



ASSEMBLY — 37TH SESSION

PLENARY

Agenda Item 8: Election of Contracting 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 all of the Strategic Objectives.
<i>Financial implications:</i>	No additional resources required.
<i>References:</i>	A37-WP/2

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 37th Session of the ICAO General Assembly.

2. OVERVIEW

2.1 Over the last five decades, Malaysia has become one of the most globalised economies in the world. Today Malaysia is the world's 21st largest global exporter and the 24th largest trading nation. This has been possible due to sustained investment in related transport infrastructure and services. Malaysia's liberal aviation policy, investment in aviation infrastructure and services, compliance to ICAO Standards and Recommended Practices, far-sighted planning and international collaboration and partnership have contributed to Malaysia being an important player and the nation, a vital hub in aviation in the Asia Pacific Region.

3. AVIATION IN MALAYSIA

3.1 Malaysia's success as an aviation nation, achievements in aviation and accomplishments in the air transport industry and aviation related activities are outlined as follows:

- (a) In 2009, Malaysia was ranked 15th in the world in terms of freight tonnes carried and 20th in terms of passenger kilometres performed on scheduled flights. Malaysia recorded strong growth in passenger traffic and freight volume over the last ten years. Total passenger traffic was 52,826,887 in 2009 compared to 32,636,969 in 2000. Freight volume increased from 474,738 metric tonnes in 2000 to 809,282 in 2009.
- (b) Malaysia has one of the safest air transport systems in the region with no fatalities recorded for scheduled operations since 1995.
- (c) To increase accessibility and promote air travel, Malaysia has a liberalised air transport policy. Malaysia has concluded air services agreements with 96 countries of which 20 are open skies in nature. Currently, 62 foreign airlines operate to Malaysia.
- (d) Malaysia has a modern and one of the most advanced airport systems in the region. Malaysia's airports comprise 6 international, 16 domestic and 87 airstrips. Malaysia's main gateway, the *Kuala Lumpur International Airport* (KLIA) is an eco-friendly airport and one capable of handling Airbus 380 operations. The airport has sufficient capacity to develop facilities to handle up to 100 million passengers per annum.
- (e) Malaysia's national carrier, *Malaysia Airlines* (MAS) holds a lengthy record of service and best practices excellence. MAS flies to 58 international destinations across six continents and is one of six airlines worldwide to be accredited a *5-star Airline* status by Skytrax.
- (f) Malaysia has been a pioneer and leading example of a success story in low cost air travel in the Asia Pacific Region. Malaysia's *AirAsia* is Asia's first and largest low-cost carrier. *AirAsia* is awarded the World's Best Low-Cost Carrier and Airline of the Year for 2009 & 2010.
- (g) Recognising the low cost carrier model, Malaysia provided supporting infrastructure. A new low cost carrier terminal with a capacity of 30 million will be operational at KLIA in 2012.
- (h) Due to its strategic location, Malaysia is a major player in the air route structure of the region. Malaysia continuously modernises its air traffic management systems.
- (i) The Malaysia/United States *Bilateral Aviation Safety Agreement* (BASA) was the first in Asia and the fifth in the world. Malaysia has also maintained Category One rating in the FAA's *International Aviation Safety Assessment* (IASA).
- (j) Malaysian designed and manufactured Eagle 150 series and SME MD-360 light aircraft have been exported to the United States, Australia and New Zealand. Malaysian companies have won contracts for the manufacture of composite aircraft parts for the A320, A330 and A380 and components and avionic parts for Boeing aircraft.
- (k) Malaysia is compliant with the language proficiency requirements in Annexes 1, 6, 10 and 11 to the Chicago Convention. Being one of the pioneer States in the Asia Pacific Region to embark on safety management systems (SMS), Malaysia has implemented SMS at 5 international and 2 domestic airports, and in all other related areas in accordance with ICAO requirements.

4. COMMITMENT TO ICAO

4.1 Malaysia recognises ICAO as the sole organization charged with development of aviation in the world. Since its accession to ICAO in 1958, Malaysia has fully supported the aims, objectives and efforts of ICAO to develop principles and techniques, foster planning and development, and to ensure the safe and orderly growth of aviation. Apart from supporting the harmonization of standards, Malaysia will render its fullest support for enhanced safety and security, increased efficiency and mitigating the environmental impact of aviation. Malaysia will also honour its financial commitments and make voluntary contributions.

4.2 Together with other Member States, Malaysia will continue to contribute to the ongoing work and mission of ICAO. Malaysia fully supports the various efforts and programmes that need to be implemented by ICAO. Malaysia will collaborate with all States in furthering aviation interest and work with ICAO to maintain and extend its role for sustainable air transport. Malaysia is also committed to making available its experience for the benefit of ICAO. As such, additional expertise and resources will be made available to serve the international civil aviation community.

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

5.1 Malaysia has made contributions to meet emerging challenges in civil aviation in the areas of control of greenhouse gas emissions, human resource development, security measures and enhanced cooperation.

5.2 Continuous Descent Approach or CDA

Environment issues are in the forefront of aviation today. In response to calls to mitigate the adverse effects of aviation to the environment, the Department of Civil Aviation, Malaysia (DCA), with the support of the Association of Asia Pacific Airlines (AAPA), MAS, *AirAsia*, Singapore Airlines and the Malaysia Airlines Pilots Association introduced CDA at airports. Preliminary figures by AAPA indicate that on an estimated 280 arrivals per day at KLIA alone, the introduced CDA would translate to 165kg fuel savings per flight. The potential annual savings to the industry at KLIA alone is \$10 million. Potential annual emission saving is estimated to be 54 thousand tonnes. Malaysia undertakes to share the experience with other air navigation service providers.

5.3 Human Resource Development

Malaysia will continue to support human resource development in civil aviation through training programmes in ensuring that there are adequate, competent personnel to manage and maintain a global air transport system. Since 1984, more than 380 aviation personnel from 56 countries have been trained in fully sponsored courses, under the *Malaysian Technical Cooperation Programme* (MTCP) which is a bilateral technical cooperation programme where Malaysia's development experiences are shared. In addition, 892 participants from 53 countries have received aviation security training at the ICAO accredited *Malaysia Airports Training Centre*. Malaysia's eight Approved Flying Training Organisations have also contributed to addressing the shortage of pilots. Since 2005, a total of 1,513 pilots have graduated from these organizations. Malaysia is keen to expand the training programmes outlined above and promote a co-operative and collaborative environment with ICAO in the area of human resource development.

5.4 IATA Secure Freight Programme (SFP)

Another of Malaysia's contributions is in the area of aviation security. In response to calls for efficient and well balanced security measures, Malaysia is working closely with IATA to be the pioneer State for the SFP for air cargo security. This programme aims to establish an air cargo supply chain security solution and certify operators on secure supply chains operating to internationally recognised standards. The DCA, IATA and other partners have been working to ensure the progress of this programme which was launched on 1st May 2010.

5.5 Enhanced Cooperation

Malaysia has actively participated and contributed its expertise to the various forums of ICAO, particularly at the Asia Pacific level. Malaysia seconded an auditor on a long term basis to support the ICAO USOAP. An auditor from Malaysia also participated in the ICAO USAP. Apart from making voluntary financial contributions to support environment related activities, Malaysia also actively participates and contributes financially to regional initiatives such as COSCAP-SEA, CASP-AP and CAPSCA which have enhanced safety, security and mitigated communicable diseases through air travel. Malaysia has hosted numerous ICAO Conferences, Meetings and Courses; these include the 45th Conference of DGCA, Asia and Pacific Regions, World Routes and ICAO World Bank Development Forums, 65th IATA Annual General Meeting, COSCAP-SEA and CAPSCA Steering Committee Meetings and the ICAO State Safety Programme Implementation Course.

6. **CONTRIBUTION TO THE COUNCIL**

6.1 It is a privilege for Malaysia to be a member of the Council of ICAO. Since its election to the Council in 2007, Malaysia has taken on an active and prominent role in the Council and its many Panels, Committees and Working Groups. Over the last three years, Malaysia actively collaborated with other Council members to advance the Strategic Objectives of the Organisation and to improve its governance.

6.2 Malaysia has actively participated in Council deliberations and has fully supported all Council policies and initiatives to promote safety, security, efficiency, environment and rule of law in international civil aviation. Having established a strong bond with other Council members, Malaysia will continue to work towards meeting the demands and challenges ahead, particularly in the development of standards.

6.3 During Council deliberations, Malaysia has advocated and supported the need to strengthen international and regional co-operation. Based on its strategic geographical position and having the expertise and resources, Malaysia is interested in continuing its active participation in the Council of ICAO to represent and continue to protect the interests of Asia Pacific States and contributing towards ICAO's mission and objectives.

7. **CONCLUSION**

7.1 Malaysia is desirous of continuing its participation in the work carried out by the Council and assisting in achieving ICAO's goals and objectives. Malaysia is committed towards the development of a safer, more efficient and progressive global aviation regime.

7.2 The Government of Malaysia is pleased to submit its candidature at the 37th Session of the Assembly and seeks the support of all ICAO Contracting States for its re-election to the Council of ICAO, in Part III.

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