



International Civil Aviation Organization

WORKING PAPER

A40-WP/552
P/18
11/9/19
(Information paper)
English only

ASSEMBLY — 40TH SESSION

PLENARY

Agenda Item 5 : Election of Member States to be represented on the Council

CANDIDATURE OF MALAYSIA

(Presented by Malaysia)

EXECUTIVE SUMMARY

This paper presents Malaysia's candidature for re-election as a Member on the Council of ICAO, in Part III, and seeks the support of all ICAO Member States.

<i>Strategic Objectives:</i>	This working paper relates to all Strategic Objectives.
<i>Financial implications:</i>	No additional resources required.
<i>References:</i>	A40-WP/2, <i>Supporting Documentation for the Election of Member States to be represented on the Council</i>

1. INTRODUCTION

1.1 The Government of Malaysia has the honour to announce its candidature for re-election as a Member on the Council of ICAO, in Part III, at the elections to be held during the 40th Session of the ICAO General Assembly.

2. OVERVIEW

2.1 Malaysia has been a member state of ICAO since 1958. With valuable support from the Member States, Malaysia was re-elected as a Council Member for the fourth consecutive term since it was elected in 2007. Since then, Malaysia has taken on an active and prominent role in the Council and its many Panels, Committees and Working Groups.

2.2 Through actively participating in Council deliberations and supporting Council policies and initiatives to promote safety, security, efficiency, environment and rule of law in international civil

aviation, Malaysia continues to work towards meeting the demands and challenges to build a better future for all Contracting States.

3. AVIATION: A GROWTH SECTOR IN MALAYSIA

3.1 Civil Aviation is an integral part of Malaysia's globalised economy. Aviation contributes significantly to the national economy connecting the nation to global markets. It has facilitated trade, expanded export markets, generated tourism and is a key enabler of business and commerce. The progressive liberal aviation policy of Malaysia over the years has been very successful in the progressive growth of the number of passengers over the past 10 years.

- Malaysia is forecasting for passenger traffic to grow by 2.2% – 3.3% year-on-year in 2019, translating into passenger traffic of 102.5 million – 103.5 million.
- Malaysia enjoyed a net increase of eight international destinations which it is connected to and a net increase of approximately 360,000 seats, thereby strengthening the country's degree of international air connectivity.
- In 2018, cargo traffic grew by 9.3% year-on-year due to companies restocking their inventories in response to strong consumer demand. This is in comparison to an average annual growth of 2.0% in global cargo traffic historically. The current growth trend is expected to continue in 2019 along with the steady expansion of e-commerce activities.
- Malaysia has a modern airport system, one of the most advanced in the region. Malaysia's airports comprise 6 international, 16 domestic, 18 STOL Airstrips, and 87 airstrips.
- Malaysia's national carrier, Malaysia Airlines Berhad (MAB) holds a lengthy record of service and best practices excellence. MAB flies over 60 international destinations across six continents.
- Malaysia has been a pioneer and leading example of success in low cost air travel in the Asia Pacific Region. Malaysia's AirAsia is Asia's first and largest low-cost carrier. AirAsia is the World's Best Low-Cost Airline for 11 consecutive years from 2009 to 2019.

4. INFRASTRUCTURE AND DIGITALIZATION

4.1 Enhancing Air Traffic Management System Capability

4.1.1 The new Kuala Lumpur Air Traffic Control Centre (KLATCC) and the latest infrastructure developments in the Kuala Lumpur Flight Information Region (KLFIR) and Kota Kinabalu Flight Information Region (KK FIR) are leading the transformation in the Asia Pacific region. Implementation of these Projects will involve the installation of new CNS / ATM system in tandem with ICAO Aviation System Block Upgrade (ASBU) and ICAO Global Air Navigation Plan (GANP) to be fully implemented in 2019.

4.2 **KLIA Aeropolis**

4.2.1 In view of an increasing demand for air transport, Malaysia's KLIA Aeropolis is envisioned as a state-of-the-art aviation hub surrounded by customised transportation links, differentiated commercial offerings as well as corporate suburbs connecting people to the global marketplace once it is fully completed in 2050.

4.3 **International Aerospace Park**

4.3.1 Malaysia has charted the development plan to transform its aerospace industry under the Malaysia Aerospace Industry Blueprint 2030. To materialise the plan, Malaysia is developing International Aerospace Park as aerospace and aviation hub consists of six aviation components that are Maintenance, Repair and Overhaul (MRO), general aviation centre, helicopter centre, aerospace training centre of excellence, aerospace technology park and commercial centre to cater for future demand of aerospace industry.

4.4 **Digital Free Trade Zone (DFTZ)**

4.4.1 One of the key initiatives to capitalise on the confluence and exponential growth of the internet economy and e-commerce activities, Malaysia has developed DFTZ to facilitate seamless cross-border trade and enable local businesses to export their goods. DFTZ provides physical and virtual zones to facilitate Small and Medium Enterprises. DFTZ will stimulates the growth of air cargo services in the region.

5. **COMMITMENT TO ICAO**

5.1 Malaysia is committed to contributing our resources and expertise, and to working together with the ICAO and fellow Member States to address the challenges to bring international aviation to the next frontier. Malaysia has been a Contracting State of ICAO since 1958 and a member of the Council of ICAO in Part III since 2007. Malaysia has taken on an active and prominent role in the Council and actively collaborates with other Council Members to advance the Strategic Objectives of the Organisation. Malaysia's emergence as an important player and vital hub in aviation in the Asia Pacific region is primarily due to a clear aviation policy and strategic development objectives. Malaysia's liberal aviation regime, sustained investment, compliance with ICAO's Standards and Recommended Practices (SARPs), long-term planning, recognition of new growth sectors, as well as international collaboration contributed to sustained growth. Malaysia has concluded air services arrangement with 110 countries of which 23 are open skies in nature.

5.2 Malaysia is honoured to have the privilege of serving as a member of ICAO and is fully committed to contribute towards setting ICAO global standards and guidance for civil aviation safety, security, efficiency and environmental sustainability. Malaysia maintains a permanent mission at ICAO Headquarters and contributes to ICAO Secretariat with two seconded staff. Malaysia also seconded its expert to Regional Sub-Office (RSO) of the Asia and Pacific (APAC) Office in Beijing to facilitate the efficient management of airspace and international air traffic flows in the region through Airspace Organization and Management (AOM), Collaborative Decision Making (CDM) and Air Traffic Flow Management (ATFM) aimed at meeting the growth in traffic without compromising the safety.

5.3 Malaysia has actively participated and contributed its expertise to the various forum of ICAO particularly at the Asia Pacific level. Malaysia has also contributed financially to regional initiatives, such as The Cooperative Development of Operational Safety & Continuing Airworthiness Programme-South East Asia (COSCAP-SEA), Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) and Cooperative Aviation Security Programme, Asia Pacific (CASP-AP).

5.4 Malaysia has also signed several Memorandum of Understanding (MoU) with regional groups such as Latin American Civil Aviation Commission (LACAC), African Civil Aviation Commission (AFCAC), The Caribbean Aviation Safety And Security Oversight System (CASSOS) and European Civil Aviation Conference (ECAC) and impendent sign with Arab Civil Aviation Commission (ACAC) to form a mutual vision for the sustainable development for all parties mostly in the form of exchange of information, participation in international events and organising of training activities or joint initiatives.

5.5 Another important contribution of Malaysia to international civil aviation is human resource development. Malaysia has extended assistance to other nations via the Malaysian Technical Cooperation Programme (MTCP) to meet the training needs of global aviation. Malaysia has trained 426 aviation personnel from 80 countries at Malaysian Aviation Academy (MAvA) in a range of aviation courses. MAvA, the training arm of the Civil Aviation Authority of Malaysia (CAAM) having successfully met all the requirements is officially now Full Member of the ICAO TRAINAIR PLUS Programme (TPP) network of training organisations effective 1 May 2016.

6. EMERGING CHALLENGES IN CIVIL AVIATION

6.1 Establishment of CAAM as Statutory Body

6.1.1 Following ICAO's strategic objectives of sustainable growth, safety and security, Civil Aviation Authority of Malaysia (CAAM) was established on 19 February 2018 in replacement of Department of Civil Aviation. As an independent statutory body, CAAM's responsibilities include regulating technical aspect of civil aviation operation and aerodrome facilities, protecting civil aviation operations, conducting surveillance of public aviation security regulation and providing air navigation services.

6.1.2 In addition to meeting the ICAO USOAP CMA requirements of a separate regulatory and supervisory functions, CAAM will also promote and facilitate the development of Qualified Technical Personnel (QTP) for the enhancement of the civil aviation capabilities, skills and services in Malaysia by providing technical services and consultancy related to civil aviation.

6.2 Montreal Protocol 2014 (MP14)

6.2.1 Malaysia has successfully ratified the Protocol to Amend the Convention on Offences and Certain Other Acts Committed on Board Aircraft (MP14) which main objective is to curb unruly behaviour and restore good order and discipline on board aircraft to reduce the incidents of unruly passenger.

6.3 Protocol Relating to an Amendment to the Convention on International Civil Aviation [Article 50(a)] & Protocol Relating to an Amendment to the Convention on International Civil Aviation [Article 56]

6.3.1 Malaysia has successfully ratified the Protocol Relating to an Amendment to the Convention on International Civil Aviation [Article 50(a)] to increase size of the Council from 36 to 40 members and the

Protocol of Amendment to Article 56 to increase membership of the Air Navigation Commission from 19 to 21.

6.4 Consumer Protection Code

6.4.1 Malaysia ensures the protection of aviation consumer rights and interests by introducing Malaysian Aviation Consumer Protection Code 2016 (MACPC). The MACPC was designed with consumers in mind and adapted from international guidelines such as the Montreal Convention 1999 as well as the ICAO's Core Principles on Consumer Protection.

6.5 Fair Competition

Malaysia regulates competition matters of civil aviation industry which covers anti-competitive agreement, abuse of dominant position and mergers to promote an environment which allows industry players to be able to compete fairly in the market.

6.6 Carbon Offsetting and Reduction Scheme for International Aviation (CORSA)

6.6.1 Malaysia recognised the need to prioritise environmental sustainability and committed to fulfil the Sustainable Development Goals (SDG 2030) towards reducing carbon emissions by 40%, hence pledged to support the ICAO's Global Market-Based Measures. Malaysia is one of the earliest voluntarily states to participate in the pilot phase of the CORSIA with undivided support from local airlines who form an integral part of this initiative.

6.6.2 This year will be significant for the future achievements of CORSIA in limiting aviation emissions. Malaysia has hosted CORSIA Emission Report and Verification Workshop, 9 - 10 July 2019 in Kuala Lumpur has succeeded in specifying the standards and recommended practices for monitoring, reporting and verification of international aviation CO2 emissions. The workshop emphasised direct cooperation between authorities and operators as well as developing awareness and expertise within the region.

6.7 Safety and Security: Our Priority

6.7.1 Malaysian aviation authorities are committed to an oversight system with the highest standards of safety and security. The country has in place a proven safety and security oversight structure. The oversight structure is continuously monitored and assessed and is in compliance with SARPs. Malaysia's accomplishments in safety and security audits under the Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) in the scopes of primary aviation legislation and civil aviation regulations (LEG), civil aviation organization (ORG), aircraft accident and incident investigation (AIG), air navigation services (ANS) and aerodromes and ground aids (AGA) in 2016 and the Universal Security Audit Programme (USAP) Continuous Monitoring Approach (CMA) in 2019 demonstrated the effectiveness of Malaysia's national aviation safety and security oversight system and programme. At this juncture, Malaysia is prepared to face for all audit scopes in USOAP-CMA. A comprehensive legal framework, modern equipment, trained personnel and new programmes are elements that contribute to Malaysia's good track record on safety and security.

6.7.2 As part of our contribution and our role in ICAO towards the security of civil aviation, Malaysia hosted several workshops as follow:

- Cooperative Aviation Security Programme Asia Pacific Region (CASP-AP), The Sixth Annual Technical And Operational Meeting (6th ATOM), 12 - 13 February 2018, Kuala Lumpur.
- ICAO Civil Aviation Authority Senior And Middle Managers Training Course: Managing Compliance Of ICAO SARPS, 3 - 7 December 2018, Kuala Lumpur.

7. **CONCLUSION**

7.1 Malaysia is privileged to play a role in the rapid development of civil aviation, contributing and supporting ICAO's efforts in enhancing aviation safety and security, air traffic management modernization and transformation, aviation human capital development, and capacity building, to provide future generations a sustainable aviation sector. Malaysia will be honoured to continue contributing as an ICAO Council Member State to raise international civil aviation to the next level.

7.2 The Government of Malaysia would deeply appreciate the support of ICAO Member States for Malaysia's candidature for re-election to the Council of ICAO, in Part III, at the 40th Session of the Assembly.

— END —