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ASSEMBLY - 27TH SESSION

PLENARY

Minutes of the Seventh Meeting

(Friday, 22 September 1989 at 1000 hours)

SUBJECTS DISCUSSED

1. Agenda Item 7: Annual Reports of the Council to the Assembly for 1986, 1987 and 1988 and Work Programme for 1990-92, and their reference to the Executive Committee as a whole and to Commissions as necessary
2. Agenda Item 2: Statements by delegations of Contracting States and of Observers

SUMMARY OF DISCUSSION

Agenda Item 7: Annual Reports of the Council to the Assembly for 1986, 1987 and 1988 and Work Programme for 1990-92, and their reference to the Executive Committee as a whole and to Commissions as necessary

- Presentation by the President of the Council

1. At the invitation of the President, the President of the Council, Dr. Assad Kotaite, presented the Annual Reports of the Council for 1986, 1987 1988 and the first six months of 1989 stating as follows:

"First of all, Mr. President, I should like to express my warmest congratulations for the trust shown you, sir, by this Assembly which represents the over-all international aviation community; I am quite sure that under your wise guidance the deliberations of this Assembly will be very successful.

(27 pages)

"In accordance with Article 54(a) of the Convention on International Civil Aviation, I have the honour to present, on behalf of the Council, its Reports for the years 1986, 1987, 1988, together with a Supplementary Report for the first half of 1989.

Since the last ordinary Session of the Assembly in 1986, the membership of ICAO has risen to 161 States, compared to 25 at the time of the First Session of the Assembly in 1947. It gives me great pleasure to extend our warmest welcome to our new members which are, in order of their adherence: the Cook Islands, the Marshall Islands, San Marino, the Federated States of Micronesia and Bhutan. I am also pleased to announce that on 7 September 1989, Mongolia deposited an instrument of adherence to the Chicago Convention; in conformity with Article 92(b), this adherence will take effect on 7 October 1989.

In less than three months, we shall be celebrating the 45th anniversary of the Chicago Convention on International Civil Aviation. It will be with profound respect and gratitude that we mark the work of our predecessors who showed such foresight in drafting an instrument, which, almost five decades later, is still responsive to the needs of the international community and to civil aviation.

Over the years, ICAO has had the privilege of conferring the Edward Warner Award on certain individuals and organizations in recognition of their contribution to international civil aviation. Recipients of the award were, in 1986, Mr. J.R.D. Tata, an aviation pioneer and founder of Air India and, in 1988, the Aeronautical Radio of Thailand (AEROTHAI). On 27 September this year, the Brazilian pioneer aviator, Anesia Pinheiro Machado will receive the Gold Medal for her eminent contribution to the development of international civil aviation in Latin America.

As you all know, a new Secretary General, Dr. Shivinder Singh Sidhu, took office on 1 August 1988, replacing Mr. Yves Lambert who served ICAO in this capacity for twelve years. I would like to take this opportunity to pay tribute to Mr. Lambert, on behalf of all of us, for his contribution to the development of the Organization, particularly during the difficult financial situation towards the end of his term.

Industry performance during the triennium

The last three years have been marked by continued strong growth in world air transport and the emergence of new problems that reflect the fact that in many areas of the world, air transport has become a mass transport mode.

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In 1988, 1 072 million passengers were carried on scheduled air services throughout the world, equivalent to about one-fifth of the world's population and an increase of 19 per cent over 1985. Passenger-kilometres flown were also up by almost a quarter and freight tonne-kilometres performed by more than a third. Over half of all traffic was international and this segment has continued to grow faster than domestic traffic.

On a regional basis, the airlines of the North American region showed the strongest growth in international traffic during the triennium at 44 per cent, followed by those of Asia and the Pacific at 42 per cent, Latin America and the Caribbean 29 per cent, Europe 29 per cent, the Middle East 10 per cent and Africa 3 per cent.

Over the ten years ending in 1988, the share of international scheduled traffic carried by airlines based in Europe and North America dropped from 63 to 57 per cent, while the share of the Asia and Pacific carriers rose from 21 to 29 per cent and the combined shares of the remaining regions fell from 16 to 14 per cent. Nevertheless, the airlines of the developing countries saw their share of international traffic increase from 25 to over 29 per cent.

International non-scheduled passenger traffic accounts for about 19 per cent of total international traffic and rose by 41 per cent during the triennium. Most of this traffic is carried on flights to, from and within Europe. In 1988, about 62 per cent of all international traffic carried between ECAC Member States moved on charter flights.

The aviation community can take pride in the continued improvement in the safety of air travel. Measured in terms of passenger fatalities per 100 million passenger-kilometres, there was a 26 per cent reduction in the average rate over the past two triennia.

The financial situation of the world airline industry also showed considerable improvement, recording an average operating result equal to 4.9 per cent of operating revenues during the triennium compared to 3.6 per cent during the preceding period. Reflecting this improvement and the strong growth in traffic, the number of turbo-jet aircraft ordered more than doubled to 2 546 during the period while deliveries rose by 43 per cent. Nevertheless, these figures must be treated with caution, since there are many airlines, particularly in the developing world, which have not benefited from these improvements and will find it difficult to finance the modernization and expansion of their fleets.

Air Transport

In addition to its regular activities in the air transport field, which include the holding of workshops on statistics, fares and rates, forecasting and airport economics, the Organization has found it prudent to

reallocate resources to study the implications and need for concerted measures to enable international air transport to adapt to changes brought about by the growing volume of traffic, changes in the regulatory environment and the manner in which air services are offered to the public.

In many regions of the world, the growth in traffic has exceeded earlier forecasts, particularly in respect of aircraft movements. Airport and airspace congestion has emerged as a major problem. This problem increasingly influences ICAO's work on airport and route facility management, measures to meet investment needs and measures to improve forecasting and facilitation. The Tenth Session of the Facilitation Division held last September adopted 90 A-type Recommendations for inclusion in Annex 9, the most widespread revision of Annex 9 in three decades. These have been sent to States for their comments. In addition, steps have been taken in the last few months to develop a more comprehensive ICAO programme of forecasting and economic planning. The Eighth Session of the Statistics Division in April of this year gave a vote of confidence to ICAO's Statistics Programme, while recommending further measures to assist the systems planning process and stressing the need for increased electronic interchange of data - recommendations which the Council will be considering in November.

Airline capacity needs and the related issue of the financial viability of airlines touch on a number of issues under study by the Organization, such as developments in the establishment of international tariffs and new and higher taxes being imposed on air transport services by different bodies or levels of government.

Major changes have also taken place in the regulatory environment, for example concerning the extra-territorial application of competition laws, with consequences for the present regulatory framework. ICAO has developed guidance material for States on the avoidance or resolution of conflicts arising from such situations. The Organization has also been closely monitoring developments in the General Agreement on Tariffs and Trade (GATT) concerning the possible inclusion of international air transport in a broad multilateral accord on trade in services. Other regulatory changes will take place as a result of the establishment of the Single European Market at the end of 1992, a development which is already creating some uncertainty as to the conditions under which air services will be provided in future, notably by carriers of non-participating States.

An important part of ICAO's resources in the air transport field in the past triennium has been devoted to a study of the economic implications of future noise restrictions on subsonic jet aircraft in the light of the application of the noise standards contained in Annex 16.

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Changes in the marketing of services to the public involve airline access to distribution channels as well as code-sharing among airlines. With respect to distribution channels, ICAO has developed guidance material on the regulation of computer reservations systems (CRS) to ensure fair and equal opportunity to compete while protecting the interests of users. Particular attention is being paid to restrictions on airline access to distribution networks through travel agents and third parties.

As you know, airlines are also increasingly seeking new forms of co-operation. One form of co-operative marketing of services is code-sharing which is becoming more widespread and has raised regulatory concerns in some States. Although the Organization has so far only addressed this matter in relation to CRS, we are continuing to monitor this area to identify potential problem areas.

We have continued to maintain a close relationship on air transport matters with the regional civil aviation bodies, the African Civil Aviation Commission (AFCAC), the European Civil Aviation Conference (ECAC) and the Latin American Civil Aviation Commission (LACAC), and to provide them with support services. Over the years, the regional bodies have grown in importance providing a framework for co-ordination and co-operation in civil aviation and for the promotion of the safe and orderly development of regional air transport. They can continue to count on our support in the future. A paper concerning our relations with these bodies will be presented to the Assembly.

Air Navigation

Regarding ICAO's work in the air navigation field, I propose to review developments in relation to four broad functional areas, by outlining first, measures to reduce congestion and to develop Future Air Navigation Systems; second, measures in response to technological advances; third, measures to deal with specific problems; and, fourth, measures related to the human element.

Future Air Navigation Systems

Some of the most important work in ICAO relates to the development of concepts regarding Future Air Navigation Systems (FANS). The goal is to provide a framework for a global communication, navigation and surveillance system (CNS), which will be essential to the long-term development of air transport and the alleviation of airspace congestion. The FANS Committee completed its work on defining such a concept in 1988. It concluded that satellite-based CNS systems offer the best solution on technical, operational and economic grounds. This Committee will continue on an interim basis until the new Special Committee for the Monitoring and Co-ordination of Development and Transition Planning for Future Air Navigation Systems assumes its functions. It will focus on the institutional aspects, global co-ordination and monitoring of research

and development (R & D) programmes, implementation and management. The enhanced forecasting activity in the air transport field, to which I have referred, is expected to make an important contribution to this and other planning bodies. The Council also proposes to convene a conference in 1991 to secure the agreement and participation of Contracting States regarding implementation of the future global air navigation system.

One of the requirements identified by the FANS Committee is for Automatic Dependent Surveillance (ADS), which will display the position of aircraft as derived from on-board navigation systems. It will enable extension of surveillance and monitoring of air traffic beyond present long-range radar coverage areas where at present only procedural air traffic control can be applied. This task is moving ahead. Approval of amendments to relevant ICAO documents is expected in 1992.

Action taken by the 1987 International Telecommunications Union (ITU) World Administrative Radio Conference for the Mobile Services to reduce the aeronautical satellite spectrum available for use by civil aviation raises concern because of the implications for future CNS systems. Further re-allocations are to be made at the next ITU Conference, scheduled for early 1992. Recognizing the potential harmful effects on aviation safety and regularity, we will develop our position at a divisional meeting dealing with communications in 1990. I urge you to ensure that your Administrations, in preparing for the 1992 ITU World Administrative Radio Conference, are fully briefed as to the aviation safety issues involved and prepared to support the ICAO position.

A number of measures have also been taken to improve aircraft operations in respect of vertical separation, visual flight rules (VFR) and helicopter operations. The General Concept of Separation Panel in 1988 determined the feasibility of a 1 000 feet vertical separation minimum above 29 000 feet. Priority in ICAO has been given to developing guidance material to permit regional air navigation agreement on early implementation, notably in the North Atlantic Region, subject to a decision by the Limited North Atlantic Regional Air Navigation Meeting planned for the next triennium.

Ten years of work on VFR operations is nearing completion with the definition of seven new classes of air traffic service airspace, each with specific requirements for flight within that airspace. If the proposed amendments are approved by the Council, they will have far-reaching effects on future airspace organization.

A comprehensive amendment to Annex 6, Part III, dealing with all aspects of helicopter commercial air transport and general aviation operations, has been developed by the Helicopter Operations (HELIOPS) Panel. That panel also proposed amendment of the Procedures for Air Navigation Services (PANS-OPS) to include helicopter instrument flight procedures and obstacle

clearance criteria, and of Annex 14 to include specifications for the physical characteristics of heliports. The proposed amendments should enter into effect in 1990. Annex 8 was also amended in 1988 to include a new Part IV which specifies airworthiness requirements for helicopters, to take effect in 1991.

Measures in reponse to technological advances

A number of measures have also been taken to adjust to developments of a technical nature on such matters as Micro-Wave Landing Systems (MLS), Extended Twin-Engined Operations (ETOPS), meteorology and search and rescue.

In October 1987, Annex 10 was amended to give effect to the ICAO ILS/MLS transition plan. Implementation of the plan by ICAO will now centre on regional transition planning, the development of relevant provisions and guidance material and the assessment and circulation of information on developments in States. As more experience is gained with the certification and operation of MLS, it will become possible to accelerate the preparation of MLS documentation.

ICAO continues to monitor extended range operations by twin-engined aircraft to assess the adequacy of the provisions in Annex 6 and to track engine shut-down rates on a global basis.

The Organization's work in meteorology has centered on development of the World Area Forecast System (WAFS), which, when finally implemented, will rely on two world area forecast centres in London and Washington to prepare global forecasts of upper air winds and temperatures and of significant weather phenomena. A voluntary international airways volcano watch has also been organized to alert aeronautical authorities to the presence and expected movement of volcanic ash clouds.

The last Ordinary Session of the Assembly expressed strong support for the satellite-aided search and rescue system. Referred to as COSPAS-SARSAT, it has clearly demonstrated its usefulness. Since its introduction in 1982, it has helped rescue 1 219 persons, 620 of them in aeronautical incidents. An international COSPAS-SARSAT agreement between Canada, France, the Union of Soviet Socialist Republics and the United States came into effect in August 1988. This established the programme on an inter-governmental basis and ensured its long-term availability to all States on a non-discriminatory basis. ICAO and the International Maritime Organization (IMO) are joint depositories of the agreement.

A study group on satellite-aided search and rescue has been established. The group's proposals for the amendment of relevant ICAO documents will be presented next year. International civil aviation has a vital interest in satellite-aided search and rescue and ICAO will actively pursue development of the COSPAS-SARSAT programme.

Measures to deal with specific problems

Problem areas addressed during the triennium included the question of aging aircraft, the transport of dangerous goods and drug abuse and narcotics trafficking.

Regarding dangerous goods, ICAO issued revised editions of Technical Instructions for the Safe Transport of Dangerous Goods by Air in 1986 and 1988, and a document on Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods in 1987, revised in 1988.

The subjects of drug abuse in the workplace and illicit transport of narcotic drugs and psychotropic substances by air have been given high priority and guidance material for States will be prepared by the Organization.

In 1987, the United Nations International Conference on Drug Abuse and Illicit Trafficking adopted comprehensive recommendations addressed to governments and international organizations detailing practical measures to be taken. Of particular relevance to ICAO was the recommendation on the prevention of drug abuse in the workplace and the potential for disaster that exists from drug abuse by individuals in "sensitive occupations". After studying the question, ICAO has concluded that current regulations provide an adequate safeguard against drug abuse by flight crew members and air traffic controllers. This finding and the relevant Standards and Recommended Practices (SARPs) were brought to the attention of States and ICAO will continue to monitor developments and exchange technical information with States and the World Health Organization (WHO).

Measures related to the human element

A major amendment of Annex 1 provisions covering flight crew licences and ratings was adopted in 1988, in the light of proposals made by the Personnel Licensing and Training (PELT) Panel.

A Flight Safety and Human Factors Colloquium was held in Montreal in 1987, in response to Assembly Resolution A26-9 requiring ICAO to collect information on Human Factors experience and to disseminate practical material. The first two Human Factors digests are planned for publication in 1989 and preparations are being made for an ICAO seminar, to be held in Leningrad from 3 to 7 April 1990, on the theme "The application of Human Factors knowledge to aviation management, training and operations". In the near future, a major conference or divisional-type meeting is envisaged to define the role of administrations and other bodies in the development of Human Factors programmes.

Other developments

In July 1988, an Extraordinary Session of the Council was convened at the request of the Government of the Islamic Republic of Iran following the shooting down by a warship of the United States on 3 July 1988 of Iran Air flight 655 en route from Bandar Abbas to Dubai. The Council directed the Secretary General to conduct an investigation to determine all relevant facts and technical aspects of the chain of events relating to the flight and destruction of the aircraft.

After considering the report of the investigation on 5-7 December, the Council instructed the Air Navigation Commission to study the safety recommendations in the report. Regarding the routing arrangements and civil and military co-ordination in the area, the Council, on 15 December, emphasized the importance of the correct application by all States of the provisions of Annex 11 concerning co-ordination and also of the provisions of Annex 15 concerning the promulgation of information related to acts potentially hazardous to civil aircraft.

On 17 March 1989, the Council completed action on the subject of Iran Air flight 655 and adopted a Resolution which, inter alia, "deeply deplores the tragic incident which occurred as a consequence of events and errors in identification of the aircraft which resulted in the accidental destruction of an Iran Air airliner and the loss of 290 lives".

In the geographic context of this area, I am pleased to note progress in the implementation of the Council Resolutions of 23 April and 13 December 1985 which were endorsed by the decision of the last Session of the Assembly. The Council was informed on 30 March 1989 that the Government of Iraq had withdrawn its NOF 016/85 with effect from 27 March 1989. As a consequence, the concern expressed by the Council with respect to the safety of flights along designated airways has been met. However, the second aspect of the Resolution of 13 December 1985 has not yet been implemented and the two Iran Air aircraft, unlawfully seized in 1984, are still being held on the territory of Iraq.

Regional Offices

In the Regional Offices, emphasis continues to be placed on the implementation of the air navigation plans in the light of growing concern about the ability to cope with future demand in some regions. One response we have adopted is to field a greater number of multi-disciplinary field missions.

The European Region faces particularly serious airspace and airport congestion. Consequently, implementation of the European Air Navigation Plan and ICAO policies and the activities of the European Air Navigation Planning Group (EANPG) have become of critical importance.

Noticeable progress was also made in the provision of facilities and services in the Middle East Region and in "off-load" routings in the area.

The Second Caribbean/South American Regional Air Navigation Meeting was held in Santiago de Chile in May of this year. The report of the meeting will be reviewed shortly by the Air Navigation Commission and the Council. The meeting recommended the establishment of a permanent regional planning and implementation group and was greatly assisted in its work by the GRACYAS Regional Planning Group on matters relating to the aeronautical fixed services (AFS), operational meteorological (OPMET) data banks and automation of aeronautical information services (AIS).

In the African Region, a Limited Regional Air Navigation Meeting in the fields of Communications, Meteorology and Rules of the Air and Air Traffic Services was held in Lomé, Togo, in April, 1988. It endorsed the recommendations of the Special Implementation Project in Search and Rescue (SAR) completed in late 1986. Another Special Implementation Project was also carried out concerning the improvement of the aeronautical fixed services in Central and Western Africa.

Insofar as other regions are concerned, the relevant planning groups continued to be active. In the North Atlantic Region, efforts focused on improving airspace capacity and the use of advanced technology. All regions were engaged in implementation of the World Area Forecast System (WAFS). Throughout the triennium, the Organization continued to give the fullest attention to regional activities.

Legal activities

Turning now to ICAO's legal activities, I wish to emphasize the need for the Organization to closely monitor the development of law in the aviation field. As you are well aware, law is indispensable to the management of the complex social relationships in the aviation field and to the harmonization of potentially conflicting interests. There is also a need to better inform the world community about ICAO's legal programme so as to assist in the implementation of international air law instruments. We propose to do this by holding regional seminars or workshops.

Three amendments to the Chicago Convention which have yet to enter into force were given particular attention by the Council during the triennium. I refer to the amended final clause of the Convention providing for an authentic Russian text of the Convention which was adopted in 1977; to Article 83 bis which would permit the transfer of functions and duties from the State of registry to the State of the operator in cases of lease, charter and interchange of aircraft, adopted in 1980; and finally, to Article 3 bis dealing with interception and the prohibition of the use of weapons against civil aircraft in flight. It is of paramount importance to the Organization that these amendments enter into force without further delay.

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The Assembly will be asked to consider a proposal to amend Article 56 of the Chicago Convention, to increase the membership of the Air Navigation Commission from 15 to 19. This would reflect the growth in our membership and the need for broader regional representation to cover the technological complexities of modern aviation.

Attention has also been given to the legal aspects of measures taken by ICAO to resolve the urgent problems facing us in connexion with future air navigation systems and with aviation security. Regarding Future Air Navigations Systems, we are now studying the legal aspects of global air/ground communications for administrative and passenger use and of the general institutional and legal aspects of FANS.

Aviation security

Acts of unlawful interference continue to represent a serious threat to the safety of international civil aviation and work in this field has been accorded the highest priority. Although there has been a sharp decline in the number of incidents, casualties have unfortunately remained high due to the total destruction of aircraft in flight, including the tragic losses of Korean Air flight 858, involving 115 persons, and Pan American flight 103 in which a total of 270 persons lost their lives. Both of these criminal acts were strongly condemned by the Council. Let me take this opportunity to underline the fact that it is not only the actual magnitude of a terrorist act that counts for its perpetrators but the publicity accorded by the media.

Several legal measures were taken during the triennium to combat this threat. A major accomplishment was the preparation and ratification of a Protocol to the Montreal Convention of 1971 dealing with the suppression of unlawful acts of violence at airports serving international civil aviation, pursuant to Assembly Resolution A26-4. A final draft Protocol was prepared by the Legal Committee in early 1987 and adopted unanimously by a Diplomatic Conference in February 1988, together with an important Resolution. I am very pleased to inform you that the Protocol entered into force on 6 August 1989 and has now been signed by 71 States and ratified by 12. We believe that the expeditious preparation and ratification of this Protocol constitutes a record in the history of international law-making.

I can also inform the Assembly that the model clause on aviation security has been used by more than eighty States in their bilateral agreements on air services. Another important development was the bilateral or regional model agreement on aviation security adopted by the Council in June 1989 in response to Assembly Resolution A26-7.

We can be justifiably proud of the large and growing number of States party to the Tokyo Convention now ratified by 135 States, the Hague Convention by 142 and the Montreal Convention by 141. Few international instruments can approach such a degree of acceptance.

An overriding priority has been accorded to the preparation of a new instrument on the marking of explosives for the purposes of detection on the initiative of the Governments of the United Kingdom and of Czechoslovakia; this was fully endorsed by the United Nations Security Council in Resolution 635 adopted unanimously in June of this year. A recently established ad hoc Group of Specialists on the Detection of Explosives met earlier this year. One important finding of the Group, which is being actively pursued, concerns the feasibility of placing an identifying additive in certain explosives to ensure easier detection.

As a result of a Resolution adopted by the Council on 16 February 1989 at a meeting attended by ministers of several states represented on the Council, important measures were taken to strengthen ICAO's role in aviation security and to improve implementation. Approval was given to the restructuring of the Aviation Security Section, upgrading it to an Aviation Security Branch to deal with the development of Specifications and Guidance Material and with Implementation and Training Assistance.

The Aviation Security Panel, established in 1986, has submitted proposals relating to the revision of the Security Manual (1987), Amendment 7 to Annex 17 (1988) and the Detection of Explosives (1989).

Amendment 7 to Annex 17, adopted by the Council in June of this year, amends provisions concerning the organization of aviation security, preventive measures and management of response to acts of unlawful interference. New Standards have been included providing for assistance to an aircraft subjected to an act of unlawful interference and the detention of aircraft on the ground.

The implementation of security measures will be improved by providing assistance to States, using a trust fund and other technical and material contributions made by States. The fund is to be used solely for aviation security purposes under the control of the Council to complement ICAO's existing technical assistance activities.

Technical Assistance

In addressing world problems and developments in civil aviation, it is increasingly evident that technical assistance must continue to provide strong support for civil aviation development programmes in many States.

Despite this need, there has been a decline, for the second triennium in a row, in the implementation total of ICAO's technical assistance programme. Implementation totals fell during the triennium from \$ 160 million to \$ 151 million. There were two basic reasons for this overall decline. First, the funds made available to the UNDP were 45 per cent below the figures originally targeted and this affected the funding for ICAO and other specialized agencies. Second, there has been a steady decline of about 20 per cent a year in Trust Fund projects due to more programmes being administered by nationals and to the

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reduction in the budgets of oil-producing countries which previously financed large Trust Fund programmes with ICAO.

There was, however, a marked improvement in 1988 to \$ 57 million, the highest achieved since 1982, compared with \$ 42.7 million in 1987 and \$ 51.5 million in 1986. UNDP funding increased in 1988 and the Civil Aviation Purchasing Programme had a tenfold increase.

During the triennium, ICAO has been active in soliciting external funds, as recommended in Assembly Resolution A26-17, to supplement the supply of funds for the technical assistance programme. Contacts have been made with nearly all the major donor governments and multilateral lending institutions. High level discussions were held with the Administrator of the UNDP, the Abu Dhabi Fund for Arab Economic Development, the Arab Bank for Economic Development in Africa, the Asian Development Bank and the World Bank. A co-operation agreement with the Caribbean Development Bank was signed on 12 September 1989. We are also co-operating on a number of projects with the African Development Bank, in accordance with our agreement, and we will continue to pursue efforts to develop other funding sources.

I would like to express our particular gratitude at this point for the regular annual donation made by the Government of the Kingdom of the Netherlands under the Voluntary Assistance Programme clause of Assembly Resolution A16-7 to assist civil aviation in the least developed countries.

Despite ICAO's long and respected involvement in providing technical assistance and our role as the senior world body in international civil aviation, past experience has shown that obtaining external funds is not an easy task and the results have unfortunately often not been commensurate with the efforts involved.

Experience has also shown us that a key factor in securing external funds is the importance that recipient governments place on the priority of civil aviation. It is also important that they stipulate to funding organizations, which is generally done through the finance ministry, that they wish ICAO to be associated as executing agency for any civil aviation projects that are funded. In view of this, we shall be seeking a proposed amendment to Assembly Resolution A26-17 which is being submitted to the Executive Committee.

We cannot afford to relax our efforts in the technical assistance field as the needs of the developing world far exceed the level of resources available to the Organization at present and I must reiterate our need for your support and influence with external funding institutions.

A total of 846 experts were recruited for field projects over the last three years. I am pleased to report that, in accordance with Assembly Resolution A26-16, 40 per cent of the TA Expert Roster is now comprised of

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qualified Third World experts who represent a growing proportion of the experts approved by recipient Governments.

A record total of 4 048 fellowships were awarded during the triennium and of the record number of 1 507 fellowships awarded in 1988 for training in civil aviation disciplines, 68 per cent were for basic and advanced training at training centres in the developing world. Much needed training equipment was also supplied, with over 4 600 purchase orders being issued for procurements totalling \$ 45.7 million in support of field projects.

Fifty assistance projects of more than \$ 500 000 were approved, of which two were especially significant. The first is for a regional aviation security project for Asia and the Pacific involving 23 States which we hope will serve as a model for other regions. Headquartered in Bangkok, the aim of this project is to reduce the risk of unlawful interference with civil aviation by eliminating weak points in the system and improving security standards. By so doing, it is also hoped to reduce illegal drug trafficking. Detailed security assessments of the principal international airports of 21 countries have already been completed and separate reports prepared for each country. Several AVSEC seminars have also been conducted in Bangkok and equipment purchased to upgrade security at selected airports.

The second project, now getting under way, is the TRAINAIR programme. This is a global project funded by the UNDP Division of Global and Interregional Programmes, whose goal is to establish a decentralized system for the preparation and sharing of modern civil aviation training material, with special emphasis on the needs of developing countries. The training packages, to be developed by civil aviation training centres, will conform to standards regarding techniques, format and coverage, and be distributed through the programme, ensuring a growing pool of high-quality training material.

Project evaluation surveys are also being used to improve our effectiveness. Thirty six UNDP/ICAO projects were evaluated during the triennium. Last year, for the first time, two ex post facto evaluations were conducted in Botswana and the United Republic of Tanzania as part of a global programme agreed with UNDP to determine how best to ensure that project benefits are sustained over the long-term.

These evaluations have shown some disturbing trends regarding the availability of counterparts, long lead-time training, foreign exchange shortages for spare parts and the need for improvement in management skills. We are suggesting a new Assembly Resolution to help remedy this situation.

During the last two triennia, it has become increasingly evident that the needs of the developing world in civil aviation development far exceed the funds available. This is because many governments do not give high priority to civil aviation nor do they seek ICAO's involvement as the executing agency for

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their civil aviation projects. Once again, I must stress our need for your help in ensuring adequate funds to enable ICAO's Technical Assistance programme to continue to provide support to developing countries.

External relations

In its external relations, the Organization has continued to co-ordinate its activities closely with the United Nations system, attending meetings of the Administrative Committee on Co-ordination, the United Nations Economic and Social Council and other inter-agency co-ordination bodies. Resolutions of the General Assembly of the United Nations of relevance to ICAO were brought regularly to the attention of the Council which reaffirmed its readiness to act positively within the limits of its constitutional responsibilities towards the objectives of those Resolutions.

ICAO was also represented at a number of major United Nations conferences, notably the 1987 International Conference on Drug Abuse and Illicit Trafficking, and the United Nations Conference of Plenipotentiaries which in 1988 adopted a Convention against Illicit Traffic in Narcotic Drugs and Psychotropic Substances.

Close relations continued to be maintained with other specialized agencies of the United Nations system, particularly the technical agencies, and with the General Agreement on Tariffs and Trade on the subject of trade in services. ICAO also continued to work with other intergovernmental and non-governmental organizations in areas of interest to civil aviation. An Agreement of Co-operation between ICAO and the International Maritime Satellite Organization (INMARSAT) was signed at a ceremony at ICAO Headquarters in June of this year.

Financial matters

I come now to the financial situation of the Regular Programme, which was marked by a crisis in 1987 brought about by the non-payment of a significant proportion of ICAO's assessments. As you know, this situation seriously threatened the implementation of the Work Programme presented to the 26th Session of the Assembly.

In March 1987, the Council adopted a financial contingency plan to balance income and expenditures, in view of the anticipated shortfall in income for 1987 and 1988. The measures taken included a freeze on recruitment, and a reduction in the number of meetings, travel on missions, the volume of documentation and in investment in automation. These measures were implemented in a flexible manner to enable the major objectives of the Organization to be met.

Given the continued deterioration of the financial situation during 1987, the Council decided to adopt further economy measures in December 1987 to balance income and expenditures by the end of 1988, envisaging the involuntary separation of staff only as a last resort.

The situation remained serious until early 1988 when a gradual improvement began to take place. Despite this, the Council decided in November 1988 that prudence required that some of the economy measures be maintained, with continued emphasis on improvement of the overall efficiency of the Organization.

The Council, in its report to the Assembly on the Organization's critical financial situation in 1987 and 1988, has included a number of conclusions and recommendations arising from the experience gained during this difficult period.

These economy measures resulted in a substantial reduction in expenditures and a surplus of \$ 8.8 million for 1986, 1987, and 1988. The collection of \$ 4.9 million in assessments in arrears for 1986 and 1987 accounted in large part for the balance of the overall realized surplus, which the Council has recommended be distributed as credits to Contracting States in 1990, 1991 and 1992.

After analysing the timing and amount of the payment of assessments, and the need to draw on the Working Capital Fund in order to meet cash requirements, the Council has recommended that the Working Capital Fund be increased from \$ 2.2 million to \$ 4.2 million, \$ 2 million of which would come from the realized surplus.

The 26th Session of the Assembly decided on an incentive scheme to encourage the timely payment of assessed contributions. Interest earnings of \$ 670 000 accrued to this scheme in 1987 and 1988 and, if approved by the Assembly, this amount will be apportioned to eligible States as partial distribution of the realized surplus.

The Council is presenting to the Assembly a programme-oriented budget containing the detailed Work Programme of the Organization and cost estimates for the 1990-1992 triennium. By providing an indication of the manpower and cost of each component of the work programme, the proposed programme budget should result in a better utilization of resources in the light of a continuing review of priorities.

The Council has endeavoured to keep expenditures during the next triennium at the lowest level compatible with the goals and aims of the Work Programme. These estimates have been critically examined and the proposed budget represents a reduction in real terms compared with the budget approved by the Assembly for the current triennium. This reduction should have no

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negative effect upon the Work Programme since it should be offset by the increased efficiency of the Organization during the triennium.

I must emphasize that the financial viability of the Organization is critically dependent upon assessments being paid on time. States are reminded that assessments become due and payable as of the first day of the financial year to which they relate. The question of arrears is a matter of great concern to the Organization. I urge States in arrears to make payments as soon as possible or to conclude an agreement with the Organization to settle their arrears.

Conclusion

In presenting the Annual Reports of the Council, I have reviewed the measures taken by ICAO over the past three years to adjust to the changing environment. In the forthcoming years, civil aviation will have to face the challenges presented by changes in traffic growth -which is both rapid and often difficult to predict - by the introduction of new technology and by the requirement for substantial investments in infrastructure, equipment and human resources.

The Work Programme and budget estimates for 1990-1992 reflect the concern of all States that the maximum level of economy be exercised during these difficult times.

This means that close co-operation will be needed between ICAO and its Member States during the forthcoming triennium to respond to this situation and to find the necessary resources at a time when there is increasing competition for finite financial funds. In view of this, a global strategy is required to allow the Organization's limited resources to be directed where, in the view of States, needs are most pressing, at the same time allowing the Organization a measure of flexibility to respond to urgent problems.

For your Organization to meet its responsibilities, the human factor will be all-important. We shall need good and flexible management and improved automation and information systems. I am confident that, in electing the thirty-three Member States of the Council, the Assembly will be guided by the best interests of the international civil aviation community.

With this co-operation, ICAO will continue to meet the high standards established forty-five years ago at Chicago."

2. The President thanked Dr. Kotaite for his excellent presentation of the reports which covered all aspects of international civil aviation activities in the past triennium, and noted that this was the first occasion in which a visual presentation had complemented the valuable information contained therein. He recalled that the Assembly had approved referral of parts of the

report falling within their respective competence to the Commissions and then directed that statements by Delegations of Contracting States (Agenda Item 2) continue.

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

3. The Chief Delegate of the Islamic Republic of Iran

"Mr. President, I wish to congratulate you on your election as President of the Assembly. I am sure you will ably chair the Assembly to a successful conclusion. I also wish to express my delegation's deep sorrow on the sad incident involving the UTA airliner, and extend all condolences to the bereaved families of the passengers and crew.

It is a great privilege and honour for me to have the opportunity to represent the Government of the Islamic Republic of Iran at this 27th Session of the Assembly of the International Civil Aviation Organization. I would like to convey the warmest and the most sincere greetings of the people and the Government of the Islamic Republic of Iran to this august Session. I deem it an obligation to pay tribute to the President of the Council, the Secretary General, and all the staff of ICAO whose arduous and praiseworthy efforts have made the excellent arrangement of this session possible. Our gratitude is also extended to the people and government of Canada and Quebec for their kind hospitality.

The International Civil Aviation Organization has, since its creation almost 45 years ago, ~~tried to lead~~ civil air transport to a successful and rapid development through devoting all its efforts to the very important endeavour of ensuring safety, efficiency, regularity and security of civil aviation. In line with this policy of ICAO, many Contracting States, such as the Islamic Republic of Iran, have well played a significant role in the achievement of this goal; nevertheless, the civil aviation world is still experiencing major problems especially in the field of aviation security. In the last three years as well as in the years before, civil aviation has been the victim of repeated acts of violence and unlawful interference committed by irresponsible persons, and, unfortunately by certain Contracting States which in reality bear no respect for the spirit and letter of the Chicago, Hague, and Montreal Conventions and other internationally accepted conventions and protocols, or for the principles of humanity. It is unfortunate that whilst ICAO has been directing much of its efforts at bringing these shameful acts of violence under strict control, by encouraging Contracting States to be faithful to the spirit of the Chicago Convention and its related instruments for safeguarding civil aviation against acts of violence and unlawful interference and by encouraging the achievement of close international co-operation, the

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spectre of violence and the infraction of the principles of the Chicago Convention regrettably continue to grip civil aviation, taking the lives of many innocent people and causing a great deal of financial damage.

Of the numerous cases of acts of violence and unlawful interference which the aviation world has unfortunately faced in the three years since the previous Assembly, the tragic downing of Iran Air Airbus Flight IR655, on 3 July 1988, is the most outrageous and senseless crime, committed by the United States, violating the airspace of Iran and destroying the aircraft, taking the lives of its 290 innocent passengers and crew. The commitment of such a grave crime by the United States is a clear indication of the contradictory position which it has taken in respect of its insistence in codifying the existing principles of the Chicago Convention in its Article 3 bis which recognizes that States must refrain from resorting to the use of weapons against civil aircraft in flight. At the request of the Islamic Republic of Iran, the fatal incident was investigated and the following facts were considered by the Council of ICAO in three consecutive sessions:

- The flight took off from an international airport.
- It was flying well within an international airway.
- The plane was within Iranian FIR.
- The plane was technically airworthy.
- The flight squawked SSR Mode A Code 6760.
- The crew were qualified and certified for the work they were assigned.
- The only challenge aimed at Flight IR655 was on an international air distress frequency and was issued too late to be taken up by the flight. The few earlier warnings were either on a military frequency or were not aimed at Flight IR655.
- The position of the United States warships at the time of shooting down Flight IR655 and the crash site were well within Iranian territorial seas and under the sovereignty of the Islamic Republic of Iran.

It should be emphasized that contrary to the provisions of Annex 15, which place the responsibility for promulgation of information necessary for the safety of air navigation in a given area on the aeronautical information service established by the State responsible for the provision of air traffic services, the United States promulgated an illegal NOTAM in 1984, for the Persian Gulf area requiring aircraft to avoid flying at less than 2 000 feet

altitude and 5 nautical miles' distance from the United States warships, as so-called "defensive precautions". Our Airbus was beyond the range and altitude to which the United States forces' defensive measures would be applicable.

Captain David R. Carlson, the United States Navy commanding officer of the USS "Sides", in a discussion under the title "The Vincennes Incident", elaborated on the whole situation on 3 July 1988, and while endorsing the above-mentioned clear-cut facts, concluded that the incident was avoidable; I quote his concluding statement: "...we must not concede that accidents, terrible accidents like this one are unavoidable, that is a "cop-out". This tragedy was avoidable."

In spite of the preceding facts, the Council of ICAO concluded its considerations and deliberations on such an appalling incident by adopting an erroneous decision, and found the United States action "a consequence of events and errors in identification (...) resulting in the accidental destruction of an Iran Air airliner and the loss of 290 lives".

Thus, with deep regret, neither our expectations for a just and decisive judgement nor that of the world community were fulfilled. My delegation, Mr. President, is of the strong opinion that if the worst military attack in history, committed by the United States navy against a civilian airliner, is not utilized by the international community to strengthen civil aviation, and if ICAO fails to respond adequately to the serious concerns of international public opinion following this tragedy, we should announce with sadness that the way is paved for further commitment of similar outrageous actions. We therefore deem it an obligation of this Assembly to take the necessary actions required for the prevention of the recurrence of such incidents.

As a result of political considerations and the somewhat indifferent attitudes of international bodies and the lack of adequate decisive actions against the breaching of the principles of civil aviation, danger to civil air transport continues to exist and every now and then passenger flights operating over the Persian Gulf are challenged by the United States naval forces stationed in the area, usually on a military air distress frequency.

In the field of aviation security there are still many ICAO resolutions awaiting implementation; one of these, the Council resolution of 13 December 1985, urging Iraq, a Council Member State, to return three Iranian aircraft unlawfully seized and detained in that country, is left unimplemented. Our proposal in this regard is attached to the working paper which we are presenting to the Assembly.

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The unilateral realignment of an FIR Boundary on the northern part of the Persian Gulf and the promulgation of a NOTAM on 10 December 1988 by Iraq is another example of an infraction of the Chicago Convention and of ICAO's practices which envisage regional and mutual co-operation to settle such disputes.

Mr. President, permit me, on behalf of the Islamic Republic of Iran, once again to reiterate our full co-operation with ICAO to ensure safety, efficiency, regularity and security of civil aviation on a regional as well as on an international basis. In closing, I stress every wish for a successful and fruitful deliberation and conclusion of the work we are engaged upon in the coming days."

4. The Chief Delegate of Iraq

"It is an honour for me at the beginning of my statement to convey to you, from the Iraq of Peace, the Iraq of Love, the greetings of the government and the people of the President and leader, Saddam Hussein, and their wishes for success for our meeting in the service of the objectives of international civil aviation. I wish to convey to you the deep regret on the part of the Iraqi Government and people for the unfortunate events that took place regarding the French airliner UTA and the United States airliner US Air, and we send our condolences to the people of both the United States and France.

The Iraqi Delegation to this honourable Assembly would like to thank the Canadian authorities for their warm welcome and for all the arrangements made in view of our stay in beautiful Montreal. We also thank the President of the Council and the ICAO Secretariat, headed by the Secretary General, for the wonderful efforts they spend in order to bring this session to a successful conclusion.

International civil aviation has experienced a rapid growth over the past few years, especially in the fields of aircraft manufacturing, planning of air transport technologies and organized activities related to civil aviation, as well as the development and improvement of airports, navigational equipment and support facilities to match this evolution. There is absolutely no doubt that, since its creation, ICAO has contributed towards concretizing the wishes and aspirations of Contracting States and hence, towards reaching the noble objectives of the Organization in safeguarding of civil aviation, as well as the promotion of common understanding between the nations and peoples of the world.

Our country is considered as one of the early founders of the Organization. It is also in the forefront for adhering to the various international instruments intended to serve and regulate civil aviation and

international air traffic. It has signed all conventions dealing with civil aviation security and safety and has always demonstrated that it can abide by their terms in the application of its international responsibilities.

The Transport and communication sector has always been of paramount importance to Iraq, and civil aviation has had first priority in terms of investments and implementation of projects related to the increase of equipment and other support services. At the same time, a network of domestic airports was constructed to operate side by side with the international airports and work is under way to construct a fourth international airport in the northern part of the country to serve international traffic. Iraq has also taken many decisions to help forward and reinforce this vital sector, in addition to the various facilitation means established at Iraqi international airports.

In the same vein, special attention has been focused on the development of human resources. Our Iraqi Civil Aviation Centre is considered to be one of the high calibre training centres in the region and ICAO recommends it for personnel training in the fields of air navigation, air transport and supporting technical duties.

The common will, understanding and co-ordination that led to the creation of the Arab Co-operation Council by Iraq, the Arab Republic of Egypt, the Hashemite Kingdom of Jordan and the Arab Republic of Yemen is looked upon as an important event, as far as civil aviation in the region is concerned and also as one of the main pillars in the service and promotion of international air transport. Basic steps have already been taken to implement in all four States, one integrated region for civil aviation and air carriers from the technical and operational points of view.

Taking into consideration air transport evolution throughout the world we live in, Iraqi Airlines, our national carrier, has increased its efficiency and various activities by increasing its fleet and planning to purchase some other new generation aircraft to improve the facilities offered to passengers on domestic and international flights.

The current economic situation in Iraq allows me to assure that in addition to what I have already mentioned, the sector of civil aviation will go through further expansion and implementation of vital projects that are in line with the aspirations and objectives of the international civil aviation community and by the same token, those of our Organization.

Iraq is quite privileged on account of its geographic location at the cross-roads of vital international air routes between Europe and the Middle East, and from the Far East to the Near East; its capabilities in terms of air navigation services and other facilities intended to safeguard international air traffic; and its long history in the field of civil aviation. Its

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relations with ICAO, its obligations and the way in which it has always met the noble objectives of this Organization bear witness to the importance it gives to international air transport.

We are truly confident that the importance we grant to civil aviation and air transport is worthy of the appreciation of this honourable Assembly, and that it is also a token of Iraq's capability to continue its effective role within the Council and to go on with its various activities. This encourages us to submit our nomination in Category III for election to Council membership.

Our sense of co-operation and our understanding of this Assembly's importance, as well as of the items on the Agenda, guarantee that we will be able to make recommendations that will serve the objectives of this Organization and meet the ambitions and expectations of the international civil aviation community.

I thank you, Mr. President, and wish our Assembly the best possible success in its work."

5. The Chief Delegate of Israel

"I would like to begin my statement by expressing, on behalf of the Government of Israel, the people of Israel, and my delegation, our deep sorrow with regard to the recent tragic loss of the UTA DC-10, its crew and passengers, and with regard to the US Air accident in which two passengers died. May I express our condolences and sympathy to the Governments of France and the United States, and to the families who lost their dear ones under such terrible circumstances.

It is a great honour and privilege for me to have the opportunity to represent my country in this 27th session of the Assembly and to address the Representatives of States and international organizations here present to whom I wish to extend my greetings and wishes for success of our deliberations. I take this opportunity to congratulate you, Mr President, for your election and to congratulate the four new vice-presidents and the newly elected Chairmen of our commissions and I wish you all full success in your important task. I would like also to take this opportunity to congratulate the President of the Council for the excellent report which again assured us that we are all in good hands.

The 27th session of the ICAO Assembly bears special importance, it convenes now not only at the end of a decade but at the beginning of a new one. It will mark the path that civil aviation will tread upon in the 1990s and perhaps even into the next century. The end of the 1980s saw a renewed blossoming of civil aviation. According to forecasts, civil aviation traffic will double before the end of the next decade. There is no doubt that this development reflecting positive trends in the global economy means, on its up side, impressive growth of the aviation industry. However, on the down side,

this development finds the world moving increasingly backwards in connection with all that has to do with aviation infrastructure, namely: airports, air space, and the manufacture and maintenance of a growing number of aircraft.

It now appears that the increasing lack of airports and the growing density of air traffic, especially in Europe, may become a bottleneck that will prevent the supply of the growing world-wide demand for air travel services. The growth in air traffic, exceeding the forecasts, could completely overwhelm air traffic control in Europe and we may find ourselves in a situation gone out of control. It is already apparent that without massive investment in the aviation infrastructure, in the next few years, the inability to bear capacity will become critical.

ICAO must play a key role in finding the solutions necessary to prevent the impending crisis. Before this Organization stands the challenge of finding ways to more efficiently utilize existing airports and air space, to plan technological innovations which will increase the capacity of the existing system and, of course, to ensure that new airports are built, and existing ones extended.

In Israel's opinion, ICAO should combine efforts with other international organizations in the search for solutions, particularly with IATA, ECAC and AACC. As far as the congestion in Europe is concerned we propose that countries outside of Europe should also be included in these efforts, since the congestion of European airports and air space could seriously impair their aviation ties with other countries in Europe and beyond. Israel is prepared to contribute to these efforts and has submitted a working paper containing practical suggestions.

My Government attaches the greatest importance to safety and security of civil aviation. Those considerations should in our opinion take precedence over all other considerations. My Government therefore calls on all our neighbouring States to co-operate on a regional basis as far as air navigation in our region is concerned, so as to enhance safety of civil aviation in the Middle East. Israel is ready and willing to extend all kinds of co-operation and assistance necessary to achieve those objectives. In the same spirit of co-operation, Israel is ready to grant transit freedom rights to airlines of our neighbouring countries which will enable them to provide air transport services in a more efficient and economical way.

Another topic of great importance indirectly related to the above, which may well have significant effects on international civil aviation in the coming decade and after, is the liberalization planned by the European Economic Community, to begin from January 1993. Israel welcomes the plan of the European Economic Community to extend liberalization to civil aviation. At the same time, Israel is concerned about a number of negative consequences that could result from the new policy if its planners do not take into account the situation of the aviation infrastructure as well as the interests of non-EEC

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countries. It is Israel's opinion that the implementation of liberalization must be linked to the development of the aviation infrastructure in Europe.

Any implementation of liberalization that would cause massive growth in air traffic without prior improvement of the aviation infrastructure could cause damage to international aviation rather than contribute to its welfare. Israel calls upon the planners of the liberalization policy to take these factors into consideration and to implement their policy gradually and in line with the development of the European aviation infrastructure. Israel is also concerned that liberalization may take effect only within the EEC, concurrently building new walls against competition by countries not members of the EEC. Israel feels that the EEC countries must allow airlines of other countries a fair and equal opportunity to compete with airlines of EEC countries. Only on such a basis can true liberalization be instituted that will benefit all of civil aviation and the world community of travelers.

The statement made at the beginning of this Assembly in this respect by the Delegate of France, who now serves as the President of the European Civil Aviation Conference, to the effect that no unilateral measures will be taken by the EEC is indeed encouraging. Here also ICAO also has an important role to play in delineating policy and setting standards, for in this Organization all the countries are represented. Their joint efforts can bear fruit of international co-operation and understanding for the benefit of international civil aviation.

Another important issue to be discussed at this Assembly is that of aging aircraft. Today this problem represents a major challenge to the civil aviation industry, and will present an even greater challenge in the coming decade. Until now, it has been customary to think that economics, not safety, is the key issue in the replacement of aging aircraft. The Aloha Airlines accident in April of 1988, and other safety-related occurrences, have raised question marks and have caused the worry of many. It need hardly be mentioned that this problem primarily affects developing countries, and that this problem will only increase in severity in the coming decade.

Since the Aloha Airlines accident, energetic efforts were made by governments and industry to unravel the mysteries of aging aircraft and to investigate the impact of the problem on international civil aviation. An aging aircraft task force was created, comprising of representatives of airlines, manufacturers, and civil aviation administrations the world over. The work of these bodies has already produced important results. It is the considered opinion of Israel, that ICAO has an important role to play in setting up standards relating to the design, maintenance, repair and inspection of aircraft to ensure their durability and long service. However, efforts should be made to avoid overlapping action, and we should all wait for the conclusion of the work of the task force, and limit ourselves at this stage to the collection of data.

Israel has no doubt that the issue of terror aimed at civil aviation will continue to occupy the attention of civil aviation and ICAO in the coming decade, as it has in the last. Although in past years we have seen a decline in the number of unlawful interferences against civil aviation, in particular hijackings, there has been an increase in the number of fatalities caused by the sabotage of aircraft. The explosion of the Pan American aircraft over Lockerbie in December 1988, which killed 270 persons in the cruelest fashion, highlighted the fact that the problem is far from solved and may prove even deadlier in the future. This tragic event brought home the frightening vulnerability of the world's civil aviation system to attack by a new generation of more ruthless and more professional terrorists.

There is no doubt as to the importance of ICAO's contribution in decreasing the number of hijackings in the last few years. Yet, the path is still long, and much still needs to be done. As terrorists adopt more sophisticated methods, the development of preventative technology is unfortunately not keeping pace. The implementation of security measures is substandard in many countries. The quality of manpower and equipment to fight terror is still too often sacrificed in order to reduce costs. In a significant number of countries, including developed ones, there is not enough co-ordination between the various authorities charged with fighting terror. In the legal sphere, there are still countries that have not joined the Tokyo, Hague, and Montreal Conventions. To our sorrow, there are also countries that have joined but do not fully implement the Conventions.

In Israel's opinion, the fight against air terror must focus on four points:

1. Improvement of security measures and development of new and innovative technologies to fight terror. In this connection, Israel is satisfied to see initiatives for the preparation of a new legal instrument regarding the marking of explosives for detectability. Israel will support the raising of this issue to the highest priority on the Legal Committee's agenda.

2. Israel views with special importance the establishment of an international fund to be administered by ICAO with the aim of aiding developing countries in purchasing equipment, training manpower, and organization of the fight against terror in their territory.

3. Strengthening the legal framework to ensure that terrorist suspects are brought to justice. Such a move would help prevent situations in which criminals escape punishment through not being brought to trial, or by early release from jail, because of extortion, surrender to extortion or because of a country's sympathy to the aims of some terrorist organization. In this respect Israel supports the principle put forward by IFALPA in Working Paper 105, and calls on all countries to enjoin their support.

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4. Israel reiterates again its long-held position that the international community must take comprehensive action against States that support terror. Without State support, terrorist actions such as the blowing up the Pan American airliner could not be perpetrated. Co-ordinated international action must now be taken, in the form of economic and aviation sanctions in order that these States realize that aiding terror will have unpleasant consequences.

The Delegation of Israel wishes the 27th session of the ICAO Assembly full success in its important task, delineating international civil aviation policy for the next decade."

6. The President indicated that consideration of Agenda Item 2 would continue at the Eight Plenary and adjourned the meeting at 1241 hours.

- END -