

IN THE NAME OF GOD

**Memorandum of Understanding (MoU) for the Establishment of  
D-8 Member States' Working Group for Co-operation in Civil Aviation**

*Whereas* the Convention on International Civil Aviation and its Annexes provide the essential framework required to meet the international needs of a global aviation system;

*Whereas* each party has full and exclusive sovereignty in the air space over its land and territorial waters;

*Whereas* the Member States being Parties to the Convention on International Civil Aviation Organization (ICAO) and guided by its principles;

*Whereas* the Member States have a responsibility for compliance with international civil aviation standards;

*Recognizing* that the safety and security framework must be fully utilized by all stakeholders and continuously evolve to ensure its sustained effectiveness in the changing regulatory, economic and technical environment of the 21st century;

*Recognizing* that safety and security are shared responsibilities and advancements in global level can only be possible through a co-operative, collaborative and co-ordinated effort among all stakeholders;

*Recognising* the need that activities on air transport between D8 States should be co-ordinated to the maximum possible extent for safe, secure, smooth and proper functioning of civil aviation;

*Recognizing* that further improvements in aviation safety and security within and among D8 States require a co-operative and pro-active approach in which risks are identified and managed;

*Recognizing* that air transport has an important role in global, regional and national economic development;

*Recognizing* that the sustainable development of air transport today can only be achieved with governmental support, the Civil Aviation Authorities, with their international experience, shall expedite the realization of close contacts to improve the regulatory framework in the field of civil aviation.

*Recognizing* the potential of development in international and regional air traffic;

*Khan* *Algeria* *Libya* *Egypt* *Saudi Arabia* *UAE*  
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Recalling that regional, inter-regional and global co-operation could be used as important tools in addressing air transport problems, and in finding solutions to them;

Recognizing that the safety of air passengers may be achieved only through compliance with uniform flight and air control regulations, and standard implementations;

**The Directors General of the Civil Aviation Organizations of the D8 Member States (hereafter referred to as "Parties) have concluded this Memorandum of Understanding (MOU):**

#### **ARTICLE 1**

The Parties agree to establish a co-operation and co-ordination mechanism in the field of civil aviation with the name "**D8 Member States Civil Aviation Co-operation**"

#### **ARTICLE 2**

The purpose of establishing this co-operation is to enable the Parties to co-operate and co-ordinate amongst themselves as well as with ICAO and other related regional organisations and international institutions, and the industry, on all matters related to civil aviation.

#### **ARTICLE 3**

The overall objective of this co-operation is to enhance the collective capacity and general performance of the civil aviation industry in the area covered by this Memorandum of Understanding.

The aim is to harmoniously and in synergy improve safety levels, capacity and cost efficiency of civil aviation activities whilst paying due attention to the national safety and security requirements and the protection of the environment.

The Parties shall try to adopt a common approach in respect of access to air transportation market for addressing and then solving the problems between Member States.

#### **ARTICLE 4**

The actions taken to achieve the overall objective mentioned in Article 3, should take into account the relevant plans/programmes implemented by ICAO and/or other related regional organisations as well as the particular concerns and requirements of the Parties and the needs of the stakeholders in the civil aviation industry.

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In order to ensure smooth functioning of their civil aviation systems, the Parties should use economic regulation mechanisms prevailing in their countries and apply the principle of supremacy, which provides for the full respect of all existing rights of each Party concerned, as long as it does not prevent fair competition in the air transportation market.

The Parties should collectively strive to protect the environment from unfavourable factors resulting from the functioning of civil aviation.

## ARTICLE 5

The Parties should participate in the international civil aviation activities in line with their own national interests as well as the interests of all Parties concerned.

The Parties will undertake co-operation and co-ordination in the following areas:

- Safety,
- Security,
- Rulemaking activities and legal issues,
- Oversight capabilities of Each State,
- Exchanging of experts and legislative activities on all possible areas,
- Air Transportation
- Other possible areas.
- Certification and licensing,
- Training activities,
- Maintenance related tasks,
- Navigational services and ATM issues,
- Leasing and other commercial issues,
- Airport infrastructures, terminal and ground handling issues.

The Parties should take active measures to expedite adaptation of their air transport to international air transportation system and to arrange in this respect necessary training, especially in the field of different aviation fields including commercial, legal and ATM issues.

Each Party will give its priorities and best efforts to the capabilities of the other Parties to solve its problems.

## ARTICLE 6

The specific tasks to be achieved and actions to be carried out within each of the areas of Article 5 shall be defined and agreed upon by the Working Group, on the basis of a framework plan.

## ARTICLE 7

The framework plan should be reviewed annually to take into consideration regional and/or national developments and expand the number and scope of these tasks as required.

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Khan, VP, H. Khan, 3-3, Ongituo, Gaudi, and others.

## ARTICLE 8

In order to achieve the required objectives, the Mechanism shall establish itself in a permanent body consisting of the following organs:

- a) A Working Group: consists of the Directors General of Civil Aviation or the Directors of Civil Aviation Authorities responsible for regulatory and oversight issues, as they are fully authorized.
- b) A number of Task Forces, as required, in order to deal with the areas mentioned in Article 5 and to create programs for specific activities.

## ARTICLE 9

The Terms of Reference and duties of the Working Group as stipulated in Annex 1, shall be an integral part of this Memorandum of Understanding.

## ARTICLE 10

Should any doubt or diverging views arise regarding the interpretation of any provision of the present Memorandum of Understanding or in case of dispute regarding its application, the Parties should endeavour to reach a solution acceptable to them. Should no agreement be reached, each of the Parties should refer to the Working Group, to which the dispute should be submitted for settlement.

## ARTICLE 11

The revision of the present Memorandum of Understanding, including its Annex(es), requires the mutual consent of all Signatory Parties.

## ARTICLE 12

Any Party wishing to withdraw its participation from this Memorandum of Understanding may do so by giving a six months notice to the Working Group.

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**ARTICLE 13**

Cancellation of the present Memorandum of Understanding by mutual agreement of all Signatory Parties may take place at any time.

**ARTICLE 14**

This Memorandum of Understanding is open for signature to additional States wishing to participate in the D8 Co-operation Organization.

**ARTICLE 15**

This Memorandum of Understanding becomes effective on 9 October 2007.

**ARTICLE 16**

The working language shall be English.

This MOU was signed in Isfahan – Islamic Republic of Iran on 9 September 2007 in nine (9) original copies in the witness of the Secretary General of D8 Co-operation Organizations.

Director General, DGCA  
People's Republic of Bangladesh

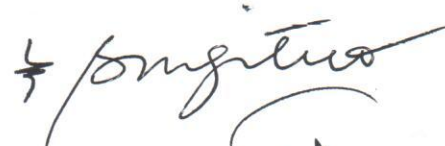


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Director General, DGCA  
Arab Republic of EGYPT

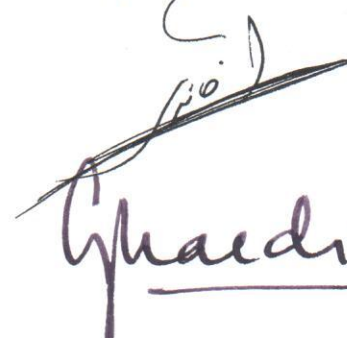
**BUDHI SUYITNO**

Director General, DGCA  
Republic of INDONESIA



**Capt. HOSSEIN KHANLARI**

President of CAO  
Islamic Republic of Iran



Director General, DGCA  
Malaysia



Dr. HAROLD O. DEMUREN

Director General, DGCA  
Federal Republic of Nigeria

CAPT KHUZAR NAQVI  
Asst. D. G.

on BEHALF of  
Director General, DGCA  
Islamic Republic of Pakistan

Dr. Ali ARIDURU

Director General, DGCA  
Republic of Turkey

MR. DIPO ALAM

Secretary General, D8  
Secretariat of D8 Organization

~~Khan~~ /  $\frac{1}{2}$  Boujitar

-6- ~~Arul~~

~~WZ~~ / Quadi

**TERMS OF REFERENCE OF THE D-8 WORKING GROUP ON CIVIL AVIATION**

**Article 1 – Composition**

The Working Group (WG) will consist of The Directors General of Civil Aviation Authorities, or equivalent, responsible for safety and other regulatory aspects, or their fully authorized representative.

The duties and working methods of the Working Group are given below:

**Article 2 – Decisions**

The Working Group is the sole decision making body of this co-operation mechanism. Decisions are valid only when unanimously agreed amongst the Parties signatory to the Memorandum of Understanding.

**Article 3 – Venues and Frequencies of the Working Group Meetings**

The meeting will be held every six month's periods.

**Note:** The Working Group meetings will be hosted by Parties in alphabetical order. A Party may ask for exclusion and pass its turn to the following Party.

**Article 4 – Chairmanship**

The Working Group will elect its Chairman during its first meeting for the period of two years. The Party that hosts the first meeting holds the Chairmanship for the first meeting.

Turkey was elected as the co-ordinator country for civil aviation activities in D8 Organisation during the meeting held in Antalya on 27-30 June 2007, and accordingly Turkish DGCA will chair the D8 Working Group on Civil Aviation for two years term from September 2007 accordingly.

**Article 5 – Task Forces**

The Task Forces are created to assist the Working Group by working on defined subjects requiring detailed technical expertise. The Task Forces will be activated when it has been clearly established that it is able to make a substantial contribution to the required work.

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The Working Group may decide to activate the Task Forces on the following areas:

1. **Safety,**
2. **Security,**
3. **Rulemaking activities and legal Issues,**
4. **Air Navigation Services & ATM Issues,**
5. **Commercial Issues** (like Maintenance, Certification and licensing issues, Training in all aviation fields, Airport and terminal infrastructure and ground handling, and Leasing and other issues),
6. **Other Possible Areas.**

The members of the task forces are appointed by each Party. Each task force will be chaired by a Chairman to be elected by using a voting system.

The Working Group approves the terms of references of the task forces, the scope of the work, the deliveries and the dates for completion. The task forces should establish their own internal working arrangements, the working programme and venues, in observance with the mandate given by the Working Group.

Each task force may decide to create additional sub-group(s) task forces for specific activities.

#### **Article 6 – Financial Consideration**

Each Party will bear its own costs related to meetings participation and activities. (It will be looked for additional financial supports from international organisations.)

#### **Article 7 – Secretarial and Administrative Support**

Turkey, having Chairmanship of the Working Group, will have the responsibilities of the secretariat work of the Working Group in Ankara – Turkey for two years term from September 2007.

#### **Article 8 – Revisions**

The revision of the present Annex requires the mutual consent of the Signatory Parties.

#### **Article 9 – Language**

The working language of the Working Group and task forces shall be English.

     
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**LIST OF PARTICIPANTS TO THE 2<sup>nd</sup> DGCA D-8 MEETING  
ISFAHAN – ISLAMIC REPUBLIC OF IRAN  
08-10 SEP 2007**

CAPT. HOSSEIN KHANLARI <i>Khanlari</i>	VICE MINISTER OF ROADS AND TRANSPORTATION AND PRESIDENT OF CIVIL AVIATION/ .I.R. of IRAN
MR ALIREZA MANZARI <i>A. Manzi</i>	ACTING VICE PRESIDENT AERONAUTICAL AND INTERNATIONAL AFFAIRS / .I.R. of IRAN
MR. DIPO ALAM <i>Alam</i>	SECRETARY GENERAL / D8
MR ALI ARIDURU <i>Ali Ariduru</i>	GENERAL DIRECTOR/ DGCA TURKEY
MR HAYDAR YALCIN <i>Haydar Yalcin</i>	DEPUTY DIRECTOR GENERAL DGCA/TURKEY
MS AYTEN KISACIK <i>Ayten Kisacik</i>	ADVISOR TO DIRECTOR GENERAL / TURKEY
MR YADDI HARIYADI ABIDIN <i>Yaddi Hariyadi Abidin</i>	DIRECTOR OF AVIATION ELECTRICITY AND ELECTRONIC FACILITY /.INDONESIA
MR MOH NASIR USMAN <i>Moh Nasir Usman</i>	DEPUTY DIRECTOR OF AIR TRAFFIC SERVICES / INDONESIA
MR AGOES SOEBAGIO <i>Agoes Soebagio</i>	CHIEF OF INTERNATIONAL FLIGHT SERVICES /INDONESIA
MR HERIAN YULIANSYAH <i>Herian Yuliansyah</i>	SECOND SECRETARY OF INDONESIAN EMBASSY . TEHRAN
MR. STEIN VAN LUTAM <i>Stein Van Lutam</i>	ASSISTANT SECRETARY (AIRPORT DEVELOPMENT), AVIATION DIVISION, MINISTRY OF TRANSPORT / MALAYSIA
MR. SUHAIMI ABDUL GHANI <i>Suhaimi Abdul Ghani</i>	DIRECTOR OF AIRWORTHINESS, DEPARTMENT OF CIVIL AVIATION / MALAYSIA
CAPT. SYED KHIZAR HUSSAN NAQVI <i>Syed Khizar Hussan Naqvi</i>	ASSISTANT DIRECTOR GENERAL OF CIVIL AVIATION / PAKISTAN
ENG. SALIU OLADIPO DAWUDA <i>Saliu Oladiipo Dawuda</i>	GENERAL MANAGER AIR WORTHINESS CIVIL AVIATION ORGANIZATION/ NIGERIA

*Khanlari*