



International Civil Aviation Organization

**WORKING PAPER**

A38-WP/351

P/17

18/9/13

(Information paper)

**English only**

## **ASSEMBLY — 38TH SESSION**

### **PLENARY**

#### **Agenda Item 8: Statements by delegations of Member States**

#### **STATEMENT BY THE ISLAMIC REPUBLIC OF IRAN**

Presented by the Islamic Republic of Iran

Mr. President of the Assembly,  
Mr. President of the Council,  
Mr. Secretary General,  
Your Excellencies the Ministers,  
Honourable Delegates,  
Ladies and Gentlemen,

I would like first to thank the President of the Council of ICAO, Mr. Roberto Kobeh González, the Secretary General, Mr Raymond Benjamin, and the Government of Canada for their warm welcome and hospitality that has been offered to us so far and will be so in the future.

Excellencies, Distinguished Delegates, Ladies and Gentlemen,

It is indeed my honour and privilege to address you today at the Plenary Session of the 38th Session of the Assembly of ICAO.

We have got together here as the Member States to the Chicago Convention to coordinate and cooperate to make decisions in a friendly manner to fully implement the ICAO's SARPs and to assist the ICAO to fulfil its Strategic Objectives, which are, in effect, the Strategic Objectives of each Member State.

It is obvious that up to now all assembly sessions focus upon safety and security to safeguard passengers, crew, ground personnel, the general public and airport facilities because there are always some catastrophes to endanger safety and some criminals who interfere with aircraft operations and/or use civil aircraft as flying weapons to materialize their wishes. To react against such moves, our concerted focus is directed to proper implementation of relevant SARPs to make the domestic and international operations safe and secure. To do so, we increasingly collaborate with the Member States of ICAO on a regional and international basis.

In this statement, we deliberately deal with the prevailing issues concerning the second Strategic Objective, then the first.

Having been subjected to multiple unlawful interferences in the past, and in close consideration of the security of passengers, the Aviation Security Department of the Civil Aviation Organization of the Islamic Republic of Iran has trained in-flight-security officers to deal with the security issues on board the aircraft and to prevent acts of unlawful interference during all phases of flights. Moreover, in line with the Universal Security Audit Programme (USAP) and procedures of ICAO, we regularly and randomly audit the domestic and international air carriers, their aircraft and the Iran Airports Holding Company's airport facilities to ensure that the security-related SARPs are strictly observed with a view to enhancing national, regional and global aviation security.

The aviation security of the Islamic Republic of Iran has been audited three times under USAP. These audits have set our aviation security on the right track, thanks to the ICAO. Now the ground is being prepared for the audit under USAP CMA (Continuous Monitoring Approach).

I am sure that the Member States that are present at this Assembly will do their best to work for civil aviation and air transport safety and security. They will focus on the environment — local and global air quality and the sustainable development of civil aviation and global air transport under the leadership of the ICAO.

Nonetheless, with the help of ICAO's Regional Offices, we could be able to cooperate collectively to provide the services, which each of the Member States requires. In this modern era of aviation, collective effort is required in order that the civil aviation serves and helps to create and preserve friendship and understanding among the nations and peoples of the world.

Aviation safety is one of the keystones of our activities. The Islamic Republic of Iran is diligent in implementing ICAO's SARPs. It fully supports ICAO's Universal Safety Oversight Audit Programme (USOAP), and the newly introduced concept of CMA.

ICAO and its Regional Offices efforts, some Member States provide free-of-charge training courses, and offer technical support to standardize international services for aircraft, crew and passengers with different nationalities and use this mode of transport for purposes such as commerce, tourism, education, friendship, etc. These best practices, if generalized to other States, will surely promote civil aviation worldwide.

To fully implement SARPs of ICAO and to modernize the civil aviation entity, each Member State must have a free access to aviation markets in order to maintain the safe and orderly flow of air traffic, and safeguard aircraft and civil aviation facilities against unlawful interference and terrorist acts. Moreover, the States should be competitive and to be able to liberalize civil aviation activities according to the growing trend towards liberalization. However, having been under broad imposed trade sanctions by the United States of America and its allies has deprived the Islamic Republic of Iran of access to civil aviation markets.

The imposed trade sanctions have been growing, particularly in recent years, from the State level to the level of international governmental and non-governmental organizations. The imposed sanctions deprive the Islamic Republic of Iran's civil aviation of the following items and services essential to safety and security:

- Hard- and software for aviation security equipment;
- Brand new civil aircraft;
- Spare parts for any civil aircraft;

- Air navigation and surveillance facilities;
- Hard- and software for air navigation and surveillance facilities;
- Flight check aircraft;
- Simulator training for Iranian pilots;
- Refraining from fuelling and providing technical services to Iranian air carriers in European and other States' airports;
- Refraining from the audits such as IATA Operational Safety Audit (IOSA); and
- Access to the services of the IATA Clearing House.

Furthermore, Mr. President, Excellencies and Distinguished Delegates, the sanctions, to the extent they bar the acquisition of parts, services and support, essential to aviation safety, do not conform to both the letter and spirit of the Chicago Convention to which the United States of America is not only a member, but also one of its principal architects.

Now there are some questions before us: How the Member States could cooperate and support each other; and how the existing and would-be developed SARPs could be implemented when some Member States like the Islamic Republic of Iran are deprived of the new aircraft, spare parts, technical services and support, CNS/ATM equipment, etc. that are essential to the sound operation of civil aviation and air transport. To deal with these questions, relevant to the set Strategic Objectives, is just within the ambit of the Assembly of ICAO.

I am sure that we all have a common concern over the safety of air transport used by millions of innocent people worldwide; therefore, we have to collaborate with each other to minimize this concern.

Nonetheless, I would like to express my appreciation for the efforts that have been made so far through, the "good offices" of former President of the Council of ICAO, Dr. Assad Kotaite, Mr. Kobeh González, the President of the Council, Mr. Raymond Benjamin, the Secretary General, the Member States and the Secretariat and kindly invite all of you to dedicate yourself to the aims and objectives of Chicago Convention with a total disregard of political considerations, if any.

I must say that despite the great efforts of the good offices of the President of the Council, no considerable results have been achieved and the continuity of the imposed trade sanctions against the Islamic Republic of Iran may originate safety deficiencies in our civil aviation operations.

As a civil aviation authority, I do feel heavy responsibilities for the safety and security of the passengers who represent different nationalities.

I thank you very much for your attention and wish this Assembly every success in its deliberations.

— END —