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ASSEMBLY — 36TH SESSION

PLENARY

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

CANDIDATURE OF THE DOMINICAN REPUBLIC

(Presented by the Dominican Republic)

EXECUTIVE SUMMARY

The Dominican Republic presents its candidature for election to Group 3 of the ICAO Council at the 36th Session of the Assembly in September 2007. The intent of this paper is to inform Contracting States of the contributions made by the Dominican Republic to civil aviation, as well as of the significance of the Dominican Republic in regional and global air transport, owing to its geographical position and to the provision of efficient facilities and services for civil air navigation

1. INTRODUCTION

1.1 The Dominican Republic, located in the Central Caribbean, occupies a privileged geographical position since it is at the centre of various air routes linking North America to the countries of the Caribbean, Central and South America. In addition, it has been connected with international civil aviation since its beginnings as an organized activity. As a member State of the Latin American Civil Aviation Commission (LACAC), it has offered and permanently provided its support and active collaboration to the candidatures presented by Latin American countries.

1.2 For the first time, the Dominican Republic has decided to present its candidature to form part of the Council of ICAO, which will be elected during the 36th Session of the Assembly to be held from 18 to 28 September 2007. To that end, it has received the unanimous support of Latin American countries during the XVIIth Ordinary Assembly of LACAC, which took place in Panama City, Panama, from 6 to 9 November 2006.

2. BACKGROUND

2.1 The first air operation was carried out in 1914. This was followed by the contribution of the Dominican Republic to air transport with seaplanes operating from the Higuamo River in the town of San Pedro de Macoris, located in the east of the country. In 1927, in Barahona, a town located in the south west, the first Dominican airline, entitled West Indian Aerial Express, was established. Later, on 1 July 1944, Dominicana de Aviacion, the national flag carrier, emerged.

2.2 On 7 December 1944, the Dominican Republic formed part of the 52 States which met in Chicago, USA, to sign the Convention on International Civil Aviation or the Chicago Convention, which was ratified by the National Congress on 11 August 1945. Since then, the Dominican Republic has emphasized its interest in developing air navigation principles and techniques in order to promote the organization of national civil aviation under the principles of safety, regularity and efficiency, pursued by the signing of the Convention and the development of international air transport.

3. AERONAUTICAL INFRASTRUCTURE

3.1 In the Dominican Republic, there are various tourist centres which offer a diversity of environments for beach tourism, ecotourism, adventure and cultural tourism. This reality has enabled the existence of nine international airports which house a modern network of aeronautical equipment and facilities to support air navigation.

4. AIR TRANSPORT

4.1 The significance of the Dominican Republic in international air transport lies mainly in: a) its geographical location; b) the place it occupies internationally as a tourist destination; and c) the existence of a considerable ethnic market between itself and the concentrations of Dominican citizens residing in Europe and in the United States of America. This offers advantages to international air transport as a strategic point for connecting Europe and North America with the Caribbean and Central and South America.

4.2 During 2006, the airlines which operate scheduled and non-scheduled flights to and from the different Dominican airports conducted 69 145 operations, carrying a total of 8 625 971 passengers.

5. AIR NAVIGATION SERVICES

5.1 The Flight Information Centre began its operations in 1956, initially providing flight information services to air traffic. Years later, the remaining air navigation services began to be provided to civil aviation in the Santo Domingo Flight Information Region (FIR).

5.2 In 1994, the inauguration took place of the RADAR air traffic control system of the Dominican Republic, which was made up of three primary surveillance radars (PSRs) located in Santo Domingo, Barahona and Puerto Plata, plus one secondary surveillance radar (SSR) at the Las Americas International Airport in Santo Domingo, jointly forming a multi-radar system.

5.3 Air navigation services are provided in strict compliance with ICAO Standards and Recommended Practices (SARPs) within the entire Dominican airspace, where there is total coverage in terms of communications, navigation and radar surveillance. The services provided in the Santo Domingo FIR are of vital importance in order to ensure the safety, regularity and efficiency of both local traffic and overflights crossing our airspace on intercontinental routes.

6. HARMONIZATION OF REGULATIONS

6.1 The standards and regulations of our Republic have transformed us into a country where safety is ensured. Additionally, our aircraft can operate in any part of the world without any restrictions.

6.2 ICAO Standards and Recommended Practices (SARPs) have been thoroughly applied in the development of national aeronautical regulations, following the guidelines established internationally in order to achieve uniformity in technical, operational and legal aspects.

7. CONTRIBUTIONS TO ICAO

7.1 The Dominican Republic maintains a policy for promptly meeting its financial obligations to ICAO in order not to cause delays in the timely development of the different work programmes of the Organization. Additionally, it has maintained excellent relations for many years with the Technical Co-operation Bureau (TCB), the services of which have enabled the implementation of a number of relevant projects.

7.2 In view of its commitment to plan and implement ATM/CNS systems in the CAR/SAM Regions, the Dominican Republic has permanently supported this process by providing specialized technicians to form part of ICAO working groups, mainly through the Caribbean/South American Regional Planning and Implementation Group (GREPECAS), its Subgroups and Working Groups, to which it has brought knowledge and experience, in the capacity of members and Rapporteurs.

8. CONCLUSION

8.1 For these reasons, and under the purview of the provisions contained in Article 50 of the Convention on International Civil Aviation, the Dominican Republic formally presents to this honourable Assembly its candidature for election as a member of the Council. This candidature has been unanimously supported by the following countries and territories of Latin America and the Caribbean: Argentina, Aruba (Netherlands), Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Peru, Uruguay and Venezuela.