



International Civil Aviation Organization

**WORKING PAPER**

A37-WP/278

P/24

23/9/10

(Information paper)

Arabic, English and French only

**ASSEMBLY — 37TH SESSION**

**PLENARY**

**Agenda Item 8: Election of Contracting States to be represented on the Council**

**CANDIDATURE OF LEBANON**

(Presented by Lebanon)

1. Lebanon has the honour to announce to the 37<sup>th</sup> Session of the Assembly of the International Civil Aviation Organization (ICAO) its candidature for election as a Member State of the Council in Part III for the next triennium.

2. The candidature of Lebanon is based on the following important considerations:

– Lebanon is a founding member of ICAO since 1944 and has adhered to the large majority of the international conventions drawn by the Organization.

– Thanks to its geographical and historical context, Lebanon represents an important geographical region of the world i.e. the Middle East, which distinguished itself by the diversity of its civilizations, its languages and its cultures. This very special context of Lebanon allows him to lie on the East-West crossroad of this region. Consequently, Lebanon believes that fostering the civil aviation is the best means to ensure the vital liaison among the states.

– Lebanon, is one of the first states to contribute in the establishment and development of the civil aviation sector in the Middle East through the facilities provided by Beirut International Airport (which actually the name is Beirut Rafic Hariri International Airport BRHIA) which was one of the first international airports of the world, as well as by its national carrier, the Middle East Airlines (MEA) which was one of the pioneer airlines in the region and the Trans Mediterranean Airlines (TMA), the first cargo air carrier in the region and among the first in the world.

– The Beirut Rafic International Airport has the most advanced facilities and installations, thus capable of providing the best services to the airlines and the passengers (new runways, handling companies, catering company, parking spaces, duty free zone, etc.) It can receive six million passengers per year, and provides air navigation services and flight information services for the regional airspace. Air traffic in Lebanon, in spite of difficult conditions due to the financial and economic global crisis, grew considerably up to 30% more than the previous years. The number of passengers travelling through the Beirut Rafic Hariri International Airport in 2009 (5 million) has exceeded the population of Lebanon. The Government of Lebanon, in cooperation with the Technical Cooperation program of ICAO, is

studying to expand the capacity of the Beirut Rafic International Airport to accommodate on growing demands of Air Traffic.

– Lebanon has taken steady steps towards the development and modernization of safety and security regulations in the field of civil aviation to cope with the sweeping changes worldwide and the rapid progress of technology through the assistance of the Technical Cooperation Programme of ICAO. Lebanon modernized the administration of the civil aviation sector by promulgating a new law establishing the General Authority of Civil Aviation as a legislative and supervisory body and a private company for the operation of Beirut airport (BRHIA) and other civil aviation airports, in order to separate the legislative functions from the operational ones, and thus with the possibility of extending the same process to other civil airports.

– Lebanon has taken the initiative to adopt the “Open Skies” policy and is granting unilaterally freedoms of the air (including the fifth). Lebanon is the first in the region to adopt this policy (since the year 2000), thus enhancing the air transport and increasing the number of operations at the Beirut airport (BRHIA), and consequently Lebanon’s GDP grew, this policy did not affect negatively the national air carrier, MEA, which was capable of renewing its fleet with the latest aircrafts. It is one of the rare companies over the world to have achieved a high level of growth and profits in spite of the global economic crisis.

– According to the Open Skies policy, many national chartered air carriers were licensed as well as other foreign companies providing the same services.

– ICAO has since 1962 certified the Lebanese Civil Aviation Safety Centre (CASC) at the Beirut International Airport as regional centre for training on civil aviation safety programmes. At present, the CASC is active in modernizing its installations and providing the necessary training programs in many fields of air transport. A new training program in Aviation Security was recently launched in collaboration with French Government. Training sessions began in August 2009.

– Lebanon reiterates its support for ICAO efforts and its future programmes, especially the Universal Safety Oversight Audit Programme (USOAP), the Universal Security Audit Programme (USAP), the activities related to the Protection of the Environment, together with the other programmes for cooperation and support of developing countries, the established plan for Aviation Safety in African Countries (AFI) and for the strengthening of the Regional Offices.

3. The candidature of Lebanon is for the election of Part III Member States which representation on the Council of ICAO is aimed to ensure balanced geographical representation of the regions, in accordance with the representation principles established by the Chicago Convention (article 50-part b-3). Lebanon’s membership in the ICAO Council will ensure the proper representation of countries located in the North-East region of the Middle East, not otherwise represented in the Council. Those countries have firmly expressed their determination to the fair geographical representation of their region and their wish to be represented by Lebanon for the coming mandate, considering the fact that Lebanon not being re-elected on the Council during the 36<sup>th</sup> Assembly in 2007, the equitable geographical representation of that region was greatly disrupted. Consequently, an agreement was reached between the States of that Region recognizing that fact and inviting all ICAO Members States to support their fair case and their regional cooperation in order to assure their representation on the Council. This agreement is based on a rotation system and states that Lebanon will represent this region in this coming mandate (2010-2013), a Representative from the Hashemite Kingdom of Jordan will be designated as an Alternate Member.

4. This rotation system upon which the candidature of Lebanon is based, is in line with the ICAO's policy that always recognized the merits of such system which guarantees that contracting States from diverse sub-regions would be represented by one of them in the Council and also the opportunity for these Sub-regions States to be a Member of the Council as a result of the rotation system. This system was almost unanimously applied in the elections of the Part III, nine of the thirteen of the Council States pertaining to the third Part of the Council are actually elected on the basis of rotation agreements established by Groups of States belonging to diverse geographical sub-regions of the world. This proves the importance of these rotation systems and their contribution in promoting the equitable geographical representation on the Council of ICAO in conformity with the Chicago Convention.

5. Lebanon, which attaches great importance to the development of civil aviation and international air transport, and guided by a spirit of cooperation and a desire to work on the Council in the interest of all ICAO Contracting States, hopes to be able to count on the support of all States participating in the 37<sup>th</sup> Assembly for its election to the Council of ICAO.

