



International Civil Aviation Organization

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ASSEMBLY — 42ND SESSION

ECONOMIC COMMISSION

Agenda Item 27: Other issues to be considered by the Economic Commission

PROTECTING INTERNATIONAL CIVIL AVIATION FROM THE EFFECTS OF UNILATERAL ECONOMIC SANCTIONS

(Presented by Iran (Islamic Republic of))

EXECUTIVE SUMMARY

Unilateral sanctions imposed on the Iran (Islamic Republic of) have had adverse economic and operational impacts on its civil aviation sector, which extend beyond national borders and increase the probability of compromising the safety, efficiency, and economic viability of international air transport.

<i>Strategic Goals:</i>	This working paper relates to the Strategic Goal – <i>The Economic Development of Air Transport Assures the Delivery of Economic Prosperity and Societal Well-Being for All.</i>
<i>Financial implications:</i>	
<i>References:</i>	Doc 7300 - <i>Convention on International Civil Aviation</i>

1. INTRODUCTION

1.1 While previous Iranian Working papers, including A41-WP/153-EC/9 & AN-Conf/14-WP/33, have addressed the significant adverse impacts of sanctions on civil aviation, the issue remains unresolved. It is therefore important to reaffirm and further emphasize its relevance to encourage the Assembly to take concrete and coordinated action aimed at safeguarding international civil aviation from such disruptive effects. Unilateral economic sanctions imposed on Iran (Islamic Republic of) have adversely affected multiple facets of its civil aviation sector, including operations, technical support, finance, and economic development. These impacts could compromise not only national but also regional and global aviation safety and economic stability, creating ripple effects that affect other Member States and the international aviation system as a whole.

2. ADVERSE IMPACTS OF UNILATERAL ECONOMIC SANCTIONS ON INTERNATIONAL CIVIL AVIATION

2.1 Unilateral economic sanctions impose significant constraints on the international aviation industry, affecting airlines, airports, and related enterprises. Key adverse impacts could include, but are not limited to the following:

2.1.1 Revenues decrease through loss of passenger, cargo, and transit markets.

2.1.2 Sanctions restrict essential commercial relations, including aircraft procurement, leasing, and access to navigation and communication equipment.

2.1.3 Restrictions impede fleet renewal, increase maintenance costs, and cause financial losses due to grounded aircraft and increased operational inefficiencies.

2.1.4 Sanctions obstruct financial transactions necessary for operational payments, including airport and refuelling services, and hinder timely contributions to the International Civil Aviation Organization (ICAO) and participation in capacity-building programs.

2.1.5 The unilateral termination of insurance cooperation increases operational risks and costs.

2.1.6 Passenger rights and confidence are adversely affected by flight cancellations and delays, resulting in market share loss to foreign carriers and a decrease in domestic aviation activity.

2.1.7 Labor rights challenges and workforce disruptions, including the emigration of specialists such as pilots and human resources constraints, further degrade operational capacity.

2.1.8 Costs increase from reliance on intermediary suppliers and restricted access to essential reservation and information systems, such as the International Air Transport Information System (SITA).

2.1.9 As a result of the cumulative impacts outlined above, these challenges diminish investment in aviation and tourism, restrict trade growth, and hinder regional development.

2.1.10 Unilateral economic sanctions are against the spirit and text of the Preamble of the *Convention on International Civil Aviation* (Chicago Convention), which states:

"Whereas the future development of international civil aviation can greatly help to create and preserve friendship and understanding among the nations and peoples of the world, yet its abuse can become a threat to the general security; and

Whereas it is desirable to avoid friction and to promote that cooperation between nations and peoples upon which the peace of the world depends;

Therefore, the undersigned governments, having agreed on certain principles and arrangements in order that international civil aviation may be developed in a safe and orderly manner and that international air transport services may be established on the basis of equality of opportunity and operated soundly and economically;"

as well as Article 44 to the Convention:

"The aims and objectives of the Organization are to develop the principles and techniques of international air navigation and to foster the planning and development of international air transport so as to:

- a) Insure the safe and orderly growth of international civil aviation throughout the world;*
...
- d) Meet the needs of the peoples of the world for safe, regular, efficient and economical air transport; and*
...
- h) Promote safety of flight in international air navigation; ..."*

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