



ASSEMBLY — 36TH SESSION

PLENARY

Agenda Item 10: Election of Contracting States to be represented on the Council

PAKISTAN'S CANDIDATURE FOR RE-ELECTION TO THE ICAO COUNCIL

(Presented by Pakistan)

1. The Islamic Republic of Pakistan is pleased to announce to the 36th Session of the ICAO Assembly its intention to present its candidature for re-election in Part III to the ICAO Council for the next triennium (2008-2010) as one of the states, whose designation will ensure that all major geographic areas of the world are well represented on the Council. Pakistan has been an ICAO contracting State since November 1974 and has been active in the council of ICAO since 1974 while playing a prominent cum important role in regional cooperation under auspices of ICAO.
2. Pakistan represents a major geographical area of the world and holds a strategic location in Asia. This places Pakistan's air space at the major air routes between Europe and the Far East and provides important interfacing of the international trunk Air Traffic Services (ATS) routes established South of Himalayas to cater for the flow of air traffic operating from destinations particularly within Europe, Far East and vice versa. Pakistan was a pioneer in the development of the Karakoram route to China in the early 70's and has maintained a key position on the world aviation map routes ever since regular services commenced between UK and Australia in 1920, on what will always be remembered, nostalgically, as the Kangaroo route.
3. Pakistan has a strong Aviation Sector with 42 Airports, out of which 10 are International. Moreover, through new aviation infrastructure developments, three more International Airports at Gwadar, Islamabad, and Sialkot are coming up with the active participation of the private sector under the concept of liberalization. The recently completed Lahore International Airport provides an opening up of northern gateways to Pakistan by foreign Airlines. The Upcoming 'New Islamabad's First Green Field Airport', symbolizes an architectural land mark with its own signature; that envisages setting up of a hub for Central Asian States. The President of Pakistan on 7th April, 2007 inaugurated the ground breaking ceremony of this expected state of the art facility which is being built at a cost of US\$500 million. It will handle an annual traffic of 6.5 million passengers and 100,000 metric tones of cargo. It will provide maximum passenger comfort and convenience, incorporating International construction standards and reflecting the cultural heritage of our country. The National Aviation Policy is based on an open sky policy promoting reciprocity and bilateralism through Air service agreements. Pakistan has approximately 91 Bilateral Services Agreements whereas, 32 Foreign Airlines are presently operating scheduled landing flights to Pakistan with traffic rights, while there are 57 Foreign Airlines that presently

fly to Pakistan on a scheduled basis. In addition to the National carrier other four private sector Airlines are also operating on domestic and international routes. The phenomenon of low cost carriers as an extension of open sky policy is projected to have a significant impact on the habits of Air travelers that will encourage and promote tourism.

4. Motivated by the enthusiasm and commitment to the ICAO initiatives, Pakistan is keen and desirous to work on the Council of ICAO in the larger interest of all its contracting States. It earnestly desires to be a part of the rapid transformation of the aviation industry and support ICAO Strategic Action Plans. Pakistan is committed to addressing the issues pertaining to safe, secure and clean environments in line with the global outlook on these matters concerning international civil aviation. Pakistan has faith in ICAO and considers it to be the most appropriate international forum where all matters relating to international civil aviation should be addressed.

5. Pakistan has consistently participated in the work of ICAO and supported its mission as a global body responsible for promoting a safe, regular and economical international air transportation system. We are also mindful of the essential need to strengthen international, regional and sub-regional co-operation aimed at enhancing the capacity of the State to prevent and suppress effectively international terrorism in all its forms and manifestation.

6. Pakistan has all along followed a policy of compliance with all ICAO Standards and Recommended Practices (SARPS) with minimal difference. Pakistan adheres to international and regional commitments and participates actively in the work of international and regional bodies. Civil Aviation Authority of Pakistan has made tremendous efforts to ensure efficiency, continuity, safety, security and effective operations while cooperating with all agencies with the objective of improvements.

7. Pakistan's airspace located at a periphery of ICAO Asia Pacific Region encompasses two FIRs Lahore and Karachi that comprise 35 international and 74 domestic ATS routes interfaced with route network of Middle East and Eastern European region including China in the West and North East and South Asia subcontinent in the East. This interconnectivity of ATS routing ensures safe, smooth and efficient flow of international air traffic particularly major traffic flows between Europe and Far East.

8. Pakistan's airspace was used in the recent past for massive military aircraft movements by Coalition Forces to and from Afghanistan. During Iraq war Contingency Routing Scheme for Asia/Middle East/Europe –2003 (CRAME-03) was implemented to minimize disruptions to International Flight Operations.

9. All ATS routes Flight Level (FL) 150 are controlled air spaces class 'A' with automated and integrated Monopulse Secondary Surveillance (SSRs) and Remote Controlled Air Ground (RCAG) VHF repeater stations providing surveillance and communication coverage. These routes are key element to the EMARSSH (Europe to Middle East and Asia Revised ATS route structure south of Himalayas) established in November 2002. They are also aligned to cater to the air traffic between South Asia and North America via the polar route. Implementation of Reduced Vertical Separation Minimum (RVSM) in Pakistan airspace since November 2003, with six additional flight levels available for use, has enhanced airspace capacity manifold.

10. Safety is known as the paramount element of international air transport system. Cognizant of this responsibility, CAA Pakistan is utilizing ICAO provisions relating to safety management to implement systematic and appropriate safety management programmes to ensure that its ATS system meets desired level of safety. The system is being reviewed and evaluated in its totality.

Personnel operating the system, equipment and procedures will be elements of the primary changes. COSCAP- SA has provided necessary training to our staff on the subject. CAA Pakistan recently hosted the steering committee of the COSCAP- SA in Lahore under the chairmanship of DG CAA Pakistan to resolve regional concerns and promote cooperation.

11. In the realm of aviation security, Pakistan being the front line State against war on terrorism in pursuance of the recommendations of High level Ministerial Conference on Aviation Security have taken adequate measures to re-inforce protection of the air navigation system, sensitive data, installations and facilities, enhanced measures to eliminate any possible tampering to aeronautical system and database and to organize and support AVSEC oriented programmes.

12. CAA Pakistan is fully equipped and possesses the requisite capabilities for Search and Rescue Operations. Civil Aviation Training Institute (CATI) upgraded with the assistance of ICAO in early 80's is known as one of the best aviation schools in the Asia Pacific region. The institute besides meeting training students for national enterprises also offers courses to foreign students. It also participates in the TRAINAIR programme of ICAO. Pakistan Department of Meteorological Services runs an Institute of Meteorology supplementing the efforts of CAA to meet the ever increasing demand of aero-meteorology services required for a safe and reliable international civil aviation.

13. CAA Pakistan has always lived up to expectations of the aircraft operators and IATA. In the past, Pakistan hosted IATA's joint route development group meeting. The meeting succeeded in the development of mutually agreed short and direct routes as well as parallel route. This development facilitated the implementation of RNP and RVSM requirements. A polar route had also been developed for non-stop flights from Islamabad to United States via north of Pakistan. The same has been offered to United Air and Delta Airlines. The RVSM criteria was implemented in the Middle East and South Asia Region in the year 2003 which placed Pakistan as a transition airspace from RVSM to CVSM and vice versa for air traffic exchanged with adjacent flight information regions (FIRs) of Afghanistan, Tajikistan and China.

14. In order to accommodate emerging modern aviation technologies both for aircraft and ground equipment; CAA Pakistan is trying to explore all possible avenues to keep up the pace of development along with the world in general and at the regional level in particular. PIA (Pakistan International Airline) has modernized its fleet with the introduction of new Boeing 777s and presently is going through a transformation phase with total commitment to sustainable safety, quality and reliability improvements in their operations. The recently announced relaxations by the European Commission are testimony to their efforts to make the Airline better and stronger. In the long term, modernization plan has been drawn for the gradual introduction of new aircrafts while CAA assures to take responsibility of no compromise on safety.

15. Pakistan has continuously contributed at the ICAO Council for enhancing effectiveness and efficiencies of this organization in a harmonious manner through consensus. Its representation has contributed through working groups, committees, governing bodies and Council forum while fairly and accurately reflecting the regional view of nine represented countries of its region which comprises of approximately 7.2 million square kilometres of area which when compared is 64% more than our neighbour India geographical represented area of six countries. Pakistan is the only country in Part III representing the North East Asia Pacific under the broader concept of major geographical representation, definition applicable to Part III contesters.

16. Keeping the above facts in view, the Government of Pakistan has decided to present its candidature for re-election at the 36th Session of the ICAO General Assembly. Pakistan has been very fortunate to have been on the Council since mid 70's and has the honour to serve the international civil aviation community ever since. On this occasion, Pakistan announces voluntary contribution of US\$ 10,000.00 to IFFAS and US\$ 10,000.00 to AVSEC for promoting these highly important programmes. It will be a privilege and a pleasure for Pakistan to join the leaders in civil aviation in their efforts to augment and promote a safe, secure, regular, efficient and environmentally friendly Air transport to the mutual benefits of the people and economies of the ICAO member States. Based on long experience, we are firmly committed to the principles enshrined in the Chicago Convention and will strive to continue making positive contributions for the betterment of global Aviation. The Islamic Republic of Pakistan shall count on the valuable support of the ICAO Contracting States for supporting its candidature for re-election to the ICAO Council in Part III for the next triennium (2008-2010).

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