

**DRAFT REPORT OF
12th D-8 MEETING OF DIRECTORS-GENERAL AND EXPERT WORKING GROUP
ON CIVIL AVIATION
20-21 OCTOBER 2022, BALI INDONESIA**

The 12th D-8 Meeting of Directors-General and Expert Working Group on Civil Aviation was held from 20 to 21 October, 2022 in Bali, Indonesia. The Meeting was attended by delegations from the People's Republic of Bangladesh (virtually), Republic of Indonesia, Malaysia, Islamic Republic of Pakistan and Republic of Turkiye. List of attendance is attached as **Annex I**.

Opening Session

Agenda Item 1- Welcome Statement by H.E. Ibu Maria Kristi Endah Murni, Advisor to the Minister of Transportation for Safety and Connectivity, Republic of Indonesia.

Her Excellency, **Ibu Maria Kristi Endah Murni**, Advisor to the Minister of Transportation for Safety and Connectivity, delivered her welcome statement which is attached as **Annex II**. She officially declared the meeting opened.

Opening Statement by H.E. Ambassador Tri Tharyat, D-8 Commissioner and Director General of Multilateral Cooperation, Ministry of Foreign Affairs of the Republic of Indonesia,

His Excellency, **Ambassador Tri Tharyat**, D-8 Commissioner and Director General of Multilateral Cooperation, Ministry of Foreign Affairs of the Republic of Indonesia, presented his opening statement, which is attached as **Annex III**.

Agenda Item 2- Statement by the D-8 Secretary-General

H.E. Ambassador **Isiaka Abdulqadir Imam**, the D-8 Secretary General, presented his statement which is attached as **Annex IV**.

Agenda Item 3- Adoption of the Agenda

After discussions, the meeting adopted the agenda attached as **Annex V**.

Agenda Item 4- Information Sharing By D-8 Member States on Respective Domestic Laws, Regulations and Administrative Practice Relating to Recovery Stages of Aviation Industry Post Pandemic.

The delegates from the People's Republic of Bangladesh, Republic of Indonesia, Malaysia, Islamic Republic of Pakistan and Republic of Turkiye delivered presentations on their various domestic laws and regulations, as well as administrative procedures, relevant to the post-pandemic recovery stages of the aviation sector. The presentations are attached as **Annex VI**.

Agenda Item 5- Progress Reports from Task Forces on Civil Aviation

- Task Force on Air Navigation & Air Traffic Management (Chair: Iran, Deputy Chair: Indonesia).
- Task Force on Commercial Issues (Chair: Indonesia, Deputy Chair: Türkiye).
- Task Force on Safety and Security (Chair: Malaysia, Deputy Chair: Pakistan).
- Task Force on Training & Capacity Building (Chair: Türkiye, Deputy Chair: Nigeria).

The meeting proposed convening task force meetings on a regular basis, such as biannually, to streamline task force work and collaboration.

Delegations from Member States presented progress reports on Task Forces which are as follows:

a. Task Force on Air Navigation & Air Traffic Management (Chair: Iran, Deputy Chair: Indonesia)

A member of the Indonesian delegation provided the following update to the meeting:

1. Indonesia is starting to implement the use of Automatic Dependant Surveillance-Broadcast (ADS-B) to conduct surveillance for lower airspace in Indonesia FIRs. This will enhance the level of air navigation service for all users within Indonesian airspace.
2. AirNav Indonesia (Perum LPPNPI) has started a trial period for the implementation of User Preferred Routes (UPR), from June 2020 to January 2023 within two airspaces its served (Jakarta FIR and Ujung Pandang FIR) . This will enable air operators to operate more efficiently, providing that air operators would be able to select its routes with more flexibility related to wind speed and direction, aircraft specific type performance, temperature. Benefit of this UPR will allow efficiency in fuel consumption, flight distances, reduce flight time, and flexible flight planning:
3. Indonesia is in process of updating its National Air Navigation Plan to aligned with the 6th edition of Global Air Navigation Plan and Asia-Pacific Seamless ANS Plan.

Indonesia will continue to coordinate with Iran as a Chair of the Task Force on Air Navigation and Air Traffic Management.

b. Task Force on Commercial Issues (Chair: Indonesia, Deputy Chair: Turkiye)

The Delegate from Indonesia proposed amendments in the ‘Terms of Reference’ of the Task Force, to be adopted and requested commencement of cooperation under this Task Force. The Terms of Reference of Task Force are attached as **Annex VII**.

c. Task Force on Safety and Security

(Chair: Malaysia, Deputy Chair: Pakistan)

The Head of Delegation of Malaysia, presented detailed presentation on safety and security measures applied by Malaysia. The Presentation is attached as **Annex VIII**.

Malaysia also informed the meeting that officially on 3rd October 2022, The U.S. Department of Transportation's (DOT) Federal Aviation Administration (FAA) announced that Malaysia has achieved International Aviation Safety Assessment (IASA) Category 1 and is in compliance with International Civil Aviation Organization (ICAO) standards.

Indonesia extends its congratulations to Malaysia, a fellow member of the D-8, for the achievement on the US Federal Aviation Administration Category 1.

Pakistan proposed to schedule task force meetings every quarter to streamline the task forces' work and collaboration.

On Pakistan's proposal for the task force meeting of 3-monthly basis, Indonesia suggests that the period would be a bit too tight. A period of 6-monthly basis would be considered more appropriate, or if it is decided on the 3-monthly basis, the various meeting forms such as virtual meeting could be employed.

d. Task Force on Training & Capacity Building

(Chair: Turkiye, Deputy Chair: Nigeria)

The Head of Delegation of Turkiye delivered a detailed presentation on Training and Capacity Building and updated the meeting on the implementation of the country's new approach in this respect. Turkiye also proposed collaboration and willingness to share experience with its newly adopted approach. The presentation is attached as **Annex IX**.

Pakistan informed the meeting about the state-of-the-art Civil Aviation Training Institute (CATI) in Hyderabad, Pakistan, and proposed customized training courses for D-8 Member States. He also urged that the member countries share information on their training programs with Pakistan.

To further enhance cooperation between Malaysia and D-8 Member States, Malaysian delegate offered two following categories of online training courses under Malaysian Aviation Academy (MAvA) in 2023.

- i. Performance Based Navigation (PBN) for Air Traffic Controller (ATC)
- ii. Fatigue Risk Management System (FRMS) for Air Navigation Services Providers (ANSPs).

Agenda Item 6: Review and Discussion on the Decisions Taken at Previous Meeting

- **Turkiye will work to develop 'D-8 National Security Auditor Certification Program' as a common project and liaise with Malaysia in this regard.**

The Turkish Delegation proposed creating a permanent D8 Aviation security audit program.

D-8 Secretariat created an e-forum on its website for continuous discussion on issues under each Task Force.

The D-8 Secretary General informed the meeting about the launch of the E-forum on the D-8 website under each task force and invited members to participate actively in the forum.

The Pakistani delegation requested the Secretariat to provide login details and technical information on the D-8 Secretariat's E-Forum.

Turkiye had organized a workshop on RPAS regulations from 10-12 May 2018 in Cappadocia Turkiye.

A Member of the Delegation of Turkiye informed the meeting that Turkiye organized the RPAS Workshop from 10-12 May 2018 in Cappadocia, Republic of Turkiye.

Agenda Item 7: Air Transport Cooperation Framework

The Republic of Turkiye updated the meeting on the draft of the D-8 Multilateral Agreement on Air Services and urged member states to finalize the agreement as soon as possible.

The Indonesian delegation informed the meeting that they are in consultation on Turkiye's proposal and intend to discuss it at the next meeting.

Pakistan informed the meeting that only three member countries i.e., Iran, Malaysia, and Turkiye, had direct air connections with Pakistan and urged the remaining member countries to encourage their national and local airlines to build flight links with Pakistan.

Agenda Item 8- Other Matters

INFORMATION SHARING BY AVIATION INDUSTRY PARTICIPANT

Iter Aero Industri of Indonesia gave a presentation on Remotely Piloted Aircraft Systems.

PT Dirgantara Indonesia made a presentation on prospective D-8 connection. They also proposed for the formation of a partnership between PT Dirgantara Indonesia and the D-8 countries.

PT Dirgantara Indonesia also urged that the D-8 Member States develop a collaborative aircraft certification program, showing its willingness to share its expertise, knowledge, and information on its operations with the D-8 Countries.

CEO of PT GMF Aero Asia (Garuda Indonesia Group) made a presentation on Maintenance, Repair, and Overhaul (MRO) industry cooperation.

The Presentations are attached as **Annex X**.

Agenda item 9- Date and Venue of the Meeting

The D-8 Secretariat will approach all the member states, seeking willingness to host the next 13th meeting of the Directors-General and Expert Working Group on Civil Aviation.

Indonesia proposed that the requirement of host country to borne accommodation and local expenses can be made more flexible, taking into consideration the global financial situation and may also encourage other Member States to host the meeting.

Agenda Item 10- Consideration and Adoption of the Report

The Report of the 12th D-8 Directors-General and Experts Working Group on Civil Aviation was considered and adopted.

Agenda Item 11- Closing Remarks.

The Secretary-General and heads of delegation from the D-8 Member States conveyed their heartfelt gratitude and appreciation to the Government of the Republic of Indonesia for hosting the 12th D-8 Directors-General and Experts Working Group on Civil Aviation meeting and for the warm and courteous hospitality offered to all participants. They also thanked the Government of Indonesia and the Ministry of Transportation for making great arrangements for the 12th D-8 meeting of Directors-General and Experts Working Group on Civil Aviation. They also complimented the Secretariat for its tremendous effort and assistance in making the event a success.

In her Closing Remarks, the Chair extended her heartfelt gratitude and appreciation to all delegations for their participation and fruitful discussions, and praised the outcome of the deliberations.

**LIST OF THE PARTICIPANTS OF THE 12th D-8 MEETING OF DIRECTORS-GENERAL AND EXPERT WORKING GROUP ON CIVIL AVIATION
20-21 OCTOBER 2022, BALI INDONESIA**

HEAD OF DELEGATION				
NO.	NAME	COUNTRY		HOTEL
1.	MR. AIR VICE MARSHAL M MAFIDUR RAHMAN	BANGLADESH	CHAIRMAN OF CIVIL AVIATION AUTHORITY OF BANGLADESH	VIRTUAL
2.	HER EXCELLENCY, IBU MARIA KRISTI ENDAH MURNI,	INDONESIA	ADVISOR TO THE MINISTER OF TRANSPORTATION FOR SAFETY AND CONNECTIVITY	MERUSAKA BY KEMENHUB
3.	CAPT. MD JANI MD DOM	MALAYSIA	DIRECTOR OF QUALITY AND STANDARDS	MERUSAKA BY KEMENHUB
4.	MR. SAADIQ-UR-REHMAN	PAKISTAN	DIRECTOR AIRPORT SERVICES	MERUSAKA BY KEMENHUB
5.	MR. KEMAL YUKSEK	Turkiye	DIRECTOR GENERAL	MERUSAKA BY KEMENHUB
6.	MR. ISIAKA ABDULQADIR IMAM	SECRETARY GENERAL OF D-8	SECRETARY GENERAL	MERUSAKA BY KEMENHUB
DELEGATION				
No.				
9.	MR. GROUP CAPTAIN MD. MUKEET-UL-ALAM MIAH	BANGLADESH	MEMBER (FLIGHT STANDARD AND REGULATIONS)	VIRTUAL
10.	MR. AIR COMMODORE SHAH KAWSAR AHMED CHOUDHURY	BANGLADESH	MEMBER (FLIGHT STANDARD AND REGULATIONS)	VIRTUAL
11.	MR. S M GOLAM RABBANI	BANGLADESH	SPECIAL INSPECTOR (COMMERCIAL AIR TRANSPORT)	VIRTUAL
1.	MR. AZMAN BIN HJ. HITAM	MALAYSIA	SENIOR ASSISTANT DIRECTOR OF QUALITY AND STANDARDS	MERUSAKA HOTEL, RESERVED THROUGH AGODA
2.	MR. ALPASLAN CELEBI	Turkiye	COORDINATOR OF INTERNATIONAL RELATIONS DEPARTMENT	NOVOTEL NUSA DUA, RESERVED THROUGH NUSA DUA
3.	MR. BATARA SILABAN	INDONESIA (PT. DI)	DIRECTOR OF PRODUCTION	MERUSAKA HOTEL, THROUGH MERUSAKA

4.	MS. ANNISA CAROLINA SORAYA	INDONESIA (PT. DI)	EXECUTIVE ASSISTANT	MERUSAKA HOTEL, THROUGH MERUSAKA
5.	MR. RIDWAN MAGASI SUBARTA	INDONESIA (PT. DI)	MARKETING OFFICER	MERUSAKA HOTEL, THROUGH MERUSAKA
6.	MR. ARYAN CANDRA BUDIMAN	INDONESIA (PT. GMF)	CORPORATE BUSINESS PARTNER	PESONA SANUR BEACH HOTEL
7.	MR. AHMAR ISMAIL	SECRETARIAT OF D-8	DIRECTOR OF ADMINISTRATIVE, LEGAL AND INTERNAL ISSUES	MERUSAKA HOTEL, THROUGH MERUSAKA
8.	MR. MUHAMMAD BILAL KHAN	SECRETARIAT OF D-8	EXECUTIVE ASSISTANT TO SECRETARY GENERAL	MERUSAKA HOTEL, THROUGH MERUSAKA
PANELISTS FROM THE PRIVATE SECTOR				
NO.				
1.	MR. BATARA SILABAN	INDONESIA (PT. DI)	DIRECTOR OF PRODUCTION	MERUSAKA BY KEMENHUB
2.	HISAR MANONGAM PASARIBU	PT. ITER AERO INDUSTRI	HEAD OF DESIGN ORGANIZATION	MERUSAKA BY KEMENHUB
3.	ANDI FAHRURROZI	PT. GMF AERO ASIA	DIREKTUR UTAMA	MERUSAKA BY KEMENHUB
4.	DUBES TRI THARYAT	KEMENLU	DIRJEN KERJA SAMA MULTILATERAL	

WELCOMING REMARKS

**BY
SENIOR ADVISOR TO THE MINISTER FOR SAFETY AND CONNECTIVITY
MINISTRY OF TRANSPORTATION
ON
THE 12th D-8 DIRECTORS-GENERAL AND EXPERT WORKING GROUP
ON CIVIL AVIATION MEETING**

- **HONOURABLE CHAIRMAN/ OF CIVIL AVIATION AUTHORITY, / THE PEOPLE'S REPUBLIC OF BANGLADESH;/**
- **HONOURABLE DIRECTOR GENERAL/ OF AIRPORTS, AIRLINES AND/ AERONAUTICAL INSTITUTES SUPERVISION, / THE ISLAMIC REPUBLIC OF IRAN;/**
- **HONOURABLE DIRECTOR GENERAL OF CIVIL AVIATION OF TURKIYE;/**
- **HONOURABLE DIRECTOR GENERAL OF MULTILATERAL COOPERATION, MINISTRY OF FOREIGN AFFAIRS OF THE REPUBLIC OF INDONESIA,**
- **HONOURABLE SECRETARY GENERAL OF D-8;/**
- **HONOURABLE DIRECTOR/ OF QUALITY AND STANDARDS, MALAYSIA;/**
- **HONOURABLE DIRECTOR AIRPORT SERVICES,/ THE ISLAMIC REPUBLIC OF PAKISTAN;/**
- **DISTINGUISHED HEADS OF DELEGATES;/**
- **DISTINGUISHED DELEGATES;/**
- **LADIES AND GENTLEMEN,/**

ASSALAMU'ALAIKUM Wr. Wb./

IT IS INDEED A GREAT PLEASURE FOR ME,/ PERSONALLY AND ON BEHALF OF THE GOVERNMENT OF THE REPUBLIC OF INDONESIA/ TO EXTEND WARM AND SINCERE WELCOME/ TO ALL OF YOU/ TO THIS CONFERENCE.// I AM VERY PLEASE TO OFFER YOU/ THE BEAUTY OF BALI,/ WHICH BEEN KNOWN AS PARADISE ISLAND.//

DIRECTORATE GENERAL OF CIVIL AVIATION/ OF THE
REPUBLIC OF INDONESIA/ IS MUCH HONORED TO BE ABLE TO HOST, /
THE 12th D-8 DIRECTORS-GENERAL/ AND EXPERT WORKING GROUP/ ON
CIVIL AVIATION MEETING. //

IT HAS BEEN OVER FOUR (4) YEARS/ SINCE OUR LAST
MEETING IN ISLAMABAD, / PAKISTAN, / WITH TWO (2) YEARS OF
CHALLENGING PERIOD/ SURVIVING THE PANDEMIC. // THERE'S ALSO A
LAG OF TWO (2) YEARS/ ON OUR COOPERATION FORUM. //

THOSE PERIODE OF RECESS/ MAY HAVE GIVE US TIME TO
REVIEW/ AND PLAN THE WAY FORWARD/ OF OUR COOPERTION/ IN CIVIL
AVIATION. // I WOULD LIKE TO INVITE MEMBER STATES/ TO DISCUSS
FURTHER/ ON THE FRAMEWORK/ AND ALSO WAY OF CONDUCT/ OF OUR
FORUM/ FOR A MORE EFFECTIVE COOPERATIONS/ AND DEEP IMPACT
RESOLUTION/ TO REVIVE THE AVIATION SECTOR/ AFTER THE
PANDEMIC.//

EXCELLENCIES, LADIES AND GENTLEMEN; /

THE D-8 MEMBER COUNTRIES/ GEOGRAPHICALLY
CONNECTING THREE CONTINENTS;/ ASIA (INDONESIA, MALAYSIA,
BANGLADESH, PAKISTAN AND IRAN),/ AFRICA (EGYPT AND NIGERIA)/
AND EUROPE (TURKI).// THEREFORE,/ THE COOPERATION ON CIVIL
AVIATION SECTOR/ HAS AN IMPORTANT ROLE/ IN SUPPORTING THE
DEVELOPMENT/ ON ECONOMIC AND TRADE/ AND OTHER SECTORS/
AMONG D-8 MEMBERS.//

I WOULD LIKE TO REITERATE/ THAT OUR COOPERATION/
HAS SET UP SOME WORK PLAN/ THAT HAS NOT BEEN FOLLOWED UP. //

THIS INCLUDE THE TASK FORCE ON ECONOMIC/ AND TECHNICAL ISSUES,/ JOINS PROJECTS/ AND ALSO THE CREATION OF E-FORUM/ TO BETTER FACILITATE COMMUNICATION/ BETWEEN MEMBER STATE.

I EXTEND MY APPRECIATION/ TO THE D-8 SECRETARIAT/ FOR ASSISTING OUR WORK/ AND COMMUNCIATING WITH RELATED AGENCIES.// I HOPE/ WE CAN WORK TOGETHER MORE CLOSELY/ AND HARMONIZING THE PROGRAM/ FROM OTHER WORKING GROUP/ TO CREATE A MORE COLLABORATIVE/ AND SYNERGIZE COOPERATION.//

IN THIS OPPORTUNITY, / I ALSO ENCOURAGE MEMBER STATE/ TO INVOLVED THE PRIVATE SECTOR OF AVIATION/ TO JOIN US/ AND ELABORATE POTENTIAL ASPECTS/ IN CIVIL AVIATION/ CREATING A COOPERATIONS/ THAT WOULD BE BENEFICAL FOR ALL/ THROUGH WORKING GROUP FORUM.

EXCELLENCIES, LADIES AND GENTLEMEN;/

ONCE AGAIN/ I WOULD LIKE TO EXPRESS/ OUR SINCERE GRATITUDE/ TO ALL OF YOU/ FOR PARTICIPATING ON THIS MEETING/ AND I WISH/ YOU HAVE A VERY FRUITFULL/ AND SUCCESSFULL DISCUSSION, / SINCE THIS WORKING GROUP MEETING/ ATTENDED BY CIVIL AVIATION EXPERTISE/ FROM D-8 COUNTRIES. //

I ALSO HOPE/ YOUR SHORT VISIT TO BALI/ WILL BE ENJOYABLE AND MEMORABLE.

THANK YOU VERY MUCH.//

WASALAMUALAIKUM WR. WB. //

OPENING REMARKS
H.E. TRI THARYAT
DIRECTOR GENERAL FOR MULTILATERAL COOPERATION
MINISTRY OF FOREIGN AFFAIRS OF INDONESIA

D-8 COMMISSIONER FOR INDONESIA

**AT THE 12TH D-8 MEETING OF DIRECTORS GENERAL AND
EXPERT WORKING GROUP ON CIVIL AVIATION**

Excellency Isiaka Abdulqadir Imam... Secretary-General of D-8

Honourable Ibu Maria Kristi Endah Murni, Senior Advisor to the Minister of Transportation

Honourable Heads of Delegation of D-8 Member States

1. Welcome to Indonesia.
2. And to you Secretary-General ... welcome back.
3. It is an honour for me ... as Commissioner of Indonesia to D-8 ... to address this 12th D-8 Meeting of Directors General and Experts Working Group on Civil Aviation.
4. My appreciation also goes to the Indonesian Ministry of Transportation ... and to you Ibu Maria for chairing the meeting.
5. Excellency and honourable delegates ... international aviation is recovering.
6. The lifting of travel restrictions in several countries have added to the impetus of air travel.
7. Here in Indonesia ... in the first six months of 2022 ... the number of international flight passengers jumped for more than 900% ... from the same period last year.
8. Just two days ago ... Indonesia organized a G20 Aviation Dialogue.

9. The event highlighted the leadership of government in supporting a sustainable recovery for aviation industry.
10. Despite encouraging development ... our recovery remains an arduous task.
11. Geopolitical crises have also presented the aviation industry with unprecedented challenges.
12. Yet ... there are still plenty of opportunities for D-8 to make a difference.
13. First ... we need to align aviation recovery with tourism industry.
14. I wish to recall the decision of our Leaders last year ... on D-8 Decennial Road Map for 2020-2030.
15. It indicates the importance of tourism and connectivity.
16. But to boost recovery ... these two sectors must support each other.
17. Safety and security ... investment ... services ... and regulatory framework must be geared up to ensure a more sustainable connectivity.
18. Second ... D-8 must contribute to reduce emission from air transport.
19. Consistent with the global commitment to a sustainable decarbonized future.
20. Just recently ... Indonesia submitted its Long-Term Strategy on Low Carbon and Climate Resilient Development 2050 ... to UNFCCC.
21. This strategy presents a vision beyond Paris climate targets ... and strikes a balance between future emission reduction and economic development.

22. It also consistent with Indonesia's Enhanced Nationally Determined Contribution ... to reduce emission from 29% to 31.89% ... unconditionally ... and from 41% to 43.2% ... conditionally.
23. Along this commitment ... the G20 Presidency of Indonesia has created Bali Energy Transition Roadmap.
24. It entails critical steps towards clean and affordable energy ... such as financing and investment and decarbonizing of transportation industries.
25. Lastly ... synergy in D-8 cooperation must be enhanced ... with the support of the Secretariat.
26. There are plenty of areas ... which aviation sector should be able to contribute and reap benefits.
27. For example ... on facilitating trade ... encouraging innovation in aviation sector ... clean energy ... capacity building ... and in the deepening of private sector involvement.
28. To conclude ... I do hope this meeting can contribute to concrete activities under the umbrella of D-8 cooperation.
29. I thank you.

509 words

REMARKS OF THE SECRETARY GENERAL OF DEVELOPING EIGHT ORGANIZATION FOR ECONOMIC COOPERATION(D-8), H.E. AMBASSADOR ISIAKA ABDULQADIR IMAM, AT THE 12TH D-8 DIRECTORS-GENERAL AND EXPERTS WORKING GROUP ON CIVIL AVIATION MEETING 20-21 OCTOBER 2022 DENPASAR, BALI, INDONESIA

H.E. Ibu Maria Krisiti Endah, Senior Advisor to the Minister of Transportation for Safety and Connectivity,

H.E. Bapak Dubes Tri Tharyat, D-8 Commissioner and Director General of Multilateral Cooperation, Ministry of Foreign Affairs of the Republic of Indonesia,

H.E. Mr. Nur Isnin Istiariono, Director-General of the Civil Aviation Authority of Indonesia,

Honorable Director Generals of Civil Aviation Authorities,

Excellencies,

Distinguished Guests,

Ladies and Gentlemen,

Asalaam Alaikum and a good morning to you all,

I am happy to welcome all of you to this important event of the 12th D-8 Meeting of Directors – General and Experts Working Group on Civil Aviation from our various member states. On behalf of the Developing Eight Organization for Economic Cooperation (D-8), I want to use this opportunity to express my profound appreciation to the Government of the Republic of Indonesia for the excellent arrangement made for this meeting to hold here in this beautiful resort of Bali as well as the warm welcome and kind hospitality extended to us all.

My appreciation also goes to the Honourable Minister of Foreign Affairs of Indonesia and his able staff for their efforts in ensuring that delegates were able to arrive here in Bali, without encountering any difficulty. We hopefully look forward to a productive deliberations and successful outcome at this very crucial meeting. Let me also use this opportunity to, once again, on behalf of D-8 Organization, commiserate with the Government and the good people of the Republic of Indonesia over the sad incident that occurred early this month when there was stampede during a football match in Malang Province, which led to several loss of lives. We Pray to Almighty Allah to rest the souls of the departed and give their families the fortitude to bear the loss.

As you all know, this is my first participation at this meeting since I assumed the leadership of this organization early this year. So, therefore, I want to use this opportunity to warmly welcome all our Directors General and other stakeholders in the aviation sector to this august gathering. As you are all aware, the Organization of Developing Eight was established in 1997 to improve the living conditions of citizens of member states that are geographically diverse.

Because the Developing Eight are geographically non-contiguous, civil aviation appears to be the most essential vehicle for removing barriers between Member States and better connecting our economies, cultures, and nations. As a result, we at the Secretariat place high priority on the Civil Aviation Working Group, which serves as a unique forum for developing eight member states to cooperate on civil aviation. I am particularly pleased to see that we have been able to convene this important meeting, after nearly three years of absence occasioned by the pandemic.

Excellencies, Distinguished Delegates,

The contribution of Air transportation to sustainable economic development cannot be over emphasized. The coronavirus outbreak has had a negative impact on the airline industry, erasing two decades

of global passenger traffic growth in a couple of months. Governments throughout the world have imposed constraints to keep the pandemic under control, resulting in the aviation industry recording negative losses, globally. According to IATA's statistics, airline traffic declined by 65.9 percent, while 2.7 billion fewer passengers were recorded in 2020, resulting in majority of the aircraft fleet being grounded. This ultimately led to employment losses, globally. As a result, every component of the aviation value-chain suffered significantly, with airports reportedly losing about 129 billion US dollars, globally in 2020.

But the good thing is **that** Airlines are resilient, as people are now flying in larger numbers. Despite increased economic uncertainty, freight is also performing well. Losses in the freight industry will be cut to \$9.7 billion this year and profitability is envisaged in 2023. Even if there are still cost concerns, arising from fuel crisis, there is still room for optimism. Indeed, IATA predicts that industry revenues are expected to reach \$782 billion in 2022 (+54.5% on 2021), 93.3% of 2019 levels, while flights are expected to total 33.8 million, which is 86.9% of 2019 levels which recorded 38.9 million flights. Passenger revenues are expected to account for \$498 billion of industry revenues, which is more than double the \$239 billion generated in 2021. Scheduled passenger numbers are expected to reach 3.8 billion, while cargo revenues are expected to account for \$191 billion of industry revenues. That is down

slightly from the \$204 billion recorded in 2021, but nearly double the \$100 billion achieved in 2019. Overall, the industry is expected to carry over 68 million tons of cargo in 2022, which is a record high.

Distinguished Delegates,

Our meeting today is to appraise the progress we have made among D-8 member countries in the areas of wider civil aviation cooperation. Looking back and taking stock of our previous works, I can say that we have made some appreciable progress in establishing the necessary institutional framework and foundation for the future activities in the civil aviation sector, as evident in the following key achievements, amongst other:

- i. Establishment of the D-8 Civil Aviation Working Group, during the first meeting of the D-8 DGCVA in Antalya, Turkiye in June 2007.
- ii. Establishment of the four Task Forces and Focal Points for the Working Groups.
- iii. Inclusion of the Private sector stakeholders in our meetings. This has provided the opportunity for the private sector to present its potentials and capabilities.
- iv. Sharing of information, experiences, best practice, and capacity building in the aviation sector, as evidenced in the various capacity and training programs undertaken by some of our member states like Turkiye and Iran.

- v. Designation of Airport as D-8 Airports in some Member State in order to promote people to people and Business to Business contacts as well as tourism and travel facilitation among all Member States; these include the **Jinnah International Airport, Karachi, Pakistan, Soekarno-Hatta, Jakarta International Airport, Istanbul Sabiha Gokcen International Airport** and **Nnamdi Azikiwe Airport, Abuja, Nigeria.**

While trying to examine what we have done so far, I am pleased to note that this 12th Meeting will be addressing the following important issues which are critical to take our cooperation in the aviation sector to the next level:

- i. Discussion of Türkiye's proposed 'D-8 National Security Auditor Certification Program'.
- ii. Update by Türkiye on the workshop on Remotely Piloted Aircraft Systems (RPAS) regulations that was held in September 2018 in Türkiye.
- iii. Update and discussion on Türkiye's draft of the Multilateral Agreement on Air Services among D-8 Member States.
- iv. Discussion relating to recovery stages of Aviation Industry in the Post Pandemic period.

The issues in front of us today are specific and concrete. These issues are fundamental requirements that are needed to ensure progress in the future work of the Working Group. Furthermore, the Working Group also needs to discuss and explore, in a very objective manner, measures that would serve to promote the state of D-8 cooperation in actual

terms. For instance, we must strengthen our collaboration in the following key areas:

- i. **Energy:** we should address the issue of fuel crisis by investigating the feasibility of establishing a supply chain system for jet fuel among Member States.
- ii. **Capacity Building:** to further improve our collaboration in capacity development and training programs, member nations with comparative advantage, should arrange regular capacity building programs such as Safety Assessment of Foreign Aircraft (SAFA), Training Inspection Program and European Union Aviation Safety Agency (EASA) regulations training.
- iii. **Open Sky Agreement:** We may also investigate the prospect of finalizing the previously suggested open sky agreement.
- iv. **Multilateral Air Services Agreement:** The Multilateral Air Services Agreement: is another long-pending matter, and we suggest that the Republic of Turkiye accelerate the subject and present a draft of the agreement, as agreed during the 8th D-8 DGCA conference in Dhaka, Bangladesh, in August 2014.
- v. **Joint Venture:** We should work on forming a joint venture to give support in airplane maintenance services.
- vi. **Sharing of Aviation Data:** Availability of accurate, reliable and consistent aviation data is required for D-8 Member States. Therefore, we may need to build a D-8 online portal where all member states and related agencies may exchange their latest data and utilize the platform for their frequent engagements.

- vii. **Low-Cost Airline:** Member States must expand their collaboration in low-cost airlines, as low-cost carriers have grown their share of the global air transport industry over the recent decade, accounting about 35% of worldwide capacity in 2020.
- viii. **Opening new routes:** Opening new routes among D-8 airline companies is imperative for us to increase the level of passengers and cargo distribution in D-8 Countries.

Your Excellencies, Distinguished Guests, Ladies and Gentleman,

Permit me to remind this august gathering that economic cooperation and trade remain the cornerstone for the establishment of the D8 Organization and one of the key avenues of achieving this goal is by enhancing air connectivity among the people the member states. I am happy to inform this gathering that we are at the verge of launching the full implementation of the D8 PTA, as all the vital instruments related to the PTA are nearing conclusion. All things being equal the D-8 Preferential Trade Agreement (PTA) will take off before the end of this year, Insha Allah. We are also in the process of convening the D-8 Ministers of Trade meeting before the end of this year to further deliberate and address all outstanding issues around trade facilitation, including the PTA. In this connection, it is important that this Working Group address the issue of air connectivity among the member countries to enable us boost intra-trade in the D8, when the D-8 PTA becomes fully operational later this year.

Finally, **Excellencies and Distinguished Delegates**, let me reiterate that if we are to explore the numerous potentials in the aviation industry, for mutual benefits, all hands must be on deck to ensure that we take necessary steps to increase our cooperation in that sector. In this regard, we should make best use of our civil aviation cooperation platform and broaden the scope of our collaboration, while efforts should also be made to articulate and expand the Terms of Reference for the Task Forces to enable them identify areas of cooperation covered by the MoU establishing the Working Group. Furthermore, a holistic approach should be adopted to enable industry players in the aviation industry to network and meet regularly.

I have no doubt in my mind that if we are able to make use of our civil aviation cooperation effectively, the impact on trade and tourism could be of great benefit to citizens of our member countries. The benefits of what we are doing to today here in Bali to the future and progress of this organization is unquantifiable and I appeal for positive outcome from this meeting today that will advance the D-8 economic cooperation agenda. Once again, I would like to thank the Indonesian Government for hosting this important meeting. May I also humbly suggest that Member States must volunteer to host the 13th meeting of the DGCA in

order to preserve continuity and brotherly spirit that exists between us in the D-8 Organization.

I thank you all for your attention and wish you all fruitful deliberations.

**12TH D-8 DIRECTORS-GENERAL AND
EXPERT WORKING GROUP ON CIVIL AVIATION MEETING
20-21 October 2022
Denpasar, Bali, Indonesia**

DRAFT AGENDA

1. Opening remarks
2. Consideration and adoption of the agenda
3. Information on business arrangements
4. Information sharing by D-8 member states on respective domestic laws, regulations and administrative practice relating to recovery stages of aviation industry post pandemic
5. Progress reports from the task forces on civil aviation
6. Review and discussion on the decision taken at previous meeting
7. Other matter
 - Information sharing by aviation industry participant
8. Date and venue of the next meeting
9. Adoption of the report
10. Closing remarks

12TH D-8 DIRECTORS-GENERAL AND EXPERT WORKING GROUP ON CIVIL AVIATION MEETING

20-21 October 2022, in Denpasar, Bali

DRAFT ANNOTATED AGENDA

Indonesia, as the Host Country, will chair the 12th Directors-General and Expert Working Group on Civil Aviation Meeting.

AGENDA ITEM 1: OPENING REMARKS

Welcome Remarks by the Director General of Civil Aviation of Indonesia.

Opening Remarks by the D-8 Secretary-General.

AGENDA ITEM 2: CONSIDERATION AND ADOPTION OF THE AGENDA

AGENDA ITEM 3: BUSINESS ARRANGEMENTS

AGENDA ITEM 4: INFORMATION SHARING BY D-8 MEMBER STATES ON RESPECTIVE DOMESTIC LAWS, REGULATIONS AND ADMINISTRATIVE PRACTICE RELATING TO RECOVERY STAGES OF AVIATION INDUSTRY POST PANDEMIC

D-8 Member States may wish to present updates in their respective domestic laws, regulation, and administrative practice relating to recovery stages of Aviation Industry.

Discussion on emerging issues post pandemic and collaborative mechanism to address the issues.

AGENDA ITEM 5: PROGRESS REPORTS FROM THE TASK FORCES ON CIVIL AVIATION

Task Force on Air Navigation & Air Traffic Management (Chair: Iran, Deputy Chair: Indonesia).

Task Force on Commercial Issues (Chair: Indonesia, Deputy Chair: Türkiye).

Task Force on Safety and Security (Chair: Malaysia, Deputy Chair: Pakistan).

Task Force on Training & Capacity Building (Chair: Türkiye, Deputy Chair: Nigeria).

AGENDA ITEM 6: REVIEW AND DISCUSSION ON THE DECISION TAKEN AT PREVIOUS MEETING

Türkiye delegation may wish to update the meeting on the development of 'D-8 National Security Auditor Certification Program' as a common project, in liaison with Malaysia.

D-8 Secretariat will give update on the creation of an e-forum for continuous discussion of issues under each Task Force.

Türkiye may wish to update the meeting on the workshop on RPAS regulations (that was held in September 2016 in Türkiye.) Delegates may also bring to the attention of the meeting similar workshops.

AGENDA ITEM 7: AIR TRANSPORT COOPERATION FRAMEWORK

Türkiye may brief the meeting on the draft of the Multilateral Agreement on Air Services among D-8 Member States.

AGENDA ITEM 8: OTHER MATTERS

8.1 INFORMATION SHARING BY AVIATION INDUSTRY PARTICIPANT

Presentation by stakeholders' industry on the potential connectivity between D-8 Member States and Operational Issues that members wish to discuss.

AGENDA ITEM 9: DATE AND VENUE OF THE MEETING

Chairman may invite other Member States to be the host of the 13th Directors-General and Expert Working Group on Civil Aviation Meeting.

AGENDA ITEM 10: ADOPTION OF THE REPORT

The Meeting may wish to consider and adopt the Report the 12th Directors-General and Expert Working Group on Civil Aviation Meeting.

AGENDA ITEM 11: CLOSING REMARKS

Closing Remarks by the Chairman of the meeting and Head of Delegation of D-8 Member States



Directorate General of Civil Aviation
Ministry of Transportation – The Republic of Indonesia



Indonesia's Efforts in Dealing with Covid-19 Pandemic



Indonesia's Commitment In Dealing With The Covid-19

Indonesia issued Circular Letters of Minister of Transportation No. 88 Year 2022 regarding Guidance for International Air Travel During Corona Virus Disease 2019 (COVID-19) Pandemic:

Objectives:

- Implementing health protocol for international flight travelers to/from Indonesia during Corona Virus Disease 2019 (COVID-19) Pandemic
- Preventing the spreading of Corona Virus Disease 2019



KEMENTERIAN PERHUBUNGAN
REPUBLIK INDONESIA

Kepada Yth:

1. Para Kepala Kantor Otoritas Bandar Udara;
2. Para Kepala Unit Penyelenggara Bandar Udara;
3. Para Pimpinan Badan Usaha Bandar Udara;
4. Para Pimpinan Operator Bandar Udara Khusus yang melayani kepentingan umum;
5. Para Pimpinan Badan Usaha Angkutan Udara;
6. Para Pemegang Perizinan Berusaha Angkutan Udara Bukan Niaga;
7. Para Pimpinan Perusahaan Angkutan Udara Asing; dan
8. Pimpinan Penyelenggara Navigasi Penerbangan.

SURAT EDARAN

NOMOR: SE 88 Tahun 2022

TENTANG

PETUNJUK PELAKSANAAN PERJALANAN LUAR NEGERI DENGAN
TRANSPORTASI UDARA PADA MASA PANDEMI
CORONA VIRUS DISEASE 2019 (COVID-19)

1. Latar Belakang:
Sehubungan dengan telah ditetapkannya Surat Edaran Ketua Satuan Tugas Penanganan Covid-19 Nomor 25 Tahun 2022 tentang Protokol Kesehatan Perjalanan Luar Negeri Pada Masa Pandemi *Corona Virus Disease 2019* (Covid-19), maka perlu ditetapkan Petunjuk Pelaksanaan Perjalanan Luar Negeri Dengan Transportasi Udara Pada Masa Pandemi *Corona Virus Disease 2019* (Covid-19).



Entry Points Of International Airports



- | | | |
|-------------------------------|--|---|
| 1. Soekarno Hatta, Banten | 6. Sam Ratulangi, Sulawesi Utara | 11. Sultan Syarif Kasim II, Riau |
| 2. Juanda, Jawa Timur | 7. Zainuddin Abdul Madjid, NTB | 12. Sultan Iskandar Muda, Aceh |
| 3. Ngurah Rai, Bali | 8. Kualanamu, Sumatera Utara | 13. Minangkabau, Sumatera Barat |
| 4. Hang Nadim, Kepulauan Riau | 9. Sultan Hasanuddin, Sulawesi Selatan | 14. Sultan Aji Muhammad Sulaiman, Sepinggan, Kalimantan Timur |
| 5. Kertajati, Jawa Barat | 10. Yogyakarta, Daerah Istimewa Yogyakarta | 15. Sentani, Papua |

1 Health Protocols

Foreign Travelers shall comply with health protocols (wearing mask, washing hands, keeping the distance)



2 Peduli Lindungi App

Travelers shall use PeduliLindungi App and download it before departure



3 Vaccines

Foreign Travelers shall present a second dose of vaccine certificate (14 days before departure) unless for those who are :
under 18 years
diplomatic visas holders related to ministerial level visits
Foreigners enter Indonesia with the Travel Corridor Arrangement scheme



4

Medical Examination

Upon arrival, Travelers are required to undergo a medical examination including temperature check



5

Quarantine

The government regulates the provisions of the quarantine process for travelers who are proven positive COVID-19



6

Quarantine Accommodation

Quarantine accommodation places must obtain recommendation from the Covid-19 Task Force





01

Indonesia Citizen who unvaccinated will be vaccinated at the entry point after RT-PCR examination on arrival showed negative result

02

Foreign nationals who are in Indonesia and will travel (domestic/ international) are required to vaccinate in accordance with the legislation

03

Vaccine certificates for foreign national who have vaccinated must be written in English

04

As a requirement for departure from Indonesia, Indonesian citizens (Above 18 years of age) must show a certificate of having received the third dose of vaccine (booster)

Provisions for Aircraft Operators



- ✈️ Comply with regulations implemented during covid pandemic
- ✈️ Informing the passengers to use the Peduli Lindungi app
- ✈️ check and ensure the passengers have proof for the complete dose of vaccination certificate according to the provisions
- ✈️ notify the flight operation plan within the next 3 days and provide the passenger manifest to the head of the airport Facilitation Committee, airport task force and related parties
- ✈️ responsible for handling passengers who do not meet travel requirements (travel documents) and health requirements
- ✈️ ensure that Indonesian citizens (above 18 years) who fly outside the territory of Indonesia have received the third dose of vaccine (booster) and ensure the passengers fulfill the provision required by the State of Destination

Provisions

for Cargo Aircraft originating from States with high Covid-19 cases



01

Airport operator shall determine an isolated parking area that is far from the parking stands for regular flights and irregular flights

02

Cargo aircraft operator notifies the aircraft arrival and provides the crew manifest and the cargo manifest transported to the airport Facilitation Committee, airport task force and related parties

03

Cargo aircraft operator carry out disinfection to aircraft, flight crew and baggage as well as cargo according to SOP

04

Ground handling personnel who carry out aircraft handling must be equipped with personal protective equipment in accordance with the provisions

Provisions

for Aircraft personnel from international flights during the covid pandemic

01

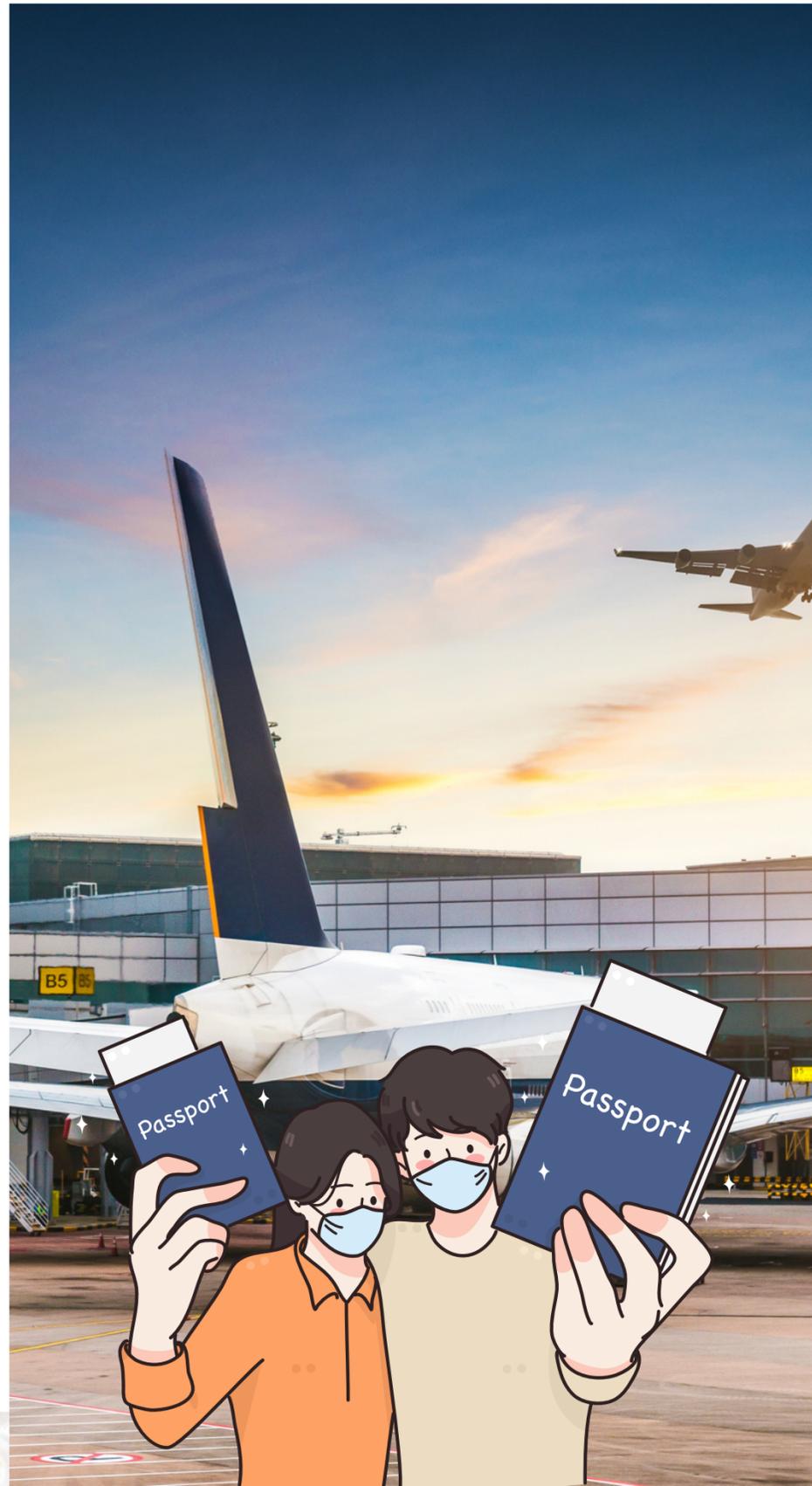
For foreign aircraft personnel, the following provisions apply:

- ✘ they are able to show the certificate has received the second dose of covid vaccine
- ✘ They are allowed to disembark of the aircraft and able to wait or stay in the area or facilities provided by the aircraft operator
- ✘ The places to stay for foreign aircraft personnel must get a recommendation from the COVID-19 handling task force

02

For Indonesian aircraft personnel, the following provisions apply:

- ✘ they are able to show the certificate has received the second dose of covid vaccine
- ✘ For international departures shall follow the provisions of the State of Destination



Thank You



Directorate General of Civil Aviation
Ministry of Transportation – The Republic of Indonesia



<https://developing8.org/>



AGENDA ITEM 4: INFORMATION SHARING BY D-8 MEMBER STATES ON RESPECTIVE DOMESTIC LAWS, REGULATIONS AND ADMINISTRATIVE PRACTICE RELATING TO RECOVERY STAGES OF AVIATION INDUSTRY POST PANDEMIC

D-8 Member States may wish to present updates in their respective domestic laws, regulation, and administrative practice relating to recovery stages of Aviation Industry. Discussion on emerging issues post pandemic and collaborative mechanism to address the issues.

H.E Ir. Novie Riyanto Rahardjo

Director General of Directorate General of Civil Aviation, Indonesia

H.E Ambassador Isiaka Abdulqadir Imam

Secretary General of D-8 Organisation

Head of Delegations of Bangladesh, Iran, Nigeria, Turkey, Indonesia, Egypt and Pakistan.

Distinguished delegates,

Ladies and Gentlemen,

1. The COVID-19 pandemic has had a large impact on civil aviation, particularly commercial passenger airline operations. This pandemic has led to the collapse in air travel demand on an unprecedented scale.,. The combination of travel restrictions; state and local mandates to stay at home, shelter-in-place, and self-quarantine after travel from certain areas; and public concerns over the risk of contracting COVID-19 from travel-related activities has resulted in a significant decrease in air travel demand since March 2020.
2. The Malaysian Government had imposed the Movement Control Order in phases since 18 March 2020 and followed by the Recovery Movement Control Order from 10 June 2020 to 31 August 2020, which has reduced economic activities across sectors. There was a brief recovery period in between where the MCO was lifted. But in June 2021, due to the spike in cases, the Government had introduced Full Movement Control Order (FMCO). Due to the intense Vaccination Program to gain herd immunity all across the country, the Government has introduced a National Recovery Plan which is now in various phases of implementation.

3. Airline companies nationwide have been forced to halt their operations and ground large parts of their fleets.
4. Air transport connectivity is an important element in the recovery of economic activities. Necessary measures have to be introduced in order to restore confidence among the consumers on the readiness of the aviation industry. The International Civil Aviation Organization (ICAO) had proactively introduce a guideline known as the Council Aviation Recovery Task Force (CART) Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis, to support a standardize implementation of practices by all Member States.
5. Civil Aviation Authority of Malaysia (CAAM) has worked closely with Ministry of Transport (MOT) and Ministry of Health (MOH) in partnership with aviation industry to develop and implement health safety measures to safeguard public health and the well-being of passengers, air crew, airport visitors and staffs during this pandemic.
6. Civil Aviation Authority Malaysia (CAAM) has reviewed the guideline and subsequently prepared the national guideline to facilitate and support the operations of airlines and operators. Malaysia has stated fully (100%) implementation of ICAO CART recommendations.
7. It is hoped that as more countries adopt these standardized guidelines, it would support for more economic activities and directly spur the growth of demand for aviation services. Malaysia is optimistic that we can overcome this together.

Initiatives Taken by Malaysia to Mitigate the Impacts of Pandemic

8. CAAM's Covid-19 Guidelines for Aviation Industry is published accordingly to the latest guidance (Take-off: Guidance for Air Travel Through the COVID-19 Public Health Crisis) published by the International Civil Aviation Organization (ICAO).
9. This document is applicable to the airport operator, air operators and other providers of airport services and facilities in Malaysia covering all phases of an air transport journey. The measures contained in this document incorporate existing requirements as well as guidance issued by CAAM.
10. CAAM has implemented the option for deferred payment under the Civil Aviation (Fees and Charges) (Amendment) Regulations 2019 for personnel license renewal applications received from 1 November 2020 to 31 October 2021.

11. CAAM has also offered Targeted Exemption (TE), under ICAO initiative, to license or approval holders to allow for extension or dispensation as applicable of those licenses or approvals after considering risk assessment to ensure the exemption provided does not jeopardize safety. This initiative has started since 1 April 2021.
12. CAMM has facilitated many humanitarian flights including those involved in transportation of vaccine from various sources globally.
13. Malaysia is supportive and appreciative of the work done by ICAO, especially the Civil Aviation Recovery Task Force (CART), which comprises member states, international and regional organisations and industries. It addresses the challenges of the pandemic and provides guidance for a safe, secure and sustainable restart and recovery of the aviation sector.
14. It is vital for all aviation industry players to devise coping strategies to adapt to the new normal in looking beyond the pandemic for survival.
15. It is equally as important for different countries to take appropriate and coordinated actions to stabilise and support their aviation industries, which are beyond their airlines and airports.
16. Governments must also address and enable the broader economic recovery to ensure the aviation industry can continue its pivotal role in providing connectivity, driving national prosperity and job growth.
17. Malaysia had recorded a 52 per cent month-on-month increase in international traffic during March this year with 420,000 passenger movements with the Vaccinated Travel Lane (VTL) initiative.
18. The VTL initiative was first established between Kuala Lumpur International Airport (KLIA) and Singapore Changi Airport on 29 November 2021 as an initiative to revive the local air travel industry that had been badly affected by Covid-19.

Thank you.

TERMS OF REFERENCE OF THE TASK FORCE ON COMMERCIAL ISSUES

Background

At the Second Meeting of D-8 Directors General of Civil Aviation Authorities in Isfahan, on 8-10 September 2007, the meeting finalized the discussion of the “Memorandum of Understanding (MOU) for the Establishment of D-8 Member states’ Working Group for Cooperation in Civil Aviation”.

According to Article 5 of the MOU, 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 cooperation and coordination in several areas agreed.

As a follow up to the Article 5, the Third D-8 Working Group on Civil Aviation and Director Generals’ Meeting held in Bali on 17-18 June 2008 agreed to establish six Task Forces. One of them is “Task Force on Commercial Issues” (TFCIs). The Third D-8 Working Group meeting also agreed to appoint Indonesia and Turkey as coordinators of the TFCIs.

In order to initiate the operation of the Task Force, the Coordinators have prepared draft Terms of Reference of Task Force on Commercial Issues.

In 5th D-8 Working Group on Civil Aviation and Director Generals Meeting held on 8-9 June 2011 in Jakarta-Indonesia, the countries agreed on the final version of “The Terms of Reference of the Task Force on Commercial Issues”.

Objectives

The objectives of the TFCIs are as follows :

1. To assist the Working Group in dealing with commercial issues such as Aircraft Repairs and Maintenance, Airport and terminal infrastructure, Ground-handling, Leasing of Aircraft, Public – Private Partnership or Private – Private Partnership, and any other issues which may arise.
2. To facilitate trade and investment in the civil aviation industry of D-8 member countries for mutual benefits;
3. To encourage private sectors’ participation and public-private sector collaboration in the development D-8 member countries activities related to commercial issues.

Scope of Works and Activities

Scope of works of the Task Force on Commercial Issues is as follows:

1. Aircraft Repairs and Maintenance,
2. Airport and terminal infrastructure;
3. Ground Handling;
4. Leasing of Aircraft;
5. Public – Private Partnership or Private – Private Partnership ;
6. Any other issues which may arise.

Specific of activities (program)

The Specific activities of each work proposed by each member country will be determined on every task force meeting with consideration to the spirit of cooperation of D-8. The proposal of common project thereto should be agreed by the Working Group on Civil Aviation.

The details of specific activities (program) on the task forces of commercial issues are as follows:

1) Aircraft repairs and maintenance

To facilitate business related to maintenance, repair & overhaul modification including material services, component services, engine services, and other maintenance services;

2) Airport and terminal infrastructure

- To encourage a joint marketing programme among D-8 countries' civil aviation.
- To share data statistics, experience and best practices among D-8 countries' civil aviation.
- To share information on development of airport within D-8 countries.

3) Ground handling

- To exchange of Information concerning ground-handling business prospect of among D-8 Countries
- To support the possibility of technical cooperation on ground handling operation

4) Leasing of Aircraft ;

- To encourage cooperation in the area of the leasing of aircraft.
- To explore and share views on guidelines for leasing criteria and standards??

3) Public – Private Partnership or Private – Private Partnership

- To facilitate mutual benefit between public – private partnership;

- To encourage private sectors participation in creating the cooperation between private – private partnership in the civil aviation industry of D-8 member countries.

Composition

The TFCIs will consist of one chairman, one deputy chairman and one lead focal from each D-8 member states. The composition will be reviewed every two years.

Meetings

1. The meeting of the TFCIs will be held regularly, on at least an annual basis. The meetings will be organized in conjunction with Working Group on Civil Aviation and hosted in the country chairing the Working Group. In the absence of the Working Group on Civil Aviation meeting, the TFCIs may decide the schedule of its meeting.
2. Member countries may incorporate their delegation with relevant experts. The TFCIs meeting may invite the participation of the private sector and other relevant organizations or associations, as appropriate.

Reporting Mechanism

Decisions or any recommendation of the TFCIs meetings shall be reported to the D-8 Working Group on Civil Aviation .

Secretariat Support

The D-8 Secretariat shall assist the TFCIs on administrative aspect as well as communication channel between member countries in order to achieve its objectives.

Review of ToR

The Terms of Reference for TFCIs shall be subject to review as and when necessary.

TERMS OF REFERENCE OF THE TASK FORCE ON COMMERCIAL ISSUES

Background

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Reporting Mechanism

Decisions or any recommendation of the TFCIs meetings shall be reported to the D-8 Working Group on Civil Aviation .

Secretariat Support

The D-8 Secretariat shall assist the TFCIs on administrative aspect as well as communication channel between member countries in order to achieve its objectives.

Review of ToR

The Terms of Reference for TFCIs shall be subject to review as and when necessary.

AGENDA ITEM 5: PROGRESS REPORTS FROM THE TASK FORCES ON CIVIL AVIATION

Task Force on Safety and Security (Chair: Malaysia, Deputy Chair: Pakistan)

H.E Ir. Novie Riyanto Rahardjo

Director General of Directorate General of Civil Aviation, Indonesia

H.E Ambassador Isiaka Abdulqadir Imam

Secretary General of D-8 Organisation

Head of Delegations of Bangladesh, Iran, Nigeria, Turkey, Indonesia, Egypt and Pakistan.

Distinguished delegates,

Ladies and Gentlemen,

1. Malaysia is committed to continuous safety and security enhancements in line with ICAO's Strategic Objectives. Malaysian aviation authorities are committed to a strong oversight system with the highest standards of safety and security and work closely with all stakeholders in compliance to ICAO Standards and Recommended Practices.
2. Malaysia's accomplishments in safety and security audits under the ICAO Universal Safety Oversight Audit Programme (USOAP) and the Universal Security Audit Programme (USAP) demonstrated the effectiveness of Malaysia's national aviation safety and security oversight system and programme. A comprehensive legal framework, modern equipment, trained personnel and proactive implementation of ICAO SARPs and initiatives are elements that contribute to Malaysia's track record on safety and security.
3. After being downgraded to Category II in 2019, we reflected ourselves and started to find ways to rectify the problems and to improve our weaknesses. We keep encouraging each other to demonstrate our commitment in bringing Malaysia's civil aviation to a higher level.
4. For instance, we have taken progressive action to establish a comprehensive program to enhance our safety oversight. CAAM has reviewed and updates all areas of PQs covering CE1 to CE8 including documents and legislation to streamline the requirements as ICAO Annexes.

5. On that note, CAAM has completed review and revamped of all our documentation. All 19 Annexes have been promulgated into Civil Aviation Directives (CAD) and published all subsidiary guidance materials (CAGM) associated with CADs.
6. For record, CAAM has launched 84 CADs, 48 CAGM, 27 IGM, 11 CAC, 29 CAN and 1 SD.
7. CAAM has completed internal audit to all regulatory Divisions as part of our Safety and Quality Assurance system and continuously to work on Corrective Action Plan.
8. CAAM has taken seriously on the competency of our Inspectors and has developed a comprehensive CAAM's Civil Aviation Training Manual. It is a strategic document that outlines the development of the competency of our Inspectors with required skills and knowledge to carry out all aviation activities in compliance with ICAO provisions, plans, programmes and required performance specified in ICAO Standards and Recommended Practices (SARPs).
9. Established all the required processes and checklists to be adopted and followed by inspectors and operators and conducted appropriate surveillances and carry out enforcement activities if there is any violations or infringements on any requirements.
10. FAA re-audit - Audited full scope on 6 – 10 Dec 2021. Follow-up visit by FAA in July 2022.
11. As a result of this transformation, officially on 3rd October 2022, The U.S. Department of Transportation's (DOT) Federal Aviation Administration (FAA) announces that Malaysia has achieved an International Aviation Safety Assessment (IASA) Category 1 rating, and is in compliance with International Civil Aviation Organization (ICAO) standards.
12. To further **enhance the cooperation between Malaysia and D-8 member states**, with great pleasure I would like to inform that, the Government of Malaysia will **offer two categories of online training** under Malaysia Aviation Academy (MAvA) in 2023 which involving 8 participants. Details of the fellowship programme that will be offered by Government of Malaysia are:
 - i. **Performance-based Navigation (PBN) for Air Traffic Controller (ATC);**
 - ii. **Fatigue Risk Management System (FRMS) for Air Navigation Service Providers (ANSPs).**

13. Details of the fellowship programme will be shared with D-8 secretariat accordingly.

Thank you.



CIVIL AVIATION AUTHORITY OF MALAYSIA

12TH D-8 MEETING OF DIRECTORS-GENERAL AND EXPERT WORKING GROUP ON CIVIL AVIATION BALI, INDONESIA

AGENDA ITEM 5: PROGRESS REPORTS FROM THE TASK FORCES ON CIVIL AVIATION

Task Force on Safety and Security (Chair: Malaysia, Deputy Chair: Pakistan)

20 - 21 OKTOBER 2022



SCOPE OF BRIEF

- SAFETY OVERSIGHT ENHANCEMENT
- ACHIEVEMENTS AND INITIATIVES
- 57TH DGCA CONFERENCE
- FELLOWSHIP PROGRAMME FOR D-8 MEMBER STATES

SAFETY OVERSIGHT ENHANCEMENT



USOAP CMA Self-Assessment

- All areas
- 80% Overall and 100% for PPQ



Launching of CAD, CAGM & IGM

- 84 Civil Aviation Directives (CAD)
- 48 Civil Aviation Guidance Materials (CAGM)
- 27 Internal Guidance Materials (IGM)
- 11 Civil Aviation Circulars (CAC)
- 29 Civil Aviation Notices (CAN)
- 1 Safety Directives (SD)



Internal Audit

- Periodically internal audit to all regulatory Division - Safety Quality Assurance System



Comprehensive Safety Oversight System

- Monitoring of safety performance
- Verifying compliance with applicable safety regulatory requirements
- Safety regulatory auditing
- Oversight of new or changed systems, operations and procedures
- Publication of CAAM's Civil Aviation Training Manual – competency of Inspectors
- Enforcement activities



SAFETY OVERSIGHT ENHANCEMENT



FAA- IASA Re-Categorization

- 3rd October 2022, FAA announced International Aviation Safety Assessment (IASA) Category 1 Rating for Malaysia



ACHIEVEMENTS AND INITIATIVES

1 NCASP FOR MALAYSIA

Launched National Civil Aviation Security Programme (NCASP), National Civil Aviation Security Training Programme (NCASTP) and National Civil Aviation Security Quality Control Programme (NCASQCP) for Malaysia on January 2021.

2 INTERNAL DASHBOARD

Developed internal dashboard for **tracking** of all **licenses and certifications** including revenue for CAAM from all these activities.

3 SPECIAL UAS DIRECTIVES

Special UAS Directives published on 1 March 2021 to allow growth of technology in line with IR4.0 specific for drones growth. **4 RPTO approved.**

4

PROMOTING MEDIA PRESENCE

Promoting media presence through support and positive push of clear and detailed information to public.

Increase awareness of CAAM through main stream press and social media.

Awan Magazine was launch on 10th April 2021 and estimated reach 5000+ of readership from the industry, internal CAAM, CAA's and Ministries

5

STATE SAFETY PROGRAM (SSP)

Launched SSP Malaysia in April 2021. **Full implementation** target in **2023**

6

INTERNAL QUALITY SOP

Setting up of CAAM internal quality SOP, internal auditing methods to ensure CAAM and Malaysia is ready for any international civil aviation audit. **9 Civil Aviation Policy Manual (CAPM)** published



7

EMPLOYMENT OF INDUSTRY CIVIL AVIATION EXPERTS

Employment of industry **civil aviation experts** to serve CAAM on full time basis at no extra cost to government. This has added the overall accumulative industry experience in CAAM to achieve 280 years.

8

EFFECTIVE SAFETY PROMOTION

53 Advisory Information (AI) and **24 Safety Information (SI)** has been released on Website for 2021.

Improved documentation flow and process to ensure accurate and effective Safety promotion for Malaysia.

9

TWO MAJOR CONSULTANCY STUDIES

Completed 2 major consultancy studies - **HR and Finance Sustainability studies** and **Fees and Charges Review Framework studies**.

10

LAUNCHING OF NEW AIRSPACE AND NEW KL ATCC

CAAM's mission to **upgrade and modernize** Malaysia's air traffic services - efficient and seamless air traffic management. To allow movements per hour in KLIA to **108 movements** per hour compared to **86 previously**. The new airspace migrated successfully on 31st August 2021.

11

DIGITALIZATION

Licensing and certification, Audit and Inspection report , Documentation (e-library), Filing system and Correspondence



57TH DGCA CONFERENCE, Incheon, Republic of Korea, 4 – 8 July 2022

- 4 Papers for DGCA Conference in promoting an effective safety oversight, collaborative efforts and sharing of information

- 3 DP
 - i. Developing the Compliance Questionnaires (CQ) for Air Operator Certificate Audit
 - ii. Implementation of Required Navigation Performance Authorization Required (RNP AR) Procedures
 - iii. Risk Based Approach in Ensuring Organization Readiness for Aircraft Return to Service (RTS) Activity

- 1 IP
 - i. Implementation of Short RNAV/PBN Standard Arrival Route (STAR) and Standard Instrument Departure (SID) Procedures Initiative in Malaysia



FELLOWSHIP PROGRAMME FOR D-8 MEMBER STATES



Performance-based Navigation (PBN) for Air Traffic Controller (ATC);

4 participants from D-8 member states
Training will be conducted in 2023



Fatigue Risk Management System (FRMS) for Air Navigation Service Providers (ANSPs)

4 participants from D-8 member states
Training will be conducted in 2023



Thank you



WWW.CAAM.GOV.MY



FACEBOOK/CIVIL AVIATION AUTHORITY OF MALAYSIA.OFFICIAL



TWITTER/CAA_MALAYSIA



CAAM YOUTUBE CHANNEL

W W W . C A A M . G O V . M Y



The Ministry of Transportation and Infrastructure

Directorate General of Civil Aviation





D-8 MEETING

2022





New Civil Aviation Management Approach

01
Corporate Transformation Model



02
Civil Aviation Information Management System



03
**Intelligent and Useful Services In Aviation
(Mania Inquiry System)**



Corporate Transformation Model



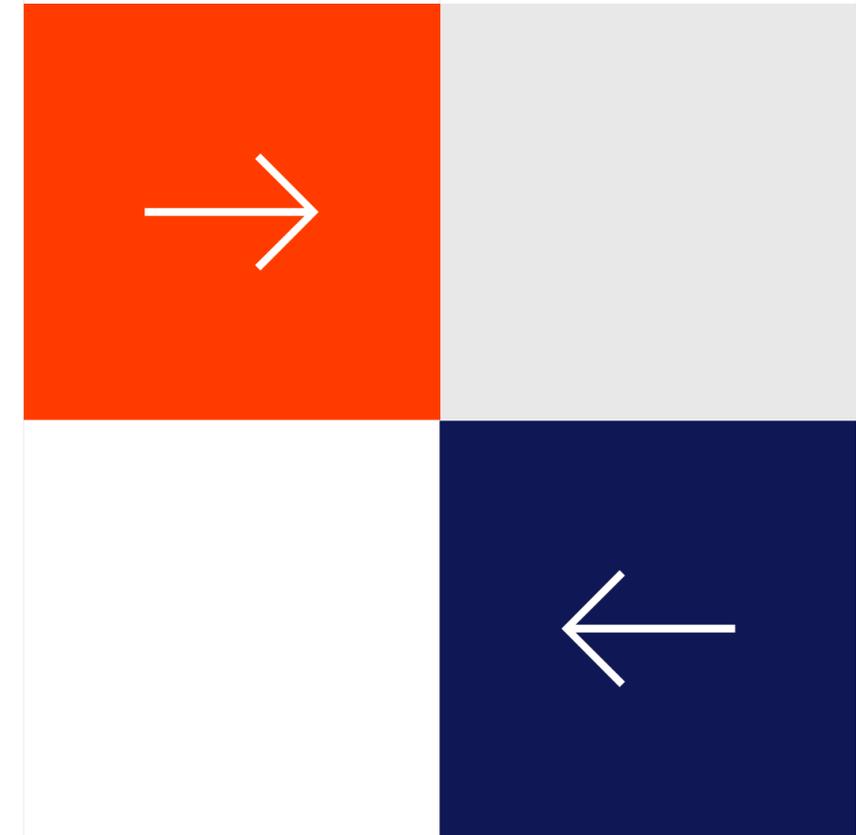


Corporate Transformation Model

Definition.

Corporate Transformation Model

New Civil Aviation
Approach



Corporate Transformation Model

Goal.

Increasing efficiency
and effectively by
reorganizing business
processes
within the framework
of certain standards.



Corporate Transformation Model

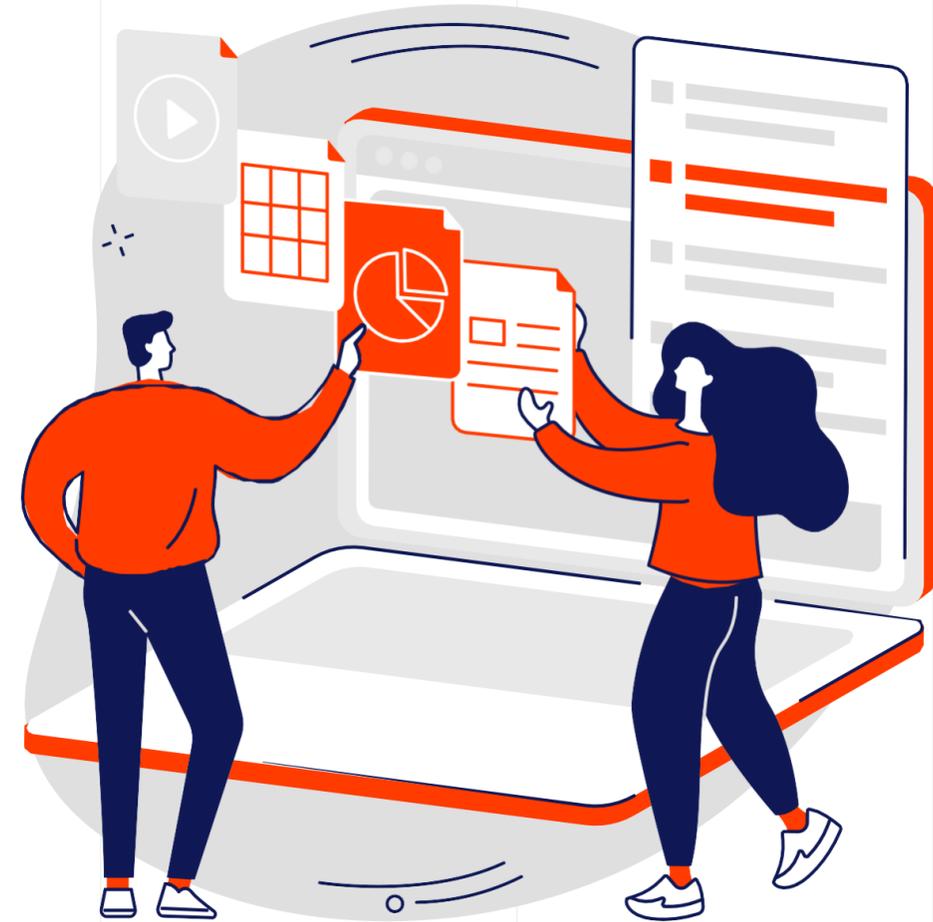
Target.

Organizing the management system of the institution in accordance with data and measurement-based **rules, norms and procedures.**





Corporate Organization Structure





Corporate Transformation Model

Approach.



**No
Country
Left
Behind**



**All
Countries
On
Board**



Corporate Transformation Model

Beneficials of System.

Evaluation Processes

Reducing service cost

Goals and standards

Authorities and responsibilities

Performance

Task Distribution

Training Certification

Digital Documentation

Career Choice





Training-Enterprise Resource Planning



English



ibrahim.ermis@shgm.gov.tr

Password

[Forgot Password](#)

Login

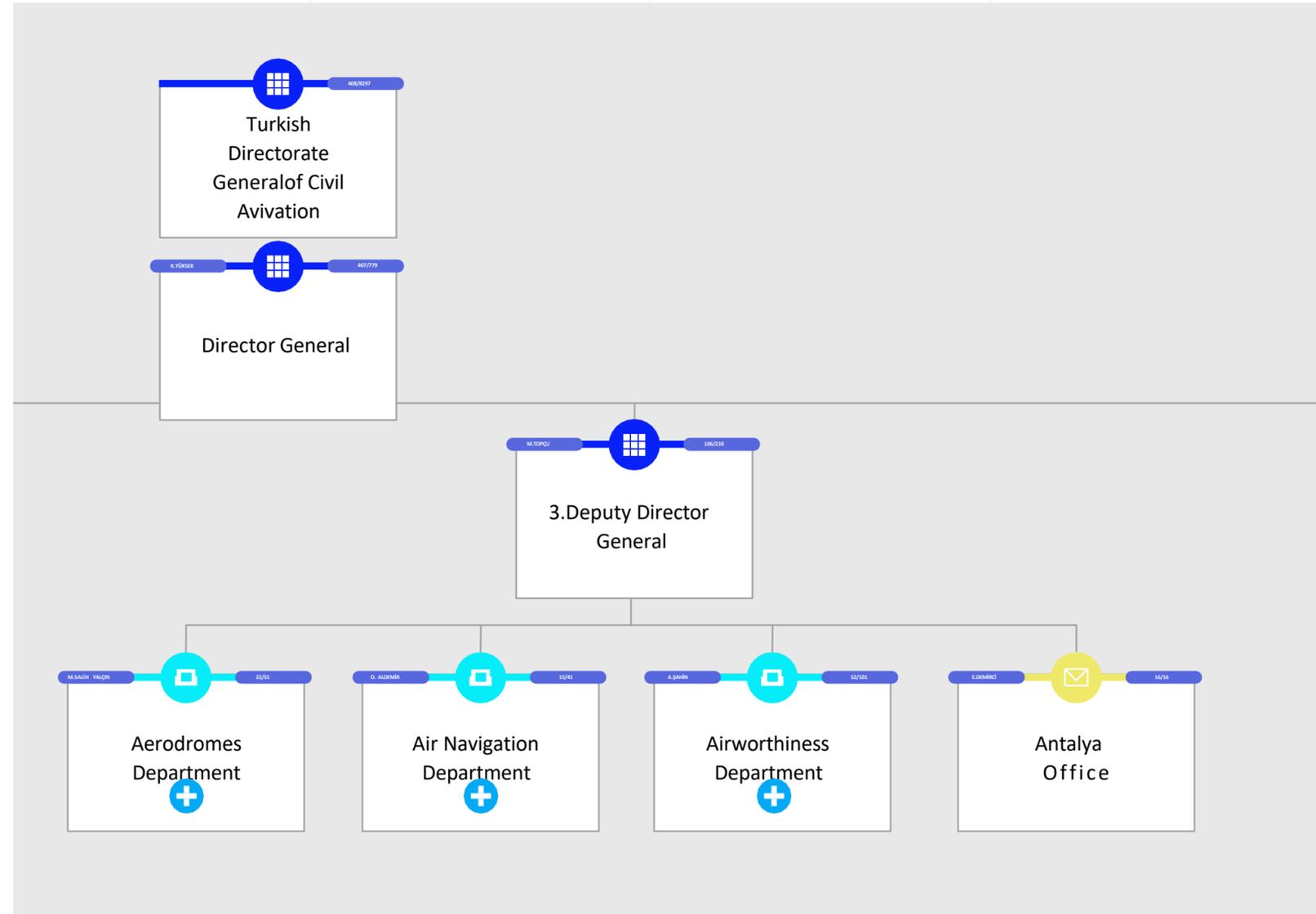
[Register](#)





Training-Enterprise Resource Planning

Organizational Chart- Job Titles





Training-Enterprise Resource Planning

Organizational Chart- Job Titles- Training Courses.



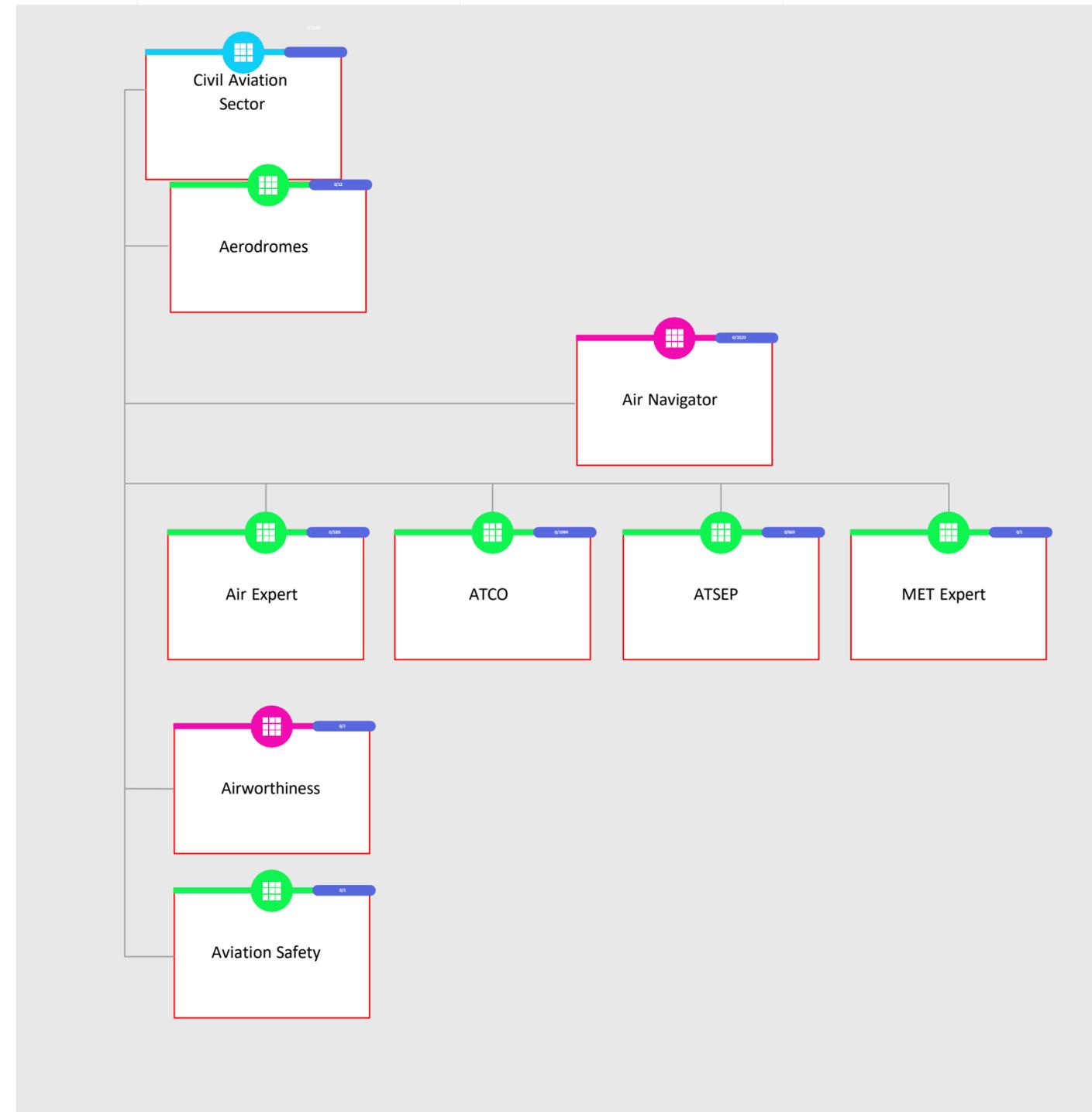
#	N...	Education	G. T..	E.. T..
		<input type="text"/>	<input type="text"/>	<input type="text"/>
16	Aircraft Airworthiness Inspection		B	
17	SMS Safety Management System		E	
18	Aircraft Maintenance and Reliability Program		E	

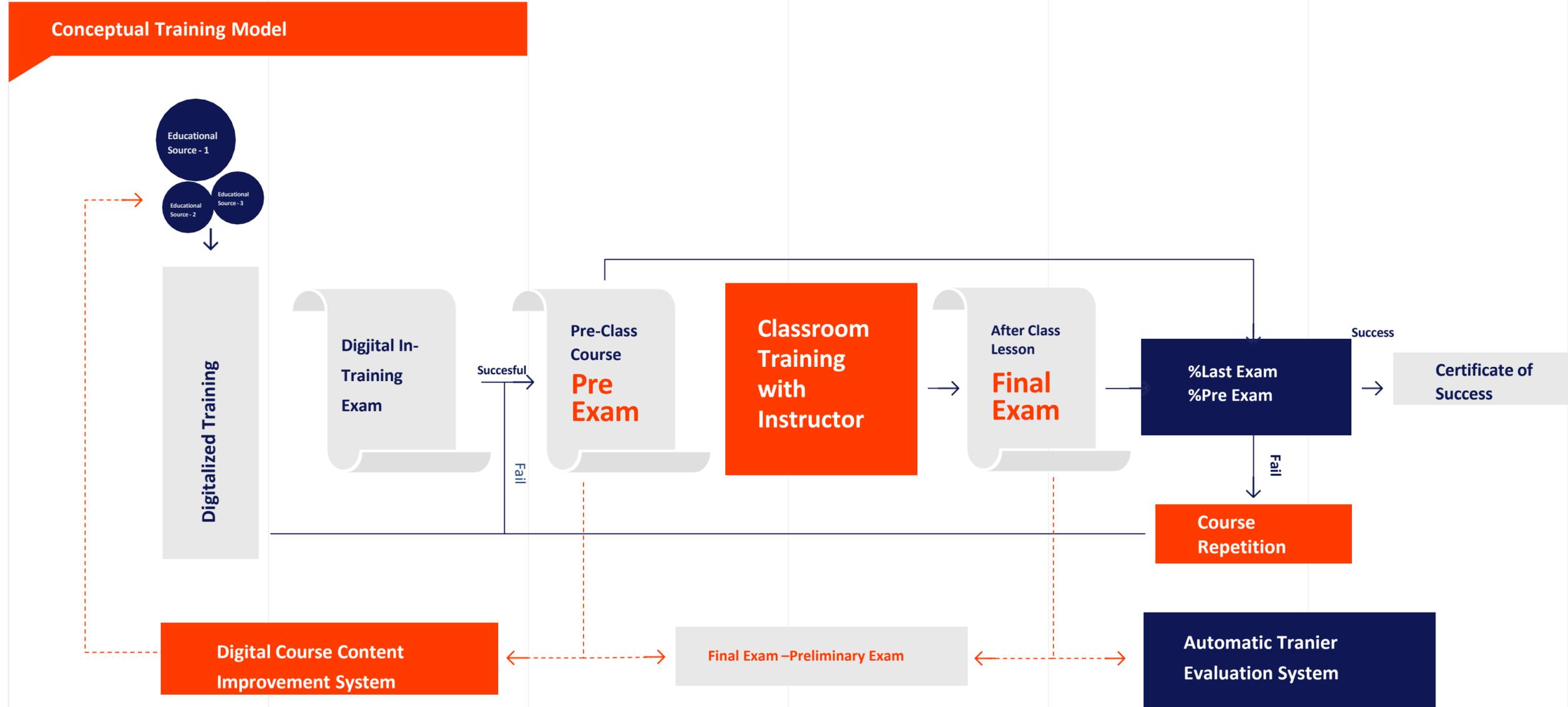




Training-Enterprise Resource Planning

Sector Titles and Training Courses



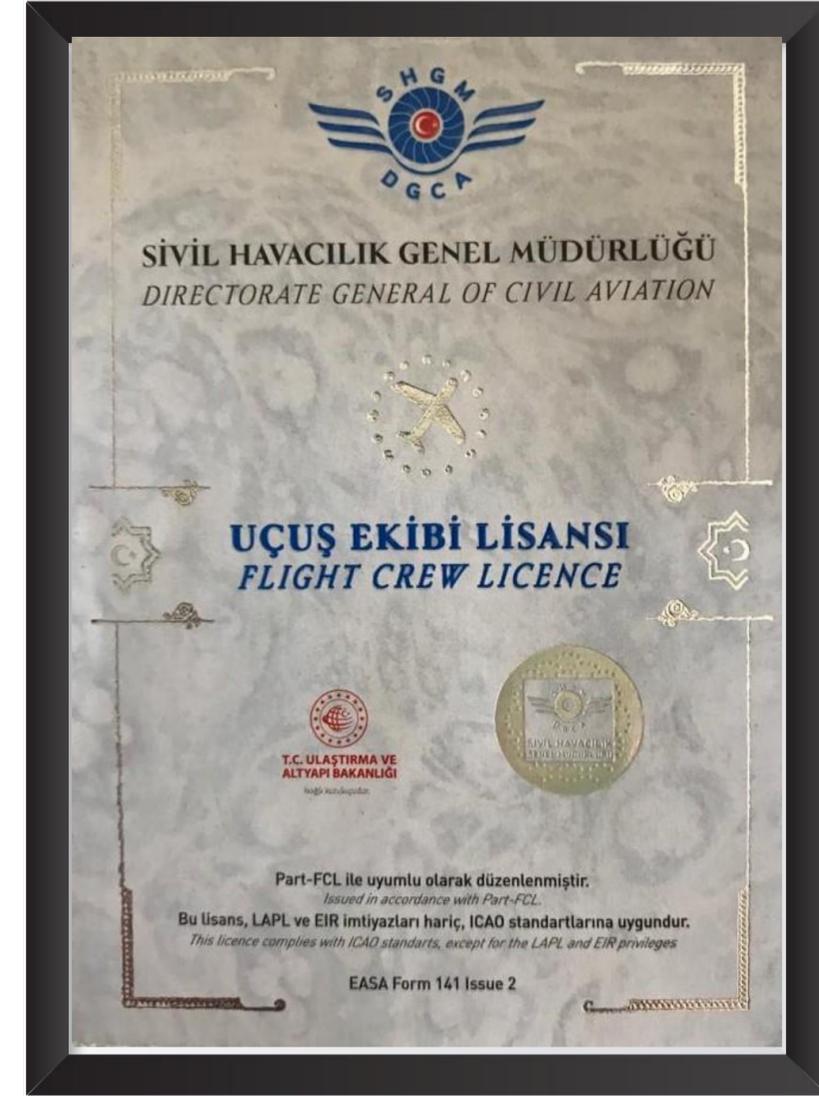




Corporate Transformation Model

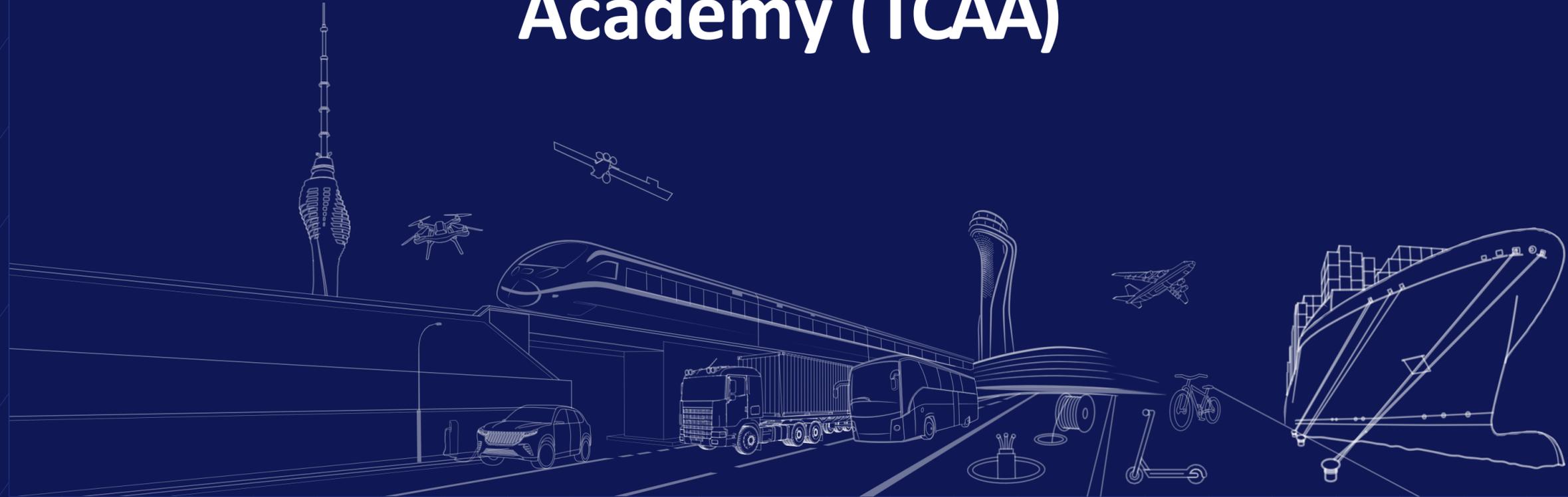
Training-Examination- Certification.

The Evaluation System has been
adapted to the age





Turkish Civil Aviation Academy (TCAA)





Turkish Civil Aviation Academy (TCAA)

23.000 m² Total Area

12.000 m² Indoor Area

4 floor Modern Building

20 Standard Classroom (projector, LCD screen)

5 Computer Based Classroom (CBT)

Conference Room with a Capacity of **276** People

Meeting Rooms with a Capacity of **100** People Online

Examination Center

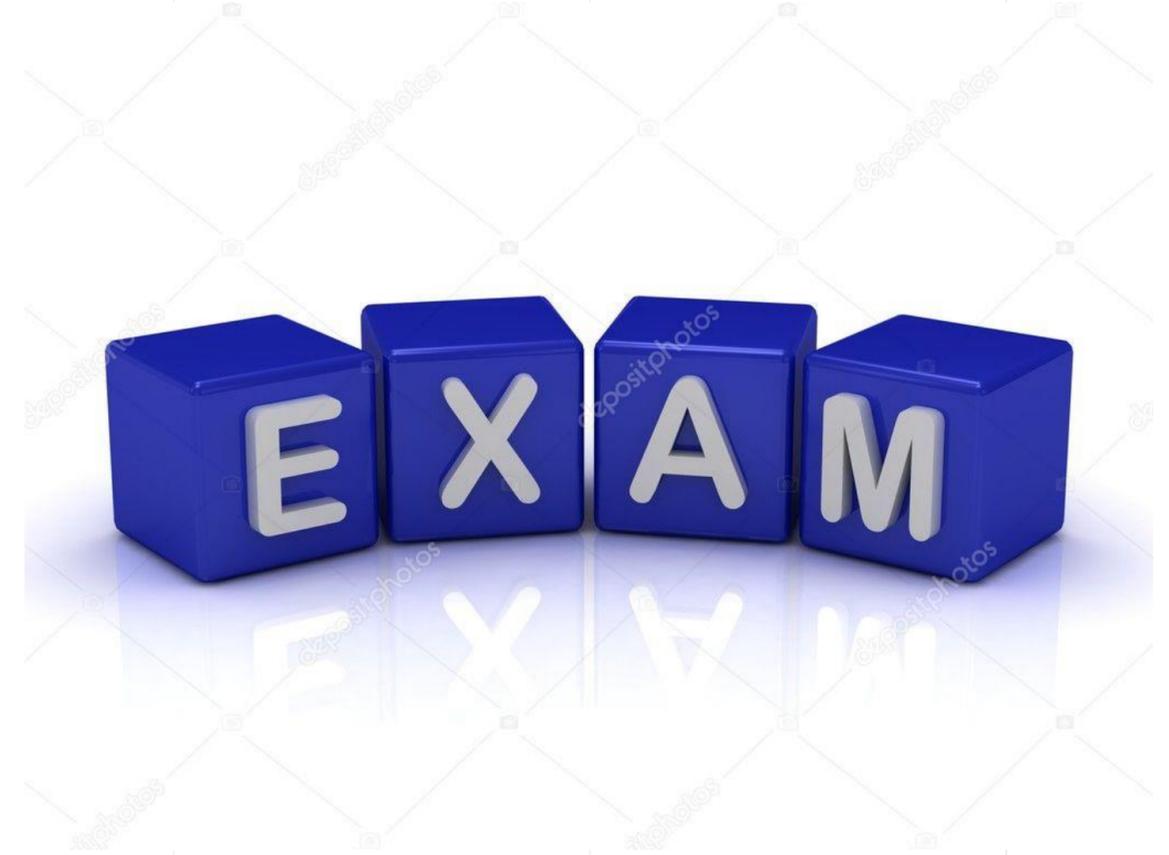
Library, Cafeteria and Social Areas



Turkish Civil Aviation Academy (TCAA)

EXAMS

**ATPL – PPL – ATSEP
ASIE – SCE**





Turkish Civil Aviation Academy (TCAA)

MEMBERSHIPS

ICAO TRAINAIR PLUS



Civil Aviation Information Management System For Digital Easiness





Civil Aviation Information Management System For Digital Easiness

Civil Aviation Information Management System.





Civil Aviation Information Management System For Digital Easiness

Aviation in One Platform.

Artificial intelligence (AI) based decision support system, BI and all related software/modules **Dynamic GIS infrastructure**

Multi-Language **Multi-**

Theme change

The instant messaging system between all the modules **Open sources**

Cross Platform

The instant notification between all the modules User-friendly software

Microservice architecture

Role based





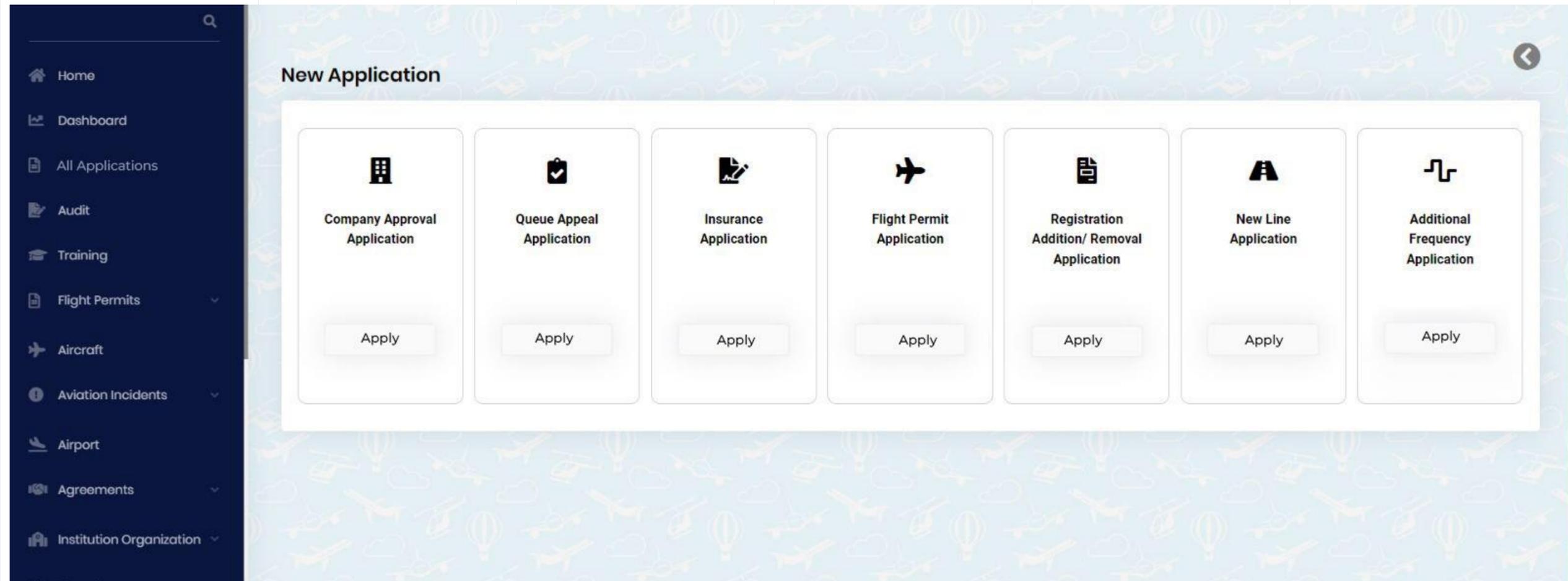
Civil Aviation Information Management System For Digital Easiness

Users.



Civil Aviation Information Management System For Digital Easiness

Screen Display.



Civil Aviation Information Management System For Digital Easiness

Screen Display.

Airlines

search

select all

- ACT HAVA YOLLARI A.Ş.
- AIGLE AZUR TRANSPORT AERIEN
- AIR ALBANIA sh.p.k
- AIR MANAS
- AIR MOLDOVA
- AIR VIA
- AIRCOMPANY ATLASJET UKRAINE
- AIR LIBYA
- ALBA STAR, S.A.
- ATLASJET HAVACILIK A.Ş.
- AZUR AIR UKRAINE AIRLINES
- AZUR air Limited Liability Company
- B&H AIRLINES
- BH AIR LTD BULGARIAN AIR CHARTER CO...
- BRITISH AIRWAYS PLC
- Brussels Airlines SA/NV
- Condor Flugdienst GMBH

Number of Bird Strike Event based on Years

Years	Sum
2019	759
2020	827
2021	20

Flight Phase Dispersion According to Bird Strike Event -1

Quarter	Sum
Q1	104
Q2	179
Q3	943
Q4	380

Monthly Flight Phase Dispersion

Month	Sum
January	35
February	23
March	46
April	9
May	48
June	122
July	289
August	299

Quarterly Flight Phase Dispersion

Monthly Flight Phase Dispersion

Flight Phase Dispersion Detail



Civil Aviation Information Management System For Digital Easiness

Screen Display.

Reports

- Flight Phase according to Bird St...
- The Impact of Animal Size on Bi...
- The Impact of Bird Strike Event...
- Statistical Reporting
- Event Reporting
- Realized Bird Strike Events accor...
- Realized Flights and Bird Strike
- Tenthousand Flights on Airports...
- According to Airports between two...
- Flight Phase according to Bird St...
- Flight Phase according to Bird St...
- Flight Phase according to Bird St...

Flight Phase Dispersion Related to Bird Strike Event

Airlines

 all
 ACT HAVA YOLLARI A.Ş.

Animal Kind Dispersion on Realized Bird Strike Event

Airline Dispersion According to Bird Strike Event

Dispersion of Flight Phase by Months for the Bird Strike Event in 2020

	January	February	March	April	May	June	July	August	September	October	November
Alçalma - Descent			%1,52		%4,55	%6,06	%18,18	%12,12	%30,30	%25,76	%1,52
İniş Koşusu - Landing Roll	%2,40	%0,67	%3,06	%0,22	%2,18	%6,33	%24,67	%18,12	%19,43	%12,23	%6,11
Kalkış Koşusu - Take off Run	%1,80	%4,32	%2,88	%1,44	%1,80	%9,71	%19,42	%19,06	%16,91	%11,51	%7,91
Park - Parked	%2,63				%5,26	%26,32	%10,53	%26,32	%18,42	%5,26	%2,63
Rota - En Route	%5,13		%2,56			%2,56	%12,82	%25,64	%23,08	%17,95	%7,69
Taksi - Taxi						%25,00				%25,00	%50,00
Tırmanma - Climb	%2,94	%0,59	%3,53		%1,18	%2,94	%12,35	%24,71	%23,53	%13,53	%11,76
Yaklaşma - Approach	%1,99	%1,08	%2,89	%0,72	%4,70	%8,14	%14,47	%16,82	%25,86	%15,73	%5,97
Grand Total	%2,18	%1,43	%2,86	%0,56	%2,99	%7,60	%18,00	%18,62	%22,10	%14,01	%6,85



Screen Display.

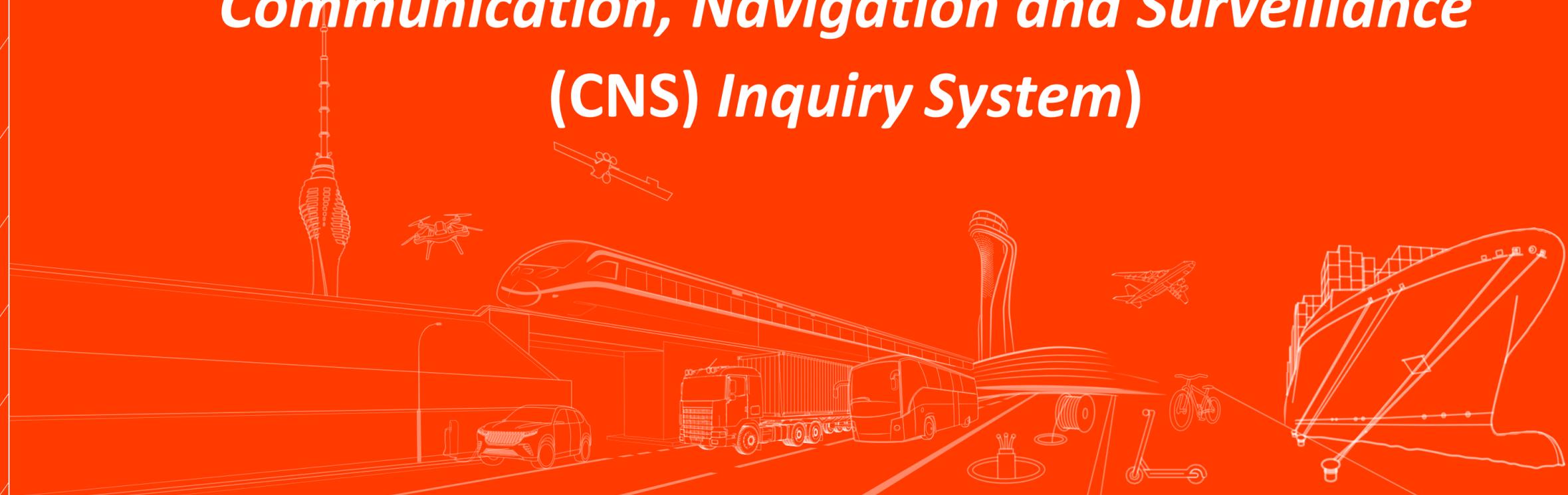
The screenshot displays the 'Application' page of the Civil Aviation Information Management System. The interface includes a dark sidebar menu on the left with options like Home, Dashboard, All Applications, Audit, Training, Flight Permits (expanded), and Aircraft. The main content area features a search bar, a '+ New Application' button, and a filter section with fields for Explanation, Min Application Date, Max Application Date, Appeal Tracking Number, Priority Status*, Airline*, Services Codes Definition* (set to Insurance Application), and Appeal Status. Below the filters are 'Clear' and 'Refresh' buttons. A table lists application records with columns for Actions, Appeal Tracking Number, Application Type, Application Date, Importance Status, Application Status, Explanation, Airline, and Registration.

Actions	Appeal Tracking Number	Application Type	Application Date	Importance Status	Application Status	Explanation	Airline	Registration
Actions	6204855	Tail Approval Application	Oct 11, 2022	crucial	Draft	example		6969
Actions	6204853	Tail Approval Application	Oct 11, 2022	crucial	Draft	example		74747
Actions	866204850	Flight Permit Application	Oct 10, 2022	crucial	Draft	example		



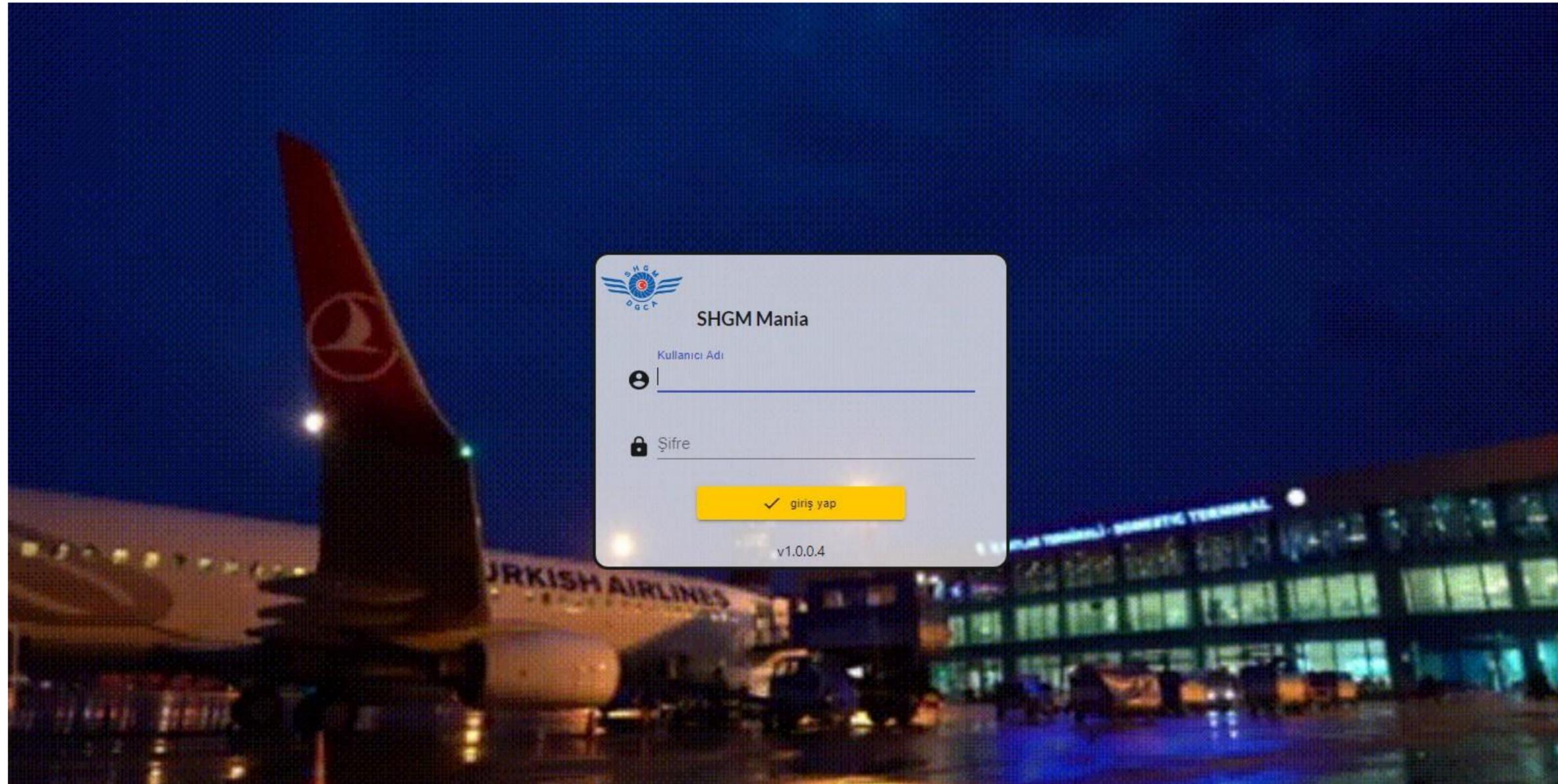
Intelligent And Useful Services in Aviation

(Obstacle Limitation Surfaces (OLS) & Communication, Navigation and Surveillance (CNS) Inquiry System)





Intelligent And Useful Services In Aviation (OLS&CNS Inquiry System)





Intelligent And Useful Services In Aviation (OLS&CNS Inquiry System)

The screenshot displays the OLS&CNS Inquiry System interface. The main map shows the Istanbul region with various OLS (Obstacle Limitation Surfaces) overlaid in blue and red. The OLS shapes include rectangular blocks and circular sectors, each labeled with numerical values representing obstacle heights. The map is centered on the city of Istanbul, showing major roads and landmarks.

The interface includes a top navigation bar with the following elements:

- Airport List
- Modules
- Obstacle
- Municipality
- English
- Account

The 'Prepare Map of OLS' dialog box is open, allowing users to define the parameters for a new OLS. The dialog contains the following fields:

- Start Point: X (longitude)*, Y (latitude)*, Z (Elevation)* (all set to 0)
- End Point: X (longitude)*, Y (latitude)*, Z (Elevation)* (all set to 0)
- Reference Elevation* (set to 0)
- Runway Type (dropdown menu)
- Clearway* (set to 0)
- Clearway Type (dropdown menu)
- Name* (text input field)
- Create button





Intelligent And Useful Services In Aviation (OLS&CNS Inquiry System)

The screenshot displays the OLS&CNS Inquiry System interface. The main map shows a geographical area with various navigation aids overlaid. A 'CNS Ekleme' (Add CNS) dialog box is open, allowing users to input coordinates and select a navigation aid type.

Map Labels: Turkish Oil - Doğa Grup Akaryakıt, Kıldır, Karamehmet, Hamzaşeyh, Şaban, Basşığı, Frenler, Pınar, Tongel, Bugdayören, GOŞKUSAGI...

Map Navigation Aids: 1694, 1684, 1674, 1684, 1694, 1704, 1714, 1684, 1704, 1664, 1684, 1644, 1634, 1624, 1624, 1620, 1624, 1740, 1730, 1720, 1710, 1700, 1690, 1680, 1760, 1770, 1780, 1790, 1800, 1810, 1820, 1830, 1840.

Dialog Box: CNS Ekleme

X (longitude)*
0

Y (latitude)*
0

Z (Elevation)*
0

Seçiniz

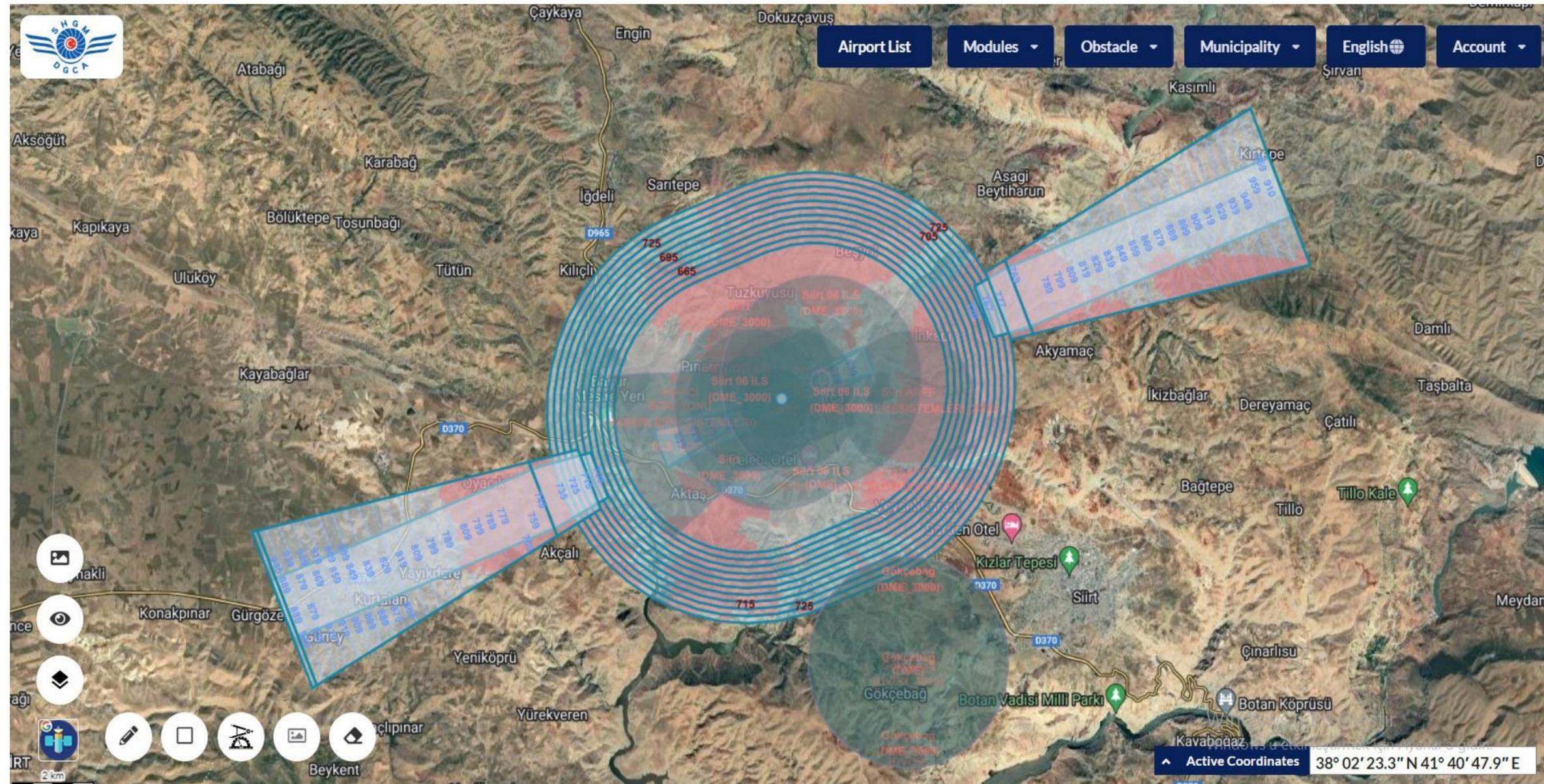
Seçiniz

- CVOR
- DVOR
- VOR
- DME





Intelligent And Useful Services In Aviation (OLS&CNS Inquiry System)





Intelligent And Useful Services In Aviation (OLS&CNS Inquiry System)

The screenshot displays the OLS&CNS Inquiry System interface. On the left, a satellite map shows the Siirt Havaalanı (Siirt Airport) area with a blue circular overlay indicating the search area. The map includes various geographical features and labels such as 'Siirt Havaalanı', 'Siirt 06 ILS', and 'Siirt 06 VOR'. On the right, a 'Mania Sorgula' (Mania Search) table provides detailed information about the search results.

Havaalanı	Katman	Yüzey Yüksekliği	Zemin Kotu	X	Y
Siirt Havaalanı	Inner Horizontal Surface	645.000	621	41.7929	37.9927

At the bottom of the interface, the active coordinates are displayed as: **Aktif Koordinatlar** 38° 03' 52.2" N 41° 43' 13.4" E.





Intelligent And Useful Services In Aviation (OLS&CNS Inquiry System)

The screenshot displays the OLS&CNS Inquiry System interface. On the left, a satellite map of Istanbul shows flight paths and various airports. On the right, a table titled 'Havaalanı Listesi' (Airport List) is shown. The table has columns for 'Id' and 'Adı' (Name). The table is filtered to show airports in Istanbul. The table includes the following data:

	Id	Adı
		istanbul
	54	İstanbul Hazerfan Havaalanı
	27	İstanbul Havaalanı
	26	İstanbul Sabiha Gökçen Havaalanı
	25	İstanbul Atatürk Havaalanı

Below the table, there are two blue arrows pointing to the 'Kml export' and 'Dxf export' buttons.





Intelligent And Useful Services In Aviation (OLS&CNS Inquiry System)



SHGM01202111261137363736

T.C.

ULAŞTIRMA VE ALTYAPI BAKANLIĞI

Sivil Havacılık Genel Müdürlüğü

Sayı: 2021112632-24

Konu: ERZİNCAN ili, MERKEZ ilçesi, DEMİRKENT mahallesi, - ada, 289 parsel hakkında

ERZİNCAN ili, MERKEZ ilçesi, DEMİRKENT mahallesi sınırlarında yer alan - ada, 289 parsel hakkında Genel Müdürlüğümüz görüşü talep edilmektedir.

Görüş talep edilen söz konusu alan Erzincan HAVALİMANI Havaalanı Mânia Planı sınırları dâhilinde ve konik yüzey üzerinde yer almaktadır

Bu kapsamda;

1. Genel Müdürlüğümüz internet sitesinde yayımlı "Havaalanları Çevresindeki Yapılaşma Kriterleri" Genelgesinde yer alan kriterlere uyulması (<http://mevzuat.shgm.gov.tr/index.php/genelge/>)
2. Hava Seyrüsefer usullerine ilişkin hava seyrüsefer hizmet sağlayıcısından ve İlgi (d) Yönetmelik kapsamında da CNS sistemlerine etkisi açısından CNS/ATM hizmet sağlayıcısından (Hizmet verdikleri havaalanı veya Türkiye hava sahasında sorumlu oldukları sektör ile sınırlı olmak üzere, Ulaştırma ve Altyapı Bakanlığınca veya ilgili mevzuat uyarınca haberleşme, seyrüsefer ve gözetim alanlarında teknik hizmet sağlama yetkisi verilmiş kurum/kuruluşlar) olumlu görüşlerin alınması,
3. 22/04/1925 tarihli ve 657 sayılı Harita Genel Müdürlüğü ile İlgili Bazı Düzenlemeler Hakkında Kanun'un Ek Madde 5 hükmü kapsamında Harita Genel Müdürlüğü'ne gerekli bilgilendirmelerin yapılması,
4. İnşa edilecek yapıların arazi kotundan 150 metre ve daha fazla yükseklikte olması durumunda, söz konusu yapıların hava araçları için tehlike oluşturmadığına yönelik Devlet Hava Meydanları İşletmesi Genel Müdürlüğünün olumlu görüşünün alınarak ilgili kurum ve kuruluşlara sunulması ve Genel Müdürlüğümüz kurumsal internet sitesinde yayımlı Havaalanı Emniyet Standartları Talimatı (SHT-HES) Bölüm 6'da belirtilen kriterlere uygun olarak işaretlenmesi/ışıklandırılması (<http://mevzuat.shgm.gov.tr/index.php/talimat/>),
5. Erzincan HAVALİMANI havaalanı mânia planı kriterleri ve plan notlarına uyulması,

şartlarıyla, deniz seviyesine göre en fazla 1279.16 metre ortometrik yüksekliğine kadar yapılaşma yapılması uygundur. Başvuruya konu alana ilişkin detaylı yükseklik bilgileri rapor Ek'inde yer almaktadır.

Bu belgenin doğruluğu <https://www.turkiye.gov.tr/belge-dogrulama> adresinde veya mobil cihazlarınıza yükleyebileceğiniz e-Devlet Kapısı'na ait Barkodlu Belge Doğrulama uygulaması vasıtası ile yandaki karekod okutularak kontrol edilebilir.



SHGM01202111261137363736

Konum Bazlı Yükseklik Profili,

Lokasyon		Yükseklik	Arazi Yükseklik
X	Y		
39.47429	39.76146	1282.85	1236
39.47421	39.76158	1283.62	1236
39.47413	39.7617	1284.39	1236
39.47406	39.7618	1285.04	1236
39.47344	39.76181	1286.42	1237
39.47313	39.76186	1287.39	1237
39.47313	39.76174	1286.81	1237
39.47315	39.76153	1285.87	1237
39.47315	39.76133	1284.91	1237
39.47358	39.76116	1283.08	1236
39.47394	39.76105	1281.7	1236
39.47436	39.76093	1280.25	1234
39.47468	39.76086	1279.16	1234
39.47461	39.76098	1279.91	1234
39.47453	39.7611	1280.68	1235
39.47452	39.76112	1280.8	1235
39.47445	39.76122	1281.32	1235
39.47437	39.76134	1282.09	1235

Bu belgenin doğruluğu <https://www.turkiye.gov.tr/belge-dogrulama> adresinde veya mobil cihazlarınıza yükleyebileceğiniz e-Devlet Kapısı'na ait Barkodlu Belge Doğrulama uygulaması vasıtası ile yandaki karekod okutularak kontrol edilebilir.





Intelligent And Useful Services In Aviation (OLS&CNS Inquiry System)

Admin Panel

English

Map Application

- shgm mania
- Role Actions
- User
- Report Authorized
- Ols Parameters
- Confirmation Processes

Kullanıcı Durumu

476 Aktif Kullanıcı

44%

12 Başarılı Giriş

6 Hatalı Giriş

Giriş Kayıtları

Search



Kullanıcı Adı	Soyadı	Tarih	Durum	Giriş Lokasyon
Mehmet	Baran	31-06-2021	success	Şanlıurfa
Zerya Betül	Baran	31-06-2021	fail	İstanbul
Zerya Betül	Baran	31-06-2021	fail	İstanbul
Zerya Betül	Baran	31-06-2021	fail	İstanbul
Zerya Betül	Baran	31-06-2021	success	İstanbul





Intelligent And Useful Services In Aviation (OLS&CNS Inquiry System)

-Time & Person hour

-Human errors

-Burocracy & Paper Work

-Simultaneity & Accuracy

-Transparency





Thank you





POTENTIAL CONNECTIVITY BETWEEN D-8 MEMBER STATES

PTDI Products as Enhancement

Presented by PT Dirgantara Indoensia

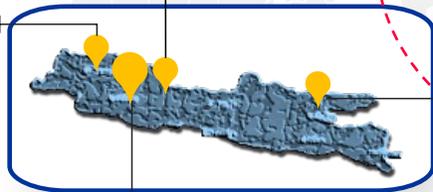


Bali, 21st October 2022

**SUBSIDIARY
UNITED STATES**
IPTN North America, Inc.



**COMMERCIAL OFFICE
JAKARTA**



**SUBSIDIARY
BANDUNG**
PT NTP and PT GENTS*

**HEADQUARTER
BANDUNG**
Management, Engineering and Production

**FACILITY
TASIKMALAYA**
Production of Defence
System (FFAR Rocket)

INDONESIA
Bandung, Jakarta,
Tasikmalaya, Surabaya

**FACILITY
SURABAYA**
Production of Defence System
(SUT Torpedo)

OUR LOCATION

PT Dirgantara Indonesia (PTDI) in Brief



LINE OF BUSINESS



**AIRCRAFT DESIGN
& PRODUCTION**
(Fixed & Rotary Wing)



AEROSTRUCTURE
Provide detail parts, component manufacturing and assembly.



AIRCRAFT & ENGINE SERVICES
Provide customer support, training and aircraft maintenance services.



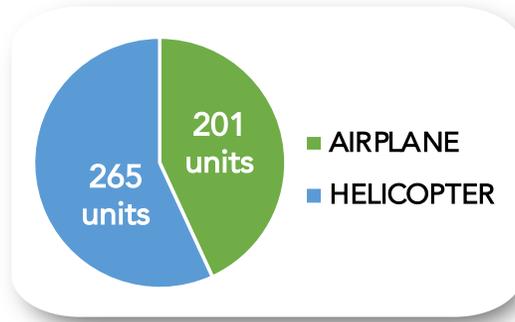
ENGINEERING SERVICES & WEAPON SYSTEM
(Product development & defense system)

STRATEGIC COLLABORATION





N219 Airplane



PTDI Aircraft Products

Counted **53 units** exported to international customers and **413 units** for domestic customers, for the total **50 customers** all over the globe.

COLLABORATION PRODUCTS



CN235-220 Airplane



CN295 Airplane



H225M Helicopter



H125M Fennec Helicopter



NC212i Airplane



BELL412 EP/EPI Helicopter



AS565 Mbe Panther Helicopter



AS365 Dauphin Helicopter

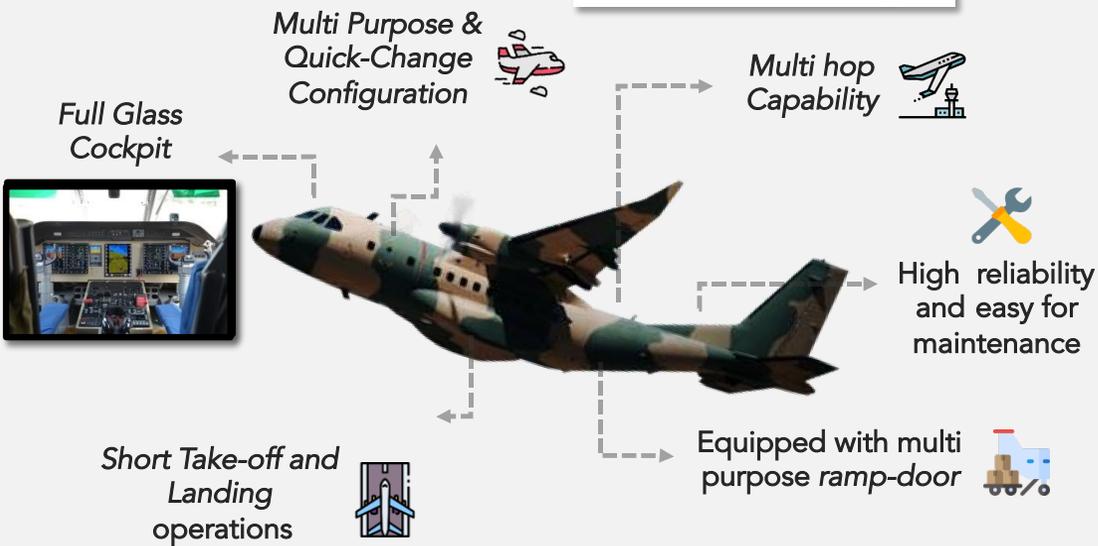
D8 Countries

PTDI footprints and potentials

CN235-220

The one and only aircraft that equipped with Ramp Door in its class.

CN235 advantages



COUNTRIES	Footprints	Potentials
 Malaysia	1) 8 units CN235-220 operated by RMAF. 2) 3 units CN235-220 upgrade from Military Transport to Maritime Patrol Aircraft.	CN235-220 for RMAF in Military Transport & VIP version
 Türkiye	PTDI conducted engineering design & modification for CN235-100 Turkish Navy & Turkish Coast Guard into Surveillance & ASW configurations	1) Framework Agreement for N219 production extension in Bandung. 2) Implementation of Joint Venture for N219 production in Bandung.
 Egypt	NEW MARKET Potential in CN235-220 for Egypt Air Force	
 Nigeria	MoU with NASENI (14 th Sept '22) in terms of ToT for a certain number of aircraft purchased by Nigerian Government.	CN235 aircraft for Nigerian customer (military & commercial)

D8 Countries

PTDI footprints and potentials

NC212i

NC212i is the improved version of NC212 series. Provides high performance and versatility with proven experience in the most varied environment to operate in extremely demanding missions.

NC212i advantages

New sophisticated generation of avionic system & autopilot that will enhance flight safety and reduce crew workload



COUNTRIES	Footprints	Potentials
 Pakistan	4 units CN235-220 operated by PAF	NC212i for Pakistan Navy & Pakistan Maritime Surveillance Agency
 Bangladesh	NEW MARKET Potential in CN235-220 & NC212i (suitable for Bangladesh Air Force & Army needs)	

N219 As Connectivity Solutions

N219

- 1) PTDI's newest product.
- 2) Obtained Type Certificate (TC) in 2020.
- 3) N219 as the aviation **prime mover** to penetrate Indonesia's commercial aviation market.



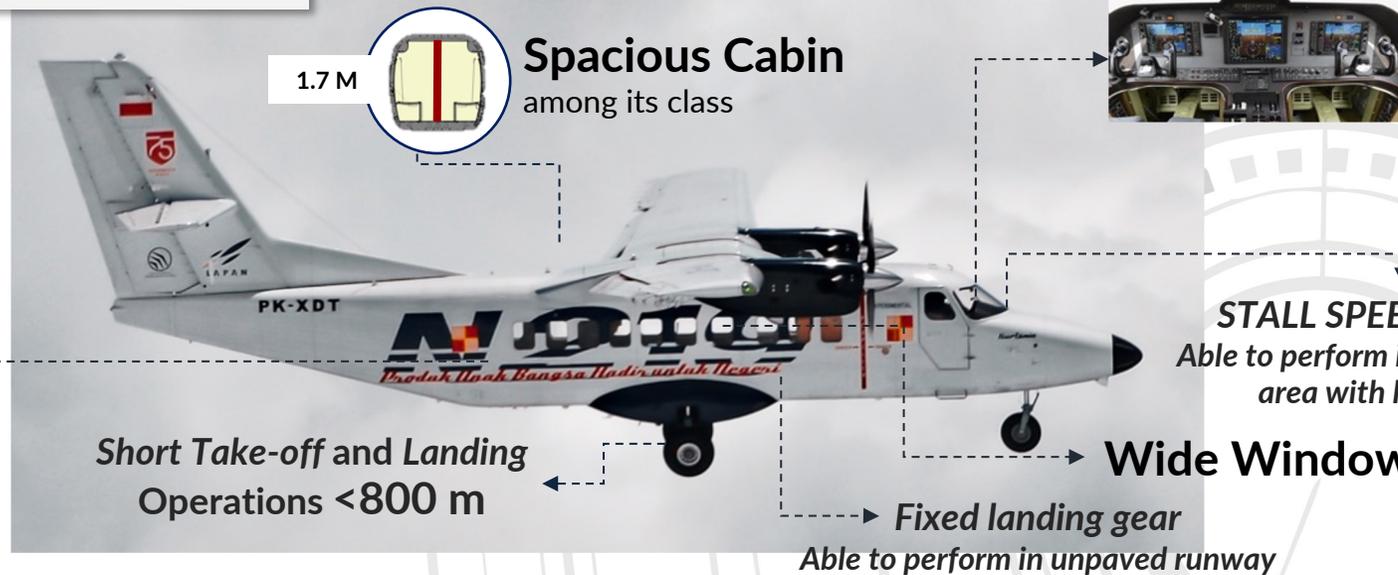
N219: Features & Advantages

In November of 2017, President Joko Widodo inaugurated N219 as **NURTANIO**

N219 advantages



Wide Side Door
1.5 M x 1.45M



FULL GLASS COCKPIT



1.7 M

Spacious Cabin
among its class

STALL SPEED 63ktas
Able to perform in mountainous
area with high elevation

Wide Window

Fixed landing gear
Able to perform in unpaved runway

**Short Take-off and Landing
Operations <800 m**

▶ Take N219
Virtual Tour

N219: Road to Certificate Awarded

N219 becomes significant milestones for Indonesia's aerospace industry development.



1st aircraft granted Type Certificate by Indonesian DGCA



400 ++

(PTDI's engineers & production personnel) + Involvement of Indonesian Air Force's pilot



N219 IN NEGATIVE-G & ONE ENGINE INOPERATIVE TEST

N219: Connectivity Solutions in D8 Countries

N219 roles to support RI Government



EQUITABLE DEVELOPMENT



TOURISM AREAS DEVELOPMENT



LOGISTIC & DISTRIBUTION



BORDER CONTROL



INFRASTRUCTURE & FACILITY ACCESS

N219 CAN BE DEPLOYED AS CONNECTIVITY SOLUTIONS IN D8 COUNTRIES:

01



CONNECTIVITY
As a solution to reach rural areas

N219 FOR PASSENGER TRANSPORT CONFIGURATION



19 Pax

02



EQUALITY FOR LOGISTIC DISTRIBUTION

Cargo distribution for essentials goods to help increase economic growth

N219 FOR CARGO CONFIGURATION



1,7 Tons

03



HEALTH SERVICES & DISASTER RELIEF

Operated as a flying doctor/Medevac as the first aid for casualties

N219 FOR MEDICAL EVACUATION / FLYING DOCTORS



4 Stretchers



5 Pax Seats

04



NATIONAL DEFENCE
Maintain the integrity for RI to be operated in remote & border areas

N219 FOR MILITARY CONFIGURATION



19 Troops

05

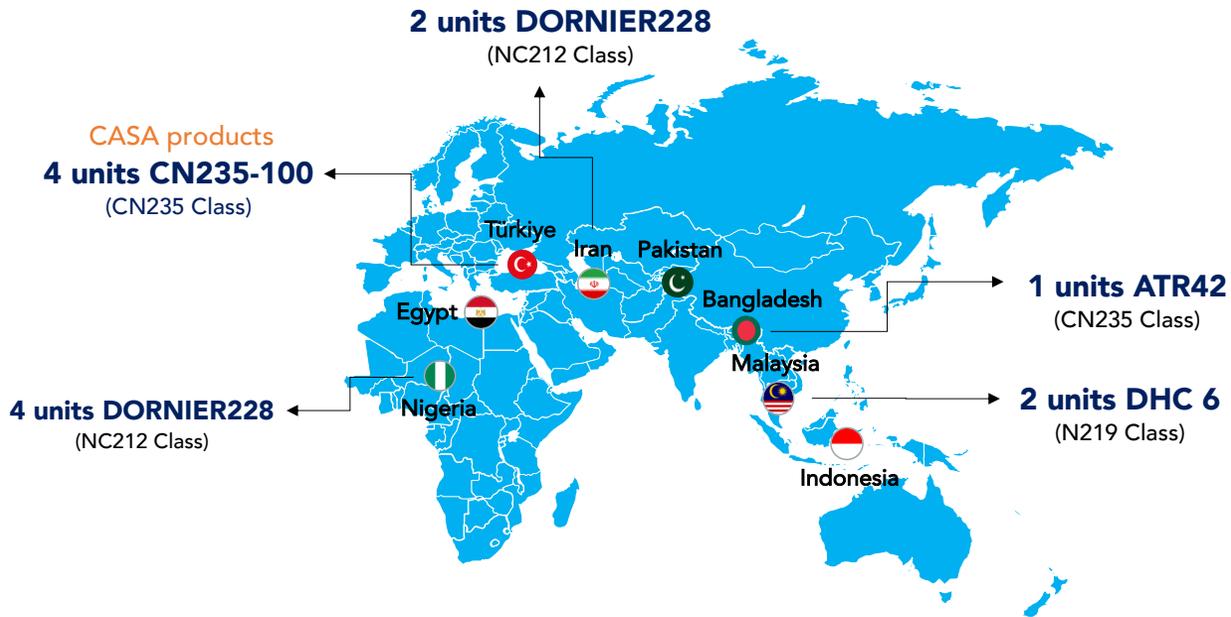


TOURISM DEVELOPMENT
Help to promote the growth of national tourism

“N219 would be a **solution to improve connectivity** in D-8 countries, thereby increasing country’s economic growth evenly.”

D-8 Countries potential business & partnership

Potential replacement of the current fleet in D-8 countries



Potential replacement by PTDI products:



Benefits for Potential Countries

1 Establishment of MRO business.

MRO Business Scheme:

- ✦ Collaborating with aircraft maintenance workshop in dedicated country (Local Company).



- ✦ Basic Ordering Agreement (BOA).

2 Develop Human Resource skill and knowledge in aircraft manufacturing industry.

3 Develop local MRO and customer support.

4 Sharing knowledge through Transfer of Technology and generate local content enhancement.

"As one of Asia's indigenous aircraft manufacturer, PTDI will provide a sustainable business and contribute to enhance the country's aviation industry capabilities."

PTDI Partnership with Customers



1 LOCAL MRO & CUSTOMER SUPPORT FACILITIES

- CN235-220M Operational Flight Trainer for Royal Malaysian Airforce in Kuching, Malaysia.
- H225M Full Flight Simulator for IDAF in Bogor, Indonesia.



2 AIRCRAFT INSTRUCTOR TRAINING

- Pakistan Air Force
- Royal Malaysian Air Force
- Royal Brunei Air Force
- MOAC Thailand
- Vietnam Air Force
- Republic of Korea Air Force
- UAE Air Force
- Philippines Air Force
- Nepali Army

Conclusion



Ultimate solutions for connectivity and ecosystem development in D8 countries.



1

PTDI products have great potential to bring enhancements for D8 countries' connectivity.

2

PTDI products could be a shared platform for D-8 civil aviation ecosystem development and joint-airworthiness certification program.

3

N219 as shared platform for commercial aerospace connectivity and sparks civil aviation ecosystem development in D-8 member countries.

THANK YOU

AKHLAK

    @officialptdi

www.indonesian-aerospace.com

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GMF AeroAsia
GARUDA INDONESIA GROUP



MRO INDUSTRY

Pandemic to Endemic

D-8 Meeting of Directors General and
Expert Working Group on Civil Aviation

Andi Fahrurrozi
CEO PT GMF AeroAsia Tbk

October 2022



PT GMF AeroAsia Tbk
Company Profile

GMF at a Glance

GMF AeroAsia is a World Class MRO Company, who promises to deliver a global standard quality and delivery of Total Solution Services at a reasonable price. We are also able to adapt to our customer's innovations and empower them with our customized services.

GMF Vision

The Most Valuable MRO Company

GMF Mission

Integrated & Reliable Maintenance Solution as a Contribution to the Nation



The One and Only Domestic MRO that has
Certified by FAA, EASA, DGCA, and CASA



5,000+ Qualified personnel with
more than 20 years experience



“High Quality MRO”

Awarded by FAA – USA, 2018

25 Aviation
Authority
Certifications



FAA



DGCA



EASA



CASA



IDAA



INDHAN



Indonesia
Air Force



Hangar 1



Features a purpose-built docking platform for heavy maintenance of wide body aircrafts

- 2 Line Wide Body
- 22,000 sq-m

Hangar 2



Dedicated to minor maintenance inspections up to "A" checks

- 3 Line Wide Body
- 6 Line Narrow Body
- 23,000 sq-m

Hangar 3



Equipped with a purpose built docking platform for heavy maintenance of Airbus A330 Series

- 3 Line Wide Body
- 23,000 sq-m

Experience Our World's Biggest Hangar



Hangar 4

- 15 Narrow Body
- 1 Painting
- 66,940 sq-m

970,000

Sq-m Facilities Area at Cengkareng

Approved Facility of
 AIRBUS
AN EADS COMPANY
TRAINING CENTER
for GMF's growth sources



MAINTENANCE TRAINING CENTER



AVIONICS



ELMO



WHEEL, BRAKE, LANDING GEAR



NDT & CALIBRATION



ENGINE MAINTENANCE
31,000 sq-m



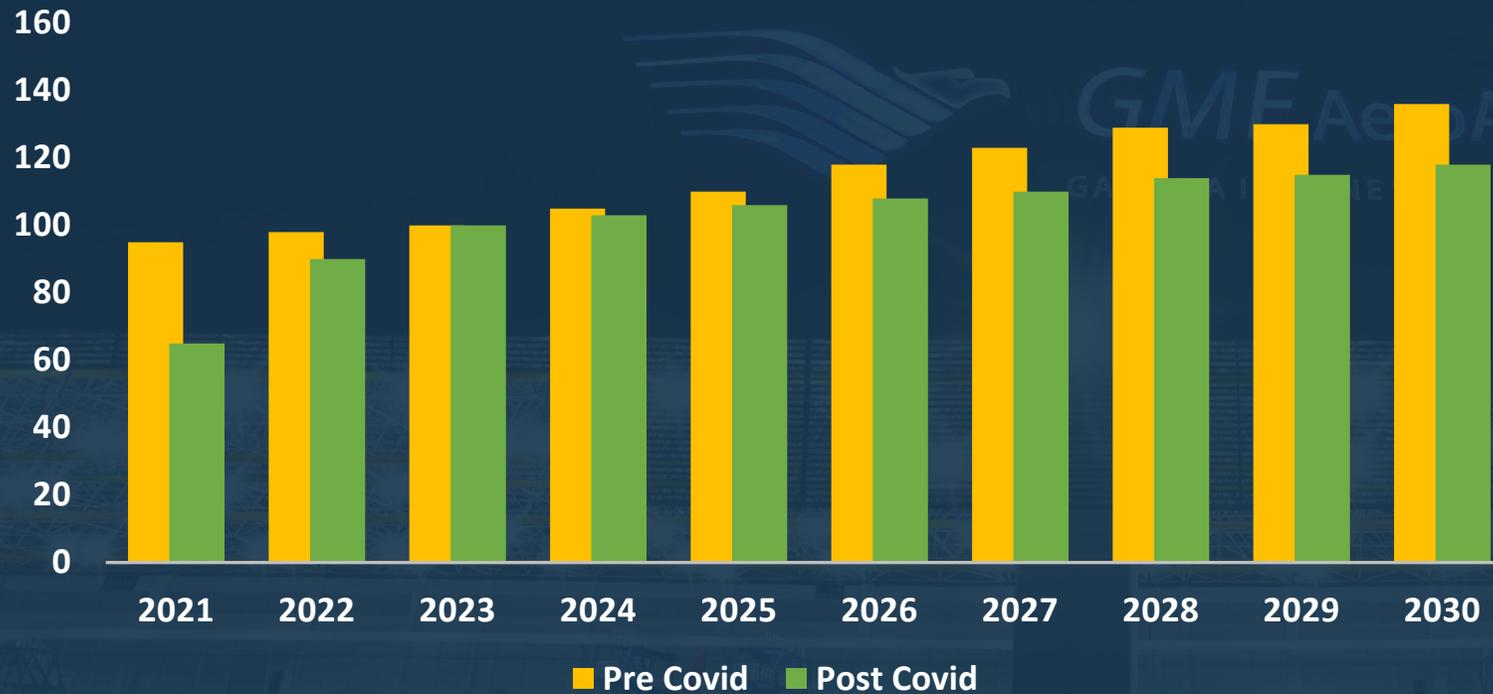
SPARE PARTS STORE
16,000 sq-m

COMPONENT WORKSHOP
20,000 sq-m



MRO **OUTLOOK**

MRO Business (in USD Billions)

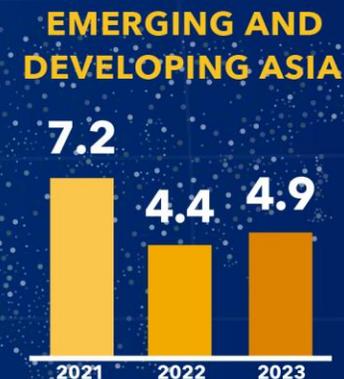
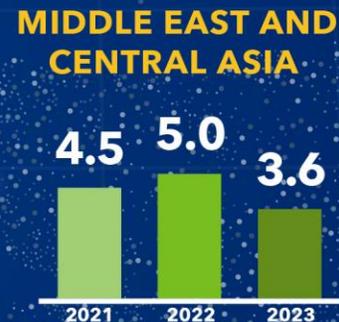
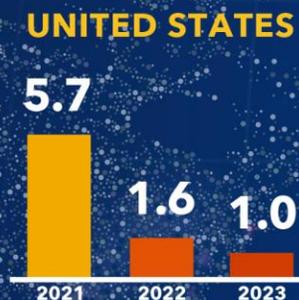


Source: Oliver Wyman, IATA

- **COVID-19 continues to torment airlines and aerospace** as well as the global economy in general despite effective vaccines.
- Videoconferencing can conduct business without being face to face has had an impact to **sluggish business travel recovery**
- **Recovery of the Asia Pacific fleet**, a significant driver of MRO demand globally pre-COVID has lagged behind other regions, in 2021 **MRO demand was 38% below that of 2019 then expected to fully recover in 2024**

GROWTH PROJECTIONS BY REGION

(PERCENT CHANGE)



Global growth is forecast to slow from 6.0 percent in 2021 to 3.2 percent in 2022 and 2.7 percent in 2023. This is the weakest growth profile since 2001.

As the world enters **its third year of the COVID-19 pandemic**, the aviation industry is doing better than it has at any point since the pandemic began.

1. GOVERNMENT IMPACT

Government policy and intervention have had the most substantial impact on passenger demand and industry recovery. **With the dawn of 2022 public policy continue to evolve accordingly to supporting industry recovery.**

2. TRAVEL TRENDS

Those lockdown months had made people keen for new experiences and a chance to travel again. Business trip, looking for freedom, happiness, and filling their bucket list.

3. DEMAND GROWTH

Globally In 2020, load factors slid to 65.1% from 82.6% in 2019, and 2021 showed slight improvement to 67.1% **In 2022 passenger load factors are expected to increase to 75.1%.**



1. CARGO'S BUSINESS

Cargo fleet growth of over 3% in 2021 and 17% increase in shipments in 2021 over 2019 was fueled by a jump in online shopping in e-commerce. The rising demand and limited capacity resulted in a record number of passenger-to-freighter (P2F) conversions

2. AIRCRAFT REACTIVATION

Currently aviation industry demanded more flights, airlines forced to reactivate the aircraft as soon as possible.

MRO got market both from Airline and Lessor

3. MRO COLLABORATION

To reduce investment costs and duplication capabilities, MRO can do partnership to take advantage of each other's capabilities, either as a maintenance function or as an AMO satellite

CHALLENGES for Aviation **MRO**



Cost pressures

Cost pressures will be a focus for aviation this year as material, oil and fuel prices have risen sharply



Expert Leaving

Technicians play a key role in supporting the industry's recovery. They are leaving the workforce through retirement and natural attrition, and retirements will accelerate over the next five to ten years.



Maintenance Capacity

Simultaneous aircraft reactivation but MRO capacity is limited to meet market demands



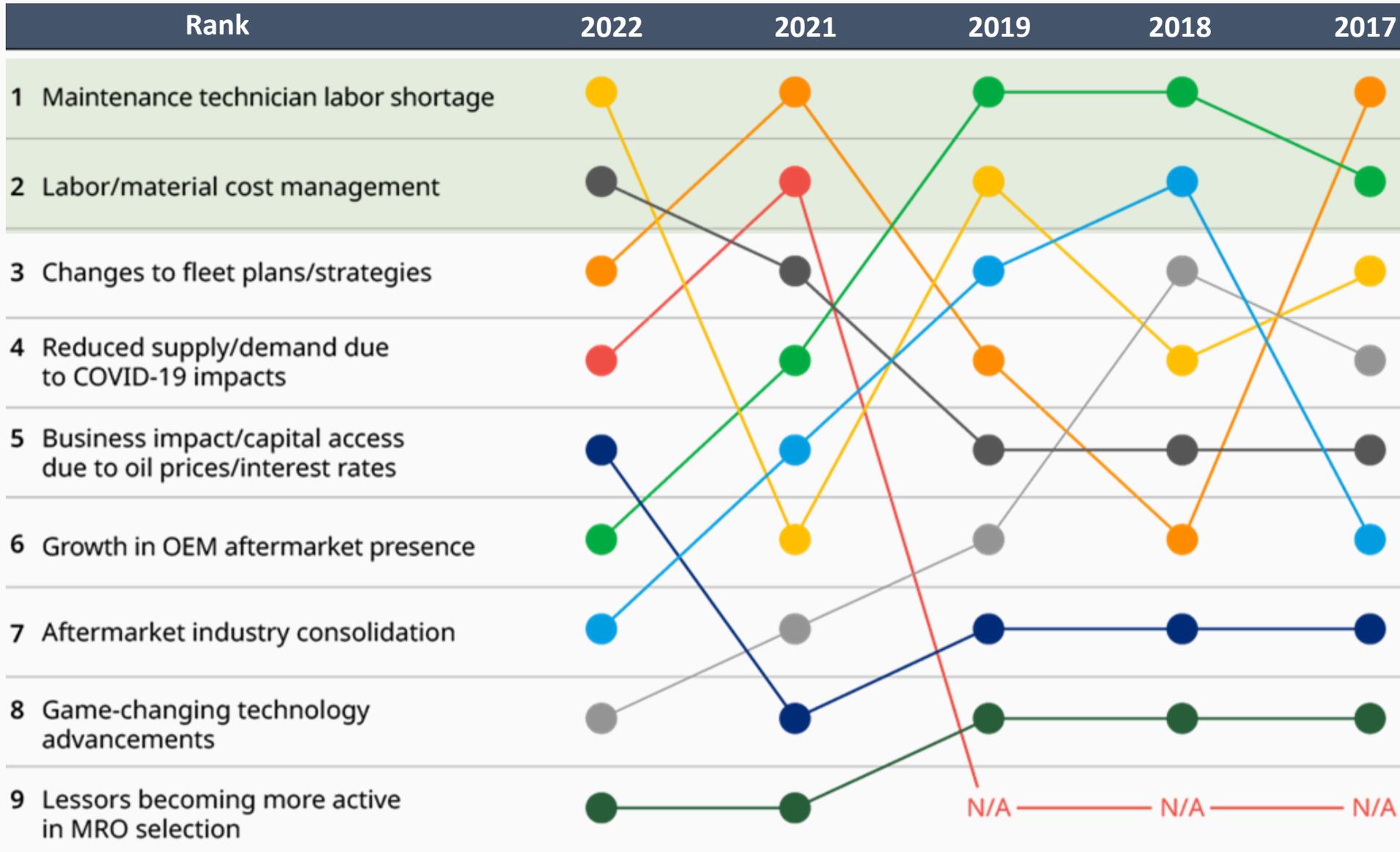
Supply Chain Constraints

Limited material availability and majority of vendors provide advance payment terms



Safety & Quality

After the plane has been grounded for a long time, there are quite a lot of quality issues that arise so that it requires extra effort and cost



Top Key Messages:

Labor availability has been a concern for many years for MROs, but the COVID-19 pandemic, which brought about a wave of retirements, has accelerated the labor challenge

Inflation over the next two years, averaging 5.5% for materials and 4.7% for labor



GMFAeroAsia
GARUDA INDONESIA GROUP



Expert Engineer & Technician



Tools & Equipment



Hangar Narrow & Wide Body

GMF is **ready to growth** after Pandemic
is **ready to collaborate** with MRO from D-8 Country





GMF VIRTUAL TOUR



GMFAeroAsia
GARUDA INDONESIA GROUP

Hangar 1





GMFAeroAsia
GARUDA INDONESIA GROUP

Hangar 2





GMF AeroAsia
GARUDA INDONESIA GROUP

Hangar 3





GMF AeroAsia

GARUDA INDONESIA GROUP

Hangar 4



GMF AeroAsia



GMF AeroAsia
GARUDA INDONESIA GROUP

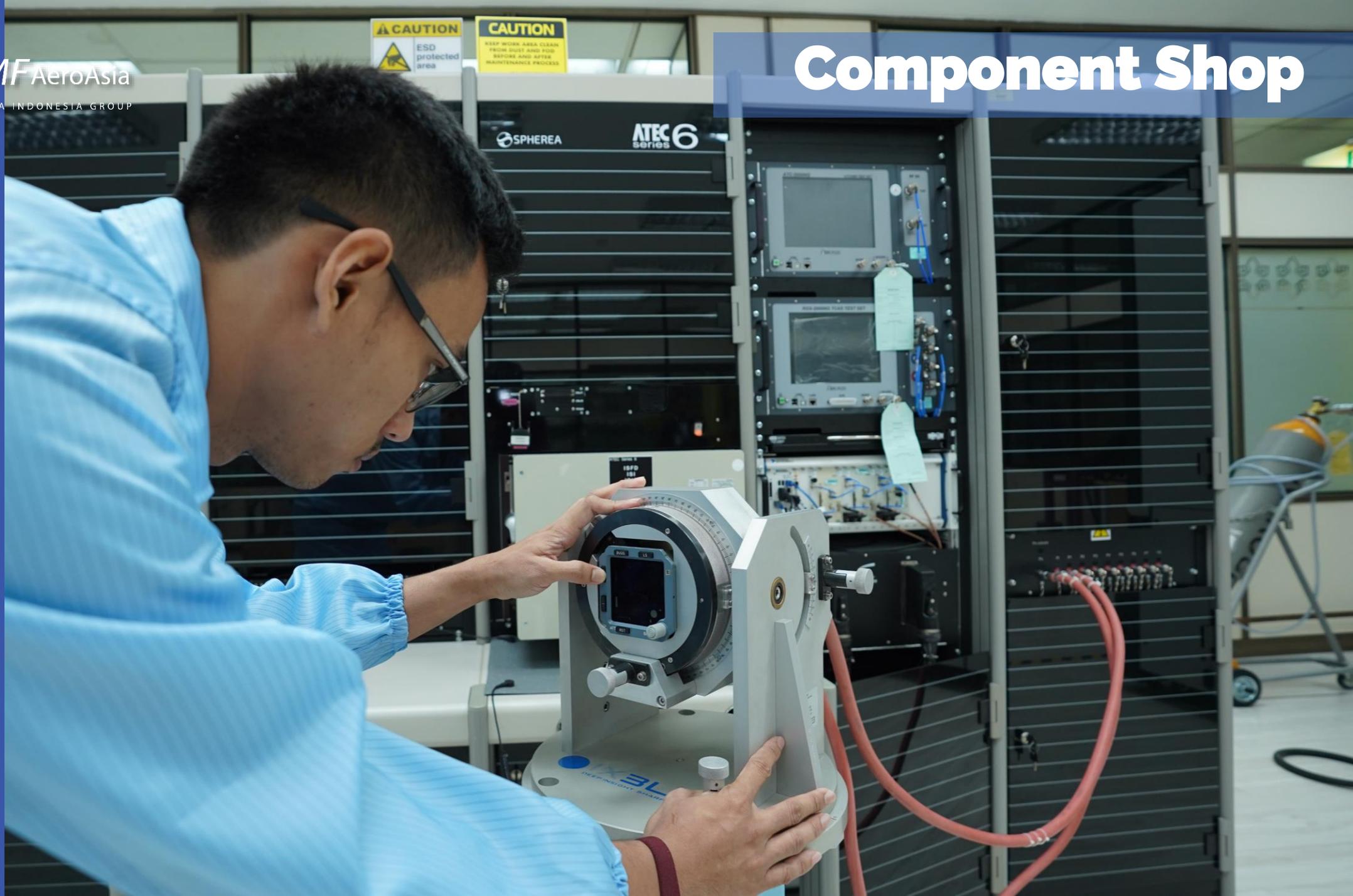
Landing Gear Shop





GMF AeroAsia
GARUDA INDONESIA GROUP

Component Shop





GMF AeroAsia
GARUDA INDONESIA GROUP

Engine Shop





GMF AeroAsia
GARUDA AIRWAYS GROUP

Cabin Shop





GMF AeroAsia
GARUDA INDONESIA GROUP

THANKYOU



IterAero
AERIAL SOLUTIONS

Presented at
The 12th D-8 Meeting of Directors General and Expert Working Group on Civil Aviation,
Bali, 20-21 October 2022

Remotely Piloted Aircraft Systems

Development and Certification Challenges

Hisar M. Pasaribu
PT. Iter Aero Industri

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IterAero
AERIAL SOLUTIONS

Company Profile

PT. Iter Aero Industri is a technological company specializing in Remotely Piloted Aircraft System (RPAS) design and manufacture. Initiated by PT. Iter Aero Industri's CEO, Mr. Edwin Widjaja, PT. Iter Aero Industri saw the potential of RPAS design, manufacture and commercialization in Indonesia. PT. Iter Aero Industri also gathered highly-capable resources and manpower to collaborate in creating innovation.

PT. Iter Aero Industri was founded in Bandung on 1 October 2020 in response to the Society 5.0 era, which centers on balancing economic development and solving social issues through systems that highly-utilize cyberspace and physical space.

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PT. Iter Aero Industri



The Design Organization (DO) office and manufacturing facilities are located in Jl. Pasir Panjang No.126, Cilampeni, Kec. Katapang, Bandung, Jawa Barat 40921, Indonesia.

IAI DO is a DOA Class D holder (in progress).

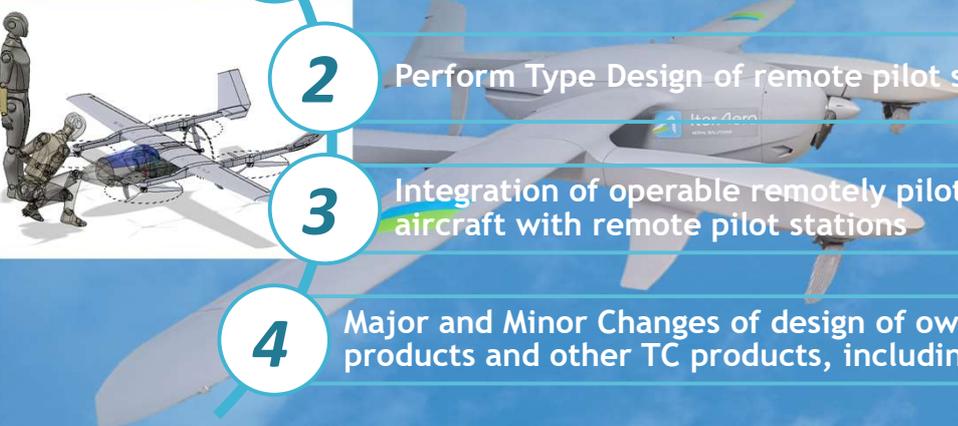
Products: IA-25 Remotely Piloted Aircraft System (TC in progress)



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Scope of Work and Privileges

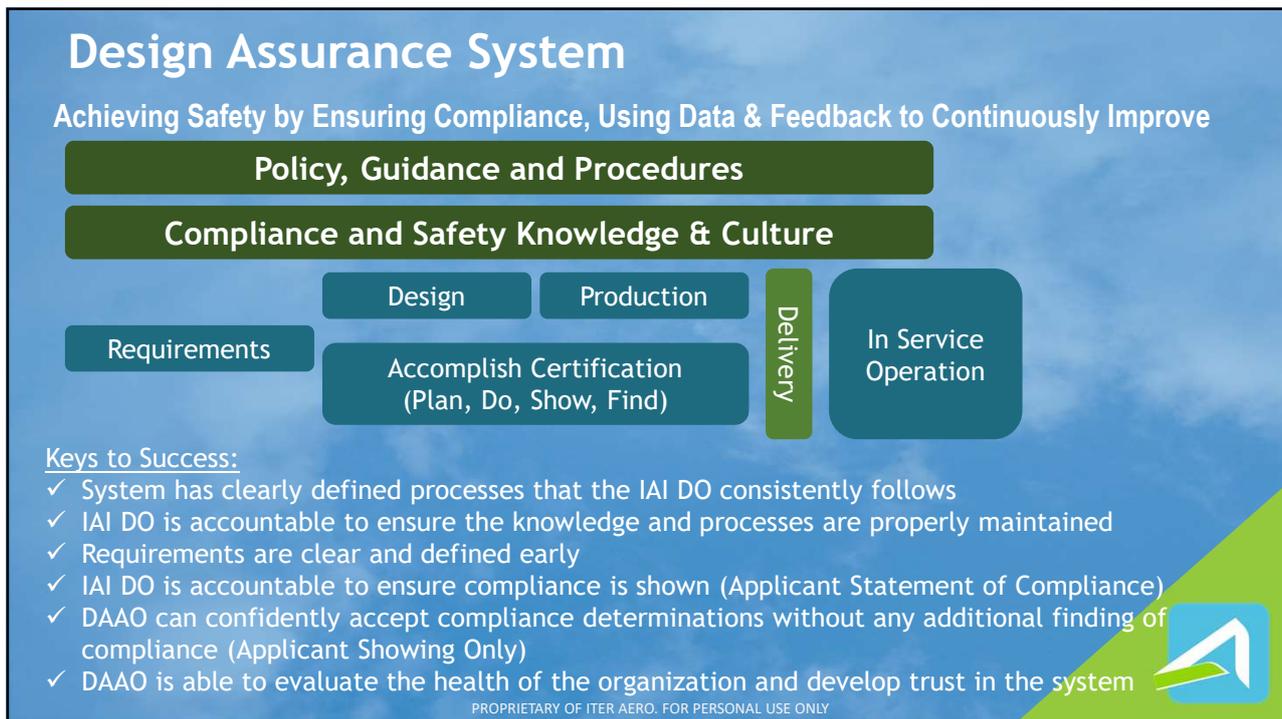


- 1 Perform Type Design of remotely piloted aircraft
- 2 Perform Type Design of remote pilot stations
- 3 Integration of operable remotely piloted aircraft with remote pilot stations
- 4 Major and Minor Changes of design of owned products and other TC products, including repairs



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5

Products

Cruising Speed	MTOW	Cruising Altitude	Hybrid Configuration (VTOL and FW)
43 knots	28 kg	400 feet <small>AGL</small>	
Maximum Speed	Maximum Payload	Maximum Altitude	
68 knots	5 kg	5000 feet <small>AMSL</small>	
Maximum Flight Hours	Airframe Material		
3 hours	Sandwich Composite		

IA – 25

Technical Specifications

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Products

Cruising Speed	MTOW	Cruising Altitude	Hybrid Configuration (VTOL and FW)
66 knots	240 kg	3000 feet	
Maximum Speed	Maximum Payload	Maximum Altitude	
70 knots	70 kg	5000 feet AMSL	
Range	Airframe Material		
100 km @70 kg. payload	Sandwich Composite		
250 km @50 kg. payload			

IA – 240

Technical Specifications

Ready to offer in 2024

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7

IA – 25

Concept of Operations



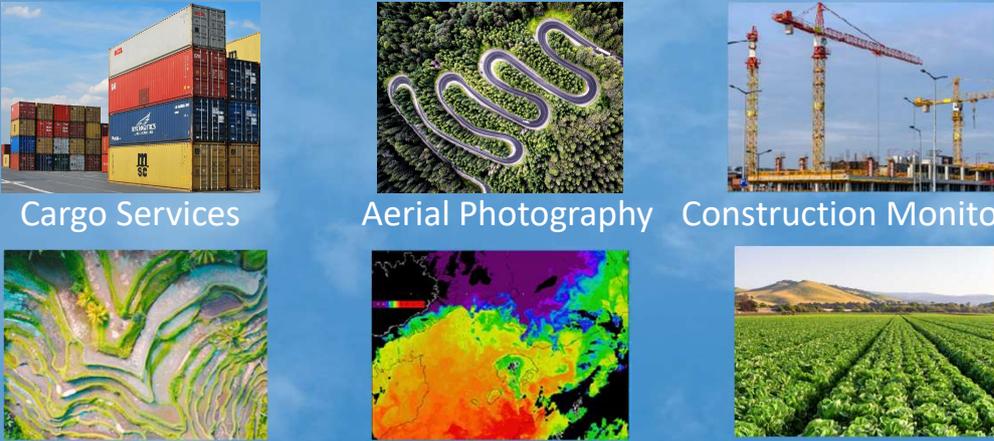
- Cargo Handler**
 - Cargo loading
 - Walk around check
 - Route planning
- Client**
 - Cargo delivery process monitoring
- Traffic Controller**
 - Dispatch/land aircraft
 - Traffic monitoring
 - Emergency handling
 - ATC Communication

- Fully autonomous operation
- Multi crew multi aircraft

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IA – 25
Operational Missions



Cargo Services **Aerial Photography** **Construction Monitoring**

Land Mapping **Thermal Photography** **Precision Farming**

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9

Market Potential

Non-military drones account for a market volume of US\$ 5.5 bn globally*

Manifold applications possible



<p>Infrastructure inspection & maintenance</p> <p>Energy</p> <ul style="list-style-type: none"> > Infrastructure surveillance > Pipeline & power-line surveillance 	<p>Mining & construction</p> <ul style="list-style-type: none"> > Construction site surveillance > Material transport 	<p>Insurance</p> <ul style="list-style-type: none"> > Roof & site inspections > Impact estimation 	<p>Telecom</p> <ul style="list-style-type: none"> > Cell tower inspection > Interim connectivity provision
<p>Environment inspection & maintenance</p> <p>Agriculture</p> <ul style="list-style-type: none"> > Crop, livestock & largeland monitoring > Crop spraying 	<p>Public safety & security</p> <ul style="list-style-type: none"> > Police, fire disaster mitigation & scene monitoring > Border, highway control 	<p>Goods transportation</p> <ul style="list-style-type: none"> > Parcel, medical supply delivery > Cargo planes, air freight 	<p>Leisure</p> <ul style="list-style-type: none"> > Entertainment > Leisure media creation
<p>Transportation & leisure</p> <p>People transportation</p> <ul style="list-style-type: none"> > Passenger aircraft > Transport infrastructure inspection 	<p>Leisure</p> <ul style="list-style-type: none"> > Entertainment > Leisure media creation 		

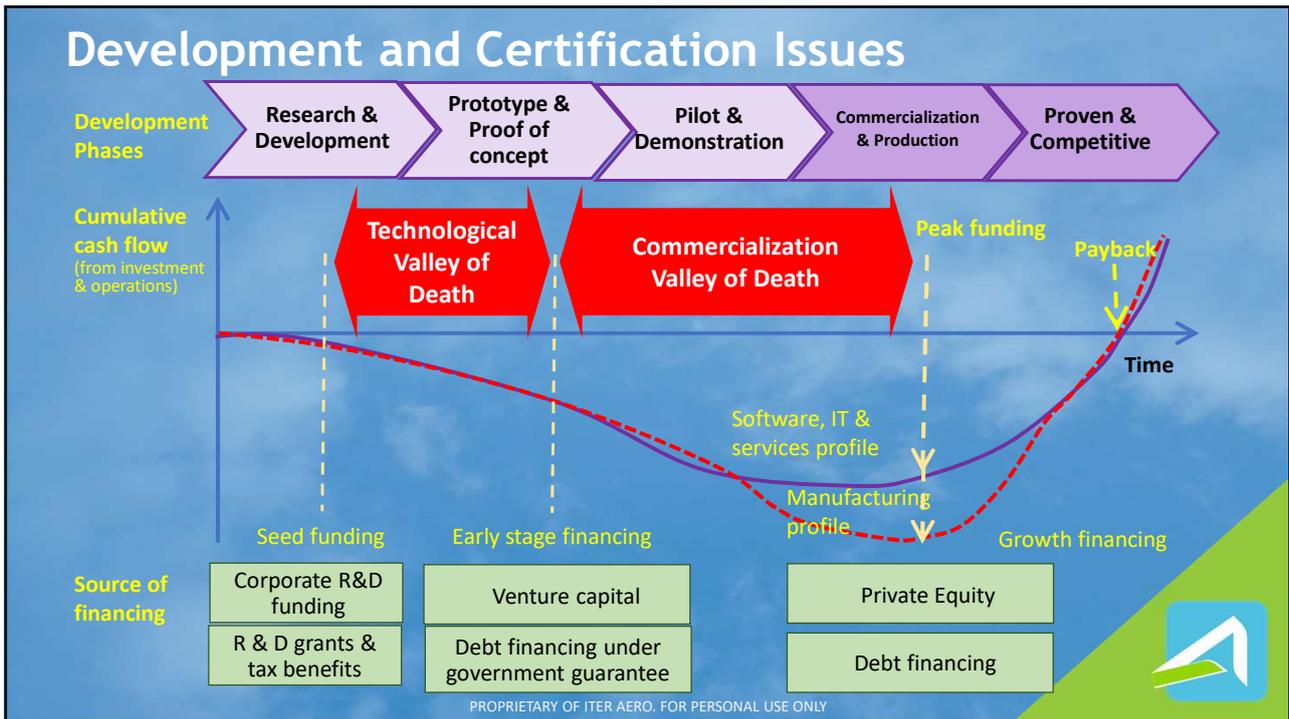
... the market is expected to grow to US\$ 10 bn in 2025

*Source: Roland Berger, Market volume of consumer and commercial drones in 2019

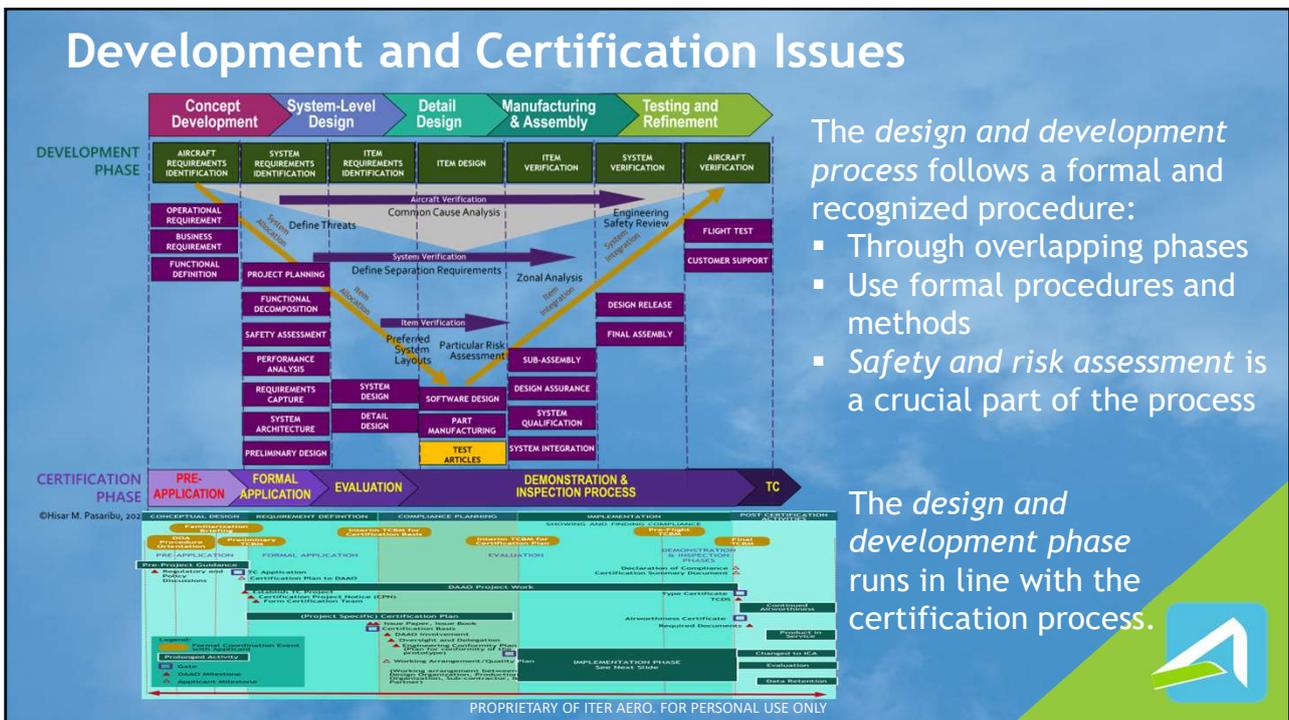
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10



11



12

Development and Certification Issues

❑ Regulations – on going development

- Airworthiness standards – CASR 22 issued in December 2021
- Pilot licensing – applied with continuous improvement
- Operational standards – drafted but yet finalized
- Maintenance standards – drafted but yet finalized

❑ Technology – not fully develop, yet shows great potential

- Durability and reliability aspect
- Safety protection and risk mitigation

❑ Suppliers – limited Qualified Suppliers

- Parts and appliance approval problems
- Certified as original parts in conjunction with the type certification of the RPAS

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THANK YOU

Further inquiry:
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14

D8 SECRETARY GENERAL'S **PROGRESS REPORT ON D-8 CIVIL AVIATION COOPERATION**

To date, eleven (11) meetings of the Directors-General of Civil Aviation have taken place since the establishment of the WG on Civil Aviation in 2007. The last meeting was held in Islamabad, Pakistan in 2017. Highlights of key achievements and progress made in the area of civil aviation cooperation since 2007 are as follows:

- **Establishment of Working Group on Civil Aviation:** At the 2nd D-8 Working Group meeting on Civil Aviation in September 2007 in Tehran, the Memorandum of Understanding (MoU) on the establishment of D-8 Working Group on Civil Aviation was finalised and signed by Indonesia, Iran and Türkiye and later by the remaining member states.
- **Establishment of Task Forces:** At the 5th Working Group Meeting on Civil Aviation in June 2011 in Jakarta, four (4) task forces were established as follows namely:
 - Task Force on Air Navigation and Air Traffic Management (Chair: Iran, Deputy Chairs: Bangladesh and Egypt);
 - Task Force on Safety and Security (Chair: Malaysia, Deputy Chair: Pakistan);
 - Task Force on Training and Capacity Building (Chair: Türkiye, Deputy Chair: Nigeria); and
 - Task Force on Commercial Issues (Chair: Indonesia, Deputy Chair: Türkiye).
- **Convening of 11 Meetings of D8 DGCA**

So far, 11 meetings of D8 DGCA have been successfully held in member states including Bangladesh, Indonesia, Iran, **Malaysia**, Nigeria, Pakistan and Türkiye. Amongst others, the following meetings are worth noting:

 - **The 8th DGCA Meeting** took place from in August 2011 in Dhaka, Bangladesh. Highlight of the decision reached were as follows:

- Meeting noted that most D-8 Member States had bilateral air services agreement and underscored the need for a Multilateral Agreement on air services among D-8 Member States. After detailed discussion, the delegation of Türkiye volunteered to prepare first draft of the document.
 - The Meeting also agreed that cooperation within the D-8 should be strengthened first before pursuing cooperation in civil aviation with the International Civil Aviation Organization (ICAO). The D-8 Secretary-General made a proposal that a ministerial meeting on transportation should be convened at a regular interval after respective working group under Transportation had met.
 - In addition, the Chair of the 8th D-8 DGCA meeting proposed to include private sector representatives especially representatives from national carriers of Member States in the next DGCA meeting.
- The **9th DGCA Meeting** took place on 18-19 May 2015 in Kuala Lumpur, Malaysia. Highlights of the reports of the Task Forces of the meeting are as follows:
 - a) Task Force on Air Navigation & Air Traffic Management***
 - Following the decision of the 8th DGCA Meeting held on 24-25 August 2014, in Dhaka, Bangladesh, the D-8 Flight Procedure Design (PANS-OPS) Familiarization Workshop was successfully held on 21-26 February 2015 in Tehran, Iran.
 - b) Task Force on Safety and Security***
 - Malaysia shared its experience regarding the challenges faced by the search and rescue team in searching for the missing Malaysian flight MH370 and investigating the incident of downing of the Malaysian flight MH17 in Ukraine airspace

c) Task Force on Training & Capacity Building

- The delegation from Türkiye made a presentation on the proposed Multilateral Agreement on Air Services among D-8 Member States. Members States requested more time to review the draft Agreement before making any decision and will provide their comments and feedback to the D-8 Secretariat.
- The **10th DGCA Meeting** took place on 23-24 May 2016 in Cappadocia, Türkiye. Highlights of the Task Forces report are as follows:

a) Task Force on Air Navigation & Air Traffic Management

(Chair: Iran, Deputy Chair: Indonesia) (Chair: Iran, Deputy Chair: Indonesia)

Delegation of Indonesia shared the working paper on Automatic Dependence Surveillance- Broadcast (ADS-B) implementation in Indonesia.

b) Task Force on Safety and Security

(Chair: Malaysia, Deputy Chair: Pakistan)

Delegation of Malaysia made a presentation on the Malaysian initiative on aviation security. He referred to the recent incidents and stressed the need for information and knowledge as well as intelligence sharing.

c) Task Force on Training & Capacity Building

(Chair: Türkiye , Deputy Chair: Nigeria)

Delegation of Türkiye presented Türkiye's training and capacity building facilities and 'Experience Share Study' with Iran Civil Aviation Authority on the date of 18th-19th February 2016 in Ankara/Türkiye as well as an update on 'Measuring and Benchmarking of Passenger Movement

Performance Index (PMPI) among the Organization of Islamic Cooperation (OIC) Countries.

- The **11th DGCA Meeting** took place on 27-28 November 2017 in Islamabad, Pakistan. Highlights of the reports of the Task Forces are as follows:

a) Task Force on Air Navigation & Air Traffic Management
(Chair: Iran, Deputy Chair: Indonesia)

Delegation of Iran made a Presentation on Automatic Dependence Surveillance- Broadcast (ADS-B) implementation, PBN Implementation, the Aviation System Block Updates (ASBU), SID Star in Iran.

a) Task Force on Safety and Security
(Chair: Malaysia, Deputy Chair: Pakistan)

Delegation of Pakistan made a presentation on the Pakistan initiative on aviation security. He referred to the recent incidents at Airports and stressed the need for information and knowledge as well as intelligence sharing.

Pakistan also made a presentation on safety and Management experiences. He highlighted the safety and quality management systems of the Pakistan Civil Aviation Authority and the ongoing efforts to achieve excellence.

Delegation of Malaysia made a presentation on Drone Safety and Regulation and shared Malaysian model and Experience with the Member States.

a) Task Force on Training & Capacity Building
(Chair: Türkiye, Deputy Chair: Nigeria)

The Indonesian Delegation delivered a paper on training and capacity building.

Islamabad Plan of Action

The Meeting Adopted the Islamabad Plan of Action, which provide guideline for the way forward in the area of civil aviation cooperation. Highlight of the Plan of Action include:

- 1- Cooperation in formulating a regulatory framework for UAS / Drones.
- 2- Cooperation with a suggested Country in Volunteer role for strengthening adoption of EASA based regulations.
- 3- Sharing Training Facilities and Expertise among D-8 Countries in various disciplines of Aviation
- 4- Encouraging and Supporting Growth of General Aviation in D-8 Countries through suitably tailored Regulatory Reforms and Policy Initiatives.

- 5- Nigeria has over 100 Trained Pilots without Jobs. Turkey indicated interest to possibly employ them. Nigeria will send the list to Turkey.

- 6- The Secretariat is willing to accept civil aviation expert on secondment basis.

- 7- The participants also proposed to achieve the following under the umbrella of the D-8 organization:
 - To assist in Aircraft component and equipment design, development and manufacture.
 - To provide assistance in aircraft maintenance services.
 - Turkish civil aviation Authority, based upon their broad experience, offer to lead, support and guide these organization.

3. Recommendations for future Cooperation

With a population of more than 1 billion in the D-8 region, accounting for about 15% of global population, there is a lot of prospects that D-8 community can tap from the global aviation industry. This potential requires that Member States focus their strategy and seize the opportunities from the fast-growing global aviation industry.

The Secretariat wishes to put forth the following recommendation for the consideration of the esteemed gathering to further strengthen collaboration:

- Implementation of the Islamabad Action Plan which was adopted at the 11th DGCA Meeting in Islamabad.
- Articulation of the ToR for the Task Forces and intensification of their efforts to identify possible areas of cooperation within the scope of work.
- Networking between industry players in the aviation industry in a more holistic manner.
- Development of a database on civil aviation.
- We should also make best use of our civil aviation cooperation platform and broaden the scope of our collaboration on commercial flights for tourism, low-cost carriers for foreign workers, pilgrimage flights for Hajj and Umrah as well as cargo services for enhanced trade flows.

