



CANDIDACY OF THE REPUBLIC OF POLAND FOR THE INTERNATIONAL CIVIL AVIATION ORGANIZATION COUNCIL ELECTIONS

CANDIDACY

OF THE REPUBLIC OF POLAND

FOR THE INTERNATIONAL CIVIL AVIATION ORGANIZATION COUNCIL ELECTIONS

Central European Rotation Group (CERG)

The Central European Rotation Group was founded on November 3rd, 1992 in Prague in order to represent its Member States at the Council of ICAO and its other organs. The founding states were:

1. the Czech Republic;
2. Hungary;
3. Romania;
4. the Slovak Republic.

Ten years later, i.e. in 2002, the Republic of Slovenia joined CERG and in 2009 two further members were accepted – the Republic of Bulgaria and the Republic of Poland.

The region of CERG covers 903 000 sq km and is inhabited by over 95 million people. The following CERG members were elected to the ICAO Council:

- the Czech Republic (1993)
- Romania (1995)
- the Slovak Republic (1998)
- the Czech Republic (2001)
- Hungary (2005)
- Romania (2007)
- the Republic of Slovenia (2010)

This year, at the ICAO Assembly on September 23rd – October 4th, Poland will start for the first time in the elections to the ICAO Council.

THE REPUBLIC OF POLAND

THE CZECH REPUBLIC

THE SLOVAK REPUBLIC

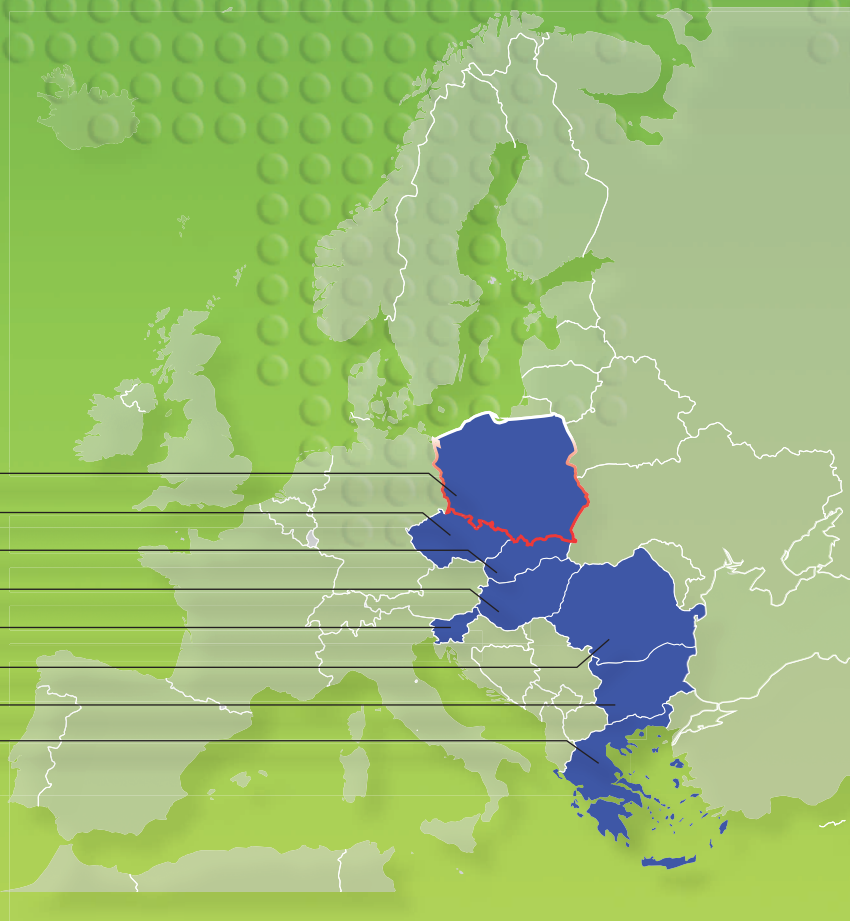
HUNGARY

THE REPUBLIC OF SLOVENIA

ROMANIA

THE REPUBLIC OF BULGARIA

GREECE, A CANDIDATE FOR CERG





CANDIDATE FOR A REPRESENTATIVE OF THE REPUBLIC OF POLAND IN THE ICAO COUNCIL

PERSONAL INFORMATION

Ms. Małgorzata Polkowska, Ph.D.

WORK EXPERIENCE

2003 – to date

Civil Aviation Authority of the Republic of Poland (CAA)

1. Plenipotentiary for the President of CAA for European and International Affairs and Head of International Affairs Unit

Main responsibilities:

- representing the CAA President at European and international aviation organizations and CAAs;
- coordinating issues connected with the participation of the CAA Management in ICAO, ECAC, EUROCONTROL, EASA and Central European Rotation Group (CERG);
- managing issues connected with international aviation conventions ratification;
- negotiating the CAA organizational units' positions and presenting them at European and international sessions.

2003 – 2012

2. Legal Advisor and Legal Counselor

Main responsibilities:

- preparing projects of national and European legislation and analyzing international treaties;
- permanent cooperation with aviation authorities and participation in working groups at the EC Directorate-General for Transport, EASA, ICAO, EUROCONTROL, ESPI (European Space Policy Institute), UNIDROIT;
- presenting the Polish position during discussions at working groups at the Directorate General for Energy and Transport DG TREN in Brussels;
- representing Poland at ICAO Legal Committee (works on aviation insurance, modernization of existing international conventions, etc.);
- representing Poland at Advisory Group of National Authorities/EASA;
- giving legal opinions on aviation standards.

1996 – 2003

LOT Polish Airlines

Inspector and Coordinator

Main responsibilities:

- authoring instructions and procedures;
- air cargo instructor accredited by IATA (Dangerous Goods, Live Animals, Perishable Cargo, etc.);
- starting the first Polish DGR school;
- running internal and external courses for and on behalf of LOT Polish Airlines.



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EDUCATION AND TRAINING

UNIVERSITY OF WARSAW, LAW AND ADMINISTRATION FACULTY:

- Doctor's thesis on Contract of Air Carriage and Air Carrier Liability in the Warsaw-Montreal System;
- M.A. thesis on Paris Convention of October 13th, 1919 and Commission Internationale de la Navigation Aérienne (CINA) Activities in 1922 – 1939;

COURSES

- Dangerous Goods Regulations – initial (IATA, 2008);
- Professional Skills for DGR Instructors (IATA, 2006);
- Aviation Law in European Context (IATA, 2005);
- International Air Negotiations (IATA, 2004);
- Aviation Law for Managers (IATA, 2003);
- Dangerous Goods Regulations (IATA workshop – 2002);
- Live Animals Regulations (IATA, 2002).

PERSONAL SKILLS

Mother tongue

Polish

Other languages

English and French – fluent
Russian and Italian – passive level

ADDITIONAL INFORMATION

Publications

- author of over 50 publications, mostly on international air and space law ("The Development of Air Law: from Paris Conference of 1910 to the Chicago Convention of 1944", "Some Observations on Civil Air Carrier Liability in International Air Carriage: the Question of Unification", "State Sovereignty in the Airspace: an Old Notion in a New Reality", "Latest National Regulations on Unmanned Aircraft Systems in Military and Civil Aviation in Poland", etc.);

Conferences and seminars

- Polish representative authorized to sign the Accords at the Montreal diplomatic conference on Rome Convention amendment in 2009;
- preparing and presenting at the international ICAO diplomatic conference in Beijing the Polish position on the convention project on penal jurisdiction and acts of illegal intervention in civil aviation in 2010;
- representing Poland at UNIDROIT conference on ratification by the EU Member States the convention on International Interests on Mobile Equipment and the Aircraft Protocol;
- cooperation with ICAO, IATA, IASL McGill, IIASL at Leiden University and participation in seminars, conferences and symposiums organized by these institutions;
- organizing conferences on legal aspects of aircraft incidents and accidents addressed to the Polish aviation branch.

Memberships

- member of EASA Rulemaking Advisory Group;
- member of the EUROCONTROL Just Culture Task Force;
- member of the non-proliferation of weapons of mass destruction working group at the Ministry of Foreign Affairs;
- member of EALA (European Air Law Association).



CANDIDACY OF THE REPUBLIC OF POLAND FOR THE INTERNATIONAL CIVIL AVIATION ORGANIZATION COUNCIL ELECTIONS

Despite the fact that Poland is one of the first states that signed the Chicago Convention, it has never had an opportunity to have its representative in the ICAO Council. Poland's membership in the Central European Rotation Group (CERG) made it possible for the country to start in the election to the Council.

Ms. Małgorzata Polkowska, the Polish candidate for the Council, has an over 16-year experience in the field of civil aviation. Her career in this area began with the work for LOT Polish Airlines at the position of inspector. After 7 years she quit LOT Polish Airlines and started working for the CAA at first as legal advisor and at present as Plenipotentiary of the President of the CAA for European and International Affairs and simultaneously as Head of International Affairs Unit.

Ms. Polkowska has a PhD degree in international law. Her scientific output (over 50 works on international aviation law in Polish and English) is recognized not only in Poland but also abroad. She is well-known in the circles of aviation specialists (both European and international) and represents Poland at international diplomatic ICAO conferences. Ms. Polkowska is well acquainted with the work of international organizations (ICAO, ECAC and EUROCONTROL) and of the European Aviation Safety Agency. She is also a member of an advisory group – EASA Rulemaking Advisory Group. Moreover, she participated in the works of the ICAO Legal Committee on amendments to international aviation conventions.

The ICAO Council is, inter alia, an organ setting directions for the development of international civil aviation law. Therefore, taking into consideration her experience, Ms. Polkowska will be able to contribute hugely to the law making process by presenting Poland's point of view and sharing Poland's experience. Her goal as a representative will be help in creating law tailored for every aviation market participant and adjusted to the quickly changing world. Ms. Polkowska will focus on three ICAO priorities: safety, environment protection and security.

Acting in the area of safety Ms. Polkowska will be supported by the Safety Management Unit employees who are at present actively engaged in works on the new Annex 19 to the Chicago Convention and on implementation of ICAO Safety Management Program. Their expertise will be priceless, especially that this document will be drafted from the very beginning and objective opinions of all aviation market participants will be crucial.

In the field of environmental protection, in turn, she will be supported by specialists of the Environmental Division. They will contribute to issues like regulations connected with the State Action Plan or environmental certification standards. Answers to problems in this area may bring about feasible technical solutions for the whole industry.

When it comes to the threat to the civil aviation security one has to remember that it is still present and is still evolving. Therefore, the mitigation measures should remain adequate and constantly adjusted. A risk based approach is expected to better focus efforts and resources, while keeping the same or even higher level of security. Therefore, the Civil Aviation Security and Facilitation Department will help Ms. Polkowska to press for robust global rules, through ICAO, which are capable of addressing today's threats effectively. ICAO's Universal Security Audit Programme is an excellent instrument to monitor implementation and take action where necessary.

Thus we are sure that Mrs. Polkowska's and the CAA's experts knowledge on and experience in civil aviation guarantees that she will be a worthy representative at ICAO.



THE REPUBLIC OF BULGARIA



Area: 111,000 sq km
Population: 7.4 million (census 2011)
Capital: Sofia
Terrain & Environment: Situated in southeastern Europe, Bulgaria occupies a part of the Balkan Peninsula. The Black Sea constitutes the country's eastern border and the River Danube is its northern border. The climate is moderate continental with a Black Sea influence in the east and the Mediterranean Sea in the south.

Bulgaria is one of the oldest European States. The first internal flight on a route Sofia – Varna – Rousse took place in 1927. In 1946, a Directorate for Air Communications was established, followed by adoption in 1948 of the first Law on Aviation.

The Directorate General Civil Aviation Administration is the state authority for civil aviation. Its mission is to ensure a high level of safety and security, sustainable development of the national aviation sector and implementation of the obligations stemming from membership in international organisations and the European Union.

For more than 40 years, the development of the Bulgarian Air Traffic Services Authority has been marked by a significant growth of serviced air traffic, by increased safety levels, improved flexibility, transparency and quality, and by the implementation of an ambitious program of modernisation of ATM systems. A pro-active stand to the Single European Sky initiative is in place.

The territory of Bulgaria contains 5 international airports, with 7.1 million passengers in 2012, and 18 STOL airports and airfields. Ten Bulgarian air carriers connect the country to European destinations, Middle East and North Africa. There are also 7 business operators and 29 aerial works operators and 9 training centres.

Area: 78 866 sq km
Population: 10.51 million
Capital: Prague (pop. 1.25 million)
Terrain & Environment: The Czech Republic is situated in the geographical centre of Europe. The country is landlocked, 326 km from the Baltic and 322 km from the Adriatic Sea. The highest point is the Mt. Snezka peak at 1602 m. The topography is rather varied, there are plains, hills, highlands and mountains.

The Czech Republic is a full-fledged NATO member and since 1 May 2004 is a Member State of the European Union. The Czech Republic actively participates in a wide range of international organizations.

The strategic location of the Czech Republic, the flexible capacity of the national system and the quality and safety of provided air navigation services at consistently low charges seem to be the decisive factors that make the Czech airspace attractive for airline companies.

The State Company Air Navigation Services of the Czech Republic (ANS CR) provides, in accordance with legal regulations and international civil aviation standards, public air navigation services for users of the airspace of the Czech Republic. A high level of professionalism of all ANS CR employees, supported by sophisticated technologies, has made it possible to accommodate the increasing demand of Czech airspace with minimum delays.

There are 90 airports in the Czech Republic, among them 19 are international. The Prague–Ruzyně airport (Václav Havel Airport Prague) traditionally holds the most important place among the airports of the Czech Republic. The main international airports in the Czech Republic handled in 2011 about 12 715 000 passengers and about 63,333 tonne of cargo.

There are currently 20 air carriers licensed in the Czech Republic for operating commercial air transport services. Two biggest air carriers providing international air services – Czech Airlines (CSA) and Travel Service – carried together more than 7 millions passengers in 2011. CSA concentrates on scheduled air services connecting the Czech Republic with many destinations in Europe, the Middle East, the Caucasus and Central Asia. Travel Service is a charter operator providing its services not only in the Czech Republic, but also in Slovakia, Hungary and Poland. Under the brand SmartWings it offers also regular low-cost flights to many important touristic destinations.

THE CZECH REPUBLIC



HUNGARY



Area: 93 030 sq km
Population: 10 million
Capital: Budapest

Terrain & Environment: Hungary is located in Central Europe, landlocked in the Carpatian Basin also surrounded by the Alps and the Dinara Mountains. There are two rivers crossing the country, the Danube and the Tisza. The lake Balaton is one of the biggest lakes in Europe.

The state authority for civil aviation in Hungary is the Ministry of National Development. The Director General of Civil Aviation's main tasks include strategic planning, development and implementation of civil aviation policies, preparation of relevant rules and regulations, representation of the Republic of Hungary in international organisations, working on the prevention of air accidents, preparing airport development proposals for the Government and supervising the implementation and co-ordination of air service negotiations.

The Aviation Authority (AA) has been functioning within the National Transport Authority since 1st January 2007. It is situated at Budapest Liszt Ferenc International Airport. Its main duties are: authorisation of aviation and related activities, operation of the State Aircraft Registry, issuing permits for the development and establishment of airports, authorisation of the establishment, alteration and operation of aviation equipment. The CAA also acts as the first instance authority in public administration procedures in the field of aviation.

The main tasks of the Transportation Safety Bureau include conducting investigations to determine the causes of accidents, incidents and occurrences in the field of civil aviation; publication of reports; sharing knowledge and adopting international standards of accident and incident investigation.

In 2002, HungaroControl (Hungarian Air Navigation Service Provider) took over the task of providing air navigation services over the airspace of Hungary after separation was made from the airport operational tasks. According to the new European market demands HungaroControl was reorganized to a 100% State owned, Private Limited Company (Pte.Ltd.Co.) in January 1st 2007.

There are 17 airlines in Hungary. Among the 30 airports of the country 3 are international commercial airports.

Area: 238 391 sq km
Population: 21.58 million
Capital: Bucharest

Terrain & Environment: Situated in the south-eastern part of Central Europe, lying between the Black Sea and the Carpathian Mountains, Romania's climate is temperate-continental. The highest point in the country is 2 544 m, the lowest point is at 0.

Romania, is a country with a rich history and tradition of innovation in the field of aviation industry. Having a network of 16 international airports the largest of which is Bucharest Henri Coanda International Airport, Romania has seen an important increase of flights over the past five years as a result of closer ties with the rest of Europe, especially after its membership to the European Union. In order to obtain a larger capacity, ambitious new modernization projects have been developed at Bucharest Henri Coanda International Airport, Timisoara Traian Vuia International Airport, and also at other local airports.

Having a long tradition in the field of aeronautics, Romania, as a member of ICAO (1965), ECAC (1991), EUROCONTROL (1996), JAA (full member from 2000) and EASA (2007), is considered one of the countries with good and active participation in international civil aviation organisations.

In the recent years, Romania has consistently improved its civil aviation system by implementing the SARPs contained in Annexes to the ICAO Convention.

On 12 December 2011, was signed in Brussels an Agreement on the Establishment of the DANUBE Functional Airspace Block between Romania and Republic of Bulgaria. Its goal is to allow both States to collectively optimize airspace capacity, increase cost-efficiency, improve safety and ensure environmental sustainability.

Romania is contributing to the European harmonization process not only implementing the ICAO standards, recommendations, practices on safety management, safety oversight, CNS/ATM systems, etc, and the provisions of the ICAO European Air Navigation Plan concerning especially the ATFM process, but also those assuring the interface with the ECAC/EUROCONTROL areas of coverage in the region.

The State authority for civil aviation is the Ministry of Transport, while the responsibilities for the oversight of civil aviation safety were delegated to the Romanian Civil Aeronautical Authority (RCAA), a self-financed organization. Romanian CAA department of airworthiness is authorized, to certify, on behalf of EASA, foreign aviation production organisations.

ROMANIA



THE SLOVAK REPUBLIC



Area: 49 030 sq km
Population: 5.5 million (census 2011)
Capital: Bratislava
Terrain & Environment: Slovakia boasts rugged mountains in its central and northern regions. The High Tatra alpine range houses Gerlachovsky stit, the highest peak of which is at 2655 m. The southern region is composed of fertile lowlands.

The Slovak Republic is a member of the European Union, Schengen Zone and Eurozone. Due to its favourable geographic position in Europe it provides essential services to international air navigation and facilitates the operation of a great and steadily increasing number of scheduled air services and other international flights in our region. In close cooperation with ECAC, the European Office of ICAO, JAA, EASA and Eurocontrol, the air navigation services and infrastructure provided in the region are being continuously modernised and expanded so that civil aviation in the region is further developed and operated on a safe and economically efficient basis.

Within the last years, civil aviation in the Slovak Republic has made significant steps forward. The Parliament of the Slovak Republic has adopted a new civil aviation legislation that establishes the conditions for a modern decentralised civil aviation administrative structure and efficient performance of its functions, fully harmonised with corresponding EU structures and legislation.

As an EU Member State Slovakia step by step brought the existing ASAs in line with the EU law and continued to negotiate new ones.

The Slovak legislation dealing with air transport regulation is open and liberal enough to support the activities of both domestic and foreign carriers to provide safe and sufficient services to the air transport market.

Membership in the ICAO Council is considered as a tool for further extension of the Slovak Republic participation in the implementation of ICAO activities mainly in the field of safety, security, environment and the increase of air transport services in the region.

Area: 20,273 sq km
Population: 2 million
Capital: Ljubljana
Terrain & Environment: Slovenia stretches between the Alps, the Adriatic Sea and the Pannonian Plain. Slovenia is a convergence point of a range of different landscapes: the Alpine and Mediterranean, Pannonian and Dinaric, each of which has its own characteristics and unique features.

The geographic position of Slovenia within the European transport network is one of its key advantages. A particular advantage is the intersection of Pan-European transport corridors V (the fastest link between the North Adriatic, and Eastern and Central Europe) and X (connecting Central Europe with the Balkans). This places Slovenia in the centre of European cultural, social and economic integration and it can be seen as a logistics platform for Southeastern and Central Europe. The fulfilment of this pledge is reflected in investments in logistics and the infrastructure of airports. Moreover, the Slovenian aviation industry endeavours to enter the markets outside the continent, which are globally considered as a great opportunity due to their size and rate of growth.

There are three international airports and 13 public airports in Slovenia. The most important is the Ljubljana Jože Pučnik Airport, processing more than 1.3 million passengers and trans-shipping over 19,000 tons of cargo per year. The airport's ambition is to become the leading provider of air transport services in the region. The largest Slovenian airline is Adria Airways which is committed to providing a high level of service and satisfaction, and to winning the loyalty of its passengers. The air navigation services provider Sloveniacontrol, Ltd. has been meeting the European demand for increased air traffic and has been implementing projects aimed at complying with European regulations on the Single European Sky. In addition to highly professional and renowned services related to maintenance, education and training, the Slovenian aviation industry also supplies state-of-the-art technological products.

THE REPUBLIC OF SLOVENIA



THE REPUBLIC OF POLAND



Area: 312 679 sq km
Population: 38,53 million
Capital: Warsaw

Terrain & Environment: Poland extends from the Baltic Sea in the North (528 km coastline) to the Carpathians and the Sudeten in the South. Lowlands make up 90% of the territory. Twenty-three national parks protect 1% of the territory. The major rivers are the Vistula and Odra. Poland has ten thousand lakes. The highest peak is Rysy (2499 m).

Poland is a founding member of ICAO, a member of ECAC (1990), EUROCONTROL (2004), the European Union (2004) and NATO (1999).

The authority in charge of civil aviation in Poland is the President of the Civil Aviation Authority, subordinate to the Minister responsible for transport. Poland has a long tradition of civil aviation scientific research, design and manufacture of aircraft, as well as international air connections and achievements in air sports.

The aviation industry in Poland has seen significant growth since 2004. 13 international airports handle 24,7 million passengers (9 million in 2004) and nearly 300 000 operations annually. Warsaw Frederic Chopin Airport serves over 9.5 million passengers and has connections with over 60 destinations in Europe, North America and the Middle-East. LOT Polish Airlines (established in 1929) carry over 4,5 million passengers p.a. on European and transatlantic routes.

Polish companies manufacture various types of aircraft and components, including rotocraft, jet engines, gliders and ultralight aircraft. Poland is also the home of many world and European champions in air sports, mainly in precision flying, soaring and glider aerobatics.



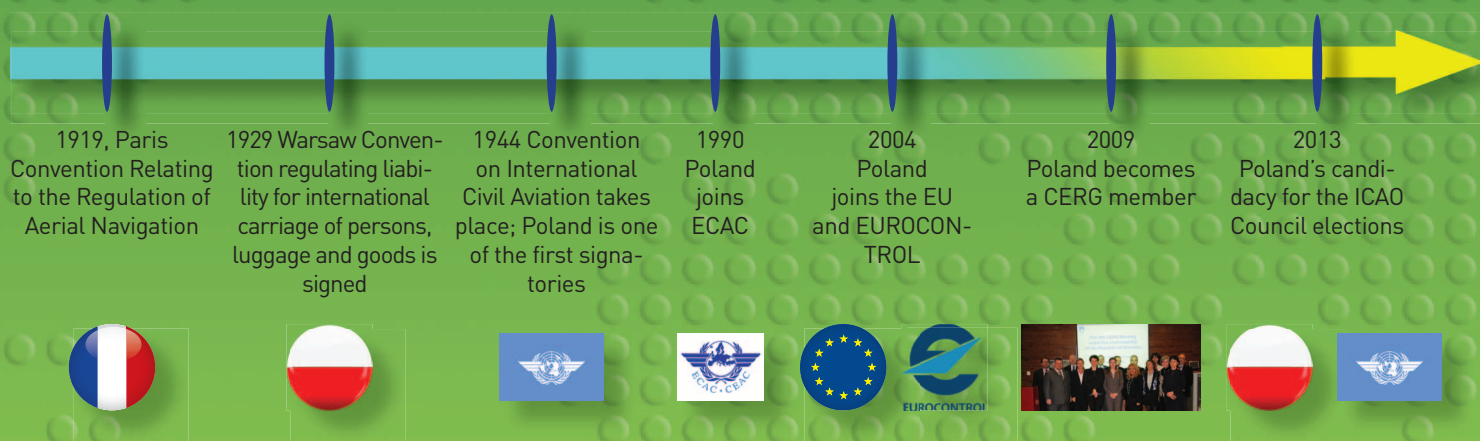


The geographical position of Poland has always been its biggest advantage because it constitutes a border between the Eastern and Western Europe. As a big, open country with a huge potential, Poland has definitely not wasted its opportunities.

The first Polish achievements in the aviation area go back to the 19th century. Then, a Polish scientist Stefan Drzewiecki formulated a propeller theory on which the Wright brothers and many other aviation pioneers based their calculations. It was also his initiative to build the first wind tunnels in Paris.

It is worth noticing that in the 20th century Polish activity in the field of aviation did not stop, on the contrary – Poland has been active in various international organizations and participated in numerous important events connected with civil aviation (cf. Fig. 1). Worth mentioning is especially the cooperation with ICAO, an example of which are two huge conferences organized in Warsaw, Poland. The first one was the 26th World Conference of the International Bird Strike Committee organized in May 2003. The second one – a Conference on Air Law was organized in September 2012. Over 160 experts, scientist and civil aviation representatives from all around the world participated in it. Topics discussed at this conference included: Legal Work Relating to Aviation Security, Unmanned Aircraft Systems and Safety Management.

Fig. 1 – Polish activity in international civil aviation events and organizations



1929 Warsaw Conference



Real opportunities, however, presented themselves for the country after Poland joined the European Union in 2004. Since then one can observe an abrupt increase in air travels in both directions: to and from Poland. The number of passengers at Polish airports has been growing by 20 – 30% annually. This trend had a very positive result: new airports were opened and the existing ones invested in their infrastructure increasing their ability to accommodate more passengers and to offer them new services. At present, Poland has 56 registered civil airports, inclusive of 13 certified international ones.

Poland's development accelerated after the EU accession thanks to various aid programs. Now Poland itself is able to help other countries. Therefore, in the last years it was engaged in three aid programs: for Ukraine in cooperation with the French Directory General of Civil Aviation (Twinning Project "Adapting the Ukraine Law and Standards in the Area of Civil Aviation to EU Requirements"), Moldova ("Supporting the Aviation Authorities of the Republic of Moldova in Adapting to EU Regulations") and the Republic of Kazakhstan in the field of safety oversight. The aim of the program for Kazakhstan was starting cooperation with EASA.

In 2012 Poland had a unique opportunity to organize EURO 2012. It proved to be a great success. Foreigners who came to watch the football matches were delighted and declared a will to come back in the future and visit other parts of the country. Most of them came, obviously, by plane putting to the test Polish airports which passed it with flying colors.





Another Polish initiative connected with aviation and recognized internationally is an innovative cluster called the Aviation Valley. This is an association of a group of aviation industry entrepreneurs who decided to join in order to further develop the south-eastern region of Poland. The reason for starting this initiative in this very region is that it is characterized by a huge concentration of aviation industry, scientific and research centers and educational and training base. Moreover, this region has a 100-year aviation history and a 70-year aviation industry history. The aim of the Aviation Valley is transforming the south-eastern region of Poland into one of the leading aviation regions in Europe which would provide various aviation services and products and establishing cooperation with other centers of aerospace industry. Polish companies constituting the Aviation Valley already cooperate with numerous companies from Europe and other parts of the world. Among them are such well-known companies as Boeing, Airbus, Lockheed Martin, Sikorsky and Pratt and Whitney producing parts for airplanes and helicopters. As a result the region develops dynamically, the number of jobs increases and the living conditions of the population improve.

Poland has also great achievements in air sports. As early as 1932 Franciszek Żwirko (pilot) and Stanisław Wigura (mechanic) won Challenge 1932 – the third FAI International Tourist Plane Competition, flying a plane built by the Polish industry. Another successful representative is Pelagia Majewska who as the first Polish woman and the third woman in the world was awarded the Diamond Badge with three diamonds and in 1960 received the Lilienthal Gliding Medal. Similarly, Adela Dankowska was awarded the Lilienthal Gliding Medal in 1975 (altogether 7 Polish pilots have received it). Another female representative with a huge success in air sports is Wanda Modlibowska who as the first Polish woman was awarded silver gliding badge and established 9 records of Poland. One of them – the flight duration record of 1937 – was also acknowledged as a world record.

Polish contemporary pilots have great achievements in air sports as well. Some of them are, moreover, pilots of huge passenger planes (cf. Fig. 2)

Fig. 2 – Polish Air Sportsmen and Sportswomen



