



## **ASSEMBLY — 36TH SESSION**

### **PLENARY**

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

#### **CANDIDATURE OF MALAYSIA**

(Presented by Malaysia)

#### **1. INTRODUCTION**

1.1 The Government of Malaysia has the honour and is pleased to announce to the 36<sup>th</sup> Session of the Assembly of the International Civil Aviation Organisation (ICAO) its candidature for election as a Member State of the Council in Part III.

1.2 Malaysia has a population of nearly 27 million. This year in 2007, Malaysia commemorates its 50<sup>th</sup> year of independence. Over the last five decades, Malaysia has experienced remarkable growth and has achieved many benchmarks in national and regional development, economic and social progress and in international relations and cooperation.

1.3 Realising the importance of transportation as a critical driving force behind sustainable development of the economy, Malaysia has invested substantially in the enhancement of infrastructure for all modes of transport in particular, highways, seaports, railways and airport system. With the advent of rapid globalisation and a much more open and competitive market place, Malaysia advocates urgent action to promote and accelerate the development of partnership and collaboration in transportation at the international level.

#### **2. AVIATION DEVELOPMENT IN MALAYSIA**

2.1 In tandem with the changes in the global scenario, Malaysia's aviation industry is also experiencing more competitive challenges that confront the air transport industry of today. In the context of this environment, Malaysia has nevertheless been successful in making significant inroads in its aviation development including those through partnership and collaboration as outlined below:

- a) Malaysia has one of the best and most advanced airport systems in the region. We have in place 6 international airports namely Kuala Lumpur, Penang, Langkawi, Senai, Kota Kinabalu and Kuching, 15 domestic airports and 22 airstrips.
- b) Given the importance of Asia Pacific as one of the fastest growing regions in air transportation and related aviation industry, Malaysia has recorded strong growth in both its passenger and freight traffic. Total passenger traffic in 2006 was 42,470,000 compared to 30,130,000 in 1996. Freight volume in 2006 increased to 1,051,000 metric tonnes from 543,000 metric tonnes in 1996.
- c) Malaysia's main gateway, the Kuala Lumpur International Airport (KLIA) serves more than 50 foreign airlines and has facilities capable of handling aircraft operations of up to Airbus 380 requirements. KLIA was voted the world's Best Airport in the 15-25 million passengers category for two consecutive years in 2005 (AETRA Survey by ACI/IATA) and 2006 (ACI-ASQ Survey). KLIA also won 3<sup>rd</sup> placing for Best Airports Worldwide and Best Airport Asia-Pacific for two consecutive years in 2005 and 2006 (ACI/IATA and ACI-ASQ Surveys respectively). For its eco-friendly efforts, KLIA was again awarded the Global Green Globe 21 Certification for 2006 - an achievement it garnered for three consecutive years. This special tribute recognises Malaysia's commitment to ensure its airports operate to the highest environmental standards.
- d) To reduce the climatic impact of greenhouse gas emissions, the Department of Civil Aviation (DCA) in cooperation with the airlines, is actively pursuing the implementation of environment-friendly air traffic control measures at all major airports in the country. These measures include standardisation on approach speed limits, reduced horizontal separations and the phased introduction of continuous descend approach procedures.
- e) Malaysia Airlines or MAS, which is the national carrier of Malaysia has been in operation for more than 50 years and currently operates to 101 international destinations including those under code-share arrangements with other foreign carriers. Malaysia is also the home of AirAsia, which is Asia Pacific's pioneer and largest low cost carrier. It currently operates to 28 domestic and 21 regional destinations. AirAsia is finalising plans to extend its long-haul services into Europe, China and Australia. Malaysia's express cargo carrier, Transmile Air, operates a worldwide network enhancing further the connectivity and accessibility for air freight.
- f) In a move to encourage liberalisation in the air transport industry and to facilitate more efficient and increased accessibility in air travel, Malaysia has adopted a deregulated and liberalised regime in the granting of freedoms of the air for both passenger and cargo traffic. The regulatory reforms came into effect in the early 1990's. Malaysia has concluded air services agreements with 86 bilateral partners including open-skies agreements with a number of like-minded countries.

- g) The attainment of FAA's recognition through the Bilateral Aviation Safety Agreement (BASA) in 1997 was the first of such agreements in Asia and the fifth in the world. Malaysia also received a Category One rating in the FAA's International Aviation Safety Assessment (IASA). The above recognitions are essential elements in stimulating the growth of Malaysia's aerospace industry and the launching of the Malaysia International Aerospace Centre (MIAC) in 2005. Some of Malaysia's major achievements in aviation and the aerospace industry include the following:
- the production and export of Malaysian designed Eagle 150 series and SME MD-360 light aircraft to the United States, Australia and New Zealand;
  - the award of contract to Malaysian companies by Airbus United Kingdom for the design and manufacture of composite aircraft parts for the A320, A330 and A380; and
  - the establishment of joint-ventures with Malaysian companies for the manufacture of composite components and avionic parts for Boeing aircraft.
- h) Malaysia has also ventured into the establishment of flying training schools. Currently, Malaysia is home to four schools and another three are awaiting final certification from the DCA. Malaysia hopes this initiative will help create the supply of trained personnel to meet the growing demand for commercial pilots.
- i) Malaysia has successfully developed a comprehensive range of facilities and expertise at its own Civil Aviation College and is self-sufficient in both radar and procedural air traffic control training. Under the Malaysian Technical Cooperation Programme, Malaysia has sponsored the training of 320 air traffic controllers and other aviation personnel from over 50 countries. A new civil aviation college is being built to replace the existing one. With the additional capacity, Malaysia will be able to offer more places for trainees, including those from other ICAO Contracting States. The Malaysia Airports Training Centre, which is an ICAO accredited facility for specialised aviation security training, has also contributed to the enhancement of aviation security. To date, a total of 753 participants from 37 countries have benefited from the courses conducted at the Centre.
- j) Malaysia has actively participated and contributed its expertise to the various panels, task forces and meetings, particularly at the ICAO Asia Pacific level. In support of the Universal Safety Oversight Audit Programme, Malaysia has seconded an auditor on a long-term basis to ICAO. An auditor from Malaysia also participated in the Universal Security Audit Programme of ICAO.
- k) Under the Air Traffic Services (ATS) modernisation program, Malaysia is implementing improvement measures to existing infrastructure to ensure optimum and efficient radar coverage for its airspace within the Kuala Lumpur and Kota Kinabalu FIRs. Included in this program was the installation and commissioning of the Primary and Monopulse Secondary Surveillance Radar. To meet ICAO's Communications Navigation Surveillance/Air Traffic Management (CNS/ATM) requirements, Malaysia is currently implementing the Automatic Dependent

Surveillance and Controller Pilot Datalink Communications or ADS/CPDLC system, and the Multilateral Dependent Surveillance System to further improve safety of ground movements at KLIA.

- l) Malaysia will be hosting the 45<sup>th</sup> Conference of Directors General of Civil Aviation for the Asia-Pacific Region in 2008. This will be the third time that Malaysia will host such an event, the two previous occasions were in 1976 and 1994.
- m) In order to better administer aviation regulatory functions, the Government of Malaysia has decided to restructure the DCA into an autonomous authority with expanded responsibility. The new entity is expected to become operational in 2008.

### 3. CONCLUSION

3.1 Malaysia is submitting its candidature for election to the Council of ICAO in Part III at the 36<sup>th</sup> Session of the Assembly. Since it became an ICAO Contracting State in 1958, this is the first time Malaysia is seeking election to the Council of ICAO.

3.2 The accomplishments in Malaysia's air transport industry and aviation related activities as outlined above and Malaysia's commitment towards meeting the highest level of aviation safety and security demonstrate Malaysia's potential and capacity to do more for the international community.

3.3 Malaysia feels strongly motivated that given the opportunity, it will be able to contribute positively towards the development of a safer, more efficient and progressive global aviation regime. Malaysia greatly appreciates the support of all Contracting States.

— END —