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SIXTH WORLDWIDE AIR TRANSPORT CONFERENCE (ATCONF/6)

Montréal, 18 to 22 March 2013

APPENDICES

The attached constitutes the Appendices of the report and should be inserted at the appropriate place in the yellow folder.

APPENDIX A

OPENING REMARKS BY THE PRESIDENT OF THE COUNCIL

On behalf of the Council and the Secretary General of ICAO, I am delighted to welcome you all to the Sixth Worldwide Air Transport Conference.

An Air Transport Conference is convened approximately every ten years. The purpose is to update ICAO policies for the long-term growth of international civil aviation. At the fifth conference in 2003, we focused on liberalization. This year, we take a giant step forward and consider the overall sustainability of air transport.

By sustainable, we mean safe, secure and environmentally friendly operations, for both passenger and cargo traffic, that provide airlines, airports, air navigation service providers (ANSPs) and other partners of the air transport value chain with a reasonable expectation of profitability. It also means supporting competitive economies and promoting balanced regional development.

We have done well in the first three categories. Aviation is as safe as it has ever been, with 2012 the safest year in history in terms of fatalities. Aviation is also as secure as ever, with many valuable lessons learned from the events of 9/11. And today's modern aircraft are by far quieter and more energy efficient than their predecessors. In these three areas, we are committed to keep improving on this solid performance.

Where we have not done so well is in facilitating the profitable growth of the sector.

Aviation currently maintains around 60 million jobs worldwide, generates more than 2 trillion dollars in economic activity and carries annually more than half of the 1 billion international tourists. Air transport is more than ever an essential driver for economic, social and cultural development across the globe. And it is projected to keep growing.

ICAO's long-term forecast is for scheduled traffic to more than double by the year 2030, from 2.9 billion passengers last year to more than 6 billion. The number of departures should also double, from 30 million to 60 million a year over the same period. On the cargo side, the total value of goods transported by air represents 35 per cent of all international trade and 0.5 per cent by volume, a trend that is expected to continue in the future.

The potential benefits of growth are enormous – but there is a good chance that they won't fully materialize unless we create the appropriate context for an economically sound global air transport system for all stakeholders.

That sets up our challenge for the next five days – to come up with practical and concrete recommendations for adapting the global regulatory framework to the realities of the 21st century.

One of the critical issues we will address is market access. It is fundamental to an efficient global air transport system, yet it is currently highly constricted. We must respond to the persistent requests for greater freedoms for the industry and for a multilateral approach to eventually replace the prevalent bilateral system.

A related and equally pressing issue is air carrier ownership and control. More flexible rules are needed for airline designation and authorization, foreign investment in national airlines, and airline access to international capital markets.

We need to propose measures to support the financial health of the air transport industry. For example, profitability differences between air carriers and other stakeholders of the air transport value chain must be minimized or eliminated if sustainability is to be achieved.

At the same time, growing competition among airlines and between airline alliances, coupled with an increase in concentration in some markets, have raised concerns over fair competition. And as liberalization expands around the world, safeguards will continue to be needed to promote the sustainable and effective participation of all States in the global marketplace, particularly developing countries.

Let us not forget the passenger. Consumer protection is more widespread today in many parts of the world, but there are no global rules. On the issue of price transparency, how do we encourage convergence of national or regional schemes towards an international model?

Another widespread and complex barrier to sustainability is taxation. States are increasingly imposing taxes and levies on air transport service providers and users. The reasons may be legitimate, but they still have a serious detrimental impact on the growth of air travel.

Then there is the financing of huge investments in airport and air navigation infrastructure. In many cases, this will involve the private sector, which raises a number of crucial governance questions, including State responsibilities under the Chicago Convention.

As you can see, the table has been set for what I expect to be nothing less than a fundamental rethinking of our global regulatory framework.

In my opinion, we must begin with the preamble to the Chicago Convention. It clearly refers to States agreeing to certain principles and arrangements so that international civil aviation may be developed in a safe and orderly manner – and that international air transport services may be established on the basis of equality of opportunity and operated soundly and economically.

This is an extraordinarily lucid, comprehensive and visionary description of sustainable air transport.

Article 44 of the Convention provides direction for the pursuit of sustainability. Among the objectives it sets for ICAO are to:

- a) meet the needs of the peoples of the world for safe, regular, efficient and economical air transport;
- b) prevent economic waste caused by unreasonable competition; and,
- c) ensure that the rights of Contracting States are fully respected, and that every Contracting State has a fair opportunity to operate international airlines.

While the intent of these words written almost 69 years ago remains intact, the world in which we live has changed profoundly and irreversibly. In today's globalized economic and trading

environment, it is our responsibility as regulators to question any outdated position or thinking that prevents us from establishing an operationally and financially robust aviation sector.

ICAO has already taken a number of major steps in that direction. The Council recently approved a new Mission Statement for the Organization, which is to “*Achieve the sustainable growth of the global civil aviation system*”.

The Council also approved a new Strategic Objective titled “*Economic Development of Air Transport: Foster the development of a sound and economically-viable civil aviation system.*” It focuses our energies and resources on establishing policies and guidance on air transport regulation, infrastructure management and economics of aviation activities, including consumer protection, taxation, fair competition and user charges. It includes facilitating access to funding for aviation infrastructure and financing of the air transport system as well as for economic regulation and oversight.

Before I conclude, I want to stress the following point. Over the years, air transport conferences like this one have developed practical and comprehensive policies and guidance for States on the economic regulation of international air transport. For some reason, however, they are not implemented as widely as they should. I am concerned about this. Is it because they are not binding? Is it because they are not communicated and promoted well enough? Or do we need more practical tools to enhance their effectiveness?

I would like you to reflect on these questions and suggestions. I want to hear proposals that will encourage States to incorporate ICAO principles, policies and guidance in their national legislations, rules and regulations, and in air services agreements. This will significantly increase the effectiveness of your work here.

Together, we have one week to transform the global regulatory framework. We have five days to formulate a set of recommendations to the next ICAO Assembly in September 2013 that can alter the future course of international civil aviation for decades to come.

It is an opportunity given to very few people in the course of a lifetime. How far we go down that road depends on all of us in this room, on our commitment to change and on our involvement in the discussions.

Above all, let us not forget who we are doing this for. It is for the citizens of the world who, directly or indirectly pay for the services that we provide, either by purchasing tickets or through their taxes. We have a responsibility to uphold their trust in us.

In the spirit of international cooperation, we at ICAO are working in close cooperation with our usual partners, including international organizations, regional commissions and the industry as a whole, especially with the World Customs Organization for cargo issues and the World Tourism Organization for tourism matters.

I am now happy to give the floor to my dear friend, Dr. Taleb Rifai, Secretary General of the World Tourism Organization.

APPENDIX B**ADDRESS BY THE SECRETARY GENERAL OF
THE WORLD TOURISM ORGANIZATION (UNWTO)**

Thank you, Mr. President, for giving me the opportunity to address this distinguished gathering at the outset of such important deliberations on fundamental international air transport policy issues.

I recognize, and appreciate, the privilege that this represents and I truly believe it reflects a growing recognition of the intrinsic symbiosis between air transport and tourism.

It is also the expression of a growing need to think beyond sectorial “silos” and work closer together. This is Mr. President the only way forward if we are to ensure that air transport and tourism play their part in building the foundations of a more sustainable society in all its three pillars - social, economic and environmental.

Dear Friends

ICAO and UNWTO, sister agencies within the United Nations system, are the global inter-governmental bodies responsible, respectively, for aviation and tourism. As such, it is our obligation to lead by example and show the way for closer and more effective cooperation at all levels.

I am indebted to my good friend Secretary General Raymond Benjamin and to ICAO’s Director of the Air Transport Bureau, Mr. Boubacar Djibo, for recognizing the need for closer collaboration between ICAO and UNWTO and for taking such important steps in making such cooperation possible.

This, my friends, is I believe a defining moment – one which can set air transport and tourism on a path of converging policy on matters of commonality with considerable mutual benefits.

Aviation and Tourism: drivers of economic growth and sustainable development

In 2012, over one billion international tourists travelled the world for the first time in a single year. Over half these tourists arrived at their destination by air, with much higher proportions in long-haul destinations, particularly landlocked and island developing countries.

In their voyages, these tourists generated USD 1.3 trillion dollars in exports for the countries they visited, close to 6 per cent of the world’s exports of goods and services or 30 per cent of service exports alone.

Tourism, which many do not know includes both business and leisure travel, means jobs (1 in 11 jobs worldwide), business opportunities for small and medium enterprises, the renewal of urban and rural areas and, if properly managed, the preservation and promotion of our natural and cultural heritage. Crucially, tourism means poverty reduction. It is enough to mention that all the countries graduating from the status of Least Developed Countries (LDCs) have tourism as one of their major economic activities.

Tourism has gained particular relevance in emerging economy destinations. Today, nearly half of the one billion international tourist arrivals are to emerging and developing economies, where those arrivals create and maintain jobs and income for those most in need, and its share is expected to expand.

UNWTO forecasts international tourists to emerging economies to grow at double the pace of arrivals in advanced economies over the coming 20 years (4.4 per cent versus 2.2 per cent). At this rate, emerging economies will overtake advanced ones in terms of international tourist arrivals by 2015 and will be receiving over one billion arrivals by 2030.

Tourism is thus a fundamental pillar of the socio-economic progress of developed, emerging and developing economies alike, as so is aviation.

Yet, the growth and expansion of this global phenomena we call tourism would not have been possible without air transport.

The extraordinary progression of international tourism over the last decades – from 25 million tourists in 1950 to over one billion in 2012 – is as much due to advances in air transport as to the rise of the middle class, the growing wealth in industrialized and emerging countries, and the forces of globalization. By the same token, the growth of air transport is intrinsically connected to the expansion of tourism, an expansion set to continue – by 2030, UNWTO forecasts international tourist numbers to reach 1.8 billion, 52 per cent of which will arrive at the visited destinations by air.

UNWTO and ICAO: acting beyond the silos

UNWTO has worked closely with ICAO since we entered into a Working Arrangement in 1978 which established that we should consult each other on questions of common interest to ensure the best possible coordination and avoid duplication of efforts.

More recently, in 2010, our collaboration was strengthened through a Memorandum which clearly identifies several areas of mutual interest and action. Today, I would like to speak about just three of them which are on the Agenda of the present Conference.

First, connectivity and economic regulation. Access by air is key for both developed and developing countries, and consequently, so is air transport market liberalization.

Yet, air service reciprocity continues to take precedence in too many countries over an assessment of the broader economic and social benefits of open markets. Separate sectorial policies on air transport and tourism result in a fundamental, and too often even conflicting, disconnect which constitutes a severe constraint on the development of travel and tourism and thus of its socio-economic benefits.

Today, these ongoing market access constraints are magnified when translated to tourism, with substantial ramifications for major economies and small tourism destinations alike. For many of the world's poorest countries tourism is, or has the potential to be, their major export; but without attractive air services the benefits of tourism for these countries remains limited.

Studies from the World Bank have shown that the measure of connectivity is closely correlated with important economic variables including the degree of liberalization of air transport markets. Air connectivity could be improved through carefully designed regulatory liberalization encompassing market and capital access in the context of tourism and trade, notably in terms of more

“open skies”, freeing up air carrier ownership and control restrictions, and developing a framework “beyond bilateralism”.

While the regulatory responsibility lies with sovereign States, ICAO has played a leadership role in air transport liberalization since its first Air Transport Conference in 1977, providing increasingly comprehensive guidance for progressive liberalization to be determined by each State at its own pace. Over the past five Conferences, the approach has moved from “whether to liberalize” to “how to liberalize”. This has produced a wealth of guidance but perhaps still less implementation than desired.

At its last meeting, UNWTO’s Executive Council specified policy limitations on connectivity as a central hindrance to a stronger tourism growth, and established improving connectivity, and notably air connectivity, as a priority for the work of the Organization, to be pursued with ICAO. In this respect, UNWTO would be very much in favour of seeing the discussion on the regularly framework move, with due safeguards, to a clear decision of “let’s liberalize”.

To my second key issue, taxes and other levies. While properly constituted taxes and duties are a fundamental and legitimate fiscal tool of governments worldwide, there is a growing concern regarding a proliferation of levies on both air transport and tourism.

While the industry should naturally contribute its due, this trend can actually produce a net damage to the economy, in particularly in those destinations which are so dependent on air travel. In many cases, taxes and duties are a clear market distortion and a trade barrier as they hamper fair competition between destinations.

This issue needs to be addressed, as with connectivity, by collectively positioning the benefits of air transport and tourism, with cross-silo analysis and guidance to States on the impact of taxes and other levies and by searching, as much as possible, for global solutions that ensure a level playing field such as the one ICAO is currently working on to address the issue of aircraft emissions.

The third issue is that of consumer protection. There is an insufficiency of binding rules at the global level governing the rights and obligations of tourist consumers and travel organizers. UNWTO has initiated a process, with the participation of ICAO, to draft an international convention dealing with the key scope elements identified, including non-binding provisions.

UNWTO has naturally no intention to substitute or duplicate any related regulatory frameworks which have been already adopted by the European Union or other international organizations such as ICAO. This project should contribute to a better protection of both tourists and tourism service providers worldwide by making international and multilateral some of the standards already existing and functioning effectively.

An integrated, collective vision for travel and tourism

As tourism numbers continue to rise, creating more jobs, trade and development, tourism is gaining increasing recognition at national and international levels. This recognition is also increasingly seen on the international stage, with tourism gaining new relevance in the international development agenda.

World leaders meeting at two major summits last year, the United Nations Conference on Sustainable Development (Rio+20) and the G20, agreed that tourism can make an important contribution to many of the world’s most pressing challenges.

At the Rio+20 Conference world leaders agreed that tourism can “make a significant contribution to the three dimensions of sustainable development, has close linkages to other sectors, and can create decent jobs and generate trade opportunities”. In the same month, the world’s leading economic powers met in Mexico at the G20 Summit to forge the global path to recovery. In their final declaration, these leaders recognized, for the first time in the 13-year history of the G20, “the role of travel and tourism as a vehicle for job creation, economic growth and development”.

Tourism represents air transport’s primary, indeed dominant, end user. And tourism is increasingly dependent on air transport. If we are to fulfill these expectations, tourism and air transport need to come closer and work towards an integrated policy position on common issues.

Dear Friends

In spite of recent strides, tourism, the same way as air transport, is often not fully recognized for its value in delivering social and economic benefits and is therefore subject to policies which limit its capacity to grow sustainably.

Speaking as one on the benefits of connectivity and liberalization, on unsubstantiated and harmful taxes, on the rights and obligations of tourist consumers and travel organizers, or on many other areas such as visa facilitation or climate change mitigation, will make our case stronger.

Ensuring coordination amongst airlines, tourism destinations and airport authorities supported, at national level, by the appropriate government direction, and at the global level, by the joint work of UNWTO and ICAO, will help us positioning travel and tourism as a strategic sector, with air transport at its core.

UNWTO is fully committed to the new dimension of fostering closer cooperation and collective action between tourism and air transport at the international level.

This Conference can be instrumental in making my defining moment come to pass and I trust you share the same feeling.

I wish you all the very best for your deliberations over the next five days and stand ready to work with you in ensuring we do play our part in what we want to be a better future for all.

Thank you. Merci.

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APPENDIX C**ADDRESS BY THE CHAIRPERSON, AIR TRANSPORT COMMITTEE (ATC)**

I have the honour and the pleasure in my capacity as Chairperson of the Air Transport Committee to join the President of the Council in welcoming you to Montréal and to the Sixth Worldwide Air Transport Conference.

I echo Mr. Kobeh's sentiments in suggesting that this ICAO air transport conference gives us a unique opportunity to transform the global regulatory framework. Planning the sustainability of air transport is a vast and complex undertaking that will require the combined wisdom, expertise and goodwill of everyone in this room.

By your very presence here, from 131 States and 39 international organizations, you show that you are committed to shaping a regulatory environment that makes it possible for us to provide safe, regular, efficient and economical air transport for years to come. This much needed modernization will also respond to the growing demands of users in a rapidly evolving global marketplace.

As a measure of its commitment to the process, ICAO prepared extensively for this high-level meeting-of-the-minds. For close to one year, it engaged in a global dialogue with the world aviation community to fully understand the key issues and concerns of States, industry and users.

In April 2012, the Organization convened an International Air Transport Symposium that explored the barriers to air transport sustainability. Out of that interactive forum emerged preliminary strategies that were tested and further developed during six regional seminars and two meetings. The sessions were intended for both States and industry and were held beginning last July in Rabat, Buenos Aires, Martinique, Senegal, Paris, Ottawa, Washington and, finally, in Hong Kong in January of this year.

Feedback from these exploratory sessions was highly substantive and enlightening. The various views and opinions expressed were instrumental in fine tuning the documents and presentations that will form the basis of our discussions this week on specific policy proposals, all designed to ensure the long-term sustainability and economic development of the global air transport system.

The final element of our preparatory work was the Pre-conference Symposium held yesterday and which many of you attended. I personally found it quite stimulating in delving into the main sustainability policy perspective of all stakeholders in the air transport chain. We wanted participants to be candid, provocative and constructive. We were well served on that score.

I take this opportunity to thank the panelists and moderators for their willingness to take us out of our comfort zone and consider new ways of looking at an aging reality. This is what the President was referring to a few moments ago when he called on us to adapt our thinking and actions to the realities of the 21st century.

There is a powerful image that comes to mind when I think of changing our point of view. When ICAO was created in 1944, what did we see on a map of the world? Geographical and political boundaries. That had been the case for centuries and we shaped our thinking around that concept

of the world. When we saw our first picture of earth taken from outer space, the political boundaries had disappeared. We saw the blue planet in a totally new way. Perhaps the astronauts understood better what the American philosopher and inventor Buckminster Fuller meant when he referred to our planet as Spaceship Earth – where there are no passengers, only crew. We all have to do our share to make it work.

I am heartened by the fact that air transport has consistently demonstrated its resilience over the years, in the face of often grave and seemingly insurmountable challenges. Many of us can recall the devastating effects of the first oil shock in the mid-70s, the deep recession of the early 90's, the Asian crisis in 1997, the terrorist attacks in the U.S. on 11 September 2001, the severe acute respiratory syndrome (SARS) outbreak in 2003, and the 2008 to 2009 world financial crisis, to name but a few.

Throughout all of these hardships, global air transport not only survived, but grew. In fact it has doubled in size every 15 years since 1977. This growth highlights how fundamental a thriving air transport sector is – not only to economic prosperity – but to economic recovery and development too.

In closing, I want to emphasize how important the outcomes of this Conference will be to the Air Transport Committee which I have the privilege to Chair. Over the coming months, our work programme will focus on ICAO's role in promoting the sustainability and economic development of air transport, in line with ICAO's recently-adopted Mission and new Strategic Objective in this area. For that, we must have access to the latest thinking and intelligence and much of that will come from the deliberations and recommendations of this Conference.

Ladies and gentlemen, we are engaged in a common venture – to provide States with timely and comprehensive policy guidance, and to encourage States to use that guidance according to their needs and circumstances on a national, bilateral, and multilateral basis.

I thank you in advance for your contribution to this effort and I wish you all a most productive and stimulating Conference!

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APPENDIX D**CLOSING REMARKS BY THE CHAIRPERSON OF ATCONF/6**

Distinguished Delegates,
Ladies and Gentlemen,

I would first like to take this opportunity to express my gratitude not only for electing me as Chairperson of the Conference but also for your active and valuable contribution to the debate that has allowed this meeting to be a great success.

More than 1.000 participants from 131 States and 39 observer organizations attended this Conference. This unprecedented participation highlights the relevance of this event and its paramount role in shaping the future of international air transport.

I want also to commend the Secretary General of ICAO, Mr. Raymond Benjamin and the Secretary General of the World Tourism Organization (UNWTO), Mr. Taleb Rifai, for their initiative to issue, for the first time in the history of both Organizations, a Joint Statement on Aviation and Tourism, demonstrating their willingness to maximize the synergies between their respective sectors.

What have we heard during these 5 days?

We have heard your call for ICAO to exercise a stronger leadership role in air transport economics and regulation as a whole.

We have heard your call to address air transport issues in a global, comprehensive and coherent way.

We have also heard the call for increased and improved cooperation between stakeholders. We have heard your exhortation for dialogue between all stakeholders in the air transport value chain.

But most importantly, we have heard your call for a paradigm shift.

And indeed, this shift is happening as we speak.

Even if it took time to achieve consensus on certain issues, we have agreed on the most important: we can succeed only if we work together.

And the Conference produced significant outcomes in several areas.

Many challenges lie ahead of us:

- as we craft new international agreements on cargo air transport and airlines ownership and control,

- as we prepare core principles on consumer protection; and
- as we seek to embrace compatibility in competition matters.

Together we have established the foundations for change that will secure the sustainable development of air transport. This a paradigm shift away from a fragmented aviation world toward a much more seamless, efficient and integrated world. One example of this integration is the participation of the World Tourism Organization to our efforts, securing the foundations for stronger cooperation and collective action between tourism and air transport at the international level.

I wish to thank States and industry partners who have agreed to commit time, energy and resources to contribute to the formulation of this global strategy.

With that, ladies and gentlemen, before closing I also wish to commend the considerable efforts of the ICAO Secretariat in organizing this Conference and assisting participants, notably interpreters, translators and all staff who work behind the scene.

As was highlighted during the Pre-Conference Symposium last Sunday, we are and will always remain a community of linked interests.

I wish everyone a safe voyage home and declare this Sixth Air Transport Conference officially closed.

APPENDIX E**LIST OF DELEGATES**

CD	Chief Delegate
ALT	Alternate Chief Delegate
ACD	Adviser to Chief Delegate
D	Delegate
COBS	Chief Observer
OBS	Observer
ADV	Advisor

*MEMBER STATES/NAMES/POSITION IN DELEGATION***AFGHANISTAN**

Natiq, Y.	D
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ALBANIA

Hyseni, H.	CD
Bloomfield, H.	D

ALGERIA

Ben Amara, I.	CD
Benchemam, M.	D
Boultif, M.S.	D
Kechacha, N.	D
Laouar, A.	D
Rimouche, N.	D

ANGOLA

Rosas, C.	CD
Junior Jacinto, M.	D
Rosa, M.	D

ARGENTINA

Rodríguez Grellet, A.	CD
Tamburelli, P.	CD
De Arzuaga Pinto, H.	D
González, D.R.	D
González, R.O.	D
Luongo, N.E.	D
Tagino, G.I.	D

ARMENIA

Yegonian, A.	D
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AUSTRALIA

Borthwick, S.	CD
Lucas, S.	ALT
Macaulay, K.	ALT
Tiede, A.H.R.	D
Wheelens, A.J.	OBS
Bollard, J.R.	ADV
Mallett, I.	D

AUSTRIA

Gehrer, S.	CD
Binder, F.	ALT
Schleifer-Heingärtner, C.	D

AZERBAIJAN

Guliyev, F.	CD
Baghirzada, E.	D
Habibzade, E.	D

BAHRAIN

Alshamalan, I.M.	CD
Riadh, K.H.	ACD

BANGLADESH

Chakraborty, P. K.	D
Chowdhury, K.A.	D
Haque, D.M.	D
Hussain, M.	D
Islam, N.	D
Shameem, M.	D

BELGIUM

Durinckx, F.	CD
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Fitzpatrick, D.	D	Suziyati, H.	
Ledur, D.	D		
Robert, G.	D		
BENIN		BULGARIA	
de Souza, A.J.M.	D	Dimitrov, V.	CD
Houndeton, N.	D	Nikolova-Boteva, T.	D
Iyani, B.B.	D	Rachev, A.	D
BOLIVIA		BURKINA FASO	
Coimbra Busch, L.	CD	Ouedraogo, J.B.	CD
Jacob Escalante, M.	D	Sawadogo, A.	ALT
Urrutia Plaza, J.	D	Dieguimde, M.	D
Vega Guzman, M.	D	Zeba/Traore, L.	D
BOSNIA AND HERZEGOVINA		CAMBODIA	
Ratkovica, D.	CD	Mao, H.	CD
Micic, M.	D	Kunakor, S.	ACD
BOTSWANA		CAMEROON	
Thebe Tsaone, R.	CD	Nkili, R.	CD
Morekisi, G.	ALT	Azoh-Mbi, S.	D
Kebede Eyob, E.	D	Bekolo Ahandza, E.M.	D
BRAZIL		Bobuin Bisiya, W.A.	D
Pacheco Dos Guarany, M.	CD	Boertien, M.	D
Bertolino, A.	D	Edou Mvelle, A.R.	D
Bezerra, R.	D	Elessa, G.	D
Botelho De Queiroz, J.R.	D	Kamhoua, T.	D
Catanant, R.	D	Labarang, A.	D
Cavalcante, A.P.	D	Ndum Fidelis, N.	D
Crema, D.	D	Ongolo Zogo, V.	D
Da Cruz, L.	D	Onguetou, M.P.	D
Dalcolmo, B.	D	Owona Assoumou, T.	D
De Andrade, J.	D	Tankam, P.	D
De Macedo Rebouças, A.A.	D	Zoa Etundi, E.	D
Figueiredo, R.	D	CANADA	
Jardim, P.	D	Rioux, M.	CD
Medeiros, N.	D	Jones, W.-A.	ALT
Silva, R.	D	Allen, M.	D
Taunay Filho, J.	D	Bellem, N.	D
Vieira, J.L.	D	Chaulk, D.	D
BRUNEI DARUSSALAM		Constantin, R.	D
Lim Kee, A.	CD	Cuenco, P.	D
Ahmad, H.	D	Damours, R.	D
Dato Aminudin, Z.	D	Delisle, M.	D
Matzan, S.	D	Eamon, G.	D
		Jager, E.	D
		Kaduck, R.	D
		Lalumiere, O.	D

Lee, V.	D	Tsang, Y.P.	D
Loken, M.	D	Wu Chia, C.D.	D
Mackeigan, M.	D	Xiao, J.	D
Neubauer, F.	D	Xu, Q.	D
Reble, D.	D	Yang, W.	D
Redah, G.	D	Zhang, Q.	D
Stacey, C.	D		
Thachet, J.	D	COLOMBIA	
		Sanclemente Alzate, A.	CD
CAPE VERDE		Palomino Pineda, J.	ALT
Brazao Leao Monteiro, C.A.	CD	Bejarano, C.	D
Medina Americo, F.	D	Garcia, L.	D
Monteiro, C.	D	Muñoz Gómez, A.	D
Pinheiro Pires De, O.A.	D	Mantilla Moncaleano, M.S.	D
		Rios Ospina, H.H.	D
CHAD			
Douga Mahamat, S.	CD	CONGO	
Abakar, M.	D	Dzota, S.F.	CD
Traouingue, S.	D	Gassackys Ferréol, C.P.	ACD
		Badila, M.	D
CHILE		Makaya Batchi, B.	D
Alarcón, J.F.	CD	Okondza Azouangoli, H.	D
Binder, J.R.	ALT		
Espinoza, C.	D	COSTA RICA	
Lisboa, Á.	D	Vargas, J.	D
Novoa, G.	D		
Ortiz Acheritogaray, F.P.	D	CÔTE D'IVOIRE	
Sepúlveda, L.J.	D	Coulibaly, S.	D
Silva Duncan, S.	D	Silue, S.	C
CHINA		CUBA	
Xia, X.	CD	Cordero Puig, A.	CD
Bai, W.	D	Acosta Ortiz, J.	D
Chan Weng, H.S.	D	Castillo De La Paz, J.F.	D
Chen, M.	D	Nevot González, O.	D
Ding, C.	D	Nieves, R.	D
Freitas Gomes, M.C.	D	Ruiz Rodriguez, Y.	D
Lam Wai, S.P.	D	Vásquez González, M.	D
Lei Ka, W.N.	D	Vinas Valdés, N.	D
Li Kwok-Chu, R.	D		
Liang, N.	D	CZECH REPUBLIC	
Ma, T.	D	Cecak, P.	D
Nan, L.	D	Skrna, M.	D
Ng Shung, C.C.	D	Zebrakovský, K.	C
Shi, B.	D		
Shum, Y.-L.	D	DEMOCRATIC REPUBLIC OF CONGO	
Sun, Y.	D	Muaka Mvuezolo, H.	CD
Tai, F.	D	Kanyanga Tshimanga, A.	D

DENMARK		FIJI	
Ludvigsen, K.	CD	Sharma, S. N.	CD
Larsen, K.L.	ACD	Lagicere, A.G.	D
Remmer, N.	ACD	Mani, R-A.E.	D
Geirhovd, R.	D	FINLAND	
Saxe, T.	D	Tupamaki, M.	CD
		Skjäl, J.	D
DOMINICAN REPUBLIC		Vuokila, S.	D
Rodriguez Ariza, L.	CD		
Abraham, J.L.	D	FRANCE	
Mildred Garcia, F.	D	Schwach, P.	CD
Fernandez Zucco, A.	D	Bissauge, P-Y.	ALT
Franco, B.	D	Assice, J.	D
González, A.L.	D	Buttin ,T.	D
Jacobo, R.	D	Gerard, C.	D
Leroux, C.	D	Lansman, P.	D
Lister Marin, P.	D	Orus, S.	D
Taveras, J.P.	D	Pape, P.	D
Torres Robiu, J.	D	Risse, E.	D
Valdez Marte, J.	D	Théoleyre, F.	D
Veras Rosario, C.A.	D	Wachenheim, M.	D
Villanueva Santiago, H.A.	D	Zizi, F.	D
		Timsit, L.	ADV
ECUADOR		GABON	
Terán, A.	CD	Biye, E.J.D.	CD
Arellano, I.	ACD	Bemengue, S.	D
Carrera, L.	D	Epeme. R.	D
Lara, M.T.	D	Mabignath, S.	D
Patras, A.	D	Mamfoumbi, N. A.	D
Soto, F.	D	Matsoungou, J.-P.	D
Yerovi, R.	D	Oyinamono, D.	D
		Pambault, E.B.	D
EGYPT		GAMBIA	
Elzain, S.	D	Cham, B.	D
Ibrahim, A.	D	Manga, E.S.	D
Mahmoud Abdallah, I.H.	D	Nying, C.	D
Metwally, M.	D		
Sherif, M.	D	GEORGIA	
		Latsabidze, A.	CD
ETHIOPIA		Markozia, K.	D
Wosenyelah, H.	CD		
Teferra, M.	ALT	GERMANY	
Endeshaw, Y.	D	Reichle, G.	CD
Mekonnen, T.	D	Goehr, A.	ACD
Yissehak, Z.	D	Bartkowski, M.	D

Grutter, R.	D	GUINEA-BISSAU	
Hoppe, L.	D	Nabiam, N.	CD
Lindner, H.	D	Corobum, D.A.	D
Mendel, J-W.	D		
Mildenberger, T.	D	GUYANA	
Monning, R.	D	Sulaman, S.	CD
Schwierczinski U.	D		
Wisberg, W.	D	HAITI	
		Flambert, J.M.	CD
		Descollines, J.D.	ALT
GHANA		Franck, A.	D
Kwame, M.V.	CD		
Allotey, S.C.M.	D		
Amaleboba, P.	D	HUNGARY	
Amedior, J.Q.	D	Szакmáry, I.	CD
Blankson, G.K.	D	Bárdos Pál, P.	D
Cofie, F.	D	Sipos, A.	D
Hanson, A.C.	D		
Hoffman, C.	D	ICELAND	
Hugh-Tamakloe, E.B.	D	Maack, P.K.	CD
Obeng-Koranteng, K.	D	Sigurdartottir, H.S.	ALT
Sey, F.	D	Alvarsson, K.	D
Smith, C.P.	D	Olafsdottir, I.	D
Tackie-Komme, J.	D		
Valis-Akyianu, S.	D	INDIA	
		Mishra, A.	CD
		Bhave, Y.	D
GREECE		Dutta, S.	D
Damianakis, E.	CD	Harbola, A.K.	D
Andritsou, I.	D	Manokaran, R.	D
Vlachou, A.	D	Seshadri, S.	D
Zarkadas, S.	D	Sukul, P.N.	D
		Zaidi, N.	D
GUATEMALA			
Montufar, L.O.	CD		
Garzaro Mendez, R.	ACD	INDONESIA	
Menezes Solis, J.A.	D	Susantano, B.	CD
Rosales Salaverría, H.A.	D	Amir, E.	D
		Bakti, H.	D
GUINEA		Chandra, D.A.	D
Keita Elhadj, D.	CD	Demosta, N.B.	D
Cisse, O.	D	Firmantoro, D.	D
Keita, K.	D	Hardianti, M.D.	D
Sow, B.	D	Iskandar, Y.	D
Thiam Sekou, O.	D	Khusnu, M.	D
		Kristanto, K.	D
GUINEA EQUATORIAL		Masri, S.	D
Miko Angue, M.T.	CD	Mayrianti, C.	D
Abeso Fuma, F.	D	Murjatmodjo, D.	D
		Nadir, S.U.	D

Pamuraharjo, H.	D	JAPAN	
Parto, S.K.	D	Iizuka, A.	CD
Pertiwi, S.	D	Furuhata, M.	D
Ramon, A.	D	Koda, T.	D
Ratmono, S.	D	Komicha, M.	D
Samad, A.	D	Nakamura, E.	D
Sari, F.E.	D	Ohara, E.	D
Soebagio, A.	D	Sakai, T.	D
Suebu, F.	D	Umezawa, D.	D
Sumiarsa, E.A.	D	Yoshioka, W.	D
Wardhaya, T.	D		
Weber, L.J.	D	JORDAN	
Wibawa, H.	D	Abu Hmaidan, K.A.	CD
Wiharsoyo, Y.	D	Tarawneh, B.	D
		Akleh, A.	D
IRAN (ISLAMIC REPUBLIC OF)			
Shahbazilar, H.	CD	KAZAKHSTAN	
		Bekturov, S.	CD
IRELAND		Bekturov, A.	D
Fearon, J.	CD	Kuttykadam, A.	D
Curran, N.	D		
Fitzpatrick, D.	D	KENYA	
		Nabukwesi, S.	CD
ISRAEL		Kioko, H.	ALT
Romm, G.	CD	Achapa, D.	D
Don-Yehiya, I.	D	Adan, M.	D
Lion, J.	D	Arika, V.	D
Melchior, A.	D	Aroni, E.N.	D
Subissati, P.	D	Awori, M.	D
		Bodo, N.	D
ITALY		Karume, L.	D
Quaranta, A.	CD	Mwakio, B	D
Bardaro, A.	D	Wakiaga, P.	D
De Laurentis, M.	D		
Giannini, G.	D	KUWAIT	
Gueli, C.	D	Alzamel, N.	CD
Lacriola, G.	D	Al-Buloushi, N.	D
Laschena, G.	D	Alkoot, S.	D
Padula, E.	D	Alrajhi, A.	D
Sezzi, I.	D		
		KYRGYZSTAN	
JAMAICA		Imanaliyevich Sultanov, K.	CD
Derby, O.	CD	Abdykadyrovich Nazarov, M.	D
Gordon, M.	D		
Haven, W. B.	D	LAO PEOPLE'S DEMOCRATIC	
Hepburn, M.	D	REPUBLIC	
Simpson, V.	D	Singkham, V.	CD
		Simphalyvong, S.	D

LEBANON			MEXICO	
El Haiby, D.	CD		Retana Rozano, S	CD
Chaouk, H.	OBS		Chavez López, U.	D
			Méndez Mayora, D.	D
			Rosas Torres, M.F.	D
LESOTHO			Valle Álvarez, D.M.	D
Sesinyi, M.	CD			
Dlangamandla, T.	D		MONGOLIA	
Mahlatsi Mamoholi, M.	D		Sengee, B.	CD
Mofubelu, P.	D		Dorj, E.	D
Morojele, P.	D		Ganbaatar, N.	D
			Orgodol, E.	D
LIBYA				
Sayeh, M.	CD		MOROCCO	
Shaebelain, N.	CD		Lakhel, N.	CD
Mohamed Naser, I.A.	D		Boulmane, A.	D
Mohamed, M.	D		Khamlichi, B.	D
			Lahboubi, A.	D
LITHUANIA			Mansour, M.	D
Veitas, V.	CD		Mezhar, M.	D
Danilevicius, V.	D		Mohamed, M.	D
Zegunyté, V.	D		Moumni Hicham, A.	D
MADAGASCAR			MOZAMBIQUE	
Razafy, R.J.	CD		Pinto, A.	CD
Mansour S. M.				
Voahangy, R.	M		NAMIBIA	
			Simana, A.	CD
MALAYSIA			Limbo, C.	D
Azharuddin, D.	CD			
Ahmad, Z.	D		NEPAL	
Heng, L.Y.	D		Ghimire, S.	CD
Mazlan, M.R.	D		Acharya, S.	ALT
Tay, S-H.	D		Chitrakar, R.	D
			Pokharel Rajan	D
MALDIVES			Rawal, M.S.	D
Faizal, I.	CD		Chhetryy, R.K.	ADV
Rasheed, A.	D			
			NETHERLANDS	
MALI			De Groene, P.	CD
Maiga, I.S.	CD		De Jong, H.	D
Khadidjathe, C.T.	D		De Jonge, W.	D
Coulibaly, T.A.	D		Mauritz, J.	D
			Mendes de Leon, P.	D
MAURITIUS			Pel, N.	D
Appadu, T.	CD			
			NEW ZEALAND	
			Matthews, M.	CD

Mcdonnell, N.	D	PAKISTAN	
Van de Geer, S.	D	Khan, M.Z.	CD
Ward, K.	D	Chachar, M.U.	D
		Ghayas, K.	D
NICARAGUA			
Salazar Sánchez, C.	CD	PANAMA	
Aráuz Betanco, E.	ACD	Vergara, I.	CD
Bonilla Vilchez, C.	D		
Lemus Carrión, E.	D	PARAGUAY	
Real Sequeira, C.	D	Viveros de Bazan, M.L.	CD
		Caballero Canisa, H.R.	D
		Colman, H.	D
NIGER		Torres de Rodríguez, A.	D
Amadou Seydou, Y.	CD	Galeano Marten, J.	D
Aoua, B.	D	Recalde, R.	D
Halidou, M.	D	Rojas, A.	D
Ibrahima, S.	D		
Madougou Ba, O.	D	PERU	
Sidibé, F.	D	Gamarra Trujillo, R.	CD
Yacouba, I.	D	Arámbulo Juárez, R.	D
		Lazo Escalante, J.E.	D
NIGERIA		Mantilla De Las Casas, P.	D
Maduekwe, O. U.	CD	Sotomayor Yalán, D.E.	D
Adegorite, O.A.	D	Vojvodic Vargas, W.M.	D
Ajagbe, Y.	D		
Alawani, P.O.	D	PHILIPPINES	
Aliu, O.B.	D	Ferrer Neil, F.R.	CD
Ene-Ita, A.	D	Lotilla, J.P.	CD
Musa, H.	D	Arcilla, C.	D
Naibi, M.	D	Badiola, B.	D
Odugbesan, B.	D		
Okoronkwo, P.I.	D	POLAND	
Osiagwu, J.	D	Olowski, P.	CD
Ozonwanji, M.O.	D	Polkowska, M.	ACD
Wariya, J.	D	Zagrajek, P.	D
NORWAY			
Nodeland Stein, E.	CD	PORTUGAL	
Aalstad, H.	D	Trinda de Santos, L.	CD
Ek, O.	D	Demée De Brito, F.	ALT
Geirhovd, R.	D	Soares, P.	ALT
Hanssen, A.-K.	D	Faleiro, M.H.	D
Koefoed, K.	D		
Kolstad, P.	D	QATAR	
Ovre Tomm, A.	D	Alnoaimi, A.	CD
Skaar Knut, M.	D	Al-Haroon, S.	ALT
Slettvoll, A.S.	D	Al-Hajri, M.F.	D
		Heereman, R.	ADV

REPUBLIC OF KOREA

Park, M.-S. CD
 Ahn, S. D
 Bae, J. D
 Choi, D. D
 Hwang Sung, Y. D
 Jeong, J. D
 Jung Ji, Y. D
 Kang Dae, K. D
 Kang, M. D
 Kim, J-I. D
 Lee, G.-Y. D
 Lee, N. D
 Lee Yeong, H. D
 Min, J. D
 Oh, K. D
 Oh, K-I. D
 Park, H-G. D
 Park, J. D
 Park Won, S. D

RUSSIAN FEDERATION

Novgorodov, A.A. ACD
 Batalov, A. D
 Burkot, A. D
 Khvostunkov, A. D
 Korovkin, V. D
 Korsakov, A.A. D
 Kruglov, A. D
 Malikova, N. D
 Malyshev, Y. D
 Papoyan, A. D
 Pastukhov, V. D
 Saakyan, L. D
 Savina, G. D
 Sharomova, V. D
 Subbotin, D.V. D

SAUDI ARABIA

Jamjoom, M.A. CD
 Alaufi, A.H. D
 Albalawi, B. D
 Almoghraby, A. D
 Bazhair, M. D
 Fallatah Yarub, B.O. D
 Kabli Talal M.B. D
 Nadrah Essam, J.N. D

SENEGAL

Hane, A.T. CD
 Dieng, M. D
 Sy, M.M. D

SEYCHELLES

Faure, G. CD
 Marengo, F. ALT

SIERRA LEONE

Tarawaley, B.A. CD
 Kamara, A.B. D
 Rogers, E. D

SINGAPORE

Yap Ong, H. CD
 Tan, M. ALT
 Heung, E. D
 Hong, L.N. D
 Marican, Z. D
 Ng, N. D
 Ng, T.C. D
 Ong, C.Y. D
 Poh, E. D
 Sim, M.K. D
 Song, M. D
 Tan, E. D
 Tay, L. D

SLOVAKIA

Valickova, R. CD

SLOVENIA

Krapez, A. CD
 Ferjan, K. ALT

SOUTH AFRICA

Mdladlana, M. CD
 Chikunga, L.S. ALT
 Brightness Khoza, G.N. D
 Elon, N.V. D
 Godwin, N.B. D
 Hay, D. D
 Legodi, M.K. D
 Mabaso, L. D
 Maeko, A.V. D
 Maseko, Z.F. D
 Ndaba, T. D

Ndlovu, S.	D	THAILAND	
Peege, B.	D	Jittra, S.	D
Richman, A.	D		
Rockman, N.N.	D	THE FORMER YUGOSLAV REPUBLIC OF MACEDONIA	
Seedat Asruf, A.A.	D		
Tharage, N.V.	D	Mojoski, D.	CD
Van Schalkwyk, M.C.	D	Andonova, E.	D
Vorster, S.	D		
Zweigenthal, C.	D	TOGO	
		Agondo, K.	D
		Dobou, K.S.	D
SPAIN		Pagnou, M.	D
Arias, A.L.	CD	Sikao, S.	D
Aguado, V.M.	ALT		
De Castro A. B.	D		
Herrero, J.	D	TRINIDAD AND TOBAGO	
Maestre Moreno, I.	D	Lutchmedial, R.	CD
		Henry, R.	D
SUDAN			
Bajouri, A.	CD	TUNISIA	
Abdelsadi. A.	D	Mechri, F.	CD
Ahmed, A.	D		
Ahmed, A.	D	TURKEY	
Belai, H.	D	Aka, S.H.	CD
Elbushra, G.	D	Albayrak, B.	ALT
Elsheikh, Y.A.	D	Atasci, A.	ALT
Mohamed, E.	D	Bastug, N.	ALT
		Celik, S.	ALT
SWAZILAND		Arslan, D.	D
Dube, S.	CD	Birdal, O.	D
Dlamini, W.	D	Cinkilic, R.	D
Kunene, C.	D	Erciyas, Ç.	D
Litchfield, D.	D	Güç, E.	D
Mnisi, S.	D	Kesici, B.	D
		Kotil, T.	D
SWEDEN		Yalcin, H.	D
Cherfils, I.	CD	Yillikci, K.	D
Österberg, L.	ALT		
Berlin, C.	D	UGANDA	
Gradin, A.	D	Namono Daisy	CD
Jansson Saxe, H.	D	Twijuke, J.W.K.	ALT
Posluk, S.	D	Kagoro, J.T.	D
		Kanyunyuzi, J.	D
SWITZERLAND		Muneeza, S.	D
Zuckschwerdt, M.	CD	Ruhesi, R.	D
Keller, M.	ALT		
Sikon, R.	ADV	UKRAINE	
		Grechko, O.	CD
		Babeichuk, D.	D

Korshuk, S.	D	UNITED STATES	
Melnyk, O.	D	Kurland, S.	CD
Rabotiagova, O.	D	Urs, K.	ALT
Zelenkov, V.	D	Albright, W.	D
Zgurskyi, V.	D	Bailey, R.	D
		Bethke, C.	D
		Finston, M.	D
UNITED ARAB EMIRATES		Glatz, K.	D
Al Suwaidi, S.M.	CD	Homan, T.M.	D
Bin Ghaleb, O.	ALT	Kiser, J.H.	D
Al Hamili, A.	D	Nezer, G.	D
Al Hosani, H.	D	Peterson, D.	D
Al Hosany, A.	D	Podberesky, S.	D
Al Ketbi, M.	D	Smith, E.	D
Al Khamis, A.	D	Wharff, J.	D
Al Qubaisi, A.M.	D	Woerth, D.	D
Al-Akram, M.	D		
Ali Sultan Al Kaabi, R.	D	URUGUAY	
Baker, M.A.	D	Maurente, F.	CD
Basse, C.	D	Giorello, L.	D
Bin Hareb Al Muhairi, L.	D	Iglesias Villos, J.J.	D
Broz, D.	D	Perdomo Protti, R.E.	D
Bu-Thani, M.	D	Rodriguez Brianza, C.	D
Hooper, P.	D		
Kaabi, A.	D	VENEZUELA	
Kankazar, S.A.	D	Blanco Carrero, D.A.	CD
Kiadi, S.	D	Acosta Rodríguez, J.M.	D
Nawinne, R.	D	Boufarelreldin, T.	ADV
Piera Valdés, A.J.	D	Mesa Montoya, S.	ADV
Salazar, J.C.	D		
UNITED KINGDOM		VIET NAM	
Moor, J.	CD	Vo Huy, C.	CD
Bosly, M.	D	Ho Quoc, C.	D
Dunstan, T.	D	Ngo Thanh, P.	D
Fleming, P.D.	D	Pham Xuan, T.	D
Knight, S.	D	Pham Le, V.	D
Ritchie, J.	D		
Rodmell, M.	D	YEMEN	
		AbdulKader, M.	CD
UNITED REPUBLIC OF TANZANIA		Al-Sayaghi, O.A.	D
Ndemino, K.	ALT	Al-Soufi, M.	D
Bokango, R.	D		
Diu, J.	D	ZIMBABWE	
Manongi, F.J.	D	Muzenda, S.	ACD
Murusuri, B.	D	Mujuru Bango, J.	D
Suleiman, S.	D		

OBSERVER DELEGATIONS			
AACO		ALADA	
El Diab, M.	OBS	Donato, M.	OBS
		Folchi, M.O.	OBS
AAPA		ALTA	
Herdman, A.	OBS	De Gunten, A.	OBS
Lim, B.	OBS	Dolabela Portela, J.	OBS
ACAC		ASECNA	
El Alj, M.	OBS	Kossi-Mazouka, A.C.	OBS
Elomari, L.	OBS	Obame-Edou, C-J.	OBS
Enany, A.	OBS	BAGASOO	
ACI		Akatue, E.A.	COBS
Allard, S.	OBS	CANSO	
Bashir, A.M.A.	OBS	Achterhuis, A.	OBS
Bradbrook, C.	OBS	Chiang, H.E.	OBS
Caron, K.	OBS	Cripwell, P.	OBS
Chau, P.	OBS	Dibate, B.	OBS
Deillon, R.	OBS	Fang, C-W.	OBS
Echevarne, R.	OBS	Gonsalves, B.	OBS
Edwards, D.	OBS	Hoeven, E.	OBS
Fevzi, S.	OBS	Huang, W.C.	OBS
Gamper, D.	OBS	Martis, G.	OBS
Garcia, A.A.	OBS	Poole, J.	OBS
Gittens, A.	OBS	Schwenk, R.	OBS
Kim, J.H.	OBS	Tisdall, A.	OBS
Lee, P.Y.	OBS	COCESNA	
Lucas, P.	OBS	Trabanino Aguirre, J.C.	OBS
Nazareno, M.L.	OBS	COMESA	
Piccolo, F.	OBS	Marawa, A.	OBS
Principato, G.	OBS	EAST AFRICAN COMMUNITY	
Rodriguez, J.	OBS	Matindi, L.E.	OBS
Rossell, M.	OBS	ECAC	
Yousef, W.	OBS	Reverdy, P.	OBS
Zulauf, N.	OBS	Sciacchitano, S.	OBS
AFCAC		ECCAS	
Sosina, I.	COBS	Ilang'Ikwa Bonkanya, E.	OBS
Ba Cire, D.	OBS	ECOWAS	
AFRAA		Baldeh, H.	OBS
Chingosho, E.	OBS	Ganemtore, P.A.	OBS
AFRICAN UNION			
Adiron, A.	OBS		

EUROCONTROL		IFALPA	
Brenner, F.	OBS	Wykoff, D.	COBS
Heerbaart, A.	OBS	Couchman, C.	OBS
Redeborn, B.	OBS	Dominguez, R.	OBS
		Jackson, M.	OBS
		Phillips, J.	OBS
EUROPEAN UNION		Raffin, P.	OBS
Ruete, M.	COBS	Walsh, J.	OBS
Geil, K.	OBS		
Kaera, K.	OBS	IFATCA	
Ross, C.	OBS	Stilwell, R.	COBS
		Cortes Obrero, G.	OBS
FIATA			
Donald, R.	OBS	ILO	
Gottlieb, B.	OBS	Seligson, D.	OBS
Gottlieb, W.	OBS		
		ITF	
GLOBAL EXPRESS ASSOCIATION (GEA)		Balnis, R.	OBS
Grau Tanner, C.	OBS	Einan, V.	OBS
		Mocho Rodriguez, G.	OBS
IAC			
Iatsouk, V.	OBS	JAA TO	
		Auer, A.	OBS
IATA		LACAC	
Cirilo, C.	OBS	Ospina, M.	OBS
Comber, M.	OBS		
Dong, Y.L.	OBS	TIACA	
Eagles, R.	OBS	Evans, O.	OBS
Faktaufon, G.	OBS	Fernandez, D.	OBS
Fantoli, C.	OBS	Presti, S.	OBS
Franq, A.	OBS	Steen, M.	OBS
Gill, M.	OBS	Zubkov, V.	OBS
Guedes Dias, J.	OBS		
Jain, C.	OBS	UEMOA	
Koh, T.	OBS	Manzi Mèhèza, N.	OBS
Kronenburg, C.	OBS	Salambere, R.M.	OBS
Lanthier, R.	OBS		
Tyler, T.	OBS	UNWTO	
Vegh, M.	OBS	Lyle, C.	OBS
Windmuller, T.	OBS	Rifai, T.	OBS
IBAC		WORLD BANK	
Edwards, K.	OBS	Schlumberger, C.	OBS
ICCAIA		WORLD ECONOMIC FORUM	
Nakamura, D.	COBS	Bernard, M.	OBS
Gagnon, M.	OBS		
Heijl, M.	OBS		

WTO-OMT Carzaniga, A.	OBS	AVIATION AND TOURISM MANAGEMENT King, J.
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