

Ladies and Gentlemen

I would like to thank very much on my own name and on behalf of the delegation accompanying me Mister President of the European Civil Aviation Commission (ECAC) for giving us this opportunity to attend your honourable General Assembly and this express the strength of the relationship that started between the ECAC and the Arab Civil Aviation Commission (ACAC).

The ACAC was established in 1996 with the headquarters in Rabat in Kingdom o Morocco. It is working in the framework of the league of Arab states. Currently the ACAC includes 18 Arab Member States, the 19th state has taken the necessary steps to reach us and we believe it will be a membership before the end of the current year. The ACAC objectives can be summarized in the following:

- 1- the enhancing cooperation and coordination among the Arabic countries in the field of civil aviation,
- 2-the setting a general plan for developing civil aviation in Arab world,
- 3 - the coordination between the member states to take actions on issues of common interest in aviation and the incentive to encourage complementarities and businesses on the Arab air transport,
- 4 - the monitoring of changes affecting civil aviation, including those of a technical nature, and identifying the needs of Member States of the ACAC,
- 5 - the promotion of coordination and compliance of laws and procedures for civil aviation in force in Member States, with a view to their unification,
- 6 – the promotion for the implementation of standards and recommended practices contained in the Annexes to the ICAO Convention,
- 7 – the facilitating exchanges of information on aviation safety and encouraging awareness of security among States members of the ACAC.
- 8 – the coordination of training programs and encouraging the development of programs of training institutes to meet the current and future staff working in civil aviation.
- 9 - The study of any situation likely to hamper the development of air transport and air navigation in the Arab countries, at the request of any Member State of the ACAC, and formulating a recommendation.

In this context ACAC has defined a medium-term policy for:

- Liberalization of air transport between ACAC members which signed in 2004, moreover agreement coming in force in February 2007,
- ACAC Arab strategy for aviation security comply to Arab country's regulatory (legislation, procedures, human resources and funding) to keep civil aviation against unlawful acts,
- Ensuring a high level of safety of air navigation services in ACAC member in comply with the ICAO recommendation and improving air traffic management while participating with the international community to reduce noise and carbon emissions,

For that ACAC and the Civil Aviation Authority of Qatar agreed to held November, an international seminar on environment and civil aviation in the Arab world, in next November in DOHA to establish there vision and a policy in the region. I would like to take this opportunity to invite ECAC to participate in this conference.

- Develop common procedures for the enhancement of aviation safety at the country level members of the ACAC. At this point we have contacted the European Aviation Safety to benefit for there experience By this occasion I would like to thank the Chef Executive Officer of EASA who expressed the readiness of the agency to explore options cooperation between the two bodies.

Ladies and Gentlemen

The importance of the activity of air traffic between Europe and the Arab world, the speed of its development over the past decade with a trend toward sustained growth in the future and all this in an environment marked by the intense changes in the industry as a result of the phenomenon of globalization, all these factors prompt, I shall say more require, both regions to more consultation and exchange of views for the harmonization of their procedures and regulations for civil aviation within the framework of mutual cooperation which takes into account the interests of others.

We need to examine all possibilities to enhance our cooperation, to diversify it, and adjust it whenever necessary. On this occasion I would like to express my appreciation for the way was the preparation of three-year program ECAC / ACAC 2009-2011 signed in Paris on last December at the joint meeting between the Coordinating Committee of the ECAC and the Executive Committee of the ACAC and its implementation, despite some initial hesitations, which are quite natural, and we will have the opportunity to discuss at the next joint meeting.

Let me stress that I am optimistic and confident for our cooperation with the European Conference of Civil Aviation and my firm conviction that with the willingness of both parties,

we can raise it to the highest level and make a real lever for cooperation between ACAC and other organizations with whom we have already some attempts that begins to take shape slowly but surely.

Ladies and Gentlemen.

We must always have in our mind the important recommendations of the seminar on the regional organization held in April 2008 in Montreal and can be summarized as follows.

“The Symposium came to the conclusion that Regional Organisations in civil aviation are already a positive reality and that a clear trend towards more regional governance can be observed. that the development of civil aviation activities at regional and sub-regional levels and regional cooperation can lead to the creation of regional civil aviation bodies with executive and/or regulatory tasks and responsibilities. Such initiatives are of great benefit to the worldwide aviation community as they can make an important contribution to the safe and orderly development of international civil aviation as a whole.

The wider international aviation community also benefits from the development of common rules within Regional Organisations and the greater harmonisation of standards and regulations they achieve.”

In order to respond to the needs of ACAC state members and these new guidelines for the new activities of regional organizations and their relations with ICAO, I have been working since I took the responsibilities of the Presidency of the Executive Committee in collaboration with the Directorate-General to review the management system of the ACAC and encourage openness to the outside in order to deepen its relations with other similar organizations.

With regard to international cooperation, we expect the new Secretary-General of the International Civil Aviation Organisation to give a strong impetus to the proposals of the same symposium, which emphasized the special:

“ICAO could develop special cooperative arrangements with regional civil aviation bodies, for example through classical Memoranda of Understanding. An alternative could be the development of new instruments, such as “Framework Agreements for Cooperation”, or " ICAO Regional Agreements”, which could govern a wide range of areas for cooperation, such as safety and security audits, exchange of safety information, technical cooperation or participation in the work of ICAO. It is important that ICAO maintains a regular dialogue with regional organisations in order to continue to monitor and promote their development, address challenges, exchange information, and develop areas of stronger cooperation between themselves and with ICAO. This could be established through an annual high-level meeting

with the representatives of regional organisations from around the world under the auspices of ICAO.”

Ladies Gentlemen

I can not conclude my speech without talking about the air disaster of Air career Yemen Air Company type (Air Bus310-300) on Tuesday July 30, June 2009, near of the Comoros sea shores. I would like to emphasize that the Republic of Yemen, which is a member of the Board and a member of the International Civil Aviation Organization, is working hard to achieve maximum safety and follow-up in the context of the obligation to submit to inspections and control of Yemen air fleet according to international standards adopted by the International Civil Aviation Organization

In this context, the Civil Aviation Authority of Yemen set up a commission of investigation in accordance with the rules and regulations on the accident is still ongoing between the reality of the accident and the authority of the air career registered.

The authorities of the Republic of Yemen ask all parts concerned to cooperate in order to investigate the accident and access to the desired results, the series of formal investigation is applicable in such accident so that the access and credibility in the series of investigation, as well as to avoid accident in the future, bearing in mind that the statements points and accompanied by several media, including the provisions of the prior issuance of the accident which led to abuse the reputation of Yemen Airways, as well as civil aviation and Yemen where harm damage hasty actions are in violation of the rules and procedures governing how to deal with such incidents .

Neither the official views, the media dealt with such accident in civil aviation in this image and such statements are contrary to the rash and the customs and laws, and we mention here the accident Airbus330 of the Air France Company, which recently crashed in the Atlantic Ocean where the accident was handled without haste and without prejudging.

I affirm that the information and data based on technical accuracy and scientific confirmed, which is supervised by the competent committee to investigate is to get real results, accurate and credible commitment in the context of regulations, rules and procedures in force.

Finally I would conclude with my tribute to the staff of the executive secretariat of the ECAC to its availability to each as he requested.

Thank you for your attention.





