



INTERNATIONAL CIVIL AVIATION ORGANIZATION

A35-WP/349

P/81

8/10/04

English and
Russian only

ASSEMBLY – 35TH SESSION

PLENARY

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

STATEMENT

(Presented by Ukraine)

Mr. President,
Ladies and Gentlemen,

On behalf of the delegation of Ukraine, I would like to greet you and wish us all success in our collective work in the interest of the objectives of the Chicago Convention, which, for nearly 60 years since the date of adoption until today, remains a current instrument of international air law, which has laid down the fundamental principles for the development of international civil aviation.

The Chicago Convention established a global order for regulating air transport activities which is imbued with a high spirit of international cooperation and is based on the individual responsibility of Contracting States for flight safety and aviation security, and their collective interest in the orderly and safe development of international civil aviation.

On behalf of the delegation of Ukraine, I would like to assure the Assembly of my country's deep commitment to ICAO's principles and traditions.

Taking advantage of this opportunity, I would like to briefly inform you of the state of development of civil aviation in Ukraine and its contribution to ICAO's activities.

Over the past three years in Ukraine, a significant expansion of the national regulatory framework has been provided in the field of civil aviation, based on ICAO Standards and Recommended Practices.

The necessary measures are being taken by the Government of Ukraine for ensuring the long-term development of civil aviation on a market basis, as an important component of Ukraine's economy.

The planned development of the sector is ensured until 2010, through the implementation of a number of objectives and tasks of the Comprehensive Air Transport Development Programme of Ukraine, approved in July 2001.

Over the last three years, a number of programmes have been approved, thanks to which current development issues pertaining to certain areas of aviation activities are consistently being resolved, in particular:

- The Civil Aviation Flight Safety Programme;
- The State Civil Aviation Security Programme;
- The Comprehensive Programme for approving Ukraine as a transit State for the 2002 to 2010 period;
- The Programme for the Development of a System for the Use of the Airspace of Ukraine for the 2002 to 2006 period;
- The International Air Services Facilitation Programme.

Law-making actively continues on the adoption of the new text of the Air Code of Ukraine.

The purposeful activities of the Government of Ukraine have created the conditions for a steady growth in passenger and cargo air services, as well as aerial work.

In terms of those activities, Ukraine reached an average annual growth rate of 40% during the 2001 to 2004 period. Over the last year, the growth rate of passenger services was 36.4%, while for cargo and mail, it was for 64.3%.

There are currently 92 registered operators in Ukraine and 18 international airports in operation, and thanks to the network of bilateral intergovernmental agreements, direct air bridges have been established with 45 countries of the world.

The modernization process of the air navigation system of Ukraine is progressing successfully and is responsible for the safe provision of air traffic services (ATS) within five flight information regions (FIRs) of ICAO. In 2002, RVSM was introduced in the airspace of Ukraine. This set of measures has allowed our airspace to become more attractive to users and to provide services to nearly 600 000 flights over the 2002 to 2004 period.

Services were provided to 234 000 flights in the past year, and to 130 000 flights during the first half of this year. The annual growth rate remains steady around 20%.

Market relations are improving in Ukraine among all entities engaged in aviation activities, and processes for changing forms of ownership are actively taking place, especially with respect to airports,.

I would particularly like to mention the contribution made by all those who constitute the national infrastructure in restoring the domestic air services market. The implementation of the Domestic Services Development Programme, which began in the summer of 2002, has ensured the renewal of scheduled air services between all the most important regions and the capital of Ukraine. With the combined efforts of airports, airlines and the “UkrAerorukh” national air navigation services provider, solutions were found for a number of social issues aimed at providing air services based on prices, affordable to all the categories of the population of our country. This pleased the passengers most of all.

Ukraine is an active participant in the cooperation in the European Region, and works in all the international European organizations: ECAC, JAA and EUROCONTROL, of which it became a full member as of 1 May 2004.

As a member of the European Civil Aviation Conference, Ukraine has very high respect for the activities of this international aviation organization, which is the most representative in Europe, and for its truly pan-European coverage in finding solutions to current issues concerning flight safety, aviation security, facilitation, the environment, economic aspects of air transport activities, and the rights and health of air passengers.

I would like to state from this rostrum that Ukraine fully supports the papers presented to the Assembly on behalf of the ECAC Member States and considers that they reflect Ukraine's position of principle on key issues on the Assembly's agenda.

Ukraine plays an active role in regional cooperation with the countries of the Black Sea-Transcaucasus Region also. Under the Regional Association for the Development of ANS (RADDA), the "Ukraerorukh" State ANS enterprise is the coordinator for the development of the Regional Plan for implementing the communications, navigation, and surveillance/air traffic management (CNS/ATM) systems in the following five countries, providers of air navigation services, responsible for the Association's establishment: Azerbaijan, Armenia, Georgia, Republic of Moldova and Ukraine.

Flight safety was and still remains the cornerstone for regulating international civil aviation, and in order to ensure its provision, all necessary ICAO resources should be concentrated and all the international Standards should be effectively implemented in the field.

Therefore, on behalf of the delegation of Ukraine, I would like to express my support for ICAO's efforts in continuing the improvement of the Universal Safety Oversight Audit Programme, using the comprehensive systems approach.

The results and findings of the ICAO audits conducted in Ukraine gave a decisive impetus to the improvement of the system for regulating civil aviation activities in the country.

Significantly raising the status of Ukraine's aviation authorities and creating the State Safety Oversight Service of Ukraine in the middle of August 2004 were the results of work carried out at the national level on strengthening safety oversight.

Gosaviasluzhba is the leading central executive body with a wide sphere of authority in all aspects of aviation activities, and is accountable to the Cabinet of Ministers of Ukraine.

Such a progressive approach inspires confidence that there will be wide State support in the future for economic reforms of the sector, and for the global integration of national civil aviation into the world air transport system.

It is up to all the participants in this Assembly to decide what this system will be in the next three years.

It remains obvious that civil aviation will continue to develop at an annual growth rate of at least 5%, and already in 2005, over 3 billion passengers will be carried.

This will result in an increased load on the entire aviation infrastructure of the world, and the threat of a capacity shortage is becoming real amid rapid liberalization of air services, a surge of alliances and heightened competition.

I hope that you will all agree that all Contracting States require a financially stable International Civil Aviation Organization, capable of ensuring the implementation of strategic ICAO objectives and conducting intensified research in the following areas:

- 1) economic regulation of air services at the present stage;
- 2) financial issues related to the activities of airports and air navigation services;
- 3) well-being of air passengers and crews during long-distance flights;
- 4) international legal settlement of issues, concerning CNS/ATM, including Global Navigation Satellite Systems (GNSS);
- 5) improvement of instruments of international air law;
- 6) resolving the global issue of the fight against terrorism, considering the particular vulnerability of air transport;
- 7) a balanced approach to environmental protection issues and a search within the world community for acceptable market mechanisms to reduce aircraft engine emissions and improve air quality.

On behalf of my State, I would like to express my confidence that the ICAO Standards and Recommended Practices will continue to improve further, so as to become at the same time both succinct and simpler in form.

Indeed, the thorough knowledge and precise, practical application of SARPs by each aviation specialist guarantees that the image of air transport as the quickest and safest of all modes of transport will continue to be maintained.

There is a constant focus at the State level on the strengthening of human factors and the qualification training of aviation specialists.

Thanks to the development of the network of aviation training establishments, among which is the world-renowned National Aviation University, Ukraine has opened its doors to the world of civil aviation to citizens of over 80 countries of the world and is ready to expand cooperation with ICAO countries in training aviation specialists of all specializations, specialists in the field of aviation security, State flight safety inspectors and State aircraft continuing airworthiness inspectors, at the two subregional European ICAO training centres in Kyiv.

In active support of ICAO's training activities, Ukraine assists in conducting planned activities in its territory, under the aegis of the Organization. As recently as this year, the following activities were held in Kyiv: an ICAO Seminar on "the Implementation of the National Aviation Security Programme"; a meeting of the directors of the ICAO training centres on the training/retraining of aviation security specialists; and the ICAO/IKSANO Joint Workshop on Air Navigation Services.

Ukraine, as one of the leading aviation countries of the world, will also be ready in the future for the intensified expansion of international cooperation, and for providing ICAO with the necessary resources to address the future tasks of the Organization.

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