



ICAO

UNITING AVIATION

# ICAO STATES TODAY

70 Years after Chicago



Working with the International Aviation Community for Passengers and Shippers Worldwide





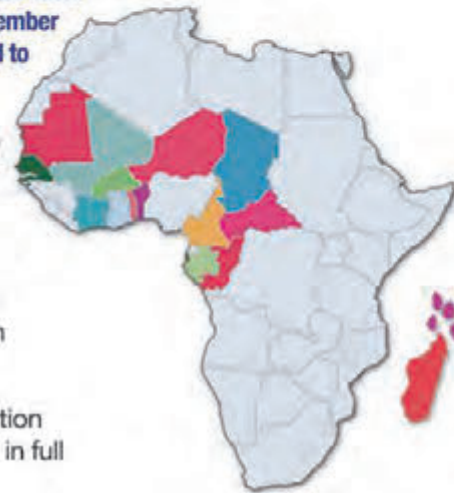
## ASECNA, a vivid example of a pan-African and Malagasy co-operation

**T**he Agency for Air Navigation Safety in Africa and Madagascar (ASECNA), is a public organisation endowed with an international status, settled by 18 Member States including 17 ACP States from West & Central Africa, the Indian Ocean and France. ASECNA was founded in Saint Louis, Senegal, on 12th December 1959 and is governed by the Dakar Convention. The Agency is specially characterised by a strong willingness of Member States to share their resources in order to fulfil any activities related to the air navigation safety.

ASECNA is vested with the responsibility of cooperative management of a stanned airspace of 16.1 millions square km (1, 5 time the size of Europe), and is the major Air Navigation Services Provider in the Africa and Indian Ocean Region (AFI). As a regional and an autonomous organisation dedicated to transnational management of airspaces, ASECNA is a recognised model widely promoted by the international aviation community, with a single sky for many decades.

The Edward WARNER Prize of the International Civil Aviation Organisation (ICAO), has been awarded to ASECNA in 1972 in full recognition of all achievements in providing services.

### ASECNA Member States



- ▶ Benin
- ▶ Bissau Guinea
- ▶ Burkina Faso
- ▶ Cameroon
- ▶ Central African Republic
- ▶ Chad
- ▶ Comoros
- ▶ Congo
- ▶ Equatorial Guinea
- ▶ France
- ▶ Gabon
- ▶ Ivory Coast
- ▶ Madagascar
- ▶ Mali
- ▶ Mauritania
- ▶ Niger
- ▶ Senegal
- ▶ Togo

## ASECNA's main mission: air navigation safety

ASECNA's main mission is to provide air navigation services in the airspace under its responsibility. It is composed of five (5) Flight Information Regions (FIRs) defined by ICAO: Antananarivo, Brazzaville, Dakar Oceanic & Terrestrial, Niamey and Ndjamena:



### ASECNA area of responsibility

ASECNA's missions include the provision of services related to air traffic management (ATM), communication/navigation/surveillance (CNS), aeronautical information management (AIM), meteorological assistance to air navigation (MET) and aerodrome and ground aids (AGA)(e.g. fire fighting and rescue). These services cover en-route navigation, approach and landing phases.

ASECNA operates an ATR-42 aircraft for inflight inspections to control and monitor navigation aids, communications and radar facilities for the benefit of the aviation community far beyond its own borders (Africa and the Caribbean).

The Agency also rules three training centres, namely the African School of Meteorology and Civil Aviation (EAMAC), the Regional Training Center for Fire Fighters (ERSI) and the Regional Training Center of Air Navigation and Management (ERNAM). EAMAC focuses on the training of air traffic controllers, engineers and technicians. ERSI, a bilingual school, is responsible for the training of firemen and of their management. ERNAM is dedicated to continuous training in various areas according to the Agency needs. It also manages the ICAO Regional Aviation Security Centre (AVSEC).



# 70 YEARS OF UNITING GLOBAL AVIATION

Published by FCM Communications Inc. (FCM),  
in conjunction with the  
International Civil Aviation Organization (ICAO).

## **FCM Communications Inc.**

835 Montarville Street  
Longueuil, Québec  
Canada J4H 2M5

Telephone: + 1 (450) 677 3535  
Facsimile: + 1 (450) 677 4445

E-mail: [info@fcmcommunications.ca](mailto:info@fcmcommunications.ca)

## **International Civil Aviation Organization (ICAO)**

999 Robert-Bourassa Boulevard  
Montréal, Québec  
Canada H3C 5H7

Telephone: +1 (514) 954 8219  
Facsimile: +1 (514) 954 6077

E-mail: [icaohq@icao.int](mailto:icaohq@icao.int)





# Promoting competency standards for the industry

## IATA Training & Development Institute

KNOWLEDGE • EXPERIENCE • NETWORKING • SKILLS • RESULTS

**TRAINING FOR TOMORROW**



## Professional Designations: the program that will pay dividends for our industry

For 70 years, the International Air Transport Association (IATA) has been working in close cooperation with ICAO to develop global standards and best practices, building a safe, secure, efficient and environmentally responsible industry.

In support of this mandate, the IATA Training and Development Institute (ITDI) has partnered with ICAO and other leading organizations to ensure that our industry's most vital resource — current and aspiring aviation professionals — are being empowered with consistent skills and competencies, which in turn will secure the sustainable future of our industry.

At ITDI, we believe there is an important need to standardize global competencies, job descriptions and career paths in the industry. There are key questions to be addressed regarding designation requirements and maintaining competencies throughout a professional's career.

To this end, we will continue to work with the industry to ensure consistency.

**Join us as we work on building professional designations and training standards!**

Contact us at [iatalearning@iata.org](mailto:iatalearning@iata.org)

Find further details regarding IATA's professional designations on our website at [www.iata.org/professional-designations](http://www.iata.org/professional-designations)





# ICAO STATES TODAY

Commemorating the 70<sup>th</sup> Anniversary of the Signing of the Chicago Convention

4	Message from the President of the ICAO Council	32	Member States of the Council of ICAO
5	Message from the ICAO Secretary General	34	Member States of ICAO, by alphabetical order and page number
6	Message from the Publisher	35	<b>Africa Section</b>
7	70 <sup>th</sup> Anniversary Celebrations	36	Message from the Director of the Eastern and Southern African Regional Office
11	Official Statements at the Extraordinary Session of the ICAO Council	37	Message from the Director of the Western and Central African Regional Office
18	Resolution adopted at the Extraordinary Session of the ICAO Council	127	<b>Asia /Pacific Section</b>
19	Message from the Secretary-General of the United Nations	128	Message from the Director of the Asia and Pacific Regional Office
20	Message from the Transportation Secretary of the United States	174	<b>Europe and North Atlantic Section</b>
21	Message from the Administrator of the Federal Aviation Administration of the United States	175	Message from the Director of the European and North Atlantic Regional Office
22	Message from the Minister of Transport of Canada	240	<b>Middle East Section</b>
23	Messages from the Minister of International Relations and La Francophonie of Québec and from the Mayor of Montréal	241	Message from the Director of the Middle East Regional Office
24	Message from the Director General and CEO of the International Air Transport Association	270	<b>North America, Central America and Caribbean Section</b>
25	Message from the Director General of Airports Council International	271	Message from the Director of the North American, Central American and Caribbean Regional Office
26	Message from the Director General of the Civil Air Navigation Services Organization	298	<b>South America Section</b>
27	Message from the President of Aéro Montréal	299	Message from the Director of the South American Regional Office
30	ICAO Headquarters	315	<b>Index of Advertisements</b>

#### **Publisher**

Yves Allard, President  
FCM Communications Inc.  
835 Rue Montarville,  
Longueuil, Québec  
Canada J4H 2M5  
1 (450) 677 3535  
[info@fcmcommunications.ca](mailto:info@fcmcommunications.ca)

#### **Editor**

Denis Chagnon  
York & Cumberland Communications Inc.  
1 (438) 580 7807  
[chagnon.d@videotron.ca](mailto:chagnon.d@videotron.ca)

#### **Graphic Design**

Brigitte Ouellet / Gilles St-Onge, Studio Idées en Page Inc.

#### **Project Coordination**

Sylvie Schoufs, FCM Communications Inc.

#### **Marketing**

Lyne Dupuis, FCM Communications Inc.

#### **Photography**

The Publisher extends his appreciation to the States, organizations and photographers who graciously supplied photographs for this publication.

Printed in Montréal, Canada by ICAO Reproduction Services Unit.  
ISBN 978-9815213-0-9

Copyright ©2015 FCM Communications Inc. The content of this publication is protected by copyright, details of which are available from the Publisher.

No part of this publication may be reproduced, stored in retrieval systems or transmitted in any form or by any means – electronic, mechanical, photocopying, recording or otherwise – without the prior permission of the copyright owner.

The Publisher has made every effort to ensure the accuracy of the material contained in this publication. The advertisers or States concerned are solely responsible for the content of advertisements or MORE ABOUT sections; information contained therein does not necessarily represent or reflect the views, opinions and policies of the International Civil Aviation Organization, nor of the Publisher.



Message from the President of the ICAO Council

## Dr Olumuyiwa Benard Aliu



The celebration of ICAO's 70<sup>th</sup> Anniversary in 2014 was a landmark period for our Organization, and one where our mission and role were highlighted to the world.

In addition to the very successful celebration for global aviation dignitaries that we organized with our Host State of Canada at ICAO Headquarters in Montréal, the Organization also had the honour of being joined by United Nations Secretary-General Ban Ki-moon, Chicago Mayor Rahm Emanuel, and senior U.S. and other officials for the Extraordinary Council Session we convened in the Grand Ballroom of the Chicago Hilton – the birthplace of the Chicago Convention.

It is a notable testament to the recognition of aviation's many socio-economic benefits that, from the 52 original States who drafted and signed the Convention back in 1944, 191 countries are now party to this remarkable and resilient legal instrument that has forever changed our world for the better.

It was in special acknowledgement of this great brotherhood of nations, that civil aviation has helped to foster and unite, that ICAO also chose to have a commemorative 70<sup>th</sup> Anniversary publication developed – one which could serve as a form of time capsule capturing the current levels of growth and prosperity being seen in all our Member States.

*ICAO States Today* is the result of that work, and in it you will find practical summaries featuring common statistical indicators for each of our Member States, as well as informative supplementary sections for those States who chose to enhance the scope of their profiles. We have also included special commemorative sections on our Montréal and Chicago events from 2014 for the benefit of those members of our global community who could not be with us.

While *ICAO States Today* will serve as a useful legacy document with respect to the State-by-State details it provides, we must also be eager to recall that the true achievements of our sector have been realized when Member States have come together, through ICAO, to cooperate on common goals and the setting of globally harmonized Standards and Recommended Practices (SARPs) in support of them. I have been especially aware of the value of the consensus achieved through ICAO since I first sat on the Council some ten years ago, and I very much look forward to encouraging further collaborative progress during my tenure as Council President.

It will also be a key priority for my Office, and indeed the entire Organization in the months and years ahead, to stay focused on not only agreeing on the essential SARPs, that harmonize our global network, but also providing the equally essential assistance and capacity building required so that all States have the ability to implement those SARPs in line with global expectations. ICAO must do more to ensure we honour the commitment *No Country Left Behind* where effective SARP implementation and the significant benefits of air transport are concerned.

In closing, let me please extend ICAO's deepest thanks to the States and stakeholders who have helped us make *ICAO States Today* such a comprehensive and practical overview of the present state of global aviation. We always achieve our greatest results when we work together and this is certainly no exception to that rule.



Message from the Secretary General of ICAO

## Mr Raymond Benjamin



Since the first Assembly of the Provisional ICAO, held in Montréal in 1946, our Organization has become one of the most respected secretariats in the United Nations system.

Commensurate with this growth in ICAO's status and relevance, the world air transport network has also expanded remarkably in terms of its flight operations and essential contributions to global development. This is clearly evidenced by the fact that the number of passengers it carries has grown from some 9 million in 1945 to over 3 billion today.

Many of the facts, figures and other Member State inputs you will find in the coming pages of *ICAO States Today* testify to this growth, as well as to the ever-increasing reliance of nations and regions on safe and reliable international air services. Having begun its history primarily as a mail transport and eventually a passenger travel provider, civil aviation has increasingly widened the variety of means by which it connects States, passengers and businesses – always to the benefit of local prosperity and to the peace that is engendered as we reach out to and learn about each other across our common sky.

In recent years, the exponential growth of the aviation sector is continuing to place unprecedented pressure on all members of our community to maintain and enhance the safety, the security and the efficiency of the global air transport system... and all the while reducing its environmental footprint. In addition, new aircraft and air navigation technologies continue to open up exciting frontiers that we need to integrate safely into the existing civil aviation operational framework, including the proliferation of remotely piloted aircraft systems and the much-publicized suborbital flights that may shortly become more commonplace.

There is also pressure to quicken the pace of liberalization and address more forcefully, on a harmonized international basis, such issues as market access, fair competition, consumer protection, or the sometimes onerous taxes and levies imposed on air transport and its passengers. These and many other issues all pose very complex political and economic concerns for ICAO and its State and industry partners, but none that should make us lose sight of how well we have risen together to similar challenges in the past.

There are over 12 000 civil aviation Standards and Recommended Practices (SARPs) set out in the Annexes to the Chicago Convention today, and they have perhaps never been more relevant to our day-to-day lives. In addition to the assistance, training and other support that ICAO now provides to ensure they are as effective as possible, these Standards help to ensure that more than 100 000 flights a day now operated by commercial airlines are at once safe, reliable, secure and environmentally efficient.

The many State metrics and other inputs found in the coming pages serve to substantiate the vitality and relevance of our global sector, as well as the importance of ICAO SARPs in supporting air transport progress in each and every State that is party to the Chicago Convention.

We are proud to be able to present to you this unique portrait of our States and sector at the onset of what will certainly be a challenging century for aviation, and we thank all ICAO State governments for the clear commitments they demonstrated in assisting us with its realization.



## Message from the Publisher



Our goal in producing “*ICAO States Today... 70 Years After Chicago*” was to offer all Member States of the Organization the opportunity to tell their story in their own words, to share directly with readers their accomplishments, their challenges and their vision for air transport.

This is what we had in mind when we approached ICAO in late 2013. It was an ambitious undertaking, yet one we believed would contribute to the notion of friendship and understanding so powerfully enunciated in the Preamble to the Chicago Convention.

We were encouraged with the acceptance of the project by Secretary General Raymond Benjamin and gratified by the ongoing support of the Secretariat in Headquarters and in the Regional Offices throughout the production process. The result, we believe, reflects the spirit of global cooperation that has been the hallmark of this great Organization for the past seven decades.

Through each of the 191 one-page snapshots, we gain a better appreciation for the strategies and successes of Member States in enhancing their air transport services and facilities. We sometimes discover aspects of their civil aviation we had perhaps not been sensitized to before. And, yes, we sometimes smile at some of the amusing bits of trivia and photos peppered throughout the book.

Another feature that makes this publication somewhat unique is that practically all figures were provided by States. Exceptions are World Bank figures for the Gross Domestic Product section and official ICAO figures in the Relationship with ICAO section. By using 2012 as a benchmark, our hope is that readers will keep referring to the publication as a handy reference document.

*ICAO States Today* is also a platform for States wanting to expand on their one-page snapshots through interviews with their aviation leaders or reports on their air transport systems and industries. While these State Profiles are regular features of the ICAO Journal and other ICAO publications, they take on a special meaning when viewed against the backdrop of other national, regional and global presentations.

We initially had planned to publish *ICAO States Today* to coincide with the 70<sup>th</sup> anniversary of ICAO. Along the way, the decision was taken with ICAO to delay publication for two reasons. One was to include a special section on the celebrations in Montréal and Chicago, again with the idea of placing the spotlight on States. The other reason was to give more time to those States that had not been able to submit their information by the original deadline. We truly wanted all Member States represented in this commemorative publication.

We trust that *ICAO States Today* has reached the goal it had set for itself and we truly look forward to producing similar publications in the future, always with the intention of responding to the needs and desires of Member States.

I would like to thank all those who have made *ICAO States Today* such an exciting and worthwhile endeavour, most notably Member States that were diligent and forthcoming in providing and updating the required information.

**Yves Allard,**

President  
FCM Communications Inc.

# Celebrating 70 Years of Uniting Global Aviation

ICAO Member States were clearly the focus of celebrations held in Canada and the United States in December 2014 to commemorate the 70<sup>th</sup> anniversary of the signing of the Chicago Convention and the creation of the Organization on 7 December 1944.

## Focus on ICAO's Host City

The main event in Canada was held on Friday, 5 December, in the Assembly Hall at ICAO Headquarters in Montreal. Council President Benard Aliu and Secretary General Raymond Benjamin welcomed Council Members, representatives of the international civil aviation community, visitors from around the world and hundreds of ICAO staff for a colourful and heart-warming ceremony. Another 70<sup>th</sup> Anniversary highlight was the inauguration of the ICAO Museum located in the lobby of the Headquarters building.

Among the distinguished guests were: the Honourable Denis Lebel, Minister of Infrastructure, Communities, and Intergovernmental Affairs and Minister of the Economic Development Agency of Canada for the Regions of Québec; Mrs Christine St. Pierre, Minister of International Relations and la Francophonie, Government of Québec; and the Honourable Denis Coderre, Mayor of ICAO's host city of Montréal. Messages from the three levels of Government follow this report.



© Vanda D'Alonzo

From left to right, Mrs Christine St. Pierre, the Honourable Denis Lebel, Council President Dr Benard Aliu, Secretary General Raymond Benjamin and the Honourable Denis Coderre.

## In Canada's Capital

Earlier in the day, the Government of host country Canada paid tribute to ICAO in the House of Commons, in Ottawa. Parliamentary Secretary Deepak Obhrai emphasized that "Canada is proud to be both the host State of this important United Nations specialized agency and a contributing Member State of the ICAO Council, which continues to play a vital role in meeting the complex and evolving challenges facing the civil aviation sector". Mr Obhrai underscored "Canada's continuing strong dedication to the work and well-being of ICAO... demonstrated by our sustained commitment, together with our partners in Montréal and Quebec, to deliver high-quality services and support to the ICAO community".



The Honourable Deepak Obhrai, Parliamentary Secretary

In 2013, the Honourable John Baird, Canada's Foreign Affairs Minister, had announced that Canada had renewed its hosting agreement with ICAO for another 20 years and delivered on additional commitments to the Organization: completion of major renovations to the ICAO premises to better accommodate the 38<sup>th</sup> Assembly in the fall of 2013 and future conferences, and increased services and outreach, including at the ministerial level, to the ICAO community. "Canada and its partners continue to work hard to deliver optimal services to the ICAO community in its Montréal home," he said.



## Tribute from Québec City

On 3 December there was an ICAO visit to the National Assembly of Québec, in Québec City, the seat of the provincial government. The Delegation, led by Secretary General Raymond Benjamin, was saluted by the President of the National Assembly, Mr Jacques Chagnon, along with representatives of the main political parties. The Assembly unanimously adopted a motion applauding ICAO's presence in Montréal.

At a reception later, Mr Benjamin presented Mr Chagnon with a commemorative coin of the 70<sup>th</sup> anniversary of the Organization.



Mr Chagnon, left, receives a commemorative coin from Mr Benjamin.



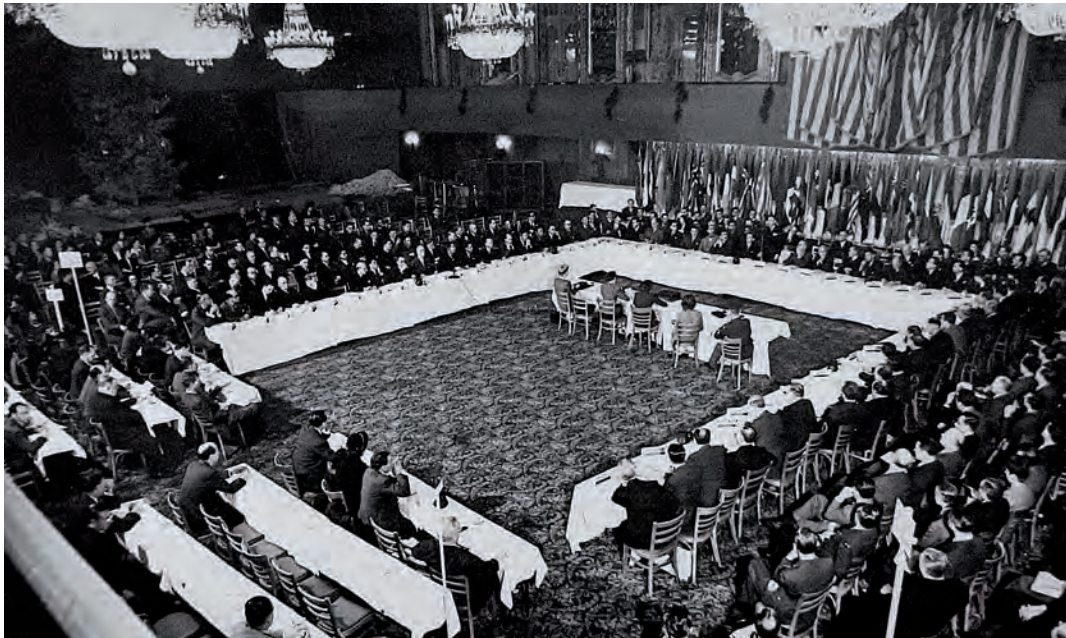
Council Members and special guests board a flight to Chicago.

## Coming Together in Chicago

On 7 December, the President of the Council, the Secretary General, Council Members and a number of special guests boarded a flight to Chicago, courtesy of Bombardier Aerospace where they had just visited the facilities, for an Extraordinary Session of the Council the next day. On the agenda of the meeting was the adoption of a special Resolution commemorating the continued relevance of the Chicago Convention and the role of ICAO in supporting the global availability of air transport benefits for all of the world's citizens and businesses.

## Chicago

The Extraordinary Session of the ICAO Council of 8 December was highlighted by the enthusiastic participation of United Nations Secretary General Ban Ki-moon, U.S. Transportation Secretary Anthony Foxx, U.S. FAA Administrator Michael J. Huerta and Chicago Mayor Rahm Emanuel. Prior to the adoption of the Resolution, a number of Council Members made statements on behalf of their State or respective Regions.



ICAO opens the Extraordinary Session of the ICAO Council held in the very same ballroom in the now Chicago Hilton (formally the Stevens Hotel) where the Convention on International Civil Aviation (Chicago Convention) was originally drafted and signed 70 years earlier in 1944.

©Vanda DiAlonzo

# STATEMENTS



**Mr Enrico Padula**  
Italy

- Few human inventions other than aviation have so much challenged the destiny of man on Earth, to be attached to the land on which he or she was born, or to roam painfully in search of new places to call home.

Few inventions have so much contributed to peace, bringing people closer on a stable basis, allowing reciprocal acquaintance and permitting the establishment of permanent and lasting relations across long distances.

Considering the long history of aviation, from Leonardo da Vinci's drawings of flying machines to today's planes that venture in airspace, their use in war seems, in retrospect, a very negligible part.

***Civil aviation required from the very beginning international cooperation to work effectively in bringing humanity together.***

However, no system like civil aviation required from the very beginning international cooperation to work effectively in bringing humanity together. ICAO was not the first international organization in history, but the

people that laid the foundation of ICAO in this very room 70 years ago were true visionaries, because they envisaged a system that had to allow for the development of air transport, a truly global challenge for all the nations of the world. Their challenge was technical as well as political, because to overcome the issues arising from the coordination and overlapping of technical standards, strong political initiative is needed.

It was political will that brought, a few years after the event we are celebrating today, European States, and on behalf of those that are today members of ICAO I am presently taking the floor, to establish the foundation of what became the European Union, that has been honoured with the Nobel Peace Prize for advancing the cause of peace, reconciliation, democracy and human rights in Europe, transforming it from a continent of war to a continent of peace.

Therefore, Europe remains committed to building timely and efficient ICAO standards and provisions and working closely together with all Member States to ensure a high performing seamless, safe, sustainable, and interoperable global civil aviation system. As Europe is the world's largest provider of development assistance and humanitarian aid, it has worked hand-in-hand and will continue to work with ICAO and the international aviation community in capacity building, technical assistance, and implementation of major civil aviation projects, to the benefit of the safety and security of international aviation.

Peace and prosperity formed the basis for Europe's unique experience in completely transforming what used to be fragmented and protected national markets



into the world's largest liberalized and integrated regional aviation market. The economic benefits to international aviation and to the consumer have been remarkable.



**Ms Kerry Macaulay**  
Australia

- Here in this very room in 1944, reaching agreement on the Convention was certainly not easy. Technical aspects were generally not contentious; however, there were wide divisions of views with regard to the powers of ICAO and with respect to commercial aspects of the Convention. Notwithstanding, compromise was ultimately reached in order to achieve a consensus outcome that would allow for ICAO to take shape; the founding States departed Chicago knowing that finding solutions to outstanding issues would be important work for the new organization.

### ***The ever-changing nature and pace of aviation requires ICAO to continuously adapt.***

The most profound outcome of that compromise was that ICAO would not have binding regulatory powers. In hindsight, however, this outcome could be considered to have been the key to its success. By setting very high standards as a goal, but allowing Member States to get there largely at their own pace, and by helping Member States along the way, ICAO has taken great strides toward achieving the standardization and harmonization of international civil aviation. What it lacked in regulatory strength, it made up for in moral authority and the collective willingness of its Member States.

What was achieved at Chicago cannot be underestimated. The last 70 years have demonstrated that, broadly speaking, the Chicago Convention has provided a sound legal framework for international cooperation in civil aviation; delivering the capacity and flexibility to deal with future changes in the landscape of international aviation. Only two of the fourteen instances in which the Convention has been amended have dealt with substantive provisions, namely Article 83 *bis* and Article 3 *bis*, the remainder being institutional or procedural updates.

The ever-changing nature and pace of aviation requires ICAO to continuously adapt. As an organization, ICAO must always look to improve its practices and its services to States and this includes reviewing the utility of the Convention itself. At the same time, we should honour the foresight of the founding Member States for providing ICAO with such a solid and enduring foundation upon which to carry out its work over the last 70 years.

Above all, we need to proceed with caution if we are to consider substantive changes to this current framework as we would not wish to unintentionally, or deliberately, erode the fabric of what has effectively bound us together in this important international endeavour.



**Ambassador**  
**Carlos Antonio Veras Rosario**  
Dominican Republic

- The initiative of creating an entirely new international organization devoted to promoting civil aviation and to making it safe was as audacious as the idea of flight itself, and these two ideas met here in this very room where the Chicago Convention was signed in 1944 and where ICAO was born. It was the beginning of a long and fruitful cooperative adventure.

It is with great satisfaction that we are commemorating today, after seventy years, the enormous achievements of ICAO in its never-ending pursuit of excellence in fulfilling the objectives set out in the Convention.

***Creating an entirely new international organization devoted to promoting civil aviation was as audacious as the idea of flight itself.***

This would have not been possible without close collaboration and interaction between the Council, the Air Navigation Commission and the Secretariat of ICAO.

Every year, traffic increases exponentially and every day we face new challenges in a rapidly changing world that also offers amazing opportunities brought about by new technologies.

This is therefore the right day to reaffirm the commitment of ICAO Member States to continue working as one, to make the global aviation system safer, more secure, more efficient, and enabling it to keep growing in a sustainable manner by diligently implementing ICAO Standards and Recommended Practices.

The Latin American and Caribbean Countries on the Council, as representatives of one of the fastest-growing regions in the world of civil aviation, understand the importance of the commitment to applying and enforcing SARPs.

According to a recent study, the economic growth of our Region will be above the world average in the next 20 years, posting a rate of 4 per cent of the Compounded Annual Rate of Growth. This will require the addition of 2 900 new aircraft to our collective fleets over the same period.

It is an honour to announce in this forum that our Region is performing above the global average in the effective implementation of the critical elements of a sound air transport system, and it will continue working to achieve even better results.

Most of the States of the Latin American and Caribbean Region have either just completed or are well advanced in their fleet renewal programmes, incorporating new generation aircraft that will bring not only operational benefits, but also a significant contribution to environmental protection.

Moreover, our States and the industry are working together in developing and implementing an authentic safety culture within their respective organizations, as well as contributing to the realization of ICAO strategic objectives.

Argentina, Bolivia, Brazil, Chile, Mexico, Nicaragua, Venezuela and the Dominican Republic are fully aware of the great responsibility we share as members of the ICAO Council representing Latin America and the Caribbean Region.

We all understand that ICAO cannot achieve its goals without the active participation of all Member States. Such participation and mutual collaboration between States and with ICAO will be, at the end of the day, the key factor that will lead this Organization to more and more decades of success.

At the same time, it is essential for ICAO to be proactive in listening and responding to the needs of States, facilitating the provision of all of the assistance required and in the process, making sure that no country is left behind in the implementation of ICAO SARPs.

Mr President, I would like to conclude by taking this opportunity to congratulate all of the organizations of the United Nations system that share with us the common goal of ensuring better living conditions for all mankind, exhorting them and ourselves to work even harder together in transforming this aspiration into a tangible reality.



**Mr Hazim A. Abudaowd**  
Saudi Arabia

- Since its establishment, ICAO has played an essential role in promoting international civil aviation, bringing people and nations from around the world closer and fostering prosperity through increased trade and commerce on a truly global scale. ICAO has always taken the lead in addressing the emerging global events and crises, and always proven successful in responding to them regardless of the level of their complexity and sensitivity.

We should always bear in mind that civil aviation is a dynamic and global industry with a high rate of technological developments and advances. At the same time, we need to acknowledge that different parts of the world currently reflect varying levels of compliance in respect to ICAO SARPs. It is the responsibility of all stakeholders – ICAO, States, industry, financial institutions, and regional bodies – to cooperate to facilitate the future growth of the air transport sector and to help the States that require assistance in order to enhance civil aviation safety and security on a global level.

***ICAO has always taken the lead in addressing the emerging global events and crises.***

Looking to the future, ICAO has to deal with numerous challenges. This necessitates that all stakeholders in the civil aviation community work together in an unprecedented fashion, not only to find solutions to current challenges and issues, but more importantly to anticipate future challenges and develop practical and sustainable solutions.

In the future, the role of ICAO should be expanded to go beyond setting SARPs and auditing its Member States. ICAO's role should continuously evolve to cope with the current and future challenges and this requires a collective work.



**Mr Raphael Wambura Bokango**  
United Republic of Tanzania

- Without a coordinated and holistic approach, it would not have been possible to reach the current level of development of the civil aviation sector in the African Region. Since its formation, ICAO has performed a tremendous job in promoting the safe, secure and efficient development of civil air transport for the benefit of the international community, particularly the economic development of Member States which heavily relies on transport services.

***Only united and coordinated efforts of all States can meet the challenges and needs of the world air transport system.***

The sustainable economic development of any State depends on the ability of the transport sector to meet the needs of all stakeholders. In this regard, the safety and security of the international air transport system depends on the ability of all stakeholders to meet the requirements of ICAO Standards and Recommended Practices (SARPs). It is therefore important that SARPs be developed and harmonized under the spirit of cooperation and mutual support, for the benefit of the entire aviation community.



ICAO SARPs should thus be based on the needs of States towards the enhancement of global safety and security, and that States should be more involved in the rulemaking process. Furthermore, the Universal Safety Oversight Audit Programme (USOAP) and Universal Security Audit Programme (USAP) should be tools not only to assess the level of implementation but also to focus more on developing mechanisms to assist States to raise their level of compliance. Such mechanisms could include training, additional guidance materials, implementation support tools and undertaking impact assessments to enable States to understand and appreciate the relevance of the rules.

We wholeheartedly support this Resolution and we have no doubt it will be adopted by the Council unanimously. Our confidence is based on the understanding of the fact that only united and coordinated efforts of all States can meet the challenges and needs of the world air transport system.

I would like to recall these historical words, which were made 70 years ago: "...the future development of international civil aviation can greatly help to create and preserve friendship and understanding among the nations and peoples of the world, yet its abuse can become a threat to the general security".

I wish to take this opportunity on behalf of African States to congratulate and wish the entire aviation fraternity a fruitful celebration of this historical event and to express our hope that all members of the United Nations system will continue to strengthen cooperation for happiness and prosperity of next generations.



Mr Alexey A. Novgorodov  
Russian Federation

› Seventy years ago, 52 States signed the most important document for the future development of international civil aviation. In spite of the continuing World War II, our older colleagues had the wisdom to plan our peaceful cooperation in the field of civil aviation. Because of this profound step, civil aviation is nowadays the safest means of international transportation. Today we are paying tribute to the leadership, vision and cooperative spirit of the signatories of the Chicago Convention, who came together to create and preserve friendship and understanding among the nations and peoples of the world in the development of international civil aviation.

***We have to unite our efforts for the peace and prosperity of the next generation.***

My colleague from Tanzania has just now mentioned historical words of the Chicago Convention Preamble, which are promoting cooperation between nations and peoples, "upon which the peace of the world depends", as a fundamental principle of sustainable development of international air transport.

It is true that various countries around the world have substantial differences in terms of economic development, availability of financial resources, and other objective obstacles for the sustainable development of national civil aviation. At the same time, overall international flight safety cannot be guaranteed only in a few segments of airspace, as well as security of the whole system in selected airports only. In other words, only a global and seamless international air transportation system can be robust and meet the highest

standards of safety and security. For that very reason, the Resolution, which undoubtedly will be unanimously adopted by the Council today, “emphasizes the essential role that ICAO plays as a global forum for cooperation among its Member States and the civil aviation community” and invites all stakeholders “working together through ICAO in support of a world-wide air transport system, which serves and benefits all nations and peoples of the world”.

Nowadays, we also have to recognize that technical assistance to the countries, which need support of the civil aviation community, is an integral part of our common efforts for reaching our global safety and security targets. That is why a principle of “No Country Left Behind” has to be one of the fundamental elements for the sustainable development of the robust global air transport system. We have only one wisdom – we have to unite our efforts for the peace and prosperity of the next generation.

Today we are paying full tribute to the tremendous achievements of our aviation community, and at the same time, we prove our commitment and adherence to the fundamental foundation laid by the Chicago Convention. We recognize that current and future challenges for international civil aviation can be overcome only by joint efforts, while always remembering the words of our President emeritus of the Council Dr Assad Kotaite: “Even one death for the million flights is too much”.

On behalf of my Government and all my aviation colleagues, I would like to congratulate all of the international aviation community on the occasion of the 70<sup>th</sup> Anniversary of the historical moment of the beginning of our fruitful cooperation, which is greatly helping to keep and to “preserve friendship and understanding among the nations and peoples of the world”.



Mr Mark Allen  
Canada

➤ As we meet in these truly impressive surroundings to commemorate the vision of our predecessors, another reality is abundantly clear – this special anniversary year has also been a significant one for international civil aviation for reasons that we can only regret. The loss of two civilian airliners within the space of four months in both troubling and very different circumstances has occurred this year. But these tragedies only strengthen our resolve to move swiftly in identifying and addressing new problems. The promotion and protection of aviation safety and security remain our central goals and ICAO our best tool to deliver them. In response to this year’s events, ICAO has displayed new agility and worked in close collaboration with industry, while relying on its longstanding methods and principles to address complex issues. These events have also borne out the old adage, that if ICAO didn’t already exist, we would have had to create it. And the current circumstances that make this so true also underscore that this is no time for us to relax – not just to respond to the unexpected catastrophic event, but also to harness the quickening pace of technology and to deal with the upward trend in aviation emissions.

***The promotion and protection of aviation safety and security remain our central goals and ICAO our best tool to deliver them.***

Since ICAO’s inception, Canada has been proud to host the headquarters of this indispensable Organization. Together with the Government of Quebec and the City of Montreal, we remain committed to providing the best possible support and services to its

delegations and staff to enable them to conduct their critical work. Canada has also, since ICAO's inception, been proud to serve on its governing Council and Air Navigation Commission and to contribute our experience and expertise to addressing the challenges that lie before us today. We have been fortunate to do this alongside our friend and neighbour, the United States of America, who are also the depositary of our founding Convention and whose commitment we recognize here today – while drawing wisdom and support from all of the regions of the world in the finest tradition of multilateralism. For it is only in such a forum that we can continue to meet the needs of future generations.



**Ms Bathsheba Crocker**  
**United States**  
Secretary of State for  
International Organizations,  
Department of Transportation

- In 1944, delegates met at the Conference in this very ballroom and pledged to use the emerging power of flight to “preserve friendship and understanding among the nations and peoples of the world.” With this pledge, they shifted the focus of international aviation to co-operation and development – and away from war – and they established this remarkable and enduring institution.

***They shifted the focus of international aviation to cooperation and development - and away from war - and they established this remarkable and enduring institution.***

ICAO has grown as its international role becomes daily more important. As the number of flights around the world – now at more than 100 000 a day – continues to increase, ICAO's responsibilities will continue to expand as well.

Working to make aviation the safest form of transportation around the world, ensuring the security of civil aviation, advancing economies of developed and developing nations alike, and supporting efforts to sustain our global environment are all weighty tasks that ICAO undertakes daily.

These tasks are made more difficult with the increase in safety considerations, the emergence of new technologies, increasing environmental concerns, and the threat of terrorism. Our three main challenges therefore, remain safety, security, and sustainability. In the wake of recent tragedies, the security challenges have become even more complex. As ICAO works with the global community to increase efforts on flight tracking, information sharing, and conflict zone avoidance, we also need to make more progress on efforts to reduce carbon emissions in civil aviation. And of course, there will always be more work to do.

The issues we now face could not have been envisioned by the delegates in 1944, but the framework they created and the Organization it established have stood the test of time. ICAO's solid institutional foundation and our ongoing efforts make the United States confident that, despite these challenges, ICAO will continue to ensure the safety, security and sustainability of the international civil aviation system.

The United States is proud of our history and partnership with ICAO. We are also proud to be a part of this important celebration today. I will close by reiterating that we are committed to working with ICAO and its Contracting States to ensure that aviation remains the safest form of transportation; that aviation is secure and used to advance peace and economic freedom; and that we reduce its environmental impact through sustainable fuels, new aircraft technologies and more efficient operations.



# Resolution Adopted by the Extraordinary Session of the Council

On 8 December 2014

On the Occasion of the **Seventieth Anniversary Of the Signing of the Chicago Convention**

**Whereas** 7 December 2014 marks the Seventieth Anniversary of the signing in Chicago of the **Convention on International Civil Aviation**, also known as the Chicago Convention;

**Convinced** that the fundamental aims and objectives of the Chicago Convention remain as relevant today as when they were conceived in 1944;

**Recognizing** that the safe and orderly growth of civil aviation that has been achieved over the past seventy years has delivered many positive socio-economic benefits to humanity;

**Determined** to ensure that international civil aviation will continue to contribute to the promotion of global peace and security, social integration among the peoples of the world, economic prosperity of nations, and sustainable development for future generations; and

**Considering** that there remains a strong and ongoing need for the international community to continue forging consensus-based progress in international civil aviation and to build on the foundations that were laid in Chicago seventy years ago;

**The Council of the International Civil Aviation Organization (ICAO)**, on the occasion of this 70<sup>th</sup> Anniversary of the signing of the Chicago Convention:

1. **Pays tribute** to the leadership, vision and cooperative spirit of the signatories of the Chicago Convention, who came together seventy years ago to create and preserve friendship and understanding among the nations and peoples of the world in the development of international civil aviation;
2. **Emphasizes** the essential role that ICAO plays as a global forum for cooperation among its Member States and the civil aviation community, and as a standard-setting body for the safe and orderly development of international civil aviation;
3. **Reiterates** the need for ICAO, as a specialized agency in relationship with the United Nations, to continue to take a leadership role in the development of principles, standards, agreements and arrangements for global civil aviation, thereby contributing to peace and prosperity in the world;
4. **Encourages** all Member States of ICAO to continue to promote the ideals and principles of the **Convention on International Civil Aviation** and compliance with its provisions;
5. **Acknowledges** the critical need for continued ICAO efforts aimed at identifying the challenges posed by increases in global air transport demand and capacity, as well as the opportunities offered by new and emerging technologies, and to address those challenges and take advantage of those opportunities in order to achieve the safe, secure and sustainable growth of the international civil aviation system; and
6. **Invites** all stakeholders, including Member States and relevant organizations of the global civil aviation community, to continue sharing and promoting best practices and working together through ICAO in support of a worldwide air transport system, which serves and benefits all nations and peoples of the world.

Remarks by the United Nations Secretary-General

## Ban Ki-moon



What a historic event. Thank you very much for the honour of participating.

Today we look back on 70 years of success – and we look ahead to new global challenges. In 1944, this hotel was still elegant – but a night in the best room cost only nine dollars. Seven decades ago, in this Hall, there were representatives of 52 countries drafting the Convention. Today, ICAO has 191 Member States.

The Convention was born before the United Nations – but as Dr Aliu pointed out in his remarks – it anticipated the creation of a global organization for peace. And now, ICAO helps the United Nations address some of the most pressing issues on our global agenda.

Today I will speak about three areas where our cooperation is strong: health, security and the environment.

### First: Health

When Ebola broke out, ICAO answered fear with facts. As part of the global Travel and Transport Force, ICAO is coordinating the international response to Ebola's impact on travel, trade and tourism.

ICAO stood firmly with the World Health Organization against general bans on travel and trade that block efforts to rush in medical responders and supplies. And ICAO advocated measures to make sure that suspected cases are managed safely in ways that stop Ebola from spreading.

### Second: Security

In July, when the Boeing 777 carrying 298 people went down in eastern Ukraine, the UN Security Council called for a full, thorough and independent investigation. Experts from ICAO helped to produce the preliminary findings – and they are continuing to support investigation for the final report.

Meanwhile, ICAO mobilized partners to set up a task force to reduce the risks of civilian planes flying over conflict areas. I commend this important initiative and am encouraged the task force results will now be assessed by a wider range of States at ICAO's High-level Safety Conference next February.

ICAO supports broader United Nations security objectives in other ways. It has worked with the UN Security Council's Counter-Terrorism Committee on a Traveller Identification Programme. At the UN's request, ICAO adopted a Convention on marking plastic explosives so they can be detected.

### Third: The Climate Challenge

We meet on the eve of a critical year for the global effort to combat climate change. In September, I hosted a major summit to galvanize bold commitments and action on the ground. It was a great success – thanks in part to ICAO.

Through ICAO, governments and the aviation industry committed to a two per cent annual fuel efficiency improvement and carbon neutral growth from 2020. They have concrete plans to reach this ambitious target by supporting the development of sustainable alternative fuels, deploying new technologies for aircraft, and improving efficiency. They are also helping to develop a global carbon dioxide standard for new aircraft.

I applaud this as a large-scale effort that builds on ICAO's other climate initiatives – from creating smartphone apps to calculate the carbon footprint of flights to providing reports on emissions to the UN Framework Convention on Climate Change.

After I leave Chicago tomorrow, I will travel to Lima, Peru for the 20th Conference of the Parties to that Convention. There, we hope to lay the groundwork for a new universal climate agreement to be adopted in Paris next year.

Ladies and gentlemen, in 1944, the world was bloodied and battered from the Second World War. In 2014, we are facing new threats that never could have been imagined when ICAO was founded.

Then, as now, we know that we can only overcome these threats through a collective, international response. I count on you to continue carrying on the work of our predecessors who seventy years ago in this Hall launched a global flight path for peaceful aviation.

And I call on you to expand their vision as we navigate a new journey to a safe and sustainable future.

Remarks by U.S. Transportation Secretary

## Anthony Foxx



I want to say how honoured we are to be joined by UN Secretary-General Ban Ki-moon.

I also want to thank Mayor Rahm Emmanuel for welcoming us to this great city. It's truly an honour to join the International Civil Aviation Organization, and all the delegates and dignitaries, on this historic day for international aviation.

When ICAO first came together in this room, the vast majority of people in our world had never experienced air travel. There were only so many places you could fly to – and getting to them was kind of like moving from Point A to Point Z. You also, for the most part, had to be rich and famous to be on board.

But let me add, 2014 marked yet another milestone in the history of aviation.

Because it was on the first day of this year, 100 years ago, that a young American pilot flew an aircraft – it was made out of wood – between two cities in our state of Florida. The flight was only 23 minutes. And that's only marginally faster than it takes to drive between these cities now. But there was a mayor on board who had paid at an auction to be a passenger...which is why this flight went down in the history books as the world's first commercial flight.

So, consider that on January 1<sup>st</sup>, in 1914, there was exactly one commercial flight, carrying as many passengers.

Then fast forward to the first day of this year – when there were 100 000 commercial flights around the world...and some eight million people on board.

This is jobs. This is economic growth. This is world trade.

And I think, if you're a certain age – I'll be honest with you: when ICAO came together, I was still almost 30 years from being born – it's easy to take for granted what you've helped to build: which is a global community that's more connected, more open, and more developed than previous generations would have ever imagined.

It's changed our way of life – but it's also changed people, by expanding their views of the world.

Today, in less than one day, an American can board an aircraft, maybe touch down in Paris, and continue on to West Africa to serve in the Peace Corps.

In less than one day, someone can leave home in another country and come to the United States to study, or to work, or to visit.

I remember back in 1991. I was in college. And I enrolled in a study abroad programme, and flew to South Africa.

The country was still transitioning out of apartheid. It was only the year prior when Nelson Mandela had been released from prison.

By seeing that country, I was able to learn more about my own. And it made me realize the opportunities I had – opportunities I couldn't have even imagined up until then. And it inspired me to work even harder in school.

Without that experience, I might not be standing here today.

So I want to thank all of you on behalf of the U.S. Department of Transportation, but also personally, for this partnership we have. And I want to say that we look forward to continuing to work together to make our global aviation system even safer and more efficient.

Remarks by U.S. Federal Aviation Administration (FAA) Administrator

## Michael J. Huerta



Mr President, Mr Secretary General, ICAO Council Representatives and all distinguished guests, welcome to Chicago. It is an honour to host you in our country for this magnificent celebration of ICAO's 70<sup>th</sup> Anniversary.

Seventy years ago, delegates from 52 nations met in the ballroom of this hotel to ensure that the growing aviation industry would be used for peace and to benefit all nations. The resulting Convention set forth the principles for the safe, efficient, and sustainable growth of civil aviation. The forethought and ingenuity of the men and women who met at this hotel 70 years ago set the stage for aviation's exponential growth. And the principles they bestowed still guide and direct us today.

As we celebrate this milestone, let us take pride in how far aviation has developed over the decades.

During the first years of ICAO's existence, commercial aviation was still in its infancy. In the 1940s, the vast majority of the world's citizens had never travelled by air, and routes were limited. Fares were exorbitantly high, but would gradually become more affordable to many more travellers.

Since that time, aviation has changed beyond the wildest imagination of its pioneers. Its exponential growth has been nothing short of amazing. Millions of people now fly safely to vast and far reaches of the world. Billions of dollars of goods are shipped daily on aircraft. Aviation supports economies big and small by the trillions of dollars, and the aviation industry provides jobs to millions. Most importantly, we can say with great satisfaction that it is the safest form of travel.

And consider all the vast improvements since ICAO began its work to ensure a safe and efficient global aviation system. Safety rates have dramatically improved. Air traffic operations are becoming more and more efficient, and system modernization is taking hold. Aircraft are certified to incredibly safe levels. We are integrating new entrants into the global airspace and addressing environmental concerns.

All of these major steps forward could not have happened without ICAO's leadership. Through this organization, and with the efforts and technical expertise of Member States and industry, we have worked together to set global aviation standards and guidelines. These standards have created a sound foundation for a safe, harmonized, and environmentally responsible aviation system.

We can all be proud, as participants in this most vital of international bodies, that our efforts have paid off tremendously.

While we as Member States at times have differing points of view and interests, this forum allows us to reach a global consensus and harmonize our approaches in the best possible way to enhance global aviation. It remains a remarkable body and shows the world how true collaboration works.

Congratulations once again on this historic occasion, and thank you all for joining us here in Chicago where it all began.





Message from the

## Government of Canada



From its role as one of the founding States during the Organization's creation at the Chicago Conference, to hosting its Headquarters ever since, Canada is proud of its longstanding relationship with the International Civil Aviation Organization (ICAO).

Together with the Province of Quebec and the City of Montreal, Canada remains dedicated to facilitating the important work of ICAO's representatives and delegates, and we are pleased to provide the Organization with a natural home in Montreal.

As a global international civil aviation centre, Montreal is home to a cluster of other aviation organizations and associations. The city also has a vibrant aerospace industry that includes manufacturers, subcontractors and suppliers, and world-class education and research institutions.

Canada will maintain its support for ICAO as the Organization continues to help international aviation to connect communities, open markets and support economic growth. We also value the important role that ICAO plays to coordinate the global response to new challenges in civil aviation that will continue to emerge and we welcome every opportunity to make a contribution to help develop and strengthen this response.

By contributing to the work of ICAO, Canada and other Member States help to keep our domestic and international civil aviation systems safe, secure, efficient and environmentally responsible. We look forward to maintaining this partnership with ICAO in the years to come.

The Honourable [Lisa Raitt](#),  
Minister of Transport

Message du

## Gouvernement du Canada

À titre de l'un des membres fondateurs de l'Organisation de l'aviation civile internationale (OACI), créée lors de la conférence de Chicago, et son pays hôte depuis ce temps, le Canada est fier de sa relation de longue date avec l'OACI.

De concert avec la province de Québec et la Ville de Montréal, le Canada demeure résolu à faciliter le travail des représentants et des délégués de cette organisation et est heureux que l'OACI ait choisi Montréal comme port d'attache.

En tant que centre mondial pour l'aviation civile internationale, Montréal accueille un ensemble d'organismes et d'associations du secteur de l'aviation. La ville est aussi dotée d'une industrie aéronautique dynamique composée de constructeurs et de fabricants, de sous-traitants et de fournisseurs, en plus d'établissements d'enseignement et de recherche de calibre mondial.

Le Canada continuera d'appuyer l'OACI, une organisation qui permet à l'aviation internationale de relier les collectivités, d'ouvrir de nouveaux marchés et de favoriser la croissance économique. Nous apprécions le rôle important que l'OACI joue dans la coordination de la réponse globale aux nouveaux défis en matière d'aviation civile qui continueront de faire surface. Chaque fois que l'occasion se présente, nous sommes heureux de faire notre part pour aider à élaborer et à renforcer cette réponse.

En contribuant aux travaux de l'OACI, le Canada et les autres États membres aident à garder nos réseaux de l'aviation civile sécuritaires, sûrs, efficaces et respectueux de l'environnement. Nous nous réjouissons à l'idée de maintenir ce partenariat avec l'OACI dans les années à venir.

L'honorable [Lisa Raitt](#),  
Ministre des Transports



Message du

## Gouvernement du Québec

L'aviation mondiale doit composer avec les retombées de son essor fulgurant. Vecteur par excellence d'une économie mondialisée, son importance est telle qu'elle est confrontée à la plupart des enjeux du siècle : environnement, énergie, climat, sécurité, évolution technique, démographie.

L'Organisation de l'aviation civile internationale a su réunir, au fil des décennies, gouvernements et entreprises pour encadrer chacune des étapes de la croissance de l'aviation mondiale. L'expansion de son mandat aura été de pair avec celle, vertigineuse, de cette industrie, un des symboles du monde contemporain.

Au passage, l'OACI aura fait de Montréal la capitale de l'aviation civile. Depuis les débuts de la mise en œuvre de la Convention de Chicago, dont nous célébrons les 70 ans, les normes, programmes et réglementations qui régissent, améliorent et adaptent l'aviation civile ont été conçus, débattus et édictés, pour l'essentiel, à Montréal.

Non seulement l'OACI aura-t-elle, à partir de Montréal, accompagné la croissance de l'industrie aérienne, mais elle aura attiré ici les organisations qui gèrent l'une ou l'autre des nombreuses facettes, commerciales, techniques, légales, de l'aviation. Enfin, cette présence institutionnelle coïncide avec celle d'une importante industrie aérospatiale.

Le Québec reconnaît l'extraordinaire importance de son mandat, tout comme il reconnaît la compétence dont font preuve celles et ceux qui, jour après jour, l'exécutent.

Aussi, nous réaffirmons notre attachement à la présence de l'OACI et nous assurons sa haute direction du soutien du gouvernement du Québec, faisant ainsi écho à la fierté de nos concitoyens d'accueillir cette grande organisation.

**Christine St-Pierre,**  
Ministre des Relations internationales  
et de la Francophonie



Message de la

## Ville de Montréal

Message from the

## City of Montréal

La Ville de Montréal est heureuse de s'associer au 70<sup>e</sup> anniversaire de la Convention relative à l'aviation civile internationale.

It is in 1944 that the Chicago Convention gave rise to the International Civil Aviation Organization, also known as ICAO. Three years later, it established its headquarters here in Montréal. It can be said that ICAO was born in Chicago but grew up in Montréal.

Montrealers and I are extremely pleased that the UN has recognized Montréal's status of metropolis and established one of its eight specialized institutions in our beautiful city. Over the years, Montréal has become the world capital of civil aviation, a highly significant title for our city which is home to a well-developed aerospace industry.

Avec ses 500 employés, l'OACI est très certainement une des plus importantes des quelque 60 organisations internationales à Montréal. Ses activités génèrent des retombées économiques évaluées à plus de 120 M\$ annuellement.

Last April, to mark ICAO's 70<sup>th</sup> anniversary, Montréal renamed the subway station closest to ICAO headquarters, which is our most international metro stop. The Square-Victoria-OACI station is both Parisian by the design of its entrance and British as the statue of Queen Victoria graces this public space.

Voilà qui témoigne, bien modestement, de notre fierté et de l'attachement que nous portons à cette institution.

I wish ICAO all the success it deserves!

**Denis Coderre,**  
Maire de Montréal  
Mayor of Montréal

# Partners Right from the Beginning

ICAO and the International Air Transport Association (IATA) were born just a few months apart, some **70 years ago**. No sooner was Montreal selected as ICAO's home than it was decided that the city would be the location for IATA's headquarters as well.

From the beginning our two organizations have worked in **strong partnership** to facilitate the **growth of air transport, safely and sustainably**, through the development of global standards and best practices and the sharing of expertise.

Today, aviation is the **life blood of the global economy**. As a catalyst for economic and social development, it has contributed to **rising prosperity** and lifted countless people from poverty. I am confident our strong cooperation with ICAO will continue, as our organizations strive to enable aviation to deliver **even more value** in the next 70 years.



**Tony Tyler**  
Director General and CEO  
International Air Transport Association



**70** <sup>1945—2015</sup> **YEARS**   
Flying better. Together.

# Message from ACI World



While the industry has changed immensely since 1944, the crux of the Chicago Convention is still remarkably relevant. Values such as promoting “cooperation between nations and peoples” and ensuring that the industry grows “in a safe and orderly manner” are as deeply rooted in all of our actions today as they were 70 years ago.

Likewise, ICAO’s work has evolved in step with the exciting developments in civil aviation over the years, yet its core objective—to aid States in improving civil aviation in their countries—remains the foundation of the Organization.

Airports, too, are evolving, with the transformation of business models, ownership and governance structures, all designed to produce the infrastructure and operations called for by our communities, our customers and our business partners. Each of them has interests and needs that continue to change and the airport must adapt to satisfy those interests and needs.

ACI is proud of its engagement with ICAO over the years; we are well aligned in our activities to produce a safe, secure and sustainable civil air transportation system. We commend the Organization on its success in fostering the collaboration of the myriad sectors that make this system function and allow it to accommodate the worldwide growth in demand. As a result, civil aviation has become the safest form of transportation and a key enabler for socio-economic development in nations and communities everywhere. The airport sector is pleased and proud to be a member of your family.

Of course, much work remains to be done, and as much as this publication is an homage to how far ICAO—and aviation in general—has come in the last 70 years, it is also a call to action for all of us who have a stake in the future of the global aviation industry. We are the safest mode of transport in the world, but we can be safer. We are the first industry to set out ambitious global goals for reducing the climate impact of our operations, but we can be greener. We are profitable, but we can work more closely with regulators to develop policies that will help increase our contribution to the global economy. We are blessed with gifted leaders throughout our industry, but we must work harder to deepen our talent pool by attracting the next generation of young professionals to an industry rife with opportunities for personal and professional growth.

For its part, ACI will continue working closely with ICAO on the priorities of safety and security, environmental and economic sustainability, succession planning, training and much more to ensure that the Organization’s next 70 years are as exciting and productive as the first.

**Angela Gittens,**  
Director General





## Message from Canso



Since the Chicago Convention was signed in 1944, the air traffic management (ATM) industry has grown, developed and adapted to meet the huge increase in aviation traffic. For almost 20 years, the Civil Air Navigation Services Organisation (CANSO) has played an increasingly important role as the global voice of air traffic management.

We continue to receive strong support and encouragement from ICAO. Our relationship with ICAO and States is key to our vision to transform air traffic management performance and deliver seamless airspace globally. To do this, we are currently implementing an ambitious strategic framework for the ATM industry, Vision 2020. It is supported by some 130 deliverables and is entirely consistent with the ICAO Global Aviation Safety Plan and the ICAO Global Air Navigation Plan. We regard the Aviation System Block Upgrades as a vital catalyst towards transforming global ATM performance and we are working hard to support the implementation of the ASBU modules with training courses, guides and seminars around the world.

I am pleased that, through ICAO, CANSO is able to give input on important ATM matters to ICAO itself, States and other aviation stakeholders and that our views and proposals have been welcomed. This includes the traditional areas of safety, operations, security, environment, economics and financing as well as working together on the more recent task forces on global tracking and sharing information in conflict zones and on cyber security. We have developed a close working relationship with ICAO at all levels and in the important committees. We have the same goals, the same determination to make a difference and the strategies of the two organizations are closely aligned. In short, we are here to do business and we are here to deliver together.

The close partnership between CANSO, ICAO and other industry partners provides an excellent basis to tackle some of the challenges facing the industry in the years to come. These include: striving to find new ways to make aviation and ATM even safer; managing the continuing growth in air traffic safely and efficiently; continuing to seek a better policy and institutional framework, including the organization of airspace and business models for ANSPs; integrating and developing rules for new airspace users such as remotely piloted aircraft systems (RPAS) in non-segregated airspace and commercial space flights; as well as other key issues.

CANSO and its Members applaud the historic achievements of ICAO and the aviation family and, of course, the partnerships, collaboration and friendships that make this such a great industry.

**Jeff Poole,**  
Director General



Photo: Courtesy of Bombardier



Québec's Aerospace Cluster

## salutes ICAO on its 70<sup>th</sup> Anniversary



At the time Montreal was selected as the future home of ICAO, the spirit of adventure and initiative demonstrated by aviation pioneers throughout Quebec had already sown the seeds of what was to become one of the major aviation and aerospace centers in the world, along with Seattle and Toulouse.

The establishment or eventual relocation in Montreal of the headquarters of key industry players such as the International Air Transport Association (IATA), Airports Council International (ACI), the International Federation of Air Line Pilots' Associations (IFALPA), the International Business Aviation Council (IBAC) and others would further contribute to earning the city the title of aviation capital of the world.

In this global mosaic, Aéro Montréal is proud to play a strategic role. An industry-driven association and think tank created in 2006, it brings together all components of Québec's aerospace industry, including companies, educational and research institutions, unions and other stakeholders that contribute to the ongoing development of this vital sector of the economy.

The greater Montréal area is well known for its cutting-edge expertise in the design, manufacturing, integration, servicing and repair of aircraft, engines, simulators and sub-systems such as avionic suites and landing gears. The following numbers provide insight into the scope and importance of the aerospace sector in Québec:

- More than 200 companies
- Close to 42 000 workers
- 2<sup>nd</sup> in the world in terms of density of aerospace jobs, with 1 person out of 53 whose work is related to the sector
- Sales of \$13.8 billion, of which 80% come from exports
- 5<sup>th</sup> worldwide in terms of aerospace workforce after the United States, France, Germany, the United Kingdom and Italy
- 55% of Canadian aerospace sales
- 55% of jobs in the Canadian industry
- 70% of total spending in research and development (R&D) performed in Canada.

Photo: Courtesy of Bell Helicopter



Against this background, our mission is as exciting as it is broad - to foster and maintain an environment conducive to increased productivity and accelerated growth in the aerospace sector. In an increasingly competitive environment globally, our intention is to make the industry a source of continued expansion and prosperity for Montréal, Québec and Canada.

To achieve its objectives, Aéro Montréal has developed a strategic plan based on six main thrusts: 1- Image, Visibility and Branding; 2- Market Development of SMEs; 3- Innovation; 4- Supply Chain Development; 5- Human Capital and Workforce Renewal; and 6- Defense and Security.

In fact, industry members have placed innovation at the forefront of their priorities. With more than three quarters of Canadian aerospace research and development activities, the greater Montréal region is home to the majority of Canada's



The *École des métiers de l'aérospatiale de Montréal* offers specialized training meeting the needs of the aerospace industry.

corporate centres of excellence and stands out through its extraordinary innovation capacity, making it a true model of excellence recognized worldwide. Again, a few numbers:

- \$1 billion is invested annually in R&D
- Innovation mobilizes about 13 000 scientists and engineering specialists in the aerospace industry
- The aerospace industry is the R&D leader in Québec's manufacturing sector
- Bombardier, Pratt & Whitney Canada and CAE are among the top R&D investors in Canada
- First export manufacturing sector in Québec



Photo: Courtesy of Pratt & Whitney

The focus on innovation is supported by a tightly knit network of educational institutions and research centres that work closely with companies to provide advanced training and maintain an outstanding innovation capacity. Universities, technical colleges, trade schools and continuing education institutes offer strong internship programmes as well as various other programmes and opportunities in most aerospace specialties. More than 4 500 new graduates per year ensure a specialized succession for the industry.

All of this is complemented with a number of institutions reputed for their aerospace innovation such as the Consortium for Research and Innovation in Aerospace in Québec (CRIAQ), which promotes collaboration between industry and universities on pre-competitive collaborative research projects.

The 70<sup>th</sup> anniversary of ICAO prompts us to look back with pride to what we have achieved over the past seven decades. It also inspires us to look to the future with confidence that we can attain greater heights still through what has been the hallmark of the United Nations specialized agency – cooperation.

**Long live ICAO...in Montréal !**

**Suzanne M. Benoît**  
 President, Aéro Montréal



Bon 70<sup>e</sup> anniversaire,  
OACI !

Happy 70<sup>th</sup> anniversary,  
ICAO!



AÉROPORTS DE  
**MONTREAL**

TOUT **UN MONDE** À L'HORIZON  
WHERE **EVERYTHING** TAKES FLIGHT

[admtl.com](http://admtl.com)





## HEADQUARTERS

999 Robert-Bourassa Boulevard  
Montréal, Québec  
H3C 5H7  
Canada  
Tel.: +1 514 954 8219  
E-mail: [icaohq@icao.int](mailto:icaohq@icao.int)

# ICAO: UNITING AVIATION FOR THE PAST 70 YEARS

A specialized agency of the United Nations, ICAO was created in 1944 to promote the safe and orderly development of international civil aviation throughout the world. It sets standards and regulations necessary for aviation safety, security, efficiency and regularity, as well as for aviation environmental protection. The Organization serves as the forum for cooperation in all fields of civil aviation among its 191 Contracting States.

## REGIONAL OFFICES

### Asia and Pacific (APAC) Office

**Mr Arun Mishra**  
Regional Director  
252/1 Vibhavadi-Rangsit Road  
Chatuchak, Bangkok 10900  
Thailand  
Tel.: +66 2 537 8189  
E-mail: [apac@icao.int](mailto:apac@icao.int)

### Eastern and Southern African (ESAF) Office

**Mr Prosper Zo'o Minto'o**  
Regional Director (Ag)  
New Office Facility, Block 4  
South wing, Ground floor  
United Nations Office at Nairobi  
Limuru Rd., Gigiri, Nairobi  
Kenya  
Tel.: +254 20 7622 395, 7622 396  
E-mail: [icaoesaf@icao.int](mailto:icaoesaf@icao.int)

### European and North Atlantic (EUR/NAT) Office

**Mr Luis Fonseca de Almeida**  
Regional Director  
3 bis, Villa Émile Bergerat  
92522 Neuilly-Sur-Seine Cedex  
France  
Tel.: +33 1 46 41 85 85  
E-mail: [icaournat@paris.icao.int](mailto:icaournat@paris.icao.int)

### Middle East (MID) Office Regional Office

**Mr Mohamed R.M. Khonji**  
Regional Director  
Egyptian Civil Aviation Complex  
Cairo Airport Road  
Cairo, Egypt  
Tel.: +20 2 2267 4840  
E-mail: [icaomid@icao.int](mailto:icaomid@icao.int)

### North American, Central American and Caribbean (NACC) Office

**Mr Melvin Cintron**  
Regional Director  
Av. Presidente Masaryk  
No. 29 - 3rd floor  
Col. Chapultepec Morales  
C.P. 11570 México, D.F.  
Tel.: +52 55 52 50 32 11  
E-mail: [icaonacc@icao.int](mailto:icaonacc@icao.int)

### South American (SAM) Office

**Mr Franklin Hoyer**  
Regional Director  
Av. Víctor Andrés Belaúnde No. 147  
San Isidro  
Lima, Peru  
Tel.: +51 1 611 8686  
E-mail: [icaosam@icao.int](mailto:icaosam@icao.int)

### Western and Central African (WACAF) Office

**Mr Mam Sait Jallow**  
Regional Director  
Leopold Sedar Senghor  
International Airport  
Yoff  
Dakar, Sénégal  
Tel.: +221 33 869 24 24  
E-mail: [icaowacaf@dakar.icao.int](mailto:icaowacaf@dakar.icao.int)

# CONGRATULATIONS ON YOUR 70-YEAR ANNIVERSARY!

The Flight Safety Foundation has enjoyed  
nearly seven decades of working closely  
together with ICAO on aviation safety issues.

**FLIGHT  
SAFETY**  
FOUNDATION



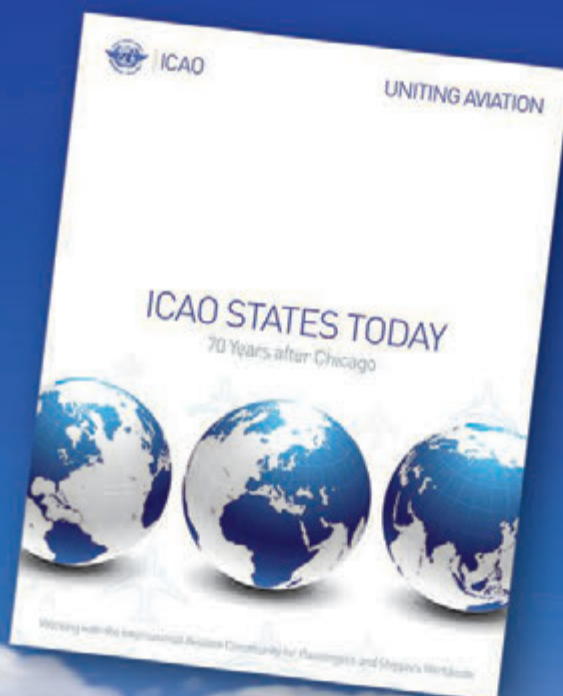
| ICAO

## ICAO STATES TODAY

70 Years after Chicago

**To order additional copies  
of this publication**

simply contact us



### **FCM Communications Inc.**

835 Montarville Street, Longueuil, Québec, Canada J4H 2M5

Telephone: +1 (450) 677-3535

Facsimile: +1 (450) 677-4445

Email: [info@fcmcommunications.ca](mailto:info@fcmcommunications.ca)

Cost : US \$145. plus postage and handling



# The ICAO Council



© Vanda D'Alonzo

The following States were elected from among ICAO's 191 Member States to the Organization's 36 Member Governing Council during the 2013 ICAO Assembly.

## **PART I – 11 States**

States of chief importance in air transport

Australia, Brazil, Canada, China, France, Germany, Italy, Japan, Russian Federation, United Kingdom and the United States.

## **PART II – 12 States**

States which make the largest contribution to the provision of facilities for international civil air navigation

Argentina, Egypt, India, Mexico, Nigeria, Norway\*, Portugal\*, Saudi Arabia, Singapore, South Africa, Spain and Venezuela\*.

## **PART III – 13 States**

States ensuring geographic representation

Bolivia\*, Burkina Faso, Cameroon, Chile\*, Dominican Republic\*, Kenya\*, Libya\*, Malaysia, Nicaragua\*, Poland\*, Republic of Korea, United Arab Emirates and United Republic of Tanzania.

\* States which were newly included in 2013

# DE LA RUE COMPLETE IDENTITY SOLUTIONS



DeLaRue



Proudly providing groundbreaking identity solutions throughout the last 70 years, at De La Rue we are looking forward to continuing our work with you for another 70 years... and beyond

[www.delarue.com](http://www.delarue.com)

[IdentitySolutions@uk.delarue.com](mailto:IdentitySolutions@uk.delarue.com)

[thalesgroup.com](http://thalesgroup.com)

## Aerospace solutions Everywhere it matters, we deliver

ENVIRONMENTAL IMPACT

MAXIMISING AIR TRAFFIC

PASSENGER SATISFACTION

OPERATIONAL EFFICIENCY

FLIGHT SAFETY AND SECURITY

MISSION OPTIMISATION



To learn more about Thales,  
scan the QR code

# THALES

Together • Safer • Everywhere



# ICAO Member States

Afghanistan 130	Denmark 193	Lithuania 208	Samoa 165
Albania 179	Djibouti 60	Luxembourg 209	San Marino 221
Algeria 180	Dominican Republic 281	Madagascar 75	Sao Tome and Principe 111
Andorra 181	Ecuador 307	Malawi 76	Saudi Arabia 256
Angola 42	Egypt 243	Malaysia 150	Senegal 112
Antigua and Barbuda 273	El Salvador 285	Maldives 151	Serbia 222
Argentina 302	Equatorial Guinea 61	Mali 77	Seychelles 113
Armenia 182	Eritrea 64	Malta 210	Sierra Leone 114
Australia 131	Estonia 194	Marshall Islands 152	Singapore 166
Austria 183	Ethiopia 65	Mauritania 78	Slovakia 223
Azerbaijan 184	Fiji 139	Mauritius 79	Slovenia 224
Bahamas 274	Finland 195	Mexico 291	Solomon Islands 167
Bahrain 242	France 196	Micronesia	Somalia 115
Bangladesh 132	Gabon 66	(Federated States of) 153	South Africa 116
Barbados 276	Gambia 67	Monaco 211	South Sudan 117
Belarus 185	Georgia 197	Mongolia 154	Spain 225
Belgium 186	Germany 198	Montenegro 212	Sri Lanka 168
Belize 277	Ghana 68	Morocco 213	Sudan 260
Benin 43	Greece 199	Mozambique 80	Suriname 312
Bhutan 133	Grenada 286	Myanmar 156	Swaziland 118
Bolivia	Guatemala 287	Namibia 81	Sweden 226
(Plurinational State of) 303	Guinea 69	Nauru 157	Switzerland 228
Bosnia & Herzegovina 187	Guinea-Bissau 70	Nepal 158	Syrian Arab Republic 264
Botswana 44	Guyana 308	Netherlands 214	Tajikistan 229
Brazil 304	Haiti 288	New Zealand 159	Thailand 169
Brunei Darussalam 134	Honduras 289	Nicaragua 292	The former Yugoslav
Bulgaria 188	Hungary 200	Niger 85	Republic of Macedonia 230
Burkina Faso 45	Iceland 201	Nigeria 86	Timor-Leste 170
Burundi 48	India 140	Norway 215	Togo 120
Cabo Verde 49	Indonesia 141	Oman 252	Tonga 171
Cambodia 135	Iran (Islamic Republic of) 244	Pakistan 160	Trinidad and Tobago 296
Cameroon 50	Iraq 245	Palau 161	Tunisia 231
Canada 278	Ireland 202	Panama 309	Turkey 232
Central African Republic 54	Israel 203	Papua New Guinea 162	Turkmenistan 236
Chad 55	Italy 204	Paraguay 310	Uganda 122
Chile 305	Jamaica 290	Peru 311	Ukraine 237
China 136	Japan 146	Philippines 163	United Arab Emirates 265
Colombia 306	Jordan 246	Poland 216	United Kingdom 238
Comoros 56	Kazakhstan 205	Portugal 217	United Republic
Congo 57	Kenya 71	Qatar 253	of Tanzania 123
Cook Islands 137	Kiribati 148	Republic of Korea 164	United States 297
Costa Rica 279	Kuwait 247	Republic of Moldova 218	Uruguay 313
Côte d'Ivoire 58	Kyrgyzstan 206	Romania 219	Uzbekistan 239
Croatia 190	Lao People's Democratic	Russian Federation 220	Vanuatu 172
Cuba 280	Republic 149	Rwanda 110	Venezuela
Cyprus 191	Latvia 207	Saint Kitts and Nevis 293	(Bolivarian Republic of) 314
Czech Republic 192	Lebanon 248	Saint Lucia 294	Viet Nam 173
Democratic People's	Lesotho 72	Saint Vincent and the	Yemen 269
Republic of Korea 138	Liberia 73	Grenadines 295	Zambia 124
Democratic Republic	Libya 249		Zimbabwe 126
of the Congo 59			



ICAO

# AFRICA





ICAO

## EAST AND SOUTH AFRICA



### Message from the Regional Director (Ag)

**Mr Prosper Zo'o Minto'o**

The ICAO Eastern and Southern African Regional Office was established in 1983 and is accredited to 24 States and 2 Territories.

The Office has consistently carried out its corporate mission to closely liaise with the States, appropriate organizations and regional civil aviation bodies such as AFCAC, RECs, RSOOs, industry (ACI, AFRAA, CANSO, IATA, IFALPA, IFATCA), and States' development partners, to promote implementation of ICAO policies, decisions, Standards and Recommended Practices, and achieving the ICAO strategic objectives. The Office also provides assistance to States, service providers and users in their endeavors to establish and maintain a safe, secure, orderly, and efficient air transport system, through the AFI Comprehensive Implementation Plan for Safety in Africa, the AFI Plan, tailored Plans of action, assistance missions, guidance and advice.

In line with the ICAO vision, and despite a challenging, complex environment, the Office team remains committed to facilitating a sustainable growth of the civil aviation system in the ESAF Region characterized by a very active and dynamic aviation industry, and fostering the implementation of programmes aligned with ICAO Global Plans and regional targets and priorities – established by APIRG, RASG-AFI and Governments – with emphasis on enhancing States' oversight capabilities and developing a robust and modern air transport infrastructure meeting operational needs.

With the USOAP/USAP Continuous Monitoring Approach (CMA), States expect more proactive assistance from ICAO. After 70 years of experience, the Organization appears to be more relevant than ever to support States' efforts to meet their international obligations, resolve critical safety concerns, and progressively attain the required levels of maturity.



### Member States – 24

- Angola
- Botswana
- Burundi
- Comoros
- Djibouti
- Eritrea
- Ethiopia
- Kenya
- Lesotho
- Madagascar
- Malawi
- Mauritius
- Mozambique
- Namibia
- Rwanda
- Seychelles
- Somalia
- South Africa
- South Sudan
- Swaziland
- Uganda
- United Republic of Tanzania
- Zambia
- Zimbabwe



ICAO

# WEST AND CENTRAL AFRICA



## Message from the Regional Director

Mr Mam Sait Jallow

Established in 1963 in Dakar, Senegal, the WACAF Regional Office works with 24 accredited Member States to systematically improve implementation of international Standards.

In line with ICAO's Global Aviation Safety Plan, and as part of the wider AFI Region, the WACAF Region was among the first where, in 2012, Transport Ministers adopted Aviation Safety Targets that today serve as the yardstick for continent-wide improvements. Key elements are the reduction in accident rates, resolution of Significant Safety Concerns and improvement in Effective Implementation of safety oversight systems.

Similarly, Air Navigation Service Performance Indicators were approved in 2014 for the AFI Region. Associated targets will be developed through the AFI Planning and Implementation Regional Group in 2015. In June 2014, an African Flight Procedure (AFPP) Programme was launched with ICAO. The AFPP office, hosted by ASECNA and supported by the Dakar and Nairobi Regional Offices, assists States in the sustainable implementation of Performance-based Navigation.

As part of ICAO's collaboration with the African Civil Aviation Commission, an AFI Cooperative Inspectorate Scheme was established in 2010 and became operational in January 2011. In addition to AFCAC, our collaborators include stakeholders like ACI, IATA, other industry partners and certain States.

The best practice of pooling resources through regional organizations for safety oversight functions has been vigorously pursued in the WACAF and wider AFI Regions for the past decade or so. In the last year, the ICAO Council approved the establishment of the voluntary Human Resources Development Fund and a security and facilitation initiative to support capacity building and enhance aviation security in African States.



## Member States – 24

- |                                    |                       |
|------------------------------------|-----------------------|
| • Benin                            | • Ghana               |
| • Burkina Faso                     | • Guinea              |
| • Cabo Verde                       | • Guinea-Bissau       |
| • Cameroon                         | • Liberia             |
| • Central African Republic         | • Mali                |
| • Chad                             | • Mauritania          |
| • Congo                            | • Niger               |
| • Cote d'Ivoire                    | • Nigeria             |
| • Democratic Republic of the Congo | • Sao Tome & Principe |
| • Equatorial Guinea                | • Senegal             |
| • Gabon                            | • Sierra Leone        |
| • Gambia                           | • Togo                |



# 同飞翔·共荣耀·纵横天际间

FLYING AND SHARING THE HONOUR THROUGH THE CLOUDS TOGETHER



**中国商用飞机有限责任公司**  
Commercial Aircraft Corporation of China, Ltd.



电话 TEL: 86-21-38588888

传真 FAX: 86-21-38588800

网址 Website: [www.comac.cc](http://www.comac.cc)



The officer's  
best friend.

Thanks to the KINEGRAM®, the authenticity of banknotes and government documents can be checked by the naked eye.

OVD Kinegram AG | Member of the KURZ Group | Zählerweg 12 | CH-6301 Zug | Switzerland  
Tel +41 41 724 47 00 | Fax +41 41 724 49 11 | mail@kinegram.com | www.kinegram.com

**KINEGRAM®**



# [Turnkey Supplier – ]

All Responsibilities in One Hand

Only Manufacturer of Flight Inspection Systems  
with In-House Aircraft Integration Capability.



## Aerodata provides:

- One-Stop-Shopping
- Customized Aircraft Modification Design
- Customized AeroFIS® Design and Production
- Full Capability for Integration in Aircraft and Maintenance at own Facilities
- Full Responsibility for the Flight Inspection System and Integration in Aircraft
- Full Responsibility for Certification by EASA or FAA STC
- Certification according to national CAA Requirements of the Customer

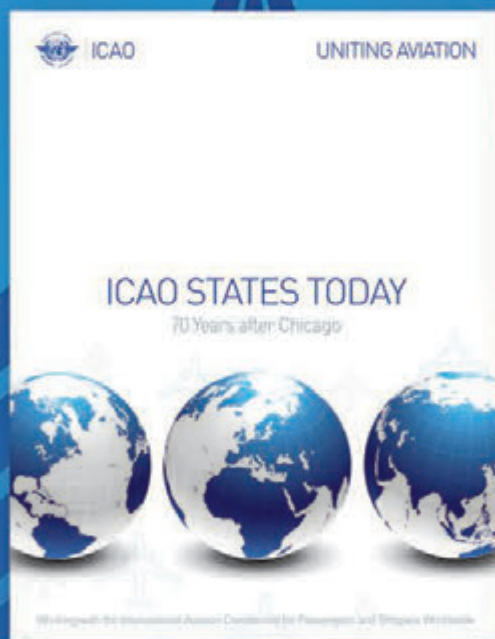




ICAO

# ICAO STATES TODAY

70 Years after Chicago



## To order additional copies of this publication

simply contact us

### FCM Communications Inc.

835 Montarville Street, Longueuil, Québec  
Canada J4H 2M5

Telephone: + 1 (450) 677-3535

Facsimile: + 1 (450) 677-4445

Email: [info@fcmcommunications.ca](mailto:info@fcmcommunications.ca)

Cost : US \$145. plus postage and handling



We *guide* the way

# Aeronav

## The Aeronav Group

specializes in Integrated Air Traffic Control (ATC) Systems, Prefabricated VCR's, Mobile ATC Towers, Ground-based Radio Navigation Aids (NavAids), Airfield Lighting Systems, Power Supply Systems and Control Tower Design.

**Participates to Maintain and Improve the Safety of Air Navigation**



926 Selkirk Avenue, Pointe-Claire (Montréal) QC Canada H9R 4T7  
**T +1 (514) 695-0820 F +1 (514) 695-1397**  
[info@aeronavgroup.com](mailto:info@aeronavgroup.com) [www.aeronavgroup.com](http://www.aeronavgroup.com)





## ANGOLA

### Relationship with



ICAO

- ➔ Joined in 1977
- ➔ Member of the Council – 1995-1998
- ➔ Member of the Southern African Development Community Rotation Group comprised of Angola, Botswana, Democratic Republic of the Congo, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Seychelles, South Africa, Swaziland, United Republic of Tanzania, Zambia and Zimbabwe



### State Statistics

#### Capital

Luanda

#### Official Language

Portuguese

#### Area

1 246 700 km<sup>2</sup>

#### Population

24 million

#### Gross Domestic Product\*

USD 115.3 billion

USD 5 539 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airport

1

#### International Passenger Traffic

1.3 million passengers

3.7 billion revenue passenger-kilometres

#### International Cargo Traffic

15 290 metric tonnes

70.4 million freight tonne-kilometres

#### National Airlines with International Services

1

#### Foreign Airlines

15

### Historical Footnote

The forerunner of TAAG Angola Airlines, the state-owned flag carrier based in Luanda, was originally established in 1938 by the Angolan government. TAAG is an acronym for Transportes Aéreos Angolanos.



© Photo Nelson Silvestre

### Quick Facts

- ➔ As part of an overall strategy to upgrade its aviation infrastructure, Angola has made improvements to 17 national airports.
- ➔ The new Luanda International Airport currently being built will be able to accommodate some 15 million passengers annually.
- ➔ TAAG-Angola airlines received a three-star rating in the customer service category from London-based Skytrax.
- ➔ The national airline operates domestic services within Angola, as well as medium-haul services in Africa and long-haul services to Brazil, Cuba, China and Portugal.

### Did You Know...

At the 45<sup>th</sup> African Airlines Conference in 2013, Angola was recognized by the African Airlines Association (AFRAA), the International Air Transport Association (IATA) and ICAO for its contribution to the development of the African aviation industry.



## BENIN

### Relationship with



ICAO

➔ Joined in 1961



### State Statistics

#### Capital

Porto-Novo

#### Official Language

French

#### Area

112 622 km<sup>2</sup>

#### Population

9.9 million

#### Gross Domestic Product\*

USD 7.5 billion

USD 751 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airport

1

#### International Passenger Traffic

466 588 passengers

#### International Cargo Traffic

7 554 metric tonnes

#### National Airlines with International Services

1

#### Foreign Airlines

19

### Historical Footnote

The *Agence nationale de l'aviation civile* was established in 2004 and proudly celebrates its 10<sup>th</sup> anniversary the same year that ICAO marks its 70<sup>th</sup> anniversary.



### Quick Facts

- ➔ Cotonou Airport has played a pivotal role in the development of air transport in Benin. Built by France to facilitate military operations, it was officially opened for that purpose on 12 January 1934. Commercial flights started in 1935.
- ➔ The first regular operation was the Cotonou-Niamey service. After World War II, Air France launched an Abidjan-Douala service via Cotonou. Many more services were later added.
- ➔ The original length of the runway was 1 050 metres, to accommodate DC-3 aircraft. It was later lengthened to 1 550 for the DC-4 and is today 2 400 metres long.
- ➔ Cotonou can now accommodate 500 000 passengers and features VIP lounges for airlines and Government officials, parking for 220 vehicles and cargo facilities.

### Did You Know...

Agriculture drives economic development, with cotton as the main export. Services contribute largely to the GDP because of Benin's geographical location, enabling trade, transportation, transit and tourism activities with neighbouring States.



## BOTSWANA

### Relationship with ICAO

- ➔ Joined in 1978
- ➔ Member of the Council – 1998-2001
- ➔ Member of the Southern African Development Community Rotation Group comprised of Angola, Botswana, Democratic Republic of the Congo, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Seychelles, South Africa, Swaziland, United Republic of Tanzania, Zambia and Zimbabwe



### State Statistics

#### Capital

Gaborone

#### Official Languages

English, Setswana

#### Area

602 957 km<sup>2</sup>

#### Population

2 million

#### Gross Domestic Product\*

USD 14.5 billion

USD 7 255 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

6

#### International Passenger Traffic

407 177 passengers

#### International Cargo Traffic

N/A metric tonnes

#### National Airlines with International Services

1

#### Foreign Airlines

4

### Historical Footnote

On 1 April 2009, the Civil Aviation Authority of Botswana (CAAB) commenced full operations as an autonomous body. That same year, the Government of Botswana adopted a policy for the liberalization of the air transport sector in the country.



### Quick Facts

- ➔ Gaborone hosts the offices of the Cooperative Development of Operational Safety and Continuing Airworthiness Program in the Southern African Development Community (COSCAP-SADC) project, initiated in 2008 and implemented by ICAO.
- ➔ The principal objective is to establish a regional safety oversight organization in SADC that will be known as the SADC Aviation Safety Organization (SASO).
- ➔ Botswana has an aircraft accident track record that is better than the Eastern and Southern African average.
- ➔ In 2008, major development projects including terminal buildings, runways and navigational aids were undertaken at Kasane International, Maun International, Sir Seretse Khama International Airport and Francistown International Airport.
- ➔ Botswana joined CANSO in 2012.

### Did You Know...

As the gateway to the Okavango Delta and Moremi game reserve, Maun International Airport is the busiest in Southern Africa for light aircraft and charter flight operations.





## BURKINA FASO

### Relationship with ICAO

- ➔ Joined in 1962
- ➔ Member of the Council – 2010 to the present
- ➔ Maintains a permanent mission at ICAO Headquarters



### State Statistics

Capital
Ouagadougou
Official Language
French
Area
274 000 km <sup>2</sup>
Population
16.8 million
Gross Domestic Product*
USD 10.8 billion
USD 652 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
2
International Passenger Traffic
535 000 passengers
International Cargo Traffic
3 metric tonnes
National Airlines with International Services
1
Foreign Airlines
12

### Historical Footnote

In 1959, co-founded with other African States ASECNA (Agency for Air Navigation Safety in Africa & Madagascar), the world's first multilateral air navigation service provider. With 10 African States, created the second Air Afrique in 1961.



### Quick Facts

- ➔ Established a National Civil Aviation Agency in 1983.
- ➔ The national air transport policy reinforces the country's commitment to sustainable air transport based on robust aviation regulations and solid infrastructure.
- ➔ The second international airport at Bobo-Dioulasso will complement the existing facility at Ouagadougou and offer a gateway to major destinations worldwide.
- ➔ The intensified linkage among cities within the country holds much promise of increased synergy in connecting them with the global marketplace through air transport.
- ➔ Cooperation at all levels has been and remains the fundamental principal guiding the aviation activities of Burkina Faso in Africa and around the world.

### Did You Know...

Burkina Faso is centrally located in Western Africa, at the crossroads of ancient and powerful kingdoms. All regions are of interest from a historic, natural and cultural perspective. The economic potential for tourism is immense.



## Interview with the Permanent Representative to the ICAO Council

# Mr Moumouni Dieguimde



### What potential does air transport hold for Burkina Faso in terms of tourism and trade?

As with many if not most countries around the world, air transport has the potential of contributing significantly to the Gross National Product of Burkina Faso, something that would translate into a better standard of living for many of my fellow citizens.

We are blessed with a number of natural, historic and cultural attributes that can position us advantageously in terms of tourism. For example, Burkina Faso is centrally located in Western Africa, at the crossroads of several ancient and powerful kingdoms. And our reputation for friendliness and joyfulness is certainly well deserved. There is no doubt that with creativity and sufficient investments, we could build a sustainable travel and tourism industry.

Of course, this hinges on a robust air transport sector. Here again, the potential is good. Because of our positioning, we could become an efficient transportation hub to and from Western Africa and beyond. Our international airports could connect the country and the region to the global marketplace at overall lower cost, while revitalizing our domestic network. This could play a key role in stimulating the economy and alleviating poverty.

### What is the status of air transport at the moment?

To understand the present, we need to look back. Civil aviation began in 1926 when France created Air Afrique to link the country to its African colonies. In 1959, Burkina Faso became one of the founders of the Agency for Air Navigation Safety in Africa & Madagascar, ASECNA, the first multilateral air navigation service provider in the world. This was and remains a great success story in terms of multilateral action and cooperation. In 1961, still in the spirit of such cooperation, we joined ten other African Free States to establish the second Air Afrique. While the airline ceased operations in 2002, it holds the best record for safety, namely zero crashes in 41 years of existence. On 21 March 1962, Burkina Faso joined ICAO and in 1967 set up Air Volta, now Air Burkina, our national airline. Air Burkina is a regional airline also with an excellent safety record, only one crash in 46 years. In 1983, Burkina Faso established its first full-fledged civil aviation authority, now the National Civil Aviation Agency. Finally, in 2010, at the 37<sup>th</sup> Assembly of ICAO, Burkina Faso was elected to the Council of ICAO, as a Regional Representative.

### What of the future?

First, under the national air transport policy, we are focused on ensuring safe and orderly air transport through the development of robust national aviation regulations and the improvement of air service infrastructure and equipment. We are determined to maintain an exemplary, performance-based safety and security record and are committed to continually excel in all areas.

# BURKINA FASO



A number of major initiatives are currently under way. One is the specialization of our second international airport of Bobo-Dioulasso. It will complement our first international airport in Ouagadougou and serve as a gateway to the major Eastern, Southern and Western parts of the world.

Through strategic planning and specific trade agreements, I believe we could witness substantial growth in air traffic, making Burkina Faso the most efficient and effective gateway to other major cities and tourist sites in the Economic Community of West African States ECOWAS. This would also fuel economic development in Burkina Faso and the entire Region.

Finally, and perhaps most encouraging of all, there could be intensified linkage among Burkina Faso's major cities, something that has long proven beneficial to domestic businesses. It would significantly improve access for tourism and trade, benefitting local populations throughout the country.

**You have been extremely active on the Council of ICAO and a clear advocate of cohesion and harmonious relations among Member States. How would you describe the nature of your relationship with the Organization?**

Since joining ICAO in 1962, we have participated diligently in Assemblies, Conferences and key meetings. In the process, we have learned a lot and hope that we have been able to contribute as well. Our seat on the Council allows us to play an even bigger role while at the same time be more involved in international initiatives aimed at improving aviation worldwide.

Ultimately, one must not only be concerned with one's own country but also strive for the common good. Since our first election to the Council of ICAO in October 2010, we have been privileged enough to benefit from the trust of all key players. Indeed, in the span of almost five years, we were entrusted with key roles:

- The coordination of the African group of ICAO States on the Council
- the board membership of the African Civil Aviation Commission, AFCAC
- the chairmanship of the Technical Co-operation Committee of ICAO
- the membership of the prestigious Group of 7 in charge of the Edward Warner Award, the most prestigious recognition in world aeronautical endeavours
- the 2<sup>nd</sup> Vice-presidency of the 38<sup>th</sup> Assembly
- the 1<sup>st</sup> Vice-presidency of the first High-level World Conference on Aviation Security, and currently
- the chairmanship of the committee in charge of the relations with the Host Country (Canada)

All these have significantly increased our involvement in helping our Member States in addressing aviation safety, security and environmental concerns and many other aviation issues. Now, the aftermath of the 70<sup>th</sup> anniversary of ICAO seems as opportune a time as any to reaffirm our faith in the Organization, what it stands for and what it can achieve, provided we all support its aims and objectives with enthusiasm, mutual understanding, and resolve to work for the common good.



## BURUNDI

### Relationship with



ICAO

➔ Joined in 1968



### State Statistics

#### Capital

Bujumbura

#### Official Languages

Kirundi, French

#### Area

27 834 km<sup>2</sup>

#### Population

8.1 million

#### Gross Domestic Product\*

USD 2.5 billion

USD 251 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airport

1

#### International Passenger Traffic

291 838 passengers

#### International Cargo Traffic

2 656 metric tonnes

#### National Airlines with International Services

1

#### Foreign Airlines

6

### Historical Footnote

By Decree No. 100/001 of 1 January 1990, the then Aeronautical and Meteorology Department became a parastatal entity called "Régie des Services Aéronautiques". By the enactment of Law No. 1/13 of 2 May 2012 and the Decree No 100/117 of 2 May 2013, AACB (Burundi Civil Aviation Authority) was created.



### Quick Facts

- ➔ Burundi has promulgated a new Civil Aviation Act (Law No. 1/13 of 2 May 2012) that implements the Convention on International Civil Aviation at a satisfactory level.
- ➔ Since August 2013, Burundi has promulgated a new set of regulations and technical guidance materials implementing the Civil Aviation Act and the ICAO SARPs at an acceptable level.
- ➔ Burundi has created a Civil Aviation Authority as a major regulatory body of the country.
- ➔ Burundi is today member of the East African Community and an active partner of CASSOA.
- ➔ Since 2006, Burundi has implemented ICAO SARPs at a good speed compared to the previous years.
- ➔ The ICAO USAP and the USOAP audits were conducted in Burundi respectively in 2008 and 2013.

### Did You Know...

Burundi is one of the Great Lakes region countries in Sub-Saharan Africa, known for her beautiful landscapes, warm and welcoming people and her variety of tourist attractions.





## CABO VERDE

### Relationship with

➔ Joined in 1976



ICAO



### State Statistics

#### Capital

Praia

#### Official Language

Portuguese

#### Area

4 033 km<sup>2</sup>

#### Population

512 096

#### Gross Domestic Product\*

USD 1.8 billion

USD 3 544 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

4

#### International Passenger Traffic

1 million passengers  
756 million revenue passenger kilometres

#### International Cargo Traffic

1.3 million metric tonnes  
69.8 million freight tonne-kilometres

#### National Airlines with International Services

1

#### Foreign Airlines

19

### Historical Footnote

SAL International Airport, also Cabo Verde's first airport, opened on 5 June 1949. The first commercial airline – Transportes Aéreos de Cabo Verde – dates back to 1958, while the Sal Oceanic Flight Information Region (FIR) was created in 1980.



### Quick Facts

- ➔ The Civil Aviation Authority is an independent public entity with administrative and financial autonomy.
- ➔ Major regulatory reforms of the past decade have focused on implementation of ICAO Standards and Recommended Practices, particularly those relating to safety and security.
- ➔ A liberalized air transport policy has been adopted.
- ➔ Provides a wide range of aeronautical services, including air navigation and meteorological services.
- ➔ Heavy emphasis is placed on cooperation with organizations at the international and regional levels for advancing the development of a sound air transport system.
- ➔ A long-term relationship with ICAO's Technical Co-operation Bureau has led to a number of projects to upgrade the civil aviation system, notably in air navigation, airports and training.

### Did You Know...

Cabo Verde, along with other uninhabited islands, was discovered and colonized by the Portuguese in the 15<sup>th</sup> century. It subsequently became a trading centre and an important coaling and resupply stop for whaling and transatlantic shipping.





## CAMEROON

### Relationship with ICAO

- ➔ Joined in 1960
- ➔ Member of the Council – 1992 to the present
- ➔ Re-elected as representative of Central Africa to the Council in 2012
- ➔ An independent technical expert nominated by Cameroon served on the Air Navigation Commission – 1984–1991
- ➔ Maintains a permanent mission at ICAO Headquarters



### State Statistics

Capital
Yaoundé
Official Languages
French, English
Area
475 442 km <sup>2</sup>
Population
21.7 million
Gross Domestic Product*
USD 26.5 billion
USD 1 220 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
4
International Passenger Traffic
779 000 passengers
International Cargo Traffic
14 709 metric tonnes
National Airlines with International Services
2
Foreign Airlines
24

### Historical Footnote

On 24 July 2013, civil aviation legislation was enacted to, amongst other things, promote competition and the participation of private initiatives, as well as ensure the rational and efficient deployment of aeronautical infrastructure and airspace management.



### Quick Facts

- ➔ International passenger traffic (arriving and departing) grew by 13% in 2012 and 8% in 2013.
- ➔ Concluded some 56 bilateral air services agreements with partner States and is a signatory to the Yamoussoukro Decision on the liberalization of access to air transport markets in Africa.
- ➔ Recent efforts to reinforce infrastructure security with new equipment and the construction of emergency operations centres and security fences around Douala and Yaounde-Nsimalen International Airports.
- ➔ Installation of new CVOR/DME was completed at Maroua International Airport in October 2013.

### Did You Know...

Cameroon signed an "open skies" agreement with the United States in 1998 and is a member of the U.S. "Safe Skies for Africa" initiative.

Interview with the Permanent Representative of Cameroon  
to the ICAO Council

## Mr Englebert Zoa Etundi



**After a six-year tenure as Cameroon's Permanent Representative on the ICAO Council, how do you see the future of the United Nation's specialized agency for civil aviation?**

Due to the current and projected growth of passenger and freight traffic, the international civil aviation community must first resolve "internal" challenges to become more efficient in the areas of safety, security, and air navigation infrastructure, with the ultimate goal of enhancing the air transport industry's efficiency and sustainability while mitigating its environmental impact.

In these highly demanding circumstances, there are other social, political, economic, and technological challenges intrinsic to an evolving global society. This will compel ICAO to play a greater role than ever before in bringing together Member States and industry stakeholders to pursue common goals.

It is worth remembering that ICAO is first and foremost a cooperation instrument. It does not control outcomes. This responsibility belongs to States, each on its territory, under the principle of national sovereignty. It thus behooves the Organization to foster consultation and consensus in order to promote air transport development, a task that it has been fulfilling in a remarkable way over the last 70 years.

However, ICAO is now faced with the impact of an unfavorable financial situation globally, at a time of dire needs. I believe that all Member States, especially the most powerful, should increase their assistance to ICAO. There is no doubt that the integrity of the international air transport system hinges on the quality of the Organization's work. It is therefore in everybody's interest that ICAO is strong and dynamic.

As regrettable as airline accidents may be, passengers are of various nationalities in most cases. This is the most powerful proof of the international nature of our mission, which we should all fulfill and in which we should all be involved to the full extent of our means.

**You portray yourself as a champion of training. Why?**

Beyond the major programmes on safety, security, and air navigation, training should indeed become a greater concern of ours. Especially in developing countries, training and the acquisition of technical skills are absolute priorities. They are foundations of stability and sustained growth.

I believe that ICAO should help provide assistance to States that express the need for it, not only to establish training institutions, but also to standardize and certify training programmes on a regional basis.

As a matter of fact, ICAO should give priority to training for trainers and provide States with guidance on best practices for attracting and retaining duly trained and qualified personnel.

## MORE ABOUT CAMEROON

Let me add that ICAO should cooperate with training institutions and industry organizations to provide technical training as well as management and leadership courses to achieve more comprehensive capacity building.

### **You also emphasize the regional aspect of ICAO's work.**

Yes indeed, and here is why: a fundamental dimension of ICAO's mandate is to set global goals for a safe and orderly development of international civil aviation. By extension, the Organization must ensure constant and efficient coordination of all stakeholders so as to fully achieve these objectives.

With this in mind, ICAO has signed memoranda of agreement and memoranda of cooperation with regional and international organizations. Relations with the different regions should be coordinated.

It is therefore the responsibility of the Organization to implement innovative solutions to closely monitor the needs of the States and meet them in cooperation with national, regional, and international institutions, sharing knowledge and good practices, and avoiding duplication. This will allow ICAO to achieve significant results while making optimal use of available resources.

I would like to underscore the remarkable success achieved by ASECNA over the years. This intra-regional cooperation mechanism, where ICAO has played a primary role, is a model for the whole world.

### **How do you see the involvement of Regional Offices in this regard?**

In my view, it is through its Regional Offices that ICAO should play its role of assisting States to better meet their specific needs.

Therefore, in pursuing its new Strategic Objectives, ICAO should carry out a detailed analysis of the functions of the various Regional Offices to facilitate the actual implementation of these Objectives and the establishment of a new management structure.

In particular, the structure, the objectives, the resources, and the obligations of each Office should be optimized, taking into account the needs, the circumstances and the specific situation of each region.



Furthermore, Regional Offices should take on greater responsibilities in providing technical assistance to States. They must support States in the implementation of ICAO standards, policies and programmes, the establishment of timetables, and the evaluation of progress achieved, and must ensure that States provide feedback on the necessary corrective measures.

Finally, I want to emphasize the importance of providing Regional Offices with the human resources they need to effectively fulfill their responsibilities. Many States rely on the expertise and knowledge of regional staff to carry out their programmes.

### **As your tenure draws to an end, what do you think of the Council?**

It is the Council's responsibility to supervise the Organization's work and to ensure transparency and accountability in the use of ICAO's resources.

The Council should keep its deliberations at the political and strategic levels and focus on issues that are fundamental for Member States. In this regard, it should spend more time on the reports of Regional Offices and regional groups, especially those that are involved in consultations with industry. In so far as the budget provides some room to maneuver, the Council should review priorities regularly because aviation is faced with ever-evolving challenges.

The Council should periodically review the implementation of standards as well as global plans for air navigation, safety, and security. Finally, the role of the Council in the overall supervision of international civil aviation should be reinforced.





Zone de livraison bagages en cours de rénovation  
Aéroport International de Douala

## De nouvelles ambitions pour la société Aéroports Du Cameroun.

La société Aéroports Du Cameroun (ADC S.A.) qui gère un ensemble de 07 aéroports s'est fixée pour objectif de moderniser les infrastructures aéroportuaires. Elle s'est ainsi dotée d'un Plan Stratégique de Développement assorti d'un programme ambitieux d'investissements.

Le projet phare de ce programme est la rénovation tout corps d'état de l'Aéroport International de Douala.

Ce projet comporte deux volets à savoir :

- La réhabilitation des chaussées aéronautiques ;
- La modernisation du terminal

La première phase du projet est en cours de réalisation.

Dans un autre registre, la société poursuit activement le processus de certification des aéroports

internationaux de Douala et Yaoundé-Nsimalen afin de se conformer à la réglementation internationale.

Elle met également en exergue la recherche de la performance en matière de qualité de service. C'est ainsi que ADC S.A. s'est inscrite dans le processus de certification ASQ de l'ACI et ISAGO de l'IATA.

Cette démarche se traduit également par le renforcement permanent des capacités du personnel.

Tout ce dispositif offre aujourd'hui aux aéroports de nouvelles perspectives pour accueillir toujours plus de compagnies et de passagers dans des conditions de confort et de sécurité optimales.







## CENTRAL AFRICAN REPUBLIC

### Relationship with



ICAO

➔ Joined in 1961



### State Statistics

#### Capital

Bangui

#### Official Languages

Sango, French

#### Area

622 980 km<sup>2</sup>

#### Population

4.5 million

#### Gross Domestic Product\*

USD 2.2 billion

USD 479 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airport

1

#### International Passenger Traffic

95 722 passengers

#### International Cargo Traffic

1 219 metric tonnes

#### National Airlines with International Services

1

#### Foreign Airlines

9

### Historical Footnote

The first flight of a civil aircraft in the Central African Republic took place in 1928 when a flying boat landed on the river Oubangui, in downtown Bangui, the capital of the country.



### Quick Facts

- ➔ The first international airport was inaugurated in 1947 and transferred to the suburbs of the capital in 1967.
- ➔ A modernization project of the International Bangui M'Poko Airport is in progress.
- ➔ The General Direction of Civil Aviation was created in 1999.
- ➔ The Civil Aviation National Authority was subsequently established in 2009.

### Did You Know...

The country is noted for its population of forest elephants and western lowland gorillas. In the north, the Manovo-Gounda St. Floris National Park is well populated with wildlife, including leopards, lions, and rhinos.



## CHAD

### Relationship with



ICAO

➔ Joined in 1962



### State Statistics

#### Capital

N'Djamena

#### Official Languages

French, Arabic

#### Area

1 284 000 km<sup>2</sup>

#### Population

12.5 million

#### Gross Domestic Product\*

USD 12.9 billion

USD 1 035 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airport

1

#### International Passenger Traffic

210 000 passengers

#### International Cargo Traffic

7 284 metric tonnes

#### National Airlines with International Services

0

#### Foreign Airlines

12

### Historical Footnote

The Civil Aviation Authority of Chad was created in September 2005.



### Quick Facts

➔ A number of major infrastructure projects currently under way will significantly improve civil aviation operations in the country.

These include:

- Amdjarass airport
- Moundou airport
- N'Djamena Regional Air Traffic Control centre – new tower, technical centre block and fire-fighting facilities
- Also at N'Djamena airport – new parking for two B747s and five B737s
- Upgrading of Abeche, Sarh and Faya airports to accommodate B747s.

### Did You Know...

Passenger traffic has grown rapidly at the N'Djamena Hassan Djamous International Airport over the past decade: 111% between 2004 and 2013 and 11.7% between 2012 and 2013.



## COMOROS

### Relationship with



ICAO

➔ Joined in 1985



### State Statistics

#### Capital

Moroni

#### Official Languages

Comorian, Arabic, French

#### Area

1 861 km<sup>2</sup>

#### Population

717 503

#### Gross Domestic Product\*

USD 595.9 million

USD 831 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

N/A

#### International Passenger Traffic

N/A passengers

#### International Cargo Traffic

N/A metric tonnes

#### National Airlines with International Services

N/A

#### Foreign Airlines

N/A

### Historical Footnote

Air Comores was founded in the 1950s by Yves Lebreton, one of the last great aviation pioneers in the Indian Ocean region. The airline was nationalized in 1974 and the last aircraft to fly the national airline's colours was a Fokker 27 in the 1980s.

© Office National du Tourisme Comores



© Office National du Tourisme Comores

### Quick Facts

- ➔ The *Agence Nationale de l'Aviation Civile et de la Météorologie de l'Union des Comores* is the civil aviation authority of the Comoros. It is also in charge of investigating aviation accidents and incidents.

### Did You Know...

As a nation formed at a crossroads of many civilizations, the archipelago is noted for its diverse culture and history.





## CONGO

### Relationship with ICAO

- ➔ Joined in 1962
- ➔ Member of the Council – 1961-1973
- ➔ An independent technical expert nominated by Congo served on the Air Navigation Commission – 1991-1995



### State Statistics

Capital
Brazzaville
Official Language
French
Area
342 000 km <sup>2</sup>
Population
4.3 million
Gross Domestic Product*
USD 13.7 billion
USD 3 154 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
3
International Passenger Traffic
2.1 million passengers
International Cargo Traffic
28 182 metric tonnes
National Airlines with International Services
4
Foreign Airlines
18

### Historical Footnote

The Brazzaville International Airport (Maya-Maya) was built in 1949. Originally 1 000 metres long and 60 metres wide, the runway was lengthened to 2 000 metres in 1950, 2 300 metres in 1952 and, exceptional for the times, to 3 300 metres in 1961.



### Quick Facts

- ➔ Member of the Legal Committee of ICAO.
- ➔ The modernization of the Brazzaville Maya-Maya International Airport began in 2009, with the second module inaugurated in 2014.
- ➔ The *Agence nationale de l'aviation civile* was created in 1978, with full legal status and financial autonomy.
- ➔ Since 2004, Congo has invested 350 billion francs (CFA) in airport infrastructure.
- ➔ Congo has three Class 'A' airports (B747/A380) and six Class 'B' airports (B737), as well as secondary airports.
- ➔ Between 2004 and 2013, passenger traffic more than doubled.

### Did You Know...

In October 1944, General De Gaulle landed at the former site of the Brazzaville Airport to attend the *Conférence des forces de la France libre*, attended by representative of the French colonies in Africa.



## CÔTE D'IVOIRE

### Relationship with ICAO

- ➔ Joined in 1960
- ➔ Maintains a permanent mission at ICAO Headquarters



### State Statistics

Capital
Yamoussoukro
Official Language
French
Area
322 462 km <sup>2</sup>
Population
23 million
Gross Domestic Product*
USD 24.7 billion
USD 1 244 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
2
International Passenger Traffic
1.2 million passengers
International Cargo Traffic
17 420 metric tonnes
National Airlines with International Services
1
Foreign Airlines
27

### Historical Footnote

In October 1988, hosted a meeting on the Yamoussoukro Declaration for a new African air transport policy and in November 1999, hosted a ministerial meeting on implementing the Declaration and the Liberalization of Access to the Air Transport Market.



### Quick Facts

- ➔ Côte d'Ivoire is a member of the African Civil Aviation Commission (AFCAC), the Agency for Aerial Navigation Safety in Africa and Madagascar (ASECNA), the Economic Community of West African States (ECOWAS) and the West African Economic and Monetary Union (UEMOA).
- ➔ ANAC, the National Authority of Civil Aviation in Côte d'Ivoire, is working to improve the air transport system throughout the country. ANAC went through an ICAO coordinated validation mission (ICVM) in March 2014.

### Did You Know...

Felix Houphouët Boigny International Airport, in Abidjan, is the best airport in the region and intends to become the hub of West Africa.



## DEMOCRATIC REPUBLIC OF THE CONGO

### Relationship with ICAO

- ➔ Joined in 1961
- ➔ Member of the Southern African Development Community Rotation Group comprised of Angola, Botswana, Democratic Republic of the Congo, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Seychelles, South Africa, Swaziland, United Republic of Tanzania, Zambia and Zimbabwe



### State Statistics

#### Capital

Kinshasa

#### Official Language

French

#### Area

2 345 409 km<sup>2</sup>

#### Population

67.5 million

#### Gross Domestic Product\*

USD 27.5 billion

USD 418 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

5

#### International Passenger Traffic

632 811 passengers

#### International Cargo Traffic

25 935 metric tonnes

#### National Airlines with International Services

N/A

#### Foreign Airlines

N/A

### Historical Footnote

The Civil Aviation Authority of the Democratic Republic of the Congo was established on 30 March 2003, under Order 049-B/2003.



### Quick Facts

- ➔ The Civil Aviation Authority (CAA) hosted two ICAO Coordinated Validation Missions (ICVM), in 2006 and 2013, that resulted in progress realized of 13%.
- ➔ Progress made has increased requests for overflights of its territory and traffic at its airports.
- ➔ Since its creation in 2003, the CAA has hosted more than 10 international workshops and meetings relating to air transport.
- ➔ The CAA is working with other aviation components on a new control tower to replace the existing one at Kinshasa International Airport. This is in addition to a new runway under construction.
- ➔ Airports around the country are being technically investigated in order to identify infrastructure improvements required.

### Did You Know...

The country is geographically well located in the centre of Africa. This facilitates overflights of its territory and the priority of the CAA is focused on ensuring the safety and the security of operations.





## DJIBOUTI

### Relationship with



ICAO

➔ Joined in 1978



### State Statistics

#### Capital

Djibouti City

#### Official Languages

French, Arabic

#### Area

23 180 km<sup>2</sup>

#### Population

859 652

#### Gross Domestic Product\*

USD 1.4 billion

USD 1 575 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

N/A

#### International Passenger Traffic

N/A passengers

#### International Cargo Traffic

N/A metric tonnes

#### National Airlines with International Services

N/A

#### Foreign Airlines

N/A

### Historical Footnote

In 1937, a landing strip was built at Djibouti and reserved for the French Army. In October 1977, Djibouti International Airport becomes a commercial and industrial public establishment, under the management of Sofreavia Service, a French public organism.

© Office National de Tourisme Djibouti



© Office National de Tourisme Djibouti

### Quick Facts

- ➔ Situated in the Horn of Africa, at the meeting point of three continents – Africa, Asia and Europe – Djibouti International is a hub for commercial flights.

### Did You Know...

Djibouti is strategically located near the world's busiest shipping lanes, providing access to the Red Sea and Indian Ocean. It serves as a key refueling and transshipment center.



## EQUATORIAL GUINEEA

### Relationship with



ICAO

- ✦ Joined in 1992
- ✦ Maintains a permanent mission at ICAO Headquarters



### State Statistics

#### Capital

Malabo

#### Official Languages

Spanish, French, Portuguese

#### Area

28 050 km<sup>2</sup>

#### Population

736 296

#### Gross Domestic Product\*

USD 16.5 billion

USD 22 391 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

5

#### International Passenger Traffic

255 561 passengers

#### International Cargo Traffic

N/A metric tonnes

#### National Airlines with International Services

2

#### Foreign Airlines

6

### Historical Footnote

With the creation of the Ministry of Aviation in 2012, Equatorial Guinea confirmed its intent to modernize and develop its national air transport sector, from legislation through to the physical expansion of its infrastructure.



### Quick Facts

- ✦ Strengthened aviation infrastructure, new legislation and improved standards have encouraged major international operators to increase services to the country.
- ✦ Malabo International Airport now accommodates the largest Boeing and Airbus aircraft. A new terminal, with a capacity of 1.5 million passengers per year, will open in 2015.
- ✦ A "cargo village" also to open in 2015 at Malabo Airport will include five new hangars to handle increased cargo shipments and maintenance services.
- ✦ Malabo Airport's location between Central and West Africa, in close proximity to major cities such as Kinshasa, Douala and Lagos, positions it well to become a central transit hub for the region.
- ✦ Equatorial Guinea is working hard with international organizations to improve safety and meet ICAO Standards.

### Did You Know...

Given that Equatorial Guinea's population is split between a continental mainland and a series of islands, air travel is essential to the growth and prosperity of the country and to the wellbeing of its citizens.

Interview with the Delegated Minister of Civil Aviation of Equatorial Guinea

## H.E. Gen. Fausto Abeso Fuma



### What is the role of aviation in Equatorial Guinea's plans for growth and prosperity?

Equatorial Guinea is part archipelago and part continental. Malabo is the capital and is situated on an island. Air transport plays a critical role, firstly by linking the mainland with its islands and, secondly, by helping to expand and diversify the nation's economy and to increase trade, both with our neighbours and within the global marketplace.

Air transport also supports the "Horizon 2020" development plan, set in motion by President Teodoro Obiang Nguema Mbasogo in 2007 and that focuses on economic diversification, investment and social policy initiatives, a proactive foreign policy, accountability and good governance, all the while ensuring that best practises are put in place and consistently reinforced.

At present, the country is represented within all major international organizations and events while being anchored firmly in its regional environment. Our aim is to promote economic development, build partnerships with an increasing number of countries in addition to traditional ones, increase the number of foreign diplomatic missions and embassies in Malabo/Bata while increasing Equatorial Guinean Missions and Embassies abroad, including a Permanent Mission to ICAO, and finally to demonstrate our openness to multiculturalism as manifested in our membership in several politico-linguistic bodies.

In short, upgrading our civil aviation capabilities is a major element of the nation's drive to build a strong foundation for future economic growth.

### What are the country's plans for modernization?

With the creation of the Ministry of Civil Aviation by Presidential Decree Number 26 dated 22 February 2012, the government showed its commitment to the sector, from legislation to expansion of infrastructure. Although the country has now five operating airports, increasing accessibility and improving air travel continue to be a key element of the national strategy.

Several new airports have been developed from the ground up. Mongomeyén Airport features new facilities and a runway capable of accommodating B747-400 aircraft. Other projects include: Corisco Airport, a new terminal at Bata Airport, an airport extension on the Island of Annobon, improvements of Malabo International Airport, and the creation of a polytechnic civil aviation school in Mongomeyén. The priority is on establishing the Malabo Airport as an important hub capable of handling 1.5 million passengers per year when upgrades are completed by the end of 2015.

### What has been the impact of Equatorial Guinea's aviation initiatives?

Business is actually booming, fuelled by the energy industry and demand for domestic and regional air transport for equipment and personnel. In 2014, more than one million persons flew in the country that has a population of approximately one million and a half.

Strengthened aviation infrastructure, new legislation and improved standards have encouraged major international operators like Air France, Iberia, Lufthansa, KLM, Ceiba International and DHL to increase capacity to the country.

Regional airlines have emerged over the past few years and offer excellent service domestically and regionally, while connecting feeder services to the larger airlines.

Cargo, with some nine million tonnes for all airports, is another promising development, in line with the rate of economic development. An exciting concept is a cargo village at



Malabo airport. It will include the construction of five new hangars, as well as the necessary infrastructure to accommodate the increase in cargo shipments with some hangars dedicated to aircraft maintenance. The village should be operational by the end of 2015.

Overall, in terms of cargo and passenger traffic, the market is expanding rapidly and there is a lot of room to grow for current and new entrants.



© Airplane Pictures

Globally then, our target is to continue progress towards meeting international standards and procedures established by ICAO as well as reinforcing national standards.

### What is your vision for the future of aviation in Equatorial Guinea?

While Equatorial Guinea cannot aspire to be a major O&D market, it is ideally located to become a strong regional hub, thanks to its geographical location, infrastructure, accessibility, security and the stability of the country. For example, Malabo, Bata, Annobon and Corisco Airports are ideally located between Central, West, South and East Africa, in proximity to cities such as Kinshasa, Douala and Lagos. Equatorial Guinea could make a fitting transit location for both passengers and cargo internationally.

Tourism is also a sector with great potential. Regular tourists to North Africa might be willing to fly two more hours to come to our country. We are only six hours from Frankfurt and five hours from Madrid and represent a new and exciting alternative to traditional tourism destinations.

### What key challenges lie ahead for the aviation sector?

The investment in the country's infrastructure has improved aviation capacity and raised the standards of its runways. In order for such improvements to be fully leveraged and be part of an ongoing streamlining strategy, the country needs to move to a paperless system.

Though the industry is improving, a few bottlenecks need to be addressed such as the computerization of data and the reinforcement of ethics and social values.

Other challenges are capacity building, training, career development and retention of existing manpower with good professional experience. At present, the government is currently investing substantially in education, training, health, communications and skills development for young professionals.

Much more still needs to be done, however, so that we can fully comply with international standards in terms of rules and regulations, best practices, as well as evolving social and economic developments.



© Vanda D'Alonzo

Mr E. Esono Anguesomo, Representative of Equatorial Guinea to ICAO and Alternate Representative Ms Ana Constantina Garriga Mbasogo.

### How is Equatorial Guinea working with the international community on bilateral and safety issues?

With Equatorial Guinea's civil aviation expanding capacity, having experienced significant growth over the past decade, one way the Ministry will strive to develop the national industry is to concentrate on implementing and enforcing international standards.

In terms of safety, the Government and the Ministry of Aviation are working with regional neighbours to establish multilateral aviation frameworks. In February 2012, the Economic Community of Central African States inaugurated its Civil Aviation Agency (CAA). The CAA oversees domestic aviation in Equatorial Guinea and the community's nine other members.

By the same token, the Ministry continues to meet with groups like ICAO and the European Commission's Directorate-General for Transportation to provide updates on Equatorial Guinea's progress in aviation safety.



## ERITREA

### Relationship with



ICAO

➔ Joined in 1993



### State Statistics

#### Capital

Asmara

#### Official Languages

Tigrinya, Arabic, English

#### Area

101 000 km<sup>2</sup>

#### Population

6.1 million

#### Gross Domestic Product\*

USD 3 billion

USD 504 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

N/A

#### International Passenger Traffic

N/A passengers

#### International Cargo Traffic

N/A metric tonnes

#### National Airlines with International Services

N/A

#### Foreign Airlines

N/A

### Historical Footnote

Eritrean Airlines, the national carrier, was founded in 1981. Scheduled services were discontinued in 2008 but the airline was restarted in 2011. That year, it merged with Nasair, a privately owned company, to form Nasair Eritrea.

© Ministry of Tourism Eritrea



© Ministry of Tourism Eritrea

### Quick Facts

- ➔ In the State of Eritrea there are two autonomous airport operators namely Asmara International Airport Management (AIAM) and Massawa International Airport Management (MIAM).

### Did You Know...

Asmara boasts some of the most shining collection of colonial architectural wonders in Africa.



## ETHIOPIA

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Council – 2002-2007
- ➔ Maintains a permanent mission at ICAO Headquarters



### State Statistics

Capital
Addis Ababa
Official Language
Amharic
Area
1 million km <sup>2</sup>
Population
91.7 million
Gross Domestic Product*
USD 42.8 billion
USD 467 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
4
International Passenger Traffic
5 million passengers
1.3 billion revenue passenger-kilometres
International Cargo Traffic
131 000 metric tonnes
39.6 million freight tonne-kilometres
National Airlines with International Services
1
Foreign Airlines
14

### Historical Footnote

Aviation in Ethiopia goes back to 1929 when a French-made Potez 25 flown by André Maillet, a French pilot, landed on the western side of Addis Ababa, en route from Djibouti. The Civil Aviation Authority was created in 1944 and Ethiopian Airlines in 1946.



### Quick Facts

- ➔ Concluded air services agreements with 101 Contracting States worldwide.
- ➔ Addis Ababa is a major diplomatic city, hosting high-level conferences at the regional and sub-regional level.
- ➔ Major aviation players include the Ethiopian Civil Aviation Authority, Ethiopian Airlines and Ethiopian Airports Enterprise, the sole airport operator.
- ➔ Ethiopia has four international and fourteen domestic airports. There are nine private operators serving the domestic routes.
- ➔ The air navigation services are equipped with the latest equipment.
- ➔ Air traffic has grown substantially between 2007 and 2013: passenger traffic went from 3.24 million passengers to 7.4 million, a 230% increase; cargo volume from 65 600 tonnes to 136 600, a 208% increase, and; aircraft movements doubled from 51 400 to 102 500, a 200% increase.

### Did You Know...

With its motto "The New Spirit of Africa", Ethiopian Airlines operates B787, B777 and other modern aircraft, offering world-class service to all 18 Ethiopian airports and to some 83 major destinations covering all continents.





## GABON

### Relationship with ICAO

- ➔ Joined in 1962
- ➔ Representative of regional bodies to ICAO, including the Economic Community of Central African States (ECCAS)



### State Statistics

#### Capital

Libreville

#### Official Language

French

#### Area

267 667 km<sup>2</sup>

#### Population

1.6 million

#### Gross Domestic Product\*

USD 17 billion

USD 10 930 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

3

#### International Passenger Traffic

498 670 passengers

#### International Cargo Traffic

12 891 metric tonnes

#### National Airlines with International Services

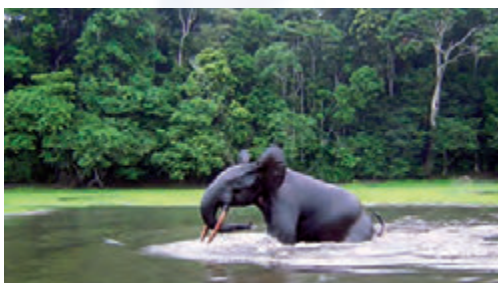
4

#### Foreign Airlines

13

### Historical Footnote

The National Civil Aviation Authority (ANAC) was created on 11 July 2008. Jean-Claude Brouillet, a pilot and ex-French resistant, founded the first national airline, TAG (Transports Aériens du Gabon) in 1950. Ten years later, TAG operated from 35 airports with DC-3 and DC-4 aircraft.



### Quick Facts

- ➔ Between 2012 and 2013, Gabon concluded bilateral air services agreements with seven countries: Qatar, Luxembourg, Ivory Coast, Ethiopia, France, Germany and Turkey.
- ➔ Leon Mba's International airport managing company "ADL" is certified ISO 9001.
- ➔ In August 2011, Gabon's Head of State, H.E. Ali Bongo Ondimba, officially launched the modernization of the airport at Port-Gentil, the economic capital of the country. The runway has been extended from 1 900 to 2 600 metres and the aircraft parking area newly arranged to accommodate large aircraft in "nose in" position. When operational by the end of 2015, capacity should reach one million passengers annually.
- ➔ Gabon is recognized for its environmental initiatives. In 2002, approximately 10% of the nation's territory was designated to be part of the country's national park system.

### Did You Know...

Since January 2011, Gabon's civil aviation authority ANAC has published a monthly magazine "MAGANAC", covering national and international civil aviation. It can be accessed at [http://issuu.com/anac\\_gabon/docs](http://issuu.com/anac_gabon/docs).



## GAMBIA

### Relationship with



ICAO

➔ Joined in 1977



### State Statistics

#### Capital

Banjul

#### Official Language

English

#### Area

10 360 km<sup>2</sup>

#### Population

1.7 million

#### Gross Domestic Product\*

USD 914 million

USD 510 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airport

1

#### International Passenger Traffic

346 570 passengers

#### International Cargo Traffic

1 402 metric tonnes

#### National Airlines with International Services

1

#### Foreign Airlines

15

### Historical Footnote

A major highlight in the recent history of Gambian aviation is the signing of a multimillion dollar project to upgrade infrastructure and improve services at Banjul International Airport.



### Quick Facts

- ➔ The Gambia Civil Aviation Authority has dedicated itself to putting into place the required facilities and services to conform to the Standards and Recommended Practices (SARPs) and policies of ICAO.
- ➔ Gambia also plays a role in promoting collaboration at the regional level, for example, by hosting the Cooperative Development of Meteorology Project in Africa and by housing the Headquarters of the Banjul Accord Group (BAG), consisting of Cape Verde, Gambia, Ghana, Guinea, Liberia, Nigeria and Sierra Leone. BAG members agree to harmonize their policies and procedures on civil aviation and foster the development of international civil aviation through cooperative arrangements between the States.

### Did You Know...

Banjul International Airport has the second longest runway in the sub-region.



## GHANA

### Relationship with ICAO

- ➔ Joined in 1957
- ➔ Member of the Council – 1986-1992 and 2004-2010
- ➔ An independent technical expert nominated by Ghana currently serves on the Air Navigation Commission
- ➔ Maintains a permanent mission at ICAO Headquarters
- ➔ Dr Edward R.K. Dwemoh received the Edward Warner Award in 1992



### State Statistics

Capital
Accra
Official Language
English
Area
238 533 km <sup>2</sup>
Population
25 million
Gross Domestic Product*
USD 41.7 billion
USD 1 646 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airport
1
International Passenger Traffic
1.7 million passengers
International Cargo Traffic
46 577 metric tonnes
National Airlines with International Services
2
Foreign Airlines
29

### Historical Footnote

Air transportation in the Gold Coast (Ghana) goes back to 1918. The first aircraft landed in the country on 12 January 1927 and was a flying boat piloted by Sir Alan Cobham. Ghana's Civil Aviation Authority was established on 16 May 1986.



### Quick Facts

- ➔ Ghana's Civil Aviation Authority installed a modern instrument landing system (ILS) at the Kumasi Airport to facilitate flight operations during inclement weather.
- ➔ An ultra-modern, seven storey training academy was scheduled to open in October 2014.
- ➔ The Accra Flight Information Region (FIR) is one of the safest airspaces in the African sub-Region. It comprises the airspaces of Ghana, Togo and Benin.
- ➔ The Director General of Civil Aviation (DGCA) is the President of the African Civil Aviation Commission (AFCAC).
- ➔ Ghana's first-ever air show was held in October 2014.

### Did You Know...

Dr Dwemoh, Ghana's first DGCA, was the first African to win the Edward Warner Award. His efforts led to ICAO Assembly Resolution A21-24 stipulating that the sickle cell trait should not disqualify a person from flying duties.





## GUINEA

### Relationship with



ICAO

➔ Joined in 1959



### State Statistics

#### Capital

Conakry

#### Official Language

French

#### Area

245 857 km<sup>2</sup>

#### Population

11.8 million

#### Gross Domestic Product\*

USD 5.7 billion

USD 493 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airport

1

#### International Passenger Traffic

323 107 passengers

#### International Cargo Traffic

3 926 metric tonnes

#### National Airlines with International Services

0

#### Foreign Airlines

9

### Historical Footnote

After gaining independence in 1958, Guinea immediately undertook to establish an effective air transport infrastructure, including the Directorate General of Civil Aviation and a national flag carrier, Air Guinée.



### Quick Facts

- ➔ The Civil Aviation Authority became an autonomous entity with the passage of legislation by the National Assembly in November 2013.
- ➔ New air navigation equipment (ILS/VOR DME) was installed at Conakry International Airport in 2008, while SADIS and SIOMA systems were implemented in 2012 to more effectively handle meteorological information.
- ➔ The Airport has been modernized and upgraded; two telescopic bridges were installed.

### Did You Know...

When Air Guinée was established, it was one of the first in Sub-Saharan Africa and all of its technical and commercial employees were from Guinea.



## GUINEA-BISSAU

### Relationship with



ICAO

➔ Joined in 1977



### State Statistics

#### Capital

Bissau

#### Official Language

Portuguese

#### Area

36 125 km<sup>2</sup>

#### Population

1.6 million

#### Gross Domestic Product\*

USD 822 million

USD 494 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airport

1

#### International Passenger Traffic

58 000 passengers

#### International Cargo Traffic

350 metric tonnes

#### National Airlines with International Services

0

#### Foreign Airlines

4

### Historical Footnote

The first aircraft landed in the country on 27 March 1925. It was the Sta. Filomena, piloted by Captain Pinheiro Correia. The Civil Aviation Agency of Guinea-Bissau, an autonomous entity, was established on 27 April 2005.



### Quick Facts

- ➔ Guinea-Bissau joined the Agency for Air Navigation Security in Africa and Madagascar (ASECNA) in January 2006. The Agency's mission is to provide air navigation and aeronautical meteorology services for international aviation.
- ➔ The following new air navigation and approach equipment is installed by ASECNA at Bissau airport – ILS Cat II (Normal 7000B) (Localizer, glide-path and DME for landing) and VOR/DME for routing (CVOR 431 and DME 415/435).
- ➔ There is also the installation of Secondary Radar Monopulse of Surveillance (MSSR) Mode S, to allow for a better monitoring of traffic in the Terminal Control Area (TMA of Bissau).
- ➔ The Government of Guinea-Bissau is investing more than USD six million in the pavement overlay project (runway and apron) at Bissau Osvaldo Vieira International Airport.

### Did You Know...

In the 1940s, flights between Lisbon and New York operated with Boeing Clipper aircraft used to fly via Bolama in Guinea Bissau, then Trinidad and Bermuda, in order to take advantage of more favorable winds and to save fuel.



## KENYA

### Relationship with ICAO

- ➔ Joined in 1964
- ➔ Member of the Council – 1965-1968, 1974-1977, 1983-1989, 1992-2001 and 2013 to the present
- ➔ An independent technical expert nominated by Kenya served on the Air Navigation Commission – 1980-1982
- ➔ Host State of the ICAO Eastern & Southern African Regional Office
- ➔ Maintains a permanent mission at ICAO Headquarters



### State Statistics

#### Capital

Nairobi

#### Official Languages

English, Kiswahili

#### Area

580 367 km<sup>2</sup>

#### Population

44 million

#### Gross Domestic Product\*

USD 40.3 billion  
USD 933 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

4

#### International Passenger Traffic

6.5 million passengers

#### International Cargo Traffic

310 million metric tonnes

#### National Airlines with International Services

6

#### Foreign Airlines

70

### Historical Footnote

The Aero Club of Kenya, now Aero Club of East Africa, was established on 31 July 1927. In 1929, the first aircraft was registered – a de Havilland (DH) 51. Also in 1929, Mrs Florence Kerr Wilson founded Wilson Airways, the first airline in Kenya.



### Quick Facts

- ➔ Kenya's aviation industry has been growing at over 5% annually for the last seven years.
- ➔ Kenya is the largest aviation hub in East & Central Africa with over 70% of the regional aviation activity.
- ➔ The East African School of Aviation (EASA) is the leading training centre in East & Central Africa.
- ➔ Kenya has continually improved its ICAO ICVM score and, in the last audit in 2013, scored 78.42%, placing it in the top 25% in the world.
- ➔ The five Member States of the East African Community (EAC), including Kenya, have harmonized regulations.
- ➔ As a Member State of ICAO, Kenya has benefited in the development of its aviation sector from the application of ICAO Standards and Recommended Practices (SARPs), as well as programmes and projects.

### Did You Know...

Kenya has over 500 aerodromes. Jomo Kenyatta International Airport is the leading cargo hub in Africa and Nairobi's Wilson Airport is one of the busiest airports in Africa.





## LESOTHO

### Relationship with ICAO

- ➔ Joined in 1975
- ➔ Member of the Southern African Development Community Rotation Group comprised of Angola, Botswana, Democratic Republic of the Congo, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Seychelles, South Africa, Swaziland, United Republic of Tanzania, Zambia and Zimbabwe



### State Statistics

Capital
Maseru
Official Languages
Sesotho, English
Area
30 360 km <sup>2</sup>
Population
2 million
Gross Domestic Product*
USD 2.3 billion
USD 1 135 per capita

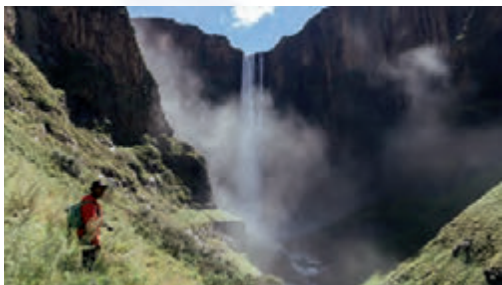
\*Source: World Bank 2012

### Air Transport Statistics

International Airport
1
International Passenger Traffic
37 251 passengers
International Cargo Traffic
N/A metric tonnes
National Airlines with International Services
0
Foreign Airline
1

### Historical Footnote

Lesotho Airways was established by an act of law as a national airline in 1979. It was privatized in 1997.



### Quick Facts

- ➔ Lesotho is served by one international airport, Moshoeshoe 1 International Airport. The Government of Lesotho is embarking on a project to revamp the airport, in particular the runway and the passenger terminal.
- ➔ Lesotho has signed air services agreements with 16 countries, 14 of which are African, one European and one in the Middle East.
- ➔ The country is currently negotiating air services agreements with five more countries, namely Qatar, Rwanda, Turkey, the United Arab Emirates and the United States of America.

### Did You Know...

Lesotho beckons enthusiasts of skiing, pony trekking, 4 x 4, hiking, mountain biking, abseiling, canoeing and fishing, in majestic mountains and rivers...and to enjoy the warmth, friendliness and culture of the Basotho people.



## LIBERIA

### Relationship with



ICAO

- One of the original 52 signatories to the Chicago Convention of 1944



### State Statistics

#### Capital

Monrovia

#### Official Language

English

#### Area

96 320 km<sup>2</sup>

#### Population

4.2 million

#### Gross Domestic Product\*

USD 1.7 billion

USD 414 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airport

1

#### International Passenger Traffic

187 288 passengers

#### International Cargo Traffic

1 733 metric tonnes

#### National Airlines with International Services

0

#### Foreign Airlines

11

### Historical Footnote

The Liberia Civil Aviation Authority (LCAA) existed initially as the Bureau of Civil Aviation, as part of the then Ministry of Commerce, Industry & Transportation. It was later reorganized and placed under the Ministry of Transport.



### Quick Facts

- Liberia has concluded a number of Bilateral Air Services Agreements (BASA) as well as signed Memoranda of Understanding (MOU) with the United States of America, Belgium, Morocco, the United Kingdom, Jamaica, Rwanda, Ethiopia, Qatar, and the UAE.
- The LCAA prioritizes human capital development as a key focus aimed at grappling with the changing trends and dynamics in the aviation industry. It has received assistance from local, regional and international organizations, as well as foreign governments.
- Through an aggressive modernization programme, based on the LCAA's commitment to the safety of flight operations, work is under way on the total rehabilitation of all navigational aids at Robertsfield. The installation of modern nav aids is nearing completion and plans are underway to calibrate the airport.

### Did You Know...

Liberia enjoys a rich literary tradition. Edward Wilmot Blyden, Roland T. Dempster and Wilton G. S. Sankawulo are its more prominent authors. Bai T. Moore's *Murder in the Cassava Patch* is considered the country's most celebrated novel.

# Rebirth of Civil Aviation in Liberia

## ICAO Standards the Benchmark



Her Excellency, President  
Ellen Johnson Sirleaf



Hon. Richelieu A. Williams,  
Director General CAA

The Liberia Civil Aviation Authority (LCAA) was granted complete autonomy in 2006, as recommended by ICAO, and empowered to regulate the industry without political interference.

Its mandate was clear and challenging: enforce regulations and promote the integrity of civil aviation in Liberia; ensure the safety of passengers and cargo; review the high cost of travel among other West African countries; and develop airports and human resources in line with international standards in order to attract more operators to the country.

Considerable progress has been made. A new state-of-the-art office complex is

nearing completion at the Roberts International Airport (RIA), some 56 km from the capital Monrovia. The new CAA facility also houses ICAO-sized training classes for seminars and workshops. The CAA has published over 1 000 pages of Liberia Civil Aviation Regulations. Advances have been made in all essential components of a viable air transport system.

### Airworthiness

With a fresh team of mainly youthful A&P mechanics, the CAA has positioned itself for effectively maintaining proper oversight of safety and airworthiness duties. Our experts have participated in ICAO, IATA, FAA and various training courses offered by friendly governments. CAA inspectors routinely carry out inspections on the maintenance and operational bases of scheduled carriers flying into Liberia.

### Air Traffic Management

The ATC Department has developed appropriate regulations, manuals and documents, in line with ICAO Standards and Recommended Practices (SARPs), and has intensified the training of controllers in cooperation with neighbouring States.

### AVSEC

The AVSEC Department has developed a National Civil Aviation Security Programme, established measures and procedures to safeguard civil aviation against acts of unlawful interference, and conducts inspections of various aerodromes to ensure ICAO SARPs are fully and scrupulously implemented.

### Communications, Navigation & Surveillance

The Government has contracted out the total rehabilitation of navigational aids at RIA and plans are under way to calibrate the airport.

### Training and Manpower development

The CAA stresses the development of its human capital, in collaboration with other States, to meet the challenges of a rapidly evolving air transport industry.

### BASA

Liberia has signed a number of Bilateral Air Services Agreements (BASA), as well as Memoranda of Understanding (MOU), with the United States of America, Belgium, Morocco, the United Kingdom, Jamaica, Rwanda, Ethiopia, Qatar, and the UAE.

### Roberts FIR Returns to Liberia

A crowning achievement was the return of the Roberts Flight Information Region (FIR) to its approved headquarters under the 1975 Aeronautical Accord. The new premises were totally refurbished with the latest high-tech equipment.



Liberia Civil Aviation Authority "happy family"





## MADAGASCAR

### Relationship with ICAO

- ➔ Joined in 1962
- ➔ Member of the Council – 1962-1968, 1975-1986 and 1989-1992
- ➔ Member of the Southern African Development Community Rotation Group comprised of Angola, Botswana, Democratic Republic of the Congo, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Seychelles, South Africa, Swaziland, United Republic of Tanzania, Zambia and Zimbabwe



### State Statistics

Capital
Antananarivo
Official Languages
Malagasy, French
Area
587 925 km <sup>2</sup>
Population
20.7 million
Gross Domestic Product*
USD 9.9 billion
USD 443 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
4
International Passenger Traffic
539 490 passengers
International Cargo Traffic
5 573 metric tonnes
National Airlines with International Services
1
Foreign Airlines
9

### Historical Footnote

While the Civil Aviation Authority was created in 1999, aviation in Madagascar began as early as 1911. In 1959, Madagascar was among the African States that created the Agency for Aerial Navigation Safety in Africa and Madagascar (ASECNA).



### Quick Facts

- ➔ Major airport development projects such as Nosy Be were announced by the newly appointed President of the Republic to revitalize the national economy.
- ➔ In line with ICAO requirements, the four international airports will be certified no later than December 2015.
- ➔ In 2014, the *Aviation civile de Madagascar* (ACM) entered into an agreement with ICAO and the French Civil Aviation Authority (DGAC) whereby ACM would receive two years full support to increase its surveillance capacity (ICAO SAFE programme).
- ➔ Supervision systems and Malagasy Airport security are being improved to meet international requirements.
- ➔ In 2010, Madagascar and 16 other States signed a treaty to establish the African and Madagascar Civil Aviation Authorities (AAMAC) to oversee the safety of civil aviation.

### Did You Know...

Madagascar's greatest attractions are its unique flora and fauna, making it the garden of the Indian Ocean. Air transportation will play an essential role in bringing the world to the island.



## MALAWI

### Relationship with ICAO

- ➔ Joined in 1964
- ➔ Member of the Southern African Development Community Rotation Group comprised of Angola, Botswana, Democratic Republic of the Congo, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Seychelles, South Africa, Swaziland, United Republic of Tanzania, Zambia and Zimbabwe



### State Statistics

#### Capital

Lilongwe

#### Official Languages

Chichewa, English

#### Area

94 280 km<sup>2</sup>

#### Population

15.9 million

#### Gross Domestic Product\*

USD 4.2 billion

USD 267 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

N/A

#### International Passenger Traffic

N/A passengers

#### International Cargo Traffic

N/A metric tonnes

#### National Airlines with International Services

N/A

#### Foreign Airlines

N/A

### Historical Footnote

Malawian Airlines, the flag carrier of Malawi based in Lilongwe, was established in 2013 after the liquidation of Air Malawi, the former national airline.

© Ministry of Tourism & Culture Malawi



© Ministry of Tourism & Culture Malawi

### Quick Facts

- ➔ Malawi is a landlocked country and as such, civil aviation and air transport play a very important role in the transportation of passengers, cargo and mail.

### Did You Know...

The land of the "Lake of Stars", Lake Malawi, also known as the Calendar Lake, is 365 miles and 52 miles at its longest and widest points. It is the third largest fresh water lake in Africa and 11<sup>th</sup> in the world.



## MALI

### Relationship with ICAO

- ➔ Joined in 1960
- ➔ Maintains a permanent mission at ICAO Headquarters



### State Statistics

Capital
Bamako
Official Language
French
Area
1 220 190 km <sup>2</sup>
Population
14.9 million
Gross Domestic Product*
USD 10.3 billion
USD 696 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
6
International Passenger Traffic
600 000 passengers
International Cargo Traffic
15 000 metric tonnes
National Airlines with International Services
2
Foreign Airlines
26

### Historical Footnote

Civil Aviation Services were established in 1961. The National Directorate of Civil Aviation, the National Directorate of Civil Aeronautics and the National Agency for Civil Aviation were established in 1979, 1990 and 2005, respectively.



### Quick Facts

- ➔ Mr Amadou Ousmane Guitteye was Regional Director of the Western and Central African Office of ICAO from 2007 to 2010.
- ➔ Within the framework of cooperation programmes with the United States of America, the runway at the International Airport of Bamako-Sénou was renovated and lengthened by 500 metres, as well as equipped with new navigation equipment.
- ➔ The airport at Kayes Dag Dag was entirely rebuilt with a new VOR.
- ➔ Mali twice occupied the presidency of the African Civil Aviation Commission (AFCAC), from 1977 to 1978 and from 1978 to 1981, with the late Mr Moussa Maïga and Mr Moussa Alassane Toure.

### Did You Know...

The current Director General of the Agency for Aerial Navigation Safety in Africa and Madagascar (ASECNA) is a former Director General of the Civil Aviation of Mali, Mr Amadou Ousmane Guitteye.





## MAURITANIA

### Relationship with ICAO

- ➔ Joined in 1962
- ➔ Member of the Maghreb States Rotation Group comprised of Algeria, Libya, Mauritania, Morocco and Tunisia



### State Statistics

Capital
Nouakchott
Official Language
Arabic
Area
1 030 700 km <sup>2</sup>
Population
3.5 million
Gross Domestic Product*
USD 4.2 billion
USD 1 157 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
2
International Passenger Traffic
296 000 passengers
International Cargo Traffic
1.3 million metric tonnes
National Airlines with International Services
2
Foreign Airlines
9

### Historical Footnote

Milestones in Mauritania's aviation history include the creation of the Civil Aviation Department in 1962, the first national company (Air Mauritanie) in 1963, the Mauritanian Airports Company in 1994 and the National Civil Aviation Agency in 2004.



© www.hellio-vaningen.fr

### Quick Facts

- ➔ Second in Africa for Effective Implementation (EI) under the ICAO Universal Safety Oversight Audit Programme (USOAP).
- ➔ Achieved a rating of 85.45 % according to ICAO criteria and rules.
- ➔ Removed from the European Black List in 2012 following a successful ICAO audit the same year.
- ➔ Established an independent authority for civil aviation.
- ➔ The Secretary General of ICAO visited Mauritania in appreciation of progress made in the field of aviation safety.
- ➔ Founding member of ASECNA in 1960. Member of AFCAC since 1972 and ACAC since 1977.
- ➔ Elected vice president of RASG-AFI since 2012.
- ➔ Elected chairman of RASG-AFI since November 2013.

### Did You Know...

The new international airport at Nouakchott can accommodate up to two million passengers annually.



## MAURITIUS

### Relationship with ICAO

- ➔ Joined in 1970
- ➔ Member of the Council – 2001-2004
- ➔ Member of the Southern African Development Community Rotation Group comprised of Angola, Botswana, Democratic Republic of the Congo, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Seychelles, South Africa, Swaziland, United Republic of Tanzania, Zambia and Zimbabwe



### State Statistics

Capital
Port Louis
Official Language
English
Area
2 040 km <sup>2</sup>
Population
1.3 million
Gross Domestic Product*
USD 11.4 billion
USD 8 862 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airport
1
International Passenger Traffic
948 511 passengers
International Cargo Traffic
47 074 metric tonnes
National Airlines with International Services
1
Foreign Airlines
19

### Historical Footnote

The first plane, a WW1 British biplane, was flown in the sky of Mauritius on 2 June 1922.

On 10 September 1933, the first regional flight from Reunion Island landed in Mauritius and the first international flight from France was in December 1936.



### Quick Facts

- ➔ Bilateral agreements signed with 40 countries.
- ➔ The Flight Clearance Service of DCA Mauritius is ISO 9001 Certified.
- ➔ The Mauritius Flight Information Region (FIR), Class A category, has an airspace of approximately 9 million km<sup>2</sup>, including an oceanic airspace of 2.6 million km<sup>2</sup>.
- ➔ Mauritius plans to build a new control tower to become operational at the end of 2016.
- ➔ Mauritius can accommodate very large aircraft, such as the A380. There are daily A380 flights from Dubai.
- ➔ Air Mauritius, the national airline, has enjoyed a phenomenal growth and is one of the few airlines that have been consistently profitable over the last decade. The airline currently has around 30 weekly flights to Europe and several flights to India, the Far East, Australia and Southern African destinations.

### Did You Know...

Mauritius received the "Best Destination Country Award" at the prestigious International Tourism Conclave & Travel Awards (ITCTA) 2013.



## MOZAMBIQUE

### Relationship with ICAO

- ➔ Joined in 1977
- ➔ Member of the Council – 2004-2007
- ➔ Member of the Southern African Development Community Rotation Group comprised of Angola, Botswana, Democratic Republic of the Congo, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Seychelles, South Africa, Swaziland, United Republic of Tanzania, Zambia and Zimbabwe
- ➔ Maintains a permanent mission at ICAO Headquarters



### State Statistics

#### Capital

Maputo

#### Official Language

Portuguese

#### Area

786 380 km<sup>2</sup>

#### Population

25.2 million

#### Gross Domestic Product\*

USD 14.4 billion  
USD 570 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

N/A

#### International Passenger Traffic

N/A passengers

#### International Cargo Traffic

N/A metric tonnes

#### National Airlines with International Services

N/A

#### Foreign Airlines

N/A

### Historical Footnote

The Legislative Diploma No. 0315 of 22 August 1931 was the first law related to civil aviation. The *Direcção de Exploração de Transportes Aéreos* (DETA) was created in 1936. The *Serviços da Aeronáutica Civil* (SAC) was established in 1954.



© Mozambique Tourism

### Quick Facts

- ➔ LAM Mozambique Airlines is based in Maputo and has its hub at Maputo International Airport. It operates scheduled services in Southern Africa. The company is a member of the International Air Transport Association and of the African Airlines Association.

### Did You Know...

Game reserves are being rehabilitated, and Mozambique has developed transnational parks and conservation areas with Swaziland and South Africa.





## NAMIBIA

### Relationship with ICAO

- ➔ Joined in 1991
- ➔ Member of the Council – 2007-2010
- ➔ Member of the Southern African Development Community Rotation Group comprised of Angola, Botswana, Democratic Republic of the Congo, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Seychelles, South Africa, Swaziland, United Republic of Tanzania, Zambia and Zimbabwe



### State Statistics

Capital
Windhoek
Official Language
English
Area
823 290 km <sup>2</sup>
Population
2.3 million
Gross Domestic Product*
USD 13.4 billion
USD 5 931 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
2
International Passenger Traffic
293 385 passengers
International Cargo Traffic
9 236 metric tonnes
National Airlines with International Services
1
Foreign Airlines
5

### Historical Footnote

The origins of Air Namibia, the national flag carrier, can be traced to November 1946 when South West Air Transport (SWAT) was established. Using Ryan Navion equipment, this carrier started operations in 1949 linking Windhoek with Grootfontein.

© Martijn Koetsler



### Quick Facts

- ➔ Air transport is gradually developing, making Namibia one of the growth markets in Africa's fast-evolving air transport sector. Together, travel and tourism is expected by the World Travel & Tourism Council to add significantly to the GDP of Namibia.

### Did You Know...

Any visit to Namibia isn't complete without strolling through the quaint café culture of Windhoek, visiting Namibia's summer capital Swakopmund or straying off the beaten path to Lüderitz.

Interview with the Director General of Civil Aviation for Namibia

## Ms Angeline Simana



**About two years ago, your Ministry was mandated to act as lead contributor to Namibia's socio-economic development and growth through the provision of world-class infrastructure and services. How much has been achieved?**

Progress has been encouraging. Air Namibia is slowly but surely being turned around in terms of management performance and, as a direct consequence, economic performance. I attribute this to compliance with regulatory requirements and the improved oversight capabilities compared to the years when the airline was virtually self-regulating. The strategic advantages of the country make Air Namibia an attractive potential commercial partner to well-established and profitable international airlines. Overall, the airline is not only safer but also showing marked improvement in commercial success. While there are no plans to privatize Air Namibia, the airline is completely independent.

*The strategic advantages of the country make Air Namibia an attractive potential commercial partner to well-established and profitable international airlines.*

### **How important is air transport to Namibia?**

When Namibia achieved independence on 21 March 1990, it launched major transportation initiatives to establish strong maritime, rail and road linkages with other land-locked countries. Later, complementary air transport infrastructure projects in air navigation and airport facilities were gradually implemented to further enhance connectivity. Today, Namibia boasts steady and significant growth in safe and reliable passenger and cargo traffic, in large part due to a network of 28 licensed aerodromes offering connections to a growing number of regional and international destinations.

As far as airports are concerned, the Namibia Airports Company, NAC, is seemingly doing very well. However, a number of capital-intensive rehabilitation and maintenance related projects would have to be carried out within the short-to medium-term to leverage Namibia's good aviation infrastructure. Some of these investments are urgently required, such as the completion of the ongoing works at Walvis Bay airport, the rehabilitation of the runway, the taxiway and apron at Ondangwa airport, the resealing of the runway, taxiway and apron at Katima Mulilo. All of these are part of the strategy to address shortcomings of the Namibian aviation sub-sector.

## MORE ABOUT NAMIBIA

Moreover, three other airports, namely Kamajab, Khorixas and Opuwo, fall under the Ministry's list of airports for which it is responsible relative to their upkeep, due to their political and strategic significance to the country and for their tourist potential. The recently completed Namibian Integrated Transport Master Plan estimates that at least N\$75 million per airport, for a total of at least N\$225 million, are needed for the short term, 0 to 5 years. About N\$225 million are also needed for the medium term. This includes the minimum the NAC and the Ministry would have to invest to strengthen the sub-sector's competitive advantages and runways at many airports, such as Rundu, Katima Mulilo, Kamajab and Khorixas.

The creation of the NAC has significantly improved the level of skilled and competent employees compared to what it was before its establishment and I am hopeful the decision recently taken to procure the services of professionals through a Management Service Agreement with ICAO's Technical Co-operation Bureau in the area of airport operations will enable the NAC to take the level of compliance to Standards and Recommended Practices to a higher level.

### **Namibia is seen as one of the emerging markets in Africa's growing aviation market. What are your priorities for 2015 and 2016?**

At the organizational level, my first priority is capacity building in terms of human resources and technical and operational proficiency. Fortunately, the Cabinet has endorsed a proposal relative to the offering of competitive salaries. We are in the process of filling 27 technical positions created to attract nationals as we move forward in establishing the Namibian Civil Aviation Authority, the NCAA.

*At the organizational level, my first priority is capacity building in terms of human resources and technical and operational proficiency.*

The new Civil Aviation Bill, if passed by Parliament, would significantly improve our ability to comply with ICAO regulations and audit recommendations. The rest of our future programme within the legal domain would involve new aviation security regulations and Performance-based Navigation regulations.

### **In that light, can you comment on the Civil Aviation Bill in Namibia and efforts towards the establishment of the Namibia Civil Aviation Authority (NCAA)?**

The Government of Namibia took very seriously the need to address deficiencies identified in the last audit under ICAO's Universal Safety Oversight Audit Programme as they deal with current legislation, which is now very old and belongs to a past era. Accordingly, the Cabinet issued a directive requiring the development of a modern Civil Aviation Act. The Government also specifically instructed that the new Act should have as a primary objective the establishment of a new autonomous Civil Aviation Authority.

*By that I mean moving away from the old "passive" style of regulation to a new "active" regulatory model that promotes the growth of a "safety culture" within airlines and other industry participants.*

Working in conjunction with a team of ICAO experts, we prepared a completely new Act that was subsequently certified by the Attorney General as suitable for immediate submission to the Parliamentary enactment process. The new Act may now well be in force by the middle of this year. It includes an entire Chapter that prescribes the functions and objectives of the Namibia Civil Aviation Authority, the "NCAA", and sets out in detail the powers and functions of the NCAA Board, its CEO and other officials. The thrust of the new Act is to introduce a modern approach to the business of regulating the safety of the Namibian aviation industry. By that I mean moving away from the old "passive" style of regulation to a new "active" regulatory model that promotes the growth of a "safety culture" within airlines and other industry participants.

Other features introduce new concepts for air accident and incident investigations and aviation security processes. A most important aspect of the establishment of the NCAA is the potential for it to move towards self funding and the ability to attract, train and retain Namibian nationals in key safety roles.



## MORE ABOUT NAMIBIA

### **What are your comments and plans regarding the liberalization of the domestic air transport market in Namibia?**

The Ministry of Transport is responsible for policy formulation and direction. It is also responsible for economic regulation, which includes airline licensing and negotiating bilateral and multilateral agreements. The liberalization process comes under the Ministry, although the Department of Civil Aviation shares some of the responsibility for the process as a department of the Ministry.

In October 2007, Ministers of the Southern African Development Community countries responsible for air transport decided to start full implementation of the Yamoussoukro Decision, YD, with effect from 1 January 2009. The Ministers at the same time directed that a study be undertaken to assess the potential impact of implementing the YD on the policy of “open skies” in the SADC Region. It can be said that the Yamoussoukro Decision is being implemented but only on a bilateral basis. The Ministry has already initiated the process of air transport liberalization on a bilateral basis to provide for more entrants and competition. Air Namibia supports this level playing field for liberalization and market access.

### **Despite persistent calls for African States to open their borders to other African States, regional air transport interconnectivity is still a challenge in parts of Africa. What is the position of Namibia to opening its market to other African airlines?**

It is clear that liberalization, and its impact on regional air transport interconnectivity, has enormous potential benefits for Namibia and for the region as a whole. There are efforts being made at the regional and continental levels, such as the implementation of a Single African Air Transport spearheaded by the African Union to create synergies among the 54 African States. The objective is, amongst others, to overcome the weaknesses in direct aviation links within Africa and to encourage investments at the continental level. If aggressively pursued, I believe this would result in productive connections between the three Economic Development Communities: the Common Market for East and Southern Africa, COMESA, the East African Community, EAC, and last but not least the SADC Region.

*It is clear that liberalization, and its impact on regional air transport interconnectivity, has enormous potential benefits for Namibia and for the region as a whole*

There are therefore great opportunities that remain largely untapped and that could be jointly explored through private and public sector investments. For me, a better connected Africa and Southern African Development Community would attract sustainable benefits to Namibia's aviation industry, if developed aggressively as a last point of departure to North and South Africa and to Europe. There has been a great deal of interest from the Australian Government in exploring possibilities of commercial arrangements between Qantas and Air Namibia that would create the necessary enabling environment for trade, commerce and tourism. This is largely the reason why the Ministry commissioned, through assistance from the European Investment Bank, the development of an Integrated Transport Master Plan (NITMP). Namibia has signed Open Skies Agreements with the Republics of Ethiopia, Kenya, Zimbabwe, Zambia, Ghana, South Africa and the Federal Republic of Nigeria, amongst others. We are convinced that a protectionist approach towards the national airline is a very self-defeating exercise, particularly given that the air transport market in Namibia is very thin.

*The industry will grow as an integrated sector while the consumer will have wider choices and benefit from lower prices and improved quality and quantity of services.*

The YD implementation will facilitate the growth of trade, tourism and international investment. The industry will grow as an integrated sector while the consumer will have wider choices and benefit from lower prices and improved quality and quantity of services. The wider economy will benefit from enhanced private sector participation, the creation of more jobs and the promotion of the tourism industry. It has therefore been the Policy of the Namibian Government to take immediate action to implement YD, as decided by the Council of Ministers in October 2007. All bilateral air services agreements that are currently negotiated between Namibia and other African States are YD compliant.



## NIGER

### Relationship with ICAO

- ➔ Joined in 1961
- ➔ Maintains a permanent mission at ICAO Headquarters



### State Statistics

Capital
Niamey
Official Language
French
Area
1 267 000 km <sup>2</sup>
Population
17.1 million
Gross Domestic Product*
USD 6.8 billion
USD 395 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
3
International Passenger Traffic
272 000 passengers
International Cargo Traffic
10 082 metric tonnes
National Airlines with International Services
8
Foreign Airlines
11

### Historical Footnote

The *Agence nationale de l'aviation civile* was created in March 2011. The autonomous agency is mandated with the safety and security oversight of the national air transport system.



### Quick Facts

- ➔ The international airports of Zinder and Agadez are being upgraded to meet ICAO standards, with funding from the State.
- ➔ Niger has also undertaken the development and validation of master plans for the international airports of Agadez, Niamey and Zinder.
- ➔ In addition to the modernization of the Diori Hamani International Airport in Niamey, the creation of a new airline, Niger Airways, should improve air travel to and from the capital.
- ➔ The perimeter of international airports at Niamey, Agadez and Zinder has been made more secure with the installation of walls and fencing.
- ➔ Air transport is part of the new national transportation strategy.

### Did You Know...

Niger exports include uranium, oil and gold. Because rail and air transport are not yet well developed, access to mines is by road. The potential for expanding air transport to these sites for mining operations is considerable.



## NIGERIA

### Relationship with



ICAO

- ➔ Joined in 1960
- ➔ Member of the Council – continuously since 1962
- ➔ Dr Olumuyiwa Benard Aliu is the fifth and current President of the Council
- ➔ Maintains a permanent mission at ICAO Headquarters



### State Statistics

#### Capital

Abuja

#### Official Language

English

#### Area

923 770 km<sup>2</sup>

#### Population

166.2 million

#### Gross Domestic Product\*

USD 459.6 billion

USD 2 722 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

6

#### International Passenger Traffic

4.6 million passengers  
45.6 billion revenue  
passenger-kilometres

#### International Cargo Traffic

204 092 metric tonnes  
2 billion freight tonne-  
kilometres

#### National Airlines with International Services

2

#### Foreign Airlines

26

### Historical Footnote

Nigeria's Ministry of Aviation was created by the Nigerian Civil Aviation Act of 1964.



### Quick Facts

- ➔ Growth for domestic and international passenger traffic at about 20% annually.
- ➔ Nigeria is strategically located at the centre of the African continent.
- ➔ The Nigerian Civil Aviation Authority, created in 1999, successfully went through USOAP in 2006, earned the U.S. FAA Cat 1 Status in 2010 and was recertified in 2014.
- ➔ The Nigerian Airspace Management Agency (NAMA), established in 1999, has been a huge success in terms of the development of air traffic management (ATM) services and the maintenance of high safety standards.
- ➔ 13 cargo airports are designated for the export of agricultural produce.
- ➔ Improved access to finance has resulted in more carriers and greater competition within Nigeria, encouraging higher levels of service, reliability and choice, all tremendous benefits to passengers.

### Did You Know...

The Government of Nigeria plans to expand the four international airports – at Lagos, Abuja, Kano and Port Harcourt – to create airport cities, or Aerotropolis, to attract international traffic and commercial investment.



# Growing the Aviation Sector

Focus on Safety, Security and Increased Air Services



## Robust Economic Performance and a Dynamic Aviation Sector

With the strong performance of its Gross Domestic Product over the past three years, Nigeria continues to build upon its core sectors in natural resources, while demonstrating significant advances in other sectors, including agriculture and services.

The country's commitment to economic and structural reforms are setting the stage for sustained economic growth – and a dynamic synergy with Nigeria's expanding aviation sector. The increase for both domestic and inter-

national passenger traffic has been about 20 per cent a year. Looking ahead, the combination of a growing middle class of some 150 million people, a solid tourism industry and greater business opportunities points to positive developments for the Nigerian air transport industry.

## A Vision for the Future of Nigeria's Aviation Sector

Nigeria has positioned itself to take advantage of both its substantial population and its advantageous location at the centre of Africa. The Nigerian Government is promoting the country as a major hub for West and Central Africa,

## MORE ABOUT NIGERIA

with projects in Lagos and Abuja. The focus is on opening the airspace to more direct flights to long-haul destinations; the future growth of Nigerian aviation will be fuelled with new routes to Europe, the Middle East, the Asia-Pacific Region, Latin America and North America.



H.E. Dr Goodluck Jonathan, GCFR, President of the Federal Republic of Nigeria

Ongoing institutional reforms and the development of a new Civil Aviation Policy are top priorities for Nigeria. These efforts are all geared towards the further transformation of the industry to international standards. Under-scoring this approach is the intention of the Minister of Aviation, Osita Chidoka to collaborate more closely with U.S. experts in matters relating to safety and security in air transportation, as well as parties from other parts of the world to establish a national airline.

Working closely with international partners in this way is a key aspect of Nigeria's vision for an aviation industry that adheres to world-class standards while developing exciting new possibilities for reaching out to the world. The Government will continue to foster an enabling policy environment that encourages growth and competition, particularly with respect to domestic and regional air services, with a view to ensuring air transport that is profitable, efficient, self-sustaining and a preferred mode of transportation.

### Accountability and Transparency: Aviation Sector Governance, Structure and Policy

The Federal Ministry of Aviation, created by the Nigerian Civil Aviation Act of 1964, oversees a number of departments that share responsibility for all of the elements of Nigeria's air transport system. Key duties rest with six Parastatals: the Nigerian Civil Aviation Authority (NCAA), Nigerian Airspace Management Agency (NAMA), Federal Airports Authority (FAAN), Nigerian Meteorological Agency (NIMET), Accident Investigation Bureau and the Nigerian College of Aviation Technology (NCAT).



The National Assembly Complex

The Ministry is also responsible for the formulation of general policy frameworks to encourage the healthy growth of aviation and allied businesses in Nigeria, based on the guiding principles of safety, security and sustainability. To that end, Nigeria ensures that its National Aviation Master Plan is regularly updated and fully implemented, in conformity with its national objectives and ICAO Standards and Recommended Practices (SARPs). The international dimension of its commitment is enhanced by Nigeria's presence as a Member of the ICAO Council and its permanent mission at ICAO Headquarters in Montreal.

## MORE ABOUT NIGERIA

### Collaboration with ICAO: Cornerstone of Development and Growth

Nigeria fulfils an important role in the field of air transport with respect to air services and air navigation facilities it provides to international civil aviation. Since its first election to the ICAO Council in 1962, the country has collaborated closely with ICAO and its subsidiary bodies, making valuable contributions to the sustainable development and growth of global air transport, especially in Africa.



Osita Chidoka, Minister of Aviation

Nigeria was also honoured with the election, by acclamation, of Dr Olumuyiwa Benard Aliu as President of the ICAO Council. His tenure commenced on 1 January 2014 and will continue until 31 December 2016. Prior to his election, Dr Aliu served as the Representative of Nigeria on the Council from 1 January 2005 to 31 December 2013. He brought to the position of President a wealth of knowledge and experience gained through his serving the Organization in various other capacities such as:

- First Vice-President of the ICAO Council
- Chairman, ICAO Council Working Group on Governance & Efficiency
- Chairman, Finance Committee
- Chairman, Technical Cooperation Committee
- Chairman, ICAO Conference on Aviation & Alternative Fuels
- Member, Air Transport Committee
- Member, ICAO Staff Pension Committee, COPAD

- Member, Governing Body of International Financial Facility for Aviation Safety (IFFAS)
- Member of Air Transport and Edward Werner Award Committees and several other Working Groups of the ICAO Council
- Member, Working Groups on Human Resources, Regional Bodies, Assembly Resolutions, Technical Cooperation Programme Development, and LAGs



For its part, Nigeria continues to participate actively in the work of ICAO, thanks to the involvement of its experts in the Organization's Technical Panels and Working/Study Groups, namely the:

- High Level Group on Climate Change (HGCC)
- Group on International Aviation Climate Change (GIACC)
- DGCA Climate Group (DGCIG)
- Aviation Security (AVSEC) Panel
- Airport Economic Panel (AEP)
- Air Navigation Services Economic Panel (ANSEP)
- Aeronautical Surveillance Panel
- Air Transport Regulation Panel (ATRP)
- Statistics Panel (STAP)
- Facilitation Panel (FALP)
- Safety Management Panel
- Technical Advisory Group on Machine Readable Travel Documents (TAG/MRTD)
- Regional Traffic Forecasting (Africa/Indian Ocean Traffic Forecasting Group)
- Governing Body International Financial Facility for Aviation Safety (IFFAS)
- Committee on New and Emerging Threats to Civil Aviation

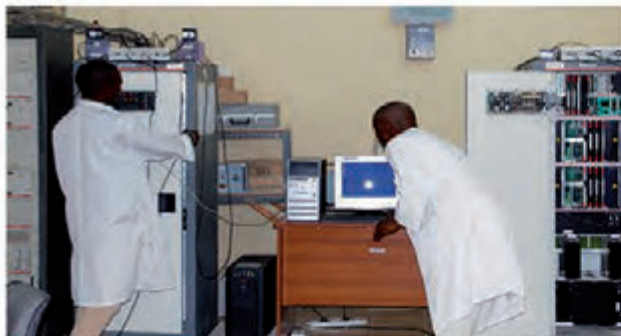




**NIGERIAN COLLEGE OF AVIATION TECHNOLOGY**  
**ZARIA**  
TRAINING FOR EXCELLENCE

Established in 1964,  
the **Nigerian College of Aviation Technology (NCAT)**  
is the foremost civil aviation training institution in Africa.

Our vision is to maintain this prestigious position  
and be amongst the best in the World.



The most comprehensive ATO in Africa:

- Flying School
- Aircraft Maintenance Engineering School
- Air Traffic Services and Communication School
- Aeronautical Telecommunication Engineering School
- Aviation Management School



Graduates outstanding Pilots, Aircraft Maintenance Engineers, Aeronautical Telecommunications Engineers, Air Traffic Controllers, Aeronautical Communication Officers, Cabin Crew Officers, Flight Operations Officers, Aviation Security Personnel and other Aviation Professionals.

- Full Member, Association of African Aviation Training Organizations (AATO)
- Full Member, ICAO TRAINAIR PLUS
- Fully certified non-accredited Educator member of Aviation Accreditation Board International (AABI)



CONTACT:

**Nigerian College of Aviation Technology,**

Zaria Aerodrome, Zaria, Kaduna State – Nigeria.

[www.ncat.gov.ng](http://www.ncat.gov.ng)

[info@ncat.gov.ng](mailto:info@ncat.gov.ng)

Interview with the Representative of Nigeria on the ICAO Council

## Mr Martins Emeka Nwafor



### What is the strategy of Nigeria for developing its aviation sector?

In 2011, my Government developed a bold and comprehensive Master Plan for the development of civil aviation throughout Nigeria, with a special focus on enhancing safety and security. Concurrently, we will implement a policy environment that empowers Government aviation agencies and Nigerian airlines to ensure the growth of the air transport system in a profitable, efficient and self-sustaining manner. A prime consideration in carrying out the Plan is adherence to the Standards and Recommended Practices of ICAO, as well as various ICAO policies and international best practices.

### What are your Government's specific safety and security targets?

In terms of safety, our objective is a zero accident rate. A major thrust will be to maintain our Category 1 rating issued

by the United States. This will involve constructive cooperation with U.S. authorities with regards to capacity building and regulatory improvements, as well as commercial approaches, all designed to reinforce our safety and delivery systems.

Airworthiness of aircraft is another key element of our strategy. This involves modernizing our fleet with more energy efficient aircraft that are also more appealing to passengers. This can be done thanks to financial arrangements made possible under the Cape Town Agreement.

We also intend to instil a robust safety culture throughout the civil aviation administration and within every element of the aviation sector. We need to think safety whatever our roles and responsibilities are.

As for security, fortunately, we have had no major incident. Yes, ICAO audits have raised some deficiencies and we are working diligently to correct them. During the period under review, new state-of-the-art security equipment were procured and installed at various airports. Most of the security personnel were trained in the use of different security equipment.

In addition, new strategies were developed in partnership with international security organizations. Here again, cooperation with the U.S. and other ICAO Member States will be enormously beneficial as we strive to become 100 per cent fool proof.

Overall, our goal is to institutionalize world-class safety and security standards. This provides the focus for all of our actions and will guarantee success.

### Efficient air navigation procedures are critical to aviation safety. What are your intentions in this area?

Our strategy is largely based on the revised and harmonized ICAO Global Aviation Safety Plan and Global Air Navigation Plan. Why? We find that, together, they provide a sound, realistic and incremental approach to airspace management and safety enhancement that fits the phased-in



sequencing of our Master Plan. They also support global cooperation in harmonizing our own systems with those of other States in the Region and around the world.

In that context, we have taken a number of steps to improve our ATM operations. We have installed controller-pilot data link communications in major air traffic control centres in the country, expanded Performance-based Navigation procedures at international airports in Abuja, Lagos, Kano and Port Harcourt, we are training an increasing number of air traffic controllers and we are looking at radar coverage throughout our airspace.

You know, in Nigeria, we use two acronyms to capture how we integrate and deal with these three issues. One is SSE, for Safety, Security and Efficiency. The other is MMI, for Monitor, Measure and Improve. They keep our purpose top of mind and our actions pertinent.

### **Your Master Plan also calls for major infrastructure projects. What is involved?**

Here again we are quite ambitious. We want to develop customer-centric, world-class air transport facilities and we want to achieve this in a timely, cost-effective and affordable manner.

The centerpiece is our airport system. In the coming years, all of our major airports will have been completely remodelled and certified to the highest international standards. This will energize our domestic air transport system and attract a growing number of international carriers looking for safe, secure and attractive destinations for their leisure and business clients.

We are also building new international terminal buildings in Lagos, Abuja, Kano, Port Harcourt, Bayelsa and Enugu at a cost of some USD 500 million and construction is under way for three new airports for Hajj charters.

Another exciting project is AEROTROPOLIS. It consists of airport cities aimed at increasing airport cargo and related activities, creating jobs, improving connections to the airport from business and residential areas, as well as improving the internal and external perception of Nigeria as an attractive place to live, work and do business. AEROTROPOLIS has six major investment clusters: medical; perishable

cargo; trade and exhibition centre, and ICT; residential; Special Economic Zone; and entertainment, tourism and leisure. The Ministry has also designated six airports as agro-allied and cargo terminals with the aim of increasing revenue through perishable agricultural products.

As we proceed in this general direction, we have our sights set on transforming key airports into a vibrant network of domestic, regional and international hubs.

In support of this, the Ministry carried out the review of Bilateral Air Services Agreements, Open Skies and Commercial Agreements with several countries so that most of our domestic airlines have access to African and European countries.

### **A strong airline industry is also essential.**

Yes, and another objective of the Master Plan is to grow domestic airlines and ensure their financial stability.

A number of policies have been adopted to encourage more airlines to grow their fleet and increase capacity to better serve Nigerians. One is to provide financial support to domestic airlines through the Federal Government Intervention Fund, in collaboration with the Central Bank of Nigeria. Another is a business model and framework for establishing a national carrier using a public ownership concept and yet another is a review of the National Civil Aviation policy in order to enhance the operation of domestic carriers.

In this way, we can build a strong, integrated air transport system that derives optimal benefits from this growing synergy, while taking full advantage of bilateral air services agreements with States in Africa and around the world.

### **Finally, what does the Master Plan say concerning the environment?**

We are committed to minimizing our impact on the environment even though, under the *de minimis* provision of the ICAO Assembly Resolution we are obliged to do so. We have actively pursued the preparation of our State Action Plan under the ICAO programme aimed at reducing greenhouse gas emissions from international civil aviation and we have voluntarily kept that information current.



# Arik Air

## Earning our wings



### Welcome to West Africa's leading airline.

We offer more destinations throughout Nigeria, West Africa and Luanda, London, New York, Johannesburg and Dubai, with over 120 daily flights from our Lagos & Abuja hubs. We operate a young and modern fleet of 26 aircraft, with average age of 5.5 years, all maintained in partnership with world renowned Lufthansa Technik and Iberia.

**With more comfort, space  
and service, we look forward  
to welcoming you on board.**

fly world class

**Arik**  
arikair.com



Buy your tickets from any Arik Air office or via your local travel agent.

## NiMet: FORECASTING WEATHER FOR AIR SAFETY

Air transport has been adjudged as the safest means of conveyance in the world; however, adverse weather conditions such as thunderstorms and strong wind shear may impact negatively on the safety of flight operations. This hazard can be mitigated by early warning through timely and accurate weather information for flight operations. Statistics indicate that one-third to one-quarter of all aviation accidents are weather related. Economic losses due to aviation delays and cancellations caused by weather are estimated at some \$1 billion annually. Timely and accurate weather information is therefore, fundamental to emergency preparedness against weather related incidents and disasters. The Nigerian Meteorological Agency (NiMet), an agency of the Federal Ministry of Aviation, is charged with the responsibility of observing weather, making forecasts, and providing weather, climate and water information for air safety operations and sustainable development in other sectors of the economy. This fact is underscored by the Director General of NiMet, Dr. Anthony Anuforom: "Looking at the Ministry of Aviation's mission and vision, the use of safety is paramount. It's not only here, but the International Civil Aviation Organisation (ICAO) and the World Meteorological Organisation (WMO) also emphasize safety. In fact, the mantra is safety, safety, safety. Truth is, you cannot achieve aviation safety without accurate and timely weather information." The agency is therefore poised to provide accurate and timely weather information and services towards enhancing air safety and boosting public confidence in the aviation sector. To ensure that the meteorological products



***Truth is, you cannot achieve aviation safety without accurate and timely weather information."***

and services provided by NiMet attain world-class standards the federal government is sparing no cost in acquiring state-of-the-art equipment, infrastructure and cutting edge technology for NiMet, as well as boosting the agency's human capacity index. A number of safety critical projects/programmes have been initiated towards this end. Worthy of note is the procurement and installation of Doppler Weather Radars (DWR) at strategic locations across the country. These instruments enable NiMet to track hazardous weather around Nigeria's airports, greatly enhancing its ability to provide early warning for the aviation sector. Also important is the installation of Low Level Wind Shear Alert Systems (LLWAS) at airports in the country. Apart from being a novel achievement in the history of aviation in Nigeria, the safety critical-equipment is a major requirement for the qualification of the International Civil Aviation Organization (ICAO) Audit. The Agency is also establishing and resuscitating more upper air stations across the country. Other infrastructure put in place includes several Synoptic Stations spread all over Nigeria, and an instrument calibration laboratory located in the National Weather Forecasting and Climate Research Centre in Abuja. Another area which the agency has made tremendous progress is in human development through training and capacity building. Meteorologists and engineers have been trained in the United Kingdom, Germany, USA and Australia to update their knowledge on the use of the newly installed equipment. NiMet has attained the ISO 9001 certification after scaling through the rigorous and thorough Quality Management Systems (QMS) audit to meet both the ICAO and World Meteorological Agency (WMO) requirements. This process integrity and meteorological provided by aviators. The NiMet sees this as well deserved. "You probably know that Nigeria is one of the few African countries that ICAO has adjudged certifiable, that we are above global average standards in terms of aviation safety."

know that Nigeria is one of the few African countries that ICAO has adjudged certifiable, that we are above global average standards in terms of aviation safety. ICAO has certified Nigeria as one of the few countries in Africa that have scored above the global average. All these are the true indices of safety" he said. The certification has increased the confidence and marketability of NiMet's products and services in line with the agency's on-going rebranding process of commercialisation, realignment and consolidation.

National Weather Forecasting and Climate Research Centre  
Bill Clinton Drive, Nnamdi Azikiwe International Airport, Abuja, FCT, Nigeria  
Phone: +234 09 2910424, +234 09 2910425. Email: [info@nimet.gov.ng](mailto:info@nimet.gov.ng).  
Website: [www.nimet.gov.ng](http://www.nimet.gov.ng)





## MORE ABOUT **NIGERIA**

- Commission of Experts of Supervisory Authority of the International Registry (CESAIR)
- Public Key Directory (PKD) Board
- Study Group on New and Emerging Threats to Civil Aviation
- Aeronautical Information Services – Aeronautical Information Management Study Group (AIS-AIMSG)
- Medical Provision Study Group



**Med-View Airlines**

Over time, Nigeria has become an essential partner with ICAO in advancing aviation in Africa, in support of the Organization's strategic objectives of enhancing air transport safety, security, as well as economic and environmental sustainability. From the outset, the Nigerian Government endorsed ground-breaking ICAO initiatives such as the AFI Comprehensive Implementation Programme (AFI Plan) to enhance aviation safety in Africa; it also backed the establishment of a regional safety organization and took an active part in hosting/participating in numerous international and regional, conferences, seminars, symposia and workshops, including the:

- Global Aviation Safety Roadmap Workshop
- Performance-based Navigation Seminar
- Air Transport Symposium
- SMS Training Seminar
- Regional Seminar on Machine Readable Travel Documents (MRTD)
- Regional Ministerial Conference on Aviation Security



**Aero Contractors**

Nigeria's commitment to regional and international co-operation also takes the form of sustained involvement in the activities and programmes of the African Civil Aviation Commission (AFCAC) and the African Union, all aimed at accelerating the growth of aviation on the continent. This includes financial contributions and secondment of experts to AFCAC. In addition, Nigeria was the headquarters of the COSCAP Project for the Banjul Accord Group (BAG) and is the current Headquarters of the BAG Aviation Safety Oversight Organization (BAGASOO). The country also hosts the West African office of the International Air Transport Association (IATA). The IATA regional office covers Ghana, Sierra Leone, Gambia, Liberia and Cape Verde.

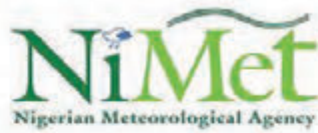
### **Ensuring Safety and Security: Nigerian Civil Aviation Authority (NCAA)**

The Nigerian Civil Aviation Authority is the regulatory body for aviation in Nigeria. It was established in 1999 to oversee all aspects of safety and reliability of air navigation, in conformity with the Convention on International Civil Aviation (Chicago Convention).

The Civil Aviation Act of 2006 granted the NCAA autonomy and gave it the tools to regulate the aviation industry in Nigeria. The Government of Nigeria, as part of its transformation agenda, has assembled a highly professional management team at NCAA to enable the aviation sector to compare and compete with the best in the world. The overall objective is to make the industry not just accident-free, but also investment-friendly.

Nigeria successfully passed the ICAO Universal Safety Oversight Audit Programme (USOAP) in 2006. This was achieved with the re-certification of the entire industry, including airlines, aircraft, airports and human resources. The skill levels of personnel across all these areas of aviation





# NIGERIAN METEOROLOGICAL AGENCY

(Federal Ministry of Aviation)



Nigerian Meteorological Agency  
National Weather Forecasting and Climate Research Centre  
Bill Clinton Drive,  
Nnamdi Azikiwe International Airport (NAIA), Abuja.  
P.M.B. 615 Garki, Abuja.  
Website: [www.nimet.gov.ng](http://www.nimet.gov.ng).



*...providing Weather, Climate and Water Information for Sustainable Development and Safety.*

## MORE ABOUT **NIGERIA**



Arik Air

activity have been boosted thanks to an aggressive training programme. These and other efforts helped Nigeria achieve the U.S. Federal Aviation Administration (FAA) Category 1 International Aviation Safety Assessment (IASA) Certification. The NCAA is determined to do all that is necessary to maintain the IASA Category 1 status that currently permits a Nigerian airline, Arik Air, to fly directly to the United States using Nigerian-registered aircraft.

To further meet the demand for quality services and to enhance safety, Nigerian airlines, over the years, have pressed on with fleet renewal. This was greatly facilitated by flexible leasing arrangements under the Cape Town Treaty that allowed local carriers to lease new and more energy efficient aircraft.

The NCAA has continued to coordinate with other aviation parastatals, notably the Federal Airports Authority of Nigeria (FAAN), the Nigerian Airspace Management Agency (NAMA), Nigerian Meteorological Agency (NIMET) and the Accident Investigation Bureau (AIB) to ensure a cohesive, comprehensive approach to all aspects of aviation safety. As emphasized by Captain Muhktar Usman, Director General of the NCAA, domestic airlines must operate with strict adherence to safety standards in their quest for profits.

### **Prioritizing Projects: Federal Airports Authority of Nigeria**

The Federal Airports Authority of Nigeria (FAAN), a member of Airports Council International (ACI), manages all the commercial airports in Nigeria. The management of FAAN, with the support of the Honourable Minister, Osita Chidoka, is committed to expediting the completion of all pending modernization and improvement projects at the 22 airports under its authority.

Priority will be given to key projects and others at advanced stages of completion, as per the Master Plan aimed at transforming the aviation industry. With this in mind, it is expected that new airport terminals being constructed in Lagos, Abuja, Kano, Port Harcourt and Enugu will be completed on schedule.

The goal of the Government is to transform these airports into world-class facilities that meet international standards



Lagos Airport



## MORE ABOUT **NIGERIA**

for passenger comfort and easy of travel, all the while meeting NCAA certification requirements. Moreover, in order to optimize the utilization of airports and generate additional revenues, the Federal Government has designated 13 cargo airports for the export of agricultural products. Major storage facilities are being developed at these designated airports and cities. State Governments and the private sector are being encouraged to partner with the Federal Government to revive smaller airports, particularly for cargo operations, as well as for local transportation and tourism operations. The Federal Government's efforts are geared towards ensuring that Nigeria maximizes benefits from the huge air freight export market in Africa.



**Benin Airport**

The Government further intends to expand the four international airports in Lagos, Abuja, Kano and Port-Harcourt to create airport cities (Aerotropoli), to attract international and commercial investment. The Government believes that airports are much more than aviation infrastructure as they are now leading urban growth generators and are taking on many features of metropolitan business districts.

### **Airspace Success: Nigerian Airspace Management Agency (NAMA)**

The Nigerian Airspace Management Agency (NAMA) was established in May 1999 as part of an ICAO compliance programme advocating the separation of aviation service providers from regulators. NAMA, a very active member of the Civil Air Navigation Services Organisation (CANSO), was given a clear mandate upon its inception: to provide a safe, efficient and economically cost-effective air navigation system, with a vision to make the Agency a world class Air Navigation Service Provider (ANSP).



**Remodeled Airport Terminal**



**Air navigation equipment installed by NAMA**

NAMA has been a huge success story, both in terms of the development of Air Traffic Management (ATM) services and the maintenance of high safety standards. NAMA has completed the total VHF coverage of the nation's airspace. This has enhanced communication between pilots and air traffic controllers, to the extent that cockpit crew are now in constant contact with any of the pertinent centres within Nigerian airspace. Aircraft now have complete access to air traffic control services for more efficient landings throughout the country. This upgrade took into account the shift from terrestrial to satellite-based systems, a move that should be completed worldwide by 2015. In addition, Controller Pilot Data Link Communications (CPDLC) has recently been implemented to further ensure constant communication systems in the airspace.



**Air navigation equipment installed by NAMA**





## Committed to the transformation of Nigerian airports through:

- Remodelling of 22 Airports terminals across the country which form part of FAAN terminals across the country.
- Development of Airport Cities (Aerotropolis) to transform airports into major employment, shopping, trading, business, leisure and cargo village destinations.
- Evolving Nigeria Airport Network into domestic and international Hubs.
- Designation of 14 terminals as cargo terminals.
- Capacity development and increasing professionalism in the industry.
- Construction of 6 brand new international terminals

### Headquarters Complex:

Murtala Muhammed Airport, P.M.B 21607, Ikeja, Lagos  
Tel:+234-1-280-0830. Website: [www.faannigeria.org](http://www.faannigeria.org)



*...transforming to serve you better*





**LAGOS**

Murtala Muhammed International, Lagos



**ENUGU**

Akanu Ibiam International Airport, Enugu



**KANO**

Mallam Aminu Kano International Airport



**YOLA**

Yola International Airport

## TRANSFORMING NIGERIAN AIRPORTS

One of the major hallmarks of the administration of President Goodluck Jonathan, since its inception in 2011, is the transformation of Nigerian airports into world-class airports, from airports that were largely noted for infrastructural decay and abandoned projects.

This dramatic shift was made possible by the Federal Government's rescue programme for the industry tagged Transformation Agenda for the aviation industry, being implemented under the "Aviation Sector Master Plan", which among other things, is designed to institutionalize world-class safety and security standards, develop airport infrastructure and increase professionalism in the industry.

It was under this plan that the Airport Remodelling Project was initiated and is being implemented at all the 22 airports managed by the Federal Airports Authority of Nigeria (FAAN).

Remodelled terminals in five of the airports, with a full complement of modern facilities, have already been completed and commissioned in Lagos, Abuja, Benin, Kano and Enugu under the project. More terminals have been completed and are only awaiting commissioning while others are at various stages of completion. In addition to these, five new international terminals are at various stages of completion in Lagos, Enugu, Port-Harcourt, Abuja and Kano, under a Memorandum of Understanding between the Governments of Nigeria and China.

The transformation of Nigerian airports has naturally begun to attract foreign investments into the country's aviation industry, especially with the introduction of the aerotropolis project and perishable cargo initiative, for which 12 airports in various geographical zones of the country have been designated as perishable cargo airports.

These developments, which are expected to contribute substantially to Nigeria's Gross Domestic Product (GDP), have already begun to have a positive effect on airline business in the country. New domestic airlines have emerged while new foreign airlines have started operating into the country. Existing foreign airlines have also shown interest in either operating into new international airports or increasing their flight frequency on existing routes.

This has resulted in a steady and significant increase in aircraft, passenger and cargo traffic at Nigerian airports between 2011 and 2014.



The Managing Director of FAAN, Engr. Saleh Dunoma (right) explaining a point of interest to the Hon. Minister of Aviation, Chief Osita Chidoka during an inspection tour at Murtala Muhammed International Airport, Lagos



...transforming to serve you better



## MORE ABOUT **NIGERIA**

Finally, Nigeria has become a champion of Performance-based Navigation (PBN) implementation that will substantially augment operational safety through precise three-dimensional (3D) approach and departure guidance. PBN technology will be of great benefit to the Nation's airspace, with increased capacity, efficiency, environmental improvements and greater access to airports and runways. From the air carriers' perspective, it will bring about reduced flight delays, improved all-weather operational reliability, better access to airports and greater fuel efficiency. The PBN procedure has been fully implemented in the four major airports, namely Lagos, Abuja, Port Harcourt and Kano, and the designs for all other airports/airsips are ready.

### **Weather Watcher: Nigerian Meteorological Agency (NIMET)**

NIMET was established in 2003 to provide meteorological services in support of human and environmental sustainability, policy development, and safe operation of air, land and marine transportation.



Air navigation equipment installed by NAMA

Experience has shown that an efficient, well-equipped and technologically driven meteorological agency such as NIMET is critical to aviation safety. Accordingly, the Government of Nigeria is investing significant resources to ensure that NIMET is properly equipped to perform its duties. The Agency now boasts a wide range of new technological innovations that are revolutionizing its capabilities. It has installed Doppler weather radars, Low-Level Wind Shear Alert System (LLWAS) and thunderstorm detectors at some of the Nation's airports. All of these improvements helped the Agency attain ISO 9001:2008 Certification.

### **Training for Excellence: Nigerian College of Aviation Technology (NCAT)**

The Nigerian College of Aviation Technology (NCAT), located at Zaria, in Kaduna State, is the foremost aviation training institution in the West African sub-region. Its primary responsibility is to make available excellent *ab initio* training for Commercial Pilots, Air Traffic Controllers, Aircraft Maintenance Engineers, Aeronautical Telecommunications Engineers, Aviation Technicians, and Aeronautical Meteorologists among several other aviation specialist professions.



NCAT training aircraft

NCAT was established in 1964 for Nigeria and other African countries, in collaboration with ICAO and the United Nations Development Fund (UNDP). The College has more than 40 years of experience in the development of human resources for the aviation industry in Africa. Academic activities are carried out in five training schools, namely:



# Arik Air, Now flying to Dubai

Fly Lagos to Dubai via Abuja

Spread your wings and discover a place where  
Arabian culture meets modernity and luxury.

Now servicing Dubai five times weekly from  
Lagos and Abuja.



Welcome to West Africa's  
Leading Airline

For more information, visit  
[arikair.com](http://arikair.com)

fly world class

**Arik**   
[arikair.com](http://arikair.com)

## MORE ABOUT **NIGERIA**

- Flying School
- Aircraft Maintenance Engineering (AME) School
- Aeronautical Telecommunications Engineering (ATE) School
- Air Traffic Services/Communications (ATS) School
- Aviation Management School

### **A Sector in Full Flight: Nigerian Aviation**

Nigerian airlines have fared better than the global industry average, benefitting from the enormous advances in technology and infrastructure, as well as the deregulation of the airline industry. Nigeria is an excellent example of an emerging market economy that bucked the trend in the middle of a global slow-down, posting an annual average traffic growth of 20 per cent.



NCAT training aircraft

### **Safety First: Accident Investigation & Prevention Bureau (AIPB)**

The Federal Government of Nigeria, through the Civil Aviation Act 2006 – Section 29, established the Accident Investigation and Prevention Bureau (AIPB) as a corporate body and an autonomous agency reporting to the President through the Minister in charge of aviation. The autonomy granted the Bureau was to ensure its independence from government bureaucracy and political influence, as well as the credibility of its reports.

Apart from investigating accidents and serious incidents, AIPB also gathers air data and conducts studies to uncover trends and traps in the system that could impair safety. Prioritized data is relayed to the industry for necessary action. The Bureau conducts inspections of various facilities to monitor compliance with safety recommendations. The Bureau's FDR/CVR laboratory will soon be operational to decode information collected from Flight Data Recorders and Cockpit Voice Recorders.



Dana Air

One of the most notable developments in the Nigerian aviation industry is the continuous increase in the number of domestic carriers operating within the country. Improved access to finance has spurred competition among operators within Nigeria, while simultaneously encouraging higher standards of service, reliability and choice – all tremendous benefits to passengers.



## MORE ABOUT NIGERIA

The NCAA is expecting many more airlines to engage in the domestic market as they are currently undergoing – or completing – the Air Operator Certificate (AOC) process in accordance with Nigeria Civil Aviation Regulations (NIGCARs2009). Among them are Air Taraba, Ean Aviation, Executive Jet Air Services Ltd, Gyro Air Ltd, Izy Air Ltd, Jupiter, Manyatta Engineering Services, Nestoil Plc, Prime Air, Toucan Air, Baltic Airlines, Oriental Airlines, Meridian Airlines, Millenium Travels & Tours, Okada Air and Air First. Most recently, Air Peace, with seven aircraft (three state of the art Dornier 328 Jets and four Boeing 737-500 sp [special performance] jets, received its Air Operators Certificate (AOC) in September 2014.



Allied Air

Nigeria already has 18 domestic airlines currently operating and these are all holders of an Air Operators Certificate (AOC) in accordance with the Nigeria Civil Aviation Regula-

tion 2009. Among them are: Allied Air, Aero Contractor Co, Azman Air, Arik Air Ltd, Atlantic Aviation, Dana Airlines, Discovery Air Services, First Nation Ltd, Hak Air Ltd, Jed Air, Med View Airlines, Max Air Ltd, Odegene Air Shuttle Ltd (OAS) Overland Airways, Skybird Air, Skyjet Aviation, Topbrass, and Westlink Airways.

In the same vein, NCAA has 10 other Air Operators Certificate holders currently undergoing re-certification in accordance with Nigeria Civil Aviation Regulation 2009. These include: Associated Aviation Ltd, Bristow Helicopter, Caverton Helicopter, Chanchangi Airlines Ltd, Dornier Aviation Nig Agep Ltd, IRS Airlines Ltd, Kabo Airlines Ltd, Kings Airlines and Travel Ltd, Pan African Airlines Nigeria and Skypower Expressway.

### Non-Scheduled Services and General Aviation Services

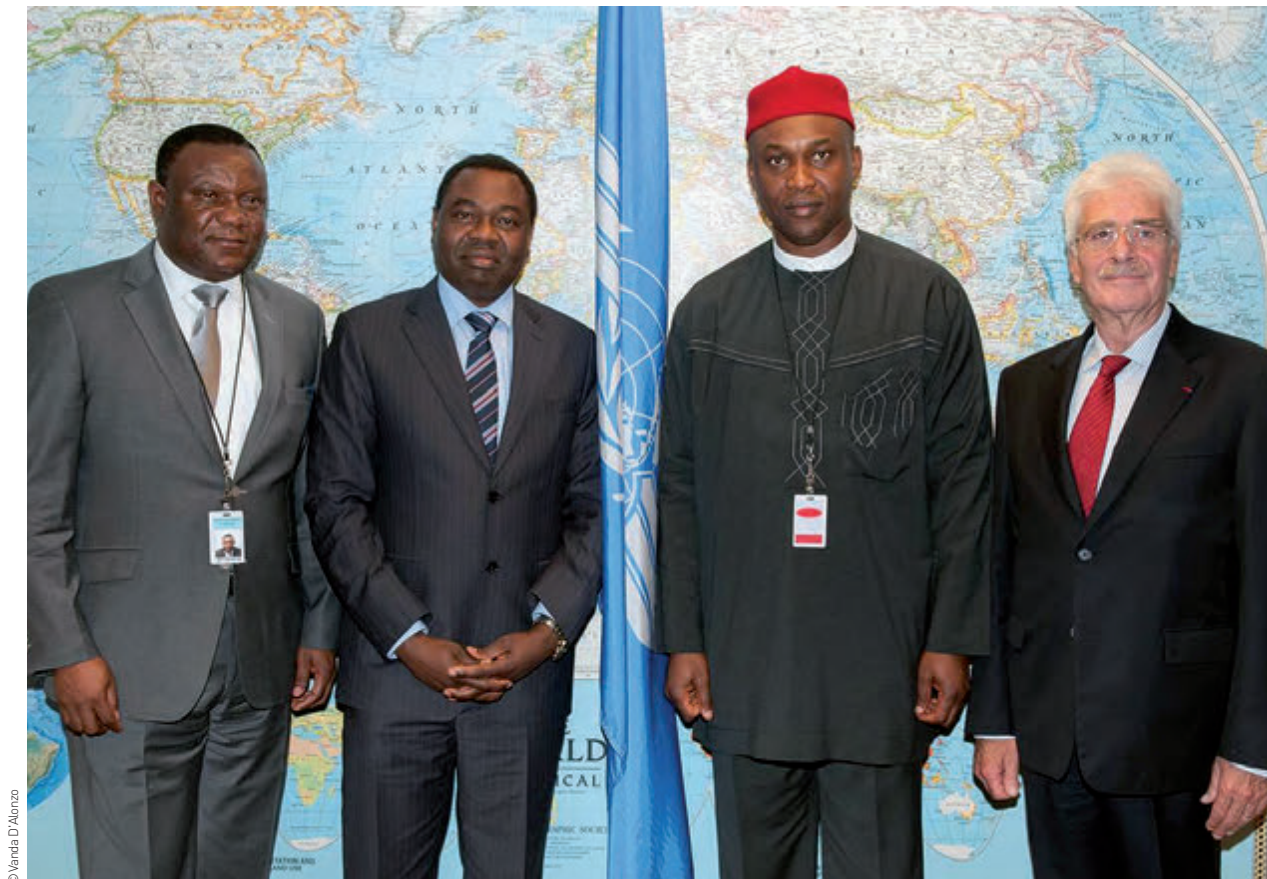
There are many airlines offering non-scheduled (Charter) passenger, cargo and oil support services. These airlines include: Bristow Helicopters, Pan African Airlines, Caverton Helicopters, Dornier Aviation Nigeria AIEP, Kings Airlines, TopBrass, OAS Helicopters and Allied Air.

Some airlines offer seasonal international charter services from Nigeria to specific destinations outside the country for special events such as Hajj and/or Holy Pilgrimages. They



ExecuJet hangar





© Vanda D'Alonzo

During an official visit to ICAO Headquarters, senior Nigerian officials signed the *Protocol to amend the Convention on Offences and Certain Other Acts Committed on Board Aircrafts, done at Montreal on 4<sup>th</sup> April 1971*. In the top photo, from left to right, Mr Martins Nwafor, Representative of Nigeria to ICAO, Dr Benard Aliu, President of the ICAO Council, Mr Osita Chidoka, Minister of Aviation for Nigeria and Mr Raymond Benjamin, ICAO Secretary General.

In the photo below, the group is joined by Mr Charles N. Onianwa (second from left), Deputy High Commissioner for Nigeria in Ottawa, Canada.



© Vanda D'Alonzo



# **NIGERIAN AIRSPACE MANAGEMENT AGENCY (NAMA)**

The management and staff of the  
**NIGERIAN AIRSPACE MANAGEMENT AGENCY (NAMA)**  
heartily congratulate the



## **INTERNATIONAL CIVIL AVIATION ORGANISATION (ICAO)**

*on its*

**70<sup>th</sup>**  
**ANNIVERSARY**  
*Celebration.*

This advert is powered by



**Kanuco Investment Services Ltd.**

*The foremost Solar Airfield Lighting  
Integrator in Nigeria*



## MORE ABOUT **NIGERIA**

are Kabo Air, Max Air and Meridian Airlines; they use a fleet of wide-bodied and long-haul Boeing jets such as B747s.



Caverton Helicopters

### **Specialized Support: Allied Service Providers**

Two major ground-handling companies provide various services to airlines: Nigerian Aviation Handling Company (NAHCO) and Skyway Aviation Handling Company (SAHCOL). The Government has also granted a license to

Swiss Port Handling Company as a third ground handling company. The move is to promote competition and ensure a high level of services from ground handlers, a feature that will become more and more important with the ever-increasing traffic at the nation's airports. There are also highly reputable companies that provide world-class catering services: the Aviation Services Limited (ASL) and Skypower Catering Companies.

### **World-Class MRO: Maintenance Hangars**

Efforts are ongoing by the Federal Government to establish, in different parts of the country, six aircraft maintenance hangars consistent with a reputable world-class maintenance organization. The hangars, expected to serve Nigeria and other African markets, will be certified to carry out major aircraft maintenance, overhaul and repairs.

There are also numerous maintenance hangars owned by airlines, including: Arik Air, Aero Contractors Nig Limited, Bristow Helicopters, Caverton Helicopters and Pan African Airlines. Also, there are some privately owned hangars.



EAN Maintenance hangar



## MORE ABOUT NIGERIA

### Focus on the Future

Without a doubt, the aviation sector in Nigeria is making its mark on the international stage. At the same time, the country is building on its strong regional presence as it evolves and transforms itself into a dynamic and attractive aviation hub in the West and Central African Sub-Region, by implementing the National Aviation Master Plan and by adhering to ICAO SARPs, policies and procedures, in cooperation with international aviation organizations.

The future is indeed bright and Nigeria intends to further develop and maintain its leadership at home and abroad, to the benefit of Nigerians, Africans and all those who travel by air.



**OVERLAND**  
AIRWAYS



## Redefining air travel

Since 2002, Overland Airways ultra-efficient scheduled passenger services have opened up Nigeria's hinterland connecting them to the economic hubs of Nigeria.

Our charter services offer complete travel solutions for premium travelers who desire exclusive and personalized service within Nigeria and the continent of Africa.

With our fleet of modern aircraft and highly trained personnel, we brighten the future of Africa's largest economy.



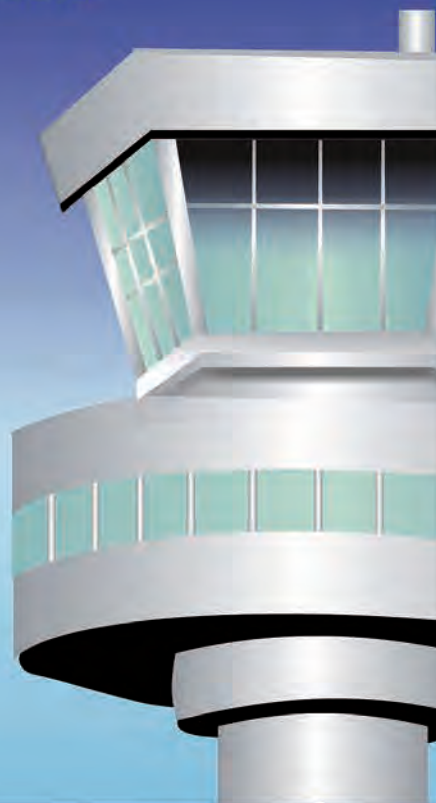
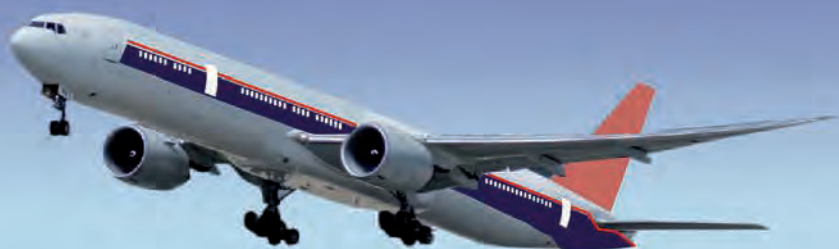
[fly@overland.aero](mailto:fly@overland.aero)



[www.overlandairways.com](http://www.overlandairways.com)

# A NEW **LIFT.**

- Total commitment to safety
- Fleet renewal
- Non-punitive reporting system
- Zero accidents
- Zero fatalities
- Zero tolerance to violation of safety regulations



## **NIGERIAN CIVIL AVIATION AUTHORITY**

*Ensuring Safety and Efficiency in Air Transport and Navigation*

### **Aviation House**

P.M.B 2129, 21039, Murtala Muhammed Airport, Ikeja, Lagos, Nigeria.

Tel: 234-1-4721521, Fax: 234-1-2790421

E-mail: [info@ncaa.gov.ng](mailto:info@ncaa.gov.ng), Website: [www.ncaa.gov.ng](http://www.ncaa.gov.ng)



## RWANDA

### Relationship with



ICAO

➔ Joined in 1964



### State Statistics

#### Capital

Kigali

#### Official Languages

Kinyarwanda, French, English

#### Area

24 670 km<sup>2</sup>

#### Population

11.5 million

#### Gross Domestic Product\*

USD 7.1 billion

USD 623 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airport

1

#### International Passenger Traffic

600 000 passengers

#### International Cargo Traffic

6 496 metric tonnes

#### National Airlines with International Services

1

#### Foreign Airlines

7

### Historical Footnote

In replacement of the Rwanda Airport Authority of 1986, the Civil Aviation Authority was created in 2004 and took over the management, operation and maintenance of airport infrastructure. The Act was revised in 2006, forming the Rwanda Civil Aviation Authority.



### Quick Facts

- ➔ In September 2012, the upgrading in three phases of the Kigali International Airport was undertaken at a cost of USD 18 million. This includes more spacious departure and arrival areas to facilitate passenger flow, in part through escalators. Plans also included more accessible improvements for Persons with Disabilities.
- ➔ Rwanda joined the Commonwealth and East Africa Community Blocks in 2009.

### Did You Know...

According to the World Bank, Rwanda ranks second in the world after Mauritius for ease of doing business and first in East Africa.





# SAO TOME & PRINCIPE

## Relationship with

✈ Joined in 1977



ICAO



### State Statistics

#### Capital

São Tomé

#### Official Language

Portuguese

#### Area

960 km<sup>2</sup>

#### Population

188 098

#### Gross Domestic Product\*

USD 263 million

USD 1 400 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

N/A

#### International Passenger Traffic

N/A passengers

#### International Cargo Traffic

N/A metric tonnes

#### National Airlines with International Services

N/A

#### Foreign Airlines

N/A

## Historical Footnote

The islands of São Tomé and Príncipe were uninhabited before the arrival of the Portuguese sometime between 1469 and 1471. The first successful settlement was established in 1493 by Álvaro Caminha.



## Quick Facts

- ✈ São Tomé International is located on São Tomé Island, five kilometres from the city of São Tomé. It is the main airport serving São Tomé and Príncipe.

## Did You Know...

The islands of São Tomé and Príncipe, situated in the equatorial Atlantic and Gulf of Guinea, off the northwest coast of Gabon, constitute Africa's second smallest country.



## SENEGAL

### Relationship with ICAO

- ➔ Joined in 1960
- ➔ Member of the Council – 1968-2004
- ➔ Independent technical experts nominated by Senegal served on the Air Navigation Commission – 1996-2007
- ➔ Host to the ICAO WACAF Regional Office
- ➔ Maintains a permanent mission at ICAO Headquarters



### State Statistics

Capital
Dakar
Official Language
French
Area
196 712 km <sup>2</sup>
Population
12.9 million
Gross Domestic Product*
USD 14 billion
USD 1 023 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
4
International Passenger Traffic
2 million passengers
International Cargo Traffic
25 361 metric tonnes
National Airlines with International Services
1
Foreign Airlines
31

### Historical Footnote

Due to its links with France and geographical proximity, Senegal saw famous aviators like Jean Mermoz who flew between Casablanca and Dakar in 1925 and Antoine de Saint-Exupéry who operated postal flights between Toulouse and Dakar in 1926.



### Quick Facts

- ➔ Senegal is developing a sound policy framework for air transport. The Government is committed to facilitating the development of international air services in support of the Senegalese tourism and business sectors.
- ➔ Air services agreements have been signed with a number of countries to provide shippers and travellers with more flight options and routes to and from Senegal.
- ➔ Dakar is home to AFCAC and ASECNA Headquarters, and the IATA Regional Bureau.

### Did You Know...

A new international airport at Diass, nearly 45 km from Dakar, will be able to handle the world's largest airplanes, including the A380. The modern facility is due to be operational in 2015.



## SEYCHELLES

### Relationship with ICAO

- ➔ Joined in May 1977
- ➔ Member of the Southern African Development Community Rotation Group comprised of Angola, Botswana, Democratic Republic of the Congo, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Seychelles, South Africa, Swaziland, United Republic of Tanzania, Zambia and Zimbabwe



### State Statistics

Capital
Victoria
Official Languages
English, French, Creole
Area
455 km <sup>2</sup>
Population
87 000
Gross Domestic Product*
USD 1 billion
USD 11 689 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airport
1
International Passenger Traffic
284 605 passengers
International Cargo Traffic
7 846 metric tonnes
National Airlines with International Services
1
Foreign Airlines
9

### Historical Footnote

The first aircraft to reach the Seychelles Islands was a consolidated model 28 Twin Engine Flying Boat, GUBA 11, on 17 June 1939. The aircraft touched down as part of a survey flight from Australia to California, across the Indian Ocean.



### Quick Facts

- ➔ Seychelles International Airport featured among the top 10 airports in the African region, according to Skytrax World Airport Award 2013.
- ➔ Concluded air services agreements with 57 countries.
- ➔ The Civil Aviation Authority and the Seychelles International Airport invested USD 2.8 million in neighbouring community Corporate Social Responsibility (CSR) projects in 2013.
- ➔ Hosted Routes Africa 2012.
- ➔ Participates actively in ICAO regional taskforces and sub-group meetings.

### Did You Know...

The Seychelles consists of 115 islands. The Flight Information Region covers an area of 2.6 million km<sup>2</sup>. The longest ATS route in the Seychelles FIR is 1 212 nautical miles and the shortest is 194 nautical miles.





## SIERRA LEONE

### Relationship with



ICAO

➔ Joined in 1961



### State Statistics

#### Capital

Freetown

#### Official Language

English

#### Area

71 620 km<sup>2</sup>

#### Population

6 million

#### Gross Domestic Product\*

USD 3.8 billion

USD 633 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airport

1

#### International Passenger Traffic

198 673 passengers  
170.8 million revenue  
passenger-kilometres

#### International Cargo Traffic

78 146 metric tonnes  
215.9 million freight tonnes-  
kilometres

#### National Airlines with International Services

0

#### Foreign Airlines

9

### Historical Footnote

In 1961, the first national carrier - Sierra Leone Airways - was established under the management of British West African Airways. It became Sierra Leone Airlines in 1982 and Sierra National Airlines in 1990, ceasing operations in 2005.



### Quick Facts

- ➔ Signatory to the Banjul Accord Group (BAG), the precursor to the Banjul Accord Group Safety Oversight Organization (BAGOSOO) recognized by ICAO.
- ➔ The Civil Aviation Act 1966 established the Department of Civil Aviation. In 2008, the Sierra Leone Civil Aviation Authority was created as a semi-autonomous body.
- ➔ In 1988, the aviation sector was restructured with the establishment of the Sierra Leone Airports Authority. It undertook major renovations at Freetown International Airport (FNA) between 2010 and 2014 to enhance safety, security and facilitation in line with ICAO Standards. A new international airport is planned for the mainland between 2014 and 2019.
- ➔ A new national airline is to be operational in 2015.
- ➔ Concluded more than 40 bilateral agreements and is in the process of establishing others.

### Did You Know...

Sierra Leone, along with Guinea and Liberia, founded the Roberts Flight Information Region (Roberts FIR) in 1975. The sub-regional organization is responsible for providing air navigation services in the upper airspace of the three States.



## SOMALIA

### Relationship with



ICAO

➔ Joined in 1964



### State Statistics

#### Capital

Mogadishu

#### Official Languages

Somali, Arabic

#### Area

637 000 km<sup>2</sup>

#### Population

10.5 million

#### Gross Domestic Product\*

USD 2.6 billion

USD 288 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

4

#### International Passenger Traffic

248 775 (for Mogadishu Aden Abdulle International)

#### International Cargo Traffic

N/A metric tonnes

#### National Airlines with International Services

5

#### Foreign Airlines

3

### Historical Footnote

Somalia had only one airline, Somali Airlines, established 1964. Thanks to the entrepreneurial spirit of its people and the flexible regulatory framework, many private operators offer competitive domestic and international flights and fares.



### Quick Facts

- ➔ Despite experiencing civil unrest, Somalia has maintained a healthy informal economy based on livestock and money remittance.
- ➔ Major air transport projects include a new terminal for Aden Abdulle International Airport, Mogadishu, a new control tower and a civil aviation school and the extension of the runway at Egal International Airport, Hargeisa.

### Did You Know...

Somalia is a potential tourism market in East Africa. It has the largest coastal belt in Africa, architectural heritage and beautiful pristine beaches, all assets for attracting tourists and vacationers.



## SOUTH AFRICA

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Council – 1950-1965 and 2003 to the present
- ➔ Member of the Southern African Development Community Rotation Group comprised of Angola, Botswana, Democratic Republic of the Congo, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Seychelles, South Africa, Swaziland, United Republic of Tanzania, Zambia and Zimbabwe
- ➔ Mr Arthur Bradshaw received the Air Navigation Commission's Laurel Award in 2006
- ➔ Maintains a permanent mission at ICAO Headquarters

### Historical Footnote

South African Airways (SAA) celebrated its 80<sup>th</sup> Anniversary on 1 February 2014 as one of the oldest airlines in the world. It is South Africa's national flag carrier.



### State Statistics

Capital
Pretoria
Official Languages
11 official languages
Area
1 214 470 km <sup>2</sup>
Population
52.9 million
Gross Domestic Product*
USD 382.3 billion
USD 7 314 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
10
International Passenger Traffic
9.2 million passengers
International Cargo Traffic
456 143 metric tonnes
National Airlines with International Services
7
Foreign Airlines
44

### Quick Facts

- ➔ South Africa holds U.S. FAA Category 1 status. The country performed well in its 2007 and 2014 safety audits and has consistently performed well in its aviation security audits.
- ➔ South Africa, Zimbabwe and Mozambique have taken down fences between the countries' game parks to create a single 13 500 square mile game park, the largest conservation area in the world.
- ➔ South Africa is the second largest exporter of fruit in the world and has the longest wine route. It is rated 3<sup>rd</sup> for supplying safe drinkable tap water.
- ➔ The Palace of the Lost City is the largest theme resort hotel in the world.
- ➔ Tugela Falls is the second highest waterfall in the world (2 789 feet).
- ➔ South Africa is the only African country to host the FIFA Soccer World Cup.

### Did You Know...

Vilakazi Street in Soweto is the only street in the world to house two Nobel Peace price winners – Nelson Mandela and Desmond Tutu.





## SOUTH SUDAN

### Relationship with



ICAO

➔ Joined in 2011



### State Statistics

#### Capital

Juba

#### Official Language

English

#### Area

644 329 km<sup>2</sup>

#### Population

8.3 million

#### Gross Domestic Product\*

USD 10.6 billion

USD 974 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

4

#### International Passenger Traffic

1 million passengers

#### International Cargo Traffic

600 000 metric tonnes

#### National Airlines with International Services

1

#### Foreign Airlines

13

### Historical Footnote

The South Sudan civil aviation industry dates back to 2011 when the country gained independence following a referendum in that month. It quickly joined ICAO and other Member States of the East and South Africa Region.



### Quick Facts

- ➔ Upon joining ICAO, South Sudan became the Organization's 191<sup>st</sup> Member State.
- ➔ Membership in ICAO and support from its Regional Office will facilitate progress towards realizing ongoing projects with the Technical Co-operation Bureau.
- ➔ About one quarter of the international passengers at Juba International Airport are flying on humanitarian missions.

### Did You Know...

The South Sudan Civil Aviation Authority is planning to build a new alternate/parallel runway at Juba International Airport to help better manage landing and take-off operations.



## SWAZILAND

### Relationship with ICAO

- ➔ Joined in 1973
- ➔ Member of the Council – 2010-2013
- ➔ Member of the Southern African Development Community Rotation Group comprised of Angola, Botswana, Democratic Republic of the Congo, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Seychelles, South Africa, Swaziland, United Republic of Tanzania, Zambia and Zimbabwe



### State Statistics

#### Capital

Mbabane

#### Official Languages

siSwati, English

#### Area

17 200 km<sup>2</sup>

#### Population

1.2 million

#### Gross Domestic Product\*

USD 4 billion

USD 3 290 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airport

1

#### International Passenger Traffic

44 674 passengers

#### International Cargo Traffic

86.3 metric tonnes

#### National Airlines with International Services

1

#### Foreign Airlines

0

### Historical Footnote

King Mswati III International Airport has been earmarked as the gateway into the majestic Kingdom of Swaziland. It was officially opened on 7 March 2014 with the maiden flight on 30 September 2014.



### Quick Facts

- ➔ In 2010, the Civil Aviation Authority of Swaziland was formed under the banner of Swaziland Civil Aviation Authority (SWACAA).
- ➔ Bilateral air services agreements have been signed with 25 States worldwide.
- ➔ Since 2014, Swaziland has been removed from the European Union's blacklist.

### Did You Know...

Swaziland is the 9<sup>th</sup> most visited African country, with tourist arrivals growing by 24.2% annually.



# The Kingdom of Swaziland

a royal experience

*Here is to 70 years of ICAO leadership in  
International Civil Aviation.  
Congratulations!*



## **SWAZILAND CIVIL AVIATION AUTHORITY**

Matsapha Airport, Matsapha, P.O. Box D361, The Gables, H126

Tel: +268 2518 4390, +268 2518 4047, +268 2518 4049, +268 2518 4081, +268 2518 4816, Fax: +268 2518 4199

E-Mail: [marketing@swacaa.co.sz](mailto:marketing@swacaa.co.sz) Website: [www.swacaa.co.sz](http://www.swacaa.co.sz)





## TOGO

### Relationship with



ICAO

➔ Joined in 1965



### State Statistics

#### Capital

Lomé

#### Official Language

French

#### Area

54 390 km<sup>2</sup>

#### Population

6.6 million

#### Gross Domestic Product\*

USD 3.9 billion

USD 589 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

2

#### International Passenger Traffic

474 252 passengers

#### International Cargo Traffic

7.1 million metric tonnes

#### National Airlines with International Services

2

#### Foreign Airlines

7

### Historical Footnote

The first aerodrome in Lomé was built in 1928 and the current facility in 1948. The Civil Aviation Directorate dates back to 1973 and the Niamtougou International Airport to 1982. The regional carrier ASKY began operations in Lomé in 2010.



### Quick Facts

- ➔ Air services agreements concluded with 47 countries.
- ➔ SALT, the Togolese Airport Manager, is a member of the Marketing and Management Centre of Switzerland and aims to establish a Quality Management System.
- ➔ The Togolese Civil Aviation Authority's training centre offers a number of courses, including cabin crew training and seminars in civil aviation safety and security.
- ➔ The Airport Manager is certified ISO 9001.
- ➔ In November 2009, Togo hosted the 3<sup>rd</sup> Meeting of ICAO/WACAF and ESAF Directors General of Civil Aviation, as well as a seminar on air cargo development in August 2014.

### Did You Know...

A new terminal being erected at Gnassingbé Eyadema International Airport will be operational at the end of 2014. It will feature next-generation facilities capable of handling 1.5 million to 2 million passengers and 50 000 tonnes of cargo.



# TOGO

## Creation

The National Civil Aviation Agency of Togo (ANAC-Togo) was created by the law n°2007-007 of 22 January 2007, as a public administration institution with financial and managerial autonomy under the authority of the Minister responsible for civil aviation.



LATTA Dokisime Gnana  
DG ANAC-TOGO



## Mission

- 1 Development and implementation of the strategy and state policy in the field of civil aviation and air transport
- 2 Negotiation of bilateral and multinational agreements and conventions
- 3 Preparation and control of the implementation of a technical regulation of civil aviation in accordance with ICAO norms on safety, security, facilitation and environment
- 4 Supervision of aviation activities: maintenance workshops approvals, approvals of schools and vocational training *ab initio*, approvals and authorizations of airline operators and other service providers
- 5 Establishment of a State Safety Programme (SSP)
- 6 Establishment of an effective quality management system
- 7 Continuous monitoring of airlines and other service providers (CMA)
- 8 Approval and monitoring of NTP qualifications, PNC and issuance of personnel licenses
- 9 Internal and external training of technical and support staff, including issuing of certificates or diplomas, as well as training of trainers under the ICAO TRAINAIR framework
- 10 Establishment and implementation of a policy and training plan with OJT, with regular oversight of continuing competence (assessment, simulator and test).

## Goals

ANAC is committed to play its regulatory role to ensure the highest level possible in terms of safety and security of civil aviation. The ultimate goal is to reach and maintain a zero accident record.



Lomé International Airport

## Activities

In terms of safety and security oversight, ANAC -TOGO performs scheduled and unannounced inspections of service providers. It inspects maintenance workshops and delivers aircraft maintenance licenses in different countries – Peru, US, France, Switzerland, UK, South Africa, Ethiopia, Dubai and so on. It certifies aerodrome operators and aircraft installed in Togo following the five phases recommended by ICAO. As part of the continuous monitoring of the airworthiness of aircraft, ANAC -TOGO requires all operators of aircraft registered in Togo to submit monthly technical status reports and technical safety information on their aircraft. It conducts unannounced inspections on the apron (ramp check) on all scheduled and non-scheduled carriers (Ethiopian, Air France, Brussels, Royal Air Morocco etc.). The ANAC Technical Office follows the aircraft maintenance process.

## Projects

- The modernization of the existing airport (DXXX): Construction of a new modern terminal with new-generation security equipment (dual view scanners, scanners, metal detectors and liquid explosives) .
- Compliance with ICAO standards of Niamtougou International Airport (DXNG): Extension of the runway from 2500m to 3000m for a cargo hub project.
- The development of aviation infrastructure on all secondary airfields in the country: Rehabilitation (07) of secondary airfields.

## Safety and Security Audits

ANAC-TOGO was audited by ICAO in the areas of safety and security. Results of the USOAP audit conducted from 19 to 26 February 2007 produced a satisfaction rate of 65%, placing Togo among the best in the ASECNA airspace. The USAP audit was conducted from 1 to 8 July 2010 and an audit of the UEMOA in 2013. Again with satisfactory results.

## Partners

ASECNA, SALT, ASAIGE, ICAO, IATA, ACI, AFRAA, AMCAA, AFCAC, CEMAC, UEMOA, EASA, FAA, SAA, including cooperation arrangements with French, American, Asian and European bodies.

## Contact

National Agency of Civil Aviation of Togo (ANAC -TOGO)  
BP 2699 Lomé -TOGO

Tel: +228 22 26 37 40 / +228 22 26 01 13 / + 228 22 26 55 74 /

Fax: +228 22 26 08 60

Email: [dganac@anactogo.fr](mailto:dganac@anactogo.fr) [lattagnama@gmail.com](mailto:lattagnama@gmail.com) ; [anac@anactogo.fr](mailto:anac@anactogo.fr)



## UGANDA

### Relationship with ICAO

- ➔ Joined in 1967
- ➔ Member of the Council – 1971-1974 and 2007-2010
- ➔ An independent technical expert nominated by Uganda served on the Air Navigation Commission – 1972-1980
- ➔ Maintains a permanent mission at ICAO Headquarters



### State Statistics

#### Capital

Kampala

#### Official Languages

English, Swahili

#### Area

241 550 km<sup>2</sup>

#### Population

34.1 million

#### Gross Domestic Product\*

USD 20 billion

USD 551 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airport

1

#### International Passenger Traffic

1.3 million passengers

#### International Cargo Traffic

55 952 metric tonnes

#### National Airlines with International Services

1

#### Foreign Airlines

17

### Historical Footnote

Air transport services started in 1927 with mail delivery by flying boats that landed at Port Bell, Luzira, on the shores of Lake Victoria. In 1946, the Directorate of Civil Aviation (DCA) was formed.



### Quick Facts

- ➔ Uganda operates a liberalized air transport system.
- ➔ Entebbe is home to the East African Community (EAC) Civil Aviation Safety and Security Oversight Agency (CASSOA).
- ➔ Uganda was named by "Lonely Planet Travellers' Magazine" as the best tourist destination for 2012.
- ➔ CAA Uganda won back-to-back African Aviation Magazine Awards for best Aviation Authority in Africa in 2003 and 2004.
- ➔ Entebbe International Airport also received a continental 2010 Routes Africa Airport Marketing Award for excellence in Airport Marketing.

### Did You Know...

Entebbe International Airport was commissioned by Princess Elizabeth of England in 1952.





## UNITED REPUBLIC OF TANZANIA

### Relationship with ICAO

- ➔ Joined in 1962
- ➔ Member of the Council – 1968-1971, 1977-1980, 1983-1995 and 2013 to the present
- ➔ Independent technical expert nominated by the United Republic of Tanzania served on the Air Navigation Commission – 2006-2010
- ➔ Member and representative to ICAO of the Southern African Development Community Rotation Group comprised of Angola, Botswana, Democratic Republic of the Congo, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Seychelles, South Africa, Swaziland, United Republic of Tanzania, Zambia and Zimbabwe
- ➔ Maintains a permanent mission at ICAO Headquarters

### Historical Footnote

Formal civil aviation activities began after the establishment of Wilson Airways in 1929 for charter services and later for scheduled airmail services between Kenya, Tanzania and Uganda. The first airport, Tabora airport, was built in 1939.



### State Statistics

#### Capital

Dodoma

#### Official Languages

Kiswahili, English

#### Area

939 701 km<sup>2</sup>

#### Population

44.9 million

#### Gross Domestic Product\*

USD 28.2 billion

USD 609 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

3

#### International Passenger Traffic

1.9 million passengers

3.1 billion revenue passenger-kilometres

#### International Cargo Traffic

29 672 metric tonnes

142 million freight tonne-kilometres

#### National Airlines with International Services

2

#### Foreign Airlines

25

### Quick Facts

- ➔ Bilateral air services agreements signed with 52 countries.
- ➔ Annual passenger levels continue to rise, from 2.2 million in 2005 to 4.6 million in 2013.
- ➔ Tanzania provides air navigation services in the upper airspace of neighbouring countries Rwanda and Burundi, as commissioned by ICAO.
- ➔ The Tanzania Civil Aviation Authority is among the first Authorities of its kind in Africa to receive ISO 1900:2008 certification in 2010 and has maintained it since.

### Did You Know...

Tanzania is home to three out of seven natural wonders of Africa: Kilimanjaro Mountain, Serengeti National Park and Ngorongoro crater.



## ZAMBIA

### Relationship with ICAO

- ➔ Joined in 1964
- ➔ Member of the Southern African Development Community Rotation Group comprised of Angola, Botswana, Democratic Republic of the Congo, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Seychelles, South Africa, Swaziland, United Republic of Tanzania, Zambia and Zimbabwe



### State Statistics

#### Capital

Lusaka

#### Official Language

English

#### Area

752 612 km<sup>2</sup>

#### Population

14.1 million

#### Gross Domestic Product\*

USD 20.7 billion

USD 1 463 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

4

#### International Passenger Traffic

970 000 passengers

#### International Cargo Traffic

13 930 metric tonnes

#### National Airlines with International Services

0

#### Foreign Airlines

12

### Historical Footnote

Based on the Civil Aviation Authority Act of 2012, the Civil Aviation Authority was established on 19 November 2013. Zambia Airlines, the defunct national airline liquidated in 1994, did not record any fatal accident in its 27 years of existence.



### Quick Facts

- ➔ In terms of air traffic flow, the aviation industry has registered a growth rate of at least 10% year on year since 2000.
- ➔ Lusaka's Kenneth Kaunda International Airport is the alternate airport for the Emirates' A380. The airport reached the historic milestone of one million passengers in 2013.
- ➔ The Zambian Government will have spent more than USD 1.5 billion on airport infrastructure development between 2013 and 2015. This includes a massive modernization programme of provincial and district aerodromes, such as Kasama, Kasaba Bay, Mansa, Solwezi, etc.
- ➔ Procurement and installation of Mode S surveillance radar covering the entire Zambian airspace was completed in 2014.

### Did You Know...

Victoria Falls is 1 701 meters wide, with 1 200 meters in Zambia. There are some 10 magnificent falls in Zambia, 20 national parks and 34 game management areas. About 30% of the country is reserved for wildlife.

# Civil Aviation in Zambia

## Major Investments in Safety and Infrastructure

For the past five years, passenger growth has averaged about 14 per cent annually. While there were seven new airline entrants (KLM, Emirates, South African Express, Precision Air, Mahogany Air, Malawian Airlines and Fast Jet Tanzania), the subsequent departure of KLM and Precision Air resulted in a net increase of five operators.

## Major Infrastructure Upgrades

At the same time, Zambia embarked on a massive USD 2 billion infrastructure development programme for its international and domestic aerodromes. This will significantly enhance the safety of air travel and connectivity within Zambia and the region. Kenneth Kaunda International Airport (KKIA) will become a regional hub and an “airport city”, pursuant to the Jacobs Airport Master Plan and the Lusaka Master Plan. Livingston City’s Harry Mwaanga Nkumbula International Airport (HMNI), the gateway to the majestic Victoria Falls, is already 95 per cent completed. Ndola International Airport, in Ndola, is planned as a modern greenfield hub airport to service the copper rich belt of Zambia and the North. A contract has since been awarded. Finally, 10 aerodromes have been placed in three lots and work under contracts awarded is to begin in 2015.

Cargo volumes plummeted after the demise of Zambia Airways, from 25 000 tonnes in 2005 to as low as 500 tonnes in 2007. The sector has recovered, however, and in the past 10 years, cargo volumes have fluctuated between 279 and 13 726 tonnes per year. The outlook is for further growth thanks to the planned upgrade of cargo facilities.

The Government has procured six more Fire Tenders from AMDAC Carmichael Ltd of the United Kingdom, as well as surveillance radars from Thales Air Systems of France, for KKIA and HMNI. This should be completed by 30 September 2015 at a cost of €13 513 536.

The Department of Civil Aviation has finally been transformed into an autonomous CAA, paving the way for an effective safety oversight system that will improve the safety and security of air transport.

## Focus on Safety

An audit conducted in 2009 under ICAO’s Universal Safety Oversight Audit Programme (USOAP) highlighted 98 discrepancies and one Significant Safety Concern (SSC) that resulted in the banning of Zambian registered aircraft from entering the European airspace. Audit findings include:

- i) The Aviation Act CAP 444 did not include the latest ICAO provisions
- ii) The technical guidance materials and check lists did not include the latest ICAO standards and recommended practices as amended in Annex provisions
- iii) The Department of Civil Aviation could not attract, recruit and retain appropriately qualified technical personnel, resulting in a shortage of skilled personnel
- iv) Some personnel at the Department of Civil Aviation lacked the required ICAO training

The Significant Safety Concern was resolved after the ICAO ICVM of 2012. In addition, the CAA and the Government have made further strides in addressing safety issues, including:

- i) A Fifth Draft of the Aviation Act has since been completed
- ii) The Zambia Civil Aviation Requirements have been updated to conform to the latest SADC Generic Regulations
- iii) Recruitment of key personnel and inspectors commenced
- iv) ICAO-approved training for recruited inspectors including on the job training has commenced
- v) ICAO Air Operator Certification On the Job Training Project for Operations and Airworthiness Inspectors was conducted from 25 August to 25 November 2014 under the ICAO SAFE Fund
- vi) The new CAA has relocated to the KKIA
- vii) The Aviation Safety Action Plan for Zambia was developed in August 2014
- viii) Zambia certified 10 Air Operators (AOC) from August 2014 to January 2015, a great feat for a country that had certified only two operators since 2009 and that testifies to the acquired capacity of the CAA.





## ZIMBABWE

### Relationship with



ICAO

- ➔ Joined in 1981
- ➔ Member of the Southern African Development Community Rotation Group comprised of Angola, Botswana, Democratic Republic of the Congo, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Seychelles, South Africa, Swaziland, United Republic of Tanzania, Zambia and Zimbabwe



### State Statistics

#### Capital

Harare

#### Official Languages

16 official languages

#### Area

390 757 km<sup>2</sup>

#### Population

13.1 million

#### Gross Domestic Product\*

USD 12.5 billion  
USD 909 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

3

#### International Passenger Traffic

1.2 million passengers

#### International Cargo Traffic

9 858 metric tonnes

#### National Airlines with International Services

2

#### Foreign Airlines

16

### Historical Footnote

The Department of Civil Aviation (DCA) was established as early as 1929. An autonomous Civil Aviation Authority was created on 1 January 1999; it replaced the DCA and was given a mandate to operate on commercial principles.



### Quick Facts

- ➔ Efforts are underway to split the Civil Aviation Authority into regulatory and airport operations entities by 2015, in order to improve efficiency and facilitate private investment in airport operations.
- ➔ A massive aviation infrastructure and equipment upgrade programme prioritizes international airports.
- ➔ The upgraded Joshua Nkomo International Airport Terminal was commissioned on 22 December 2013.
- ➔ The Victoria Falls International Airport will feature a new four-kilometre runway, with a target completion date of yearend 2014, and an expanded terminal building to be completed by mid-2015.
- ➔ The Harare International Airport runway is being rehabilitated, following similar work on the taxiways in 2012.
- ➔ Other plans include modernization of airspace management systems and airport facilitation systems to enhance safety and efficiency of aviation.

### Did You Know...

Zimbabwe is ready to host ICAO meetings such as the Machine Readable Travel Documents and Biometrics Seminar that the CAAZ co-hosted with ICAO in November 2012, as well as other events like International Civil Aviation Day (ICAD).



ICAO

# ASIA / PACIFIC





# ICAO

## ASIA/PACIFIC



### Message from the Regional Director

**Mr Arun Mishra**

The APAC Office was established in Melbourne, Australia in 1948 as the Far East & Pacific Office. It was relocated to Bangkok, Thailand in 1955 and renamed Asia and Pacific (APAC) Office in 1980. The Office is accredited to 38 Contracting States, and maintains liaison with one Non-Contracting State, two Special Administrative Regions of China and 13 other Territories. The APAC Region covers a vast airspace, with 49 Flight Information Regions.

The diversity of the Region as reflected in the different levels of air navigation system development and implementation of aviation security provisions, coupled with continued air traffic growth, poses a major challenge. The attainment of safe, secure and environmentally friendly air transportation across the Region relies on a strong commitment and close collaboration amongst States, the aviation industry, and safety/security partners to ensure integrity, capacity building and support for ICAO initiatives, including:

- Successful establishment of the APAC Regional Sub-Office (RSO) in Beijing, China in June 2013
- Implementation of the Asia/Pacific Seamless ATM Plan endorsed by the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG)
- Support to States to enable the effective implementation of Performance-based Navigation (PBN) operations, in line with Assembly Resolution A37-11
- Successful discussions through the Regional Aviation Safety Group (RASG) – Asia/Pacific for improvement of compliance by States with the ICAO safety provisions, effective implementation of the ICAO Global Aviation Safety Plan (GASP) and implementation of regional safety priorities
- Creation of the Regional Aviation Security Coordination Forum (RASCF) first held in 2013 to support States in implementing security and facilitation provisions through capacity building and regional partnerships.



### Member States – 38

- |   |                     |
|---|---------------------|
| • Afghanistan                           | • Mongolia          |
| • Australia                             | • Myanmar           |
| • Bangladesh                            | • Nauru             |
| • Bhutan                                | • Nepal             |
| • Brunei Darussalam                     | • New Zealand       |
| • Cambodia                              | • Pakistan          |
| • China                                 | • Palau             |
| • Cook Islands                          | • Papua New Guinea  |
| • Democratic People's Republic of Korea | • Philippines       |
| • Fiji                                  | • Republic of Korea |
| • India                                 | • Samoa             |
| • Indonesia                             | • Singapore         |
| • Japan                                 | • Solomon Islands   |
| • Kiribati                              | • Sri Lanka         |
| • Lao People's Democratic Republic      | • Thailand          |
| • Malaysia                              | • Timor-Leste       |
| • Maldives                              | • Tonga             |
| • Marshall Islands                      | • Vanuatu           |
| • Micronesia (Federated States of)      | • Viet Nam          |



# BookMaster One®

versatile and reliable  
passport personalisation



- |   |                             |    |                            |
|---|-----------------------------|----|----------------------------|
| 1 | Input unit                  | 7  | Laser engraving            |
| 2 | Book Identification         | 8  | NumberPerf®                |
| 3 | Chip encoding               | 9  | Monochrome Inkjet printing |
| 4 | Full colour inkjet printing | 10 | Verification               |
| 5 | Lamination                  | 11 | Labelling                  |
| 6 | ImagePerf®                  | 12 | Output unit                |

[www.iai.nl](http://www.iai.nl)



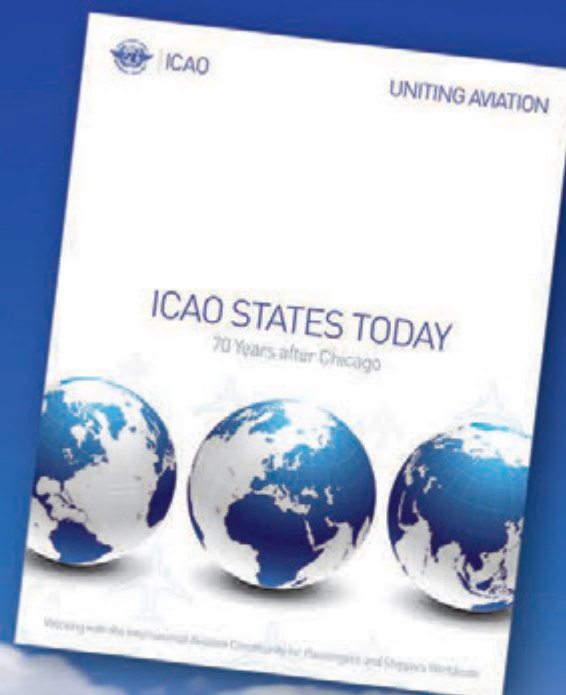
ICAO

## ICAO STATES TODAY

70 Years after Chicago

**To order additional copies  
of this publication**

simply contact us



### FCM Communications Inc.

835 Montarville Street, Longueuil, Québec, Canada J4H 2M5

Telephone: +1 (450) 677-3535

Facsimile: +1 (450) 677-4445

Email: [info@fcmcommunications.ca](mailto:info@fcmcommunications.ca)

Cost : US \$145. plus postage and handling



## AFGHANISTAN

### Relationship with ICAO

- One of the original 52 signatories to the Chicago Convention of 1944
- Maintains a permanent mission at ICAO Headquarters



### State Statistics

#### Capital

Kabul

#### Official Languages

Dari, Pashto

#### Area

652 225 km<sup>2</sup>

#### Population

33.4 million

#### Gross Domestic Product\*

USD 20.5 billion  
USD 688 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

N/A

#### International Passenger Traffic

N/A passengers

#### International Cargo Traffic

N/A metric tonnes

#### National Airlines with International Services

N/A

#### Foreign Airlines

N/A

### Historical Footnote

After 2001, the country returned to the international community. The aviation roadmap, prepared by Afghan civil aviation donors and endorsed by ICAO in 2011, will move civil aviation progressively towards cost-neutral service delivery.



### Quick Facts

- Between 2003 and 2007, the annual number of passengers increased by 600 000; by 2010-2011, the total stood at 1 400 000.
- Bilateral air services agreements have been signed with 32 countries.
- Afghanistan Regulations incorporate ICAO Standards and Recommended Practices (SARPs) as regulatory requirements for aircraft expected to operate internationally to and from Afghanistan.
- Kandahar, Heart and Mazar e Sharif airports recently gained international status and began supporting regular flights to international destinations.

### Did You Know...

Strategically located, Afghanistan can become a "land bridge" between Central Asia, South Asia and the West Asian region through Europe. Air transport ensures the most rapid and efficient link within the region and with the world.





## AUSTRALIA

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Council continuously since 1947
- ➔ Independent technical experts nominated by Australia have served on the Air Navigation Commission – 1963-1968, 1970-1973 and 1975 to the present
- ➔ Maintains a permanent mission at ICAO Headquarters
- ➔ Sir Donald Anderson received the Edward Warner Award in 1978, Dr K.N.E. Bradfield in 1991 and Mr Brian O'Keeffe in 2004

### Historical Footnote

In 1928, Australian aviator Sir Charles Kingsford Smith made the first trans-Pacific flight from the United States to Australia. Three decades later, David Warren invented a prototype of the "black box" in Melbourne in 1957.



### State Statistics

#### Capital

Canberra

#### Official Language

English

#### Area

7 692 024 km<sup>2</sup>

#### Population

22.7 million

#### Gross Domestic Product\*

USD 1.5 trillion

USD 67 436 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

10

#### International Passenger Traffic

29.6 million passengers

#### International Cargo Traffic

870 105 metric tonnes

#### National Airlines with International Services

3

#### Foreign Airlines

53

### Quick Facts

- ➔ Manages 11% of the world's airspace.
- ➔ Air services agreements with 88 countries/economies.
- ➔ Since 1969, there have been no fatal accidents involving civilian high-capacity aircraft (more than 38 seats).
- ➔ Airservices Australia twice recognized by IATA with the Eagle Award, in 1999 and 2005, for exceptional commitment to improving efficiency gains in the provision of air traffic services.
- ➔ Alice Springs Airport received an Outstanding Achievement Award at the inaugural ACI Asia Pacific Green Airports Recognition Awards in May 2012. Adelaide, Parafield and Sunshine Coast Airports have also been recognized internationally for their efforts to manage carbon emissions by receiving the ACI Airport Carbon Accreditation Mapping Level in 2013.
- ➔ Involved in more than 60 ICAO committees, panels and study groups.

### Did You Know...

Australia was first to provide nationwide ADS-B coverage. From December 2013, all IFR aircraft flying above 29 000 feet in Australian airspace must be fitted with ADS-B, with a full rollout to all Australian registered IFR aircraft by 2017.





# BANGLADESH

## Relationship with



ICAO

➔ Joined in 1972



## State Statistics

### Capital

Dhaka

### Official Language

Bangla (Bengali)

### Area

147 570 km<sup>2</sup>

### Population

149.8 million

### Gross Domestic Product\*

USD 116 billion

USD 750 per capita

\*Source: World Bank 2012

## Air Transport Statistics

### International Airports

3

### International Passenger Traffic

5 million passengers

### International Cargo Traffic

213 000 metric tonnes

### National Airlines with International Services

3

### Foreign Airlines

27

## Historical Footnote

The national carrier 'Biman' began operations in 1972 with a DC-3 aircraft. In 1982, Bangladesh formed the Civil Aviation Authority by merging the Department of Civil Aviation and the Airports Development Agency, followed by the CAAB in 1985.



## Quick Facts

- ➔ The office of COSCAP-SA is now located in the CAA Bangladesh Headquarters at Dhaka.
- ➔ Bangladesh has signed air services agreements with 51 countries, including "open skies" agreements with the United States and Qatar.
- ➔ Following the liberalized bilateral ASA policy, Bangladesh revised the existing BASA with more than 35 countries over the last five years.
- ➔ The annual growth rate stands at 8% for passenger traffic and 12% for cargo traffic.
- ➔ Currently, CAAB's Operations Inspectors provide technical assistance to CAAs of other South Asian countries to improve safety and security.

## Did You Know...

On 20 February 2014, a DC10 aircraft operated by Biman Bangladesh Airlines made a 'historic' final flight from Dhaka to Birmingham, United Kingdom.



## BHUTAN

### Relationship with



ICAO

➔ Joined in 1989



### State Statistics

#### Capital

Thimphu

#### Official Language

Dzongkha

#### Area

38 394 km<sup>2</sup>

#### Population

744 000

#### Gross Domestic Product\*

USD 1.9 billion

USD 2 509 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airport

1

#### International Passenger Traffic

213 995 passengers

#### International Cargo Traffic

N/A metric tonnes

#### National Airlines with International Services

1

#### Foreign Airlines

0

### Historical Footnote

Paro International Airport (PIA), the only international airport in Bhutan, is located 55 km from the capital, Thimphu. Druk Air, the national flag carrier, was established in 1981. In October 2011, Bhutan launched "Tashi Air" as a private carrier.



### Quick Facts

- ➔ Bhutan has signed air services agreements with six neighbouring countries.
- ➔ The two carriers in the country fly to a total of 10 destinations in five countries.
- ➔ Since December 2011, Bhutan opened three domestic airports – Yonphula airport in the eastern part of the country, Bumthang in the centre and Gelephu in the southern part.
- ➔ Bhutan has witnessed rapid traffic growth and strives to keep pace with the expansion of terminal buildings and parking facilities.

### Did You Know...

Paro International Airport, at an elevation of 2 224 m (AMSL), is a VFR airport between sunrise and sunset. The only two carriers flying there operate three A319s, two A320s and one ATR42. There are also private and charter flights.



## BRUNEI DARUSSALAM

### Relationship with



ICAO

✈ Joined in 1984



### State Statistics

#### Capital

Bandar Seri Begawan

#### Official Language

Malay

#### Area

5 765 km<sup>2</sup>

#### Population

422 675

#### Gross Domestic Product\*

USD 17 billion

USD 41 127 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airport

1

#### International Passenger Traffic

1.7 million passengers

#### International Cargo Traffic

23 771 metric tonnes

#### National Airlines with International Services

1

#### Foreign Airlines

5

### Historical Footnote

The first aircraft to land in Brunei, in 1929, was a seaplane. Commercial air transport operations began in 1953 and moved to the new Brunei International Airport in 1974.



### Quick Facts

- ✈ The country is part of the Brunei-Indonesia-Malaysia-Philippines (BIMP) East Asia Growth Area (EAGA) air service hub.
- ✈ Royal Brunei Airlines is the first among ASEAN airline operators to fly the B787 Dreamliner.
- ✈ Sprawling Kampung Ayer, a water village on stilts, is home to an estimated 30 000 residents, about a quarter of the capital's population. They commute to work in an armada of creatively decorated water taxis that cross the river like brightly coloured dragonflies. The labyrinthine town on stilts greatly impressed the Magellan expedition in 1521.

### Did You Know...

The country is ruled according to Islamic values and traditions. It is a Malay Muslim Monarchy, with over 600 years of recorded history. Brunei citizens are entitled to free public health care.





## CAMBODIA

### Relationship with



ICAO

➔ Joined in 1956



### State Statistics

#### Capital

Phnom Penh

#### Official Language

Khmer

#### Area

176 520 km<sup>2</sup>

#### Population

14.9 million

#### Gross Domestic Product\*

USD 14.1 billion  
USD 945 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

N/A

#### International Passenger Traffic

N/A passengers

#### International Cargo Traffic

N/A metric tonnes

#### National Airlines with International Services

N/A

#### Foreign Airlines

N/A

### Historical Footnote

On 24 January 1955, the Civil Aviation Bureau (CAB) was created under the Ministry of Public Works and Telecommunication.

© Tourism of Cambodia



© Tourism of Cambodia

### Quick Facts

- ➔ In 2000, the State Secretariat of Civil Aviation granted lease to SAMART Corporation to operate and upgrade the country's air traffic control and air navigation system under a long-term concession.

### Did You Know...

A carbon-14 dating from a cave in Northwestern Cambodia suggests that people using stone tools lived there as early as 4000 B.C. and rice has been grown on Cambodian soil since well before the 1<sup>st</sup> century AD.



## CHINA

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Council – 1947-1950 and 1974 to the present
- ➔ Independent technical experts nominated by China have served on the Air Navigation Commission – 1949 and 1978 to the present
- ➔ Host state of the ICAO Asia and Pacific Regional Sub-Office
- ➔ Maintains a permanent mission at ICAO Headquarters

### Historical Footnote

China produced its first aircraft in 1911. That same year, Mr Qin Guoyong piloted a demonstration flight in Beijing. The first commercial route linked Beijing and Tianjin in 1920.



### State Statistics

Capital
Beijing
Official Languages
Standard Chinese or Mandarin
Area
9 600 000 km <sup>2</sup>
Population
1.4 billion
Gross Domestic Product*
USD 8.2 trillion
USD 6 093 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
54
International Passenger Traffic
26.5 million passengers
114.6 billion revenue passenger kilometres
International Cargo Traffic
1.5 million metric tonnes
10.9 billion freight tonne-kilometres
National Airlines with International Services
19
Foreign Airlines
106

### Quick Facts

- ➔ In 2013, airlines in China carried 354 million passengers and 5.6 million metric tonnes of cargo.
- ➔ From 2009 to 2013, the major accident rate was 0.04 per million hours and 0.08 per million flights; the aviation fatality rate was 0.0018 per 100 million passenger-kilometers.
- ➔ Concluded 115 air services agreements.
- ➔ Over 1.4 billion yuan invested in energy efficiency and emissions reduction in the past six years. In 2011, Air China conducted the first biofuel demonstration flight in China with a Boeing 747-400 partially powered by jatropha-based fuel.
- ➔ As host country of ICAO's Asia Pacific Performance-based Navigation (PBN) Flight Procedure Office, developed Roadmap for PBN implementation.
- ➔ Financial support to AFI Plan, SAFE, COSCAP-NA, Aviation Environment Fund and Aviation Security Enhanced Mechanism.

### Did You Know...

China was first to implement Reduced Vertical Separation Minimum (RVSM) based on the metric system. It created an Asia Aeronautical Meteorological Service Website, with aeronautical meteorological services to nearby countries.



## COOK ISLANDS

### Relationship with



ICAO

➔ Joined in 1986



### State Statistics

#### Capital

Avarua

#### Official Language

English

#### Area

240 km<sup>2</sup>

#### Population

20 000

#### Gross Domestic Product\*

USD N/A

USD N/A per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

N/A

#### International Passenger Traffic

N/A passengers

#### International Cargo Traffic

N/A metric tonnes

#### National Airlines with International Services

N/A

#### Foreign Airlines

N/A

### Historical Footnote

The National Civil Aviation Security Committee was established in 1986 to develop and set policies and procedures for the implementation of aviation security measures and activities consistent with international standards and requirements.



© Cook Islands Tourism department

### Quick Facts

- ➔ Served in the 1950's by TEAL Short Solent flying boats on the famous 'Coral Route', the Cook Islands entered the jet age with the opening of the Rarotonga International Airport 2 300 metre paved runway in January 1974. Capable of handling aircraft up to Boeing 747s, Rarotonga International Airport now welcomes more than 100 000 visitors annually from all over the world.

### Did You Know...

With about 100 000 visitors travelling to the islands, tourism is the country's main industry and the leading element of the economy.





## DEMOCRATIC PEOPLE'S REPUBLIC OF KOREA

### Relationship with



ICAO

➔ Joined in 1977



### State Statistics

#### Capital

Pyongyang

#### Official Language

Korean

#### Area

123 138 km<sup>2</sup>

#### Population

24.6 million

#### Gross Domestic Product\*

USD 14.4 billion

USD 582 per capita

\* Source: UNdata

### Air Transport Statistics

#### International Airport

1

#### International Passenger Traffic

71 837 passengers

122.7 million revenue passenger-kilometres

#### International Cargo Traffic

218 metric tonnes

398 689 freight tonne-kilometres

#### National Airlines with International Services

1

#### Foreign Airlines

N/A

### Historical Footnote

Overflights have been permitted since 1994.



### Quick Facts

➔ The first scheduled international service was inaugurated in 1950.

### Did You Know...

Pyongyang is a microcosm of Korea's past, present and future, from which one can learn about and experience the history, unique culture, wisdom, talents and enchanting customs of the Korean people.



# FIJI

## Relationship with



ICAO

➔ Joined in 1973



### State Statistics

#### Capital

Suva

#### Official Language

English

#### Area

18 200 km<sup>2</sup>

#### Population

800 000

#### Gross Domestic Product\*

USD 4 billion

USD 4 613 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

2

#### International Passenger Traffic

1.7 million passengers

#### International Cargo Traffic

672 584 metric tonnes

#### National Airlines with International Services

1

#### Foreign Airlines

11

## Historical Footnote

In 1930, the first aircraft registered in Fiji and used by the first commercial air operator, Fiji Air Lines, was a Spartan aircraft VQ-FAA owned by Cecil Gordon Fenton. The airline later became the national airline and was recently rebranded Fiji Airways.



## Quick Facts

- ➔ With the Civil Aviation Institutional Reform of 2000, Fiji established its fully owned Air Navigation Service Provider (ANSP)/Airport and Aviation Security Operator (Airports Fiji Limited), separate from its autonomous civil aviation authority.
- ➔ A new Civil Aviation (Occurrence Reporting and Investigation Regulation) of 2009 addressed Universal Safety Oversight Audit Programme (USOAP) findings.
- ➔ In 2013, the State Safety Programme (SSP) and Safety Management Systems (SMS) became mandatory.
- ➔ Fiji's Civil Aviation Authority (CAAF) and MET Authority are ISO 9001:2008 Certified.
- ➔ Fiji hosts a mainstay of the aeronautical information network in the Asia/Pacific (APAC) Region and has upgraded its CNS/ATM Aeronautical Telecommunication Network (ATN) infrastructure and Automated Message Handling System (AMHS).
- ➔ Fiji Manages approximately 6.5 million km<sup>2</sup> of Flight Information Region (FIR).

## Did You Know...

Some 90 per cent of tourists to Fiji arrive by air. The national airline Fiji Airways, and its regional subsidiary Fiji Link, serve 16 destinations in 11 countries. The airlines have a combined fleet of 14 aircraft: three A330s, four B737NGs, four ATRs and three DHC6s.



## INDIA

### Relationship with ICAO

- One of the original 52 signatories to the Chicago Convention of 1944
- Member of the Council - 1947 to the present
- Maintains a permanent mission at ICAO Headquarters
- J.R.D. Tata received the Edward Warner Award in 1986



### State Statistics

#### Capital

New Delhi

#### Official Language

Hindi

#### Area

3 300 000 km<sup>2</sup>

#### Population

1.3 billion

#### Gross Domestic Product\*

USD 1.9 trillion

USD 1 503 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

24

#### International Passenger Traffic

42.7 million passengers (all carriers)

48.8 million revenue passenger-kilometres (Indian carriers)

#### International Cargo Traffic

1.8 million metric tonnes (all carriers)

5.7 million freight tonne-kilometres (Indian carriers)

#### National Airlines with International Services

6

#### Foreign Airlines

71

### Historical Footnote

On 18 February 1911, the first commercial flight operated as airmail service from Allahabad to Naini (13 km), carrying 6 500 letters.

The first commercial flight of Tata Aviation, flown by Mr Tata on 15 October 1932, linked Karachi to Bombay.



### Quick Facts

- At the current rate of growth, India will be the third largest aviation market by 2020, with an estimated 336 million domestic and 85 million international passengers.
- Foreign direct investment of 49% is allowed in Indian scheduled carriers.
- Air services agreements with 109 countries, including an "open skies" policy with the United States.
- All Indian airspace is provided surveillance coverage with SSR and ADS-B. Integrated radar/ADS-B coverage and upper area harmonization through multiple sectors above FL 260 in Chennai FIR.
- Collaborative environmental initiative INSPIRE by Indian ANSP AAI along with ANSP of South Africa and Australia. India's total carbon emissions for 2012 from aviation was 15.4 million tonnes, less than 1% of total and significantly lower than the global average of 2-3%.

### Did You Know...

India Aviation, a biennial air show held at Begumpet airport in Hyderabad, attracted in March 2014 some 55 000 visitors, 295 business delegates and 204 exhibitors from 11 countries.





## INDONESIA

### Relationship with ICAO

- ➔ Joined in 1950
- ➔ Member of the Council – 1962-1965 and 1968-2001
- ➔ Appointed by the ICAO Council as an Observer on the Committee on Aviation Environmental Protection (CAEP) in 2012 and Air Navigation Commission in 2013
- ➔ Maintains a permanent mission at ICAO Headquarters
- ➔ Bacharuddin Jusuf Habibie received the Edward Warner Award in 1994



### State Statistics

#### Capital

Jakarta

#### Official Language

Bahasa Indonesia

#### Area

1 910 931 km<sup>2</sup>

#### Population

249 million

#### Gross Domestic Product\*

USD 876 billion

USD 3 551 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

29

#### International Passenger Traffic

10.9 million passengers

#### International Cargo Traffic

110 512 metric tonnes

#### National Airlines with International Services

12

#### Foreign Airlines

55

### Historical Footnote

Before Soekarno-Hatta Airport was inaugurated on 1 January 1984, Kemayoran Airport served as Indonesia's principal international airport. It was officially opened to international flights on 8 July 1940.



### Quick Facts

- ➔ Of 237 airports, 211 are managed by the DGCA and 26 by State-owned Angkasa Pura I and Angkasa Pura II; 17 are adjacent to either Malaysia, Singapore, Philippines, Papua New Guinea or Timor Leste.
- ➔ For ASEAN Open Skies in 2015, Soekarno-Hatta International Airport, Juanda International Airport, I Gusti Ngurah Rai International Airport, Kualanamu International Airport and Sultan Hasanuddin International Airport were named major gateways.
- ➔ Low cost carriers account for 45% of international capacity in Indonesia.
- ➔ Garuda Indonesia received the "World's Best Regional Airline and Best Regional Airline in Asia" award in 2012 and the "World's Best Economy Class and Best Economy Class Airline Seat" award in 2013 from SkyTrax, the "World's Best Airline Cabin Crew" award at the 2014 Farnborough Airshow, and a "5 Star Airline" rating from SkyTrax in 2014.
- ➔ Award-winning GMF AeroAsia is one of the biggest aircraft maintenance, repair and overhaul facilities in Southern Asia.

### Did You Know...

The name Garuda was given to the national airline by then President Soekarno, quoting from a Dutch poem by a popular poet of the time, Noto Soeroto: *I am Garuda, Vishnoe's bird that spreads its wings high above your archipelago.*

# Herry Bakti

Director General of Civil Aviation 2009 - 2014



## **Growth of air transport in Indonesia is consistently above average. What is your strategy for maintaining this remarkable performance?**

Our approach is three-fold. One is to enhance the overall efficiency of our air transportation enterprises, through substantial investments in equipment and services, with an emphasis on training of both management and line employees. We will also increase accessibility to air travel throughout the country and improve connectivity between regions, and with the rest of the world. Finally, we will focus on increasing airspace capacity and ground infrastructure based on sustainable growth and exemplary customer service.

## **One major challenge to growth is safety. What are your plans in this area?**

Safety is top priority for us. Our focus is to continually expand safety oversight activities and continuous monitoring of all aspects of our air transport system, whether airports, aircraft or air navigation operations. In 2007, Indonesia underwent an ICAO USOAP safety audit and a follow-up

visit in 2009. We worked hard on implementing the Corrective Action Plan and achieved a compliance rate of 80.14%. We also regularly update our safety regulations to ensure they meet ICAO standards and policies. One major decision was to establish a national aviation safety programme workgroup to encourage the adoption of a safety culture among all aviation stakeholders in the supply chain. I am extremely proud of the progress we have made over the past few years in these areas.

## **Security worldwide has improved yet aviation is always vulnerable. What is the situation in Indonesia?**

We take security threats very seriously. Just last year, the Government passed a ministerial decree concerning a National Aviation Security Programme to enhance security throughout the air transport system. Some of the specific measures include the requirement for everyone entering a limited security area to hold an access permit and to undergo a security check. We also maintain and update security facilities and we insist that airports and airlines have contingency plans to handle all types of unlawful interference, including terrorist attacks. As with safety, our priority is protecting the lives of travellers and employees.

## **How will the creation of a single ATS supplier separate from the DGCA improve air navigation in Indonesian airspace?**

The decision in 2012 to establish AirNav Indonesia as a public company through Government Decree Number 77 of 2012 on Air Navigation Indonesia was based on the need to concentrate resources on putting into place the best strategies and practices for increasing airspace capacity in a safe and efficient manner. This is essential in view of the consistent growth of traffic in the coming years. The corporatized model has proven successful around the world and we are confident that it will help reach our goal. Even though AirNav is still in a transition phase, we are actively involved in upgrading air navigation systems and procedures, as well as competency-based training to equip our air navigation professionals with the latest skills and techniques.

## MORE ABOUT INDONESIA



ICAO Secretary General with Officials of the Directorate General of Civil Aviation

### **Environmental sustainability of air transport is clearly a major objective for you.**

#### **How will you achieve it?**

Yes, we are very conscious of the urgency of developing a sustainable air transport system, while at the same time ensuring the highest levels of safety and security of flight operations. We have already undertaken a wide range of initiatives to systemically reduce energy consumption, especially dependence on fuel-generated electricity. For example, the energy mix at airports will include renewable energy sources using solar, wind and biomass technology. Our target is 7.5 megawatts or 3% of total capacity to be derived from these alternate sources of energy by 2020 at 20 airports operated by the DGCA, including the larger Angkasa Pura I and Angkasa Pura II facilities. Our best-known project is the ECO-Airport undertaking that has a goal of 15% total reduction of carbon emissions. As in other areas, we are determined to be recognized as a responsible and pro-active member of the world community.

### **For historical and geographical reasons, international traffic lags behind domestic traffic.**

#### **What can be done to bridge the gap?**

In one word, liberalization. Indonesia and nine other member countries of the Association of South East Asian Nations (ASEAN) are scheduled to implement the ASEAN Open Skies Policy in 2015. This will allow airlines in the Region to fly freely, carrying passengers and goods without restrictions. This will in effect create a single unified aviation market with more than 500 million people. We are getting ready to play a major role in this highly competitive environment. Among other things, we will promote investments not only in air transport infrastructure such as airports but also in tourism and trade opportunities, to encourage the movement of people and goods to and from Indonesia and within the country. We want to strengthen our national carriers and our travel industries,

while providing Indonesians with more freedom to fly wherever and whenever they want, at reasonable cost.

### **At the same time, you need to continually improve domestic services.**

#### **What are your plans in that area?**

Domestic routes are increasingly important as “national bridges”. The challenge is to provide adequate capacity to all parts of the country. Our strategy is to grow the market based on supply and demand. As we proceed, we will ensure that airports take into account and adapt their operations to the type of feeder aircraft that will be providing the required capacity.

We are counting on low cost enterprises to promote growth in many of these communities with tariffs that will contribute to continuity of services to smaller and remote communities.

### **Indonesia has expressed preference for Public/Private Partnerships or PPPs.**

#### **How is that policy evolving?**

The Indonesian Aviation Act No.1 of 2009 makes it possible for the private sector to participate in financing and management operations. When State funds are not available, private sector involvement can provide technical and operational expertise to accelerate the upgrading and construction of air transportation infrastructure needed to meet the demands of rapid growth in traffic. At the moment, we are undergoing a market consultation with potential domestic and foreign investors for 10 airports that are potentially commercially viable but not yet profitable. We are also cooperating with a number of Government departments and the World Bank on a policy document that will facilitate the implementation of an auction by private airport management under the PPP concept.



A Dynamic Civil Aviation

## Bridging Islands and Continents



### Geography

Indonesia is the biggest archipelagic country in the world with more than 17 504 islands covering an area extending 1 910 931 km<sup>2</sup>.

It is strategically located between the Pacific and Indian Oceans and bridges two continents: Asia and Australia. Its more than 248 million inhabitants make it the fourth most populated country after China, India and the United States. Rapid urbanization in recent years has resulted in 53% of the population now living in large metropolitan centres.

### Economy

Indonesia's economy is solid. It performed well after the Asian economic crisis of 1997 and suffered less than neighbouring economies from the global financial crisis of 2008, supported as it was by strong domestic spending and low dependence on exports.

In fact, the economy grew by 6.1% in 2011, more than 6% in 2012, and around 6.4% for 2013. Expectations are that Indonesia will continue to experience consistent growth, in large part due to its large and expanding domestic

consumption base, as well as a growing middle class with increasing purchasing power.

### Air Transport

Air transport is essential to ensuring connectivity between islands and with the rest of the world, for both passengers and goods, and to support Indonesia's booming economy.

On 12 January 2009, the Government of Indonesia enacted the New Aviation Act No.1, 2009. The new legislation regulates all major aspects of air transport in the country and is consistent with ICAO standards and policies, as well as those of the European Union.

### Traffic

The total number of passengers in 2013 reached 75 770 222 domestic passengers and 10 964 559 international passengers. The annual passenger growth rate for 2013 was 6.6%. Domestic air travel represents 85% of total traffic. In line with GDP growth, increases in disposable income and more affordable air transport, Indonesia continues to experience traffic growth well above the world average.

## MORE ABOUT INDONESIA

### Route structure

As of 2013, the Indonesian Government had issued permits for 255 domestic routes connecting 113 cities in Indonesia, and 108 international routes connecting 19 Indonesian cities to 46 foreign cities in 25 countries served by international airlines, 61 international routes connecting 12 cities to 30 foreign cities in 14 countries served by national Indonesian airlines. Of particular interest are “Pioneer” routes that will play a crucial role in national and economic development. The 138 Pioneer routes connecting 142 cities and 20 provinces with some 33 smaller aircraft are expected to drive regional economic growth and bring about defence and security stability to the nation.



Inside the New Ngurah Rai International Airport Terminal, Bali.

### Airlines and fleets

There are 19 airlines offering scheduled flights and 48 serving non-scheduled markets. There were 1 434 aircraft owned by Indonesian airlines in 2013 and that number will reach more than 1600 in 2015. Fleet growth is around 7% per year.

### Airports

In 2013, Indonesia had 237 airports, of which 29 were international and 208 were domestic. Of the total, 211 were managed by the Directorate General of Civil Aviation, 26 by state-owned enterprises (Angkasa Pura I and Angkasa Pura II), while the rest were mainly owned by mining and plantation companies. The five largest airports account for 60% of domestic traffic and 90 % of international traffic.



Outside the New Ngurah Rai International Airport, Bali.

### Air Navigation

Indonesia's Flight Information Region (FIR) covers 2 219 629 NM<sup>2</sup>. In 2013, Indonesian airspace handled 638 011 domestic flights and 82 966 international flights. The challenge is to manage exponential growth through efficient, eco-friendly and high-technology operations. Indonesia is modernizing all of its automated air traffic management and moving ahead with a single air traffic services provider – AirNav - to improve overall effectiveness of navigation services while emphasizing safety.

### Personnel

In 2013, the contingent of aviation professionals consisted of some 8 608 pilots, 1 423 air traffic controllers and 7 199 aircraft maintenance engineers, most of them trained in state-owned aviation academies. Indonesia also has 27 private institutions providing education and training including academies for pilots, aviation engineers and flight attendants.



Participants in the Indonesia-ICAO Developing Countries Training Programme.

### International Cooperation

Indonesia is proud to be a full-fledged and active member of the international aviation community, in partnership with States, industry organizations and various trade bodies.





## JAPAN

### Relationship with ICAO

- ➔ Joined in 1953
- ➔ Member of the Council continuously since 1956
- ➔ Independent technical experts nominated by Japan have served on the Air Navigation Commission – 1957-1971 and 1975 to the present
- ➔ Maintains a permanent mission at ICAO Headquarters
- ➔ Mr Shizuma Matsuo received the Edward Warner Award in 1973



### State Statistics

Capital
Tokyo
Official Language
Japanese
Area
377 955 km <sup>2</sup>
Population
127.5 million
Gross Domestic Product*
USD 5.9 trillion
USD 46 548 per capita

\*Source: World Bank 2012

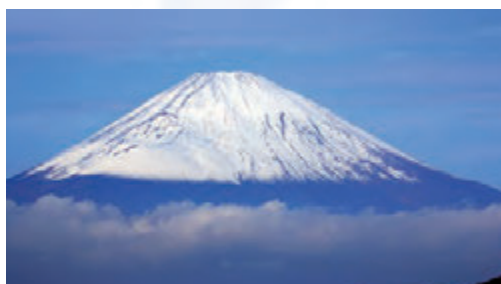
### Air Transport Statistics

International Airports
29
International Passenger Traffic
14 million passengers
61 billion revenue passenger-kilometres
International Cargo Traffic
1.1 million metric tonnes
6.1 billion freight tonne-kilometres
National Airlines with International Services
7
Foreign Airlines
82

### Historical Footnote

The first-ever flight in Japan was carried out by the two lieutenants, Yoshitoshi Tokugawa and Kumazo Hino in Yoyogi, Tokyo, on 19 December 1910.

©NAA



©JTA/©JNTO

### Quick Facts

- ➔ The number of international air passengers has increased by 40% over the last decade (2003-2012).
- ➔ Haneda (Tokyo) Airport is the world's 4<sup>th</sup> busiest airport for passengers (2012).
- ➔ The cumulative number of pilot licenses issued is 50 000 and there are 1 900 licensed air traffic controllers (2013).
- ➔ Japan has concluded air services agreements with 58 countries and areas of which over 26 are "open skies" agreements.

### Did You Know...

According to Japanese airlines' safety record, there have been no passenger fatalities from aircraft accidents since 1986. Japan places the utmost importance on air traffic safety measures and has made numerous efforts to ensure safety.



# Safer, more efficient air traffic and airport operation.

Streamline operations, raise customer satisfaction and enhance security with NEC air traffic and airport solutions. Refined for over half a century through NEC's unrivaled Information and Communications Technologies (ICT), they cover all aspects of air traffic service and critical areas of airport operations to meet and surpass the wide-ranging needs of customers around the world. Rely on NEC for the integrated solutions and comprehensive support that today's societies demand.



Learn how NEC can partner your company at

**www.nec.com**  
/en/global/solutions/cns-atm/





## KIRIBATI

### Relationship with



ICAO

➔ Joined in 1981



### State Statistics

#### Capital

South Tarawa

#### Official Languages

English, Gilbertese

#### Area

810 km<sup>2</sup>

#### Population

100 786

#### Gross Domestic Product\*

USD 175 million  
USD 1 736 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

N/A

#### International Passenger Traffic

N/A passengers

#### International Cargo Traffic

N/A metric tonnes

#### National Airlines with International Services

N/A

#### Foreign Airlines

N/A

### Historical Footnote

The primary aviation legislation in Kiribati is the Civil Aviation Act of 1949.



### Quick Facts

- ➔ Air Kiribati is the national airline of Kiribati operating passenger services within the Gilbert Islands of Kiribati and to Fiji. It also operates charters, medical evacuation and search and rescue services. Its main base is Bonriki International Airport, Tarawa Atoll.

### Did You Know...

Kiribati consists of about 32 atolls and one solitary island (Banaba), extending into the eastern and western hemispheres, as well as the northern and southern hemispheres. In fact, it is the only country situated within all four hemispheres.





## LAO PEOPLE'S DEMOCRATIC REPUBLIC

### Relationship with



ICAO

➔ Joined in 1955



### State Statistics

#### Capital

Vientiane

#### Official Language

Lao

#### Area

238 800 km<sup>2</sup>

#### Population

6.6 million

#### Gross Domestic Product\*

USD 9.4 billion

USD 1 412 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

4

#### International Passenger Traffic

785 891 passengers

#### International Cargo Traffic

2 320 metric tonnes

#### National Airlines with International Services

1

#### Foreign Airlines

6

### Historical Footnote

In September 1976, the Civil Aviation Company was formed with the merger of Royal Air Lao and Lao Air Lines. The company became Lao Aviation in 1979. In 2003, the airline was re-branded Lao Airlines.



### Quick Facts

- ➔ Lao Air Traffic Management and Airport Operators were transformed into service providers in 2009.
- ➔ Lao PDR has concluded air services agreements with 30 countries and signed the Multilateral Agreement for the Full Liberalization of Passenger Air Services (MAFLPAS) under the ASEAN "open skies" initiative.
- ➔ The Civil Aviation Training Centre of Lao PDR has conducted courses such as basic ATC, new CNS/ATM and flight training for PPL/CPL, under cooperative projects.
- ➔ The Flight Information Service was upgraded to Area Control Service in November 2001.
- ➔ International passenger movements have increased by 10% per year.

### Did You Know...

Lao PDR hosted the 10<sup>th</sup> ASEAN SUMMIT in 2004 and 9<sup>th</sup> ASEM in November 2012.





## MALAYSIA

### Relationship with



ICAO

- ➔ Joined in 1958
- ➔ Member of the Council – 2007 to the present
- ➔ Maintains a permanent mission at ICAO Headquarters



### State Statistics

#### Capital

Kuala Lumpur

#### Official Language

Malay

#### Area

330 290 km<sup>2</sup>

#### Population

30 million

#### Gross Domestic Product\*

USD 305 billion

USD 10 432 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

6

#### International Passenger Traffic

38.4 million passengers

#### International Cargo Traffic

762 840 metric tonnes

#### National Airlines with International Services

6

#### Foreign Airlines

65

### Historical Footnote

The Kuala Lumpur International Airport (KLIA), one of Asia's major aviation hubs, was commissioned on 27 June 1998. This unique eco-friendly airport handles A380 operations and has a capacity of up to 100 million passengers annually.



### Quick Facts

- ➔ Malaysia ranks 18<sup>th</sup> worldwide for freight tonnes carried and 21<sup>st</sup> for passenger movements.
- ➔ 100 air services agreements concluded with other States, with 20 "open skies".
- ➔ Malaysia Airlines, the national carrier, flies to 45 international destinations.
- ➔ Malaysia has contributed significantly to the low cost carrier segment. Air Asia is Asia's first and largest low cost carrier. Air Asia X is the low-cost, long-haul affiliate of Air Asia.
- ➔ The world's largest terminal for low cost carriers, KLIA2 at Kuala Lumpur International Airport, was commissioned on 2 May 2014. Built at a cost of USD 1.3 billion, the new 45 million passenger terminal is designed to address the growing demand for low cost travel.
- ➔ Malaysia's extensive airport network of 6 international and 16 domestic airports is one of the most modern in the region.

### Did You Know...

At a height of 133.8 metres, the new air traffic control tower at Kuala Lumpur International Airport (Tower West) is the tallest in the world.



## MALDIVES

### Relationship with



ICAO

➔ Joined in 1974



### State Statistics

#### Capital

Male'

#### Official Language

Dhivehi

#### Area

298 km<sup>2</sup>

#### Population

330 000

#### Gross Domestic Product\*

USD 2.1 billion

USD 6 244 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airport

1

#### International Passenger Traffic

2.3 million passengers

1.8 billion revenue passenger-kilometres (Maldivian carriers)

#### International Cargo Traffic

383 500 metric tonnes

173 500 freight tonne-kilometres (Maldivian carriers)

#### National Airlines with International Services

2

#### Foreign Airlines

32

### Historical Footnote

Commercial air transport began in 1962 with the landing of an Air Ceylon flight at Hulhule' Airport, on 10 April 1962. Ibrahim Nasir International Airport (formerly Male' International Airport) was inaugurated on 11 November 1981 and serves as the main gateway to the Maldives.



### Quick Facts

- ➔ Maldives, with four other Member States, is working with ICAO to formulate a model regulation for water aerodrome operations in the APAC Region.
- ➔ Concluded bilateral air services agreements with 46 countries.
- ➔ Between 2011 and 2013, passenger traffic at airports increased by 6.6%, from 3.76 million passengers to 4.01 million passengers, while freight increased by 4.8%, from 37 700 metric tonnes to 39 500 metric tonnes.
- ➔ Maldives currently has four AOC holders, one FTO, and a total of 68 aircraft on its civil registry consisting of 10 aircraft types.

### Did You Know...

Maldives has the world's largest fleet of Twin Otters, with more than a decade of operational experience. It also has the largest water aerodrome operation in the world, with more than 70 landing sites and handling an average of 300 daily movements carrying 500 000 passengers annually.



# MARSHALL ISLANDS

## Relationship with



ICAO

➔ Joined in 1988



## State Statistics

### Capital

Majuro

### Official Languages

Marshallese, English

### Area

180 km<sup>2</sup>

### Population

52 555

### Gross Domestic Product\*

USD 173 million  
USD 3 292 per capita

\*Source: World Bank 2012

## Air Transport Statistics

### International Airport

1

### International Passenger Traffic

19 138 passengers

### International Cargo Traffic

492 metric tonnes

### National Airlines with International Services

0

### Foreign Airlines

2

## Historical Footnote

Air Marshall Islands, the Government-owned national flag carrier, was established in 1989.



## Quick Facts

- ➔ The Marshall Islands are served through the Marshall Islands International Airport in Majuro, the Bucholz Army Airfield in Kwajalein and other small airports and airstrips.
- ➔ Air Marshall Islands operates inter-island services in the Central Pacific. Its main base is Marshall Islands International Airport.

## Did You Know...

In October 2011, the government declared that an area of nearly 2 million km<sup>2</sup> of ocean would be reserved as a shark sanctuary, the largest in the world. In the protected waters, all shark fishing is banned and all by-catch must be released.





## MICRONESIA (FEDERATED STATES OF)

### Relationship with



ICAO

➔ Joined in 1988



### State Statistics

#### Capital

Palikir

#### Official Language

English

#### Area

700 km<sup>2</sup>

#### Population

103 395

#### Gross Domestic Product\*

USD 326 million  
USD 3 235 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

N/A

#### International Passenger Traffic

N/A passengers

#### International Cargo Traffic

N/A metric tonnes

#### National Airlines with International Services

N/A

#### Foreign Airlines

N/A

### Historical Footnote

More than 3 000 years ago, Southeast Asian voyagers peopled these isolated islands. Two and a half millennia later, Spaniards under Magellan arrived and stayed intermittently until the late 19<sup>th</sup> century.

© Tourism Micronesia



© Tourism Micronesia

### Quick Facts

➔ The region's major airline is Continental Micronesia.

### Did You Know...

The islands of Micronesia are strewn across thousands of square kilometres. They offer a world-class diving destination of warm coral seas and tiny tropical islands.



## MONGOLIA

### Relationship with



ICAO

➔ Joined in 1989



### State Statistics

#### Capital

Ulaanbaatar

#### Official Language

Mongolian

#### Area

1 564 115 km<sup>2</sup>

#### Population

2.9 million

#### Gross Domestic Product\*

USD 10.3 billion

USD 3 691 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

5

#### International Passenger Traffic

764 737 passengers

1.1 billion revenue passenger-kilometres

#### International Cargo Traffic

4 508 metric tonnes

8.1 million freight tonne-kilometres

#### National Airlines with International Services

3

#### Foreign Airlines

4

### Historical Footnote

Mongolian aviation began with a Y-13 aircraft acquired from the former Soviet Union in 1925. In 1980, the Civil Air Transportation Bureau was established under the Board of Ministers.



### Quick Facts

- ➔ Mongolia has air services agreements with 35 States and the European Union.
- ➔ In 2013, the first State Policy on Civil Aviation was adopted through to the year 2020.
- ➔ The new Ulaanbaatar International Airport is scheduled to open in 2017.
- ➔ Search and rescue agreements have been concluded with Russia and China.

### Did You Know...

Mongolia is the world's second largest landlocked country and the most sparsely populated. Ulaanbaatar is the coldest capital city in the world with an average annual temperature of -1.3°C. The sky is clear about 257 days of the year.

A 21<sup>st</sup> Century Platform for

## Connecting with the World



The New Ulaanbaatar International Airport (NUBIA) symbolizes Mongolia's faith in the future. The airport is being built at Khushigt Valley, in Tuv Province, about 53 km south of Mongolia's capital city Ulaanbaatar, and will be open for business on a 24-hour basis. Work started in May 2013 and NUBIA should be operational in 2017.

The initial capacity of 3 million passengers annually will increase to 12 million thanks to expansion plans that include construction of a second runway, 20 additional gates, an Airport Satellite City for 100 000 people and a railway link.

### Air Navigation Services

Traffic Data /year 2013/	
Overflights:	85 690
International Departure and Arrival:	6 696
Domestic Departure:	9 744
Total:	102 130
Annual Growth /2000-2013/:	11.7
Number of Airlines:	152 airlines
Number of Countries:	44 different countries
Number of Cities:	207 cities in 4 continents
Originated from Asia:	48.4%
Europe:	44%
North America:	7.8%
Africa:	0.1%

### ANS Personnel and Facilities

Air Traffic Control Tower /TWR/	24
Area Control Centre /ACC/	1
Flight Information Service Centre /FIS/	9
Staff	520
Air Traffic Controllers	150
SSR	7
DVOR/DME	4
DME	10
ADS-B	5

### Airspace

1 Flight Information Region (UB FIR)
21 Control Areas – 5 Sectors (4 radar controlled and 1 procedural) and 15 TMAs
15 Control Zones (CTR)
8 Aerodrome Flight Information Zones (AFIZ)
49 air routes
15 air gates (9 with Russia and 6 with China)

### Projects

RVSM /meters FLAS/	completed in 2011
New Flight plan implementation	completed in 2012
Surveillance control service	completed in 2012
Transition from AIS to AIM	2009-2017
PBN implementation	2010-2020
Reducing enroute separation	2014-2015
ADS-B based surveillance control service	2013-2017
RVSM /feet FLAS/	2014-2016







## MYANMAR

### Relationship with



ICAO

➔ Joined in 1948



### State Statistics

#### Capital

Nay Pyi Taw

#### Official Language

Myanmar

#### Area

676 577 km<sup>2</sup>

#### Population

51.4 million

#### Gross Domestic Product\*

USD 56.8 billion

USD 1 105 per capita

\* Source: World Bank 2012

### Air Transport Statistics

#### International Airports

3

#### International Passenger Traffic

2.7 million passengers

#### International Cargo Traffic

19 000 metric tonnes

#### National Airlines with International Services

3

#### Foreign Airlines

26

### Historical Footnote

Myanmar is reforming the Department of Civil Aviation into regulator and service provider roles, in line with ICAO guidelines, and implementing Public Private Partnerships (PPP) in its aviation industry, particularly in airport and training sectors.



### Quick Facts

- ➔ Myanmar has concluded 47 bilateral air services agreements and ratified all ASEAN Multilateral air services agreements.
- ➔ Myanma Airways, the national carrier, will extend its services to international destinations, with an extensive fleet size.
- ➔ An Airports Authority is being formed to oversee the airports that will be operated under the PPP scheme.
- ➔ Hanthawaddy International Airport, to be built near Yangon, will be the major gateway into Myanmar and cater to 12 million passengers annually. Development projects are also planned for Yangon and Mandalay international airports.
- ➔ A number of air transport service sectors have been opened up to foreign direct investments (FDI).

### Did You Know...

Myanmar is progressively implementing air transport liberalization to provide greater operational flexibility for its airlines as well as greater incentives for foreign airlines.



## NAURU

### Relationship with



ICAO

➔ Joined in 1975



### State Statistics

#### Capital

Yaren

#### Official Language

Nauruan

#### Area

21 km<sup>2</sup>

#### Population

9 378

#### Gross Domestic Product\*

USD N/A

USD N/A per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

N/A

#### International Passenger Traffic

N/A passengers

#### International Cargo Traffic

N/A metric tonnes

#### National Airlines with International Services

N/A

#### Foreign Airlines

N/A

### Historical Footnote

On 15 July 2014, Nauru Air announced that it would change its name to Nauru Airlines, effective 1 August 2014.



### Quick Facts

- ➔ Nauru International Airport, the sole airport on the island of the Republic of Nauru, is currently serving four international destinations, with Nauru's national Airline, Nauru Airlines.

### Did You Know...

The people of Nauru are comprised of 12 tribes, as symbolized by the 12-pointed star on the Nauru flag and are believed to be a mixture of Micronesian, Polynesian and Melanesian descent.



## NEPAL

### Relationship with



ICAO

➔ Joined in 1960



### State Statistics

#### Capital

Kathmandu

#### Official Language

Nepali

#### Area

147 171 km<sup>2</sup>

#### Population

26.6 million

#### Gross Domestic Product\*

USD 19.2 billion  
USD 699 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airport

1

#### International Passenger Traffic

N/A passengers

#### International Cargo Traffic

N/A metric tonnes

#### National Airlines with International Services

3

#### Foreign Airlines

26

### Historical Footnote

Three milestones mark Nepal's aviation history: establishment of the Department of Civil Aviation in 1957, adoption of a partial Liberal Sky Policy in 1992 and creation of a Civil Aviation Authority in 1998.



### Quick Facts

- ➔ Tribhuvan International Airport is the sole international airport in Nepal.
- ➔ Bilateral air services agreements have been concluded with 36 countries.
- ➔ From 2009 to 2013, the average annual growth in international passenger traffic was 14.7 per cent.
- ➔ Nepal is one of the favourite destinations for aviation sports such as paragliding, hot air ballooning, hang gliding and ultralight flying.
- ➔ Nepal has the densest concentration of World Heritage Sites. Kathmandu Valley is home to seven cultural sites within a radius of 15 kilometres: the Durbar Squares of Hanuman Dhoka (Kathmandu), Patan and Bhaktapur, the Buddhist stupas of Swayambhu and Baudhanath, and the Hindu temples of Pashupati and Changu Narayan.

### Did You Know...

Nepal has eight of the ten highest mountain peaks in the world. Lukla airport, at an elevation of 2 846 metres, is the gateway to Mount Everest. Daily mountain flights make it possible to reach the panoramic view of the ranges in one hour.





## NEW ZEALAND

### Relationship with



ICAO

- One of the original 52 signatories to the Chicago Convention of 1944



### State Statistics

#### Capital

Wellington

#### Official Languages

English, Māori, NZ Sign Language

#### Area

269 652 km<sup>2</sup>

#### Population

4.4 million

#### Gross Domestic Product\*

USD 171.5 billion

USD 38 680 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

4 primary, 4 secondary

#### International Passenger Traffic

4.8 million passengers

#### International Cargo Traffic

N/A metric tonnes

#### National Airlines with International Services

3

#### Foreign Airlines

14

### Historical Footnote

The stand-alone Civil Aviation Authority was created in August 1992, with a systems-based regulatory approach, including a culture of participant responsibility. A complete rewrite of NZ's aviation rules was already under way by this time.



### Quick Facts

- New Zealand is a regular participant in at least 24 global and Asia/Pacific Regional Panels, Working Groups, Task Forces, and Study Groups.
- New Zealand's first air service licence was issued in 1934 and the first scheduled international air services commenced in 1939, utilizing flying boats on trans-Tasman and South Pacific routes.
- Air New Zealand was the launch customer for the Boeing 787-9 and took delivery on 11 July 2014.
- Air New Zealand flies to 26 international destinations, plus those served by code-share partners.
- There were 4 882 aircraft on the New Zealand register as at 31 March 2014.
- Licensed personnel included over 10 000 active pilots (excluding holders of recreational pilot certificates); 380 air traffic controllers; and 2 660 aircraft maintenance engineers.

### Did You Know...

Every southern summer, some 100 flights leave Christchurch Airport in support of the U.S., New Zealand and Italian Antarctic research programmes. Christchurch has been the aerial gateway to the Ross Sea region of Antarctica since the mid-1950s.



## PAKISTAN

### Relationship with ICAO

- ➔ Joined in 1947
- ➔ Member of the Council – 1973-2007
- ➔ Maintains a permanent mission at ICAO Headquarters



### State Statistics

Capital
Islamabad
Official Language
English
Area
796 095 km <sup>2</sup>
Population
188 million
Gross Domestic Product*
USD 224.9 billion
USD 1 255 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
10
International Passenger Traffic
17.9 million passengers
International Cargo Traffic
288 000 metric tonnes
National Airlines with International Services
3
Foreign Airlines
22

### Historical Footnote

Pakistan's Civil Aviation Authority, an autonomous public sector body working under the Federal Government through the Aviation Division, was established on 7 December 1982. The air transport industry was liberalized in 1992.



### Quick Facts

- ➔ The national aviation policy aims to create an environment conducive to the sustainable growth of aviation and associated business activities.
- ➔ Introduction of Integrated Management Systems in the CAA, such as QMS, SMS, EMS and OHSAS.
- ➔ Major construction projects include a new terminal complex at Lahore, green field international airport at Islamabad and a cargo terminal at Jinnah International Airport.
- ➔ Other major initiatives include upgrading of ATC Radar Systems for safer operations and automation of flight clearance and aeronautical billing systems.
- ➔ The CAA was rated among the best in terms of the ICAO Universal Safety Oversight Audit Programme for 2011.
- ➔ Pakistan boasts the world's largest deep-sea port, the second highest mountain in the world and the second largest salt mine in the world.

### Did You Know...

Ancient archaeological sites at Taxilla, Harrapa and Moenjodaro constitute major tourist attractions. Dr Abdus Salam won the Nobel Prize in Physics in 1979 and Ms Mala Yousafzai became the youngest person in history to win the Prize in 2014.



## PALAU

### Relationship with



ICAO

➔ Joined in 1995



### State Statistics

#### Capital

Ngerulmud, Melekeok

#### Official Languages

English and Palauan

#### Area

444 km<sup>2</sup>

#### Population

20 956

#### Gross Domestic Product\*

USD 232.5 million

USD 11 202 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airport

1

#### International Passenger Traffic

100 000 passengers

#### International Cargo Traffic

N/A metric tonnes

#### National Airlines with International Services

0

#### Foreign Airlines

9

### Historical Footnote

The Meyuns Seaplane Ramp built in 1914 became the first passenger embarking point for Palau in the 1960s, with flights on the Grumman HU-16 Albatross operated by Transocean Airlines.

Photo Courtesy of Mark Downey



### Quick Facts

- ➔ Since 2006, Palau through the U.S. Federal Aviation Administration Air Port Improvement Program, has received grants to improve the Palau International Airport Runway, Security Fence, and including notably a newly built Aircraft Rescue and Fire Fighting (ARFF) Facility.
- ➔ In 2003, Palau International Airport opened its new terminal building thanks to a grant from the Government of Japan. The total cost of the project is estimated at USD 15 million.
- ➔ Palau is the recipient of Civil Aviation Training Awards, through the Civil Aviation Authority of Singapore, to help train personnel working in the aviation industry.

### Did You Know...

In 2010, Palau received its 100 000<sup>th</sup> visitor, as part of a married couple from Japan.





# PAPUA NEW GUINEA

## Relationship with



ICAO

➔ Joined in 1975



## State Statistics

### Capital

Port Moresby

### Official Languages

Tok Pisin, Hiri Motu, English

### Area

463 000 km<sup>2</sup>

### Population

7.2 million

### Gross Domestic Product\*

USD 15.7 billion  
USD 2 184 per capita

\*Source: World Bank 2012

## Air Transport Statistics

### International Airport

1

### International Passenger Traffic

500 000 passengers

### International Cargo Traffic

16 000 metric tonnes

### National Airlines with International Services

1

### Foreign Airlines

1

## Historical Footnote

In 1922, a Curtiss Seagull flying boat visited numerous villages, taking stunning photos along the way. The initial driver for commercial aviation was the transport of large components used in building huge floating dredges to harvest gold during the gold rush.



## Quick Facts

- ➔ Construction of the LNG (liquefied natural gas) Project required building a 3.2 kilometre runway at Komo Airport, long enough for the largest cargo aircraft in the world – the Antonov AN124.
- ➔ There are 22 national airports and over 300 airstrips serving the rural population of PNG.
- ➔ The first plane to use Lae airstrip in 1927 was a de Havilland DH-E7 biplane, soon overshadowed by the use of state-of-the-art Junkers W34 and the tri-motor G31 aeroplane.
- ➔ The use of these aircraft was the real start of commercial aviation – between 1921 and 1938, many world records for the carriage of passengers and cargo were held by PNG.

## Did You Know...

By 1933, Wau was the busiest aerodrome in the world in terms of aircraft movements and Lae airstrip handled a greater tonnage of air cargo than anywhere else on the planet.



## PHILIPPINES

### Relationship with ICAO

- One of the original 52 signatories to the Chicago Convention of 1944
- Member of the Council – 1950-1951, 1953-1955 and 1959-1968



### State Statistics

Capital
Manila
Official Languages
Filipino and English
Area
300 000 km <sup>2</sup>
Population
97.7 million
Gross Domestic Product*
USD 250.2 billion
USD 2 587 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
11
International Passenger Traffic
54.1 million passengers
International Cargo Traffic
609 million metric tonnes
National Airlines with International Services
6
Foreign Airlines
40

### Historical Footnote

On 4 March 2008, Republic Act No. 9497 was signed by then President Gloria Macapagal-Arroyo and renamed the Air Transport Office (ATO) to Civil Aviation Authority of the Philippines (CAAP), headed by the Director General of Civil Aviation.



### Quick Facts

- One of the States that made the largest contribution to the provision of facilities for international civil air navigation in 1956, 1959, 1971 and 1977.
- Hosted the first Directors General of Civil Aviation Conference in the Asia/Pacific Region in 1960.
- Four of the 89 airports are classified as autonomous "Airport Authorities".
- In March 2013, ICAO resolved the Significant Safety Concerns (SSC) posting for the Philippines.
- On 12 July 2013, the European Union lifted its ban on Philippine Airlines.
- On 10 April 2014, the U.S. Federal Aviation Administration (FAA) raised the status of the Philippines from Category 2 to Category 1.
- That same day, the European Union likewise lifted its ban on Cebu Pacific Air.

### Did You Know...

National flag carrier Philippine Airlines is the first and oldest commercial airline in Asia operating under its original name. On 31 July 1946, it became the first Asian airline to cross the Pacific Ocean, with service to Oakland, California.



## REPUBLIC OF KOREA

### Relationship with ICAO

- ➔ Joined in 1952
- ➔ Member of the Council – 2001 to the present
- ➔ Independent technical experts nominated by the Republic of Korea have served on the Air Navigation Commission – 2001 to the present
- ➔ Maintains a permanent mission at ICAO Headquarters



### State Statistics

Capital
Seoul
Official Language
Korean
Area
100 210 km <sup>2</sup>
Population
50 million
Gross Domestic Product*
USD 1.2 trillion
USD 24 454 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
8
International Passenger Traffic
56 million passengers
154 billion revenue passenger-kilometres
International Cargo Traffic
3.4 million metric tonnes
16.3 billion freight tonne-kilometres
National Airlines with International Services
8
Foreign Airlines
74

### Historical Footnote

The civil aviation industry in the Republic of Korea dates back to 1946. In 2012, the country ranked sixth in the world for international air traffic volume, with a large contribution from two major national carriers: Korean Air and Asiana Airlines.



### Quick Facts

- ➔ Received one of the highest Effective Implementation (EI) scores from ICAO's Universal Safety Oversight Audit Programme and Universal Security Audit Programme.
- ➔ Incheon Airport (25-40 million passengers a year category) and Gimpo Airport (15-25 million passengers a year category) topped the list of airports in the Airport Services Quality survey by Airports Council International for nine and four consecutive years, respectively.
- ➔ Developed Safety Management Systems (SMS) utilizing advanced information technology and shares its knowledge with other countries. It also provides complimentary training programmes for aviation professionals from developing countries.
- ➔ Hosted the ICAO Legal Seminar in the Asia/Pacific Region every three years in cooperation with the ICAO Legal Bureau, since 2006.

### Did You Know...

As an ICAO Council Member, the country plays a leadership role in global air transport and supports the sound development of international civil aviation through a sophisticated safety management system and excellence in airport services.





## SAMOA

### Relationship with



ICAO

➔ Joined in 1996



### State Statistics

#### Capital

Apia

#### Official Language

Samoaan

#### Area

2 831 km<sup>2</sup>

#### Population

188 889

#### Gross Domestic Product\*

USD 684.3 million  
USD 3 623 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

4

#### International Passenger Traffic

N/A passengers

#### International Cargo Traffic

N/A metric tonnes

#### National Airlines with International Services

3

#### Foreign Airlines

3

### Historical Footnote

The primary legislation governing civil aviation in Samoa is the Civil Aviation Act of 1998, with the Civil Aviation Rules and Regulations as the secondary legislation.



### Quick Facts

- ➔ Of the four airports in Samoa, three are managed and operated by the Samoa Airport Authority, a State-owned Enterprise, and the other by Polynesian Holdings Limited.
- ➔ Air transport services to and from Samoa are in accordance with air services agreements (ASA) entered into by Samoa with other States.
- ➔ Currently, official protocols are being conducted to commence negotiations with the Government of Turkey, the United Arab Emirates, Singapore and China for bilateral ASAs. These have progressed from "standard" bilateral discussions to "open skies", in keeping with global deregulation and liberalization, as encouraged by ICAO.
- ➔ The third and fully liberalized ASA framework of which Samoa is a party is the Multi-Lateral Agreement on the Liberalization of Air Transport (MALIAT).

### Did You Know...

The fa'a Samoa, or traditional way, remains a strong force in Samoan life. Despite centuries of European influence, Samoa maintains its historical customs, social and political systems, and language. Items of cultural value include the finely woven 'ie toga.



## SINGAPORE

### Relationship with ICAO

- ➔ Joined in 1966
- ➔ Member of the Council – 2003 to the present
- ➔ Independent technical experts nominated by Singapore have served on the Air Navigation Commission – 2006 to the present
- ➔ Maintains a permanent mission at ICAO Headquarters
- ➔ The Singapore Aviation Academy received the Edward Warner Award in 2000



### State Statistics

Capital
Singapore
Official Languages
English, Malay, Chinese, Tamil
Area
718 km <sup>2</sup>
Population
5.5 million
Gross Domestic Product*
USD 286.9 billion
USD 54 007 per capita

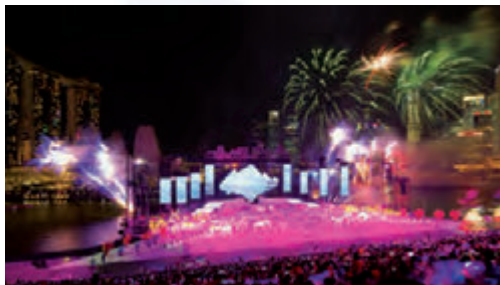
\*Source: World Bank 2012

### Air Transport Statistics

International Airports
2
International Passenger Traffic
54.1 million passengers
International Cargo Traffic
1.8 million metric tonnes
National Airlines with International Services
7
Foreign Airlines
95

### Historical Footnote

The first flight, on a Bristol Box-Kite biplane, took off and landed in Singapore on 16 March 1911. The first commercial flight took off from Singapore on 28 June 1937 on the de Havilland Dragon Rapide aircraft named "Governor Raffles".



### Quick Facts

- ➔ Over 600 000 annual aircraft movements in the Singapore FIR; 33 consecutive years of deficiency free rating from the International Federation of Air Line Pilots' Associations.
- ➔ More than 130 air services agreements, including over 60 "open skies".
- ➔ Changi Airport is the 5<sup>th</sup> busiest international passenger airport and 8<sup>th</sup> busiest international air cargo airport – over 480 best airport awards.
- ➔ Singapore Airlines flies to all continents; over 1000 world-best airline awards.
- ➔ A comprehensive aerospace sector with over 120 international companies.
- ➔ An emerging Centre of Excellence (CoE) for Air Traffic Management (ATM) R&D.
- ➔ Singapore Aviation Academy is a full member of ICAO TRAINAIR PLUS. Has trained over 90 000 people from 200 countries/territories, with some 6 500 fellowships.

### Did You Know...

Singapore hosts the third largest air show after Paris and Farnborough, showcasing the latest aviation innovations and bringing together over 40 000 participants and 1 000 exhibitors from some 50 countries



# SOLOMON ISLANDS

## Relationship with



ICAO

➔ Joined in 1985



## State Statistics

### Capital

Honiara

### Official Language

English

### Area

27 990 km<sup>2</sup>

### Population

549 598

### Gross Domestic Product\*

USD 1 billion

USD 1 819 per capita

\*Source: World Bank 2012

## Air Transport Statistics

### International Airport

1

### International Passenger Traffic

100 000 passengers

### International Cargo Traffic

1 500 metric tonnes

### National Airlines with International Services

1

### Foreign Airlines

4

## Historical Footnote

The Honiara International Airport was also known as Henderson Field Airport, in honour of a World War II pilot.



## Quick Facts

- ➔ Solomon Islands enacted its new aviation Act in 2009, thereby establishing the Civil Aviation Authority to act as regulator and develop new operating regulations.
- ➔ The country's airport network consists of Honiara International Airport as the only international airport and 20 domestic airports.
- ➔ Among the international operators of the Solomon Islands, one is a low cost carrier, four are FCCs and one is a freight carrier.

## Did You Know...

Solomon Airlines, the national carrier, flies to four international destinations and is the only domestic operator.





## SRI LANKA

### Relationship with



ICAO

✈ Joined in 1948



### State Statistics

#### Capital

Sri Jayawardenepura Kotte;  
commercial capital - Colombo

#### Official Languages

Sinhala, Tamil

#### Area

65 610 km<sup>2</sup>

#### Population

20.3 million

#### Gross Domestic Product\*

USD 59.4 billion  
USD 2 922 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

2

#### International Passenger Traffic

7.3 million passengers  
14.5 billion revenue passenger-kilometres

#### International Cargo Traffic

191 223 metric tonnes  
385 million freight tonne-kilometres

#### National Airlines with International Services

3

#### Foreign Airlines

27

### Historical Footnote

The first aircraft to arrive in Sri Lanka, a Blériot Monoplane, was brought by ship on 12 September 1911. The first successful flight was on 7 December 1912 at the Colombo Race Course and the first aerodrome, Ratmalana Airport, was inaugurated on 28 February 1938.



### Quick Facts

- ✈ The Department of Civil Aviation was established in March 1946. The civil aviation regulator and service provider entities were separated in March 1983.
- ✈ Sri Lanka achieved an overall Effective Implementation (EI) level of 86% of ICAO SARPs in the Universal Safety Oversight Audit Programme (USOAP) conducted in 2010. It thereby placed first in South Asia, fourth in Asia and 17<sup>th</sup> worldwide.
- ✈ SriLankan Airlines, the national flag carrier, is part of the oneworld Airline Alliance.
- ✈ Member of the COSCAP-South Asia and hosted the Programme headquarters in Colombo from 2006 to 2011.
- ✈ Host of the 26<sup>th</sup> Conference of the Directors General of Civil Aviation, Asia/Pacific Region, and will host the Conference again in 2016.

### Did You Know...

Sri Lanka's entry into the ICAO Next Generation of Aviation Professionals (NGAP) 30-second video competition in 2012 won first place.



## THAILAND

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Host to the ICAO Asia and Pacific Regional Office in Bangkok since 1955
- ➔ Aeronautical Radio of Thailand (AEROTHAI) received the Edward Warner Award in 1988



### State Statistics

#### Capital

Bangkok

#### Official Language

Thai

#### Area

510 890 km<sup>2</sup>

#### Population

66.8 million

#### Gross Domestic Product\*

USD 366 billion

USD 5 480 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

10

#### International Passenger Traffic

54.9 million passengers  
70 801 million revenue  
passenger-kilometres

#### International Cargo Traffic

535 131 metric tonnes  
2 089 million freight tonne-  
kilometres

#### National Airlines with International Services

18

#### Foreign Airlines

110

### Historical Footnote

In 1911, the first aircraft (Henry Farman IV) to fly in Thailand was at a racing field (Sa Pathum), the country's first airfield. The first international airport named "Don Mueang International Airport" began its operations on 27 March 1914.



### Quick Facts

- ➔ Concluded air services agreements with 100 countries.
- ➔ Suvarnabhumi International Airport received an Airports Council International Service Quality Assured Certification in 2013 and ranked 6<sup>th</sup> in the World's Best Airport category in 2012.
- ➔ The Aeronautical Radio of Thailand Ltd. (AEROTHAI) was the Jane's ATC Award Winner 2011 in the "Enabling Technology" category for the implementation of the BOBCAT system.
- ➔ The Civil Aviation Training Centre (CATC), an Associate Member of the ICAO TRAINAIR PLUS Programme, has more than 30 000 academy alumni from over 78 countries.
- ➔ Thailand hosted the Conference of Directors General of Civil Aviation (DGCA), Asia/Pacific Region, on four occasions since 1971.

### Did You Know...

Since 1994, "National Aviation Day" has been celebrated annually on 13 January in commemoration of the day in 1914 when King Rama IV witnessed the first trial flight operated by Thai pilots.



## TIMOR-LESTE

### Relationship with



ICAO

➔ Joined in 2005



### State Statistics

#### Capital

Dili

#### Official Languages

Tetun, Portuguese

#### Area

14 870 km<sup>2</sup>

#### Population

1.6 million

#### Gross Domestic Product\*

USD 1.4 billion

USD 1 179 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airport

1

#### International Passenger Traffic

176 045 passengers

#### International Cargo Traffic

N/A metric tonnes

#### National Airlines with International Services

N/A

#### Foreign Airlines

4

### Historical Footnote

In 2003, legislation was passed to regulate civil aviation activities within the national and international airspace assigned to the East Timorese jurisdiction.



### Quick Facts

➔ Presidente Nicolao Lobato International Airport is the only main airport providing services for international passengers.

### Did You Know...

Timor-Leste has concluded air services agreements with Indonesia and Singapore. The next air services agreement negotiations will be with Australia.





## TONGA

### Relationship with



ICAO

✈ Joined in 1984



### State Statistics

#### Capital

Nuku'alofa

#### Official Languages

Tongan, English

#### Area

750 km<sup>2</sup>

#### Population

103 000

#### Gross Domestic Product\*

USD 471.6 million

USD 4 494 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airport

1

#### International Passenger Traffic

74 000 passengers

#### International Cargo Traffic

561 metric tonnes

#### National Airlines with International Services

0

#### Foreign Airlines

4

### Historical Footnote

The civil aviation industry of Tonga dates back to 1936. In a letter from its Prime Minister and Minister for External Affairs, dated 31 January 1977, Tonga confirmed its adherence to the provisions of the Warsaw Convention of 1929.



### Quick Facts

- ✈ Tonga has secured air services agreements with some 10 States and is in the process of negotiating more.
- ✈ The number of passengers continues to grow in spite of a limited number of flights in and out of the country.
- ✈ ICAO continues to support Tonga in developing and maintaining its obligations under relevant international treaties.
- ✈ REAL Tonga Ltd is the first local domestic operator to provide such services after the long reign of the national carrier Royal Tongan Airlines. REAL is bound to uphold all regulatory requirements in the future.

### Did You Know...

Tonga is the only island country that does not permit aviation operations on Sabbath as it is considered a 'taboo'. Exceptions are made for emergency situations.



## VANUATU

### Relationship with



ICAO

➔ Joined in 1983



### State Statistics

#### Capital

Port Vila

#### Official Languages

English, French, Bislama

#### Area

12 274 km<sup>2</sup>

#### Population

266 937

#### Gross Domestic Product\*

USD 787 million  
USD 3 183 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

3

#### International Passenger Traffic

267 702 passengers

#### International Cargo Traffic

1 218 metric tonnes

#### National Airlines with International Services

1

#### Foreign Airlines

5

### Historical Footnote

Bauerfield International Airport was named in remembrance of Captain Harold W. Bauer, U.S. Marine Corp and a medal of Honour recipient. Captain Bauer's squadron of Grumman F4F Wildcats began construction on the airstrip in May 1942.



### Quick Facts

- ➔ Vanuatu has 29 airports nationwide, of which three are international.
- ➔ Pekoa International Airport is located on Santo Island, north of Vanuatu.
- ➔ Bauerfield International Airport serves the nation's capital, on Efate Island, in central Vanuatu.
- ➔ Whitegrass International airport is on Tanna Island, in Vanuatu's southern province.

### Did You Know...

Prior to 1980, when it gained independence, Vanuatu was called New Hebrides and jointly governed by Britain and France under a system called the Condominium. With 83 inhabited islands and some 250 000 citizens, Vanuatu has 113 different languages.



## VIET NAM

### Relationship with



ICAO

➔ Joined in 1980



### State Statistics

#### Capital

Hanoi

#### Official Language

Vietnamese

#### Area

330 972 km<sup>2</sup>

#### Population

89.7 million

#### Gross Domestic Product\*

USD 155.8 billion

USD 1 755 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

8

#### International Passenger Traffic

15 million passengers

18.5 billion revenue passenger-kilometres (Vietnamese Air Carriers)

#### International Cargo Traffic

0.6 million metric tonnes

2.1 billion freight tonne-kilometres (Vietnamese Air Carriers)

#### National Airlines with International Services

3

#### Foreign Airlines

46

### Historical Footnote

The civil aviation industry was born on 15 January 1956 with the establishment of what is now the Civil Aviation Authority of Viet Nam. On 26 January 1956, the first airplane bearing the national flag of Vietnam landed at Gia Lam Airport, Hanoi.



### Quick Facts

- ➔ Assumed responsibility for providing air traffic services in the southern portion of Ho Chi Minh FIR in 1994.
- ➔ Bilateral air services agreements with 63 countries/territories; multilateral agreements with six.
- ➔ There are 21 airports: 14 serving domestic flights and 7 serving international flights.
- ➔ The aviation market has maintained a growth rate of 14-15% per year over the past decade. Viet Nam is ranked third worldwide by IATA in terms of the speed of air transport market development.
- ➔ The Viet Nam Aviation Training Centre was upgraded to become the Viet Nam Aviation Academy in 2006 with the capability of providing training at the university level.
- ➔ Viet Nam hosted the 35<sup>th</sup> Conference of Directors General of Civil Aviation, Asia/Pacific Region, in 1999.

### Did You Know...

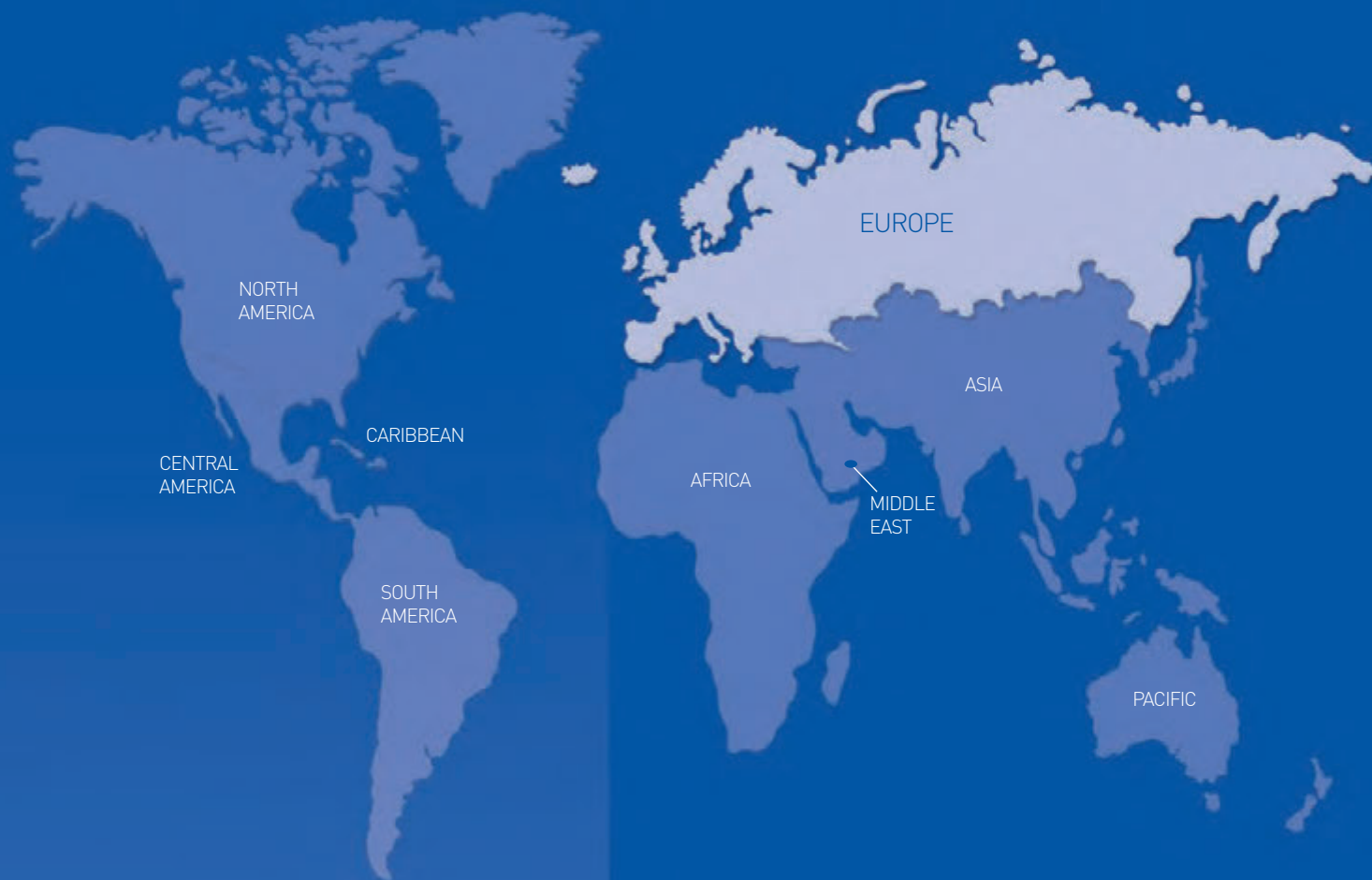
By the end of 2013, Viet Nam had ensured the absolute safety of flight operations for 18 consecutive years with no major incident or accident.



# EUROPE AND NORTH ATLANTIC



ICAO





ICAO



## Message from the Regional Director

**Mr Luis Fonseca de Almeida**

The EUR/NAT Office, located in Paris, was the first ICAO Regional Office to be established and will celebrate its 70<sup>th</sup> anniversary in August 2016.

With a geographical area of responsibility encompassing 56 States, stretching from the North Pole to the Sahara and from the east coast of North America to the Bering Strait, across 14 time zones, the Office constantly faces myriad situations and challenges linked to geopolitical, economic and cultural diversity, varying levels of maturity in national air transport systems, different airspace requirements and other operational considerations. Responsibilities were expanded in 2011 and 2012 with the addition of two new bodies, the Regional Aviation Safety Group and the EUR/NAT Aviation Security/Facilitation Group.

Accordingly, one of the Office's primary goals is to foster the highest degree of harmonization and integration in what is arguably the most heterogeneous area of accreditation in the ICAO regional networks.

As the only international forum for all EUR/NAT Member States, and because of its strategic location, it has a crucial responsibility of promoting interregional harmonization on most of the major issues facing international civil aviation, in close collaboration with Member States, industry organizations and other vital stakeholders.

While support from the Member States and ICAO Headquarters is critical to the ability of the Office to fulfill its obligations, the professionalism and commitment of staff remains a key factor to serving the varied and sometimes diverging national interests. The focus is on continually developing and implementing new and innovative ways of leveraging strengths and resources of Member States and stakeholders, so as to keep responding effectively to a rapidly evolving air transport sector.



## Member States – 56

- |                          |   |
|--------------------------|---|
| • Albania                | • Luxembourg                                |
| • Algeria                | • Malta                                     |
| • Andorra                | • Monaco                                    |
| • Armenia                | • Montenegro                                |
| • Austria                | • Morocco                                   |
| • Azerbaijan             | • Netherlands                               |
| • Belarus                | • Norway                                    |
| • Belgium                | • Poland                                    |
| • Bosnia and Herzegovina | • Portugal                                  |
| • Bulgaria               | • Republic of Moldova                       |
| • Croatia                | • Romania                                   |
| • Cyprus                 | • Russian Federation                        |
| • Czech Republic         | • San Marino                                |
| • Denmark                | • Serbia                                    |
| • Estonia                | • Slovakia                                  |
| • Finland                | • Slovenia                                  |
| • France                 | • Spain                                     |
| • Georgia                | • Sweden                                    |
| • Germany                | • Switzerland                               |
| • Greece                 | • Tajikistan                                |
| • Hungary                | • The former Yugoslav Republic of Macedonia |
| • Iceland                | • Tunisia                                   |
| • Ireland                | • Turkey                                    |
| • Israel                 | • Turkmenistan                              |
| • Italy                  | • Ukraine                                   |
| • Kazakhstan             | • United Kingdom                            |
| • Kyrgyzstan             | • Uzbekistan                                |
| • Latvia                 |   |
| • Lithuania              |   |



## Relationship with ICAO

- ➔ Ireland, Luxembourg, the Netherlands, Portugal, founding Member States of ICAO
- ➔ States from ABIS Group on the ICAO Council since 1947
- ➔ ABIS Group formed in 1980
- ➔ Portugal elected to the Council 2013-2016
- ➔ ABIS Group is the 5<sup>th</sup> largest contributor to the ICAO regular budget: 5.36% in 2014-2016
- ➔ 6 ABIS States are in top 36 contributors to ICAO regular budget
- ➔ ABIS States contribute over 40 experts to the ongoing work of ICAO panels and study groups.

The primary objectives of the ABIS Group is to support the continuous development of a safe, secure, efficient and sustainable global air navigation service.

Continuity in Council and ANC Representation for Europe's main aviation key players through equal participation and exchange in expertise through a 3-year rotation process, in line with 38<sup>th</sup> Assembly rotational principles.

**36% of the airspace** in Europe and North Atlantic is covered by the ABIS States and includes the busiest airspace in Europe; their main airports all cater to intercontinental air services and are the home base of some of the major international airlines. This has led to the existence of a widespread expertise in aviation and the need to be proactive in international cooperation.



The first regional meeting of **PICAQ**, the forerunner of a series of regional air navigation meetings, was held in Dublin, Ireland in March 1946.

## ABIS States 2013

Area in km <sup>2</sup>	6,266,531
Population	60,106,394
GDP in billion (\$)	2,687,794,674
GDP per capita (\$)	54,864
Number of Aircraft (Commercial)	1881
Airlines with International Services	65
Number of International Airports	45
Total Traffic Data Int. Passengers	152,738,668
Passengers Km Performed (million)	343,949
Freight Ton Kilometers (million)	43,765

## Major Airlines

(ICAO Data)	Passengers (million) 2013
Ryanair	79,6
KLM	26,6
Swiss	15,3
TAP	9,3
Austrian	9,1
Brussels Airlines	5,89
Luxair	0,8

## Major Airports

(Eurocontrol)	Passengers (million) 2013
Dublin	20,2
Schiphol	52,6
Zurich	24,9
Lisbon	15,9
Vienna	21,9
Brussels	19,1
Luxembourg	2,2

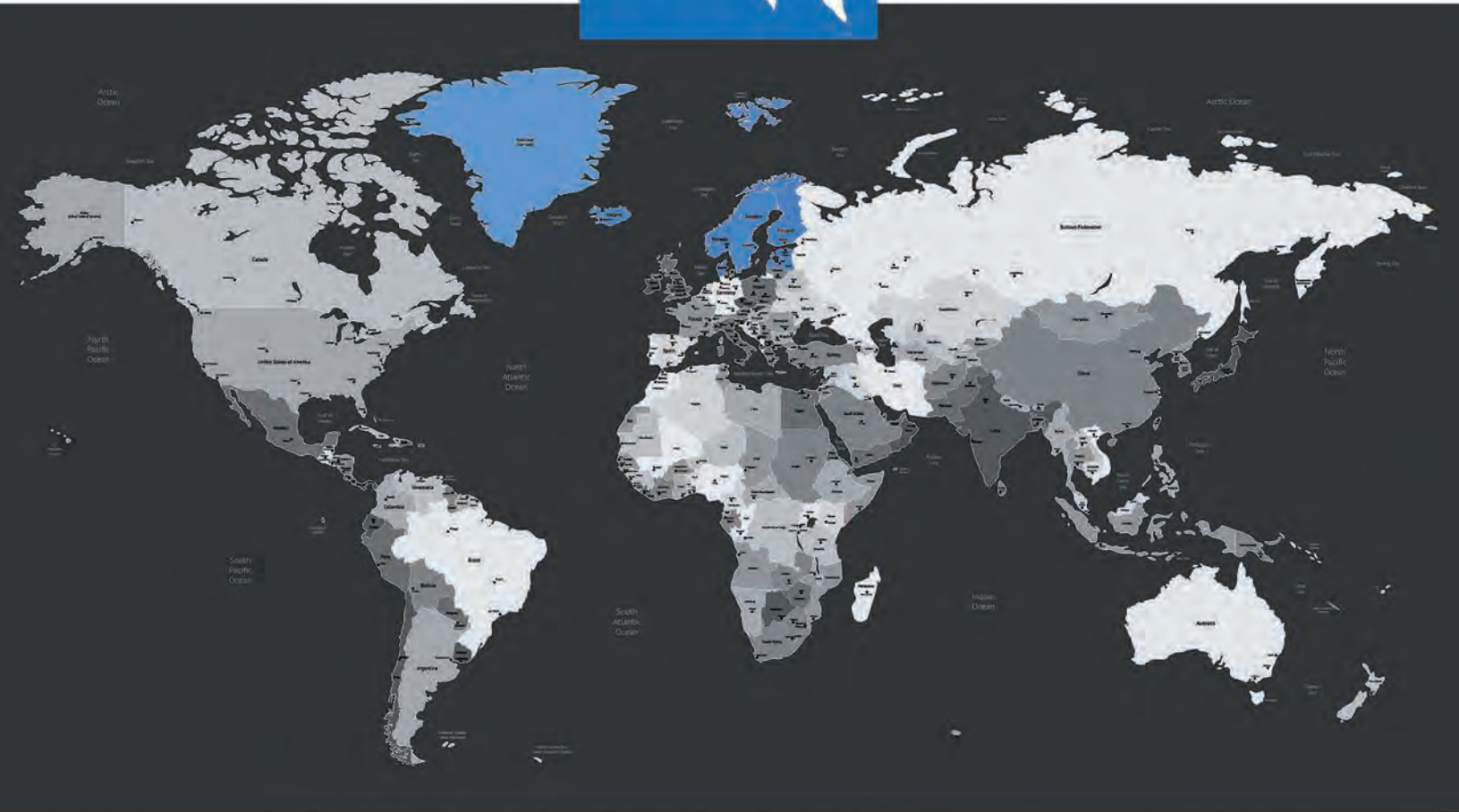
## Official languages ABIS States

Dutch, English, Flemish, French, German, Irish, Italian, Portuguese

## Quick Facts

- ➔ Airlines from ABIS States account for over 9% of all international scheduled RTKs, second only to US based airlines at 13.25%.
- ➔ Since 1980, Amsterdam Airport Schiphol has won over 200 awards as best airport in Europe and world-wide in several categories.
- ➔ Vienna Airport is one of Central Europe's leading hub airports. Its minimum connecting time of 25 minutes for Star Alliance flights is significantly shorter than that of most of its competitors.
- ➔ Ireland is responsible for the oversight of one of the largest airlines in the world, carrying approximately 80 million passengers per year.
- ➔ Switzerland is home to the design and development of the record breaking 'Solar Impulse' HB-SIA solar powered aircraft.
- ➔ Belgium and Luxembourg airspace is one of the most complex and busiest in the world.
- ➔ EASTI - European Aviation Security Training Institute in Brussels, Belgium. EASTI is a joint venture between ICAO, ECAC, EC and their Member States.
- ➔ Portugal is the homebase of the largest executive airline in Europe, Netjets. The main airline, Tap Air Portugal has pioneered the IATA carbon offset programme.
- ➔ The ABIS' airports have direct flights to over 323 destinations worldwide.





DENMARK

ESTONIA

FINLAND

ICELAND

LATVIA

NORWAY

SWEDEN



**NORDICAO**

THE OLDEST ICAO ROTATION GROUP

PROUD SUPPORTER OF ICAO FOR 70 YEARS

CONGRATULATES ICAO ON THE OCCASION OF ITS 70<sup>TH</sup> ANNIVERSARY



## STATE-OF-THE-ART GOVERNMENT SOLUTIONS

### MÜHLBAUER AT A GLANCE

Founded in 1981 in the heart of Bavaria, the Mühlbauer Group has ever since grown to a leading global player of the security sector. With 35 production and service locations worldwide we created a strong competence network around the globe. We specialize in innovative end-to-end solutions focusing on the production, personalization and issuance of secure ID cards and ePassports according to ICAO standards, and have established ourselves as a competent partner dedicated to implementing security systems. Access and border control systems, vision inspection technologies and semiconductor and RFID applications complete our comprehensive portfolio. In order to enhance our competences and to provide you with optimized solutions we continuously invest in latest technologies and innovative processes. With our in-house precision-part production unlimited flexibility is guaranteed. Our clients benefit from three decades worth of experience we have gained during the lead in no less than 300 ID projects.

### ePASSPORT and eID SOLUTIONS

Patented production technologies, in-house developed materials, high-quality personalization techniques and customized security features up to our unique hinge technology form the key elements of our ePassport and eID solutions. We provide the state-of-the-art identification and travel documents, products, systems and solutions, customized according to individual requirements.

### INTEGRATED BORDER MANAGEMENT

Our Integrated Border Management solution architecture is based on flexible customizable software modules. The design is driven by today's border management challenges, international guidelines and programs such as ICAO's latest Traveler Identification Program (TRIP), and best practices. In order to implement Integrated Border Management solutions we determine the basic specifications such as border types, needed functions, project dimensions like traveler volumes and the incorporation of interfaces and information systems. The modular architecture enables us to provide tailor-made solutions for different countries and customers based on their individual regulations and requirements.

### FULLY AUTOMATED BORDER CONTROL

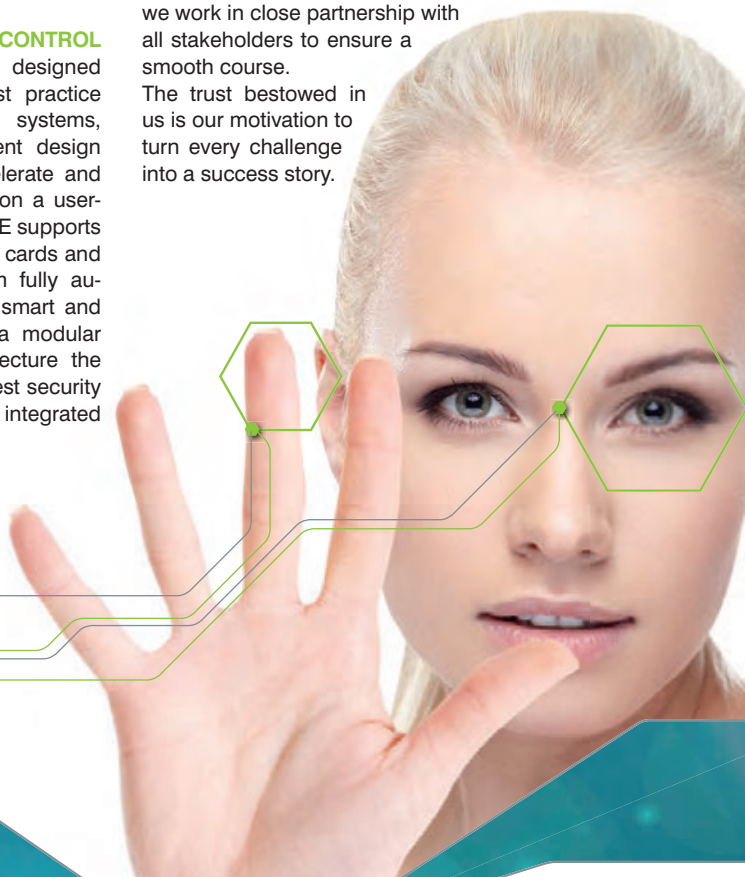
The MB FAST GATE series, designed according to the Frontex best practice technical guidelines for ABC systems, combines modern, cost-efficient design and latest technology to accelerate and secure border control. Based on a user-centric approach the FAST GATE supports all eMRTD, ePassports and eID cards and enables individuals to perform fully automated border crossing in a smart and rapid way. Characterized by a modular hardware and software architecture the MB FAST GATE achieves highest security standards and can be flexibly integrated into any environment.

### RELIABLE PROJECT PARTNER

With our vision and our innovative solutions we convince every day and have earned the confidence of governments and public authorities worldwide. We are committed to your complete satisfaction and see ourselves as your partners. Our most important values 'trust' and 'reliability' serve as the central guidelines leading all our actions.

We convince by high speed, best quality and strict customer orientation before, during and after every single project. Comprehensive project planning, continuous risk management, effective monitoring and support until your individual solution has been seamlessly integrated in your infrastructure are the keys to the success of your project. Throughout all process steps we work in close partnership with all stakeholders to ensure a smooth course.

The trust bestowed in us is our motivation to turn every challenge into a success story.





## ALBANIA

### Relationship with



ICAO

➔ Joined in 1991



### State Statistics

#### Capital

Tirana

#### Official Language

Albanian

#### Area

27 400 km<sup>2</sup>

#### Population

2.8 million

#### Gross Domestic Product\*

USD 12.3 billion  
USD 4 406 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airport

1

#### International Passenger Traffic

1.7 million passengers

#### International Cargo Traffic

1 874 metric tonnes

#### National Airlines with International Services

1

#### Foreign Airlines

13

### Historical Footnote

Civil aviation in Albania began in November 1924 through an agreement signed with Adria Aero Lloyd. The General Aviation Directory, today the Albanian Civil Aviation Authority, was established on 3 February 1991.



### Quick Facts

- ➔ The first private air carrier, Albanian Airlines, was established in 1992.
- ➔ ANTA, today ALBCONTROL, was established as a state-owned enterprise also in 1992. It was transformed into a joint stock company under the name of National Air Traffic Agency on 3 February 1999.
- ➔ From 2006 to 2012, the average annual growth in passenger traffic was 11.7 %. In 2012, it reached 18.20 %.
- ➔ In 2012, there were 20 408 aircraft movements and 1 665 000 passengers.

### Did You Know...

Interestingly, Albania established its air transport before its rail transport, meaning that it had flying experience before it laid down its rail lines.





## ALGERIA

### Relationship with ICAO

- ➔ Joined in 1963
- ➔ Member of the Council – 1980-1986 and 1998-2004
- ➔ Member of the Maghreb States Rotation Group comprised of Algeria, Libya, Mauritania, Morocco and Tunisia



### State Statistics

Capital
Algiers
Official Language
Arabic
Area
2 381 740 km <sup>2</sup>
Population
38.7 million
Gross Domestic Product*
USD 204.3 billion
USD 5 310 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
16
International Passenger Traffic
4.4 million passengers
International Cargo Traffic
9 968 metric tonnes
National Airlines with International Services
1
Foreign Airlines
23

### Historical Footnote

The first aircraft to be registered in Algeria was a Douglas DC-3 belonging to Air Algérie. This occurred in 1963, the year after Algeria gained independence on 5 July, 1962.



### Quick Facts

- ➔ A project to reorganize the administration of civil aviation within the General Directorate is being finalized in order to support the latest requirements in civil aviation.
- ➔ At present, two public carriers – Air Algérie and Tassili Airlines – provide public transport on a complementary basis.
- ➔ The Air Algérie fleet is being strengthened with the acquisition of 16 new aircraft, in various models, to meet environmental standards.
- ➔ The international network of Air Algérie is being extended, particularly in Africa.
- ➔ Concurrently, the capacity of the international terminal at Algiers Airport, now at six million passengers, will increase to 16 million passengers per year in 2018.

### Did You Know...

Algeria is the third market in Africa and has adopted a free pricing system. The country plans to complete five new air traffic control towers, a major project that will strengthen and streamline air traffic management.



## ANDORRA

### Relationship with



ICAO

➔ Joined in 2001



### State Statistics

#### Capital

Andorra la Vella

#### Official Language

Catalan

#### Area

468 km<sup>2</sup>

#### Population

69 758

#### Gross Domestic Product\*

USD 3.3 billion

USD 47 314 per capita

\*Source: UNdata 2012

### Air Transport Statistics

#### International Airports

N/A

#### International Passenger Traffic

N/A passengers

#### International Cargo Traffic

N/A metric tonnes

#### National Airlines with International Services

N/A

#### Foreign Airlines

N/A

### Historical Footnote

In recent times, significant developments in transportation and communications have contributed to Andorra's thriving tourist industry. Its political system was modernized in 1993, when it became a member of the United Nations and the Council of Europe.



### Quick Facts

- ➔ Skiing is one of the major tourist attractions in Andorra, thanks to an infrastructure of 6 ski domains, 120 ski transport installations and 303 km of slopes.
- ➔ The population is made up of 46% nationals and 54% foreign residents.
- ➔ There are three free education systems to choose from – Andorran, French and Spanish.

### Did You Know...

There are about 7.8 million tourists to Andorra every year.



## ARMENIA

### Relationship with



ICAO

➔ Joined in 1992



### State Statistics

#### Capital

Yerevan

#### Official Language

Armenian

#### Area

29 740 km<sup>2</sup>

#### Population

3 million

#### Gross Domestic Product\*

USD 10 billion

USD 3 354 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

2

#### International Passenger Traffic

1.8 million passengers

118.1 million revenue passenger-kilometres

#### International Cargo Traffic

10 365 metric tonnes

5.1 million freight tonne-kilometres

#### National Airlines with International Services

2

#### Foreign Airlines

30

### Historical Footnote

The first flight by an Armenian civil aircraft took place on 30 September 1933 on the Yerevan-Tbilisi route. That date is since commemorated as the Armenian Civil Aviation Day.



### Quick Facts

- ➔ On 30 January 2013, during the 2<sup>nd</sup> Annual Emerging Airports Conference and Exhibition held in Dubai, Yerevan Zvartnots International Airport received the "Best Airport in CIS" award.
- ➔ A new air traffic control system named "GALAXY" was installed in "ARMATS" – the air navigation service provider – in September 2013. It is interfaced with PSR, SSR, MLAT/WAM, and ADS-B sensors, as well as with the European Aeronautical Database (AIXM), and fully complies with new standards and requirements.
- ➔ In 2013, the Government of Armenia adopted a liberalized "open skies" civil aviation policy.

### Did You Know...

Armenia is the first nation to have adopted Christianity as the state religion in 301 A.D. and possesses a related cultural history rich in terms of monuments, churches, monasteries and other similar sites.





## AUSTRIA

### Relationship with ICAO

- ➔ Joined in 1948
- ➔ Member of the Council – 2004-2007
- ➔ Member of the ABIS Rotation Group (Austria, Belgium, Ireland, Luxembourg, Netherlands, Portugal and Switzerland) that maintains a permanent mission at ICAO Headquarters
- ➔ Independent technical expert nominated by Austria served on the Air Navigation Commission between 2009-2013 and chaired the Commission in 2012-2013



### State Statistics

Capital
Vienna
Official Language
German
Area
83 879 km <sup>2</sup>
Population
8.5 million
Gross Domestic Product*
USD 394.5 billion
USD 46 792 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
6
International Passenger Traffic
26.3 million passengers
International Cargo Traffic
210 468 metric tonnes
National Airlines with International Services
4
Foreign Airlines
more than 100

### Historical Footnote

In March 1918, a postal and cargo air service was launched on the Vienna-Krakow-Lviv-Kiev route. Between August and November 1918, the route was operated on a scheduled basis.

© Vienna Airport



© BKA/Livio Srodic

### Quick Facts

- ➔ Austria's outstanding geographic location in Central Europe will help the country establish itself as a strategic hub, with connections to Eastern Europe and Asia.
- ➔ An overall Austrian aviation strategy – Road Map 2020 – is the basis for the optimal development of Austrian civil aviation between now and the year 2020.
- ➔ Vienna Airport is one of Central Europe's leading hub airports. Its minimum connecting time of 25 minutes for Star Alliance flights is significantly shorter than that of most of its competitors.
- ➔ Austria concluded 89 air services agreements with countries in almost all regions of the world.
- ➔ The World Bank's aviation connectivity index shows that Austria is the 11<sup>th</sup> best connected country by air in the world.

### Did You Know...

The United Nations Office at Vienna (UNOV) was established on 1 January 1980 as the third United Nations Headquarters after New York and Geneva.



## AZERBAIJAN

### Relationship with



ICAO

- ➔ Joined in 1992
- ➔ Member of the Black Sea-Caspian Group comprised of Azerbaijan, Georgia, Republic of Moldova, Turkey and Ukraine



### State Statistics

#### Capital

Baku

#### Official Language

Azerbaijani

#### Area

86 600 km<sup>2</sup>

#### Population

9.4 million

#### Gross Domestic Product\*

USD 68.7 billion  
USD 7 394 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

6

#### International Passenger Traffic

1.7 million passengers

#### International Cargo Traffic

9 021 metric tonnes

#### National Airlines with International Services

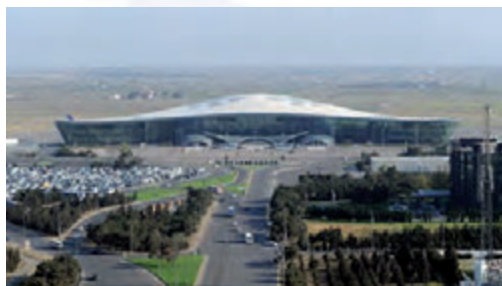
4

#### Foreign Airlines

25

### Historical Footnote

The first air group in Azerbaijan was established on 2 June 1938. The routes from Baku Airport to Moscow, Kharkov, Tbilisi and Astrakhan were launched.



### Quick Facts

- ➔ Azerbaijan has concluded air services agreements with 32 countries.
- ➔ Azerbaijan has signed on to 23 air law instruments.
- ➔ IATA conferred on the National Aviation Academy of Azerbaijan the status of a regional training centre for the carriage of dangerous goods.
- ➔ The new passenger terminal at Heydar Aliyev International Airport (Baku) opened on 23 April 2014.
- ➔ Azerbaijan Airlines (AZAL) launched the first direct transatlantic flight to New York (JFK) on 24 September 2014.
- ➔ Nine of eleven existing climate zones are found in Azerbaijan.
- ➔ The first European Games will be held in Baku in 2015.

### Did You Know...

Petroglyphs, in Gobustan, dates back to 10 000 BC and is considered by the UNESCO World Heritage Site as "outstanding universal value".



## BELARUS

### Relationship with

➔ Joined in 1993



ICAO



### State Statistics

#### Capital

Minsk

#### Official Languages

Belarusian, Russian

#### Area

207 600 km<sup>2</sup>

#### Population

9.5 million

#### Gross Domestic Product\*

USD 63.6 billion  
USD 6 722 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

7

#### International Passenger Traffic

2.6 million passengers

#### International Cargo Traffic

40 900 metric tonnes

#### National Airlines with International Services

3

#### Foreign Airlines

N/A

### Historical Footnote

State-owned BELAERONAVIGATSIA Republican Unitary Air Navigation Services Enterprise was founded in 1996 through Decree of the President of the Republic of Belarus No. 126 of 4 April 1995. It is the provider of air navigation services in Belarus.



### Quick Facts

- ➔ More than 1 000 airlines from 92 countries operate flights in Belarus airspace. A favourable geographic location facilitates the integration of Belarusian civil aviation into the European air transport network.

### Did You Know...

The first recorded mention of Minsk goes back to 1067. Today a modern international city, it has excellent transport links including Minsk airport, several major train stations, an underground metro system and a well-developed road network.





## BELGIUM

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Council – 1947-1959, 1962-1974, 1983-1986, 1992-1995 and 2010-2013
- ➔ Independent technical experts nominated by Belgium served on the Air Navigation Commission – 1987-1990 and 2000-2003
- ➔ Member of the ABIS Rotation Group (Austria, Belgium, Ireland, Luxembourg, Netherlands, Portugal and Switzerland) that maintains a permanent mission at ICAO Headquarters



### State Statistics

#### Capital

Brussels

#### Official Languages

Dutch, French, German

#### Area

30 528 km<sup>2</sup>

#### Population

11.1 million

#### Gross Domestic Product\*

USD 482.9 billion

USD 43 396 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

6

#### International Passenger Traffic

26.7 million passengers

#### International Cargo Traffic

1.04 million metric tonnes

#### National Airlines with International Services

12

#### Foreign Airlines

more than 210

### Historical Footnote

The *Société nationale pour l'étude des transports aériens* (SNETA), created in 1919, was the first Belgian commercial aviation company. It led to the first civil aeronautical law in Belgium, in force until superseded by ICAO standards in the 1950s.



### Quick Facts

- ➔ Host of the European Aviation Security Training Institute (EASTI), established by the ICAO AVSEC Mechanism in 1989.
- ➔ Brussels and Liège Airports are among Europe's top 12 cargo airports.
- ➔ Brussels South Charleroi Airport named World's 4<sup>th</sup> Best Low Cost Airport at the 2013 Skytrax Awards.
- ➔ Strategically located, Belgian international airports offer connections to major European economic centres through the world's highest density, multimodal rail and motorway network.
- ➔ More than 100 bilateral air services agreements for passenger and cargo operations worldwide.
- ➔ Founding Member of the European Union and host to the European Commission and Parliament, as well as other major international organizations such as NATO and EUROCONTROL.
- ➔ First to issue biometric passports in compliance with ICAO Standards.

### Did You Know...

Belgium produces over 1 100 varieties of beer, many repeatedly winning international awards. The country also produces 220 000 tons of chocolate a year, with Brussels National Airport said to be the world's biggest chocolate selling point.



## BOSNIA AND HERZEGOVINA

### Relationship with

➔ Joined in 1993



ICAO



### State Statistics

#### Capital

Sarajevo

#### Official Languages

Serbian, Bosnian, Croatian

#### Area

51 209 km<sup>2</sup>

#### Population

3.8 million

#### Gross Domestic Product\*

USD 16.9 billion  
USD 4 396 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

4

#### International Passenger Traffic

668 876 passengers

#### International Cargo Traffic

1 624 metric tonnes

#### National Airlines with International Services

2

#### Foreign Airlines

78

### Historical Footnote

The Directorate of Civil Aviation was established in 1997 to perform regulatory, oversight and air traffic control functions. It ensures that Bosnia and Herzegovina (BH) meets its obligations as a Member State of ICAO.



### Quick Facts

- ➔ Bosnia and Herzegovina takes an active role in European air transport matters as a member of the European Civil Aviation Conference (ECAC), the Joint Aviation Authorities (JAA) and the European Organization for the Safety of Air Navigation, as well as official observer with the European Aviation Safety Agency (EASA).
- ➔ It ratified the European Common Aviation Area (ECAA) Agreement and signed a working arrangement with EASA to implement European Union civil aviation regulations.
- ➔ With EUROCONTROL, a single, national air navigation provider (ANSP) was created to allow Bosnia and Herzegovina to participate in the CEATS (Central Europe Air Traffic Services) project.
- ➔ The country achieved a compliance of 67.66% in the ICAO Universal Safety Oversight Audit Programme (USOAP) in 2011.

### Did You Know...

The World Tourism Organization predicts BH will have the third highest tourism growth rate in the world between 1995 and 2020. UNESCO has included the Old Mostar Bridge and Mehmed Paša Sokolović Bridge on its World Heritage List.



## BULGARIA

### Relationship with ICAO

- ➔ Joined in 1967
- ➔ Member of the Central European Rotation Group comprised of Bulgaria, Czech Republic, Greece, Hungary, Lithuania, Poland, Romania, Slovakia, and Slovenia



### State Statistics

Capital
Sofia
Official Language
Bulgarian
Area
110 994 km <sup>2</sup>
Population
7.3 million
Gross Domestic Product*
USD 51 billion
USD 7 022 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
4
International Passenger Traffic
6.8 million passengers
3.5 billion revenue passenger kilometres
International Cargo Traffic
17 487 metric tonnes
3.8 million freight tonne-kilometres
National Airlines with International Services
17
Foreign Airlines
185

### Historical Footnote

On 1 April 1922, the first Air Department was established under the Ministry of Railways, Posts and Telegraphs. It was expanded as the Directorate for Air Communications on 27 December 1946. The first Law on Aviation was adopted in 1948.



### Quick Facts

- ➔ In 1910, Bulgaria took part in the first conference on an international air law code convened in Paris.
- ➔ A few "firsts":
  - The first flight in Bulgarian skies was operated by Boris Maslennikov in 1910.
  - The first Bulgarian aircraft, named EXPRESS, was designed and produced by Assen Yordanov in 1915.
  - The first domestic scheduled service on the Sofia-Bourgas route started on 29 June 1947.
  - The first international scheduled flight on the Sofia-Belgrade-Budapest-Prague route took place on 13 February 1948.
- ➔ Apart from five international airports, 25 airfields and helipads are currently licensed and operational.
- ➔ Beyond the Bulgarian air carriers connecting the country to the European destinations, the Middle East and North Africa, there are 20 aerial works operators and 12 aviation training centres.

### Did You Know...

Bulgaria is one of the oldest European countries, founded by Khan Asparuh in 681. The world's oldest golden treasure, dating back to the period between 4400 B.C. and 4100 B.C., was discovered in Bulgaria. It is also quite unique among such treasures.



# Bulgarian Civil Aviation

## Taking Pride in Performance

The Republic of Bulgaria is proud of its robust and modern infrastructure that offers the full range of flight services and operations, and where all partners are fully committed to safe, secure, efficient and ecological air transport.

The consistent implementation of ICAO Standards and Recommended Practices and European aviation legislation, coupled with our coordinated efforts to promote safety and manage risks, has resulted in less than 3 per cent accidents and **zero fatalities** in 2013.

### Sofia Airport

Sofia Airport is the leading international airport in Bulgaria, with a well-developed network of year-round air services to over 50 destinations in Europe and the Middle East. The airport infrastructure has recently been modernized and now offers tailor-made solutions for different airline products, ensuring high levels of safety, security and efficiency. While located close to the capital, Sofia Airport remains both environmentally and user-friendly. The new extension of the Sofia Metropolitan scheduled to open in the spring of 2015 will increase airport connectivity and intermodality with other modes of transport.



The renovated Varna and Bourgas International Airports served 3.8 million tourists to the Bulgarian Black Sea coast during the summer season of 2013, a 5.5 per cent increase compared to 2012.

### BULATSA

The state-owned enterprise "Bulgarian Air Traffic Services Authority" (BULATSA) is a legal entity having its seat in Sofia. It provides air navigation services in the controlled civil airspace of the Republic of Bulgaria, in line with international civil aviation agreements signed and ratified by the Republic of Bulgaria. BULATSA is the third most effective air navigation service provider in Europe in terms of safety management for both 2012 and 2013, according to the Performance Review Body (PRB) of the Single European Sky.



### Sofia Flight Training Centre

The Bulgarian aviation training provider, Sofia Flight Training, plays an important role in the region. The organisation, with more than 40 years of experience in providing services for the aviation industry in Bulgaria and in the region, is the sole supplier of full flight simulator training for the Airbus A320 Family, Boeing 737 Classic and MD-80 types of aircraft. It also delivers training for technical personnel and cabin crew.





## CROATIA

### Relationship with



ICAO

➔ Joined in 1992



### State Statistics

#### Capital

Zagreb

#### Official Language

Croatian

#### Area

56 594 km<sup>2</sup>

#### Population

4.3 million

#### Gross Domestic Product\*

USD 56.2 billion

USD 13 159 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

9

#### International Passenger Traffic

6.3 million passengers

#### International Cargo Traffic

22 000 metric tonnes

#### National Airlines with International Services

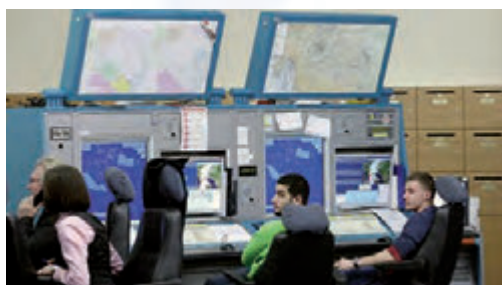
2

#### Foreign Airlines

100

### Historical Footnote

Dragutin Karlo Novak piloted the first airplane flight in Croatia on 22 June 1910. David Schwarz, a Croatian inventor, constructed the first metal airship in the world; its first unofficial flight was in 1896.



### Quick Facts

- ➔ Active member of the European Civil Aviation Conference (ECAC), through which it supports various ICAO initiatives and programmes.
- ➔ Zagreb International Airport, the country's largest airport, averages 2.3 million passengers annually.
- ➔ Coastal airports, especially Split and Dubrovnik, record a significant increase in traffic during the tourist season.
- ➔ Croatia Airlines, the main national air carrier, flies to all major destinations in Europe. It carries 1.8 million passengers annually and holds a 34% share of the Croatian market.
- ➔ Croatia Control, the national air navigation services provider, also services a major part of the Bosnia and Herzegovina airspace. Its advanced technical and operational capabilities make it a regional leader in terms of performance and efficiency.

### Did You Know...

Tourism is the main driver of the national economy. Aviation is a major facilitator in that respect, providing an accessible and efficient service through its connections to all major European hubs and a highly developed domestic network.



## CYPRUS

### Relationship with ICAO

- ➔ Joined in 1961
- ➔ Cyprus Ambassador to the United States is appointed Representative to ICAO



### State Statistics

Capital
Nicosia
Official Languages
Greek, Turkish
Area
9 240 km <sup>2</sup>
Population
1.1 million
Gross Domestic Product*
USD 22.8 billion
USD 26 352 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
2
International Passenger Traffic
7.5 million passengers
2.1 million revenue passenger-kilometres (Cyprus Airways only)
International Cargo Traffic
31 623 metric tonnes
12.9 million freight tonne-kilometres (Cyprus Airways only)
National Airlines with International Services
1
Foreign Airlines
110

### Historical Footnote

Flights in Cyprus started in the late 1920s by the then Colonial Government. The Department of Civil Aviation was established in 1955. Cyprus gained independence in 1960.



### Quick Facts

- ➔ In 1968, passenger traffic rose to 283 000, an increase of almost 100% compared to 1960 figures of 147 000. In 2012, there were 7.5 million passengers, almost 51 times more than in 1960.
- ➔ On 12 May 2006, an agreement was signed with the private consortium Hermes Airports to undertake the construction and modernization of new facilities at Larnaca and Paphos airports, via the Build-Operate-Transfer (BOT) method over a 25-year time frame.
- ➔ Cyprus, as a European Member State, participates in European projects aimed at facilitating the growth of air traffic, such as "Blue Med".
- ➔ Cyprus concluded bilateral air services agreements with 55 countries, including 22 with the European Union, with 21 more initialled.

### Did You Know...

Cyprus is at the crossroads of three continents – Europe, Asia and Africa – where most of the east/west and north/south air traffic flows, making it a unique location for aviation meetings and seminars.





## CZECH REPUBLIC

### Relationship with ICAO

- ➔ Joined in 1993
- ➔ Member of the Council – 1993-1995 and 2001-2003
- ➔ Czech Republic's predecessor – Czechoslovakia – was one of the original 52 signatories to the Chicago Convention of 1944 and a Member of the Council – 1947-1948 and 1965-1993
- ➔ Member of the Central European Rotation Group comprised of Bulgaria, Czech Republic, Greece, Hungary, Lithuania, Poland, Romania, Slovakia, and Slovenia

### Historical Footnote

The first milestone in the history of Czech civil aviation was Jan Kašpar's 121 km flight on 13 May 1911. The first Czechoslovak-made airplane, the Smolik SM-1 built by the Prague-based manufacturer Letov, flew as early as 1920.



### State Statistics

Capital
Prague
Official Language
Czech
Area
78 866 km <sup>2</sup>
Population
10.5 million
Gross Domestic Product*
USD 196.5 billion, USD 18 690 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
5
International Passenger Traffic
11.9 million passengers 9.6 million revenue passenger-kilometres (Czech operators only)
International Cargo Traffic
56 000 metric tonnes 24 million freight tonne-kilometres (Czech cargo carriers only)
National Airlines with International Services
4
Foreign Airlines
54

### Quick Facts

- ➔ Czech Republic has concluded air services agreements with 87 countries, five of which are "open skies" agreements.
- ➔ Let L-410 Turbolet is the most successful Czech-made small transportation/cargo twin turboprop now flying worldwide.
- ➔ Czech Airlines (established in 1923 as Czechoslovak State Airlines – CSA) is the 5<sup>th</sup> oldest airline still in operation today.
- ➔ CSA was the third airline in the world to fly jet aircraft.

### Did You Know...

CSA was the only civil aviation operator other than Aeroflot to operate the Tu-104, generally recognized as the first airliner with sustained and successful operations around the world.



## DENMARK

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Council – 1951-1953, 1959-1962, 1968-1971, 1980-1983 and 1995-1998
- ➔ Independent technical experts nominated by Denmark have served on the Air Navigation Commission – 1949-1950, 1956-1959, 1965-1968, 1975-1977 and 1987-1990
- ➔ Member of the NORDICAO Rotation Group (Denmark, Estonia, Finland, Iceland, Latvia, Norway and Sweden) that maintains a permanent mission at ICAO Headquarters



### State Statistics

Capital
Copenhagen
Official Language
Danish
Area
43 094 km <sup>2</sup>
Population
5.6 million
Gross Domestic Product*
USD 315.2 billion
USD 56 364

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
9
International Passenger Traffic
27.1 million passengers
International Cargo Traffic
237 100 metric tonnes
National Airlines with International Services
15
Foreign Airlines
127

### Historical Footnote

In 1906, the Dane J.C. Ellehammer became the first to fly in Europe. 13 years later, in 1919, the first Danish legislation related to aviation was passed. In 1938, the Aviation Directorate was established with a staff of four employees.

© Christoffer Askman



© Copenhagen Airport/Ernst Tobisch

### Quick Facts

- ➔ In 1954, Scandinavian Airlines was the first airline to start scheduled services using the polar route. The DC-6 flew from Copenhagen to Los Angeles, with stops in Greenland and Canada.
- ➔ In 2007, a new metro line connected Copenhagen Airport to the city center with a travel time of less than 15 minutes.
- ➔ Scandinavian Airlines retired its last MD-80 aircraft in October 2013, after 28 years of service and a fleet total of more than three million flights.
- ➔ In 2013, 14.6 million passengers departed from Danish airports, a new record and an increase of 21% compared with 2009.
- ➔ In 2014, Copenhagen Airport was recognized for the world's best airport security processing by Skytrax for the second year in a row.
- ➔ Denmark is active in a number of Groups – Visual Aids, Joint Support, European Air Navigation Planning, North Atlantic Systems Planning and Regional Aviation Safety.

### Did You Know...

Copenhagen Airport, founded in 1925, was one of the first civil airports in the world. At first, it consisted of grass areas, an office building and a hangar. It is now expanding to twice its 2014 capacity, from 20 to 40 million passengers.



## ESTONIA

### Relationship with ICAO

- ➔ Joined in 1992
- ➔ Member of the NORDICAO Rotation Group (Denmark, Estonia, Finland, Iceland, Latvia, Norway and Sweden) that maintains a permanent mission at ICAO Headquarters



### State Statistics

Capital
Tallinn
Official Language
Estonian
Area
45 226 km <sup>2</sup>
Population
1.3 million
Gross Domestic Product*
USD 22.4 billion
USD 16 887 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
5
International Passenger Traffic
614 153 passengers
International Cargo Traffic
6 007 metric tonnes
National Airlines with International Services
2
Foreign Airlines
13

### Historical Footnote

The Estonian Civil Aviation Administration was created in 1990. In 1993, the Aviation Act entered into force and the Aviation Department was formed under the Ministry of Transport and Communication. Estonia joined the European Joint Aviation Authorities in 1999.



### Quick Facts

- ➔ The Estonia Civil Aviation Authority (ECAA) staff comprises 57% women and the average age is 39.
- ➔ The youngest-ever (29 years) ECAA Director General held the position for the longest period – 10 years.
- ➔ There is one registered airplane per 8 500 citizens.
- ➔ There is one aerodrome per 6 400 km<sup>2</sup>.
- ➔ Estonia's major airport is located four kilometres from the city centre of Tallinn.
- ➔ The ECAA Aviation Safety Information System makes it possible to track the approvals application procedure. The system makes it possible to monitor deadlines and procedural decisions, as well as receive electronic versions of upcoming oversight schedules and reports, etc.

### Did You Know...

In Estonia, one can learn aviation at an early age. Since 1990, training for professional pilots is offered at Nõo Secondary School and, since 1993, at Tartu Aviation College.





## FINLAND

### Relationship with ICAO

- ➔ Joined in 1949
- ➔ Member of the Council – 1977-1980, 1989-1992 and 2004-2007
- ➔ Independent technical experts nominated by Finland have served on the Air Navigation Commission – 1986-1987, 1996-2000 and 2011-2014
- ➔ Member of the NORDICAO Rotation Group (Denmark, Estonia, Finland, Iceland, Latvia, Norway and Sweden) that maintains a permanent mission at ICAO Headquarters



### State Statistics

#### Capital

Helsinki

#### Official Languages

Finnish, Swedish

#### Area

390 000 km<sup>2</sup>

#### Population

5.5 million

#### Gross Domestic Product\*

USD 247.1 billion

USD 45 649 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

17

#### International Passenger Traffic

14.1 million passengers

22.8 billion revenue passenger-kilometres

#### International Cargo Traffic

190 000 metric tonnes

0.7 billion freight tonne-kilometres

#### National Airlines with International Services

5

#### Foreign Airlines

94

### Historical Footnote

Finnair, founded in 1923, is one of the oldest airlines in the world. It is today one of the biggest operators of direct long-haul passenger flights between Europe and Asia.



### Quick Facts

- ➔ Because of its geographic location in Northern Europe, Finland is totally dependent on aviation for international connectivity.
- ➔ A liberal air transport policy and good global connections have been the drivers for Finland's successful modern economy and social welfare system.
- ➔ One of the most educated nations in the world, where 37% of the population holds a university degree and 80% has completed the secondary school level.

### Did You Know...

Finland is the country of thousands of lakes and where the airspace is fully available to civil aviation...truly welcoming skies.



## FRANCE

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Council – 1947 to the present
- ➔ Independent technical experts nominated by France have served on the Air Navigation Commission since its inception
- ➔ Mr Olivier Carel received the Air Navigation Commission Laurel Award in 1999
- ➔ Maintains a permanent mission at ICAO Headquarters
- ➔ Mr Henri Bouché received the Edward Warner Award in 1968 and Mr Maurice Bellonte received the Award in 1984

### Historical Footnote

In 1919, an overall coordinating body for aeronautics was created and subsequently integrated into the Air Ministry in 1928. In 1945, civil aviation became an autonomous administrative entity attached to the Ministry of Transport.



### State Statistics

#### Capital

Paris

#### Official Language

French

#### Area

632 834 km<sup>2</sup> (551 695 km<sup>2</sup> are in Metropolitan France)

#### Population

65.7 million

#### Gross Domestic Product\*

USD 2.6 trillion  
USD 39 759 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

58

#### International Passenger Traffic

107.6 million passengers  
275 billion revenue passenger-kilometres

#### International Cargo Traffic

1.6 million metric tonnes  
8.7 billion freight tonne-kilometres

#### National Airlines with International Services

19

#### Foreign Airlines

186

### Quick Facts

- ➔ France is an important contributor to air transport safety by leading and coordinating 45 cooperation agreements with foreign authorities.
- ➔ France generates 25% of the controls of the European SAFA (Safety Assessment of Foreign Aircraft) programme.
- ➔ Under the Single European Sky, France is part of the Functional Airspace Block Central Europe (FABEC) with Germany, Belgium, Luxembourg, the Netherlands and Switzerland. This airspace of 1.7 million km<sup>2</sup> represents 55% of European air traffic.
- ➔ The *École nationale de l'aviation civile* (ENAC) is the largest European aviation training school with 25 different types of training (air traffic controllers, pilots, engineers, electronic engineers and technicians). The current enrolment is 1 900 students, of which 45% are foreigners representing some 50 nationalities.
- ➔ France is one of the leading countries in the field of aircraft manufacturing. In 2012, the aerospace industry represented 170 000 jobs (more than 310 000 jobs with subcontractors) for a turnover of € 42.5 billion.

### Did You Know...

The French Civil Aviation Authority (DGAC) handles all components of the sector: air traffic control, safety, security, economic regulation, support to aircraft manufacturing, ecological transition, general aviation and training.



## GEORGIA

### Relationship with ICAO

- ➔ Joined in 1994
- ➔ Member of the Black Sea-Caspian Group comprised of Azerbaijan, Georgia, Republic of Moldova, Turkey and Ukraine



### State Statistics

#### Capital

Tbilisi

#### Official Languages

Georgian, Abkhazian

#### Area

69 875 km<sup>2</sup>

#### Population

4.5 million

#### Gross Domestic Product\*

USD 15.9 billion  
USD 3 529 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

3

#### International Passenger Traffic

1.4 million passengers

#### International Cargo Traffic

16 464 metric tonnes

#### National Airlines with International Services

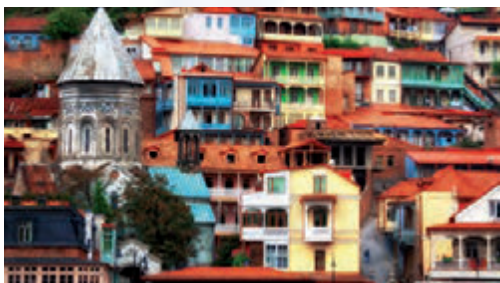
5

#### Foreign Airlines

24

### Historical Footnote

In 1911, Besarion Keburia, a graduate of Blériot's flying school, flew over Tbilisi in his monoplane Blériot XI. On 10 May 1923, the Zakavia airline operated the first commercial flight on the Tbilisi-Manglisi route in a Junkers F.13.



### Quick Facts

- ➔ Georgia liberalized its industry in 2005 and concluded 19 bilateral and multilateral air services agreements.
- ➔ Since 2010, passenger and cargo traffic has grown by 15-20% annually.
- ➔ International airports at Tbilisi, Batumi and Kutaisi have been completely renovated and expanded. Airports in remote, mountainous resorts are being refurbished.
- ➔ The air navigation service provider of Georgia – Sakaeronavigatsia Ltd. – has been fully modernized to meet all applicable international standards.
- ➔ Airport awards: Tbilisi International Airport for Best Airport in Eastern Europe, CIS and Baltic States (Emerging Markets Airport Awards); Kutaisi International Airport for Excellence in Airport Marketing in the "Under 4 Million Passengers" category by Routes Europe; Mestia Airport listed as one of 10 most beautiful airports in the world by BBC – Culture.

### Did You Know...

Mzia & Zezva from Dmanisi are the oldest human remains found outside Africa. The Georgian alphabet is one of 14 unique alphabets of the world. The Polyphonic song "Chakrulo" was included on the Golden Record sent into space on the Voyager space craft in 1977.





## GERMANY

### Relationship with ICAO



ICAO

- ➔ Joined in 1956
- ➔ Member of the Council – 1959 to the present
- ➔ Independent technical experts nominated by Germany have served on the Air Navigation Commission since 1957
- ➔ Maintains a permanent mission at ICAO Headquarters
- ➔ Dr Alex Meyer received the Edward Warner Award in 1974



### State Statistics

#### Capital

Berlin

#### Official Language

German

#### Area

357 021 km<sup>2</sup>

#### Population

80.8 million

#### Gross Domestic Product\*

USD 3.4 trillion

USD 42 598 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

22

#### International Passenger Traffic

201.8 million passengers

394 billion revenue passenger-kilometres

#### International Cargo Traffic

4.3 million metric tonnes

21 billion freight tonne-kilometres

#### National Airlines with International Services

141

#### Foreign Airlines

1 306

### Historical Footnote

During the period 1891-94, German mechanical engineer Otto Lilienthal was the first person to successfully fly a glider for distances of between 50 to 250 meters. He also produced and sold the first serially manufactured aircraft, in Berlin.



### Quick Facts

- ➔ Roughly 10 000 flights a day keep Germany connected around the clock to international commodity flows.
- ➔ Cargo and passenger aircraft transported imports and exports worth 204 billion Euro in 2012, 10.2% of the total for Germany.
- ➔ Some 49% of all personal or business trips from Germany to European or global destinations in 2012 were made by plane.
- ➔ About 850 000 German jobs and incomes depend directly or indirectly on air transport.
- ➔ Hamburg is one of the Airbus' production facilities for the A320 family and final acceptance and delivery sites for A380.
- ➔ In 2001, Air Berlin was the first German airline to equip its fleet with "sharklets" – a fuel-saving technical innovation.
- ➔ In 2011, German air freight celebrated its 100<sup>th</sup> birthday.

### Did You Know...

Germany's Amelie Hedwig battles through an all-male domain to become Germany's first female pilot in 1911. In 1919, civilian air traffic begins with regular post and passenger flights between Berlin and Weimar.



## GREECE

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Central European Rotation Group comprised of Bulgaria, Czech Republic, Greece, Hungary, Lithuania, Poland, Romania, Slovakia, and Slovenia
- ➔ Maintains a permanent mission at ICAO Headquarters



### State Statistics

Capital
Athens
Official Language
Greek
Area
131 952 km <sup>2</sup>
Population
10.8 million
Gross Domestic Product*
USD 248.4 billion
USD 22 395 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
15
International Passenger Traffic
28.5 million passengers
International Cargo Traffic
76 483 metric tonnes
National Airlines with International Services
7
Foreign Airlines
65

### Historical Footnote

The history of Greek aviation goes back to 1930 when the first State airline was established under the name of Greek Airline Icarus.



### Quick Facts

- ➔ Concluded bilateral air services agreements with 33 countries and 8 comprehensive air services agreements as a Member State of the European Union.
- ➔ The new International Airport of Athens, "Eleftherios Venizelos", at Spata, became the first under private management. Other airports remain under State control.
- ➔ The Hellenic Civil Aviation Authority (HCAA) comes under the Ministry of Economy, Infrastructure, Shipping and Tourism, and is directed by its Governor and Deputy Governors.
- ➔ The Hellenic Aviation Authority Academy was founded in 1970 to provide theoretical and practical education/training to Hellenic CAA personnel and non-personnel alike, and to foreign students through international agreements. It carries out examinations and grants civil aviation licenses.

### Did You Know...

According to Greek mythology, the first attempt of man to fly was by Daedalus who made wings from feathers and wax for himself and his son, Icarus, whose wings melted when he flew too close to the sun.



## HUNGARY

### Relationship with ICAO

- ➔ Joined in 1969
- ➔ Member of the Council – 2004-2007
- ➔ Member of the Central European Rotation Group comprised of Bulgaria, Czech Republic, Greece, Hungary, Lithuania, Poland, Romania, Slovakia, and Slovenia



### State Statistics

Capital
Budapest
Official Language
Hungarian
Area
93 030 km <sup>2</sup>
Population
9.9 million
Gross Domestic Product*
USD 124.6 billion
USD 12 560 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
6
International Passenger Traffic
12.3 million passengers
International Cargo Traffic
6 million freight tonne-kilometres
National Airlines with International Services
4
Foreign Airlines
43

### Historical Footnote

Pilot training and aviation experiments took place in Rákosmező as early as 1909. In 1937, the first modern international airport was built in Budaörs. Tódor Kármán was recognized as a world-renowned scientist in aerodynamics and rocketry.



### Quick Facts

- ➔ Budapest Airport was named “Best Airport in Eastern Europe” by Skytrax in the World Airport Awards 2014 category. The airport earlier received two other prestigious awards: Routes Europe Airport Marketing Award-2011 and CAPA Airport Marketing Award-2012.
- ➔ From 2002 to 2013, the average annual growth in passenger traffic was nearly 17 per cent.
- ➔ Entry Point Central is an international ATS academy for air traffic controllers. Founded jointly by HungaroControl Pte. Ltd. Co. and Entry Point North, EPC uses training systems and materials of world-renowned EPN institute. Air navigation service provider HungaroControl features leading-edge technologies and network infrastructure.
- ➔ Hungary was co-founder of CERG in 1993 and one of the pioneers of the Flexible Use of Airspace (FUA) concept.

### Did You Know...

The inventor of the “Magic Cube” 3D puzzle is the son of Ernő Rubik Sr., Hungary’s most renowned aircraft designer. Numerous aircraft replicas are built by Goldtimer Foundation. The world’s last operating Li-2 plane can be found in Hungary.





## ICELAND

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Council – 2007-2010
- ➔ Independent technical experts nominated by Iceland have served on the Air Navigation Commission – 1993-1996 and 2014
- ➔ Member of the NORDICAO Rotation Group (Denmark, Estonia, Finland, Iceland, Latvia, Norway and Sweden) that maintains a permanent mission at ICAO Headquarters
- ➔ The Joint Financing Agreement (JFA) concluded under the framework of ICAO. The agreement stipulates the charging mechanism for the services provided within the FIR according to the Regional Air Navigation Agreement
- ➔ Mr Agnar Kofoed-Hansen received the Edward Warner Award in 1979

### Historical Footnote

The first flight took place in 1919, the year Iceland's first airline was founded. In 1929, the first Aviation Act was passed by Parliament and in 1948, a Regional Air Navigation Agreement was signed for the provision of international air traffic services.



### State Statistics

#### Capital

Reykjavik

#### Official Language

Icelandic

#### Area

100 250 km<sup>2</sup>

#### Population

320 716

#### Gross Domestic Product\*

USD 13.6 billion

USD 42 362 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

4

#### International Passenger Traffic

2.1 million passengers  
5.8 billion revenue passenger-kilometres

#### International Cargo Traffic

43 462 metric tonnes  
93.3 million freight tonne-kilometres

#### National Airlines with International Services

4

#### Foreign Airlines

13

### Quick Facts

- ➔ In 1949, scheduled flights began from Iceland to London and Oslo. In 1955, an Icelandic carrier and first "low cost airline" flew between Europe and the United States.
- ➔ Iceland gained access to the European Common Aviation Area in 1994.
- ➔ In 2010, aviation represented directly and indirectly 12.3 % of employment in Iceland.
- ➔ There were 361 aircraft registered as of April 2014.
- ➔ Some 2.8 million passengers passed through Keflavik Airport in 2013, Iceland's main hub, a 15.6% increase over 2012.
- ➔ Based on an agreement with Denmark, Iceland provides air traffic services in the upper area of the largest part of the Søndrestrom Flight Information Region, an area larger than the Core European airspace. Traffic grew by 7.7% in 2013.

### Did You Know...

The Icelandic air traffic control area is one of the largest in the world. With 5.5 million km<sup>2</sup>, it extends from 61°N and from 0° meridian west of Greenland. About 100 000 aircraft annually fly over 140 million km through it.



## IRELAND

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention
- ➔ Member of the Council – 1947-1959 and 2001-2004
- ➔ An independent technical expert nominated by Ireland currently serves on the Air Navigation Commission
- ➔ Member of the ABIS Rotation Group (Austria, Belgium, Ireland, Luxembourg, Netherlands, Portugal and Switzerland) that maintains a permanent mission at ICAO Headquarters



### State Statistics

#### Capital

Dublin

#### Official Languages

English, Irish

#### Area

70 273 km<sup>2</sup>

#### Population

4.6 million

#### Gross Domestic Product\*

USD 210.6 billion

USD 45 922 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

5

#### International Passenger Traffic

24.5 million passengers

#### International Cargo Traffic

7 846 metric tonnes

#### National Airlines with International Services

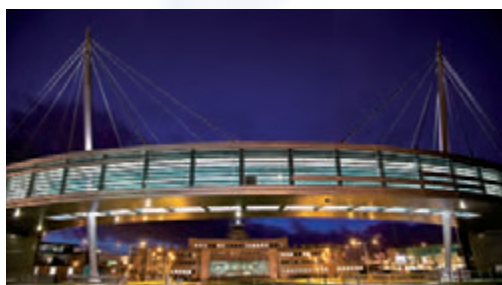
8

#### Foreign Airlines

32

### Historical Footnote

Ireland has played an important role in North Atlantic aviation ever since the first non-stop transatlantic flight in 1919, notably by providing vital communications services out of Shanwick starting in 1937.



### Quick Facts

- ➔ Ireland ensures effective safety oversight to the highest standards – ranked among the top 10 States worldwide in the ICAO continuous monitoring assessment and first of 29 European States on Effectiveness of Safety Management (EoS<sub>M</sub>) by EUROCONTROL.
- ➔ Home to the global commercial aircraft leasing industry.
- ➔ Also home to one of the largest low cost carriers worldwide, carrying over 80 million passengers per year.
- ➔ Dublin Airport ranked 27<sup>th</sup> worldwide for international passenger traffic.
- ➔ Ireland has one of the largest commercial air transport aircraft registers in the world with over 700 aircraft in commercial airline service.
- ➔ Aviareto, a joint venture between SITA SC and Ireland, has a contract with ICAO to establish and operate the International Registry of mobile assets as required by the Cape Town Treaty.

### Did You Know...

Ireland is an island nation with over 90% of all international passenger traffic by air. It ranked 7<sup>th</sup> in the world in terms of international revenue passenger-kilometres for 2012 according to ICAO.



## ISRAEL

### Relationship with ICAO

- ➔ Joined in 1949
- ➔ The Consul General of Israel in Montréal is appointed Representative to ICAO



### State Statistics

#### Capital

Jerusalem\*

#### Official Languages

Hebrew, Arabic

#### Area

22 072 km<sup>2</sup>

#### Population

7.9 million

#### Gross Domestic Product\*\*

USD 257.7 billion

USD 32 567 per capita

\* Designation and information provided by Israel. The position of the United Nations on Jerusalem is stated in A/RES/181 (II) and subsequent General Assembly and Security Council resolutions. The position of ICAO is stated in Assembly Resolutions A21-7 and A23-5.

\*\* Source: World Bank 2012

### Air Transport Statistics

#### International Airports

5

#### International Passenger Traffic

12.4 million passengers

19.4 billion revenue passenger-kilometres

#### International Cargo Traffic

285 814 metric tonnes

415.9 million freight tonne-kilometres

#### National Airlines with International Services

10

#### Foreign Airlines

112

### Historical Footnote

On 27 December 1913, Jules Verdines landed his Blériot airplane on the shores of Tel Aviv during a Paris-Cairo aviation contest. The landing heralded the coming of the wondrous manmade flying machine in the local airspace.

© Sivan Farag



### Quick Facts

- ➔ Israel has concluded 50 air services agreements and has a liberal "open skies" regime with 30 countries.
- ➔ Israeli Aerospace Industries, with Airbus and TLD, has developed the TaxiBot, a semi-autonomous vehicle controlled by the pilot that enables airplane taxiing without engines running and without shortening nose landing gear life time. The Taxibot significantly reduces fuel consumption, greenhouse gas emissions and noise levels during taxiing.
- ➔ Israel is in a process of fleet-wide installation of MANPAD protection systems on all civil transport aeroplanes in Israeli airline service. Developed by "Elbit systems" and certified by the Israeli CAA, the C-MUSIC system uses cutting-edge technology to autonomously divert missile threats from the aircraft.

### Did You Know...

Israel is on the forefront of remotely piloted aircraft systems integration into civil airspace, with 140 civilian RPAs and 11 RPAs AOC holders registered.





## ITALY

### Relationship with ICAO

- ➔ Joined in 1947
- ➔ Member of the Council – 1950 to the present
- ➔ Maintains a permanent mission at ICAO Headquarters



### State Statistics

#### Capital

Rome

#### Official Language

Italian

#### Area

302 000 km<sup>2</sup>

#### Population

59.7 million

#### Gross Domestic Product\*

USD 2 trillion

USD 33 814 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

46

#### International Passenger Traffic

86.8 million passengers

#### International Cargo Traffic

775 083 metric tonnes

#### National Airlines with International Services

14

#### Foreign Airlines

320

### Historical Footnote

Some 500 years after Leonardo da Vinci's "aerial screw", the first flight of Enrico Forlanini's unmanned helicopter took place in June 1877, in Milan. Lift was provided by two coaxial counter-rotating rotors powered by steam stored in a small tank.



### Quick Facts

- ➔ The Italian aerospace industry is the major manufacturing sector in Italy in terms of integrated high-tech. Considered sixth in the world and fourth in Europe, it has a turnover of about EUR 8 billion and a highly skilled workforce of 39 000 employees.
- ➔ Regarding economic development, investments and sustainability of Italian airports, the elaboration and approval of management contracts in 2012 cover about 78% of airports opened to commercial air traffic.
- ➔ Out of 101 Italian airports, 46 support commercial flights while others support general aviation.
- ➔ Italy plays a key role in Single Sky Europe initiatives and leads the Blue Med Functional Airspace Block.
- ➔ Introduced The Passengers' Bill of Rights in 2001, a first for Europe, which has since been updated six times. The Italian Civil Aviation Authority (ENAC) is responsible for applying European regulations for passenger rights within the country.

### Did You Know...

Plans are under way to make Taranto Grottaglie Airport a strategic asset for cargo transport in the south of Italy and an integrated logistic platform for research and development in the aerospace sector for aviation test range and unmanned aerial vehicles.



## KAZAKHSTAN

### Relationship with

➔ Joined in 1992



ICAO



### State Statistics

#### Capital

Astana

#### Official Languages

Kazakh, Russian

#### Area

2 724 900 km<sup>2</sup>

#### Population

16.8 million

#### Gross Domestic Product\*

USD 203.5 billion

USD 12 120 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

16

#### International Passenger Traffic

2 million passengers  
6.3 billion revenue  
passenger-kilometres

#### International Cargo Traffic

12 226 metric tonnes  
45.3 million freight tonne-  
kilometres

#### National Airlines with International Services

9

#### Foreign Airlines

32

### Historical Footnote

The first Union Association of Civil Aviation in Kazakhstan, then a member of the Soviet Union, was established on 29 October 1930. The Civil Aviation Committee (CAC) was established in 1991, once Kazakhstan had become independent.



### Quick Facts

- ➔ Over the past 10 years, the civil aviation market grew fourfold.
- ➔ Each year, there was an increase of 10 to 15 international flights, for an anticipated total of 128 by 2020.
- ➔ Air Astana, the principal airline and the flag carrier of Kazakhstan, was the first airline based in the Commonwealth of Independent States (CIS) and Eastern Europe to be awarded the Skytrax 4-star rating. In addition, it was named "Best Airline in Central Asia and India" and "Best Service Staff in Central Asia and India" by Skytrax in 2013.
- ➔ By the end of 2020, USD 2.8 billion will be invested in the civil aviation sector - USD 500 million from the national budget and USD 2.3 billion from private financing.
- ➔ In 2013, a new ICAO Aviation Security Training Centre (ASTC) was opened in Almaty.

### Did You Know...

Astana will host Expo 2017, the specialized exposition whose theme will be "Future Energy". For its part Almaty, Kazakhstan's largest city, is to be a candidate for the 2022 Winter Olympics.



## KYRGYZSTAN

### Relationship with



ICAO

➔ Joined in 1993



### State Statistics

#### Capital

Bishkek

#### Official Languages

Kyrgyz, Russian

#### Area

199 000 km<sup>2</sup>

#### Population

5.6 million

#### Gross Domestic Product\*

USD 6.6 billion

USD 1 178 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

4

#### International Passenger Traffic

1.8 million passengers

#### International Cargo Traffic

22 799 metric tonnes

#### National Airlines with International Services

13

#### Foreign Airlines

15

### Historical Footnote

The Department of Air Transport and Use of Air Space created in 1996 under the Ministry of Transport and Communications became the Department of Civil Aviation in 2002 and the Agency of Civil Aviation in 2009. In 1994, 7 October was designated Civil Aviation Day.



### Quick Facts

- ➔ Using the unique geographic location of the Kyrgyz Republic to our advantage, we strive to become a leading international aviation hub and key contributor to Kyrgyzstan's success.
- ➔ Kyrgyzstan has benefited greatly from the authority and expertise of ICAO; it is now committed to the closest of cooperation with this vital Organization.
- ➔ In this way, the Kyrgyz Republic seeks to make substantial contributions to the Organization's work programme, to share lessons learned and expertise gained in the process, and to support the entire international civil aviation community.

### Did You Know...

Our mission is to ensure the safe development of civil aviation throughout the Kyrgyz Republic. Our focus is on successful outcomes, while high efficiency is our competitive advantage and an innovative approach is our strength.





## LATVIA

### Relationship with ICAO

- ➔ Joined in 1992
- ➔ Member of the NORDICAO Rotation Group (Denmark, Estonia, Finland, Iceland, Latvia, Norway and Sweden) that maintains a permanent mission at ICAO Headquarters



### State Statistics

#### Capital

Riga

#### Official Language

Latvian

#### Area

64 589 km<sup>2</sup>

#### Population

2 million

#### Gross Domestic Product\*

USD 28.4 billion

USD 13 947 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airport

1

#### International Passenger Traffic

4.8 million passengers

#### International Cargo Traffic

53 540 metric tonnes

#### National Airlines with International Services

4

#### Foreign Airlines

14

### Historical Footnote

In 1910, T. Meinbaums performs an aircraft takeoff for the first time in Riga. The first powered flight in Latvia is piloted by A. Kuzminskis in 1910 and lasts 56 seconds.



### Quick Facts

- ➔ In 1930, the Civil Aviation Department was incorporated into the Ministry of Transport.
- ➔ From 1940 to 1991, civil aviation operated under the Aeroflot system of the Soviet Union.
- ➔ In 1991, the Civil Aviation Department is again under the auspices of the Ministry of Transport, including all safety oversight functions.
- ➔ The Civil Aviation Administration was created in 1993, with safety related activities separated from economic and political activities, which remain within CAD of MoT.
- ➔ The CAA was renamed Civil Aviation Agency in 2006
- ➔ Latvian blacksmith Ziedris – Johansons builds an air vehicle in 1670 and Latvian mechanic E. J. Bīnemanis makes the first air balloons in 1785 and successfully takes off twice.

### Did You Know...

Teodor Kaleps obtained an aircraft similar to that of the Wright brothers in 1910. His interest grows and he begins to design and build engines in his "motors" factory. His most successful achievement was the safe and economical M-1 rotary engine.



## LITHUANIA

### Relationship with ICAO

- ➔ Joined in 1992
- ➔ Member of the Central European Rotation Group comprised of Bulgaria, Czech Republic, Greece, Hungary, Lithuania, Poland, Romania, Slovakia, and Slovenia



#### State Statistics

Capital
Vilnius
Official Language
Lithuanian
Area
65 300 km <sup>2</sup>
Population
3 million
Gross Domestic Product*
USD 42.3 billion
USD 14 172 per capita

\*Source: World Bank 2012

#### Air Transport Statistics

International Airports
4
International Passenger Traffic
3.2 million passengers
International Cargo Traffic
13 933 metric tonnes
National Airlines with International Services
8
Foreign Airlines
38

### Historical Footnote

In 1933, Lithuanians S. Darius and S. Girėnas flew across the Atlantic Ocean and opened the airmail route between North America and Europe. It was the second flight in the world in terms of distance covered and fourth in terms of duration.



### Quick Facts

- ➔ The first written mention of Lithuania is 1009. Independence was declared in 1918 and restored in 1990. Lithuania is a member of the European Union (EU) and NATO (2004).
- ➔ Lithuania is one of the EU's prime transport hubs and the connecting point between two major pan-European transport corridors; it is the most northern ice-free seaport on the eastern shore of the Baltic Sea.
- ➔ Nearly 100 aviation events are organized annually, including European and world championships, and flight training for children is promoted.
- ➔ Lithuania is the regional leader in modern biotechnology, producing one of every ten high-end scientific lasers in the world. The Internet upload speed is first in Europe and second worldwide.
- ➔ 93% of the population has secondary education or higher and 47% aged 24-27 have tertiary education.

### Did You Know...

Lithuania is in the geographical centre of Europe. The Lithuanian language is the oldest living Indo-European language and Vilnius is a UNESCO World Heritage Site. Basketball players are medalists of European & world championships.



## LUXEMBOURG

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the ABIS Rotation Group (Austria, Belgium, Ireland, Luxembourg, Netherlands, Portugal and Switzerland) that maintains a permanent mission at ICAO Headquarters



### State Statistics

#### Capital

Luxembourg

#### Official Languages

French, German, Luxembourgish

#### Area

2 586 km<sup>2</sup>

#### Population

549 680

#### Gross Domestic Product\*

USD 55.1 billion

USD 103 859 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airport

1

#### International Passenger Traffic

2.2 million passengers

#### International Cargo Traffic

N/A metric tonnes

#### National Airlines with International Services

8

#### Foreign Airlines

20

### Historical Footnote

The Luxembourg carrier, Cargolux Airlines International S.A., was the first airline worldwide to fly the Boeing 747-8 as launch customer.



### Quick Facts

- ➔ Luxembourg Findel Airport achieved a very good score in the annual survey conducted by Skytrax World Airport Awards for 2014.
- ➔ In the "World's Best Airports Serving Under 5 Million Passengers" category, Luxembourg placed among the top ten.
- ➔ As a representative democracy with a constitutional monarch, Luxembourg is headed by a Grand Duke and is the world's only remaining grand duchy.

### Did You Know...

The Land of the Red Rocks is a region of Luxembourg located in the south of the country. It owes its name to the red ore that was behind the success of the steel industry in Luxembourg, back in the industrial era.





## MALTA

### Relationship with



ICAO

➔ Joined in 1965



### State Statistics

#### Capital

Valletta

#### Official Languages

Maltese, English

#### Area

316 km<sup>2</sup>

#### Population

420 000

#### Gross Domestic Product\*

USD 8.7 billion

USD 20 839 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airport

1

#### International Passenger Traffic

3.7 million passengers

5.8 billion revenue passenger-kilometres

#### International Cargo Traffic

16 489 metric tonnes

#### National Airlines with International Services

1

#### Foreign Airlines

29

### Historical Footnote

On 22 December 1926, the first commercial aircraft operated via Malta. The first civil terminal was built in 1958 and Air Malta was founded on 31 March 1973 as the national airline. On 31 March 1979, air traffic and the aerodrome passed from military to civil operations.



### Quick Facts

- ➔ Airports Council International ranked Malta International Airport as the top airport in Europe across all categories for 2010 and 2011, in the annual ACI Airport Service Quality (ASQ) passenger survey.
- ➔ Malta International Airport has the third most international connections among 136 airports in its class, with over 50 destinations served in its winter schedule.
- ➔ The Airport has a corporate aviation terminal, 3 maintenance repair and overhaul facilities, 3 dedicated business aviation agencies, 2 handlers, 3 cargo facilities and 4 flying schools.
- ➔ Air Malta is the national airline, Malta Air Traffic Services is the air navigation services provider, while Malta International Airport plc is the airport operator and the meteorological service provider.
- ➔ The Civil Aviation Directorate within Transport Malta is the civil aviation regulator.

### Did You Know...

The Malta International Airport is the island's only airport, with two runways, one of which is 3.5 km long and the other 2.4 km long. 2015 marks 100 years of aviation in Malta.



## MONACO

### Relationship with



ICAO

➔ Joined in 1980



### State Statistics

#### Capital

Monaco

#### Official Language

French

#### Area

2 km<sup>2</sup>

#### Population

36 950

#### Gross Domestic Product\*

USD 6.12 billion

USD 165 630 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

1

#### International Passenger Traffic

91 779 passengers

1.4 million revenue passenger-kilometres

#### International Cargo Traffic

N/A metric tonnes

#### National Airlines with International Services

2

#### Foreign Airlines

4

### Historical Footnote

Commercial flight operations by helicopter began in the early 1970s from a provisional heliport. The Heliport of Monaco, the only aviation facility within Monaco, was officially inaugurated in 1981 and is located in the district of Fontvieille.



### Quick Facts

- ➔ Monaco air traffic controllers watch over one of the smallest national airspaces in the world – two km long, one km wide and one km high.
- ➔ The two Monaco airlines together operate 17 helicopters.
- ➔ The only scheduled destination is Nice Côte d'Azur Airport in Nice, France. It represents the shortest scheduled flight with published timetables in the world – seven minutes flying time.
- ➔ Both arrivals and departures are routed over the water, to minimize noise.
- ➔ Monaco Airport used to host about 150 helicopter flights per day. For the Formula 1 Grand Prix, it handled between 750 and 800 flights on the peak Sunday.

### Did You Know...

The first indoor helicopter flight with a passenger took place in 1905 inside the oceanographic Museum of Monaco. The pilot was a French engineer named Maurice Stanislas Léger.



## MONTENEGRO

### Relationship with



ICAO

➔ Joined in 2007



### State Statistics

#### Capital

Podgorica

#### Official Language

Montenegrin

#### Area

13 450 km<sup>2</sup>

#### Population

621 081

#### Gross Domestic Product\*

USD 4 billion

USD 6 514 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

2

#### International Passenger Traffic

1.6 million passengers

#### International Cargo Traffic

768 metric tonnes

#### National Airlines with International Services

1

#### Foreign Airlines

8

### Historical Footnote

On 5 September 1913, the first airplane landed in Montenegro and, on 26 May 1928, the first commercial flight was operated. Montenegro Airlines, the national carrier, was established in October 1994 and the Civil Aviation Agency in 2009.



### Quick Facts

- ➔ In 1999, the Government established Public Enterprise Airports of Montenegro.
- ➔ Airports Council International rated Podgorica as the best airport under one million passengers in 2007.
- ➔ Tivat Airport, in the coastal region of Montenegro, has 80% of the total volume of passengers being handled during the peak season (June-August).
- ➔ Montenegro Airlines was recognized as a brand leader in the region in 2014.

### Did You Know...

King Nikola and Queen Milena, rulers of Montenegro in 1913, were present during the first flight, near the old Royal Capital of Montenegro – Cetinje.





## MOROCCO

### Relationship with ICAO

- ➔ Joined in 1956
- ➔ Member of the Council – 1974-1980, 1992-1998 and 2010-2013
- ➔ Member of the Maghreb States Rotation Group comprised of Algeria, Libya, Mauritania, Morocco and Tunisia
- ➔ Maintains a permanent mission at ICAO Headquarters since October 2013



### State Statistics

#### Capital

Rabat

#### Official Languages

Arabic, Berber

#### Area

446 300 km<sup>2</sup>

#### Population

32.5 million

#### Gross Domestic Product\*

USD 96 billion  
USD 2 902 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

18

#### International Passenger Traffic

15 million passengers

#### International Cargo Traffic

52 883 metric tonnes

#### National Airlines with International Services

2

#### Foreign Airlines

43

### Historical Footnote

Tarfaya, a small town in the south west of Morocco, is where the French aviator-writer Antoine de Saint-Exupéry, working as airport manager there, was inspired to write his famous story of The Little Prince. The book was published in 1943.



### Quick Facts

- ➔ Royal Air Maroc received the “Best Regional Airline for Africa” award from Skytrax at the Farnborough International Air Show and, for the second year in a row in 2014, the International Five Star Diamond Award from the American Academy of Hospitality Sciences.
- ➔ The National Office of Airports and LH Aviation Maroc signed in 2014, at the Marrakesh Air Show, an agreement for the installation of the 1<sup>st</sup> aircraft manufacturing plant in Morocco.
- ➔ The revolutionary Smiths Detection high-speed hold baggage explosives detection system – the HI-SCAN 10080 XCT – was installed in the new passenger terminal at Marrakech's Menara Airport.

### Did You Know...

In 2006, the Kingdom of Morocco signed an “open skies” agreement with the EU that has a positive impact, particularly in terms of air traffic, on the number of operators and related investments to the aviation industry.



## NETHERLANDS

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Council – 1947-1971, 1973-1974, 1980-1983, 1989-1992 and 1998-2001
- ➔ Independent technical experts nominated by the Netherlands served on the Air Navigation Commission – 1949-1968, 1975-1986, 1994-1997 and 2000-2006
- ➔ Member of the ABIS Rotation Group (Austria, Belgium, Ireland, Luxembourg, Netherlands, Portugal and Switzerland) that maintains a permanent mission at ICAO Headquarters
- ➔ Dr Albert Plesman received the Edward Warner Award in 1959

### Historical Footnote

KLM Royal Dutch Airlines, founded in 1919, is the world's oldest airline operating under its original name. Its first scheduled flights between Amsterdam and London in 1920 are the oldest international scheduled services and are still operated.



### State Statistics

Capital
Amsterdam
Official Language
Dutch
Area
41 526 km <sup>2</sup>
Population
16.8 million
Gross Domestic Product*
USD 772.20 billion
USD 45 955 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
5
International Passenger Traffic
52.6 million passengers
International Cargo Traffic
1.5 million metric tonnes
National Airlines with International Services
6
Foreign Airlines
94

### Quick Facts

- ➔ Amsterdam Airport Schiphol is the oldest airport in the world still situated at the same location. It offers 323 direct destinations by 99 scheduled airlines and handles 425 565 aircraft movements a year.
- ➔ Some 31 million passengers are flown to/from Schiphol by KLM Group.
- ➔ 500 companies are located at Schiphol and 65 000 people work there.
- ➔ Schiphol has 65 000 m<sup>2</sup> of terminal area, five main runways on 2 787 hectares, and a value of fixed assets of 4.0 billion euros.
- ➔ 290 000 jobs in the Netherlands are related to the aviation sector that contributes 26 billion euros to the Dutch GDP.
- ➔ In 1992, an "open skies" agreement with the United States was the first of its kind.
- ➔ KLM celebrated its 95<sup>th</sup> anniversary on 7 October 2014.

### Did You Know...

In 2014, the Dow Jones Sustainability Index (DJSI), main international index of companies in terms of sustainable development, for the 10<sup>th</sup> consecutive year ranked Air France-KLM leader of the transportation industry group.



## NORWAY

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Council – 1953-1956, 1962-1965, 1971-1974, 1983-1986, 1998-2001 and 2013 to the present
- ➔ Independent technical experts nominated by Norway have served on the Air Navigation Commission – 1951-1953, 1960-1962, 1969-1971, 1979-1980 and 1990-1993
- ➔ Member of the NORDICAO Rotation Group (Denmark, Estonia, Finland, Iceland, Latvia, Norway and Sweden) that maintains a permanent mission at ICAO Headquarters

### Historical Footnote

The first flight in Norway took place in 1912 when an officer from the Royal Norwegian Navy completed a flight of 45 minutes over the Oslo fiord between the cities of Horten and Fredrikstad.

© Oslo Airport



© CAA Norway



### State Statistics

#### Capital

Oslo

#### Official Language

Norwegian

#### Area

307 860 km<sup>2</sup>

#### Population

5.1 million

#### Gross Domestic Product\*

USD 500 billion

USD 99 636 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

18

#### International Passenger Traffic

18.6 million passengers

#### International Cargo Traffic

81 362 metric tonnes

#### National Airlines with International Services

3

#### Foreign Airlines

37

### Quick Facts

- ➔ Aviation is the backbone of the Norwegian transportation system.
- ➔ In 2012, some 50 million passengers boarded flights to and from Norwegian airports, a number expected to reach 80 million by 2050.
- ➔ Norwegians use domestic flights more often than any other European country; almost 30 million passengers travelled within Norway in 2012.
- ➔ There are 52 airports in Norway with regular passenger traffic, making Norway the European country with the most airports per citizen.
- ➔ Of these airports, 21 had more than 50 international arrivals and departures (regular and charter) in 2013.
- ➔ Norway has actively supported the development of more environmentally friendly aviation operations, such as "green" takeoffs and landings and, more recently, bio-fuel research.

### Did You Know...

The Norwegian national ANS provider Avinor has two full-scale, remotely operated tower operations currently being tested in Bodø, Norway. A successful test could allow handling traffic at several rural airports from one central location.





## POLAND

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Council – 2013 to the present
- ➔ Chair of the Central European Rotation Group comprised of Bulgaria, Czech Republic, Greece, Hungary, Lithuania, Poland, Romania, Slovakia, and Slovenia
- ➔ Maintains a permanent mission at ICAO Headquarters



### State Statistics

#### Capital

Warsaw

#### Official Language

Polish

#### Area

312 679 km<sup>2</sup>

#### Population

38.5 million

#### Gross Domestic Product\*

USD 490 billion

USD 12 721 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

13

#### International Passenger Traffic

20.9 million passengers

31 billion revenue passenger-kilometres

#### International Cargo Traffic

33 683 metric tonnes

120.6 million freight tonne-kilometres

#### National Airlines with International Services

15

#### Foreign Airlines

197

### Historical Footnote

Stanisław Skarżyński flew the Polish-made single engine airplane, RWD-5bis, over the Atlantic Ocean on 8 May 1933. The flight lasted 17 hours and 15 minutes; it broke the world record for tourist aircraft in the under 450 kg category.



### Quick Facts

- ➔ The Convention for the Unification of Certain Rules Relating to International Carriage by Air signed in Warsaw in 1929 is one of the oldest air conventions still in use.
- ➔ LOT Polish Airlines, founded in 1929, celebrated its 85<sup>th</sup> anniversary in 2014.
- ➔ The largest Polish International Airport, Warsaw Chopin Airport, celebrated its 80<sup>th</sup> anniversary in 2014.
- ➔ LOT Polish Airlines was the first European airline to fly the Boeing 787 Dreamliner.
- ➔ The Civil Aviation Authority of the Republic of Poland and the Polish Air Navigation Services Agency both organized in 2013, in Gdansk, the International Air & Space Law Conference attended by international experts from around the world.
- ➔ Two new Polish International Airports, Warsaw Modlin Airport and Lublin Airport were opened in 2012.

### Did You Know...

In 2012, glider pilots Sebastian Kawa and Zbigniew Nieradka won Gold Medals at World Gliding Championships in the 15m and 18m classes. Both occupy the top two positions in the ranking of the FAI International Gliding Commission (IGC).



## PORTUGAL

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Council – 1947-1962 and 2013 to the present
- ➔ Member of the ABIS Rotation Group (Austria, Belgium, Ireland, Luxembourg, Netherlands, Portugal and Switzerland) that maintains a permanent mission at ICAO Headquarters



### State Statistics

#### Capital

Lisbon

#### Official Language

Portuguese

#### Area

92 212 km<sup>2</sup>

#### Population

10.5 million

#### Gross Domestic Product\*

USD 212.1 billion

USD 20 175 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

8

#### International Passenger Traffic

25.2 million passengers

67.2 billion revenue passenger-kilometres

#### International Cargo Traffic

110 959 metric tonnes

444.7 million freight tonne-kilometres

#### National Airlines with International Services

20

#### Foreign Airlines

460

### Historical Footnote

The first aerial crossing of the South Atlantic, on the Lisbon-Rio de Janeiro route, was made by Sacadura Cabral and Gago Coutinho between 30 March and 17 June 1922. The exploit remains a great milestone in Portugal's aviation's history.

© Jorge Abreu - Madelra Spotters



### Quick Facts

- ➔ Civil aviation began in 1927 as a Department in the Ministry of Commerce and Communications. In 1944, the Civil Aviation Authority was first called the Civil Aeronautical Secretariat. It became an independent regulatory authority in 2014.
- ➔ Portugal has always worked to foster international cooperation and to secure the highest possible degree of harmonization in civil aviation regulations, standards and procedures.
- ➔ In 2007, the Lusophone Community of Civil Aviation Authorities was created to improve cooperation in areas such as safety, security, exchange of information and staff training.
- ➔ Concluded more than 80 air services agreements linking all continents.
- ➔ Portugal plays an important role in the provision of services and facilities to international civil air navigation, covering its own territory and a large portion of the North Atlantic, corresponding to some 5 800 000 km<sup>2</sup>.

### Did You Know...

TAP was the first airline in the world to launch, on the World Environment Day 2009, its Carbon Offset Programme in conjunction with the International Air Transport Association.



## REPUBLIC OF MOLDOVA

### Relationship with



ICAO

- ➔ Joined in 1992
- ➔ Member of the Black Sea-Caspian Group comprised of Azerbaijan, Georgia, Republic of Moldova, Turkey and Ukraine



### State Statistics

#### Capital

Chisinau

#### Official Language

Romanian

#### Area

33 842,51 km<sup>2</sup>

#### Population

3.6 million

#### Gross Domestic Product\*

USD 7.3 billion

USD 2 047 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

1

#### International Passenger Traffic

1.3 million passengers

696 million revenue passenger-kilometres

#### International Cargo Traffic

2 829 metric tonnes

1.1 million freight tonne-kilometres

#### National Airlines with International Services

2

#### Foreign Airlines

14

### Historical Footnote

In 2012, Moldova signed the Common Aviation Area Agreement with the European Union. The Agreement lays down the basis of Moldovan civil aviation. The aim of the Agreement is to fully harmonize the country's aviation legislation with that of Europe.



### Quick Facts

- ➔ Air Moldova, the national carrier, operates to 25 destinations and handles 50% of the traffic.
- ➔ Chisinau International Airport is the biggest airport in Moldova and served 1.3 million passengers in 2013.
- ➔ The airport was designated as the best in the Commonwealth of Independent States (CIS) for seven years in a row.
- ➔ The biggest runway in the former URSS and Europe is situated at Chisinau International Airport. It measures 3 590 metres in length.
- ➔ Some 30 international destinations are proposed to travellers.

### Did You Know...

Milestii Mici is recognized by the Guinness World Records as being the largest wine cellar by the number of bottles. The bottles are stored in 55 km of underground galleries. The first bottle was stored in 1968, and new vintages are added each year.





## ROMANIA

### Relationship with ICAO

- ➔ Joined in 1965
- ➔ Member of the Council – 1995-1998 and 2007-2010
- ➔ Member of the Central European Rotation Group comprised of Bulgaria, Czech Republic, Greece, Hungary, Lithuania, Poland, Romania, Slovakia, and Slovenia
- ➔ Dr Nicolas Mateesco Matte received the Edward Warner Award in 2010



### State Statistics

#### Capital

Bucharest

#### Official Language

Romanian

#### Area

230 160 km<sup>2</sup>

#### Population

20 million

#### Gross Domestic Product\*

USD 169.4 billion

USD 8 437 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

16

#### International Passenger Traffic

3.3 million passengers

4.7 billion revenue passenger-kilometres

#### International Cargo Traffic

4 322 metric tonnes

5.6 million freight tonne-kilometres

#### National Airlines with International Services

18

#### Foreign Airlines

43

### Historical Footnote

The Romanian Civil Aviation Directorate was created on 26 June 1920.

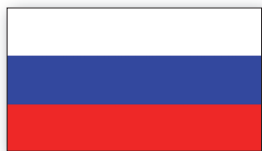


### Quick Facts

- ➔ Romania has concluded more than 90 bilateral air services agreements, of which 42 are "open skies" – 28 of these with European Union countries.
- ➔ Aviation security has obtained a deficiency-free rating following ICAO Audits, placing Romania in the top 10.
- ➔ Results for the Universal Safety Oversight Audit Programme – Continuous Monitoring Approach place Romania in 4<sup>th</sup> position in Europe and 10<sup>th</sup> in the world.
- ➔ Henri Coanda International Airport is the busiest airport in Romania, with more than seven million passengers, and is the major hub for the national carrier TAROM.

### Did You Know...

Henri Coanda (7 June 1886 – 25 November 1972) was a Romanian inventor, aerodynamics pioneer and builder of the world's first jet-powered aircraft, the Coanda-1910. He also discovered the Coanda effect.



## RUSSIAN FEDERATION

### Relationship with ICAO

- ➔ Joined in 1970
- ➔ Member of the Council – 1971 to the present
- ➔ Independent technical experts nominated by the Russian Federation have served on the Air Navigation Commission continuously since 1972
- ➔ Y. M. Fedorov given the Air Navigation Commission Laurel Award award in 2011
- ➔ Maintains a mission at ICAO Headquarters
- ➔ A.F. Aksenov, I.I. Sikorsky and T.G. Anodina received the Edward Warner Award, respectively in 1985, 1990 and 1997



### State Statistics

#### Capital

Moscow

#### Official Language

Russian

#### Area

17 125 407 km<sup>2</sup>

#### Population

146 270 033 million

#### Gross Domestic Product\*

USD 2463 trillion

USD 17 687 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

71

#### International Passenger Traffic

29.9 million passengers

94 billion revenue passenger kilometres

#### International Cargo Traffic

495 624 metric tonnes

11.4 billion freight tonne-kilometres

#### National Airlines with International Services

172

#### Foreign Airlines

889

### Historical Footnote

Russian civil aviation was established on 9 February 1923. As far back as the mid-1930s, domestic aircraft were used and training programmes established. Russia is a full participant in the global air traffic system.



### Quick Facts

- ➔ In February 2001, Russia launched Cross Polar routes, which are now part of a dynamic transport system with 30% annual growth compared to overall 6-7% traffic growth. Over 600 flights are operated monthly, having carried 70 000 plus passengers from 2001 to 2012.
- ➔ The route length in Russia totals 690 000 km which is almost twice the distance between the earth and the moon. The longest non-stop flight takes 8h10mins compared to a 10-hour flight to the U.S. over the Atlantic.
- ➔ On 18-20 June 1937, V. Chkalov, G. Baidukov and A. Beliakov, the Soviet aviators, were the first in history to conduct a non-stop flight from Moscow to Vancouver across the North Pole with a total length of 8 504 km.
- ➔ The world's most mass-produced twin-engine helicopter in history is the MI-8.

### Did You Know...

Russia is the birthplace of the world's first multi-seat, multi-engine airliner "Ilya Muromets" built in 1913 by I. Sikorski. It had a heated passenger cabin with electric lightning, a bedroom, a living room and even a toilet.



## SAN MARINO

### Relationship with



ICAO

➔ Joined in 1988



### Historical Footnote

On 7 November 2012, the San Marino Civil Aviation Authority and Aviation Registry Group (ARG) entered into an agreement to promote the registration of civil aircraft; several administrative and technical services have since been outsourced.

### State Statistics

#### Capital

City of San Marino

#### Official Language

Italian

#### Area

61.19 km<sup>2</sup>

#### Population

32 520

#### Gross Domestic Product\*

USD 1.9 billion

USD 59 302 per capita

\*Source: UNdata 2012

### Air Transport Statistics

#### International Airport

Heliport

#### International Passenger Traffic

N/A passengers

#### International Cargo Traffic

N/A metric tonnes

#### National Airlines with International Services

N/A

#### Foreign Airlines

N/A

### Quick Facts

- ➔ In January 2014, the San Marino Civil Aviation Authority (CAA) executed an ICAO article 83bis agreement with the Republic of Serbia Civil Aviation Directorate for a commercially operated Falcon 900EX.
- ➔ In March 2014, the San Marino CAA and Lebanon executed an ICAO article 83bis agreement for the transfer of safety oversight to Middle East Airlines and registered four Airbus A320s under T7-.



### Did You Know...

The Republic of San Marino, founded in the year 301 AD, is one of the oldest republics in the world and it is a UNESCO World Heritage site since 2008.





## SERBIA

### Relationship with ICAO

- ➔ Serbia is a successor State of the Socialist Federal Republic of Yugoslavia (SFRY) that was one of the original 52 signatories to the Chicago Convention of 1944
- ➔ The SFRY was Member of the Council from 1975 to 1980
- ➔ Serbia renewed its membership in ICAO in 2000



### State Statistics

#### Capital

Belgrade

#### Official Language

Serbian

#### Area

88 361 km<sup>2</sup>

#### Population

7.2 million

#### Gross Domestic Product\*

USD 38.1 billion

USD 5 294 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

2

#### International Passenger Traffic

3.6 million passengers

#### International Cargo Traffic

7 610 metric tonnes

#### National Airlines with International Services

6

#### Foreign Airlines

30

### Historical Footnote

Ivan Saric, a Serbian aviation pioneer and self-taught designer and constructor, produced and piloted his first aircraft, "Saric 1", in 1910. The aircraft was powered with a 24-horsepower, three-cylinder engine.



### Quick Facts

- ➔ Concluded more than 100 bilateral air services agreements and arrangements on air transport, including the Multilateral Agreement on the Establishment of a European Common Aviation Area on 29 June 2006.
- ➔ The Civil Aviation Directorate is the authority responsible for constantly improving the civil aviation system through the application of modern European and international standards.
- ➔ Belgrade's Nikola Tesla International Airport recorded 46 828 aircraft movements and more than 3.5 million passengers in 2013.
- ➔ The SMATSA Aviation Academy, located in Vrsac, is one of the largest training centres in Europe.

### Did You Know...

The Kingdom of Serbia was one of the first countries to establish a legal framework in the field of civil aviation, with the adoption of the Decree on Transport Devices in Air Travel, on 21 February 1913.



## SLOVAKIA

### Relationship with



ICAO

- ➔ Joined in 1993
- ➔ Member of the Council – 1998-2001
- ➔ Member of the Central European Rotation Group comprised of Bulgaria, Czech Republic, Greece, Hungary, Lithuania, Poland, Romania, Slovakia, and Slovenia



### State Statistics

#### Capital

Bratislava

#### Official Language

Slovak

#### Area

49 036 km<sup>2</sup>

#### Population

5.4 million

#### Gross Domestic Product\*

USD 91.3 billion

USD 16 893 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

8

#### International Passenger Traffic

1.8 million passengers

#### International Cargo Traffic

21 498 metric tonnes

#### National Airlines with International Services

3

#### Foreign Airlines

9

### Historical Footnote

The first Slovak Airshow took place in Piešťany on July 22 1914.



### Quick Facts

- ➔ Bratislava Airport was voted the 5<sup>th</sup> best airport in Eastern Europe at the 2014 World Airport Awards.
- ➔ Poprad Tatry airport is the airport with the highest elevation in Central Europe – 718 metres.

### Did You Know...

Slovakia hosts a number of airshows every year. The biggest one is the Slovak International Air Fest (SIAF) that takes place at Sliač airport.



## SLOVENIA

### Relationship with ICAO

- ➔ Joined in 1992
- ➔ Member of the Council – 2010-2013
- ➔ Member of the Central European Rotation Group comprised of Bulgaria, Czech Republic, Greece, Hungary, Lithuania, Poland, Romania, Slovakia, and Slovenia



### State Statistics

Capital
Ljubljana
Official Language
Slovene
Area
20 273 km <sup>2</sup>
Population
2.1 million
Gross Domestic Product*
USD 45.4 billion
USD 22 059 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
3
International Passenger Traffic
1.3 million passengers (Ljubljana Jože Pučnik Airport, 2013)
928 million revenue passenger-kilometres (Adria Airways, 2013)
International Cargo Traffic
17 777 metric tonnes (Ljubljana Jože Pučnik Airport, 2013)
247.5 million freight tonne-kilometres (Adria Airways, 2013)
National Airlines with International Services
1
Foreign Airlines
8

### Historical Footnote

Slovenia entered the world of civil aviation early with the first flight of Slovene airplane designer and constructor Edvard Rusjan on 25 November 1909, near Gorizia. He built the biplane, named Eda I, together with his brother Josip.



### Quick Facts

- ➔ In addition to three international airports, the air transport system includes:
  - 13 public airports
  - one airport for military use
  - around 30 airfields
  - 23 more airfields for paragliders
  - some 55 training organizations
  - around 700 registered aircraft, and
  - more than 3 000 licenced pilots
- ➔ Pipistrel d.o.o. Ajdovscina, established in 1987, is the world leader in development and production of ultralight powered gliders and advanced light aircraft.

### Did You Know...

Slovenian aerobatics pilot Peter Podlunsek won eight national championships. Since 2008, he took part in some 250 airshows in Europe, China and Libya. In his first Red Bull Air Race World Championship in Croatia, in 2014, he placed third.





## SPAIN

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Council since 1951
- ➔ Independent technical experts nominated by Spain have served on the Air Navigation Commission since its inception and have chaired the Commission for a total of 11 years
- ➔ Maintains a permanent mission at ICAO Headquarters
- ➔ Dr Indalecio Rego Fernandez received the Edward Warner Award in 1980



### State Statistics

Capital
Madrid
Official Language
Spanish
Area
498 800 km <sup>2</sup>
Population
46.8 million
Gross Domestic Product*
USD 1.3 trillion
USD 28 282 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
47 and 2 heliports
International Passenger Traffic
187 million passengers
305 billion revenue passenger-kilometres
International Cargo Traffic
670 million metric tonnes
National Airlines with International Services
61 commercial companies
Foreign Airlines
760 commercial companies

### Historical Footnote

In 1911, a first flight was operated at the Cuatro Vientos airport, while the first commercial flight of Iberia airlines (Madrid/Barcelona) took place on 14 December 1927. In 1946, the Madrid/Buenos Aires route first linked Europe with Latin America.



©Madrid-Barajas airport Terminal 4

### Quick Facts

- ➔ Spain is one of four Airbus partners, with manufacturing and assembly plants in Madrid, Sevilla and Cadiz. More than 70 countries use Spanish technology in their air traffic control centres.
- ➔ Spanish companies Aena, Ferrovial and Abertis own and participate in airport operations in several Latin American and European countries.
- ➔ More than 1.7 million flights were managed by ENAIRE air traffic control services in 2013.
- ➔ Spain serves three Flight Information Regions with four area control centres.
- ➔ There are 93 active bilateral and multilateral agreements with States that are not members of the European Union.
- ➔ The Madrid and Barcelona route is the densest city-pair in Europe with more than 100 flights a day.
- ➔ Spain ranks third in the world in terms of foreign tourists, with 60.7 million in 2013. Some 80% of them used air transport. Tourism contributes more than 10% to GDP.

### Did You Know...

Aena is the world's largest airport operator with more than 187 million passengers in 2013. The continental airspace under Spanish responsibility is 2.2 million km<sup>2</sup>; it ranks sixth in the world and second in Europe.



## SWEDEN

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Council – 1947-1950, 1956-1959, 1965-1968, 1974-1977, 1986-1989, 1993-1996, 2001-2004 and 2008-2011
- ➔ Independent technical experts nominated by Sweden have served on the Air Navigation Commission – 1953-1956, 1963-1965 and 1981-1986
- ➔ Member of the NORDICAO Rotation Group (Denmark, Estonia, Finland, Iceland, Latvia, Norway and Sweden) that maintains a permanent mission at ICAO Headquarters
- ➔ Mr Knut Hammar skjöld received the Edward Warner Award in 1983



### State Statistics

Capital
Stockholm
Official Language
Swedish
Area
449 964 km <sup>2</sup>
Population
9.7 million
Gross Domestic Product*
USD 523.9 billion
USD 55 039 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
30
International Passenger Traffic
24.7 million passengers
International Cargo Traffic
125 621 metric tonnes
National Airlines with International Services
8
Foreign Airlines
60

### Historical Footnote

Sweden's Carl Ljungberg served as Secretary General of ICAO for almost seven years – from 1 January 1952 to 31 July 1959.



### Quick Facts

- ➔ Aviation ensures connectivity to and from remote areas in Sweden.
- ➔ Member of the Council's Committee on Aviation Environmental Protection (CAEP) since its inception.
- ➔ Sweden's 39 airports served 31.8 million passengers in 2013, with scheduled or non-scheduled traffic. They connect the country to some 135 foreign destinations in 35 countries.
- ➔ The Swedish airspace covers 625 000 square kilometres. There were nearly 700 000 movements in controlled airspace, of which 42% were overflights.
- ➔ In late 2013, an advanced validation activity for remote towers was approved by the Swedish Transport Agency. It included provision of air traffic services for Örnsköldsvik airport from the remote tower facility in Sundsvall.

### Did You Know...

The oldest Swedish airport still in operation is Norrköping/ Kungsängen Airport. It is situated approximately 160 km south west of Stockholm and opened for traffic in September 1934.

Interview with the Director General of Civil Aviation in Sweden  
and President of ECAC

## Ms Ingrid Cherfils

**Sweden is the first country in the world to grant an operational approval for a remote tower system, or remotely operated aerodrome control system. What opportunities does such a system offer and what is the role of ICAO in this area?**

We had to overcome many challenges in the process leading up to the approval of the Sundsvall Remote Centre (RTC) to provide air traffic services (ATS) for Örnsköldsvik Airport located 125 km away. The Centre now features the first approved application of remote tower technology in the world. It means that a controller at an RTC has the tools, in addition to live video, to operate an airport from a distance, as if he or she was there in person, in a traditional air traffic control tower. The technology makes it possible to retain air traffic services at low traffic airports or add services to airports without towers.

Remote air traffic services in sparsely populated areas opens up new opportunities for developing air traffic or making existing services more cost efficient. The concept is already being considered in other parts of the world. As this and other technological innovations progress, however, it is important to assess current standards. Sweden would strongly support ICAO in initiating an assessment of current ICAO provisions in this area and adapting them, as required, to the Global Air Navigation Plan (GANP).

**Sweden is a candidate for a seat on the Council in 2016. Why should its candidacy be considered?**

Sweden is a founding member of ICAO and has a long, unbroken tradition of active support of the Organization. We value the high quality output of the Council, the Air Navigation Commission and their associated bodies. We contribute to a number of Panels, including the Flight Operations Panel, where the Swedish Member has recently been appointed chairman, as well as the newly created Remotely Piloted Aircraft Systems (RPAS) Panel.

The issues dealt with by the RPAS Panel cover an area of growing interest to many Member States and are of special interest for a large but sparsely populated country like Sweden.

As a Council Member for the 2016-2018 triennium, Sweden will be able to enhance its contribution to the work of ICAO by taking a more direct part in the decision-making process and bringing to the table its unique set of best practices and expertise. We are committed to the principle of cooperation among and with all Member States to continually improve international civil aviation. And we know that we can play an important role in the safe and sustained growth of global air transport in our region and elsewhere around the world.

**Sweden is part of the NORDICAO rotation group. What is your experience of rotation groups in general and NORDICAO in particular?**

The concept of rotation groups has served Sweden and other States well. It enables a continuous presence at ICAO, while limiting costs and fostering collaboration. In the future, we feel rotation groups could play a more important role for promoting the participation of Member States in the affairs of ICAO. Sweden would support an increase in rotation groups, should this be the wish of Member States.

NORDICAO was the first rotation group in ICAO, a reflection of longstanding cooperation based on practical imperatives and a common culture among Nordic countries to work together. The NORDICAO States control a huge airspace critical to North Atlantic traffic and optimum cooperation is essential in ensuring the safety and efficiency of air navigation services. I take this opportunity to welcome our new members, Estonia and Latvia, who joined NORDICAO in 2014. This proves the resilience and adaptability of NORDICAO and of the rotation group concept. We are able to adapt to a changing world.





## SWITZERLAND

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Council – 1986-1989, 1995-1998 and 2007-2010
- ➔ Independent technical experts nominated by Switzerland served on the Air Navigation Commission – 1990-1994 and 2003-2006
- ➔ Member of the ABIS Rotation Group (Austria, Belgium, Ireland, Luxembourg, Netherlands, Portugal and Switzerland) that maintains a permanent mission at ICAO Headquarters
- ➔ Dr Werner Guildimann received the Edward Warner Award in 1982

### Historical Footnote

On 7 July 2010, the "Solar Impulse", built and registered in Switzerland, conducted the first night flight of a fully solar-powered aircraft and, in 2015, it will undertake a round-the-world tour.



### State Statistics

#### Capital

Bern

#### Official Languages

German, French, Italian, Romanish

#### Area

41 128 km<sup>2</sup>

#### Population

8.1 million

#### Gross Domestic Product\*

USD 631.2 billion

USD 78 929 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

7

#### International Passenger Traffic

43.2 million passengers

78.5 billion revenue passenger-kilometres

#### International Cargo Traffic

393 919 metric tonnes

1.9 billion freight tonne-kilometres

#### National Airlines with International Services

8

#### Foreign Airlines

230

### Quick Facts

- ➔ Half of Switzerland is covered by the Alps.
- ➔ Helicopters are the backbone of the life-saving service in mountainous regions.
- ➔ Has the highest number of pilots relative to the population and one of the most heavily used airspaces in Europe.
- ➔ The national airports of Switzerland are located in Zurich, Geneva and Basel but the airport of Basel-Mulhouse (EuroAirport) is located entirely in France and is the only binational airport in the world, based on a 1949 Agreement between Switzerland and France.
- ➔ Geneva hosts the European headquarters of the United Nations.
- ➔ Switzerland is an active member in many working groups of ICAO, mainly in the fields of safety, security, environment and economic affairs.

### Did You Know...

The airport at Samedan (near St. Moritz) is the highest location in Europe for an airport capable of handling wide-body aircraft.



## TAJIKISTAN

### Relationship with

➔ Joined in 1993



ICAO



### State Statistics

#### Capital

Dushanbe

#### Official Language

Tajik

#### Area

139 960 km<sup>2</sup>

#### Population

8 million

#### Gross Domestic Product\*

USD 7.6 billion

USD 953 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

4

#### International Passenger Traffic

2.3 million passengers

#### International Cargo Traffic

5 055 metric tonnes

#### National Airlines with International Services

6

#### Foreign Airlines

18

### Historical Footnote

Civil aviation in Tajikistan began on 3 September 1924 with the arrival in Dushanbe of the first aircraft, a U-13, flying in from Bukhara. The first regular flight was on the Dushanbe-Termez-Samarkand-Tashkent route and has been in operation since 1927.



### Quick Facts

- ➔ The first aircraft appeared in Dushanbe two years before the automobile and five years before the train.
- ➔ 93% of Tajikistan is covered by mountains. Dushanbe is located at an altitude of 800 metres.
- ➔ The highest mountain peak is Ismoil Somoni Peak, at 7 495 metres. The aerodrome in Murgab city is considered the highest aerodrome in the world.

### Did You Know...

The world's tallest flagpole, at 165 metres high, was erected in Dushanbe.



## THE FORMER YUGOSLAV REPUBLIC OF MACEDONIA

### Relationship with

➔ Joined in 1992



ICAO



### State Statistics

#### Capital

Skopje

#### Official Language

Macedonian

#### Area

25 715 km<sup>2</sup>

#### Population

2.1 million

#### Gross Domestic Product\*

USD 9.6 billion

USD 4 548 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

2

#### International Passenger Traffic

1.3 million passengers

#### International Cargo Traffic

3 589 metric tonnes

#### National Airlines with International Services

N/A

#### Foreign Airlines

13

### Historical Footnote

One of the successor States of the former Yugoslavia, from which it declared independence in 1991. In 2011, both international airports were modernized: Skopje Alexander the Great Airport and Ohrid St. Paul the Apostle Airport.



### Quick Facts

- ➔ Air services agreements with 34 States on five continents - four are "open skies" agreements.
- ➔ Hosted the High-level Regional Cooperation Meeting in March 2014 attended by the heads of ICAO EUR/NAT, ECAC and EUROCONTROL and representatives from 10 states.
- ➔ Republic of Macedonia is strategically located in the centre of the Balkan Peninsula, connecting Europe with Asia.
- ➔ In 1979 and 1980, Ohrid and Lake Ohrid were named Cultural and Natural World Heritage Sites by UNESCO.
- ➔ Mother Theresa was born in Skopje, the capital of the Republic of Macedonia, on 26 August 1910.
- ➔ International traffic has grown steadily over the past four years: 725 472 passengers in 2010; 834 273 in 2011; 906 871 in 2012; 1.1 million in 2013; and 1.3 million in 2014.

### Did You Know...

According to NASA, Kokino is 4<sup>th</sup> on the list of oldest megalithic observatories in the world, right after Abu Simbel in Egypt, Stonehenge in Great Britain and Angkor Wat, in Cambodia.





## TUNISIA

### Relationship with ICAO

- ➔ Joined in 1957
- ➔ Member of the Council – 1962-1974, 1986-1992 and 2004-2010
- ➔ Member of the Maghreb States Rotation Group comprised of Algeria, Libya, Mauritania, Morocco and Tunisia



### State Statistics

Capital
Tunis
Official Language
Arabic
Area
163 610 km <sup>2</sup>
Population
10.9 million
Gross Domestic Product*
USD 45.2 billion
USD 4 197 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
9
International Passenger Traffic
10.7 million passengers
International Cargo Traffic
15 metric tonnes
National Airlines with International Services
4
Foreign Airlines
92

### Historical Footnote

The main national regulations governing aviation activity are the Civil Aviation Code promulgated under Law No. 99-58 of June 29 1999 and all texts subsequently supplemented and amended, as well as Decree No. 2014-409 of 16 January 2014.



### Quick Facts

- ➔ Tunisia is a member of the African Civil Aviation Commission (AFCAC) and the Arab Civil Aviation Commission (ACAC).
- ➔ Participates in collaborative projects such as the EUROMED Programme and the BLUE MED Functional Airspace Block (FAB) project, Mediterranean Aviation Safety Cell (MASC) and Global Navigation Satellite System (GNSS).
- ➔ Actively involved in various specialized regional working groups.
- ➔ Tunisia has concluded 77 bilateral air services agreements.

### Did You Know...

The Republic of Tunisia occupies an area of 163 610 km<sup>2</sup>, of which 8 250 km<sup>2</sup> are water. It is bordered by Algeria to the west, Libya to the southeast and the Mediterranean Sea to the north and east.



## TURKEY

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Council – 1947-1950
- ➔ 17<sup>th</sup> largest contributor to ICAO budget
- ➔ Candidate to the Council in 2016
- ➔ Member of the Black Sea-Caspian Group comprised of Azerbaijan, Georgia, Republic of Moldova, Turkey and Ukraine
- ➔ Maintains a permanent mission at ICAO Headquarters



### State Statistics

Capital
Ankara
Official Language
Turkish
Area
783 562 km <sup>2</sup>
Population
76.6 million
Gross Domestic Product*
USD 788.9 billion
USD 10 661 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
37
International Passenger Traffic
82.7 million passengers
135.1 billion revenue passenger-kilometres
International Cargo Traffic
803 800 metric tonnes
2.3 billion freight tonne-kilometres
National Airlines with International Services
13
Foreign Airlines
199

### Historical Footnote

The Civil Aviation Act of 19 November 1983 liberalized the air transport sector, followed by a 2003 regional aviation project for the full liberalization of domestic services. Law 5431 of 10 November 2005 established the financial independence of the DGCA.



### Quick Facts

- ➔ Significant increases over the last decade: 336% in passengers carried; 167% in cargo carried; 184% in aircraft using Turkish airspace; 259% in aviation employees, for a total of 180 570; and 156% in aircraft fleet.
- ➔ The current fleet of 415 passenger aircraft will nearly double over the next decade with recent orders of 312 Boeing and Airbus aircraft by Turkish carriers.
- ➔ Turkish carriers now serve 286 destinations in 112 countries.
- ➔ Air services agreements signed with 162 ICAO Member States.
- ➔ Industry revenue is USD 23.8 billion.
- ➔ High quality air navigation, maintenance, training, airport and ground handling services provided under international standards.
- ➔ Construction of a 3<sup>rd</sup> airport in Istanbul with annual 150 million passengers capacity is underway.
- ➔ Turkey is a member of ECAC and EUROCONTROL.

### Did You Know...

Development of Turkish aviation is unprecedented: its flag carriers operate to more countries than any other airline in the world. Atatürk, Founder of Turkey, was ahead of his time when he said in the 1920s that "The Future is in the skies".





# Europe's Best Airline Shines Bright

Turkish Airlines is a proud member of the Star Alliance network.  
Fly to more than 1,300 destinations worldwide  
and take advantage of unique Star Alliance<sup>®</sup> and Miles&Smiles benefits.

**WIDEN YOUR  
WORLD**

**TURKISH  
AIRLINES**



Europe's  
Best Airline

[TURKISHAIRLINES.COM](http://TURKISHAIRLINES.COM)

Voted Europe's Best Airline at the 2016 Skytrax Passenger Choice Awards



## Interview with the Permanent Representative of Turkey to ICAO Mr Çağatay Erciyes, Ambassador



### How do you explain the remarkable success of the aviation sector in Turkey?

Over the last decade, Turkey posted consistent increases in traffic and expects double-digit growth in the future. The catalyst was our Government's decision in 2003 to reform the sector. Liberalizing the domestic market created a competitive environment that promoted rapid, exponential growth.

Economic growth was also a factor. Turkey has the fastest growing economy in Europe, and one of the most dynamic in the world, with an average annual real GDP growth rate of 5% over 10 years. Plus, Istanbul's ideal location means that 41 countries can connect there within three hours, 53 countries within four and 66 countries within five.

Today, Turkey ranks 12<sup>th</sup> and 14<sup>th</sup> worldwide in terms of FTKs and RPKs on scheduled services, respectively. With 37 international airports, Turkey offers air services from almost 200 international scheduled airlines. In 2014, Istanbul Ataturk Airport ranked 13<sup>th</sup> in the world in terms of passenger volume. Among our 13 national air carriers, Turkish Airlines flies to 264 destinations in 108 countries,

more than any other airline in the world, and was named by SKYTRAX the best Airline in Europe for the 4<sup>th</sup> consecutive year.

### What is your strategy for continued growth?

We will double our aircraft passenger fleet and passenger capacity for all our airports by 2023, expand liberalization, enhance aviation safety and security, ensure more efficient use of airspace and develop our human resources. Also, the first phase of a third international airport in Istanbul capable of handling 150 million passengers annually should open in late 2017.

Thanks to its vibrant aviation sector, Turkey will build on its current status as the world's 6<sup>th</sup> most visited holiday destination with 37.8 million tourists a year.

### What is the nature of your involvement with ICAO?

Turkey's commitment to ICAO is unabated. We maintain a Permanent Mission at ICAO Headquarters and diligently follow the work of the Council, the Air Navigation Commission and Committees. Currently, Turkey is the 17<sup>th</sup> largest contributor to the ICAO budget and provides 4 secondees to the Secretariat. We also provide assistance on safety and security issues to many other States, including technical support, training and equipment.

### How do you see your relationship with ICAO evolving?

Given the remarkable performance and future goals of our aviation sector, we deem it fair to assume more responsibilities in ICAO, notably on the Council. I believe Turkey's candidacy will receive the required support in the 2016 elections. I also believe that our membership on the Council will enhance our contribution to the work of ICAO and complement our involvement in promoting regional cooperation through the European Civil Aviation Conference and EUROCONTROL. As we all celebrate the 70<sup>th</sup> anniversary of ICAO, Turkey will spare no effort in supporting the strategic objectives of the Organization and will work closely with all countries and aviation partners to strengthen the safety, security, efficiency and the environmental sustainability of international civil aviation.

# Turkey

...uniting continents also through aviation...

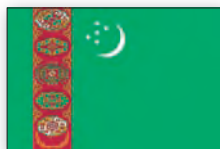
**congratulates**



**on its 70th Anniversary**







## TURKMENISTAN

### Relationship with



ICAO

➔ Joined in 1993



### State Statistics

#### Capital

Ashgabat

#### Official Language

Turkmen

#### Area

469 930 km<sup>2</sup>

#### Population

5.2 million

#### Gross Domestic Product\*

USD 35.2 billion  
USD 6 798 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

N/A

#### International Passenger Traffic

N/A passengers

#### International Cargo Traffic

N/A metric tonnes

#### National Airlines with International Services

N/A

#### Foreign Airlines

N/A

### Historical Footnote

The history of civil aircraft of Turkmenistan originates in 1927 with the establishment of the first airline that connected Chardzhou with Tashauz, through Tourtkul and Novo-Urgench.



### Quick Facts

- ➔ Turkmenistan's largest cities are Turkmenbashi and Ashgabat. The largest airport is Ashgabat Airport, with regular international flights; scheduled international flights are also available to Turkmenbashi. The principal government-managed airline of Turkmenistan is Turkmenistan Airlines.

### Did You Know...

Turkmenistan covers territory that has been at the crossroads of civilizations for centuries. In medieval times Merv (today known as Mary) was one of the great cities of the Islamic world and an important stop on the Silk Road.





## UKRAINE

### Relationship with ICAO

- ➔ Joined in 1992
- ➔ Member of the Black Sea-Caspian Group comprised of Azerbaijan, Georgia, Republic of Moldova, Turkey and Ukraine
- ➔ Mr Petro Vasilyevich Balabuyev received the Edward Warner Award in 2001



### State Statistics

#### Capital

Kyiv

#### Official Language

Ukrainian

#### Area

603 700 km<sup>2</sup>

#### Population

47.7 million

#### Gross Domestic Product\*

USD 176.6 billion

USD 3 873 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

25

#### International Passenger Traffic

15.1 million passengers

12.6 billion revenue passenger-kilometres

#### International Cargo Traffic

41 699 metric tonnes

1.5 billion freight tonne-kilometres

#### National Airlines with International Services

11

#### Foreign Airlines

56

### Historical Footnote

A new Air Code of Ukraine was promulgated in May 2011 in order to modernize the primary aviation legislation of 1993, in full compliance with ICAO Standards and Recommended Practices.



### Quick Facts

- ➔ Boryspil' (Kyiv), Kyiv (Zhuliany), Lviv, Donetsk and Kharkiv airports were completely modernized to serve as gateways for the Ukraine European Football Championship in 2012.
- ➔ Ukraine has concluded air services agreements with 70 countries and is Party to 49 international air law instruments, including the Cape Town Convention and Aviation Protocol of 2012.
- ➔ The Common Aviation Area Agreement between Ukraine and the European Union and its Member States was initiated in 2013.
- ➔ The Ukraine-EU Association Agreement was concluded in 2014.
- ➔ ICAO endorsed Training Centers (AVSEC, GSI) are operational in Kyiv.

### Did You Know...

In 68 years of activity, the Antonov Company produced some 22 000 aircraft, with more than 100 aircraft types and modifications.



## UNITED KINGDOM

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Council since 1947
- ➔ Independent technical experts nominated by the United Kingdom have served on the Air Navigation Commission continuously since 1949
- ➔ Maintains a permanent mission to ICAO Headquarters since 1947
- ➔ Mr Arnold Kean received the Edward Warner Award in 1993 and Sir William Hildred in 1965
- ➔ Miss Kaye R. Warner received the Air Navigation Commission's Laurel Award in 2003

### Historical Footnote

British aviators John Alcock and Arthur Whitten Brown made the first non-stop transatlantic flight, in June 1919. Their flight from St. John's, Newfoundland (now Canada) to Clifden, Ireland, took less than 16 hours.

© LHR Airports Limited see photolibary.heathrow.com



© Gatwick Airport



### State Statistics

#### Capital

London

#### Official Language

English  
(plus recognized regional languages)

#### Area

242 500 km<sup>2</sup>

#### Population

63.7 million

#### Gross Domestic Product\*

USD 2 480 billion  
USD 39 200 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

37

#### International Passenger Traffic

183 million passengers  
500 billion revenue passenger-kilometres

#### International Cargo Traffic

2.2 million metric tonnes  
12.5 billion freight tonne-kilometres

#### National Airlines with International Services

29

#### Foreign Airlines

220

### Quick Facts

- ➔ On 25 August 1919, the forerunner company of British Airways, Aircraft Transport and Travel Limited (AT&T), launched the first daily international scheduled air service between London and Paris.
- ➔ The first purpose-built jet airliner was the British de Havilland Comet. It first flew in 1949 and entered service in 1952.
- ➔ London is the biggest Origin and Destination aviation market in the world.
- ➔ The world's shortest scheduled air service is between Westray and Papa Westray in the Orkney Islands, Scotland.
- ➔ For one day only during the 1999 British Grand Prix, Silverstone heliport was the busiest airport ever in the world: there were 4 200 documented aircraft movements in one day.

### Did You Know...

The UK has the busiest single-runway airport in the world – London Gatwick. It also has the busiest two-runway airport in the world – London Heathrow.



## UZBEKISTAN

### Relationship with

➔ Joined in 1992



ICAO



### State Statistics

#### Capital

Tashkent

#### Official Language

Uzbek

#### Area

447 400 km<sup>2</sup>

#### Population

30.5 million

#### Gross Domestic Product\*

USD 51.2 billion

USD 1 719 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

6

#### International Passenger Traffic

2.7 million passengers

7.2 billion revenue passenger-kilometres

#### International Cargo Traffic

40 987 metric tonnes

760 million freight tonne-kilometres

#### National Airlines with International Services

3

#### Foreign Airlines

21

### Historical Footnote

On 28 December 1992, the decree of the President of the Republic of Uzbekistan formed the national airline "Uzbekistan Airways".



### Quick Facts

- ➔ On 16 June 1998, the State inspection of the Republic of Uzbekistan for flight safety oversight (Gosavianadzor) is established.

### Did You Know...

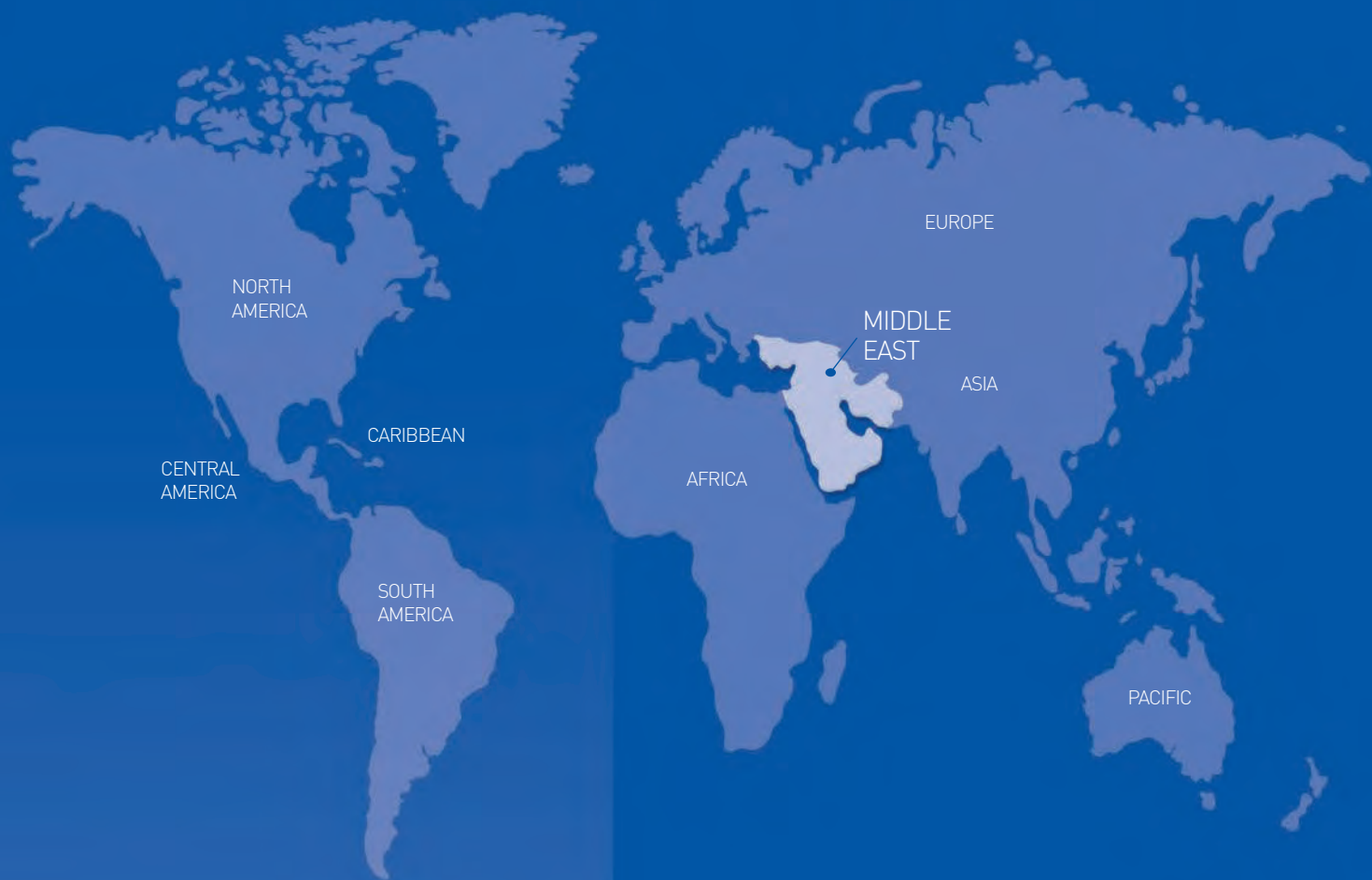
The fleet of the national air company "Uzbekistan Airways" will be made up of two Boeing 787 Dreamliners in 2016.



# MIDDLE EAST



ICAO





# ICAO



## Message from the Regional Director

**Mr Mohamed R.M. Khonji**

The MID Regional Office is based in Cairo. Its creation flows from an agreement between ICAO and the Egyptian Government signed in 1953. The Office is currently accredited to 15 ICAO Member States in the Middle East.

In the MID Region, traffic varies widely from one State to another. Some have rapidly increasing traffic, resulting in an airspace that is among the busiest in the world, while others report traffic that is declining due to the political situation. To meet this particular challenge, the MID Regional Office must balance guidance and assistance according to States' needs and circumstances, primarily through harmonization and coordinating efforts aimed at resolving differences and proposing effective solutions.

Recent political unrest has indeed brought the MID Regional Office to play a vital role in ensuring the safety and continuity of international civil aviation operations within the Region. For example, over the past three years, the MID Office was instrumental in bringing together States and concerned stakeholders to develop and implement alternate air transport operations throughout the Middle East. These and other initiatives also helped to minimize disruptions to international civil aviation between Europe and South-East Asia.

The range of cooperative projects and programmes between the MID Regional Office and government or international industry organizations is extensive, not to mention collaboration with specialized concerned bodies within the Member States and Regional associations in the Middle East.

Many of these are highlighted on the website of the MID Regional Office website at [www.icao.int/mid](http://www.icao.int/mid).

## MIDDLE EAST



## Member States – 15

- |                              |                        |
|------------------------------|------------------------|
| • Bahrain                    | • Oman                 |
| • Egypt                      | • Qatar                |
| • Iran (Islamic Republic of) | • Saudi Arabia         |
| • Iraq                       | • Sudan                |
| • Jordan                     | • Syrian Arab Republic |
| • Kuwait                     | • United Arab Emirates |
| • Lebanon                    | • Yemen                |
| • Libya                      |                        |



## BAHRAIN

### Relationship with



ICAO

✈ Joined in 1971



### State Statistics

#### Capital

Manama

#### Official Language

Arabic

#### Area

765.5 km<sup>2</sup>

#### Population

1.2 million

#### Gross Domestic Product\*

USD 30.4 billion

USD 23 040 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airport

1

#### International Passenger Traffic

7.4 million passengers

#### International Cargo Traffic

301 313 metric tonnes

#### National Airlines with International Services

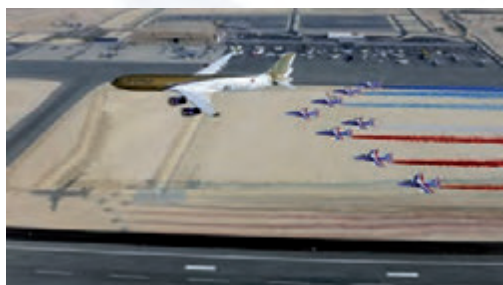
3

#### Foreign Airlines

42

### Historical Footnote

The first recorded flight was made in 1918. The first commercial flight, in 1927, operated from Bahrain to Kuwait and onward to Europe, while the first scheduled flight was from the United Kingdom to Australia, via Bahrain, in 1932.



### Quick Facts

- ✈ Bahrain has concluded air service agreements with 87 countries.
- ✈ A major airport terminal expansion project, to begin in 2015, features a capacity of 15 million passengers annually.
- ✈ Gulf Aviation Academy (GAA) provides extensive training courses for all aviation personnel across the Middle East North Africa (MENA) Region.
- ✈ Bahrain is the Chair of the Co-operative Aviation Security Programme (CASP) for the MENA Region. CASP-MID provides technical and training support by organizing aviation security courses for airport personnel.
- ✈ Bahrain hosts the Regional Office of the World Meteorological Organization.
- ✈ The Bahrain International Airshow, an exclusive event held every two years, brings together leading names in the aerospace industry to participate in static and flying displays.

### Did You Know...

The King Fahad Causeway, built in 1986, is 40 km long and links the Kingdom of Bahrain with the Eastern Province of the Kingdom of Saudi Arabia. It carries vehicles and cargo to Saudi Arabia and beyond, making Bahrain an important cargo hub.





## EGYPT

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Council – 1947 to the present
- ➔ Egypt is host to the ICAO MID Regional Office since 1953
- ➔ Maintains a permanent mission at ICAO Headquarters
- ➔ Mohammed Soliman El Hakim received the Edward Warner Award in 1977



### State Statistics

#### Capital

Cairo

#### Official Language

Arabic

#### Area

995 450 km<sup>2</sup>

#### Population

87 million

#### Gross Domestic Product\*

USD 262.8 billion  
USD 3 256 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

11

#### International Passenger Traffic

31 million passengers

#### International Cargo Traffic

176 107 metric tonnes  
176.1 million freight tonne-kilometres

#### National Airlines with International Services

13

#### Foreign Airlines

116

### Historical Footnote

The civil aviation industry can be traced back to 1932 with the establishment of EGYPTAIR company and the Egyptian Training Academy (EAA). Followed the establishment of the Egyptian General Authority for Civil Aviation in 1971 and the Ministry of Civil Aviation in 2002.



### Quick Facts

- ➔ Member of CAEP, Air Transport, Air Navigation and Acts of Unlawful Interference committees of the Council.
- ➔ EGYPTAIR is a member of the Star Alliance since 2008.
- ➔ Cairo Airport received the ASQ Award as best airport in Africa for 2013.
- ➔ The National Air Navigation Services Company (NANSC) is a member in the BLUE MED FAB initiative to extend the single European sky concept.

### Did You Know...

Egypt intends to build an Airport City at Cairo International Airport. Plans include a number of restaurants and hotels, all intended to meet the needs of rapidly expanding passenger traffic.



## IRAN (ISLAMIC REPUBLIC OF)

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Maintains a permanent mission at ICAO Headquarters



### Historical Footnote

In 1938, a small pilot training club, with a staff of only two, was started in Tehran. At the time, no one had the slightest idea that the club would become the cornerstone for the establishment of the Iranian Directorate General of Civil Aviation (DGCA) that paved the way for the current Civil Aviation Organization.



### State Statistics

Capital
Tehran
Official Language
Persian (Farsi)
Area
1 648 195 km <sup>2</sup>
Population
76.4 million
Gross Domestic Product*
USD 502.7 billion
USD 6 578

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
8
International Passenger Traffic
8.3 million passengers
International Cargo Traffic
159 081 metric tonnes
National Airlines with International Services
16
Foreign Airlines
35

### Quick Facts

- ➔ Iran has air services agreements with 81 countries.
- ➔ Iran's airspace handles over 160 000 overflights per year.
- ➔ Iran chairs several international bodies such as the D-8 Air Navigation Services Group.
- ➔ The Civil Aviation Training Centre (CATC) is the pioneering centre for aviation training in Iran.
- ➔ Iran Air, the Iran National Airlines Corporation, is also referred to by its Persian acronym "Homa" derived from two sources: the initial letters of Iran Air's Persian name and a griffin of Persian mythology. Homa signifies a "bird of fortune" and it is still the logo of Iran Air.

### Did You Know...

Iran secured an outstanding score and stood well above the global average in an ICAO USOAP audit carried out in 2012.



## IRAQ

### Relationship with ICAO

- One of the original 52 signatories to the Chicago Convention of 1944
- Member of the Council – 1947-1953 and 1980-1992



### State Statistics

<b>Capital</b>
Baghdad
<b>Official Languages</b>
Arabic, Kurdish
<b>Area</b>
438 466 km <sup>2</sup>
<b>Population</b>
35 million
<b>Gross Domestic Product*</b>
USD 215.8
USD 6 625 per capita

\*Source: World Bank 2012

### Air Transport Statistics

<b>International Airports</b>
6
<b>International Passenger Traffic</b>
1.7 million passengers
1.1 million revenue passenger-kilometres (for Iraq Airways)
<b>International Cargo Traffic</b>
5 814 metric tonnes (for Iraq Airways)
<b>National Airlines with International Services</b>
4
<b>Foreign Airlines</b>
35

### Historical Footnote

Al Muthana Airport, founded in 1933 and located west of Baghdad, was the oldest airport in Iraq. Al Maqal Airport is the 2<sup>nd</sup> oldest airport in Iraq; it was founded in 1936 and is located in Basrah, south of Baghdad.



### Quick Facts

- Baghdad International Airport started operating in 1970; the new BIAP Building was opened in 1982 with a capacity of 7.5 million passengers.
- Basrah International Airport began operations in 1988 with a capacity of two million passengers.
- The Iraq Civil Aviation Institute has conducted 133 courses with 550 trainees during 2013.
- The Iraqi Civil Aviation Act was enacted in 1974.
- Iraqi Airways was established in 1946.

### Did You Know...

There are more than 14 000 overflights a month in Iraqi airspace due to the country's advantageous geographical location between Asia and Europe.





## JORDAN

### Relationship with



ICAO

✈ Joined in 1947



### State Statistics

#### Capital

Amman

#### Official Language

Arabic

#### Area

89 318 km<sup>2</sup>

#### Population

6.4 million

#### Gross Domestic Product\*

USD 31 billion  
USD 4 909 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

3

#### International Passenger Traffic

7.2 million passengers

#### International Cargo Traffic

96 000 metric tonnes

#### National Airlines with International Services

5

#### Foreign Airlines

35

### Historical Footnote

The Civil Aviation Law of 1948 led to the creation, in 1950, of the Civil Aviation Authority to develop and oversee the sector with ICAO and other bodies. In 2007, the Civil Aviation Regulatory Commission replaced the CAA with the new Civil Aviation Law 41.



### Quick Facts

- ✈ Jordan's long-term strategic plan for civil aviation is based on ICAO Strategic Objectives. It maintains close links with ICAO's Technical Co-operation Bureau
- ✈ Civil Aviation Law 41 is the cornerstone for restructuring Jordanian air transport. The CARC operates more independently by separating the regulator from operators.
- ✈ Training services of Queen Noor Civil Aviation Technical College were privatized.
- ✈ Activities of Jordanian airports were privatized under the Jordan Airports Company. Assets of King Hussein International Airport were transferred to Aqaba Airport Company; management of Queen Alia International Airport, Jordan's principal gateway, was transferred to Airports International Group Ltd AIG, to modernize facilities and increase its annual capacity to 12 million passengers.

### Did You Know...

Petra City is more than 2 000 years old and one of the New Seven Wonders of the World. The Dead Sea in Jordan is the lowest point on earth, at 1 300 feet below sea level.



## KUWAIT

### Relationship with



ICAO

✈ Joined in 1960



### State Statistics

#### Capital

Kuwait City

#### Official Language

Arabic

#### Area

17 820 km<sup>2</sup>

#### Population

4 million

#### Gross Domestic Product\*

USD 183.2 billion

USD 56 367 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airport

1

#### International Passenger Traffic

10.3 million passengers

#### International Cargo Traffic

188 818 metric tonnes

#### National Airlines with International Services

2

#### Foreign Airlines

49

### Historical Footnote

Kuwait opened its first airport in 1927/1928 on the outskirts of Dasma. The first regular civil aviation operations began there in 1932. In 1954, Kuwait National Airways was formed and the Kuwait Civil Aviation Department was established in 1956.



### Quick Facts

- ✈ Kuwait International Airport (KIA) welcomes more than 49 different regional and international carriers serving over 83 destinations.
- ✈ The "open skies" policy is the major driver for traffic growth. Introduced in 2006, it aims to liberalize the bilateral arrangements governing air traffic operations with other countries. Some 115 air services agreements have been concluded with other States.
- ✈ In the future, with the new terminal T2, KIA will cover 38 km<sup>2</sup> and will be capable of handling 50 million passengers and six million tonnes of cargo. The aim is to make Terminal 2 the first passenger terminal in the world to attain LEED 'Gold'. The concrete structure provides thermal mass and the roof incorporates a large expanse of photovoltaic panels to harvest solar energy.

### Did You Know...

Kuwait consists of nine islands, mainly oil rich deserts. It is officially known as the "State of Kuwait" and has the second-most free economy in the Middle East. It is the fourth-richest country in the world in terms of per capita income.



## LEBANON

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Council – 1953-1983, 1985-1986 and 1992-2007
- ➔ Dr Assad Kotaite was President of the Council from 1976 to 2006
- ➔ Maintains a permanent representative at ICAO Headquarters
- ➔ Dr Assad Kotaite received the Edward Warner Award in 2013



### State Statistics

Capital
Beirut
Official Language
Arabic
Area
10 452 km <sup>2</sup>
Population
4.4 million
Gross Domestic Product*
USD 43.2 billion
USD 9 764 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airport
1
International Passenger Traffic
6.3 million passengers
International Cargo Traffic
106 362 metric tonnes
National Airlines with International Services
8
Foreign Airlines
62

### Historical Footnote

The civil aviation industry goes back to 1946 with the transfer by the United Kingdom of a number of airports. The civil aviation department was created in 1949, followed by the Directorate General of Civil Aviation in 1971, under the Ministry of Public Works and Transport.



### Quick Facts

- ➔ Beirut-Rafic Hariri International Airport has sufficient capacity to handle up to 6 million passengers annually. It has a main terminal and a general aviation terminal for private VIP services. The intention is to expand the airport to handle 12 million passengers.
- ➔ Middle East Airlines (Air Liban) was established in 1945. The national Lebanese airline launched its first service from Beirut to the neighbouring cities of Syria.
- ➔ There are eight national airlines operating in Lebanon.
- ➔ The Civil Aviation Safety Centre, created in 1963, has trained participants from different countries in the Middle East, the Far East and Africa.
- ➔ Lebanon is an active member of the Arab Civil Aviation Commission (ACAC).
- ➔ Lebanon has hosted many international aviation meetings and seminars.

### Did You Know...

The CERSA (Centre d'Entraînement pour le Renforcement de la Sûreté Aéroportuaire) was accredited by ICAO as a CFSA (Centre de Formation à la Sûreté de l'Aviation) centre on 27 August 2013.





## LIBYA

### Relationship with ICAO

- ✚ Joined in 1953
- ✚ Member of the Council – 2013 to the present
- ✚ Member of the Maghreb States Rotation Group comprised of Algeria, Libya, Mauritania, Morocco and Tunisia
- ✚ Maintains a permanent mission at ICAO Headquarters



### State Statistics

Capital
Tripoli
Official Language
Arabic
Area
1 665 000 km <sup>2</sup>
Population
6.2 million
Gross Domestic Product*
USD 81.9 billion
USD 13 303 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
9
International Passenger Traffic
2.7 million passengers
International Cargo Traffic
N/A metric tonnes
National Airlines with International Services
5
Foreign Airlines
12

### Historical Footnote

Libya issued its first civil aviation law in 1956, revised and reissued in 1965. Beginning in the 1980s, with the technical support of ICAO, it began updating its aviation legislation, culminating in the existing Aviation Act No.6 of 2005.



### Quick Facts

- ✚ A new Area Control Centre was inaugurated in Tripoli in 2014.
- ✚ Libya is a member of the Arab Civil Aviation Commission (ACAC) and the African Civil Aviation Commission (AFCAC).
- ✚ Committed to international cooperation in furthering the development of global air transport, Libya attends Assemblies, conferences and most activities organized by ICAO. It has also signed a number of international treaties, conventions and protocols in the field of civil aviation.
- ✚ Libyan Airlines, formerly known as Libyan Arab Airlines, is Libya's oldest airline and the country's flag carrier. It operates scheduled passenger and cargo services within Libya and to Europe, North Africa and the Middle East, and is a member of the Arab Air Carriers Organization (AACO) and the International Air Transport Association (IATA).

### Did You Know...

Libya's Great Manmade River Project is designed to carry five to six million cubic metres of sub-Saharan water to coastal regions for irrigation, industry and drinking. The reinforcing wire around the pipeline would circle the earth 230 times.

# Civil Aviation in Libya

Rebuilding for the future



**Interview with Mr Mohamed Sayeh Eltayf,  
Representative of Libya on the Council of ICAO**

**The events of the past few years have been extremely disruptive for civil aviation in Libya and the future remains challenging. As you look ahead, what are the priorities?**

One of our priorities is to ensure that our civil infrastructure meets all international standards for safety, security, efficiency and customer service. This means upgrading and in some cases rebuilding airport and air navigation facilities, for both domestic and international operations. This is under way and I am confident that with the continued assistance of ICAO and the world community, we will succeed.

Another priority is to strengthen our relationship with the regional and international aviation bodies. We have a long tradition of working together with our neighbours and we see this as critical in the rebuilding process for our civil aviation and our economy as a whole.

**What does cooperation at the regional level entail?**

It begins with building on the good working relationships that we have always enjoyed with other African and Maghreb States in this part of the world. It means reenergizing the

spirit of collaboration that was, and remains, the trademark of the African Civil Aviation Commission. Only by working together can we accelerate progress and resonate in the hearts and minds of all of our respective citizens.

Libya is also member of the Arab Civil Aviation Commission and with our partners of the Arab League we are determined to pursue this philosophy of cooperation for the good of all.

This approach will extend to EUROCONTROL with whom the Libyan Civil Aviation Authority has developed strong ties over the years. Our common objective is to facilitate air navigation in the region and maintain the highest levels of safety and efficiency of operations.

## And internationally?

Libya has been a Member of ICAO for more than 60 years. We believe in the spirit of international cooperation that it stands for. Immediately after the recent events, our Government renewed with its international obligations in civil aviation, in particular through its Regulatory Agency responsible for meeting ICAO requirements.

At the same time, we want to give back to the international community. We are working through ICAO to do our share in improving the safety and sustainability of the global air transport system.

With the unanimous support of the Arab Civil Aviation Commission and the African Civil Aviation Commission, and with the endorsement of Heads of State and Governments of the African Union, we were elected to the Council in 2013. We maintain a permanent mission at ICAO Headquarters, chair the Air Transport Committee and take part in many working groups.

Libya looks forward to exercising its leadership role on behalf of its neighbouring States and in cooperation with the rest of the world.

## COUNTRY PROFILE

Libya extends over 1.8 million square kilometres, making it the 17<sup>th</sup> largest country in the world. It is bound to the north by the Mediterranean Sea, to the west by Tunisia and Algeria, to the south by West Niger, South Chad and Sudan, and to the east by Egypt.

## MORE ABOUT LIBYA



Its 1 770 kilometre coastline is the longest of any African country bordering the Mediterranean Sea. In fact, the expanse of water off Libya is often referred to as the Libyan Sea.

The climate features typical Mediterranean weather – hot and dry, with mostly clear skies throughout the year.

### Tourism

Libya boasts many striking and unique attractions. Among them are three beautiful ancient cities located in the *Jabal al Akhdar*, or Green Mountain, in the eastern part of the country. Legend has it that the Greeks built the cities at the time of the Hellenic Empire.

Other no less fascinating historical cities like Sparta, Liptus Magna, Oya and Tripoli were built by the Romans and are located in the western part of the country.

To the south is the vast expanse of the Sahara desert, with its incredible natural phenomena and magical places, like the life-saving oases appearing “in the middle of nowhere”.

### Economy

Prior to 1958, agriculture was the country’s main source of revenue. Libya was also recognized for its treasures from the sea, primarily natural sponges and some of the best fish to be found anywhere.

Today, Libya holds the largest proven oil reserves on the continent and is a significant contributor to the global supply of light crude oil. Also important to the Libyan economy are natural gas and gypsum.

### Civil Aviation

The location of Libya brought about the development of important airways connecting it with the Region and beyond. Since the early days of aviation, priority was given to the establishment of aeronautical services and facilities.

### Airports

There are currently 27 airports in Libya, most of them capable of handling heavy jetliners, thanks to a combination of long runways and a high load classification number (LCN).

#### Tripoli Airport

The airport handles national and international traffic. The Terminal hall consists of a five-storey building, with a surface area of 33 000 square meters; it can accommodate up to three million passengers annually.

#### Benina Airport

A new terminal with a capacity of five million passengers will be developed north of the existing runway at Benina International Airport, an investment of more than €630 million. As with Tripoli Airport, the new building was designed by Aéroports de Paris Engineering. Preliminary work and site preparation have started and the project should be completed in the near future.

The new facility, including a runway and apron, is part of an extensive infrastructure expansion programme undertaken by the Government of Libya throughout the country.



### Airlines

At present, there are five domestic airlines operating in Libya, all well known in the Region and across Africa and the Middle East. They are:

- Libyan Airlines • Afrikiya • Albourak • Ghdamess
- United Aviation





## OMAN

### Relationship with



ICAO

✈ Joined in 1973



### State Statistics

#### Capital

Muscat

#### Official Language

Omani Arabic

#### Area

309 500 km<sup>2</sup>

#### Population

4 million

#### Gross Domestic Product\*

USD 78.3 billion

USD 23 624 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airport

1

#### International Passenger Traffic

7.5 million passengers

#### International Cargo Traffic

110 294 metric tonnes

#### National Airlines with International Services

1

#### Foreign Airlines

33

### Historical Footnote

The very first airport in Oman was Bait Al-Falaj Airport located in the town of Ruwi. It dates back to 1929.



### Quick Facts

- ✈ The Muscat International Airport, under construction, will be the largest single infrastructure project ever undertaken by the Omani government in its history. Upon completion, the new airport will be able to accommodate 12 million passengers annually. Expansion plans, to be realized in three stages, will increase capacity to 24, 36 and 48 million passengers, respectively.
- ✈ The average annual growth in passenger traffic increased from 5% between 1996 and 2004, to 10% for the years 2005 to 2013.

### Did You Know...

As part of Oman's history-making infrastructure programme are six new airports in the six major cities of Muscat, Salalah, Adam, Ad Duqm, Ras Al Hadd and Sohar.



## QATAR

### Relationship with



ICAO

✈ Joined in 1971



### State Statistics

#### Capital

Doha

#### Official Language

Arabic

#### Area

11 610 km<sup>2</sup>

#### Population

2.3 million

#### Gross Domestic Product\*

USD 189.9 billion

USD 92 633 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

2

#### International Passenger Traffic

23 million passengers

#### International Cargo Traffic

900 000 metric tonnes

#### National Airlines with International Services

1

#### Foreign Airlines

31

### Historical Footnote

Civil aviation started in the early 1950s, when oil companies began prospecting in the southern part of the country. The Doha International Airport was established in the late 1950s in response to increasing demand for commercial air transportation.



### Quick Facts

- ✈ The opening of the Hamad International Airport in May 2014 marked a major milestone in the Qatar aviation environment, with airport capacity to increase gradually to more than 50 million passengers in 2020 and beyond.
- ✈ To handle the increasing number of air traffic movements using the two independent parallel runways of Hamad International, state-of-the-art equipment has been installed to support a new airspace management structure, as well as safe and fuel-efficient flight procedures.
- ✈ To meet the need for highly qualified personnel, the Qatar Aeronautical College delivers a fully ICAO-compliant training curriculum in a wide range of aviation specialities in terms of airline, airport, air traffic management and managerial requirements.

### Did You Know...

Qatar Airways, Qatar's national airline, was created in 1994 with four aircraft serving a regional market. With 150 aircraft serving 140+ destinations, and 230 planes on order, Qatar Airways is now one of the world's fastest growing airlines.

Message from the Chairman of the Qatar Civil Aviation Authority

## H.E. Abdulaziz Mohamed Al Noaimi



The remarkable economic progress of the State of Qatar in recent years, exemplified by a Gross Domestic Product that reached six per cent in 2014 due in part to an increase in non-oil revenues, testifies to the success of a farsighted approach to improve the national economy based on sustainable development and diversified sources of income. This was achieved under the auspices and wise leadership of His Highness the Emir Sheikh Tamim Bin Hamad Al Thani, who has diligently implemented the strategy adopted by His Highness the Father Emir for 18 years to lead the State of Qatar to a great and secure position on the international scene, politically and economically.

In this context, the Civil Aviation Authority of Qatar is guided in its activities by the State's short and long-term objectives, in compliance with the Qatar National Vision 2030. Specifically, the CAA is committed to programmes and plans that ensure sustainable human, economic, social, and environmental development. These include the promotion of civil aviation through facilities and services of the highest quality, the adoption of a policy of openness based on authentic relations with international aviation and airport organizations, and international and

regional air services agreements that allow Qatar Airways, the National Carrier, to expand its network and operations.

The single project that perhaps best symbolizes Qatar's success in responding to the aggressive National Development Policy is the ultra-modern Hamad International Airport. HIA is the cornerstone of the country's vision of expansion and openness, due to its strategic location, futuristic appearance and current capacity of 60 000 passengers a day, a figure expected to double with the completion of the final phase of the airport.

HIA's design, functionality and user-friendly amenities allow it to compete effectively with other international airports and attract major commercial airlines. With its ability to handle 320 000 flights annually, HIA expects to achieve more growth in the local travel market, while assisting Qatar Airways to meet its objectives of expanding its network of destinations and increasing its share of passengers and freight traffic.



We are proud of having created one of the most exciting, efficient and sustainable airport hubs in the world, one that meets the needs of a growing and diversified traveling public, a demanding business clientele and a National Airline dedicated to helping Qatar welcome the world and reach its ambitious development goals under the National Vision 2030.





الهيئة العامة للطيران المدني  
CIVIL AVIATION AUTHORITY



# QCAA OPENING QATAR'S SKY TO THE WORLD







## SAUDI ARABIA

### Relationship with ICAO

- ➔ Joined in 1962
- ➔ Member of the Council – 1986 to the present
- ➔ Independent technical experts nominated by Saudi Arabia have served on the Air Navigation Commission – 2008 to the present
- ➔ Maintains a permanent mission at ICAO Headquarters



### State Statistics

Capital
Riyadh
Official Language
Arabic
Area
2 150 000 km <sup>2</sup>
Population
30 million
Gross Domestic Product*
USD 734 billion
USD 25 946 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
4
International Passenger Traffic
55.3 million passengers
International Cargo Traffic
882 521 metric tonnes
National Airlines with International Services
2
Foreign Airlines
82

### Historical Footnote

The history of aviation can be traced to 27 May 1945 when U.S. President Theodore Roosevelt presented King Abdul Aziz Al-Saud with a rather unusual gift...a Dakota DC-3 aircraft. Used to operate the country's first domestic flight, it ushered in the age of aviation.



### Quick Facts

- ➔ In 2013, 93.66 per cent of the 1 379 531 pilgrims to the Kingdom arrived by air. The total number of pilgrims and those coming for Umra through King Abdulaziz International Airport (KAIA) in Jeddah and Prince Mohammad Bin Abdulaziz International Airport (PMIA) in Medina reached 8.1 million passengers. With this in mind:
  - KAIA Haj Terminals Complex Development project, completed in 2009, can now accommodate the expected number of pilgrims and those coming for Umra in the next 20 years
  - the new PMIA project in Medina is expected to be inaugurated in 2015 to deal with the increasing numbers of passengers over the next 25 years
- ➔ Other important projects, already completed or under construction:
  - new KAIA airport in Jeddah, with phase one to be inaugurated in mid-2015, with a capacity of 30 million passengers
  - King Khaled International Airport (KKIA) Development project in Riyadh, with phase one to be completed in 2017, with a capacity of 35.5 million passengers

### Did You Know...

The Kingdom's airport network is composed of 27 airports, four of which are international and nine others that operate international flights. Seventy per cent of the Kingdom's population lives within a 70 km radius of these airports.

Interview with the President of the General Authority of Civil Aviation of the Kingdom of Saudi Arabia

## H.H. Prince Fahad Bin Abdullah



### How has air transport benefitted the Kingdom of Saudi Arabia over the years?

The history of civil aviation in the Kingdom goes back to 1945, when the rulers paid due attention to the role that the industry of civil aviation could play in the development of the country. Since then, air transport has been extremely effective in connecting the four corners of a two million square-kilometre nation together and with the world. Indeed, given that deserts and mountains account for 95 per cent of the surface area, aviation has become essential to the Kingdom as a rapid, safe and secure mode of transportation.

Since the very beginning, aviation has been a major catalyst for economic development throughout the Kingdom, with a positive impact on other sectors, including commerce, education, agriculture, health and industry. Today, aviation contributes some USD 8 billion (SAR 30.2 billion) annually to the Kingdom's GDP and provides around 74 000 direct and 78 000 indirect jobs to the work force, while supporting close to 139 000 jobs in other sectors.

### What is the medium- to long-term strategy for developing further civil aviation?

The air transport industry in the Middle East consistently generates above average growth rates. Such a performance requires planning that considers both aviation systems and infrastructure. Accordingly, the General Authority of Civil Aviation (GACA) adopted a strategic plan with the following critical elements:

- Continuously maintaining safe and secure aviation, in accordance with international standards;
- Constantly developing airport infrastructure, increasing operational efficiency and improving services;
- Keeping up with the increasing demand for civil aviation services;
- Allowing new air carriers into the air transport market in order to boost competition;
- Permitting foreign carriers to utilize domestic airports for their international flights;
- Separating legislation from operations and administration;
- Adopting a more active partnership with the private sector to build, operate and manage airports, as well as to convert airports and air navigation services providers into companies i.e., privatizing airports according to market mechanisms;
- Increasing revenues;
- Protecting the environment from the negative effects of air transport activities;
- Enhancing regional and international cooperation.

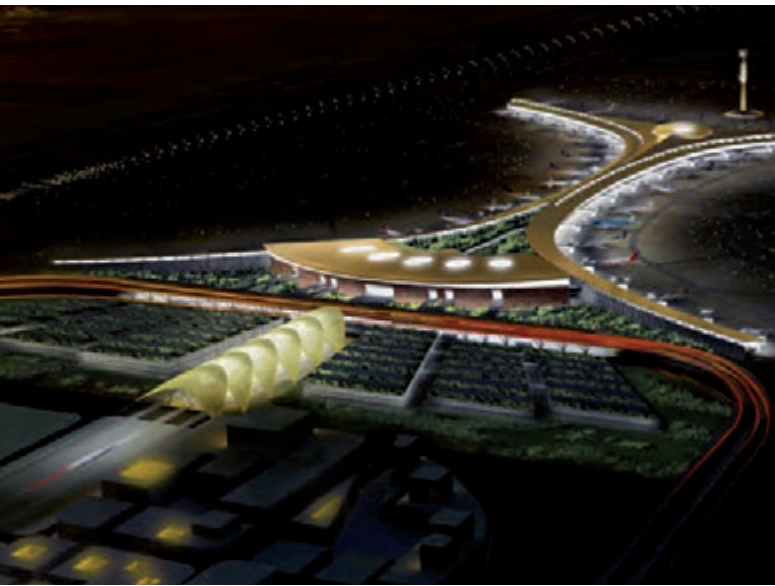
### What are you aiming for in your partnership with the private sector, based on your strategic plan?

I would summarize in this way:

- A partnership with the private sector provides us with greater diversification in sources of revenue and reduces our reliance on income from oil.



## MORE ABOUT SAUDI ARABIA



King Abdulaziz International Airport Project - Jeddah

- The private sector is known for its efficiency in directing capital investments. We are aware of many international cases where the private sector is more successful and effective than the public sector in operating airports.
- We also want to increase the contribution of national capital investments to the development process and more support for the Government's privatization programme, in order to achieve economic balance in the marketplace.
- It is also intended to increase the flexibility and efficiency of the national economy, to better respond to global economic changes.
- Finally, other goals include, *inter alia*, the improvement of services, a considerable rise in employment, more revenues, and more foreign investment in the Kingdom.

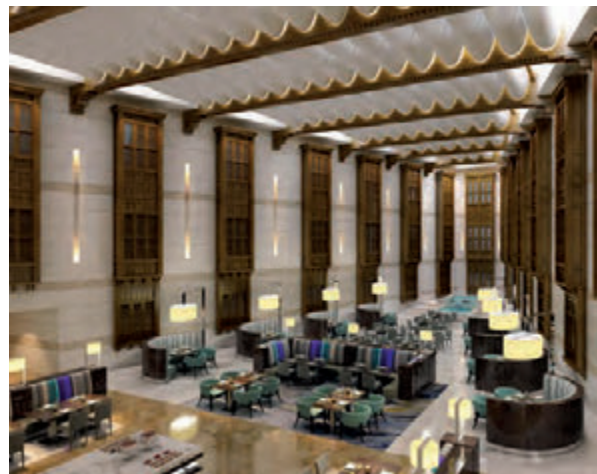
### How will the Kingdom ensure the availability of qualified professionals to operate and manage its air transport systems in this decade and beyond?

A number of steps have been taken to ensure the availability of qualified professionals, including:

- The development of a recruiting plan that considers future needs of the aviation sector. The plan includes creating databases for employees and their training needs, both inside and outside of the Kingdom.
- A Saudi Civil Aviation Training Academy was established to provide GACA with trained professionals. The Academy trains not only employees, but high-school graduates as well. It also offers two-year vocational undergraduate

courses and three-year college equivalent certificates in the fields of ATC, SAR, fire fighting, airport safety and operation, and avionics maintenance.

- In addition, GACA coordinates with the Ministry of Higher Education to benefit from its training courses and to attract university graduates, as well as sending high school graduates abroad for training.
- GACA conducts special training activities like "Leaders of the Future Programme", with guaranteed employment opportunities for trainees.



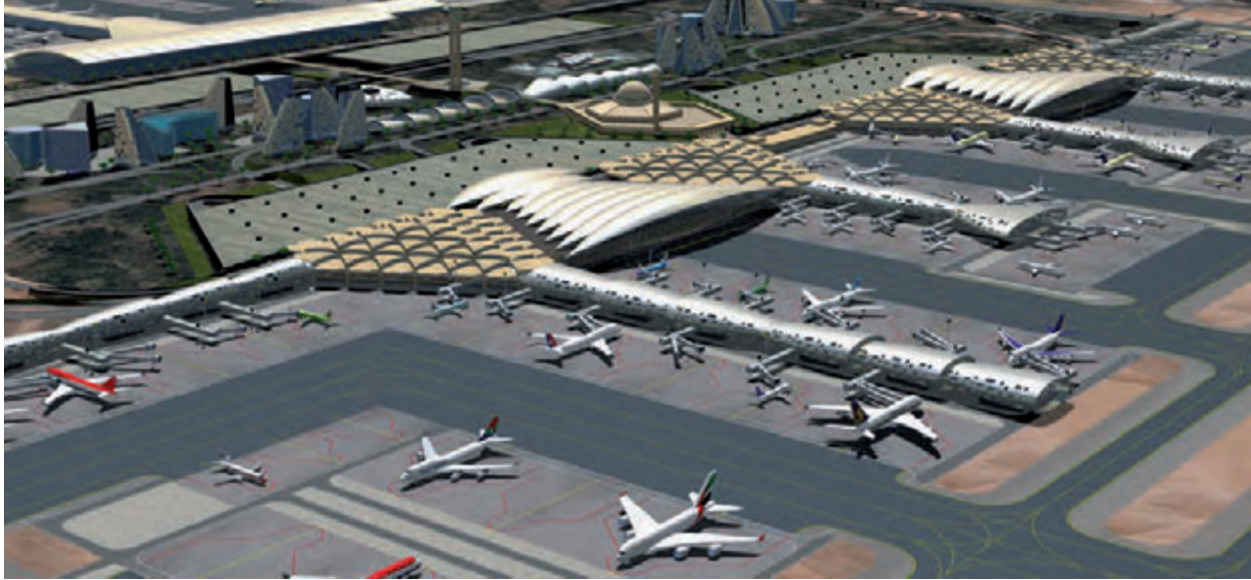
King Abdulaziz International Airport Project (Hotel) - Jeddah

### One of the major challenges facing the industry worldwide is maintaining high levels of safety. What is the Kingdom's approach in this area?

I would answer this question in two parts. First, we are committed to the stringent implementation of both international and national safety standards, through safety systems developed by experts in our Aviation Safety Department. Second, the shortage of aviation safety experts is a global challenge to the air transport industry. In my answer to the fourth question, I pointed to our efforts to secure specialized staff. Let me add that GACA has adopted a new salary scale that should attract a sufficient number of specialized cadres.

### Aviation security is another ongoing preoccupation worldwide. What are the Kingdom's plans in this field?

Terrorist crimes in recent years have posed a huge challenge to the air transport industry. The Kingdom is among the world's pioneers in supporting international efforts to enhance the security of civil aviation, especially those of ICAO. Nationally, GACA has stepped up efforts to qualify sufficient numbers of screeners and other security staff members at airports.



King Khalid International Airport Project

We have provided airports with modern screening and detection equipment to prevent sabotage and hijacking attempts. And we are constantly modernizing air cargo screening devices, while updating security legislation and regulations. Of note, the Authority is currently implementing The National Integrated Programme of Airport Security, a project that includes a highly developed security system that will represent a giant leap forward in airport security enhancements.

**The other major objective is environmental protection. Again, how is the Kingdom dealing with the omnipresent challenge?**

As an active member of ICAO, Saudi Arabia is keenly aware of the importance of environmental protection in the field of civil aviation. Accordingly, GACA has created a specialized Department for Environmental Protection and staffed it with experienced professionals. The major task of the Department is to promote the application of environmental international standards set for airports and airspace in general. It is further tasked with ensuring full compliance with national environmental laws. For example, we have already banned older aircraft that produced unacceptable levels of noise and GHG emissions.

**The Kingdom is currently implementing major infrastructure projects, such as the development of King Abdulaziz International Airport (KAIA) and King Khalid International Airport (KKIA). What is the strategy behind these two projects?**

These projects aim at turning the two airports into regional and international hubs capable of capturing a fair share of air traffic in the region and on global routes. Part of the strategy is to allow them to operate in a manner that takes competition into account. This will be achieved through operating KAIA in partnership with the private sector, reducing fuel prices at airports, inviting more air carriers through the gradual liberalization of the air transport market in the Kingdom and attracting more investments in the airport business.

Such efforts are enhanced by natural characteristics of Saudi Arabia, such as its central geographic location and its vast airspace that serves as an important air traffic corridor.

**Saudi Arabia is a member of the Council of ICAO since 1986 and member of its major Committees. What motivates this substantial involvement?**

Saudi Arabia joined ICAO on 19 February 1962, was elected to the Council for the first time in 1986 and has been re-elected ever since. This shows that ICAO Member States recognize the role of Saudi Arabia in supporting the international air transport sector. It is in our interest to maintain the sustainable growth of the industry, while paying due attention to safe and orderly operations of airlines, both regionally and internationally. To achieve this, the Kingdom is collaborating with all stakeholders, including international and regional governmental organizations and NGOs, out of our strong belief in co-operation as an essential means to fulfil our common commitments and to address challenges that face the industry.

**What is Saudi Arabia most proud of about its aviation industry?**

The Kingdom represents the most revered place for Muslims. Millions of them head our way every year and numbers are always on the rise. Over the past 90 years, pilgrims have increased by over one hundred times. Until 1965, the primary means of transportation was by sea. In 1966, land travel took the lead. In 1975, however, air travel assumed the lead, a position it has held ever since. In 2013, 91 per cent of Muslims for Pilgrimage and Umrah, or 8.1 million, arrived by air from 180 countries with varying levels of safety and security. That is partly what prompted us to sign bilateral agreements with many States and provide them with technical and financial aid to enhance the integrity of flights to our territories.

To sum up, Saudi Arabia prides herself on the outstanding record of aviation safety and security, in accordance with ICAO SARPs, for its citizens and visitors from around the world.





## SUDAN

### Relationship with



ICAO

✈ Joined in 1956



### State Statistics

#### Capital

Khartoum

#### Official Language

Arabic

#### Area

1 861 484 km<sup>2</sup>

#### Population

35 million

#### Gross Domestic Product\*

USD 63 billion  
USD 1 695 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

5

#### International Passenger Traffic

2 million passengers

#### International Cargo Traffic

26 865 metric tonnes

#### National Airlines with International Services

4

#### Foreign Airlines

17

### Historical Footnote

The First Civil Aviation Law was promulgated in 1960, was twice amended and is being further revised under the national safety programme. Separation between regulatory functions and service provision was implemented on 22 October 2012.



### Quick Facts

- ✈ Construction of the new Khartoum International Airport is to be completed in 2017.
- ✈ Significant growth of the air transport sector, fuelled in part by the Government's "open skies" policy.
- ✈ A significant safety concern identified by ICAO in December 2011 was successfully resolved by the end of April 2012, a remarkably short period of time.
- ✈ Sudan's Civil Aviation Training Institute is a member of the ICAO TRAINAIR PLUS Programme and the Sudan Civil Aviation Authority (SCAA) works closely with ICAO and its Regional Offices, hosting training courses, seminars and workshops.
- ✈ Following a series of safety audits, Sudan is considered among the States having a highly satisfactory safety oversight system. The SCAA has successfully undergone AVSEC audits and has implemented its corrective action plan.

### Did You Know...

By virtue of its geographical position, Sudan acts as the bridge between African and Middle Eastern States. It is involved in regional aviation bodies of both Regions, as well as the African and Middle East Regional Aviation Safety Groups.



Interview with the Director General, Sudan Civil Aviation Authority

## Capt. Ahmed Satti Bajouri



### **The future of Africa is generally bright. How can Sudan contribute to the long-term prosperity of the continent?**

Not long ago, aviation here was not well considered. We had had our share of accidents, mostly because of lack of adequate surveillance capabilities. In 2010, the Government empowered the Civil Aviation Authority to transform the aviation system into one we would be proud of. Within two short years, we upgraded our safety inspectorate and improved our effective implementation of the critical elements of a safety oversight system, from less than 50 per cent to an acceptable 74 per cent. Most importantly, we maintained our performance levels, while ensuring that our safety oversight capabilities remained sustainable. We look forward to sharing our experience with our neighbours, providing support based on what we have achieved and continue to improve. We will also build on the leading role we played in establishing a Regional Safety Oversight Organization for the Seven Partner States in Northern and Eastern Africa. Over time, we will invest even more in a cooperative approach to aviation safety throughout Africa.

### **What is your vision for civil aviation in Sudan?**

An exemplary aviation system that fully meets ICAO requirements in terms of safety, security and efficiency. Yes, that is ambitious, but we are determined to succeed. For example, we are developing the tools we need to implement our national safety programme, based on ICAO's Global Aviation Safety Plan. The Government is helping to establish the first aircraft assembly in the country and three prototypes have already been assembled and tested. And we will consolidate our air transport service providers, ensuring also the presence of two or three certified air operators that offer safe, secure and efficient international services.

### **What stands in the way of achieving your goals?**

Our greatest hurdle is the impact of sanctions imposed on us by the United States. We believe that equipment and systems designed to enhance aviation safety should not be subject to sanctions based on political considerations. We will continue to engage in dialogue with U.S. authorities to convince them that it is in the interest of the whole world, including the United States as a major manufacturer of aviation equipment, to support the Sudan Civil Aviation Authority in maintaining an efficient and sustainable safety oversight system.

### **What is the nature of Sudan's relationship with ICAO?**

Sudan has significantly enhanced its relationship with ICAO, notably through hosting safety related training activities for the entire region. We believe that investing in human resources will help us, as well as our neighbours, strengthen our collective safety oversight capabilities. When Nancy Graham, Director of the Air Navigation Bureau, visited us during International Civil Aviation Day celebrations in Khartoum, she encouraged us to work even more closely with ICAO in enhancing aviation safety in Africa. This prompted us to send a Representative of Sudan to ICAO.

# An “All in One” Destination

History, Cultures & Sights



On a map of the world, Sudan is located practically in the centre, straddling two regions and two cultures, African and Middle Eastern. Its rich and haunting history goes back thousands of years. Known as the Land of the Black Pharaohs, who ruled the Nile valley and Lower Egypt for a considerable period of time, the country today boasts tremendous tourist attractions in its Northern Region that continues to expose numerous testimonials to the country's past greatness. Its tourist potential is considerable, as is its potential as an aviation hub.

This augurs well for Sudan's civil aviation sector and Sudanese authorities in recent years have deployed considerable effort and resources to bring it up to world standards.

An important milestone was achieved in October 2012 with the separation of the services function from the regulatory function. The provision of services, including the training academy, is now managed by a State-owned enterprise that is independent of the Civil Aviation Authority, except for normal regulatory oversight.

## Safety First

Sudan's progress in establishing and maintaining a sound safety oversight system is considered among the best. Most noteworthy perhaps is the country's ability to resolve in record time a Significant Safety Concern identified by ICAO auditors – less than 5 months. As significant, Sudan in the last three years has gone from 49% to 75% in its effective implementation of the critical elements of a safety oversight system, much higher than the world average of 60%.

To further enhance its safety oversight capability, Sudan hosted a number of seminars, workshops and training courses in the area of safety, in cooperation with ICAO Headquarters and the MID and ESAF Regional Offices. It also hosted the first Runway Safety Go Team meeting in November 2014 and several ICAO-sponsored regional meetings.

The most recent undertaking is the development of a National Safety Programme, aligned with ICAO Recommendations for State Safety Programmes, to be fully implemented by December 2015.

## Airports that Meet Customer Demand

The new Khartoum International Airport, some 40 kilometres outside of Khartoum, represents a major investment by the Government and will be built in three phases. Phase I is to be completed by 2017 and will be a fully operational airport with all of the basic requirements, including a planned 4 200 metre runway and a 35 000 m<sup>2</sup> passenger terminal to accommodate 4.5 million passengers annually.



## MORE ABOUT SUDAN

Also included in Phase I are an ATC tower with the latest air navigation technology, cargo facilities, a maintenance hangar, a fuel farm, workshop ground handling, and an FFR station, as well as access roads, parking, water and power supply networks, and a waste collection and treatment system. Phase II will accommodate six million passengers and Phase III 12 million.

While Port Sudan Airport already provides 24-hour service, Sudan will rehabilitate its airports at El Obeid, Gennina and El Fasher in the coming three years to also offer round-the-clock service, with full immigration and customs services at all times.

### Major Investments in Air Navigation

At the crossroads of North-South and East-West corridors, Sudan provides air navigation services for a majority of long-haul flights between Europe and Africa, the Middle East and North and South America, as well as the Middle and Far East with Central and Western Africa and South America. To ensure safety and reliability to all flights using its airspace, Sudan has invested heavily in restructuring its airspace, in line with the ICAO supported AFI Plan and users' demands, notably for Reduced Vertical Separation Minimum (RVSM) on routes from the Middle East to Central and Western Africa, as well as to the Caribbean and Brazil. This has allowed flights from the Gulf, previously flying North-West to Europe before heading South, to fly on direct RVSM routes over the Sudanese and neighbouring States, thereby saving precious time, fuel and money.

As the Khartoum FIR currently covers the airspace over South Sudan, Sudan has entered into a cooperative working relationship with its neighbour and is in the process of maintaining equipment and installing adequate communications/navigation/surveillance (CNS) systems throughout the whole FIR for maximum coverage. The ANS-related investment over the past two years of some 35 million Euros includes installation of air navigation equipment throughout the FIR.



### Human Capability Development Plan

In addition to the training, seminars and workshops conducted to enhance Sudan's safety oversight capabilities and ensure sustainability, ongoing education is provided to all technical personnel, and specifically to Safety Inspectors and ATS staff, at a very high cost under contractual agreements with European providers and other international organizations. With respect to ANS, the focus is on specialty areas such as chart designs, radar control, CNS equipment maintenance, etc.

The Sudan Civil Aviation Authority (SCAA) has certified six private aviation training institutes within the country, to contribute to the development of manpower and ensure availability of trained manpower. This is in addition to the Aviation Sciences Academy managed by the newly established Airports Enterprise, responsible for providing aviation-related services.

In 2014 alone, the SCAA invested over three million Euros for the training of its staff in international institutes and has budgeted a similar amount for 2015. This is in addition to the 2.2 million Euros paid under a contract with ENAC/CGX to establish a Procedure Design and Cartography Unit course for the SCAA and train the required personnel in France and in-house.







# SYRIAN ARAB REPUBLIC

## Relationship with



ICAO

- One of the original 52 signatories to the Chicago Convention of 1944



## State Statistics

### Capital

Damascus

### Official Language

Arabic

### Area

185 180 km<sup>2</sup>

### Population

23 million

### Gross Domestic Product\*

USD 46.5 billion  
USD 2 126 per capita

\*Source: UNdata 2012

## Air Transport Statistics

### International Airports

3

### International Passenger Traffic

537 628 passengers

### International Cargo Traffic

1 836 metric tonnes

### National Airlines with International Services

N/A

### Foreign Airlines

N/A

## Historical Footnote

Syrian Arab Airlines was established in 1946 with two propeller aircraft and began flying between Damascus Aleppo and Der Alzour Kamishli. The airline expanded during the 1950s to include Beirut, Baghdad, and Jerusalem, then Cairo, Kuwait and Doha.



## Quick Facts

- The Syrian Civil Aviation Authority (SCAA) signed the Memorandum of Understanding (MOU) between the Syrian Arab Republic and the International Civil Aviation Organization (ICAO) regarding the Universal Safety Oversight Audit Programme (USOAP) in 2004.
- The SCAA also signed the MOU between the Syrian Arab Republic and ICAO regarding the Universal Safety Oversight Audit Programme Continuous Monitoring Approach (CMA) in 2011.
- According to the AIC 02/00 dated 15 October 2000, Para. No.1, all charter and tour flights intended to use Bassel Al-Assad International Airport and all other companies are exempted from the following charges - landing, lighting, parking, aircraft hangar & storage and air navigation & facilities.
- The Syrian Arab Republic has signed 32 bilateral air services agreements with European countries and 17 with Arab countries.
- An Air Transport Liberalization Agreement among Arab countries was signed in Damascus in 2004.

## Did You Know...

The first alphabet and first written musical note were discovered in Ugarit, a very important place located 12 kilometres from Latakia city.



## UNITED ARAB EMIRATES

### Relationship with ICAO

- ✈ Joined in 1972
- ✈ Member of the Council – 2007 to the present
- ✈ Maintains a permanent mission at ICAO Headquarters



### State Statistics

Capital
Abu Dhabi
Official Language
Arabic
Area
83 600 km <sup>2</sup>
Population
9.3 million
Gross Domestic Product*
USD 383.8 billion
USD 41 692 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
7
International Passenger Traffic
95 million passengers
International Cargo Traffic
3.5 million metric tonnes
National Airlines with International Services
4
Foreign Airlines
500

### Historical Footnote

Civil Aviation Day, on 5 October, marks the first aircraft landing in the UAE, in 1932. The purpose of the celebration is to generate and reinforce national awareness and pride of UAE's on-going civil aviation successes.



### Quick Facts

- ✈ The UAE chairs the Middle East Regional Aviation Safety Group, is the regional Runway and Ground Safety coordinator, and has been named Performance-based Navigation (PBN) champion in the Region.
- ✈ UAE experts sit on the ICAO ATRP Panel, ICAO Dangerous Goods Panel, ICAO Facilitation Committee, ICAO Dangerous Goods Working Group on Lithium Batteries, Arab Civil Aviation Commission (ACAC) AVSEC Panel, and Gulf Cooperation Council (GCC) Aviation Security Committee.
- ✈ The General Civil Aviation Authority hosted the Committee on Aviation Environmental Protection (CAEP) meeting of November 2013. The UAE is increasing its environmental efforts to qualify for permanent membership in CAEP in 2016.
- ✈ The UAE ranks second internationally in terms of "open skies" agreements with over 122.

### Did You Know...

Upon completion, the Dubai World Central Airport will become the world's largest airport with an ultimate capacity of more than 160 million passengers and 12 million tonnes of cargo per year.

Interview with UAE Permanent Representative to ICAO Council

## Capt. Aysha Al Hamili



The flourishing aviation industry provides UAE-based businesses greater access to foreign markets, encouraging exports while increasing competition and choice in the home market from foreign-based producers. Improved connectivity also allows firms to capitalize on their competitive advantage and to better exploit economies of scale, driving down costs and prices to the benefit of domestic consumers.

*We realize that aviation is not an end in itself, but rather a vehicle for economic and social development.*

Opening domestic markets to foreign competitors can also be an incentive for reducing costs, either by forcing domestic firms to adopt international best practices in production and management methods or by fostering innovation. Ultimately, the key sectors of travel and tourism, financial and professional services, and logistics all depend on the aviation sector for their growth and prosperity.

### How important is air transport to the UAE?

The UAE is strategically situated in the southeast portion of the Arabian Peninsula, an area that for centuries has been an important trading center between East and West. We have been quite successful in building and expanding on this legacy, so that aviation today is the backbone of many other industries, including trade and tourism. Economically, the aviation sector contributes USD 16.6 billion to the UAE GDP, with USD 9.6 billion directly contributed through the output of the aviation sector (airlines, airports, and ground services) and some USD 3.9 billion indirectly through the sector's supply chain.

In addition, aviation supports 224 000 direct and indirect jobs in the UAE, while an Oxford Economics report puts the added value of air travellers at USD 25 billion a year and of shippers at USD 2.7 billion.

### What are the overall goals and priorities of the UAE for its civil aviation industry?

The UAE has one of the highest growth rates for civil aviation in the world. To maintain this performance, the General Civil Aviation Authority has set a number of strategic objectives. They include: strengthen a culture of sustainable compliance with safety and security requirements; improve safety and efficiency, as well as service standards for air navigation services; reinforce the UAE's global position through engagement with regional and international organizations; facilitate air connectivity as a basis for sustainable growth; and acquire and develop the required human resources and infrastructure. To that end, the UAE has concluded a number of agreements with various regional organizations and ICAO Member States to promote international cooperation and capacity building.



## MORE ABOUT UNITED ARAB EMIRATES

*We are developing countries with a big aviation industry; we have the mindset of both worlds.*

Environmental protection and sustainable development are also core elements of our strategic objectives. The UAE is committed to protecting the global climate system, as evidenced by numerous initiatives and substantial investments in terms of technology and infrastructure. The first Environmental Policy for the UAE was launched in 2012. The Environmental Policy for the civil aviation sector is the first on a State level, and it affirms the role of ICAO in reducing the impact of emissions of civil aviation on the environment. It emphasizes the application of environmental laws and regulations for the UAE and encourages strategic partners to report on their environmental performance on a regular basis.

### How does the UAE consider international civil aviation?

For the UAE, air transport is a “Strategic Policy Imperative”. Worldwide connectivity is vital for a young country only established in 1972. Within the various governmental structures of the UAE, every policy must comply with this approach and avoid placing unnecessary burdens on the air transport sector. We realize that aviation is not an end in itself, but rather a vehicle for economic and social development. Accordingly, a close relationship with industry stakeholders is critical. In the UAE, we seek to understand the actual needs of the industry through an open dialogue with our internal and external stakeholders.

*The rapid growth of global aviation has brought with it complex challenges beyond the capacity of any single country to resolve.*

Let me add that international aviation would not have reached excellent levels of safety and security without the leadership of ICAO. The rapid growth of global aviation has brought with it complex challenges beyond the capacity of any single country to resolve. That is why the UAE is totally committed to the practice of global cooperation and collaboration as promulgated by and through ICAO as the global aviation forum for addressing any and all global aviation challenges.

### As a Council Member, what does the UAE bring to the table?

The UAE is a very active member in ICAO Committees and Panels, where we strive to forge consensus among Member States on all of the significant issues dealing with air transport matters, the environment, as well as safety and security. Our unique position at ICAO has inspired us to focus on bridging the gap between developed and developing countries. We are a developing country with a big aviation industry; we have the mindset of both worlds. We strongly believe that progress can only be achieved with the concerted efforts of all States, through open dialogue and sensitivity to the different needs of all stakeholders and partners.

The UAE’s Permanent Mission at ICAO Headquarters acts as the vital communications link between our States and the global aviation community.

*For ICAO to be relevant, it must adapt more quickly to the rapid and evolving environment of international civil aviation.*

### What are the next big challenges for ICAO?

Aviation is an innovative and continuously evolving industry; ICAO has to keep up with industry development and maintain its leadership position.

ICAO fulfills its standards-setting role perfectly, but needs to be more proactive in its dialogue with stakeholders and be more effective in communicating with them on such recent and evolving developments as conflict risk zones, cargo and cyber space security, as well as sustainability.

Aviation and climate change will continue to pose a significant challenge. By 2016, the sector will need to adopt a global Market-based Measures framework to address its carbon footprint. Failure to do so may jeopardize its credibility. Also, changes should be introduced to boost staff morale, increase productivity and ensure that Council works efficiently.

Overall, for ICAO to be relevant, it must adapt more quickly to the rapid and evolving environment of international civil aviation. It must have a vision and a strategy that can take it to the next level, to the benefit of everyone.



ICAO

TRAINAIR  
PLUS

Regional Centre of Excellence

# GCAS – THE WORLD'S LEADING CENTRE FOR AERODROME TRAINING

**A PORTFOLIO OF MORE THAN 30 AERODROME COURSES**

The Gulf Centre for Aviation Studies (GCAS) has one aim: to provide the aviation industry with cost-effective training solutions addressing the challenges confronting the industry in the 21st century.

GCAS offers airport and aviation employees a combination of theoretical and practical leading training modules to promote best practices in the various sectors of aviation.

**Please do not hesitate to give us a call or email us for more information:**

Gulf Centre for Aviation Studies, Division of Abu Dhabi Airports, PO Box 94449,  
Abu Dhabi, United Arab Emirates, T: +971 2 49 42 355 F: +971 2 49 42 366,  
Email: [training@gcas.ae](mailto:training@gcas.ae), Web: [www.gcas.ae](http://www.gcas.ae)





## YEMEN

### Relationship with



ICAO

✈ Joined in 1964



### State Statistics

#### Capital

Sana'a

#### Official Language

Arabic

#### Area

527 829 km<sup>2</sup>

#### Population

23.8 million

#### Gross Domestic Product\*

USD 31.9 billion  
USD 1 341 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

8

#### International Passenger Traffic

2.7 million passengers

#### International Cargo Traffic

19 330 metric tonnes

#### National Airlines with International Services

2

#### Foreign Airlines

12

### Historical Footnote

The first plane landed at Aden in 1919. In 1937, Yemen issued the first air transport law and established the Ministry of Aviation and Maritime Affairs. The national airline, Yemen Airlines (renamed Yemenia in 1978), was founded in the 1940s.



### Quick Facts

- ✈ Concluded bilateral air services agreements with 70 countries worldwide.
- ✈ Currently holds the Chairmanship of the Executive Council of the Arab Civil Aviation Commission (ACAC) for the period 2014-2016.
- ✈ Yemenia is a member of the Arab Air Carriers Organization. The national airline operates scheduled domestic and international passenger flights to destinations in Africa and the Middle East, as well as to Asia and Europe, out of Sana'a International Airport and, to a lesser extent, Aden International Airport.

### Did You Know...

Yemen is part of Biblical tales and legends, known as the "Fairy tale Arabia". Homeland of the Queen of Sheba, Noah knew it as "the land of milk and honey". The old city of Sana'a and Shibam, with mud brick houses and bustling alleyways, is enchanting.



# NORTH AMERICA, CENTRAL AMERICA AND CARIBBEAN



ICAO





# ICAO

## NORTH AMERICA, CENTRAL AMERICA AND CARIBBEAN



### Message from the Regional Director

Mr Melvin Cintron

The NACC Regional Office was established in Mexico City, in 1957. It is accredited to, and responsible for, working very closely with a diverse mix of 21 Contracting States and 17 Territories. These range from States with the largest and most sophisticated global aviation systems to States that have simpler operational requirements. This combination results in very challenging aeronautical issues that require a global perspective.

The mission of the NACC Office is to ensure that, from the largest to the smallest, none of our Member States is left behind and each receives our full support in both the implementation of ICAO Standards and Recommended Practices (SARPs) and the safe and efficient growth of its aviation sector. Compliance with SARPs can be challenging not only for the staff of the NACC Office, but also for those entities that must abide by and implement them. We, in collaboration with the user community and our Member States and Territories, strive to meet these challenges with a goal to provide the highest level of aviation safety, security and efficiency, all the while promoting an environment conducive to the continued growth of international civil aviation throughout North America, Central America and the Caribbean. My team and I, with the support of the President of the Council, the Secretary General and other Headquarters officials, are firmly committed to the success of the regional and global aviation goals of all of our Members States and their representative agencies, regional mechanisms, and government and non-government organizations.



### Member States – 21

- Antigua and Barbuda
- Bahamas
- Barbados
- Belize
- Canada
- Costa Rica
- Cuba
- Dominican Republic
- El Salvador
- Grenada
- Guatemala
- Haiti
- Honduras
- Jamaica
- Mexico
- Nicaragua
- Saint Kitts and Nevis
- Saint Lucia
- Saint Vincent and the Grenadines
- Trinidad and Tobago
- United States





# 70th Anniversary ICAO

## ACNA

Air Navigation Services

<http://www.cocesna.org/acna/>

## ACSA

Safety

<http://www.cocesna.org/acsa/>

## ICCAE

Training

<http://www.cocesna.org/iccae/>



| ICAO

## ICAO STATES TODAY

70 Years after Chicago

**To order additional copies  
of this publication**

simply contact us



### FCM Communications Inc.

835 Montarville Street, Longueuil, Québec, Canada J4H 2M5

Telephone: +1 (450) 677-3535

Facsimile: +1 (450) 677-4445

Email: [info@fcmcommunications.ca](mailto:info@fcmcommunications.ca)

Cost : US \$145. plus postage and handling





## ANTIGUA AND BARBUDA

### Relationship with ICAO

- ➔ Joined in 1981
- ➔ Member of the CARICOM States Rotation Group comprised of Antigua and Barbuda, Bahamas, Barbados, Belize, Grenada, Guyana, Haiti, Jamaica, Saint Lucia, Saint Kitts and Nevis, Saint Vincent and the Grenadines, Suriname and Trinidad and Tobago



### State Statistics

#### Capital

Saint John's

#### Official Language

English

#### Area

440 km<sup>2</sup>

#### Population

89 069

#### Gross Domestic Product\*

USD 1.2 billion

USD 13 406 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airport

1

#### International Passenger Traffic

900 000 passengers

#### International Cargo Traffic

N/A metric tonnes

#### National Airlines with International Services

0

#### Foreign Airlines

10

### Historical Footnote

V.C. Bird International is the largest and busiest of three airports in Antigua & Barbuda. Previously called Coolidge Airport, it was handed down as a gift from the United States as they decommissioned their U.S. NAVY base in the 1940s.



### Quick Facts

- ➔ Antigua and Barbuda is strategically located at the centre of the Eastern Caribbean.
- ➔ V.C. Bird International Airport, named in honour of the country's first Prime Minister, Sir Vere Cornwall Bird Sr., accommodated the British Airways supersonic Concorde on 2 November 1984.
- ➔ Antigua and Barbuda hosted the 2<sup>nd</sup> Meeting of the ICAO/LACAC/CAR/SAM Aviation Security and Facilitation Regional Group and Regional AVSEC Seminar, from 14 to 18 May 2012.
- ➔ Antigua and Barbuda is the home base of the regional airline LIAT 1974 Ltd.
- ➔ The Eastern Caribbean Civil Aviation Authority (ECCAA), the civil aviation regulatory body of the Organization of Eastern Caribbean States (OECS), is located in Antigua and Barbuda.

### Did You Know...

Antigua is said to have 365 beaches, one for every day of the year. All are open to the public, and so the challenge posed to a visitor is not how to gain access to the best of them but simply how to locate the beach that suits one's taste.



## BAHAMAS

### Relationship with ICAO

- ➔ Joined in 1975
- ➔ Member of the CARICOM States Rotation Group comprised of Antigua and Barbuda, Bahamas, Barbados, Belize, Grenada, Guyana, Haiti, Jamaica, Saint Lucia, Saint Kitts and Nevis, Saint Vincent and the Grenadines, Suriname and Trinidad and Tobago



### State Statistics

#### Capital

Nassau

#### Official Language

English

#### Area

10 010 km<sup>2</sup>

#### Population

371 960

#### Gross Domestic Product\*

USD 8.2 billion

USD 21 908 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

2

#### International Passenger Traffic

1.3 million passengers

#### International Cargo Traffic

N/A metric tonnes

#### National Airlines with International Services

1

#### Foreign Airlines

17

### Historical Footnote

The Department of Civil Aviation was established in May 1946. In August 2011, The Bahamas became the first State in the North American Central American and Caribbean (NACC) Region to successfully implement the State Safety Plan (SSP).



### Quick Facts

- ➔ The Bahamas is focused on achieving success in maintaining a sound aviation industry that will attract local and international investment and tourism to its islands.
- ➔ Within the newly created Civil Aviation Authority, an independent aircraft accident investigation bureau – with separation of all service provider and operations entities (airports) and agencies – will ensure that The Bahamas meets ICAO Standards and Recommended Practices (SARPs).
- ➔ The CAA, with assistance from ICAO's Technical Co-operation Bureau (TCB), has an Aerodrome Certification Training Programme for its newly hired aerodrome safety inspectors, allowing for the certification of its airports completely in-house.
- ➔ As of 1 July 2013, the Government assumed full responsibility for air traffic services at the Grand Bahama International Airport.

### Did You Know...

The Bahamas is primarily dependent upon air transport. There are 56 airports in total throughout the archipelago; 30 are government-owned and 26 privately owned. There are 21 ports of entry: 16 are government-operated and five are private.

# Jewel of the Caribbean

Where Tourism and Business Converge



As ICAO marked its 70<sup>th</sup> Anniversary in 1974, The Bahamas proudly commemorated its 39 years as an ICAO Member State (May 1975), while its Department of Civil Aviation celebrated 68 years of existence (May 1946).

Not surprisingly then, The Bahamas has a well-established civil aviation system, one that has contributed significantly over the years to the economic and social development of the country.

Located in the Caribbean, The Bahamas is a beautiful archipelago of 700 islands and some 2 000 cays, with Nassau as its capital and commercial hub. Within a vibrant two-pillar economy, based on tourism and international financial services, tourism is clearly the economic mainstay and principal industry, representing 51 per cent of GDP. In 2012, The Bahamas welcomed close to six million visitors, who spent more than USD \$2.3 billion.

Its 56 airports are served domestically and internationally by its national airline, Bahamasair, in operation for the past 41 years (18 June 1973), and some 17 foreign carriers. The two major airports, Lynden Pindling International (LPIA) and Grand Bahama International, both feature US Pre-Clearance facilities, with the former being the largest in The Bahamas and the main gateway.

## Interesting footnotes in the history of The Bahamas civil aviation:

- Over the past 39 years, The Bahamas has successfully completed the Ratification/Accession of some 16 International Air Law Instruments.
- In August 2011, The Bahamas, with the expert assistance of the ICAO Technical Co-operation Bureau, was the first in the North America, Central America and Caribbean Region to successfully launch the State Safety Programme.
- The Bahamas is a member of the joint Performance-based Navigation Implementation Task Force, and Dangerous Goods (DG) and Aviation Data & Analysis Panels.

The future of The Bahamas' air transport system looks bright, as the country undertakes the transformation of its aviation sector, in alignment with the tourism sector, to compete both locally and internationally. As part of a major investment in airport and air navigation infrastructure, The Bahamas will procure in 2015 a state-of-the-art Radar System and Approach Control Centre at LPIA. In the near future, it intends to transition to a Civil Aviation Authority with a fully trained workforce of aviation professionals.



The Bahamas is proud to be among the 191 ICAO Member States and, on behalf of its Prime Minister, the Right Honourable Perry G. Christie, Minister of Transport and Aviation, the Honorable Glenys Hanna Martin, Mrs Lorraine Symonette, Permanent Secretary, and Mr Ivan L. Cleare, Acting Director of Civil Aviation, extends warm congratulations to ICAO on its 70<sup>th</sup> Anniversary.





## BARBADOS

### Relationship with ICAO

- ➔ Joined in 1967
- ➔ Member of the CARICOM States Rotation Group comprised of Antigua and Barbuda, Bahamas, Barbados, Belize, Grenada, Guyana, Haiti, Jamaica, Saint Lucia, Saint Kitts and Nevis, Saint Vincent and the Grenadines, Suriname and Trinidad and Tobago



### State Statistics

#### Capital

Bridgetown

#### Official Language

English

#### Area

432 km<sup>2</sup>

#### Population

283 221

#### Gross Domestic Product\*

USD 4.2 billion

USD 14 917 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airport

1

#### International Passenger Traffic

1.9 million passengers

#### International Cargo Traffic

21 565 metric tonnes

#### National Airlines with International Services

0

#### Foreign Airlines

20

### Historical Footnote

The first international flight, an Auro Avian piloted by Capt. William Lancaster, landed in Barbados in 1929 on a fairway at the Rockley Golf Club. The first scheduled flight landed in 1938 and the first passenger service was inaugurated in 1939.



### Quick Facts

- ➔ In January 1971, Barbados was the first State in the CAR Region to induct women into the air traffic services.
- ➔ Barbados was the first State in the CAR Region to implement radar/surveillance control services.
- ➔ Until its final flight in November 2003, Barbados was one of only four regular destinations for the British Airways Concorde. The GBOAE has made its final home in Barbados – the Barbados Concorde Experience.
- ➔ In 2011, Boeing completed FAA certification (hot and humid conditions) on B767 and B747-8 aircraft at the Grantley Adams International Airport, now listed as a Boeing test site for future variance.
- ➔ The Crop Over Festival in Barbados, which ends with the spectacular Carnival/Kadooment Parade, marks the end of the local Sugar Cane harvest and is unique among Carnival festivities in other Caribbean countries.

### Did You Know...

Barbados is the most easterly island in the Eastern Caribbean. Waves pound the rugged east coast and white sandy beaches, and natural reefs are a lure for tourists seeking peace and tranquillity. Our waters are among the purest in the world.



## BELIZE

### Relationship with ICAO

- ➔ Joined in 1990
- ➔ Member of the CARICOM States Rotation Group comprised of Antigua and Barbuda, Bahamas, Barbados, Belize, Grenada, Guyana, Haiti, Jamaica, Saint Lucia, Saint Kitts and Nevis, Saint Vincent and the Grenadines, Suriname and Trinidad and Tobago
- ➔ Member of the Central American Rotation Group comprised of Belize, Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua and Panama



### State Statistics

#### Capital

Belmopan City

#### Official Language

English

#### Area

22 810 km<sup>2</sup>

#### Population

359 000

#### Gross Domestic Product\*

USD 1.6 billion

USD 4 852 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airport

1

#### International Passenger Traffic

635 000 passengers

#### International Cargo Traffic

800 metric tonnes

#### National Airlines with International Services

2

#### Foreign Airlines

6

### Historical Footnote

The first recorded aircraft landing in Belize was on the coastline and made by a seaplane on 23 February 1921. The first aircraft to land on the mainland, on 30 December 1927, was piloted by Charles Lindberg, on a goodwill tour through Central America.



### Quick Facts

- ➔ Belize concluded multilateral/bilateral air services agreements with the Caribbean Community (CARICOM), Austria, Member States and Associate Members of the Association of Caribbean States, and the Bermuda II Agreement between Great Britain and the USA that is applicable to Belize. Additional agreements are being negotiated with other countries.
- ➔ Belize was audited under the Universal Safety Oversight Audit Programme Continuous Monitoring Approach in February 2014. The Final Report on the ICAO Coordinated Validation Mission generated an impressive Effective Implementation (EI) of 83.38% overall, making the country a leader in ICVM results.

### Did You Know...

Belize is the only English-speaking country in Central America. Its beauty attracts thousands of visitors year round, especially its Barrier Reef spanning 300 km along the coastline. This ecosystem is a UNESCO World Heritage Site since 1996.



## CANADA

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Council – 1947 to the present
- ➔ Independent technical experts nominated by Canada have served on the Air Navigation Commission since its inception
- ➔ Montreal has proudly hosted ICAO since its foundation. In 2013, ICAO and Canada signed a new Supplementary Headquarters Agreement that will be in effect until 2036
- ➔ Maintains a permanent mission at ICAO Headquarters
- ➔ The Institute of Air and Space Law of McGill University received the Edward Warner Award in 1996

### Historical Footnote

At age 19, Miss Eileen Vollick became the first licensed female pilot in Canada when she flew a ski-equipped Curtiss Jenny on 13 March 1928. Standing barely five feet tall, Vollick used pillows to see out of the cockpit.



### State Statistics

#### Capital

Ottawa

#### Official Languages

English, French

#### Area

9 984 670 km<sup>2</sup>

#### Population

34.8 million

#### Gross Domestic Product\*

USD 1.8 trillion

USD 52 000 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

31

#### International Passenger Traffic

47.4 million passengers  
109.3 billion revenue passenger-kilometres (Canadian operators)

#### International Cargo Traffic

252 037 million metric tonnes (Canadian operators)  
1.7 billion freight tonne-kilometres (Canadian operators)

#### National Airlines with International Services

9

#### Foreign Airlines

74

### Quick Facts

- ➔ With over 35 000 civil aircraft and 60 000 licensed pilots, Canada has the second largest civil aircraft fleet and pilot population in the world.
- ➔ Under its November 2006 Blue Sky Policy, Canada has concluded new or expanded air transport agreements with over 80 countries.
- ➔ The Canadian aerospace industry ranks third globally in terms of civil aircraft production activity. It is responsible for 172 000 jobs and reached \$25.1 billion in direct revenue in 2013.
- ➔ Montreal has the second largest density of aerospace jobs in the world and is the largest aerospace centre in Canada, with 70% of Canada's aviation R&D, 55% of sales and 50% of the workforce.
- ➔ Greater Montreal hosts 10 international aerospace organizations, including the International Air Transport Association (IATA), Airports Council International (ACI) and the International Federation of Airline Pilots' Associations (IFALPA).

### Did You Know...

Air transportation services, both passenger and cargo, are vital to the livelihood of Canadians in remote regions, particularly during the period of the year when winter roads are not available.





## COSTA RICA

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Council – 1965-1968, 1974-1977 and 2001-2004
- ➔ Member of the Central American Rotation Group comprised of Belize, Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua and Panama



### State Statistics

#### Capital

San Jose

#### Official Language

Spanish

#### Area

51 060 km<sup>2</sup>

#### Population

4.8 million

#### Gross Domestic Product\*

USD 45.4 billion

USD 9 443 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

4

#### International Passenger Traffic

1.3 million passengers  
31.4 billion revenue passenger-kilometres

#### International Cargo Traffic

65 115 metric tonnes  
336.2 million freight tonne-kilometres

#### National Airlines with International Services

1

#### Foreign Airlines

26

### Historical Footnote

The first flight took place on 1 January 1912. In 1929, the Aeronautical Institute of Costa Rica was created, the first airline (ENTA) began in 1933, followed by LACSA in 1945. The Civil Aviation Board was established in 1948.



### Quick Facts

- ➔ Concluded bilateral negotiations with 25 States, of which 12 are "open skies" type agreements.
- ➔ Passenger traffic at the Daniel Oduber Quirós International Airport increased by 7% in the first quarter of 2014 compared to the same period in 2013.
- ➔ Operability in the platform remote increased from 75 000 m<sup>2</sup> to 91 000m<sup>2</sup>.
- ➔ The Civil Aviation Technical Council (CETAC) signed a technical cooperation agreement with ICAO.
- ➔ There are more than 121 volcanic formations in Costa Rica, and seven of them are active. Poas Volcano has the second widest crater in the world, and Arenal Volcano is one of the ten most active volcanoes in the world.

### Did You Know...

Costa Rica hosts more than 5% of the world's biodiversity even though its landmass only takes up .03% of the planet's surface.



## CUBA

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Council – 1986-1989, 1998-2004 and 2010-2013
- ➔ Independent technical experts nominated by Cuba have served on the Air Navigation Commission – 2006-2007
- ➔ Maintains a permanent mission at ICAO Headquarters



### State Statistics

#### Capital

Havana

#### Official Language

Spanish

#### Area

109 884 km<sup>2</sup>

#### Population

11.3 million

#### Gross Domestic Product\*

USD 68 billion

USD 6 300 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

10

#### International Passenger Traffic

N/A passengers

#### International Cargo Traffic

N/A metric tonnes

#### National Airlines with International Services

3

#### Foreign Airlines

73

### Historical Footnote

In April 1945, in Havana, the International Air Transport Association (IATA) was created during an international air transport conference held at the Hotel Nacional de Cuba and attended by delegates from the world's airlines.



### Quick Facts

- ➔ Concluded bilateral air services agreements with 86 countries worldwide, with 18 more under negotiation.
- ➔ International airports in Cuba are strategically located to serve tourist destinations.
- ➔ Membership in several ICAO work Panels.

### Did You Know...

Cuba is strategically located at the centre of the Western hemisphere, at the crossroads of all major maritime and air routes. The "Key to the Gulf of Mexico", it has historically served to link peoples, cultures and economies in the area.



## DOMINICAN REPUBLIC

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Council – 2007 to the present
- ➔ Maintains a permanent mission at ICAO Headquarters



### State Statistics

#### Capital

Santo Domingo

#### Official Language

Spanish

#### Area

48 320 km<sup>2</sup>

#### Population

10.3 million

#### Gross Domestic Product\*

USD 58.9 billion

USD 5 733 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

8

#### International Passenger Traffic

10.5 million passengers

33.5 billion revenue passenger-kilometres

#### International Cargo Traffic

108 530 metric tonnes

#### National Airlines with International Services

13

#### Foreign Airlines

167

### Historical Footnote

The aviation history of the Dominican Republic dates back to the early 20<sup>th</sup> century when it figured among the States that enacted laws in line with the provisions of the Paris Convention of 1919.



### Quick Facts

- ➔ The Dominican Republic describes itself as “A land that has it all”. It has an invaluable cultural patrimony as the first European settlement in the Americas. It features ideal location, fabulous natural attractions, the hospitality of its people and a safe and secure environment. It welcomes travellers from the world over, for tourism or business opportunities.
- ➔ Some 95 % of visitors come by air: The expected 11.5 million passengers in 2014 is 2.8 % more than the 10.5 million passengers in 2013. In 2014, for the first time, commercial operations exceeded 100 000.
- ➔ Today, the Dominican Republic has formal bilateral agreements with 43 States, 29 of which were entered into or updated during the 2007-2014 period.
- ➔ By the end of 2013, there were 230 routes for direct and connecting flights and some 500 routes operated on a non-regular or charter basis.

### Did You Know...

The Dominican Republic was founded in 1492. Santo Domingo became the first capital of Spain in the “new world”, with a university, cathedral, vice-regal palace and monuments that have been declared a World Heritage Site by UNESCO.



# The Civil Aviation System of the Dominican Republic

Warm Welcome to a Country that "Has it All"



**Dr. Alejandro Herrera Rodriguez**, General Director of Civil Aviation

Thanks to its strategic location in the Caribbean, the Dominican Republic occupies a prime destination and origin position for commercial and private flights. The remarkable development of its tourism sector is supported by the country's diversity, natural attractions, the hospitality of its people and the sense of security enjoyed by the more than ten million travellers from all over the world who came through our airport facilities last year, looking not just for a short break but also for potential investment opportunities.

The Dominican Republic is a blessed land, well described in the promotional slogan as a country that "has it all". It is worth emphasizing that 95% of our visitors arrived by air; and that's why, when considering a national strategy for developing tourism, our thinking turns to our solid aviation system.

We in the Dominican Civil Aviation Institute, IDAC, the entity responsible for the management of the national civil aviation system, are well aware of the essential role that



**Ambassador Carlos A. Veras**, Permanent Representative to ICAO

aviation plays in the growth of tourism, as well as in the economic development of the nation. We continue to work tirelessly to guarantee an adequate air navigation infrastructure, safety oversight, and professional training of our staff, all key elements of an efficient and sustainable air transport system.

## Commitment to Safety and Air Navigation

The Dominican Republic firmly supports the implementation of the ICAO Global Aviation Safety Plan and the Global Air Navigation Plan (GASP and GANP), including the Aviation System Block Upgrades (ASBU), through the dispositions of the Planning and Implementation Regional Groups. In this way, the Dominican air navigation infrastructure is doing its share in preparing for the doubling of air transport operations globally by 2030, aligning the national strategic focus of development with the requirements of the industry worldwide.

## MORE ABOUT **DOMINICAN REPUBLIC**



Area and Terminal Control Center

For example, we are aggressively moving forward with implementing Performance-Based Navigation or PBN, considered a priority by ICAO. In fact, according to ICAO's Regional Performance Dashboard, the Dominican Republic is 87% above the world average in terms of implementation.

Additionally, we recently inaugurated new air traffic control facilities equipped with state-of-the-art technology, renovated the radio aids system and updated all of the associated subsystems. This is part of our objective to continue adding harmonized elements to the modernization of our air navigation infrastructure, as a baseline for the development of the entire system.

As we progress in that direction, safety remains our top priority for the sustainable development of the industry,

as established in the GASP. By conforming to the regulatory requirements of the Dominican Aeronautical Regulations and the ICAO Standards and Recommended Practices of ICAO, the Dominican Republic achieved an Effective Implementation index of 86.2% for its safety oversight system, above the global average, as indicated in the results of the ICAO Universal Safety Oversight Audit Programme, USOAP.

Our oversight system incorporates both the quality management and the safety management components, supported by a computer software platform that facilitates the standardized achievement of applicable critical elements. Also critical is the commitment of the aeronautical community to ensure the safety, the consistency and the efficiency of air transport activities, so that we can reach together the expected levels of compliance and efficacy.

### **The New Generation of Aviation Professionals Initiative**

The Dominican Republic recognizes the potential lack of professionals in every aeronautical discipline, due in part to the current and future growth of operations, especially over the next 15 years. Another factor is the integration of more demanding technologies that require specialized knowledge, qualifications and experience in the areas of service, supervision, inspection and control at every airport, as is well described in the ICAO Next Generation of Aviation Professionals initiative, NGAP.

Given the importance of providing the appropriate technical and specialized training for its personnel, IDAC created the Superior Academy of Aeronautical Science, or ASCA in Spanish. Over time, the Academy has grown into the prime training institution for the technical development of all aviation professionals in the country, where they can receive and update optimal knowledge, and share their experiences through various programmes and technologies.

ASCA is part of the worldwide network of ICAO training centres. In 2009, it was certified as a full member of ICAO's TRAINAIR Programme and, in 2012, as a full member of the TRAINAIR PLUS Programme, becoming the first centre in the Americas to receive such a certification and the third in the world.

Since the creation of the Academy, ASCA has trained more than 5 000 technicians from more than 10 countries in the region and from the national aeronautical industry, according to their respective areas of expertise.

## MORE ABOUT **DOMINICAN REPUBLIC**



Superior Academy of Aeronautical Sciences (ASCA)

### **Contribution to Regional Growth**

Time made us conscious of the importance of good practices and positive change as part of our organizational culture, and we have encouraged our staff to become more efficiency oriented in the drive for the sustainable development of the industry.

As a result, since 2010, the aeronautical services in the Dominican Republic are internationally recognized, having obtained the ISO 9001:2008 Quality Management, ISO 14001:2004 Environmental Management and ISO 18001:2007 Occupational Health and Safety certifications, in recognition of the integrated management system of IDAC.

Moreover, in recent decades, the presence and active cooperation of the Dominican Republic in regional groups and programmes established by ICAO, along with the implementation and execution of national development plans are more demonstrations of the commitment to the continuous advancement of the regional aviation system. This makes the Dominican Republic one of the most innovative and reliable States providing aeronautical services in the region.

At the same time, IDAC was awarded the National Quality Award, Silver and Gold Mention, for its achievements as National Public Management Model by the Ministry of Public Administration of the Dominican Republic.

This change of vision and constant improvement in effective management has supported our integration and active collaboration in regional groups and the implementation of programmes guided by ICAO. It has also given us the honour to sponsor various meetings, workshops and seminars in all areas of civil aviation, while facilitating the harmonized realization of our development plans and the signing of bilateral or cooperation agreements with adjacent States and civil aviation authorities.

And once again, the Dominican Republic proudly holds a seat on the Council of ICAO, for the 2013-2016 period.

### **Dominican Republic into the Future**

The major advances of the last decade have made us aware of the discipline and hard work required from all stakeholders to ensure that the aviation industry continues to provide the level of safety and service quality that visitors to our country have been accustomed to. The Dominican Republic will always be diligent in maintaining the harmonized and sustainable pace of development that the aeronautical community requires and demands, willing to participate and collaborate in any project that reaffirms the joint efforts required to achieve the goals and objectives of civil aviation.





## EL SALVADOR

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Council – 1980-1983, 1995-1998 and 2007-2010
- ➔ Member of the Central American Rotation Group comprised of Belize, Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua and Panama



### State Statistics

#### Capital

San Salvador

#### Official Language

Spanish

#### Area

20 720 km<sup>2</sup>

#### Population

6.3 million

#### Gross Domestic Product\*

USD 23.8 billion

USD 3 782 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

2

#### International Passenger Traffic

1.5 million passengers

#### International Cargo Traffic

24 810 metric tonnes

#### National Airlines with International Services

2

#### Foreign Airlines

17

### Historical Footnote

TACA International Airlines was founded in 1931 by New Zealander Lowell Yerex. From its headquarters in El Salvador, the airline gradually expanded its operations to cover the American continent.



### Quick Facts

- ➔ El Salvador International Airport, "Monseñor Oscar Arnulfo Romero y Galdamez", was inaugurated in 1978 and is one of the busiest aerodromes in the Central American Region.
- ➔ From 2001 to 2005, the average annual growth in passenger traffic was 2.5%. From 2006 to 2012, the number rose to 15%.
- ➔ ICCAE Central American Aviation Training Institute is a training centre whose development has contributed to the integration of the Central American Region through the training of air traffic controllers and civil aviation inspectors.
- ➔ El Salvador offers an aircraft maintenance, repair and overhaul (MRO) industry for commercial aircraft that has successfully placed the country on the global aviation map.
- ➔ Member of COCESNA, the Central American integration organization that provides air traffic control services in the region.

### Did You Know...

El Salvador, the smallest country in Central America, is also known as "America's Thumb". It has the most volcanoes per square kilometre in the world and the 3<sup>rd</sup> most beautiful lake, reputed for its turquoise colour of volcanic origin.



## GRENADA

### Relationship with ICAO

- ➔ Joined in 1981
- ➔ Member of the CARICOM States Rotation Group comprised of Antigua and Barbuda, Bahamas, Barbados, Belize, Grenada, Guyana, Haiti, Jamaica, Saint Lucia, Saint Kitts and Nevis, Saint Vincent and the Grenadines, Suriname and Trinidad and Tobago



### State Statistics

#### Capital

St. George's

#### Official Language

English

#### Area

344 km<sup>2</sup>

#### Population

108 580

#### Gross Domestic Product\*

USD 801.5 million

USD 7 598 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airport

1

#### International Passenger Traffic

301 650 passengers

#### International Cargo Traffic

2 220 metric tonnes

#### National Airlines with International Services

0

#### Foreign Airlines

11

### Historical Footnote

Point Salines International Airport, the first and only international airport in Grenada, was opened on 28 October 1984. On 29 May 2009, it was renamed the Maurice Bishop International Airport in honour of former Prime Minister Maurice Bishop.

© Gianni Deligny



### Quick Facts

- ➔ Grenada re-branded the destination in 2014 as "Pure Grenada – the Spice of the Caribbean" – highlighting its natural beauty, pristine ambiance, wholesome foods, friendly people and a feeling of safety and security.
- ➔ Grenada's Immigration and Passport Department was the recipient of the 2012 United Nations Public Service Award for "improving the Delivery of Public Service" in the Latin America and Caribbean Region.
- ➔ The Maurice Bishop International Airport opened its first fixed based operation/jet centre facility in 2014, catering to general aviation and first class/premium passengers.

### Did You Know...

Grenada is known as "The Isle of Spice" for the wide variety of spices that abound throughout the island. It was the world's second largest producer of nutmeg before Hurricane Ivan destroyed 90 per cent of the nutmeg trees in 2004.



## GUATEMALA

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Council – 1959-1962, 1968-1971, 1983-1986 and 2010-2013
- ➔ Member of the Central American Rotation Group comprised of Belize, Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua and Panama
- ➔ Maintains a permanent mission at ICAO Headquarters



### State Statistics

#### Capital

Guatemala City

#### Official Language

Spanish

#### Area

108 889 km<sup>2</sup>

#### Population

15.8 million

#### Gross Domestic Product\*

USD 50.4 billion

USD 3 341 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

2

#### International Passenger Traffic

1.4 million passengers

#### International Cargo Traffic

25 424 metric tonnes

#### National Airlines with International Services

7

#### Foreign Airlines

25

### Historical Footnote

On 4 October 1929, Charles Lindbergh paid a second visit to Guatemala. It was to research, on behalf of Pan American Airways, new air routes between U.S. cities and Central America. The first scheduled service was inaugurated on 12 November.



### Quick Facts

- ➔ Guatemala has the largest air park in Central America, with more than 700 civil aircraft.
- ➔ In June 2007, Guatemala successfully completed the International Aviation Safety Assessment Program (IASA), conducted by the FAA, and was given Category 1 showing that the CAA provides oversight of its carriers that operate to the United States according to ICAO Standards.
- ➔ In Guatemala there are approximately 288 formations identified as volcanoes or of volcanic origin; of these, only eight have reports of activity since historical times and four are the most active currently.

### Did You Know...

El Mirador is the largest and oldest Mayan City in the world, some 1 000 years older than Tikal (The Preclassic), an era that a few years ago was known as the stone age. The Emperors who ruled El Mirador were similar to Kheops and Ramses II.





## HAITI

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the CARICOM States Rotation Group comprised of Antigua and Barbuda, Bahamas, Barbados, Belize, Grenada, Guyana, Haiti, Jamaica, Saint Lucia, Saint Kitts and Nevis, Saint Vincent and the Grenadines, Suriname and Trinidad and Tobago



### State Statistics

#### Capital

Port-au-Prince

#### Official Languages

French, Creole

#### Area

27 500 km<sup>2</sup>

#### Population

10.6 million

#### Gross Domestic Product\*

USD 7.9 billion

USD 776 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

2

#### International Passenger Traffic

1.2 million passengers

#### International Cargo Traffic

7 697 metric tonnes  
11.3 million freight tonne-kilometres

#### National Airlines with International Services

2

#### Foreign Airlines

23

### Historical Footnote

The first international airport of Haiti, the Mais Gaté Airport in Port-au-Prince, also known as the Port-au-Prince Airport, was inaugurated on 22 January 1964.



### Quick Facts

- ➔ Air traffic control services began in the Haiti airspace in October 1968.
- ➔ Haiti has occupied the Vice-Chairmanship of the CAR/SAM Regional Planning and Implementation Group (GREPECAS) since November 2005.
- ➔ The first meeting for the implementation of the ICAO MEVA Network (MEVA is an acronym for "Mejoras a los Enlaces de Voz ATS", or "Improvement to ATS Voice Link") took place in Pétiön-Ville in April 1997.
- ➔ Cap-Haitien International Airport accommodated a Boeing 757 for the first time on 22 October 2012.
- ➔ A high-level ICAO mission visited Haiti from 2 to 6 June 2014 to initiate discussions on the evolution of air transport services in the country.

### Did You Know...

Known as "La Perle des Antilles" (The Pearl of the Antilles) because of its natural beauty, Haiti offers tourists in search of relaxation and peace of mind a number of wonderful beaches and captivating historical sites.



## HONDURAS

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Council – 1978-1980, 1989-1992 and 2004-2007
- ➔ Member of the Central American Rotation Group comprised of Belize, Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua and Panama



### State Statistics

#### Capital

Tegucigalpa

#### Official Language

Spanish

#### Area

112 492 km<sup>2</sup>

#### Population

8.2 million

#### Gross Domestic Product\*

USD 18.6 billion

USD 2 339 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

4

#### International Passenger Traffic

1.3 million passengers

#### International Cargo Traffic

24 592 metric tonnes

#### National Airlines with International Services

4

#### Foreign Airlines

21

### Historical Footnote

Transportation of persons by air for recreational purposes began in 1930 with the Honduran "Bellanca and Fabric" company. The Directorate General of Civil Aviation was created in March 1950, through Legislative Decree N° 121, to organize, monitor and promote civil aviation.



### Quick Facts

- ➔ It was in Honduras that the first woman was accepted in a military complex for training aviators and military pilots.
- ➔ On 3 December 1999, the first women graduates were also the first in all of Latin America.
- ➔ The mission of international and domestic air transport is to ensure that the services are provided in an efficient manner and that proper surveillance is given to the granting of traffic rights, within the context of recognized norms and regulations.

### Did You Know...

Colonel Francisco Zepeda was the first aviator in Honduras to break the sound barrier.



## JAMAICA

### Relationship with ICAO

- ➔ Joined in 1963
- ➔ Member of the Council – 1977-1986
- ➔ Member of the CARICOM States Rotation Group comprised of Antigua and Barbuda, Bahamas, Barbados, Belize, Grenada, Guyana, Haiti, Jamaica, Saint Lucia, Saint Kitts and Nevis, Saint Vincent and the Grenadines, Suriname and Trinidad and Tobago
- ➔ Dr Kenneth Rattray received the Edward Warner Award from ICAO in 1998



### State Statistics

#### Capital

Kingston

#### Official Language

English

#### Area

10 990 km<sup>2</sup>

#### Population

2.7 million

#### Gross Domestic Product\*

USD 14.8 billion

USD 5 464 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

3

#### International Passenger Traffic

4.7 million passengers

#### International Cargo Traffic

16 376 metric tonnes

#### National Airlines with International Services

1

#### Foreign Airlines

76

### Historical Footnote

Jamaica has a long-standing and vibrant aviation history. Eight years after the Wright brothers' inaugural flight, it celebrated its first reported flight in 1911 and first commercial flight in 1930, when a flying boat landed in Kingston Harbour.



### Quick Facts

- ➔ The Jamaica Civil Aviation Authority's Training Institute (CAATI) earned full TRAINAIR PLUS accreditation in 2013, becoming only the second such facility in the Caribbean to achieve the designation.
- ➔ In 1997, Jamaica again attained a Category 1 Safety ranking from the U.S. Federal Aviation Administration (FAA) and has maintained it since.
- ➔ A major modernization programme is under way for the industry's aeronautical communications, air traffic control and air navigation systems, as well as key airport infrastructure.
- ➔ The Civil Aviation (Amendment) Act 2004 allows the JCAA to operate independently as regulator of the aviation industry.
- ➔ Jamaica provides a leadership role within the Caribbean Aviation Safety & Security Oversight System (CASSOS) and the Latin American Civil Aviation Commission (LACAC).

### Did You Know...

The largest of the English-speaking Caribbean islands, Jamaica is ideally situated for tourism, trade and foreign investment. The island is seeking to become the 4<sup>th</sup> Node in Global Logistics, following Singapore, Dubai and Rotterdam.





## MEXICO

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Council – 1947-1959 and 1962 to the present
- ➔ Independent technical experts nominated by Mexico have served in the Air Navigation Commission – 1970-1978
- ➔ Roberto Kobeh González was President of the Council from 2006 to 2013
- ➔ Maintains a permanent mission at ICAO Headquarters since 1947



### State Statistics

#### Capital

Mexico

#### Official Language

Spanish

#### Area

1 964 375 km<sup>2</sup>

#### Population

119.2 million

#### Gross Domestic Product\*

USD 1.2 trillion

USD 9 818 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

64

#### International Passenger Traffic

27.1 million passengers  
102.6 billion revenue  
passenger-kilometres

#### International Cargo Traffic

441 900 metric tonnes

#### National Airlines with International Services

9

#### Foreign Airlines

64

### Historical Footnote

Mexican aviation has a long history of technical, regulatory and commercial achievements. The first flight in Latin America took place in Mexico in 1910. The origins of the national civil aviation authority can be traced back to 1920.



### Quick Facts

- ➔ In 2013, there was a total of 60.01 million passengers, an increase of 8.6% over 2012 in terms of domestic operations and 9.1% for international operations.
- ➔ The first ICAO hands-on training workshop for States' Action Plans on CO<sub>2</sub> emissions reduction activities took place in Mexico in 2011. That year, Mexico also became the first country to deliver its Action Plan to ICAO.
- ➔ Second country in Latin America to develop biofuels.
- ➔ In 2010, the Centro Internacional de Instrucción de ASA (CIASA) began operations and in 2011 was accredited under the TRAINAIR PLUS Programme and recognized as Regional Aviation Security Training Centre.
- ➔ From 2006 to 2012 the number of companies in the aerospace sector increased by 128%, making Mexico the 15<sup>th</sup> most important country in this industry around the world.

### Did You Know...

Mexico City was initially a lake zone in which was built the International Airport "Benito Juárez", the main airport of México and one of the most important in Latin America.



## NICARAGUA

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Council – 1961-1965, 1971-1974, 1992-1995 and 2013 to the present
- ➔ Member of the Central American Rotation Group comprised of Belize, Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua and Panama
- ➔ Maintains a permanent mission at ICAO Headquarters



### State Statistics

#### Capital

Managua

#### Official Language

Spanish

#### Area

129 494 km<sup>2</sup>

#### Population

6 million

#### Gross Domestic Product\*

USD 10.6 billion  
USD 1 777 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airport

1

#### International Passenger Traffic

1 million passengers

#### International Cargo Traffic

48 775 metric tonnes

#### National Airlines with International Services

0

#### Foreign Airlines

10

### Historical Footnote

During the gold rush in the mid-19<sup>th</sup> century, Nicaragua became a natural gateway between the East and the West of the American continent. In November 1927, American aviator Charles Lindbergh landed his "Spirit of St-Louis" on Nicaraguan soil.



### Quick Facts

- ➔ In 2006, the new Law on Civil Aviation of Nicaragua modernized the aeronautical legal framework. This initiated a process of profound transformation of civil aviation, promoting the development and training for all specialists of the national aviation industry.
- ➔ Nicaragua ranks among the top 10 positions for ICAO audits conducted under the Universal Safety Oversight Audit Programme (2008) and the Universal Security Audit Programme (2009).
- ➔ In 1960, the Central American Corporation for Air Navigation Services (COCESNA) was created, initially consisting of five Central American States - Guatemala, El Salvador, Honduras, Nicaragua and Costa Rica. Belize joined in 1979.
- ➔ Nicaragua is the country of origin of the poet Rubén Darío, Father of Modernism and Prince of Castilian letters.

### Did You Know...

Nicaragua comes from the Nahuatl *nic-atl-nahuac* language meaning "land surrounded by water". It has two volcanoes, Concepción (active) and Maderas (inactive) on an island called Ometepe, in the middle of a fresh water lake, El Cocibolca.



## SAINT KITTS & NEVIS

### Relationship with ICAO

- ➔ Joined in 2002
- ➔ Member of the CARICOM States Rotation Group comprised of Antigua and Barbuda, Bahamas, Barbados, Belize, Grenada, Guyana, Haiti, Jamaica, Saint Lucia, Saint Kitts and Nevis, Saint Vincent and the Grenadines, Suriname and Trinidad and Tobago



### State Statistics

#### Capital

Basseterre

#### Official Language

English

#### Area

260 km<sup>2</sup>

#### Population

53 584

#### Gross Domestic Product\*

USD 731.9 million

USD 13 658 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

N/A

#### International Passenger Traffic

N/A passengers

#### International Cargo Traffic

N/A metric tonnes

#### National Airlines with International Services

N/A

#### Foreign Airlines

N/A

### Historical Footnote

Christopher Columbus first spotted Saint Kitts in 1493, when it was populated with native tribes, but the Europeans didn't colonize until the British arrived in 1623. In the 17<sup>th</sup> century, a common nickname for Christopher was Kit, or Kitt.

© St. Kitts Tourism Authority



© St. Kitts Tourism Authority

### Quick Facts

- ➔ The Federation of Saint Kitts and Nevis, located in the Leeward Islands, is a federal two-island country in the West Indies. It is the smallest sovereign State in the Americas, in both area and population.

### Did You Know...

Saint Kitts' strategic location and valuable sugar trade led to an advanced and luxurious development that was among the best in the Colonial Caribbean. It offers a myriad of beautiful, complex ecosystems.





## SAINT LUCIA

### Relationship with ICAO

- ➔ Joined in 1979
- ➔ Member of the Council – 2004-2007
- ➔ Member of the CARICOM States Rotation Group comprised of Antigua and Barbuda, Bahamas, Barbados, Belize, Grenada, Guyana, Haiti, Jamaica, Saint Lucia, Saint Kitts and Nevis, Saint Vincent and the Grenadines, Suriname and Trinidad and Tobago
- ➔ Maintains a permanent mission at ICAO Headquarters



### State Statistics

#### Capital

Castries

#### Official Language

English

#### Area

616 km<sup>2</sup>

#### Population

169 115

#### Gross Domestic Product\*

USD 1.3 billion

USD 7 288 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

2

#### International Passenger Traffic

534 907 passengers

#### International Cargo Traffic

721 metric tonnes

#### National Airlines with International Services

0

#### Foreign Airlines

14

### Historical Footnote

The first female air traffic controller in the Caribbean community came from Saint Lucia. She is Ms Colinidia Murray and she currently serves as the Airport Manager for the Hewanorra International Airport.



### Quick Facts

- ➔ Saint Lucia has a drive-in volcano. It is called Sulphur Spring.
- ➔ The twin peaks called the Pitons are a World Heritage Site.

### Did You Know...

Saint Lucia was discovered and settled by Arawaks and Carib Indians. Following the French Soufrière settlement in 1746, Saint Lucia changed hands 14 times between France and Britain. The Island thus became known as "The Helen of the West".



## SAINT VINCENT AND THE GRENADINES

### Relationship with ICAO

- ➔ Joined in 1983
- ➔ Member of the CARICOM States Rotation Group comprised of Antigua and Barbuda, Bahamas, Barbados, Belize, Grenada, Guyana, Haiti, Jamaica, Saint Lucia, Saint Kitts and Nevis, Saint Vincent and the Grenadines, Suriname and Trinidad and Tobago



### State Statistics

#### Capital

Kingstown

#### Official Language

English

#### Area

390 km<sup>2</sup>

#### Population

109 373

#### Gross Domestic Product\*

USD 694.4 million

USD 6 349 per capita

\* Source: World Bank 2012

### Air Transport Statistics

#### International Airports

5

#### International Passenger Traffic

N/A passengers

#### International Cargo Traffic

N/A metric tonnes

#### National Airlines with International Services

2

#### Foreign Airlines

1

### Historical Footnote

The first airfield, at Diamond, was completed in 1943 but closed in 1946, with service then provided by seaplanes. In 1960, the E.T. Joshua Airport was completed, followed by airport development on smaller islands in the 1980s and 1990s.



### Quick Facts

- ➔ In 2009, SVG published its first full set of RNAV procedures to be used at Canouan Airport, becoming the first member of the Organization of Eastern Caribbean States (OECS) to publish RNAV procedures for general use.
- ➔ SVG now provides air access to five islands: Saint Vincent, Canouan, Mustique, Bequia, and Union Island. The airport at Canouan was redeveloped in 2008 to accommodate a wide range of private jets. A new airport on Saint Vincent, at Argyle (Argyle International Airport), is due to open in 2015.
- ➔ SWG offers a combination of rainforests, eco-adventures, spectacular scuba diving, classic Caribbean powder-white beaches, luxury accommodation and amazing yachting and sailing adventures.

### Did You Know...

This beautiful multi-island former British Caribbean State gained its independence in 1979. It consists of 32 islands and smaller islets and cays. It has the oldest botanical gardens in the Western Hemisphere.



## TRINIDAD AND TOBAGO

### Relationship with ICAO

- ➔ Joined in 1963
- ➔ Member of the Council – 1973-1977 and 1989-1998
- ➔ Member of the CARICOM States Rotation Group comprised of Antigua and Barbuda, Bahamas, Barbados, Belize, Grenada, Guyana, Haiti, Jamaica, Saint Lucia, Saint Kitts and Nevis, Saint Vincent and the Grenadines, Suriname and Trinidad and Tobago



### State Statistics

#### Capital

Port of Spain

#### Official Language

English

#### Area

5 130 km<sup>2</sup>

#### Population

1.3 million

#### Gross Domestic Product\*

USD 23.4 billion

USD 17 523 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

2

#### International Passenger Traffic

3.4 million passengers

#### International Cargo Traffic

53 164 metric tonnes

#### National Airlines with International Services

1

#### Foreign Airlines

31

### Historical Footnote

On 23 January, American aviator Frank Boland gave a demonstration flight at the Queen's Park Savannah. The Piarco International Airport was established in Trinidad in 1931 and the Crown Point International Airport in Tobago in 1940.



### Quick Facts

- ➔ Member of the Civil Air Navigation Services Organization (CANSO). The ANSP has amended its organizational structure to meet the ICAO Global Air Navigation Plan (GANP) objectives. Staff and services transitioned to modern area control & tower facilities.
- ➔ Submitted to ICAO its National Action Plan for Emissions Reduction.
- ➔ A dedicated Team established to implement an ICAO/EU Capacity Building Project to track and manage emissions in aviation.
- ➔ Compliant with the eight critical elements of ICAO's Universal Safety Oversight Audit Programme.
- ➔ An Economic Regulations Department has been established responsible for areas of Air Transport and Consumer Protection in line with ICAO ATConf/6.
- ➔ The Civil Aviation Training Centre has trained over 2 500 aviation professionals from 24 countries and is a full member of ICAO's TRAINAIR PLUS Programme.
- ➔ Increased participation at regional and global level committees and task forces.

### Did You Know...

Trinidad and Tobago, the home of calypso and the "steelpan", has one of the world's richest and most diverse cultures. Its annual Carnival, an explosion of colour, music, revelry, and creativity, attracts some 40 000 visitors a year.





## UNITED STATES

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Hosted the 1944 International Civil Aviation Conference in Chicago
- ➔ Member of the Council since its inception
- ➔ Dr Edward Warner was President of the Council since its inception until 1957
- ➔ Independent technical experts nominated by the United States have served on the Air Navigation Commission since its inception
- ➔ R. Roy Grimes and Brian Colamosca received the Air Navigation Commission Laurel Award in 2001 and 2008, respectively
- ➔ Charles A. Lindbergh, Dr Harry G. Armstrong, Captain Elrey B. Jeppesen and Mr Jerome F. Lederer received the Edward Warner Award in 1975, 1981, 1995 and 1999, respectively
- ➔ Maintains a permanent mission at ICAO Headquarters

### Historical Footnote

On 17 December 1903, Orville Wright made the first ever sustained, powered flight. On 1 January 1914, Tony Jannus flew his airboat across Tampa Bay, from St Petersburg to Tampa, in what would become the first commercial flight in history.



### State Statistics

Capital
Washington DC
Official Language
English
Area
9 826 675 km <sup>2</sup>
Population
316 million
Gross Domestic Product*
USD 16.8 trillion
USD 53 142 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
52
International Passenger Traffic
181.1 million passengers
International Cargo Traffic
9.3 million metric tonnes
National Airlines with International Services
14
Foreign Airlines
90

### Quick Facts

- ➔ The Air Mail Act of 1925 facilitated the creation of a profitable commercial airline industry.
- ➔ The Boeing 707, the first successful jet airliner, entered passenger service in 1958.
- ➔ The Airline Deregulation Act, signed in 1978, created a highly competitive airline industry.
- ➔ The U.S. aviation industry contributes an estimated \$150 billion annually to the U.S. economy, accounting for 1.2 million jobs.
- ➔ The United States has the largest and most diverse general aviation community in the world with more than 220 000 aircraft, including amateur-built aircraft, rotorcraft, balloons, and turbojets.
- ➔ The FAA recently completed the baseline ADS-B ground infrastructure with the deployment of 634 radio stations. This infrastructure is the building block for NextGen.

### Did You Know...

The North Atlantic was the theatre for exploits by two of the greatest heroes in aviation history, Charles Lindbergh and Emelia Earhart, the first man and the first woman to fly solo across the ocean in 1927 and 1932, respectively.

# SOUTH AMERICA



ICAO





ICAO

## SOUTH AMERICA



### Message from the Regional Director

Mr Franklin Hoyer

The South American (SAM) Region consists of 13 States and 1 territory, as well as Flight Information Regions (FIRs) that collectively cover about 16.33 per cent of the surface of the earth.

The vertiginous growth of aviation over the last decade has posed an unprecedented challenge to the Region and the success achieved has been possible thanks to the high spirit of collaboration amongst States.

This collaboration is exemplified mainly by three large technical cooperation projects in support of aeronautical communication infrastructure, regulatory standardization and safety procedures, and the implementation of air navigation plans, based on the ICAO Aviation System Block Upgrades (ASBU) methodology.

The Regional Office articulates and manages this cooperative approach in the interest of regional civil aviation and also shares project deliverables with other Regions to contribute to global harmonization and interoperability.

Several international operators with business models that extend beyond the Region take advantage of this cooperative environment, which is focused on improving capacity, efficiency, safety, and the environment to promote sustainable air transport, and invest in the development of one of the most modern fleets in the world.

For them, we have forged and strengthened the links of a very strong chain made up of regulators, service providers, industry and users to ensure collaborative decision making that delivers on the commitment undertaken by Civil Aviation Authorities of the Region in December 2013 in the Bogota Declaration, the goals of which are aligned with the Global Aviation Safety Plan and the Global Air Navigation Plan of ICAO.



### Member States – 13

- Argentina
- Bolivia (Plurinational State of)
- Brazil
- Chile
- Colombia
- Ecuador
- Guyana
- Panama
- Paraguay
- Peru
- Suriname
- Uruguay
- Venezuela (Bolivarian Republic of)



# [AeroFIS®]

## Setting the Standard in Flight Inspection

Latest Technology, Advanced Features, Proven Integrity  
and Extended Flexibility for Future Expansions



### Key Features:

- Proven Reliability and Availability all over the Globe
- Customized Solutions for Hardware and Software
- Simultaneous multiple Facility Calibration
- Special Features for Military and Civil Customers
- Standard FIS Capabilities plus:  
NPA, RNAV, RNP based on GNSS+DME/DME,  
SBAS/WAAS, GBAS/LAAS, ADS-B,  
Moving Facility Calibration, . . .





**YOU CAN'T  
BUY IT.**

**YOU DON'T  
MAKE IT.**

**YOU HAVE  
TO EARN IT.**

**TRUST.**

Developing  
innovative products  
that airports trust.

Introducing the new LED PAPI  
Precision Approach Path Indicator

80% energy savings and significant  
reduction in maintenance costs



**ADBE**  
Airfield Solutions  
[www.adb-air.com](http://www.adb-air.com)



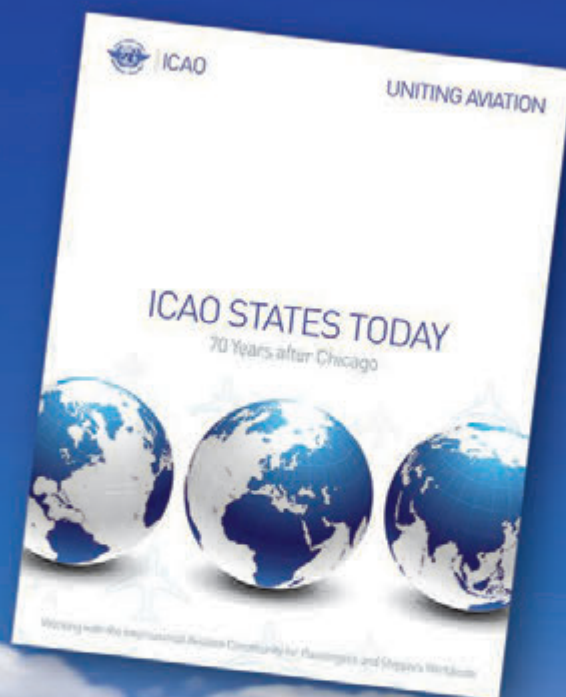
| ICAO

# ICAO STATES TODAY

70 Years after Chicago

**To order additional copies  
of this publication**

simply contact us



## FCM Communications Inc.

835 Montarville Street, Longueuil, Québec, Canada J4H 2M5

Telephone: +1 (450) 677-3535

Facsimile: +1 (450) 677-4445

Email: [info@fcmcommunications.ca](mailto:info@fcmcommunications.ca)

Cost : US \$145. plus postage and handling



## ARGENTINA

### Relationship with ICAO

- ➔ Joined in 1946
- ➔ Member of the Council – 1947 to the present
- ➔ Independent technical experts nominated by Argentina served on the Air Navigation Commission - 1949 to the present
- ➔ Walter Binaghi, an Argentinean engineer, was President of the Air Navigation Commission from 1946 to 1957 and President of the Council from 1957 to 1976
- ➔ Maintains a permanent mission at ICAO Headquarters
- ➔ Dr Silvio Finkelstein received the Edward Warner Award in 2007

### Historical Footnote

Jorge Alejandro Newbery was the pioneer of aviation in Argentina and one of the first pilots in Latin America. On 24 November 1912, he became the first man to cross the Río de la Plata River, which connects Argentina and Uruguay, and return the same day.



### State Statistics

Capital
Buenos Aires
Official Language
Spanish
Area
2 780 400 km <sup>2</sup>
Population
40 million
Gross Domestic Product*
USD 603.2 billion
USD 14 680 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
23
International Passenger Traffic
11.4 million passengers
International Cargo Traffic
337 504 metric tonnes
National Airlines with International Services
3
Foreign Airlines
27

### Quick Facts

- ➔ Argentina provides search and rescue services over a wide maritime area as part of the International COSPAS-SARSAT Programme.
- ➔ The National Civil Aviation Administration (ANAC) was created on 15 March 2007, thereby replacing the military control of aviation by a new and entirely civilian authority.
- ➔ Concurrently, the Civil Aviation Accident Investigation Board (JIAAC) was established as an independent body.
- ➔ In 2011, ANAC launched a State Safety Programme (SSP) involving all national aeronautical offices.
- ➔ Ezeiza International Airport is undergoing a USD 400 million upgrade programme following which it will be able to handle 4 000 passengers per hour.
- ➔ Argentina is a member of the Committee on Aviation Environmental Protection (CAEP).

### Did You Know...

The famous aviator and writer Antoine de Saint-Exupéry (author of *The Little Prince*) was one of the pioneer pilots of the airline Aeroposta Argentina in 1929, when it started regular flights in Argentina.





## BOLIVIA (PLURINATIONAL STATE OF)

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Council – 1996-1998 and 2013 to the present
- ➔ Maintains a permanent mission at ICAO Headquarters



### State Statistics

#### Capital

Sucre

#### Official Language

Spanish

#### Area

1 098 581 km<sup>2</sup>

#### Population

10 million

#### Gross Domestic Product\*

USD 27 billion

USD 2 576 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

3

#### International Passenger Traffic

1.2 million passengers

#### International Cargo Traffic

4 428 metric tonnes

#### National Airlines with International Services

2

#### Foreign Airlines

11

### Historical Footnote

The first references to air travel in Bolivia date back to 1871 with mentions of balloon flights. Aircraft were first introduced in 1913, while the first long-distance flight was made in 1921. The National Aviation School was created in 1923.



### Quick Facts

- ➔ As a Member of the ICAO Council, Bolivia is consolidating its presence in the international aeronautical context, contributing to the formulation and implementation of global policies in the technical, economic, legal and technical cooperation, and aviation industry areas.
- ➔ Bolivia obtained a "Satisfactory" grade in ICAO's USOAP, evidence that it meets recognized international standards for aviation safety, thereby ensuring safe air transport operations nationwide.
- ➔ TRAINAIR PLUS certification, issued by ICAO, establishes international recognition for Bolivia's academic aeronautical agencies.
- ➔ A new Aeronautical Complex in the city of Cochabamba will provide training capacity for 500 students in various aviation specialties and house offices and regional operations of the DGCA.

### Did You Know...

International air transport is vital to Bolivia. Passenger traffic grew by 54% between 2004 and 2013, from 791 069 to 1 221 966.



## BRAZIL

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Council – 1947 to the present
- ➔ Independent technical experts nominated by Brazil served on the Air Navigation Commission – 1949-1960 and 1966 to the present
- ➔ Maintains a permanent mission at ICAO Headquarters
- ➔ Mr Ruben Martin Berta received the Edward Warner Award in 1971 and Mrs Anesia Pinheiro Machado in 1989

### Historical Footnote

Aviation history began in 1942 with the creation of the Air Routes Directorate under the then Ministry of Aeronautics, now known as Air Force Command. The Directorate evolved over the years into the Department of Airspace Control (DECEA).



### State Statistics

Capital
Brasília
Official Language
Portuguese
Area
8 515 767 million km <sup>2</sup>
Population
200 million
Gross Domestic Product*
USD 2.25 trillion
USD 11 320 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
29
International Passenger Traffic
6.5 million passengers
International Cargo Traffic
181 301 metric tonnes
National Airlines with International Services
4
Foreign Airlines
47

### Quick Facts

- ➔ Brazil operates an Integrated System of Air Defence and Air Traffic that optimizes data flow and speeds up decision making.
- ➔ Airspace management centres are located in Brasília, Curitiba, Recife and Manaus.
- ➔ In 2008, the DECEA approved the Global ATM Operational Concept incorporating basic definitions and guidelines related to the implementation of CNS/ATM systems.
- ➔ The following year, the DECEA achieved a 95% compliance rate for operational procedures and safety requirements in an audit conducted by ICAO.
- ➔ In 2013, Brazil launched the Sirius Programme focused on high-tech solutions for human resources training and reductions in operational costs, in line with the country's strategy for sustainable development of the Air Traffic Management System.

### Did You Know...

The DECEA is at the heart the Brazilian Airspace Control System (SISCEAB). Its area of responsibility exceeds the country's territory by 8.5 million km<sup>2</sup>, extending over much of the Atlantic to meridian 10 ° West, near the coast of Africa.



## CHILE

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Council – 1947-1950, 1989-1992, 2003-2007 and 2013 to the present
- ➔ Independent technical expert nominated by Chile served on the Air Navigation Commission in 1956
- ➔ Maintains a permanent mission at ICAO Headquarters



### State Statistics

Capital
Santiago
Official Language
Spanish
Area
2 006 096 km <sup>2</sup>
Population
17.5 million
Gross Domestic Product*
USD 266.3 billion
USD 15 245 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
8
International Passenger Traffic
6.9 million passengers
28.3 billion revenue passenger-kilometres
International Cargo Traffic
287 230 metric tonnes
1.8 billion freight tonne-kilometres
National Airlines with International Services
5
Foreign Airlines
25

### Historical Footnote

On 5 March 1929, the country's first commercial airline was created, connecting Santiago with Arica. In December of that year, regular commercial operations to the South were established and led to the establishment of the first national airline, also one of the first Latin American airlines.



### Quick Facts

- ➔ The Civil Aviation Authority of Chile (DGAC) operates four Area Control Centres located in: Santiago, Puerto Montt, Punta Arenas and Oceanic Centre, covering routes to New Zealand and Australia.
- ➔ The DGAC has five Regional Meteorological Centres in Antofagasta, Santiago, Puerto Montt, President Eduardo Frei Antarctic Base and Easter Island. They support air navigation nationally.
- ➔ The DGAC website ([www.dgac.gob.cl](http://www.dgac.gob.cl)) provides users with access to Flight Information (IFIS), to a License Granting System and to the National Aircraft Registry.
- ➔ In 1979, the Open Skies Act was enacted and allowed for new domestic and foreign airlines to the country.
- ➔ There are 346 aerodromes, 8 airports and 135 heliports. In 1996, the Government Concessions Policy came into force; 12 airports have now been privatized.

### Did You Know...

The Civil Aviation Authority of Chile (DGAC) is responsible for the management and control of one of the largest airspaces in the world, covering up to 31.9 million km<sup>2</sup> and three continents – South America, Oceania and Antarctica.





## COLOMBIA

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Council – 1959-1986, 1992-1995, 1998-2001, 2004-2007 and 2010-2013
- ➔ Member of the Venezuela/Colombia Rotation Group
- ➔ Maintains a permanent mission at ICAO Headquarters



### State Statistics

Capital
Bogotá
Official Language
Spanish
Area
1 141 748 km <sup>2</sup>
Population
45.5 million
Gross Domestic Product*
USD 370.3 billion
USD 7 763 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
12
International Passenger Traffic
7.8 million passengers
International Cargo Traffic
571 059 metric tonnes
1.7 billion freight tonne-kilometres
National Airlines with International Services
6
Foreign Airlines
33

### Historical Footnote

In 1911, George Smith of North America flew his biplane Baldwin over Barranquilla in Northern Colombia, an event considered the starting point of Colombian aviation. Airport infrastructure formally began with "Techo" airport in 1929.



### Quick Facts

- ➔ Colombian air traffic operations increased 51% between 2004 and 2013, passenger traffic grew by 49 % over the past four years and international passengers rose by 8.4 % annually over 20 years.
- ➔ Air Navigation Plan updated and aligned with ICAO's Global Air Navigation Plan. Radar coverage improved to cover 98% of the country.
- ➔ Some 100 important airport and aeronautical improvements carried out from 2010 to 2014: 21 passenger terminals, 8 new air cargo terminals, 35 flight tracking enhancements, 27 improved aprons and 9 new control towers. Investment was 119% higher compared with the previous presidential term.
- ➔ Accident rate decreased from 0.91 to 0.18 per 10 000 departures. Effective Implementation (EI) under USOAP is 78.25 %
- ➔ Concluded 37 air services agreements or MoUs.
- ➔ Active on Air Transport and Technical Co-operation Committees of the Council and Observer to the Air Navigation Commission.

### Did You Know...

Colombia's International Air Show in Rionegro, called F-AIR, takes place every two years and is one of the most important business events for civil and military aviation. The Civil Aviation Authority is planning the seventh edition for 2015.



## ECUADOR

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Council – 2007-2010
- ➔ Maintains a permanent mission at ICAO Headquarters



### State Statistics

<b>Capital</b>
Quito
<b>Official Language</b>
Spanish
<b>Area</b>
256 370 km²
<b>Population</b>
15.5 million
<b>Gross Domestic Product*</b>
USD 84.4 billion
USD 5 425 per capita

\*Source: World Bank 2012

### Air Transport Statistics

<b>International Airports</b>
4
<b>International Passenger Traffic</b>
3.6 million passengers
<b>International Cargo Traffic</b>
226 891 metric tonnes
<b>National Airlines with International Services</b>
4
<b>Foreign Airlines</b>
38

### Historical Footnote

Aviation in Ecuador was born in 1912 with an overflight by a small airplane named *Patria 1*, followed in 1920 by the historical first flight across the Andes of Ecuador.



### Quick Facts

- ➔ Ecuador has invested significantly in its airport infrastructure and modernization of air navigation equipment.
- ➔ In 2010, Ecuador hosted the first ICAO High-level Conference on Safety and Environment held in the Galapagos Islands, a United Nations Heritage Site to be protected and preserved for all mankind.
- ➔ Baltra Airport, the first ecological airport in the world, is the gateway to the Galapagos National Park, a "must see" destination for eco-tourists and disciples of Darwin.
- ➔ To reduce congestion in traditional air routes and improve connectivity, Ecuador established in 2012, with the approval of the ICAO Council, a new airway linking Asia/Pacific, through Tahiti, to Ecuador and South America.
- ➔ In 2011, the Civil Aviation Technical Academy of Ecuador (ETAC) achieved the ICAO TRAINAIR PLUS certification.

### Did You Know...

Connectivity has been greatly enhanced in recent years, notably with the construction of the New Quito Airport, modernization of the Guayaquil International Airport and the international ecological airport in Baltra-Galapagos.



## GUYANA

### Relationship with ICAO

- ➔ Joined in 1967
- ➔ Member of the CARICOM States Rotation Group comprised of Antigua and Barbuda, Bahamas, Barbados, Belize, Grenada, Guyana, Haiti, Jamaica, Saint Lucia, Saint Kitts and Nevis, Saint Vincent and the Grenadines, Suriname and Trinidad and Tobago



### State Statistics

Capital
Georgetown
Official Language
English
Area
214 970 km <sup>2</sup>
Population
747 884
Gross Domestic Product*
USD 2.9 billion
USD 3 585 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
2
International Passenger Traffic
663 488 passengers
International Cargo Traffic
12 347 metric tonnes
National Airlines with International Services
1
Foreign Airlines
11

### Historical Footnote

The first flight in Guyana, on 24 March 1913, was operated by George Schmidt, a young German American. The Atkinson Airfield, Guyana's first international airport, was opened at Timehri in 1941, renamed Timehri International Airport in 1969 and Cheddi Jagan International Airport in 1997.



### Quick Facts

- ➔ Guyana is the only English-speaking country in South America.
- ➔ In 1993, the Art Williams & Harry Wendt Aeronautical Engineering School was established. It was named after two aviation pioneers in Guyana. Both were pilot-mechanics who in the 1930s laid the foundation for aviation that would open up much of the country's interior for the first time. The school remains the only such institution in the English-speaking Caribbean.
- ➔ British Guiana Airways was Guyana's first airline, established by Williams and Wendt on 27 May 1938. It later became the national airline, Guyana Airways Corporation.
- ➔ The Guyana Civil Aviation Authority was established in 2002.

### Did You Know...

Guyana has the tallest, single-drop waterfall in the world. The majestic Kaieteur Falls stands at 226 meters high.





## PANAMA

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Council – 1947-1948, 1986-1989 and 1998-2001
- ➔ Member of the Central American Rotation Group comprised of Belize, Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua and Panama



### State Statistics

Capital
Panama City
Official Language
Spanish
Area
75 990 km <sup>2</sup>
Population
3.7 million
Gross Domestic Product*
USD 38 billion
USD 9 982 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
6
International Passenger Traffic
3.8 million passengers
International Cargo Traffic
116 149 metric tonnes
National Airlines with International Services
5
Foreign Airlines
40

### Historical Footnote

In 1979, control of the Panamanian airspace was transferred from the United States to Panama through the Panama Canal Treaties. In 2004, Panama recovered U.S. Category 1 Certification for aviation personnel licensing, airworthiness and operation of aircraft.



### Quick Facts

- ➔ Air traffic is growing exponentially as Panama becomes a popular destination for tourism and business. Between 2009 and 2013, arriving passengers increased by 20% to more than three million.
- ➔ Tocumen Airport is being renovated and expanded in response to growth, making it the most modern and technologically advanced in Central and South America. This will significantly reduce transit time for connecting passengers.
- ➔ Panama is also focusing on airspace management, using Performance-based Navigation to further improve operational safety and efficiency, while fostering regional integration. In 2014, a new air traffic control facility was inaugurated to handle the increase in flights.
- ➔ Panama has air services agreements with 33 countries; five are "open skies" and one is a multilateral agreement with Member States of LACAC.

### Did You Know...

The International Air Transport Association (IATA) ranked Panama as the country with the highest degree of air connectivity among Latin American States.



## PARAGUAY

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Council – 2001-2004 and 2010-2013
- ➔ Maintains a permanent mission at ICAO Headquarters



### State Statistics

Capital
Asunción
Official Languages
Spanish and Guaraní
Area
406 752 km²
Population
6.7 million
Gross Domestic Product*
USD 24.6 billion
USD 3 680 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
2
International Passenger Traffic
868 534 passengers
International Cargo Traffic
22 870 metric tonnes
National Airlines with International Services
1
Foreign Airlines
13

### Historical Footnote

Silvio Pettirossi, a pioneer of civil aviation, was born on 16 June 1887, in Asunción, Paraguay. He died on 17 October, 1916 in an air accident in Buenos Aires, Argentina, aged 29. Paraguay's most important international airport is named after him.



### Quick Facts

- ➔ Modern airport control tower and new integrated air traffic control centre.
- ➔ Aviation weather systems at: Silvio Pettirossi, Guaraní, Pilar, Mcal. Estigarribia, Bahía Negra and Concepción Airports.
- ➔ Instrumental Landing Systems (ILS) for Silvio Pettirossi International Airport.
- ➔ Automatic surveillance broadcast for surveillance in areas without radar coverage.
- ➔ Two new telescopic sleeves at Silvio Pettirossi International Airport increased capacity by 50%, for simultaneously receiving six aircraft.
- ➔ Modernization of common counters for passenger checking, scales, software installation, communications and flight information system.
- ➔ Online flight plan feature allows for DINAC clients to electronically file flight plans and billing.
- ➔ Bilateral and multilateral air services agreements with 45 States and "open skies" policy.

### Did You Know...

The Paraguayan Government implemented a Public Private Partnership (PPP) that allows the investment of private capital on infrastructure projects. In fact, the investing in a new airport is among its priority.



## PERU

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Council – 1947-1948, 1986-1989 and 2004-2013
- ➔ Independent technical experts nominated by Peru have served on the Air Navigation Commission from – 1957-1962
- ➔ Host to the ICAO South American Regional Office, established in Lima, in November 1948
- ➔ Maintains a permanent mission at ICAO Headquarters

### Historical Footnote

The first flight in Peru took place in 1911, in Lima, using a biplane. In 1928, Peru's first commercial airline and one of the first in Latin America was founded under the name of "Faucett Peru."



### State Statistics

Capital
Lima
Official Language
Spanish
Area
1 285 215 km <sup>2</sup>
Population
30.8 million
Gross Domestic Product*
USD 192.7 billion
USD 6 424 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airports
11
International Passenger Traffic
6.8 million passengers
10.4 billion revenue passenger-kilometres
International Cargo Traffic
65 506 metric tonnes
107.9 million freight tonne-kilometres
National Airlines with International Services
2
Foreign Airlines
43

### Quick Facts

- ➔ 2001: Start of the concessioning of Jorge Chávez International Airport – Lima.
- ➔ 2006: Start of the concessioning of the First Group of Inland Peruvian Airports (grouping 12 airports).
- ➔ 2014: Awarding of the concession of the Cusco New International Airport – Chinchero.
- ➔ Lima airport was named "Best Airport in South America" five times by Skytrax Research, based in London.

### Did You Know...

It was a young 23-year old Peruvian aviator named Jorge Chávez who, on 23 September 1910, became the first to cross the European Alps by air with a flight from Switzerland to Italy. His aircraft was a monoplane Blériot XI.





## SURINAME

### Relationship with ICAO

- ➔ Joined in 1976
- ➔ Member of the CARICOM States Rotation Group comprised of Antigua and Barbuda, Bahamas, Barbados, Belize, Grenada, Guyana, Haiti, Jamaica, Saint Lucia, Saint Kitts and Nevis, Saint Vincent and the Grenadines, Suriname and Trinidad and Tobago



### State Statistics

Capital
Paramaribo
Official Language
Dutch
Area
163 820 km <sup>2</sup>
Population
541 638
Gross Domestic Product*
USD 5 billion
USD 9 376 per capita

\*Source: World Bank 2012

### Air Transport Statistics

International Airport
1
International Passenger Traffic
434 000 passengers
International Cargo Traffic
9 623 metric tonnes
National Airlines with International Services
2
Foreign Airlines
3

### Historical Footnote

The first flight was in 1922. The aircraft was flown by Mr Dutetre, a Frenchman, whose intention was to set up a regular route between Suriname and French Guiana for the transport of cargo, primarily natural latex at the time.



### Quick Facts

- ➔ Suriname has bilateral air services agreements with Brazil, Netherlands, Haiti, Cuba, Ghana, the United States, Venezuela, Dutch Antilles, as well as CARICOM.
- ➔ Suriname is strategically located in the northern portion of South America and can connect to the continent to North America and the Caribbean, as well as Europe with the rest of South America.
- ➔ Suriname has a pristine forest, with abundant biodiversity and cultural diversity due to the different ethnic groups.

### Did You Know...

Suriname is one of the few countries in the world where a synagogue is located next to a mosque. New Year's Eve in Suriname is called "owroe jari" or "old year", a time for watching firecrackers, dancing in the streets and welcoming the New Year.



## URUGUAY

### Relationship with ICAO

- ➔ One of the original 52 signatories to the Chicago Convention of 1944
- ➔ Member of the Council – 1998-2001 and 2007-2010
- ➔ Maintains a permanent mission at ICAO Headquarters



### State Statistics

<b>Capital</b>
Montevideo
<b>Official Language</b>
Spanish
<b>Area</b>
176 000 km²
<b>Population</b>
3.4 million
<b>Gross Domestic Product*</b>
USD 50 billion
USD 14 728 per capita

\*Source: World Bank 2012

### Air Transport Statistics

<b>International Airports</b>
3
<b>International Passenger Traffic</b>
1.8 million passengers
<b>International Cargo Traffic</b>
13 343 metric tonnes
<b>National Airlines with International Services</b>
1
<b>Foreign Airlines</b>
13

### Historical Footnote

On 26 August 1910, Enrique Martínez Velasco took off in "Escofet II", a biplane that he had built and flew between 50 and 100 metres at a height of two meters. The machine crashed and Martínez survived with a broken rib and head trauma.



### Quick Facts

- ➔ Uruguay has an "open skies" policy for domestic and international operations.
- ➔ Concluded bilateral air services agreements with 40 countries, a horizontal agreement with the European Union and two multilateral agreements, one with South American States (Fortaleza) and another with States members of the Latin American Civil Aviation Commission.
- ➔ Carrasco International Airport, by architect Rafael Vinoly, has received several international awards for design, including one from the Royal Institute of British Architects, the JEC Innovation Award and others awarded by specialized publications and websites.
- ➔ The airport at Laguna del Sauce at Punta del Este is the work of the famous architect Carlos Ott, who designed the Opera de la Bastille in Paris.

### Did You Know...

In July 2013, the World Bank ranked Uruguay a "high-income country". With an average annual growth rate of 5.5% between 2006 and 2013, its solid economic performance allowed Uruguay to be more resilient to the global crisis of 2008-2009.



## VENEZUELA (BOLIVARIAN REPUBLIC OF)

### Relationship with ICAO



- ➔ Joined in 1947
- ➔ Member of the Council – 1950-1962, 1980-1992, 1995-1998 and 2007 to the present
- ➔ Member of the Venezuela/Colombia Rotation Group
- ➔ Independent technical experts nominated by Venezuela have served on the Air Navigation Commission – 1959-1962
- ➔ Maintains a permanent mission at ICAO Headquarters



### State Statistics

#### Capital

Caracas

#### Official Language

Spanish

#### Area

916 445 km<sup>2</sup>

#### Population

31.6 million

#### Gross Domestic Product\*

USD 38.3 billion

USD 12 729 per capita

\*Source: World Bank 2012

### Air Transport Statistics

#### International Airports

10

#### International Passenger Traffic

5.1 million passengers

#### International Cargo Traffic

32 907 metric tonnes

#### National Airlines with International Services

10

#### Foreign Airlines

31

### Historical Footnote

The first flight in Venezuelan airspace took place on 29 September 1912. It was performed by Frank Boland, an American aviation pioneer. The flight lasted 27 minutes and marked the beginning of aviation in Venezuela.

©Instituto Nacional de Aeronautica Civil



©Instituto Nacional de Aeronautica Civil

### Quick Facts

- ➔ 80% compliance with ICAO's Standards and Recommended Practices (SARPs) on aviation safety, security and facilitation exceeds the world average and ranks second in the Americas.
- ➔ The Modernization of Airports and Air Traffic Management Project was implemented jointly by the Venezuelan Aeronautic Authority and the ICAO Technical Co-operation Bureau. Total investment was more than USD 200 million.
- ➔ In 2012, Venezuela was first in the South American (SAM) Region to file an Action Plan to reduce greenhouse gas emissions from international civil aviation. It has the only solar-powered CVOR/DME navigational aids in Latin America and the third in the world.
- ➔ In May 2013, Venezuela was the first State in the Americas to receive the ICAO Coordinated Validation Mission (ICVM) under the Continuous Monitoring Approach (CMA).

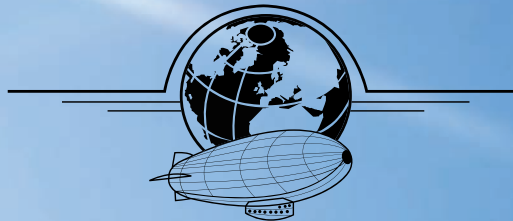
### Did You Know...

Venezuela is the only Latin American State to train personnel as Senior Technicians (university level) in air traffic control, search and rescue, radio navigation aids and operation of aeronautical stations, under the TRAINAIR PLUS certification.



# Index of Advertisements

- ABIS Group 176
- ADB Airfield Solutions 301
- Aerodata AG 40, 300
- Aéroports de Montréal 29
- ASECNA Cover 2
- Aviation Strategies International 316
- Bahamas 275
- Bombardier Cover 4
- Bulgaria 189
- Burkina Faso 46, 47
- CAE Cover 3
- Cameroon 51, 52
- Cameroon Airports 53
- COCESNA 272
- Commercial Aircraft Corporation of China 38
- De La Rue 33
- Dominican Republic 282, 283, 284
- Equatorial Guinea 62, 63
- Federal Airports Authority of Nigeria (FAAN) 99, 100
- Flight Safety Foundation 31
- Gulf Centre for Aviation Studies (GCAS) 268
- IAI Industrial Systems 129
- IATA Training & Development Institute 2
- Indonesia 142, 143, 144, 145
- Liberia 74
- Libya 250, 251
- Mongolia 155
- Muhlbauer High Tech International 178
- Namibia 82, 83, 84
- NEC Corporation 147
- Nigeria 87 to 109
- Nigeria Aerospace Management Agency (NAMA) 106
- Nigeria Arik Air 93, 102
- Nigeria Civil Aviation Authority 109
- Nigeria College of Aviation Technology, Zaria 90
- Nigeria Meteorological Agency (NIMET) 94, 96
- Nigeria Overland Airways 108
- NORDICAO 177
- OVD Kinegram 39
- Qatar 254, 255
- Saudi Arabia 257, 258, 259
- Sudan 261, 262, 263
- Swaziland 119
- Sweden 227
- Thales 33
- The Aeronav Group 41
- Togo 121
- Turkey 234, 235
- Turkish Airlines 233
- United Arab Emirates 266, 267
- Zambia 125



## AVIATION STRATEGIES INTERNATIONAL

To unleash the imagination, the passion and the performance of aviation professionals worldwide and enhance the efficiency and profitability of enterprises involved in global air transport.

To build on the best that the past and the present have to offer and create a future where individuals and organizations adapt effectively to new aviation realities.

To foster greater understanding among industry personnel on the systemic nature of air transport and its contribution to local, regional and world economies for the well-being of people globally.

For the past 17 years, it has been an immense privilege for Aviation Strategies International to collaborate with ICAO and other major aviation stakeholders in exploring and implementing solutions to organizational and human capital challenges that the air transport sector faces.




We congratulate ICAO sincerely on its 70<sup>th</sup> anniversary and offer the Organization and its 191 Member States our best wishes for continued success in shaping the world of international civil aviation.

**Pierre Coutu, A.A.E., Ed.D.**  
President and CEO  
Aviation Strategies International



---

**Head Office:** Montréal • **Regional Offices:** Atlanta, Beijing, Melbourne, Ottawa  
T: +1.514.398.0909 • Email: [info@aviationstrategies.aero](mailto:info@aviationstrategies.aero) • Web: [www.aviationstrategies.aero](http://www.aviationstrategies.aero)  
**Aviation Strategies International is a Full Member of the ICAO TRAINAIR PLUS Programme**



# Training is our World

## Complete aviation training solutions



### Cadet Training

More cadet training options and locations than any other network with **CAE Oxford Aviation Academy**.



### Crew Training

Complete portfolio of tailored training solutions conveniently located close to you.



### Simulation Products

Broadest range of high fidelity simulation products in the aviation training industry.



### Crew Sourcing

Completely flexible, responsive and compliant staffing solutions from **CAE Parc Aviation**.

[cae.com/civil-aviation](http://cae.com/civil-aviation)  
[aviationtraining@cae.com](mailto:aviationtraining@cae.com)

 CAE\_Inc





.....

# CONGRATULATIONS!

.....

# FÉLICITATIONS !

.....



FOR EXEMPLARY CIVIL AVIATION LEADERSHIP AT A GLOBAL LEVEL

.....

POUR UN LEADERSHIP EXEMPLAIRE DANS L'AVIATION CIVILE À L'ÉCHELLE MONDIALE

Bombardier and The Evolution of Mobility are trademarks of Bombardier Inc. or its subsidiaries. All rights reserved. © 2015 Bombardier Inc.  
Bombardier et L'évolution de la mobilité sont des marques de commerce de Bombardier Inc. ou de ses filiales. Tous droits réservés. © 2015 Bombardier Inc.

**BOMBARDIER**  
the evolution of mobility