



International Civil Aviation Organization

WORKING PAPER

A42-WP/527

TE/202

29/8/25

ASSEMBLY — 42ND SESSION

TECHNICAL COMMISSION

Agenda Item 23: Global Aviation Safety and Air Navigation Plans

UNILATERAL DECISIONS EFFECTS ON INTERNATIONAL CIVIL AVIATION AND GLOBAL AIR NAVIGATION PLAN

(Presented by Iran (Islamic Republic of))

EXECUTIVE SUMMARY

This paper presents the issues regarding regional and international air navigation.

In cases obstacles refrain civilians and international civil aviation from receiving essential services from international facilities to sustain for regional and international safe operation. The instance is mentioned in the conclusion report of the MIDANPIRG21, items 5.3.38, 5.3.39, 5.3.40, regarding height monitoring of the Iranian registered airplanes disordered due to lack of OFAC license causing a concern among ICAO MID region states.

It is necessary to differentiate between pure civil activities that is related to the global air navigation plans, and other activities. In such cases civil services and civilians should be able to receive unconditional and reliable services without any delay.

Action: The Assembly is invited to:

- a) note the information contained in this paper; and
- b) issue the followings as a resolution:
 - i) ICAO and member states affirm that services and supports that are a pure civil activity/nature should be legitimately excluded from the sanctions;
 - ii) As for the GANP, restrictions affecting global plans should be considered for previous and later revisions development;
 - iii) Agree that an international solution for the problem should be started and developed. A convergence working group can be a starting point to study and recommend methodologies to solve the problem;
 - iv) Agree that ICAO receive an unconditional and unlimited licence for civil activities related to international/regional air navigation plans to support global plans, as for ASBU terrain and airborne requirements as stated in paragraph 2.9 of this working paper, likewise what stated in the MIDANPIRG21 Conclusion Report for height monitoring; and
 - v) Agree on obtaining an exemption for other pure civil aviation services affecting international civil aviation.

<i>Strategic Goals:</i>	This working paper relates to all Strategic Goals.
<i>Financial implications:</i>	There are no additional financial implications assumed

<i>References:</i>	Doc 7300, <i>Convention on International Civil Aviation</i> AN-Conf/14-WP/64, <i>Geopolitical decisions effects on international civil aviation and Global Air Navigation Plan (GANP)</i> MIDANPIRG11/RASG11 Conclusion Report MIDANPIRG 22/RASG12 working paper 23 Version 1
--------------------	--

1. INTRODUCTION

1.1 While the effect of international civil aviation on nations' friendship and understanding could not be neglected, the issues in some parts of the world has caused great adverse impact on international civil aviation planning due to hinders caused by states managing and in possession of aviation industry through processes for licenses to be able to use technology and business, without considering such processes' effect on civilians and international civil aviation. Such actions have undermined the friendship and understanding among nations, that, in turn cause reflections that is effective on international safety and security degradation.

1.2 International civil aviation established to build a framework to harmonize standards and regulations throughout the world. States should endeavour to meet international standards and recommended practices. International civil aviation operation is not possible without cooperation, that in turn can create and preserve friendship and understanding among nations and people. International civil aviation if is not affected by the unnecessary political issues can automatically create such understanding among nations and people.

2. DISCUSSION

2.1 The *Global Air Navigation Plan* (Doc 9750, GANP) should be devised in a way to be most relevant to global realities. Any unplanned obstacle could affect all air navigation activities as they are all interconnected. Obstacles and challenges should be considered, taken into account and dealt with, as appropriate and to the extent possible to reduce such disorder in international/regional air navigation.

2.2 Under the *Convention on International Civil Aviation* (Doc 7300, Chicago Convention), governments agreed on certain principals 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 stablished on the basis of equality of opportunity and operated soundly and economically. In cases where such orderly manner of development is impaired, the objective of the Chicago Convention is impaired.

2.3 Chicago Convention states that:

“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.”

2.4 While the effect of international civil aviation on nations' friendship and understanding could not be neglected, the geopolitical issues in some parts of the world has caused great adverse impact on international civil aviation planning due to abuses of unilateral sanctions by states managing and in possession of aviation industry through blocking technology and business, without considering such sanctions' effect on civilians and international civil aviation. Such actions have undermined the friendship

and understanding among nations, that, in turn cause reflections that is effective on international safety and security degradation.

2.5 Also, Article 4 of the Chicago Convention on international civil aviation mentions that:

“Each contracting State agrees not to use civil aviation for any purpose inconsistent with the aims of this Convention.”

2.6 Currently political decisions on sanctioning other states by states that has governance or that has influence on entities in the possession of servicing aviation industry and related technology, has contributed to problems in the aviation industry. Such state sanctions have pushed civil aviation industries to act against the text and soul of the “Convention on International Civil Aviation”. In effect those actions could be considered against the soul and text of the Chicago Convention.

2.7 Also, Article 44 of the Chicago convention states that:

“Article 44: 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;
- b) Meet the needs of the peoples of the world for safe, regular, efficient and economical air transport;
- c) Promote safety of flight in international air navigation; among others.”

2.8 As Article 44 of the Chicago Convention clearly mentions the aims of ICAO to foster the planning and development of the international air transport to ensure orderly growth of the international civil aviation throughout the world, any actions against such orderly development should be considered by international civil aviation organisation and its member states and they should react accordingly. Orderly growth of the international civil aviation is not possible when sanctions prevent such growths among nations. It is clear that any global plan cannot ensure an orderly growth under such sanctions.

2.9 Therefore, it is prudent to survey related international/regional activities and plans to point out hindering factors in this regard. As stated in AN-Conf/14-WP/64, global air navigation should be free from unrelated and unnecessary burden to be effectively implemented.

2.10 In cases unilateral actions refrain civilians and international civil aviation from receiving essential services for development from international facilities to sustain for regional and international safe operation. It also hinders international safe operations and/or global plans, for example global and regional air navigation plans. The instance is mentioned in the conclusion report of the twenty first meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/21) and the Regional Aviation Safety Group (RASG/11), Items 5.3.38, 5.3.39, 5.3.40, regarding height monitoring of the Iranian registered airplanes hindered for OFAC license for a long time, causing a concern among ICAO Middle East (MID) region States.

2.11 ICAO supporting plans in the framework of capacity building plans are also blocked because of the unilateral decisions that prevents international financial transfers.

2.12 There are other instances of hinderances or disorders as for ICAO International plans that has been reflected to ICAO or mentioned during meetings with ICAO MID officials that includes:

- a) air navigation automation systems to meet related aviation system block upgrade (ASBU) requirements;
- b) airborne components and equipment to meet related ASBU requirements; and
- c) other instances related to the international safety and security can be mentioned is the airport x-ray screening equipment.

2.13 It is necessary to differentiate between civil activities that is related to the global air navigation plans and other activities. In such cases civil services and civilians should be able to receive unconditional and reliable services without any delay.

— END —