



**ASSEMBLY — 39TH SESSION**

**PLENARY**

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

**CANDIDATURE OF MALAYSIA**

(Presented by Malaysia)

**EXECUTIVE SUMMARY**

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

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objectives.
<i>Financial implications:</i>	No additional resources required.
<i>References:</i>	A-39-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 of the Council of ICAO, in Part III, at the elections to be held during the 39<sup>th</sup> Session of the ICAO General Assembly.

**2. OVERVIEW**

2.1 Malaysia has been a Member State of ICAO since 1958. Malaysia was first elected to the Council of ICAO at the 36th session of the Assembly in 2007. With valuable support from the Member States, Malaysia was re-elected in 2010 and again in 2013. 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 Member States.

### 3. AVIATION: A GROWTH SECTOR IN MALAYSIA

3.1 Today, 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 from the year 2010 to 2015.

- In 2015, Malaysia was ranked 6<sup>th</sup> in the world in terms of freight tons carried and 14<sup>th</sup> in terms of passenger kilometers performed on scheduled flights.
- Malaysia recorded strong growth in passenger traffic and freight volume over the last ten years. Total passenger traffic increased to 64.4 million in 2014 as compared to 33.5 million in 2006. Freight volume as of October 2015 is at 818,058,018 metric tons.
- 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 main gateway, the Kuala Lumpur International Airport or KLIA is an eco-friendly airport. It can handle up to Airbus A380 operations. The airport has facilities to handle up to 70 million passengers per annum.
- Malaysia's Kuala Lumpur International Airport is ranked 19<sup>th</sup> top airport in the world, according to the Skytrax. This award was given based on votes from airlines customers around the world.
- Klia2 is new terminal at Kuala Lumpur International Airport and is designed to meet the continued demand of low cost carriers for which Malaysia is a leading example of success. Built bigger and better at a cost of RM4 billion, Klia2 provides enhanced safety and security with segregation of departing and arriving passengers both international and domestic; as well as improved efficiency with a new air traffic control tower serving as a backup to the existing main control tower, a third runway and the Skybridge for a greater aircraft maneuverability. Catering to passenger comfort and convenience, Klia2 also has added 80 aerobridges, transit hotels, premium lounges and kids play area.
- Malaysia's national carrier, Malaysia Airlines Berhad (MAB) holds a lengthy record of service and best practices excellence. MAB flies to 54 international destinations across three 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 7 consecutive years from 2009 to 2015.
- Besides AirAsia, Malindo Airlines had inaugurated its schedule carrier in 2013. It is unique as it has a product close to full service carriers with low-cost fares. The airline flies domestic and international routes such as India, Indonesia, Thailand, Nepal, Bangladesh and Australia. Recently it started its operations into China and Sri Lanka.

- Due to its strategic location, Malaysia is a major player in the air route structure of the region. Malaysia continuously modernizes its air traffic management systems.
- FAA's recognition through the Bilateral Aviation Safety Agreement (BASA) and a Category One rating in the FAA's International Aviation Safety Assessment (IASA). The Malaysia/US BASA was the first in Asia and the fifth in the world.
- Malaysian-designed and manufactured Eagle 150 series and SME MD3-160 light aircraft have been exported to the United States, Australia and New Zealand.
- Malaysia is also one of the pioneer States in the Asia Pacific Region to have implemented Safety Management Systems (SMS) at 6 international and 16 domestic airports in compliance with safety programmes and Annex 14.

#### **4. COMMITMENT TO ICAO**

4.1 Malaysia has been a Member 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 Agreements with 96 countries of which 20 are open skies in nature. Currently 83 foreign airlines operate to Malaysia.

4.2 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 auditors on a long term basis to Safety and Air Navigation Oversight Audit Section office in Montreal to support the ICAO Universal Safety Oversight Audit Programme.

#### **5. MALAYSIA'S CONTRIBUTION TO EMERGING CHALLENGES IN CIVIL AVIATION**

##### **5.1 Establishment of Civil Aviation Authority of Malaysia (CAAM)**

5.1.1 The Department of Civil Aviation or DCA is the civil aviation authority for Malaysia and is dedicated to promoting the safe and orderly development of civil aviation. Its core function is to regulate civil aviation.

5.1.2 Consistent with the ICAO's recommendation for Member States to establish an autonomous civil aviation authority that is empowered and adequately funded to provide effective safety oversight, Malaysia is in the final process of establishing the Civil Aviation Authority of Malaysia (CAAM). CAAM is scheduled to begin its operations in January 2017. It will be the main governing body to regulate safety and security of aviation industry replacing DCA.

## 5.2 **Establishment of the Malaysian Aviation Commission (MAC) 2015**

5.2.1 The Malaysian Aviation Commission (MAC) is the first economic regulatory body in Southeast Asia which comprehensively regulates the industry and consumers in the aviation sector.

5.2.2 The main functions of the MAC, among others, are to improve connectivity, both globally and locally, so as to promote economic ties, integration and growth, trade, investment and tourism. To ensure that the MAC performs its functions effectively and efficiently, the MAC will refer issues relating to technical, safety and security to the Department of Civil Aviation Malaysia (DCA). Matters relating to regulation of the technical aspects and safety will be maintained under the jurisdiction of the Department of Civil Aviation Malaysia. Determination of policy and the development of the aviation sector as a whole remains the responsibility of the Ministry of Transport Malaysia (MOT).

## 5.3 **Safety and Security: Our Priority**

5.3.1 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.

5.3.2 Malaysia's accomplishments in safety and security audits under the Universal Safety Oversight Audit Programme (USOAP) in 2005 and the Universal Security Audit Programme (USAP) in 2011 demonstrated the effectiveness of Malaysia's national aviation safety and security oversight system and programme. 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. This year, Malaysia is audited again on the Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA), 2 to 12 May 2016 and it reflects how serious and committed Malaysia is in abiding towards compliance to ICAO SARPs and also the aviation safety oversight system and programme.

5.3.3 As part of our contribution and our role in ICAO towards the security of civil aviation, Malaysia hosted numerous workshops in 2014, 2015 and 2016. The names of the programmes are as follows:

- ICAO International Aviation And Environment Seminar, 28 - 29 October 2014, Kuala Lumpur.
- States' Action Plans Seminar, 29 - 30 October 2014, Kuala Lumpur.
- Workshop On Airports Air Traffic Management (ATM) Operations, 20 - 22 January 2015, Kuala Lumpur.
- Southeast Asia Regional Aviation Security Workshop, 27 – 29 January 2015, Kuala Lumpur.
- The 9<sup>th</sup> D-8 Meeting of Directors General and Expert Working Group on Civil Aviation, 17 - 20 Mei 2015, Hotel Concorde, Kuala Lumpur.
- Seminar on Aerodrome Related Aspects of The Seamless ATM Plan Implementation & Third Meeting of The APANPIRG Aerodrome Operations and Planning Working Group, 1 - 4 Jun 2015, Hotel Marriot, Putrajaya.

- The 13<sup>th</sup> CASP-AP Steering Committee Meeting, 21 - 22 July 2016, Hotel Sama-Sama in KLIA.
- The Joint International Civil Aviation Organization (ICAO) – World Customs Organization (WCO) Conference on Enhancing Air Cargo Security and Facilitation, 26 - 28 July 2016, Hotel Sama-Sama in KLIA.

5.3.4 These conferences demonstrate a commitment to strengthen aviation security and to protect civil aviation in the Asia Pacific region and further contributed to a world wide solution through knowledge sharing. The conference adopted a comprehensive strategy to systematically improve passenger and cargo security.

5.3.5 Since becoming a Council Member in 2007, Malaysia has hosted ICAO Conferences and Meetings. This includes the 45<sup>th</sup> Conference of DGCA, Asia and Pacific Regions, World Routes and ICAO World Bank Development Forums, 65<sup>th</sup> IATA Annual General Meeting, COSCAP-SEA and CAPSCA Steering Committee Meetings.

## **6. CONTRIBUTION TO THE COUNCIL**

6.1 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 auditors on a long term basis to Safety and Air Navigation Oversight Audit Section office in Montreal to support the ICAO Universal Safety Oversight Audit Programme.

6.2 Malaysia has actively participated and contributed its expertise to the various forums 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), Cooperative Aviation Security Programme, Asia Pacific (CASP-AP) and ICAO Cooperative Arrangement for the Prevention of Spread of Communicable Disease through Air Travel (CAPSCA).

6.3 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) and European Civil Aviation Conference (ECAC) and there is also an impending sign-up with the 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.

6.4 On the environment aspect of international civil aviation and also addressing CO<sub>2</sub> emissions issues, Malaysia is also very committed to ICAO's stance on this. Malaysia is strongly supportive to achieve a successful outcome at the ICAO 39<sup>th</sup> Assembly in the form of an agreement on a practical and cost effective GMBM, paving the way to an environmentally sustainable future for aviation.

6.5 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 377 aviation personnel from 65 countries at Malaysian Aviation Academy (MAvA) in a range of aviation courses.

MAvA the training arm of the DCA Malaysia 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.

7. **CONCLUSION**

7.1 Malaysia is desirous of actively participating in the work carried out by the Council and assisting in achieving ICAO's goals and objectives.

7.2 The Government of Malaysia is pleased to submit its candidature at the 39<sup>th</sup> Session of the Assembly and seeks the support of all ICAO Member States for its re-election to the Council of ICAO, in Part III.

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