



ASSEMBLY – 35TH SESSION

PLENARY

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

STATEMENT

(Presented by Islamic Republic of Iran)

Mr. President, Mr. Secretary General, Ladies and gentlemen, it is my pleasure to have this opportunity in 35th assembly of ICAO to give a brief presentation to the ministers, distinguished and honorable delegates and colleagues on the present status and future plan of the civil aviation of the Islamic republic of Iran and also expressing our concern in regard to our national and international civil aviation.

Presently, we operate 64 airports. Of them 8 airports are international, 23 are seasonally international and the rest are domestic airports. Imam Khomeini International Airport (IKIA), which was completed in 2004, will be operated as the very first and entirely a civil airport on the basis of Built, Operate and Transfer (BOT) mode in order to observe privatization which has already underway. They are fully facilitated to completely fulfill the ICAO's provisions and regulations and also our state's responsibilities in regard to safety, security, regularity, efficiency and productivity. Furthermore, from those airports 22.2 million passengers were moved in 2003. Of those 4.3 million were international passengers.

Privatization is the general policy of the government of the Islamic Republic of Iran as per the third and fourth development plans. To materialize it, 10 out of 12 active domestic and international air carriers have been privatized, but the privatization of the remaining carriers is now underway. Moreover, presently some of our operational airports are operated by private companies which are certified by Civil Aviation Organization and they provide the users with air traffic, landside and airside services.

To enhance safety, we have installed and made operational ten en route SSRs which presently provide radar coverage for the territorial airspace of the Islamic republic of Iran. In addition to Tehran (Mehrabad) and Shiraz International airports, four more International airports will be equipped with PSR and SSR terminal radars which are now being installed and will be operational in the near future.

To upgrade and maximize the reliability of voice communication, two units of VSAT, with the cooperation of IATA regional office, were installed and are now operating on a trial basis in order for us to substitute the conventional communication facilities with the VSAT.

EMARSSH (Persian) routes and RVSM projects were successively implemented in 2002 and 2003 and have facilitated the national and international air carriers' operations. And they were globally productive because of providing better choices for direct routing and flight levels through the Islamic Republic of Iran territorial airspace. Moreover, further plans are underway for the improvement of direct and short-cut routings.

The government of the Islamic Republic of Iran appreciates and supports the ICAO's Universal Safety Oversight Audit Programme (USOAP), Universal Security Audit Programme (USAP) and Comprehensive Systems Approach to audits. The audits in fact pinpoint the existing drawbacks and oversights, and is quite constructive and leads the audited states to verbatim implementation of the recommended action plans which their outcomes are consistent with the SARPS. We also support the IFFAS and AVSEC mechanism which maximize both safety and security which have paramount importance for aviation community.

Mr. President, In volume 57, number 7, 2002 issue of ICAO Journal, Accident Report, an article under the heading "*Night-time crash into the Arabian Gulf highlights the importance of following SOPs*" reports the account of the Gulf Air accident into the sea, however instead of "**Persian Gulf**", "Arabian Gulf" has been repeatedly used. It is self evident that the use of such a fictitious geographical term instead of "**Persian Gulf**", used in an article published by ICAO, is a mere distortion of the geographical history of the **Persian Gulf region**, whereas the national and specifically the international authentic and official documents explicitly referred to it as "**Persian Gulf**". Whether it was deliberately used or not, is a conspicuous indicator of a bias which is actually exercised. Furthermore, quoting of editorial board's views, "*Opinions expressed in signed articles and advertisements appearing in the ICAO Journal represent the author's or advertiser's opinion do not necessarily reflect the views of ICAO*", does not relieve ICAO from its legal responsibility. Thus, urgent measure is required in order that the publication of ICAO be vigilantly edited to thoroughly translate into action the intent in the preamble to the Convention on International Civil Aviation Organization. And also the objectives of ICAO as quoted in the Article 44 of the Convention are observed so as to always materialize legal neutrality and hold in respect of Contracting States' rights. Furthermore, it is axiomatic that the UN organizations are expected to follow the set principles for the use of the correct names and titles of the entities worldwide and in particular those which have rooted history.

Mr. President, furthermore, one of the major issues in the Islamic republic of Iran civil aviation is the United States imposed trade embargo on aviation markets which prevents us from having access to the American and European brand new and/or short-used aircraft as well as spare parts and diverse post sale services. Not only does this trade embargo involve aircraft, but it also covers some of the Communication, Navigation and Surveillance (CNS) equipments, especially satellite based ones. It is obvious that trade embargo on aviation products sales is not a country specific act, but it is global in nature. In other words, it has domino effects both on national and international civil aviation because aviation by definition is international.

Thus, it is expected that the ICAO under article 44 of the convention on International Civil Aviation and the assembly to take required measures and direct its attention to the United States imposed trade embargo to have the council and relevant international organizations to deal with the issue and make their endeavors to lift the trade embargo imposed on some contracting states to the convention on international civil aviation.

Finally, I would like to express my appreciation on behalf of my government, people and the delegation of the Islamic Republic of Iran to the government of Canada, province of Quebec and city of Montreal for hosting of this special event and for their cordial hospitality. And I also extend my gratitude especially to the President of the Council, Secretary General and Secretariat for convening this assembly and we do hope that the deliberations of the assembly will be a great success and will considerably improve the safety and security of international civil aviation.

Mr. President, Mr. Secretary General, ladies and gentlemen thank you for your attention.