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WORKING PAPER

SEVENTH WORLDWIDE AIR TRANSPORT CONFERENCE (ATCONF/7)

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Agenda Item 3: Strengthening regulatory and institutional frameworks
3.2: Enhancing air connectivity through progressive economic and regulatory aviation frameworks for international air transport

ON DOUBLE-STANDARD DISCRIMINATION AGAINST MEMBER STATES THAT HINDER GLOBAL CONNECTIVITY, ECONOMIC DEVELOPMENT AND RESILIENCE

(Presented by Democratic People's Republic of Korea)

EXECUTIVE SUMMARY

This document analyzes the double-standard discrimination against Member States that hinder global connectivity, economic development and resilience by air transport and describes its following actions.

Action: The conference is invited to:

a) note the content specified in this document;
b) reflects in its declaration that discrimination against Member States that are hindering global connectivity by air transport in the arena of the International Civil Aviation Organization (ICAO) clearly exists and that such acts have the negative effect on global connectivity, economic development and resilience; and
c) presents to the General Assembly and the Council of ICAO the practical measures to terminate discrimination that hinders the sound development of civil aviation.

Strategic Goal:	This working paper relates to Strategic Goal: *The Economic Development of Air Transport Assures the Delivery of Economic Prosperity and Societal Well-Being for All*.
Financial implications:	N/A
References:	N/A

1. BACKGROUND

1.1 This conference has raised the theme "Air Transport: Powering Global Connectivity, Economic Development and Resilience in a Dynamic World". At present, however, there exists a

double-standard discrimination against Member States that hinders the achievement of the objectives of this theme in the field of international civil aviation.

1.2 Some Member States, including the United States, are discriminating against the other Member States in violation of the Convention on International Civil Aviation (Chicago Convention) for the realization of their political objectives and by abusing their technical advantages in the civil aviation. Some Member States are subject to double-standard discrimination in technical service provision and cooperation activities, including the implementation of international standards, the purchase of aircraft and maintenance parts and the use of international air navigation services (Société Internationale de Télécommunications Aéronautiques (SITA), Secure Aviation Data Information Services (SADIS), Collins Aerospace, etc.).

1.3 The decision to avoid technical activities in the Democratic People's Republic of Korea (DPRK) (Refer to C-DEC 223/4) is a typical example of double-standard discrimination that hinders global connectivity, economic development and resilience by air transport. This is the most serious error ever made in the 80-year history of the International Civil Aviation Organization (ICAO) against its Member States.

2. ANALYSIS

2.1 The conference has set the main theme of powering global connectivity, economic development and resilience in the civil aviation in order to achieve the fundamental objectives of the Chicago Convention.

2.2 Article 44 of the Chicago Convention stipulates that in order to insure the safe and orderly growth of international civil aviation throughout the world and to meet the needs of the peoples of the world for safe, regular, efficient and economic air transport; it is necessary to avoid discrimination between contracting states.

2.3 Double-standard discrimination against Member States that some Member States including the United States are perpetrating, has negative effect on global connectivity, economic development and resilience by air transport, and, in particular, on aviation security.

2.4 Because of the contradictory and illegal decisions adopted by the Council of ICAO, the international implementation of the ICAO's Cooperative Development of Operations Safety and Continuing Airworthiness programme – North Asia (COSCAP–NA), Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) and Common Aeronautical Virtual Private Network (CRV) are under restraint and, in 2024, the organization has been forced to cancel the Universal Security Audit Programme (USAP) planned for its Member State.

2.5 During the last ten years after the Sixth ICAO Worldwide Air Transport Conference (ATConf/6), the DPRK has rebuilt Pyongyang International Airport and Wonsan–Kalma International Airport in conformity with the international standard requirements, and is now pushing ahead with the work to build civil airports, in a planned manner, like Samjiyon Airport and Uiju Airport in conformity with the international standards.

2.6 At present, DPRK has developed and been using the capability of monitoring the Automatic Dependent Surveillance-Broadcast (ADS–B) system for the Pyongyang Flight Information Region for navigation, adopted the Air Search and Rescue Regulations and, accordingly, formed and is operating the Non-permanent Air Search and Rescue Coordinating Committee, developed and introduced electronic bags, LCD and Controller-Pilot Data Link Communications (CPDLC) such as AIRCOM, and

made great progress in ensuring flight safety, including the preparations for distributing Operational Meteorological (OPMET) Data including Significant Meteorological Information (SIGMET) in the form of Meteorological Data Exchange Model (IWXXMD) through Automated Message Handling System (AMHS) at the final stage.

2.7 All this clearly shows that the DPRK is fulfilling its duty as a member of ICAO with its achievements attained by its own technical force.

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