate of the United States vis-à-vis the desirability and feasibility of a multilateral code of conduct and agreement on Computer Reservations Systems, referred to in the draft resolution attached to WP/250, the Plenary also approved the Commission's report therein and adopted the associated Resolution 24/3 (Computer Reservation Systems). It then approved without comment the Commission's report on Agenda Item 24.6, Fleet renewal and investment in airport infrastructure (WP/251); and its report on Agenda Item 25, Inventory of major problems associated with continued development in the air transport field (WP/252). The Chairman of the Economic Commission expressed appreciation to its members for their contributions, as well as to the Director of the Air Transport Bureau and his staff. He lastly referred to the statement made, at an earlier meeting, by the Chief Delegate of his country, who had emphasized the need for co-operation, peace and solidarity in achieving the objectives of the Chicago Convention. The President thanked the Chairman and members of the Economic Commission for the excellent work which they had carried out.

Approval of Reports from the Executive Committee on the General Part and on Agenda Items 7 and 11.1

- General Part

8. The President of the Assembly, as Chairman of the Executive Committee, first presented the report of the Committee which dealt with the General Part, and requested delegates to refer to WP/195 on a provisional basis pending distribution of the final version contained in WP/256. The Assembly approved the Executive Committee's report on the General Part without comment.

- Annual Reports of the Council to the Assembly for 1986, 1987 and 1988 and Work Programme for 1990-1992; Proposal to increase the amount of information on aviation security and flight safety in the Annual Reports; Special Committee on FANS; Updating the contents of Assembly Resolution A22-20 "Use of space technology in the field of air navigation"; Aeronautical electromagnetic spectrum; Progress report on MLS introduction and ILS/MLS transition; Long-term policy on Annexes to the Convention - Notification of differences from Standards; Interim report by Council on the creation of an ICAO voluntary co-operation programme; Status of ratification of Article 3 bis of the Convention; Information paper on Article 83 bis workshop; Extension of Arabic language services in ICAO

9. The Plenary next considered and approved in WP/212 the report from the Executive Committee under Agenda Item 7 on the above subjects, and adopted Resolution 7/1 (Ratification of the Protocol incorporating Article 3 bis into the Chicago Convention). It then heard a statement from the Delegate of Egypt on the subject of the extension of Arabic language services in ICAO. The Delegate of Egypt summarized the progress which had been made in the use of the Arabic language in the Organization since the Assembly, at its 21st Session, had adopted a decision related to its introduction. In this respect, he recalled that the Assembly had further decided at its 26th Session to approve Arabic as a working language in the Organization, and had entrusted the Council with taking the necessary steps in order to use it extensively within the existing resources and to formulate a time-table for the extension of those services. In response to an appeal put forth by the 26th Session of the Assembly, many Arabic States had contributed generously to the implementation of this decision. Speaking on behalf of those States which had co-sponsored WP/110 addressing this subject, the Delegate of Egypt requested that a plan of action now be undertaken for the extension of Arabic services over the next triennium; that such services be financed from the regular budget and not be contingent upon special contributions from Contracting States; and that the Secretary General report on this subject to the next session of the Assembly, indicating which steps had been taken in the implementation of the decision referred to at paragraph 7:37 of WP/212. He requested additional details from the Secretary General on the creation and filling of particular posts to fulfill these requirements.

10. The statement by the Delegate of Egypt was supported by the Delegates of Iraq, Mexico, Togo, Venezuela, Côte d'Ivoire, Tunisia, Mali, the Libyan Arab Jamahiriya, India, Senegal, Pakistan, and the United Republic of Tanzania, as well as the Delegate of Saudi Arabia, who expressed appreciation for the progress made thus far in the utilization of the Arabic language at ICAO and hoped that the Secretary General would formulate an accurate programme for its further implementation.

11. In response to the questions posed by the Delegate of Egypt, the Secretary General confirmed that a plan of action would be formulated for consideration by the Council. He referred to a number of posts which would be created and filled within the regular budget for the forthcoming triennium, and

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expressed appreciation to the Kingdom of Saudi Arabia for its generous contribution to the construction of a booth for Arabic interpretation in the Council Chamber. Further progress based on the contributions of Arab States and the available financial resources would be considered and reported on at the Assembly's next ordinary Session. The Delegate of Egypt extended his thanks for this information and expressed the hope that the coming triennium would witness an appropriate rate of progress in the extension of the Arabic language services at ICAO.

- Access to air transportation for elderly and disabled persons; Prevention of incidents in the airspace above the sea beyond the limits of territorial waters; Report on the compliance with and implementation of the principle of equitable geographical representation in posts of the Secretariat of ICAO (Resolution A24/20)

12. The Plenary then approved without comment, the Executive Committee's report in WP/243 on the subjects listed above.

- Major challenges to civil aviation in the next decade

13. In WP/254, the Plenary next examined and approved without comment the Committee's report on its consideration of the above subject.

- Implementation of Resolution A26-5: Condemnation of the policies of Apartheid and racial discrimination of South Africa and measures to be taken in response to the resolutions adopted by the United Nations General Assembly in that regard

14. The Delegate of France referred to the statement which he had made in the Executive Committee on this issue, and asked to have the following recorded:

"It is in my capacity as representative of the current Presidency of the European Community that I wish to speak on this important subject.

The European Community and its Member States have never ceased in condemning the unacceptable regime of Apartheid and have always, in the appropriate fora, stressed the need to achieve the creation of a just and democratic society in South Africa.

The Member States of the European Community consider, however, as they already indicated during the previous Session of the Assembly, that this question which is essentially a political question does not fall within the competence of ICAO, the technical role of which must be preserved.

In accordance with this position of principle, they consider therefore that they are not in a position to offer their support to the draft Resolution presented to this Session of the Assembly."

15. The Delegate of France then referred to the second sentence of paragraph 7:48 which, when reviewed by the Executive Committee, he had asked be reworded to refer to "a certain number of delegations" instead of "various delegations". It was agreed that paragraph 7:48 of WP/247 would be amended accordingly.



16. The Delegate of Switzerland indicated that his government's position on Apartheid was well-known; whereas Switzerland strongly condemned this policy, it was opposed to the draft resolution in WP/247 since it did not consider ICAO to be the appropriate forum for discussion of such issues. The provisions of the Chicago Convention restricted the Organization's work to the technical aspects of civil aviation, and it was indispensable in the interests of all Contracting States that the Organization concentrate on the discharge of its duties. The Statement by the Delegate of Switzerland was supported fully by the Delegate of Austria. Without further comment the Plenary approved the report of the Executive Committee on this subject, and adopted Resolution 7/2 contained therein.

- Arrangements to settle contributions in arrears

17. The Plenary lastly approved, without comment, the Committee's report on the above subject, documented in WP/246, and adopted associated Resolution 11.1/1 (Arrangements to settle contributions in arrears), contained in the Administrative Commission's Report on Agenda Item 32 - Financial aspects of the question of contributions in arrears (WP/173) and endorsed by the Executive Committee in WP/246.

18. The President declared the meeting closed at 1631 hours in order to continue, after a short recess, as the Executive Committee.

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Minutes of the Fifteenth Meeting

(Friday, 6 October at 1832 hours)

SUBJECTS DISCUSSED

1. Agenda Item 10: Reports by Commissions and Committees of the Assembly and action thereon
  - Approval of Reports from the Executive Committee on Agenda Items 11.1, 12, 13, 13.2, 16, 19, 20 and 36
2. Approval of Minutes for the Sixth and Eleventh Meetings
3. Agenda Item 8: Assembly resolutions to be consolidated or to be declared no longer in force and their reference to the Executive Committee and Commissions
  - Approval of General Resolution

SUMMARY OF DISCUSSIONSAgenda Item 10: Reports by Commissions and Committees of the Assembly and action thereon

- Approval of Reports from the Executive Committee on Agenda Items 11.1, 12, 13, 13.2, 16, 19, 20 and 36

1. The President of the Assembly, as Chairman of the Executive Committee presented the Committee's report on Agenda Item 11.1 - Implementation of incentive scheme for early payments of contributions (WP/245), which was approved by the Plenary without comment. The Plenary then approved the Committee's Report on Agenda Item 12 - Activities and policy on Technical Assistance provided under the United Nations Development Programme (UNDP) and through Trust Funds (TF) arrangements (WP/239) - and adopted Resolutions 12/1 (Enhancement of training and maintenance of equipment capabilities for Technical Assistance); 12/2 (Allocation of UNDP funds for inter-country programmes); and 12/3 (Funding for Technical Assistance activities), contained therein. The Committee's Report on Agenda Item 13 - Establishment of a mechanism for technical, financial and material assistance to States with regard to aviation security (WP/230) was also approved as presented.

2. The Plenary next considered and approved the Committee's report on Agenda Item 13.2 - Development of an up-to-date consolidated statement of continuing ICAO policies related to the safeguarding of international civil aviation against acts of unlawful interference (WP/242), and adopted associated

Resolution 13.2/3 (Acts of Unlawful Interference aimed at the destruction of civil aircraft in flight). It then heard a statement by the Delegate of the Islamic Republic of Iran, who observed that the outcome of the 27th Session of the Assembly, which was now coming to its conclusion, in many areas appeared very promising; the subject of aviation security, however, apart from the adoption of a number of resolutions, had not in his view received proper attention. In this regard, the Delegate of the Islamic Republic of Iran drew attention to the dangers to civil aviation which still existed in the area of the Persian Gulf. The Islamic Republic of Iran, being aware of the hazardous consequences of the situation, had, through ICAO, repeatedly requested the removal of certain dangerous obstacles. In spite of the Council's decision which urged States to refrain from actions which might jeopardize the safety of civil aviation, civil aircraft were still being challenged on 243 MHz by the naval forces of the United States.

3. Another issue referred to by the Delegate of the Islamic Republic of Iran related to the unlawful hijacking of Iranian passenger aircraft and their detention by Iraq; an issue which once again had been referred to the Council by the Assembly, thus prolonging the existing situation. The Islamic Republic of Iran had expected the Assembly, by virtue of its responsibilities and through the use of all possible means, to urge Iraq to return these detained aircraft.

4. Although it had not formally requested the Assembly to take any decision on the downing of Iran Air flight IR655, the Delegation of the Islamic Republic of Iran felt it must once again express its dissatisfaction with what it considered to be an erroneous and unacceptable resolution adopted by the Council. The Delegation of the Islamic Republic of Iran sincerely hoped that ICAO and the newly elected Council would, in the next triennium, be able to take positive action in the implementation of all instruments for the safeguarding of civil aviation.

5. The Executive Committee's Reports on Agenda Item 16 - Implementation of financial contingency measures (WP/244), and Review of ICAO's financial relationship with the regional civil aviation bodies (WP/233) were then approved and Resolution 16/1 (Relationship between ICAO and Regional Civil Aviation Bodies), contained in WP/233, was adopted in the form presented. The Report on Agenda Item 19 - Airport and airspace congestion and their impact on the continued development of air transport (WP/240) was also approved as presented by the Executive Committee and associated Resolution 19/1 was adopted without change. Working paper 241, which contained the Committee's report on Agenda Item 20 - Assembly resolutions to be consolidated or to be declared no longer in force, was also approved without comment.

6. The Plenary then considered the Committee's report on Agenda Item 36 - Increase in the number of members of the Council (WP/248), and heard a statement by the Delegate of Brazil, who sympathized with the concerns of Contracting States which had co-sponsored the proposal, in WP/193, to increase the number of Representatives on the Council. The Government of Brazil enjoyed excellent relations with States in every region of Africa, and considered that the proposal in WP/193 deserved due consideration by Contracting States and in particular by the Council, the highest permanent body of the Organization,

through which developing and developed countries contributed continuously to the attainment of the objectives of the Chicago Convention. The Delegate of Brazil observed that the Council had without exception reviewed all proposals for amendments to the Convention and referred them for the Assembly's decision; he therefore wondered why the procedure would be changed in this particular case. In WP/248, the Executive Committee was recommending that the Assembly refer the proposal in WP/193 to the Council, not for the purpose of studying it, but specifically to convene an Extraordinary Session of the Assembly in order to consider the amendment of Article 50. It was his view that the adoption of the decision as worded would deny the Council its authority and responsibility on such an important subject. He referred to the procedures outlined in Article 48 a), which established that the Council could convene an extraordinary session according to its own decision or at the request of not less than one-fifth of the total number of Contracting States, and to the provisions of Resolution A4-3, and requested clarification from the Director of the Legal Bureau on this matter.

7. The Director of the Legal Bureau (D/LEB) explained that one of the mandatory functions of the Council, in accordance with Article 54 b) of the Chicago Convention, was to carry out the directives of the Assembly. The latter, recognized as the sovereign body, nevertheless functioned within the framework of the constitutional instruments of the Convention and within its own Rules of Procedure. In this respect, D/LEB referred to Article 49 k) of the Convention, which indicated that it was the power and duty of the Assembly to deal with any matter within the sphere of action of the Organization not specifically assigned to the Council. He provided examples of the limitations inherent in this provision, one of which related to the convening of the Assembly. In this respect, Article 48 a) stipulated that it was the prerogative of the Council to convene the Assembly and to decide on a suitable time and place. He therefore considered it advisable that paragraph 36:5 be amended to adopt a more recommendatory tone.

8. Considerable discussion on matters of procedure followed, in the course of which a number of delegates added their support to the proposal in WP/193, and commented on the decision outlined in paragraph 36:5 of the Executive Committee's report. The Delegate of Senegal did not see how the existing text, which reflected the goodwill of all parties, could be interpreted as an instruction precluding the provisions of the Chicago Convention. The Delegate of Argentina favoured the convening of an Extraordinary Session of the Assembly to address this subject, and considered that the proposed wording of paragraph 36:5 respected the provisions of Articles 48 a) and 54 b). The Delegate of India elaborated on his own interpretation of Article 48 a), by which he understood that the Assembly could be convened either by the Council itself or by the Secretary General, if a request by not less than one-fifth of the total number of Contracting States was addressed to him. He also referred to the provisions of Article 49 k), and wondered whether it could be interpreted as giving the Assembly the prerogative to make recommendations and give direction to the Council on this subject. The Delegate of Cuba considered that the instruction to Council as drafted in paragraph 36:5 fell within the provisions of Article 54 b), which stipulate that the Council shall carry out the directives of the Assembly and discharge the duties and obligations laid on it by the Convention.

9. The President, in following the suggestion put forward by D/LEB, proposed an alternate wording for paragraph 36:5 which would have the same effect, while clearly respecting the relative responsibilities of the Council and the Assembly. The text proposed by the President would read: "Examining this question, the Assembly decided to refer the matter to the Council so that the latter can consider as a matter of priority, whether it would be appropriate to convene an Extraordinary Session of the Assembly to study the increase in the membership of the Council." The proposal by the President was supported by the Delegates of Mexico and Brazil.

10. The Delegate of Senegal requested clarification on the procedure which was being applied in the Assembly's consideration of Agenda Item 17, Possible noise restrictions on subsonic jet aircraft which do not meet the noise certification requirements in Annex 16; he also suggested that the year 1990 be specifically referred to in the Assembly's recommendation vis-à-vis an extraordinary session.

11. Speaking as a representative of one of the States which had co-sponsored WP/193, the Delegate of Togo emphasized that it had in no way been the intention of the African States to not respect the provisions of the Chicago Convention. He, too, requested clarification on the procedure adopted with respect to Agenda Item 17, since it appeared to him that different parameters were being applied to the Assembly's consideration of different subjects. The President recalled that when the Executive Committee had addressed Agenda Item 17, it had done so in the conviction that there would be an Extraordinary Session of the Assembly in the near future; it had therefore recommended to the Plenary that the question of aircraft noise restrictions be examined at that session. In addressing this particular item, the Plenary recognized that it could not instruct the Council to convene an Assembly, and was therefore suggesting that the possibility of doing so be studied as a matter of priority. The Delegate of Argentina endorsed this explanation, and elaborated further on the duties and obligations of the Council as set forth in the provisions of the Convention.

12. The President of the Council assured delegates that the Council would pay heed to the Assembly's recommendations on this subject, for which an appropriate wording had been proposed by the President. He provided additional clarification on the provisions of Article 48 a), and pointed out in this respect that requests for convening an extraordinary meeting, although addressed to the Secretary General, were without exception decided upon by the Council.

13. The Delegate of the Kingdom of the Netherlands supported the revised wording proposed by the President, and expressed concern with certain interventions which appeared to call into question the relationship between the Assembly and the newly elected Council which, in his view, was probably the most representative in ICAO's history. The co-operation shown by sub-regions in the rotation of Council representation indicated that the number of governments actively involved in the Council's work was by no means limited to that body's current membership. Furthermore, the harmonious relations which existed between the Assembly and the Council did not, in his view, call for the

use of imperative language by the Assembly in its recommendations. The Delegate of Saudi Arabia expressed similar concerns, and proposed an alternative amendment to paragraph 36:5 which would read: "(...) in order that the Council should study and take the necessary measures to convene an Extraordinary Session of the Assembly in 1990 to consider this question." The wording proposed by the Delegate of Saudi Arabia was supported by the Delegates of Egypt and Nigeria; whereas the Delegates of Chile and Mexico endorsed the original proposal put forward by the President.

14. The President of the Council then suggested that the wording proposed by Saudi Arabia be adopted with some minor modifications to read: "(...) in order that the Council should study the matter with a view to convening an Extraordinary Session of the Assembly in 1990 to consider this question." This amendment was endorsed by the Delegates of Saudi Arabia, Venezuela and Senegal. The President noted the number of additional delegates who were requesting the floor to support the proposal put forward by the President of the Council, and asked if there were any objections to this suggested revision. There were no objections, and the Plenary approved the report in WP/248 as amended by the President of the Council.

#### Approval of Minutes for the Sixth and Eleventh Meetings

15. The Plenary then approved the draft minutes for its Sixth and Eleventh Meetings in the form presented.

Agenda Item 8: Assembly resolutions to be consolidated or to be declared no longer in force and their reference to the Executive Committee and Commissions

#### - Approval of General Resolution

16. Working paper A27-WP/249 addressing the above item was next approved by the Plenary, which adopted the draft general resolution attached thereto.

17. The President declared the meeting closed at 2008 hours in order to continue, after a recess, as the Executive Committee.

Minutes of the Sixteenth Meeting

(Friday, 6 October 1989 at 2238 hours)

SUBJECTS DISCUSSED

1. Agenda Item 10: Reports by Commissions and Committees of the Assembly and action thereon
  - Approval of Report of the Executive Committee on Agenda Item 17
2. Signature of the Protocol for the Amendment of Article 56 of the Convention on International Civil Aviation
3. Delegation of authority to the President to approve outstanding minutes
4. Vote of thanks.

Agenda Item 10: Reports by Commissions and Committees of the Assembly and action thereon

- Approval of Report from the Executive Committee on Agenda Item 17

1. The President of the Assembly, as Chairman of the Executive Committee presented the Committee's report on the above subject, and requested delegates to refer to WP/236 on a provisional basis pending distribution of the final version contained in WP/255. The Executive Committee's report on Agenda Item 17 was then approved without comment by the Assembly.
2. Speaking on behalf of his own government as well as those of Austria, Belgium, Finland, France, the Federal Republic of Germany, Greece, Ireland, Italy, Luxembourg, Monaco, the Kingdom of the Netherlands, Norway, Portugal, Spain, Sweden, Switzerland, and the United Kingdom, the Delegate of Denmark wished to place on the record that in spite of increasing environmental pressures, legislation restricting the operation of aircraft with noise levels exceeding those required for Chapter 3 certification had been held in abeyance in deference to Resolution A26-11. The above-mentioned States had come to the 27th Session of the Assembly in a spirit of goodwill, ready to endorse the Council's proposal in working paper A27-WP/47. During the course of the working group meetings chaired by the Delegate of Saudi Arabia, all possible flexibility had been shown and when, despite the efforts and goodwill of all concerned, a unanimous solution had not been reached, the States from this region were again prepared to consider and even accept the initiative proposed by the President of the Council. The Executive Committee, however, had decided to propose deferring a decision on noise restrictions until the next Extraordinary Session of the Assembly. It would be clear from the debates which had taken place in this Assembly that the problem, which had now been under consideration by ICAO for more than three years, was a very urgent one in

Europe; if a non-operational rule was to be effected at a date which would procure environmental benefits, and if the air transport industry was to be given reasonable notice of the measures with which it would have to comply, legislative action would most probably have to be initiated. The action taken by this session of the Assembly would therefore not preclude the adoption of legislative action by European States.

3. The Delegate of Australia also indicated that his government had hoped to make a decision on noise policy consequent upon the decision of the Assembly. In the light of the present situation, the Australian Government wished to reserve its option to further consider the action it would take.

4. Speaking on behalf of the African States, the Delegate of Togo considered that a spirit of co-operation and reconciliation had prevailed throughout this session of the Assembly, given the importance of the issues at hand and their impact on the balanced development of the international air transport system in all parts of the world. The African States, under the aegis of the African Civil Aviation Commission, had remained open to a dialogue aimed at harmonization, bearing in mind that the development of international civil aviation should naturally help to promote and maintain friendship and understanding among the peoples of the world. It was for this reason that the African group of States had made major concessions vis-à-vis their initial positions; they therefore considered that any unilateral measures contrary to the decision adopted by the Assembly should be strongly discouraged, since through reciprocity these might lead to further unilateral measures threatening the development of international air transport and the peace among nations and peoples.

#### Signature of the Protocol for the Amendment of Article 56 of the Convention on International Civil Aviation

5. The Protocol for the Amendment of Article 56 of the Convention on International Civil Aviation, for which Resolution 14/1 had been adopted by the Plenary at its Twelfth Meeting, was then signed by the President of the Assembly and the Secretary General.

#### Approval of outstanding Minutes

6. The Assembly delegated authority to its President to approve on its behalf the outstanding minutes of the Executive Committee and of the Plenary Meetings.

#### Votes of thanks

7. The Delegate of Colombia, in noting that the 27th Session of the Assembly was about to conclude, made reference to the voluminous amount of documentation provided delegates to assist them in their work of the different bodies of the Assembly. He noted that the Assembly was a multilateral forum, which required the efforts of all members of the Secretariat to operate efficiently. It was like a great orchestra under the wand of a master conductor, with the participants each contributing to the harmonious whole.



The work carried out by the working groups, panels and committees had all contributed to the excellent documentation which had been prepared, translated and distributed in a timely manner. Without the work of the staff of the Secretariat, including those working behind the scenes, the Assembly would not have been able to make such good progress in its work. He thanked, in particular, the interpreters for the extraordinary interpretation services provided. He also referred to the variety of interesting social and cultural activities which had been organized in the interest of promoting a spirit of co-operation, understanding and friendship. On behalf of all delegations present, the Representative of Colombia expressed sincere thanks to the Secretariat for their contributions in the efficient accomplishment of the Assembly's work.

8. The Secretary General thanked the Delegate of Colombia for his kind words, and expressed appreciation to the numerous delegates who had on different occasions commended the Secretariat on the documentation produced and on the arrangements made for the smooth and efficient conduct of the Assembly. In accepting the Assembly's thanks on behalf of the Secretariat, he recognized that their excellent work had been made possible because of the encouragement and benefit of experience provided by delegates.

9. On behalf of all delegations present at the 27th Session of the Assembly the Delegate of Seychelles thanked the Federal Government of Canada, the Government of the Province of Quebec and the City of Montreal for the warm welcome and hospitality shown to all delegations during their stay. On their behalf he took the opportunity to especially thank Mr. Jean Doré, the Mayor of Montreal for the magnificent cultural event and banquet which he had offered in the Palais de la Civilisation to honour delegations to the Assembly. He wished to be associated with the sentiments expressed by the Delegate of Colombia and took this opportunity to bid "au revoir" to everyone present.

10. The Delegate of Canada, speaking on behalf of his Government, stated that it was an honour for Canada to be the host country for the Headquarters of ICAO. He thanked the Delegate of Seychelles for his kind words, and wished to be associated with the delegates who had spoken so warmly about the personnel of the Secretariat, the Secretary General himself, the President of the Council and the President of the Assembly.

11. The Delegate of the Union of Soviet Socialist Republics, on behalf of all delegations thanked the President for the able manner in which he had guided the deliberations of the Assembly. He commended the President on his diplomatic skills which had made possible the success of the Assembly's work. The Assembly had faced very important and complex issues that reflected the basic problems facing civil aviation in the years to come. Without the leadership, wisdom and patience shown by the President, the Assembly would not have been able to lay the foundations for the future development of aviation over the next decade and into the next century. Delegates agreed that this session of the Assembly had opened a new era in international civil aviation, and on behalf of all delegations, the Delegate of the Union of Soviet Socialist Republics proposed the following motion of thanks: "The participants in the 27th Session of the Assembly express their deep appreciation to the President,

Mr. Alberto Alegria, for his efficient leadership of the work of this session. His spirit of co-operation and understanding, and his ability and above all his objectivity and his honesty stimulated and directed our efforts and enabled to bring the Assembly to a successful conclusion in a spirit of mutual understanding, co-operation and friendship." This motion was adopted by acclamation.

12. The President then made the following statement:

"Three weeks ago, when I had the great honour of assuming the Presidency of this Assembly, I made a commitment to you in the humblest spirit of service, to devote myself in so far as is humanly possible to the furtherance of your deliberations. At that time I also spoke of my fervent desire that at the conclusion of this Assembly, I would be able to return to my country with the satisfaction of knowing that my actions had met with your approval.

Today, as we prepare to close this meeting, I have just heard very flattering words from the distinguished Delegate of the Soviet Union, very kind words of praise which I know to be undeserved but which I accept with deep feelings of appreciation, because they represent the judgement of my colleagues in the aeronautical community, to whom I am unconditionally grateful.

We have deliberated at length on the various matters which affect international aeronautical activity and on looking back in tranquility at the close of the day, we find that in every case we have managed to find an answer. What will be the value of our answers, only time will tell, but no one can question the sincerity and professionalism of your contribution.

Each delegation came to this Assembly laden with experience, looking toward the future and living in the reality of the present. This provided an ideal framework for analysing the true situation facing aviation which, with ever-increasing urgency, calls for sound solutions to the fresh problems which arise continually. Air traffic regulation, flight safety, the protection of aviation against acts of unlawful interference, the illicit transport of drugs, and a vision of the future with its new systems of air navigation - all these subjects came under our scrutiny. All of them were analysed in depth and we responded to each problem, assisted by the excellent background documentation provided to us by the Council.

We are well aware of the effort involved in its preparation and we therefore thank the Council and its President, who with the skill for which he is renowned, has guided the steps of this important international forum. We have no doubt that the Council elected at this Assembly will continue to pursue the same successful path established by their predecessors, one which has led this Organization to the position of international prestige it now enjoys.

Once more reflecting the general sentiments of all, I wish to convey the thanks of this Assembly to the Secretary General and to all the Secretariat staff, who whether before our eyes or behind the scenes in the remotest corner of this building, have laboured intensively in support of our work. We know

the efforts they have deployed and we ask them to accept our heartfelt appreciation. I would like also to express our gratitude to the technical and interpretation staff, who have displayed outstanding competence and goodwill, and through the magic of their work, have made it possible for our communication to become a reality.

The time has now come for me to express my thanks to all of you for your support at all times throughout this Assembly. My task was made easier by your understanding and your co-operative spirit and if it was successful, I owe it solely to your collaboration. A very special thank-you to Dr. Kotaite, whose support and experience made it possible for me to face the tremendous challenge of presiding over an Assembly. Mr. Secretary General, I beg you, too, to accept my gratitude for your support. Lastly, allow me to express my appreciation to the Secretary of the Assembly, Dr. Faller, whose efficient work was the cornerstone of the success we celebrate today.

Distinguished delegates: the task is concluded. We can return to our homelands with the satisfaction of having done our duty, reaffirming our pledge to continue working on behalf of this Organization, which is also the most appropriate way to guarantee the safe and orderly development of international civil aviation."

13. The President declared the 27th Session of the Assembly closed at 2313 hours.

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**PRICE: U.S.\$23.50**  
(or equivalent in other currencies)

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4/90, E/P1/1300

Order No. 9550  
Printed in ICAO