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PLENARY

Agenda Item 8: Statements by delegations of Member States

STATEMENT BY THE DELEGATION OF UKRAINE

(Presented by Ukraine)

Dear President of the Assembly,

Dear Assembly,

On behalf of the Ukrainian Delegation, I would like to welcome this distinguished gathering and wish to all of the Assembly participants the successful collaboration in the name of the Chicago Convention's goals and improvement of the International Civil Aviation Organization's activities.

We are present here to reconfirm that the Chicago Convention has created the global order for regulating air transport activities, penetrated by the high spirit of international cooperation and based on the individual responsibility of the Contracting States for the safety of aviation and their collective interest in the orderly and safe development of the international civil aviation.

For this purpose the Assembly is hereby provided with brief information on the current development of Ukrainian civil aviation and its contribution to ICAO's activities.

Over the past three years, a significant expansion of the national regulatory framework in the field of civil aviation was achieved in Ukraine on the basis of ICAO Standards and Recommended Practices (SARPs). The main achievement is the adoption of the new Air Code of Ukraine in May 2011 to replace the former one of 1993. Its wording has taken into account the ICAO recommendation on the primary aviation legislation and Ukraine's obligations stemming from its accession to the Montreal Convention of 1999 and is aimed at deepening the work on comprehensive regulatory harmonization with the requirements and standards of the European Union in the field of air transport.

¹ English and Russian versions provided by the Delegation of Ukraine.

The current Air Code of Ukraine fully responds to new ICAO approaches in safety management, reflects the European integration aspirations of Ukraine and follows the European Organization for the Safety of Air Navigation (EUROCONTROL) and European Civil Aviation Conference (ECAC) requirements, as well as:

- sets up the system of State regulation of the aviation sector, use of airspace and aircraft accidents investigation. The National Bureau for Incidents and Accidents Investigation of Civil Aircraft was created on 1 January 2013 and has become functional from 1 April this year;
- has introduced the basic mechanisms of safety management;
- has consolidated the provisions on the system of mandatory and voluntary reporting in aviation;
- has set up clear requirements for organization of airspace use and air navigation services provision, aviation products and their airworthiness, flight operations, aviation personnel including the crew, aerodromes and airports, environmental protection, civil aviation protection from acts of unlawful interference, air transportation and protection of the passengers' rights, aerial works, search and rescue and aviation insurance;
- has introduced financial penalties for violation of aviation legislation.

The new Air Code of Ukraine has significantly increased the powers of the Chairman of the State Aviation Administration of Ukraine (SAAU) and increased the financial capacity of the SAAU in safety oversight and control area, recruitment and retention of qualified personnel.

Ukraine strongly supports ICAO's efforts to continue the improvement of the Standards and Recommended Practices, universal safety and security oversight audit programs by means of a comprehensive systematic approach, recognizing the successful transition of USOAP to Continuous Monitoring process.

Ukraine also supports the necessity of such evolution for the Universal Security Audit Programme (USAP).

The Ukrainian Government takes appropriate steps to ensure the long-term and market-based civil aviation development, as an important component of the Ukrainian economy, by implementation of the economic reform program for 2010-2014 "Prosperous Society, Competitive Economy, and Effective State" and the State Program of Economy Development for 2013-2014 and the Transport Strategy of Ukraine until 2020.

The planned civil aviation sector development is provided also through realization of numerous goals and objectives that are identified by several national under programs that may enable the resolution of certain pending issues consistently.

The adoption of the new ICAO Annex 19 "Safety Management" to the Convention on International Civil Aviation promoted the drafting of the State Safety Program until 2021. Also a new comparison to the 2003 State Aviation Security Program is in the stage of final approval and the AVSEC Quality Oversight Program is planned to be renewed by the end of 2013.

Targeted governmental activity has created the conditions for sustainable growth in passenger and cargo aircraft operations and aerial works, despite the deep crisis in the global and national economy.

During 2010-2012 national airlines achieved an annual average growth in traffic of 15-16%. The international legal framework for the implementation of scheduled international air traffic is also developing successfully. Currently more than 70 bilateral air services agreements (ASAs) are in force, 28 of which are with EU Member States, as well as the "horizontal" agreement with the EU. New ASAs with Albania, Ethiopia, Singapore, Hong Kong, Switzerland, Bahrain and Egypt are prepared for signature.

Ukraine plans to finalize the negotiations with the European Union and its Member States on Common Aviation Area Agreement and to start negotiations with the USA on an Open Sky Agreement by the end of 2013.

On 1 November 2012, Ukraine became a Party to UNIDROIT's Convention on International Interests in Mobile Equipment and its Aviation Protocol (Cape Town, 2001).

The national civil aviation sector faced the challenge of increasing the main Ukrainian international airports capacity for the shortest period due to the task of hosting the European Football Championship 2012 in Poland and Ukraine.

According to the State Target Program new terminals at Kyiv airports («Boryspil» and «Zhuliany»), L'viv, Donetsk and Kharkiv were constructed and terminal facilities of 2 airports were modernized. Also new runways, aprons, taxiways, new aerodrome ACC in 2 airports were built, and previous ones were modernized. The infrastructure modernization was carried out using funds from both the State Budget and private investors.

The wide-scale investments in aviation infrastructure open great opportunities for Ukraine, due to the fact that the common estimated capacity of the mentioned Ukrainian airports may serve up to 55 million passengers annually.

In 2012, passenger flow through the airports of Ukraine reached 14.1 million passengers, 60 % of which has been served via the «Boryspil» State International Airport (Kyiv).

According to the Concept of Ukrainian Airports Development until 2023, the government intends to continue further modernization of the airport complexes from the State Budget funds. Private investments will be welcomed for modernization of the terminal buildings, catering services, ancillary activities and small aerodromes which are used for general and sport aviation.

Nowadays, in Ukraine 626 airworthy aircraft are registered that are operated by 85 air operators, including 37 TCA AOC holders; 28 international airports are in operation. Due to the existing ASAs Ukraine is connected directly with 94 cities in 43 countries on a scheduled basis.

The further modernization of the air navigation system of Ukraine is also in process. The main task of this system is air traffic safety provision in the 5 ICAO FIRs. Transition to RVSM in the air space of Ukraine in 2002 had resulted in increase of its attractiveness for users. In 2012 the Ukrainian State Air Traffic Services Enterprise (UkSATSE) provided ANS for more than 0.5 million flights, which twice exceeds the number of flights served in 2002. During the past three years UkSATSE served up to

1.5 million flights, more than 75 % of which were operated by foreign users. The intensity of flights has increased by a quarter in recent years.

The quality of air navigation services is being improved. That is confirmed by the inauguration of the centralized meteorological air navigation services system in 2009, successful UkSATSE recertification according to ISO 9001:2008 standards of quality management system in 2010, joining the European AIS Database and completion of VOLMET modernization in 2011, launch of ATIS in Lviv, Boryspil, Zhuliany, Odesa, Simferopil, Dnipropetrovsk, Donetsk aerodromes, putting into operation of 4 Doppler weather radars, and introduction of departure and arrival procedures in accordance with RNAV specifications in 2012. These procedures will be available at Simferopil and Odessa aerodromes as well by the end of 2013.

This year the preliminary Free Route Airspace Implementation Plan in Ukraine was agreed jointly with EUROCONTROL. This project aims at increasing flight efficiency in the upper airspace area by using free great circle routes. During the meetings of the ICAO PBN Task Force the national PBN Implementation Plan was presented by the Ukrainian experts.

Ukraine is actively involved in cooperation within the European region, participates in the activities of all regional international organizations – ECAC and EUROCONTROL – and develops cooperation with the EU institutions.

Ukraine, as an ECAC Member State, highly appreciates the activity of this uniquely wide in membership European international organization and its pan-European approach to safety, security, facilitation, economics, passengers' rights and health, as well as environment policies.

Ukraine fully supports the papers submitted to the Assembly on behalf of the European Union countries and ECAC Member States, and confirms that they reflect the fundamental Ukrainian position on key agenda items of the Assembly session.

Also Ukraine takes an active position in the development of regional cooperation with the countries of the Black Sea and the Caspian region, and expresses the hope that consequent to the creation of the new rotation group by the aviation authorities of Azerbaijan, Georgia, Moldova, Ukraine and Turkey, a further consolidation of efforts, aimed at the nomination and election of this rotation group's candidate to the ICAO Council in 2016, will take place. Ukraine considers that the principle of equitable geographical representation of ICAO Contracting States may be best implemented by election to the Council of a maximum possible number of representatives from the various rotation groups. The improvement of compliance with ICAO SARPs by Contracting States and involvement of a larger number of experts on a permanent and temporary basis may produce an additional effect of such an approach.

In this regard, let me note that Ukraine, being among other countries with a visa regime to Canada, expects that ICAO shall further strengthen cooperation with the Canadian Government to facilitate the issuance of visas by appropriate diplomatic institutions of Canada to ICAO visitors and to exclude the practice of intermediary visa agents' services.

Safety has always been the cornerstone of international civil aviation regulation and it remains today a very busy area of its work. To maintain a sufficient level of safety, it is important to make sure that all ICAO's resources are provided and the high standards are implemented where and when the need is identified.

Therefore, the strengthening of human factors and aviation specialists' qualification training is a constant focus at the State level.

Ukraine's extensive network of aviation training institutions, including the world-renowned National Aviation University, opens the door to the world of civil aviation to citizens of more than 52 countries worldwide. The University is open to extended cooperation with all Contracting States in the areas of training, retraining and refresher training in all aviation disciplines in bachelor's, master's and academic's degree programs, as well as on the basis of international programs at the 2 accredited ICAO and ECAC training centers in Kyiv.

Actively supporting ICAO's practical activities, Ukraine fosters the holding annually in its territory of two or three ICAO events, including regional meetings. Kyiv is going to welcome 2 ICAO workshops until the end of 2013, dedicated to the civil/military coordination in ATM and PBN issues.

We keep our willingness to expand international cooperation and provide ICAO with the necessary resources, including experts to resolve the future tasks of the Organization.

Ukraine is confident that the Assembly will determine the policy for next three years, including the achievement of a compromise and a balanced approach in environmental protection. In pursuance of execution of Resolution A37-19, Ukraine worked out and submitted to ICAO and ECAC the National Action Plan, describing the national policy and activities to reach the emissions reduction and achieve the global annual average fuel efficiency improvement of 2% until 2020.

Using the "sky" as the global resource, the world aviation community is able to concord, under ICAO's aegis, the common global approach to implement market-based measures during the next Assembly Session. It will guarantee the strength of the Organization's potential and contribute to further mankind's survival.

To this purpose, Ukraine, as one of the leading aviation States, keeps on working in the CAEP.

Ukraine supports ICAO's efforts towards maintaining the sustainable development of the international civil aviation and looks forward to improvement of ICAO SARPs to make them capacious and simpler simultaneously.

Thorough awareness and strict practical implementation of such SARPs by every aviation specialist will guarantee and support the image of air transport as the quickest and the safest mode of transport.

The Ukrainian Delegation assures the Assembly of the deepest devotion of Ukraine to the principles and traditions of ICAO.

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