



A35-WP/302
P/52
6/10/04

INTERNATIONAL CIVIL AVIATION ORGANIZATION

ASSEMBLY – 35TH SESSION

PLENARY

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

STATEMENT

(Presented by Madagascar)

Mr. President of the Council and at the same time President of this 35th Session of the Assembly,
Mr. Secretary General,
Ministers,
Chief Delegates and Delegates,
Ladies and Gentlemen,

First of all, on behalf of our Government and civil aviation in Madagascar, the Malagasy Delegation wishes to join those who have officially extended their congratulations to the President of the Council of ICAO on his election as President of this Session. We wish, like them, to place on record our trust in your wisdom, trust which is based on the skills that you have displayed in leading an organization as complex and as huge as ICAO.

We also wish to congratulate your colleagues for their sustained efforts to ensure that international civil aviation is safe, regular, effective and efficient, especially during the dark times which completely changed the very notion of security, given the unpredictable acts of unlawful interference by terrorists. The liberalization of air services, technology using satellites and environmental protection are not insignificant matters either.

So many challenges require the awareness of the common interest on the part of all Contracting States Parties to the Chicago Convention and more solidarity and cooperation.

We do not seek to plagiarize the most elegant speeches of our predecessors at this rostrum.

However, as an expression of solidarity with ICAO Contracting States, allow us to humbly share with you the main activities undertaken by civil aviation in Madagascar in order to comply with the ICAO Standards and Recommended Practices:

1. With respect to our organization, the civil aviation authority, while still a public institution, now has financial and management autonomy which gives it much more margin of manoeuvring in fulfilling its mission as a regulator.

2. The legislative part of the civil aviation code has been revised and is now promulgated. The regulatory part, also being revised, is close to being finalized. The entire code will form a consistent whole that can be easily used and easily amended.
3. A training programme for human resources is implemented.
4. An autonomous agency manages the 12 main airports. The benefits of such an arrangement are obvious. Greater disengagement by the State from the management of the airports is being studied. It should be pointed out that Madagascar has 56 aerodromes open to public traffic.
5. With respect to air navigation where ASECNA plays a preponderant role, the VHF coverage of the FIR is following its course. With a view to the global navigation satellite service (GNSS), the World Geodetic System (WGS) is being finalized, at least the topographic part of it.
6. After a disturbing period when one expected the worst, our national airline, Air Madagascar, has regained strength. New international routes are in operation to Milan and Bangkok.

Hearing this, one would say that everything is perfect. Much remains to be done. The ICAO audits have defined and will define the content of what remains to be done. The USOAP and USAP audits are welcome, especially with their systems approach. In fact, there should be not safety or security that is less than 100%.

This is why we support entirely the ICAO regional approach which we expect to be consistent and efficient. The failures of the system should be detected, but it is especially the elimination of the failures that is important and here increased assistance from ICAO is required, particularly in the area of funding by financial backers.

We wish to thank them for their consistent contribution. However, and this is the delicate part of the question, the financial backers have their own policy and preferred area of action. It follows that some areas always are left stranded. It even happens that intangible assets are favoured to the detriment of tangible assets. We do not know to what extent ICAO could become involved in this. This question does however merit attention. A systems approach is also required and funding made up of several financial backers seems to be recommended.

Rome was not built in a day. Optimism is allowed since ICAO is a well oiled machine which has proven itself and which holds a prestigious place among all the international organizations.

In conclusion, it is perhaps worth noting that international civil aviation is a whole. Any failure in it affects the whole system. Do the civil aviation problems of the developing countries not merit increased attention in this case?

Before leaving this rostrum, the Delegation of Madagascar wishes to express to the Government of Canada and the City of Montreal its sincerer gratitude for their warm welcome. It also wishes to thank ICAO for the efficient organization of this Session of the Assembly.

Thank you for your kind attention.