



**ASSEMBLY – 35TH SESSION**

**PLENARY**

**Agenda Item 10: Election of Contracting States to be represented on the Council**

**CANDIDATURE OF INDONESIA**

(Presented by Indonesia)

The Government of the Republic of Indonesia presents its candidature for election as a Council member of the International Civil Aviation Organization (ICAO) under Part III, in the election to be held during the 35<sup>th</sup> Session of the General Assembly in Montreal, 28 September to 8 October 2004. Indonesia has been active in the Council of ICAO since 1962 and, has played a prominent and important role in regional co-operations under the auspices of ICAO.

Geographically, Indonesia is located at a very strategic position which serves as an important trade-hub, connecting North/South (Japan-Australia) and West/East (Europe-Asia-Australia and the Pacific). Indonesia is also the largest archipelagic country in the world which comprises of 17,508 islands, located along the equatorial line, stretching over 5120 km from east to west and, 1760 km from north to south. Accordingly, Indonesia has consistently considered air transport as a vital element in connecting those islands, as well as the movement of its 216 million populations in it. Hence, it has at least two significances; *first*, it is an effective instrument for maintaining and strengthening the unity of the nation and, *secondly*, a rapid and efficient transport across the country would boost Indonesia's economic development.

For the sake of air safety procedures and smoothly operational aspects, the whole Indonesian national airspace is now covered by four(4) Flight Information Regions/Upper Information Regions (FIRs/UIRs) which is serves four out of 9(nine) international major traffic routes crossing over Indonesia airspace, namely:

1. Area Routing 2 (**AR-2**), is high-density major flow that covers Asia and the Pacific (Primary priority));
2. Area Routing 9 (**AR-9**), Oceanic high-density that covers Asia;
3. Area Routing 4 (**AR-4**), covers Asia/Europe/Middle-East; and,
4. Area Routing 1 (**AR-1**), covers Asia/Africa/Middle-East.

Additionally, the ability of the Government to manage and control its airspace and safety oversight from the phase of design, manufacturing and operation up to maintenance, has fulfilled ICAO standards.

With regard to the market access, the Government has build 187 airports throughout Indonesia where 26 among them opened for international gateways and/or exit/entry points to/from Indonesia. Since the last three years, the Government of Indonesia has been relaxing rules and regulations for the establishing of airlines company and, up to now, has issued 31 operators holding commercial licenses on scheduled operation and 44 operators holding commercial licenses on non-schedule operation

with a total traffic carried 16 million passengers per year. Meanwhile for the international flights, Indonesia has concluded bilateral air transport agreement with 66 countries around the world and there are 32 foreign air carriers already serving Indonesia, with a total traffic carried 10.2 million passengers per year. These developments shows that the growth of air transport industry has been promising a better opportunity to face the national and regional economic advantages.

In cooperation with ICAO, Indonesia has developed its airspace which is divided into many surveillance zones such as AFIS, TWR, APP, and ACC and, being grouped into 4(four) FIRs, 2(two) UIRs, 4(four) ACCs, 2(two) UTAs, 23(twenty three) TMAs and 40(forty) ATZs to give the air traffic services as already being conditioned in Annex 11 and the Chicago Convention. At present, the Government is in processing to restructure its airspace organization from 4 FIR/UIR to become 2(two) FIRs/UIRs with the purpose to creating more effectiveness and efficiency of airspace usage. Indonesia also support by direct involves into the ICAO program on the restructuring airlines route to Europe, Middle-East and Asia passing through South Himalayas, known as the **EMARSSH** project and, for **RVSM** (Reduced Vertical Separation Minima), Indonesia implemented gradually starting from phase I (between Fl 350-390) in the certain route in February 2002 and, phase II (between Fl 310-410) for the whole of Indonesia airspace has been implemented in November 2003.

In accordance with Article 1 of the Chicago Convention which recognizes the full sovereignty of state of its airspace above the territory, Indonesia has the obligation to control its airspace for safety and security of air traffic. Given Indonesia's wide airspace approximately spanning 2940 NM X 600 NM and its strategic position, it is therefore imperative that Indonesia be representative in the Council of ICAO. Indeed, Indonesia will continue to constructively contribute to the work of the Organization to the improvement of civil aviation, which will be no doubt benefit for all other member countries.

It is also the sincere hope of the Government of the Republic of Indonesia that all ICAO member state could lend their valuable support to Indonesia's candidature at the upcoming election to take place during the 35<sup>th</sup> Session of the general Assembly of ICAO.

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