

REPORT OF
13th D-8 MEETING OF DIRECTORS-GENERAL AND EXPERTS WORKING GROUP ON
CIVIL AVIATION
12-13 NOVEMBER 2024, ANTALYA, REPUBLIC OF TÜRKIYE

The 13th D-8 Meeting of Directors-General and Experts Working Group on Civil Aviation was held from 12 to 13 November 2024, in Antalya, the Republic of Türkiye. The Meeting was attended by delegations from the People’s Republic of Bangladesh, the Arab Republic of Egypt, the Islamic Republic of Iran, Malaysia, the Federal Republic of Nigeria, and the Republic of Türkiye. The list of attendance is attached as **Annex I**.

The Meeting was chaired by the D-8 Secretary-General.

Agenda Item 1- Welcome Statement by H.E. Professor Dr. Kemal Yüksek Director-General, Directorate General of Civil Aviation of Türkiye.

His Excellency, **Professor Dr. Kemal Yüksek** delivered his welcome statement. The DG expressed commitment to sharing programs and platforms for capacity building with member states. The statement is attached as **Annex II**.

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 III**.

Agenda Item 3- Adoption of the Agenda

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

Agenda Item 4- Statements by Heads of Delegations

The Heads of delegations from the People’s Republic of Bangladesh, the Arab Republic of Egypt, the Islamic Republic of Iran, Malaysia, the Federal Republic of Nigeria, and the Republic of Türkiye delivered presentations on their various areas on civil aviation cooperation. **Annex V**.

Agenda Item 5- Adoption of the Report of the D-8 Experts Working Group on Civil Aviation Meeting

The meeting adopted the report of the Experts Working Group, which is attached as **Annex VI**.

Agenda item 6- Date and Venue of the Meeting

The D-8 Secretariat will approach all the member states, seeking willingness to host the next 14th meeting of the Directors-General and Expert Working Group on Civil Aviation.

Agenda Item 7- Consideration and Adoption of the Report

The Report of the 13th D-8 Directors-General and Experts Working Group on Civil Aviation was considered and adopted.

Agenda Item 8- Closing Remarks.

Egypt expressed its appreciation to all member states for their inputs.

The Secretary-General and Heads of delegations from D-8 Member States conveyed their heartfelt gratitude and appreciation to the Government of the Republic of Türkiye for hosting the Meetings of 13th D-8 Directors-General and Experts Working Group on Civil Aviation and for the warm and courteous hospitality offered to all participants. They also thanked the Ministry of Transport and Infrastructure and Directorate General of Civil Aviation for making excellent arrangements for the Meetings. They also complimented the Secretariat for its tremendous effort and assistance in making the event a success.

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

Annex I: List of Delegates

HEADS OF DELEGATIONS				
NO.	NAME	DESIGNATION	COUNTRY	ORGANIZATION
1.	Air Vice Marshal Md Monjur Kabir Bhuiyan	Chairman	Bangladesh	Civil Aviation Authority of Bangladesh
2.	Mrs. Hanan Mohamed Taha El-Maghraby	General Manager of International Agreements	Egypt	Ministry of Civil Aviation
3.	Mr. Reza Sedigh Nia	Director General of Airports, Airlines and Aeronautical Institutions Supervision	Iran	Civil Aviation Authority
4.	Captain Md Jani Md Dom	Deputy Chief Executive Officer	Malaysia	Civil Aviation Authority of Malaysia
5.	Captain Najomo Chris Ona	Ag. Director-General	Nigeria	Nigeria Civil Aviation Authority
6.	Prof. Dr. Kemal Yüksek	Director-General	Türkiye	Directorate General of Civil Aviation
7.	Ambassador Isiaka Abdulqadir Imam	Secretary-General	D-8	D-8 Secretariat
DELEGATES				
8.	Yasaman Allameh	Senior Expert, International Affairs	Iran	Civil Aviation Authority
9.	Azman Bin Hitam	Principal Assistant Director, Quality and Standards Division	Malaysia	Civil Aviation Authority of Malaysia
10.	Nurulhakeem Bin Hasim	Senior Principal Assistant Secretary, Aviation Division	Malaysia	Ministry of Transport
11.	Dr. Gbem Anastasia Aver	Director, Human Resources and Administration	Nigeria	Nigeria Civil Aviation Authority
12.	Amina Saidu	Assistant Director, ATR	Nigeria	Nigeria Civil Aviation Authority
13.	Zakka Victoria Finiok	Deputy Manager ATR	Nigeria/ Nigeria Civil Aviation Authority	Nigeria Civil Aviation Authority
14.	Sefa Ceyhan	Head of Air Transport Department	Türkiye	Directorate General of Civil Aviation
15.	Guncihan Aydin	AVSEC Department, Coordinator of Audit Section	Türkiye	Directorate General of Civil Aviation
16.	Murat Taşdemir	Head of Training Department	Türkiye	Directorate General of Civil Aviation
17.	Anıl Koçer	International Relations Coordinator	Türkiye	Directorate General of Civil Aviation

18.	Güncihan Güler	Avsec Inspection Coordinator	Türkiye	Directorate General of Civil Aviation
19.	Alpaslan Çelebi	Director, International Relations	Türkiye	Directorate General of Civil Aviation
20.	Neslihan Baştuğ	Director, International Relations	Türkiye	Directorate General of Civil Aviation
21.	Özlem Koçer	Expert, Avsec Inspection	Türkiye	Directorate General of Civil Aviation
22.	Onur Dönmez	Expert, Training Management	Türkiye	Directorate General of Civil Aviation
23.	Ahmar Ismail	Director-I	D-8	D-8 Secretariat
24.	Ismail Bello	Executive Assistant	D-8	D-8 Secretariat
25.	Ilham Uludag	Media and Protocol Assistant	D-8	D-8 Secretariat

Annex II- Statement by the Director-General of Directorate-General of Civil Aviation of Türkiye

Dear D-8 Secretary General, Director Generals, distinguished delegates
from Developing Eight Member States,

First of all please allow me to express my pleasure for being the host
country of 13th D-8 Meeting of Directors General and Expert Working
Group on Civil Aviation in Antalya, the pearl of the Mediterranean where
Continents and Cultures Meet.

As you know, Organization of Developing Eight has been founded to diversify, create new cooperation areas and provide better standards of living for member states which are separated geographically but always together spiritually. We want to materialize those objectives in Civil Aviation as aviation is the foremost factor to connect our countries which are separated geographically.

Through the solid cooperation steps we will take in civil aviation, we can get our countries closer and tighten our ties.

Dear Participants,

If you allow me, I would like to share the last developments in civil aviation in Türkiye. Through the implementation of several breakthroughs and policies, Türkiye's aviation industry grew exponentially over the past 22 years. While Türkiye ranked 30th by revenue per kilometer (RPK) among ICAO member countries in air transport 22 years ago, today, it moved up to the 10th spot.

During this process, Turkish Airlines has become the airline which serves to the highest number of destinations in the world.

Our aviation industry has approximately 24.597 licensed employees and more than 320.888 staff members directly employed by the industry. Our aviation industry is serviced by 14 airlines, 153 maintenance organizations, 65 flight training organizations and 58 airports.

As the Directorate General of Civil Aviation (DGCA), we undertake supervision of the industry with our nearly 450 employees.

Türkiye is a member of the International Civil Aviation Organization (ICAO), the European Civil Aviation Conference (ECAC), the European Organisation for the Safety of Air Navigation (EUROCONTROL) and Türkiye holds several managerial positions in these organizations. Additionally, in 2016, during the 39th ICAO General Assembly, our country was elected as an ICAO Council Member for a three-year term.

D-8 Civil Aviation Working Group was established in June 2007 during the first meeting of D-8 Director Generals of Civil Aviation. However, the existing co-operation among developing eight member states is not satisfying enough and it is definitely required to be developed further.

With the aviation policies, Türkiye implements, we are ready to share our experiences that we have gained in keeping up with the age of "industry 5.0" and the smart and useful services we have developed. In parallel with ICAO's "No Country Left Behind" initiative, we want to share with you our New Civil Aviation Model.

The New Civil Aviation model is a model based on a reliable and universal certification system, which focuses on data, minimizes the negative human factor, and measures both trainer and trainee with digitalized content. While this model provides a modern structuring to countries with underdeveloped aviation infrastructure, it will also carry those with aviation

structuring to a higher class. This system will accelerate the world of civil aviation by using the concepts of digitalization, big data, smart decision-making, and artificial intelligence at the highest level.

The New Civil Aviation System consists of three main elements:

- Corporate Transformation Model (provides the civil aviation Organizational structuring that countries need.)
- Automation of Aviation Information Management System (it is an automation that ensures the execution of all civil aviation functions of the countries and includes big data and smart decision systems.)

- Smart and Useful Aviation Services (They are support solutions for the important needs of aviation. With these solutions, countries will be able to perform many processes with this technology without the need for experts.)

The New Civil Aviation Model we have introduced will fully coincide with ICAO's target of capacity building and development. With this model, Türkiye will undertake the role of a natural supporter of ICAO in capacity building of other countries.

Besides cooperation between our States, the most important factor is connectivity for increasing possibilities of collaboration between countries, including tourism. And the most important factor for ensuring connectivity is airline transport.

As you know, Members of Developing-Eight are not neighbor states and Developing-Eight is a global arrangement rather than a regional one. So, the only way to connect D-8 states effectively is Air Transport. By the virtue of importance of connectivity among D-8 member states, our wish is to remove borders for air transport among the Eight Member states of D-8 in accordance with the Long Term Vision of Liberalization of ICAO. If this

cannot be achieved as of now, we can achieve this goal in a step by step approach.

Dear Guests,

I am confident that 13th D-8 Meeting of Directors General and Expert Working Group on Civil Aviation will be beneficial for all member states and conduce to new partnership areas. As D8 Countries; we need solidarity and cooperation more than any other times. Now is the time to bring our

shared culture and history into tangible form by taking more practical and effective actions to address the aviation challenges facing D-8 Member States.

Please let me present my sincere thanks once again for being here in Antalya and wish all of you to enjoy Antalya and Turkish Hospitality.

Statement of His Excellency, Ambassador Isiaka Abdulqadir Imam, the D-8 Secretary General, at the 13th D-8 Meeting of Directors-General and Experts Working Group on Civil Aviation, 12-13 November 2024, Antalya, The Republic of Türkiye.

H.E. Professor. Dr. Kemal YÜKSEK, the Director-General of the Directorate General of Civil Aviation Authority of the Republic Türkiye,

Honorable Directors Generals of Civil Aviation Authorities from the D8 member states;

Distinguished Guests,

Ladies and Gentlemen,

On behalf of the Developing-8 Organization for Economic Cooperation (D-8), I am honoured to welcome you all to the 13th Meeting of the D-8 Directors-General on Civil Aviation.

Let me express my deepest appreciation to the Government of Türkiye, through the Minister of Transportation and Infrastructure and the Director-General of the Directorate General of Civil Aviation Authority of the Republic of Türkiye, for the excellent arrangement made for this meeting, holding in the historic seaside resort of Antalya.

Excellencies, Distinguished Delegates,

The contributions of air transportation to the economic growth cannot be over-emphasized. According to the latest data from the International Air Transport Association (IATA) and International Civil Aviation Organization (ICAO), the aviation sector has shown significant recovery, post-pandemic. The industry directly, and indirectly, supports around 65 million jobs worldwide, reflecting a strong rebound in global employment levels, compared to previous years.

As of 2023, airlines reportedly carried over 4.5 billion passengers, surpassing pre-pandemic levels by early 2024. The economic contributions of aviation are estimated at around \$3 trillion, annually, with air cargo valued at approximately \$6 trillion.

It is for this reason, and considering the significance of Air transportation to connectivity and sustainable economic development in the D8, that we have prioritised civil aviation in our cooperation agenda. This is more important, given the fact that member countries of the D8 are spread across three continents, namely; Africa (Egypt and Nigeria), Asia (Bangladesh, Indonesia, Iran, Malaysia, and Pakistan) and Europe (Türkiye), thus making air connectivity, indispensable for the D8.

Excellencies, Distinguished Delegates,

Over the years, the D-8 Directors General of Civil Aviation (DGCA) Meeting has recorded fruitful outcomes. For instance, we have convened twelve Meetings of the D-8 DGCA between 2007 and 2022. Also, we have established four task forces, namely, the Task Forces on Commercial Issues, Task Force on Air Navigation & Air Traffic Management, Task Force on Training and Capacity Building and Task Force on Safety and Security. Furthermore, we have successfully convened some workshops and organised capacity training programmes, in some member states.

Excellencies, Distinguished Delegates,

Since the previous meeting of the DGCA held in October, 2022 in Bali, Indonesia, we have been able to convene one meeting, which Türkiye graciously hosted virtually in February 2024. That

meeting, discussed the progress in the various task forces and the draft D-8 Multilateral Agreement on Air Service (MASA).

I am pleased to note that this 13th Meeting will address the issue of the draft MASA, amongst other issues, that are equally germane to our collective aspirations, in advancing civil aviation cooperation, among D-8 Member states. No doubt, **Excellencies, Distinguished Delegates**, MASA has the potential to streamline air travel regulations, promote collaboration in the aviation industry, and establish a framework for exchanging information and expertise, within the D-8, if we are able to conclude discussions on MASA, successfully.

On a final note, **Excellencies and Distinguished Delegates**, let me emphasize, once again, that civil aviation cooperation, within the D-8, holds a lot of potential, for the benefit of our member states because some member states have

a comparative advantage over others, in the development of the aviation industry.

Hence, we need to broaden the scope of ongoing collaborations to harness aviation's full potential, by focusing more on practical areas such as the following:

- Streamline air travel by sharing best practices in air traffic management and safety systems;
- Jointly investing in sustainable aviation fuels;
- Establishing shared regional training hubs, to upskill aviation professionals; and
- Harmonizing regulatory frameworks, across regions, to reduce operational bottlenecks.

This way we would be able to make air transport more efficient for passengers and cargo to promote mutual economic growth.

Finally, let me, once again, appreciate the Minister of Transportation and Infrastructure and the Director-General of the Directorate General of Civil Aviation Authority of the Republic of Türkiye for, hosting this important Meeting.

I also thank participants and delegates from member states, for sparing time to attend this meeting. I look forward to productive deliberation from the delegates. I am confident that this meeting will lead to successful outcomes, that will advance our cooperation agenda, in the area of civil aviation.

On a final note, may I also humbly suggest that Member States volunteer to host the 14th Meeting of the D-8 DGCA, to enable us build on the successes of previous meetings and outcomes of today's meeting.

I wish all of you success in your deliberations and I thank you for your kind attention.

Annex IV

ADOPTED AGENDA

**The 13th D-8 Meeting of Directors-General and Experts Working Group on Civil
Aviation**

(13th DGCA)

Antalya, Turkiye, 12-13 November 2024

Agenda Item 01 : Welcoming Statement by the host, Director-General of DGCA Türkiye

Agenda Item 02 : Remarks by the D-8 Secretary-General

Agenda Item 03 : Consideration and Adoption of the Agenda and Programme of Work

Agenda Item 04 : Statement by the Heads of Delegations

Agenda Item 05 : Adoption of the Report of the D-8 Expert Working Group on Civil
Aviation Meeting

Agenda Item 06 : Date and Venue

Agenda Item 07 : Consideration and Adoption of the 13th D-8 DGCA

Agenda Item 08 : Closing Remarks



Annex- V(a)

The 13th D-8 Meeting of Directors-General and Experts Working Group on Civil Aviation (DGCA) 12-14 November 2024 Antalya, Turkey.

STATEMENT BY
AIR VICE MARSHAL MOHAMMAD MONJUR KABIR BHUIYAN,
CHAIRMAN, CIVIL AVIATION AUTHORITY OF BANGLADESH

(Presented by Bangladesh)

D-8 Secretary General,
Distinguished Directors General and Delegates from D-8 Member States,
Expert Working Group on Civil Aviation,

1. INTRODUCTION

1.1 Civil Aviation is an integral part of the growing economy as it contributes significantly to the national economy by connecting the nation to global markets. As a member State of ICAO, Bangladesh is fully committed to Safe, Secure and Sustainable Aviation in the Asia Pacific Region.

The Government of Bangladesh has a strong commitment to the development of aviation sector. As such, Bangladesh participates actively at both regional and international levels, attending important events and meetings that consolidate the leadership and promoting broader cooperation and relations with other States and aviation organizations.

2. D-8 MULTILATERAL AGREEMENT ON AIR SERVICES

2.1 Bangladesh appreciates the idea floated by Indonesia on Multilateral Agreement and various matters related to enhancing air connectivity for the D-8 Member States. For this multilateral agreement Bangladesh needs little more study to reach any decision

2.2 As of today, Bangladesh has signed bilateral air service agreements with 56 Member States and We look forward to more enhance mutual cooperation among D-8 Member States.

2.3 As a member State of D-8, Bangladesh is fully committed to develop and strengthen friendly relations and cooperation between and among D-8 countries and understand the importance of D-8 Multilateral Agreements on Air Services. Presently Bangladesh has no policy of 'full liberalization' or 'full open sky' in air services matters. There is no denying fact that, countries with comparatively fewer number of Airlines as well as small fleet size may suffer from business dominance by countries having higher

number of carriers as well as bigger fleet size. Given the current circumstances, Bangladesh is in a process of obtaining opinion of all stake holders, concerned ministries and, legislative departments. We reaffirm our strong commitment to contribute fullest and uphold the interest of D-8 states through all means and all ways.

3. CIVIL AVIATION EXPERTS FOR D-8 TRAINING AND CAPACITY BUILDING

3.1 Bangladesh volunteered for the development of software called ‘Electronic COSCAP Capacity Building Matrices (e-CCBM)’ for member States of COSCAP-SA. The objective of the software is to improve the skills of the personnel of States’ CAA, and Stakeholders by creating a pool of experts drawn from among the member States so that expertise may easily be identified and shared within the region. This e-CCBM software may be used by the D-8 member States

3.2 Another challenge is the Climate change, which is a global issue that also affects D-8 Member States. Bangladesh is working with our air operators and air navigation service providers for the Carbon Offsetting and Reduction Scheme for International Aviation (CORSA). The D-8 Member States may extend their cooperation in CORSA implementation by sharing civil aviation experts among us who needs technical assistance.

4. CIVIL AVIATION EXPERTS FOR D-8 AVIATION SECURITY AND AUDIT PROGRAM

4.1 The progress made in Bangladesh Aviation Security in recent years is commendable. The Advanced Passenger Information System (APIS) is in the process of implementation. This achievement boosts our confidence to continue our effort in enhancing Bangladesh’s civil aviation performance along with self-awareness to collaborate with the other Member States in reaching similar goals.

4.2 As a part of our commitment to the international civil aviation, Bangladesh is expecting a Full Scope ICAO Universal Safety Oversight Audit Programme in 2025. Aviation Security and Audit Programme collaborative approaches may be taken in sharing the common safety and security challenges among the D-8 Member States.

5. INTERNATIONAL COOPERATION & COLLABORATION

5.1 *Distinguished Delegates*, the D-8 Member States played key roles in facilitating the recovery of international aviation. Bangladesh successfully turned around during and after the COVID-19 pandemic and resumed normal operations. The strong international collaboration and supported by D-8 Member States and industry, has enabled the world to collectively rebuild and revive air travel.

6. CONCLUSION

6.1 Bangladesh respects the principles of Convention on International Civil Aviation for promoting co-operation to create and preserve friendship and promoting understanding among the nations. On that note, may I quote Mr. Franklin D. Roosevelt, 1944:

“Let us work together so that the air may be used by humanity, to serve humanity.”

6.2 The saying of Mr. Roosevelt has a hidden truth, that air shall be used to serve humanity by the humanity. Ultimately it is us, the human beings who are master of air and we should control what goes up in the air. We should never avoid the humane part of it.

6.3 Finally, I would like to express my sincere appreciation to the Secretary General of D-8 and the D-8 Secretariat for the efficient conduct of its business. I wish for a successful outcome of this meeting.

— END —

Your Excellency Prof. Dr. Kemal Yuksek, Director General of DGCA Turkiye

Your Excellency, Ambassador Isiaka Abdulqadir Imam, D-8 General Secretary,

Distinguished Delegates, Ladies and Gentlemen,

Good morning

On behalf of the Malaysian delegation, I would like to express our heartfelt gratitude to the Government of Türkiye for hosting the 13th D8 Director General of Civil Aviation (DGCA) Meeting here in beautiful Antalya. It is a privilege to gather with all of you, esteemed colleagues, as we work together to strengthen aviation safety and security within our D-8 member states.

As we embark on our discussions, I would like to highlight Malaysia's commitment to enhancing civil aviation safety and security standards and practices.

We believe that collaboration is key to overcoming the challenges faced in our industry. As we share our experiences and best practices, let us focus on developing initiatives that foster information sharing, capacity building, and mutual support among our member states.

I look forward to engaging with all of you and exploring new opportunities for cooperation. Together, we can enhance the safety, security, and efficiency of our aviation systems, ultimately benefiting our nations and the people we serve.

Thank you.

**STATEMENT BY THE NIGERIA'S DIRECTOR GENERAL
CIVIL AVIATION AT THE 13TH D8 MEETING OF
DIRECTORS GENERAL AND EXPERTS WORKING GROUP
ON CIVIL AVIATION 12TH -13TH NOVEMBER 2024**

THE DG - DR KEMAL YUSEK -
I'll SECTION OF THE D8 - MAY I REMAIN ON EXPR. PRIN

On behalf of the Nigerian delegation, I wish to express our delight to be in Antalya, Turkey which ironically hosted the 1st D-8 WGCA and Director Generals' Meeting way back in June 2007. This was where the importance of cooperation in the field of Civil Aviation and its manifold benefits were underlined.

2. I am highly honoured to be among this eminent gathering of policy makers and industry professionals, as we explore areas of cooperation critical to advancing air transport within the D-8 Member States. Civil aviation connects our nations, boosts our economies, and strengthens our people-to-people ties. With air transport growing in scope and complexity, our shared priorities lie in developing a robust framework to address air transport cooperation, safety and security, and training and capacity building.

3. In a world where air connectivity drives economic growth, member States will benefit from efficient and competitive air transport systems thereby boosting tourism, trade, and employment across the D8 region. As we are all aware that safety is at the heart of civil aviation and aviation safety and security are only as strong as our weakest link. Therefore, by pooling resources and expertise, we can ensure that all D-8 countries meet or exceed ICAO standards. This involves sharing best practices, developing joint programs for inspection and

oversight, and adopting advanced technologies that bolster our defenses against emerging threats. From reinforcing cybersecurity to preventing illicit trafficking, cooperation among our nations will make air travel safer and more reliable for millions of passengers.

4. A sustainable civil aviation sector requires a skilled workforce equipped with the latest knowledge and capabilities. Through capacity-building initiatives, the D-8 can foster knowledge sharing, skill development, and professional growth across member states. We can expand training programs in specialized areas in order to empower future generations of aviation professionals, build resilience, and cultivate expertise that will drive the industry forward.

5. I wish to use this opportunity to reaffirm that Nigeria has placed aviation at the center of its National Economic Development and re-affirms her support for cooperation and collaboration among member States to further growth and development in the sector.

6. Thank you for your attention.

**Report on D-8 Experts Working Group Meeting on Civil Aviation,
Antalya, the Republic of Türkiye**

12 November 2024

The Meeting of D-8 Experts Working Group on Civil Aviation was held on 12 November 2024 in Antalya, Türkiye. The Meeting was hosted by the Directorate-General of Civil Aviation of the Republic of Türkiye as a prelude to the 13th D-8 DGCA Meeting and was attended by representatives of the Arab Republic of Egypt, the Islamic Republic of Iran, Malaysia, the Federal Republic of Nigeria, the Republic of Türkiye. The list of attendees is attached as **Annex I**.

The D-8 Secretary General, chairing the meeting, welcomed the guests and informed them of the importance of the taskforces meeting to improve D-8 civil aviation.

The D-8 Secretary-General delivered his remarks, highlighting the progress made in the four task forces. He added that it has been a decade since the idea of the D-8 Multilateral Air Services Agreement (MASA) was mooted. He encouraged the Experts to present tangible recommendations to the Directors-General to ensure the signing of the MASA. The D-8 Secretary-General encouraged member states to commit to hosting training workshops for experts in 2025 to foster civil aviation cooperation. The Secretary General's statement is attached as **Annex II**.

Discussions on Taskforces

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

- There was no new update.

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

Under the Taskforce on Commercial Issues, the meeting discussed the Air Transport Cooperation Framework with focus on the Draft Multilateral Air Services Agreement among D-8 States. The Experts shared their specific views on the draft of the multilateral agreement, which were incorporated into the draft. The revised draft is attached as **Annex III**

The Experts could not reach an agreement on Article 6 (Capacity and Frequency), which defines the 3rd and 4th freedom traffic rights as unlimited.

The Experts also could not reach an agreement on Article 2 (Scope of Application) with regard to this agreement having precedence over presently valid Agreements which have been signed at the same level on Air Services between contracting parties, and Article 17 (Relationship with other International Agreements), with regard to in the event of any inconsistency between a provision of this Agreement and a provision of any existing bilateral or multilateral air services agreement(s) (including any

amendments thereto), by which two or more of the D-8 Member States are bound or which is not covered by this Agreement, the provision which is less restrictive or more permissive or which is not covered by this Agreement, shall prevail.

Since the Experts could not reach a consensus in principle, it was decided that this Agenda item will be brought up in future meetings for all parties to express their position on these Articles.

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

As the Chair of Taskforce on Safety and Security, Malaysia made a presentation on safety and security to foster collaboration between D-8 member states. The presentation highlighted the following areas, training programs and capacity building, exchange of best practices in aviation safety and security, joint safety and security audits and peer reviews, and the development, implementation of Safety Management System (SMS), technological innovation and data-driven safety improvements, development of comprehensive aviation security programs, collaboration on ICAO safety and security standards, mutual support for crises management and incident response, integrated safety and security information sharing platform and engagement with international partners such as ICAO, IATA, among others. Malaysia concluded that it stands ready to share best practices with member states on safety and security.

Speaking further, Malaysia highlighted the following programs and projects by the Civil Aviation Authority of Malaysia (CAAM); CAAM Aviation Reporting System (CAREs), Compliance Questionnaires (CQs), Rain App, En-Route and Station Audit Application (ERSA), and Malaysia Aviation Safety Seminar (MASS). The presentation is attached as **Annex IV**.

The Secretary-General commended Malaysia for the presentation and suggested that Malaysia may consider hosting a webinar to share best practices on any of the programmes and projects with member states.

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

Türkiye invited all participants to the ICAO 'AI in the Sky' main event on 13 November 2024, which will provide detailed presentations regarding new Civil Aviation approach, including Corporate Transformation Model, Civil Aviation Automation Systems and related useful services. The presentation is attached as **Annex V**.

Nigeria informed that arrangements have been concluded to establishing a Civil Aviation Training Academy to enhance capacity building and development in the industry.

Iran proposed the establishment of a D-8 regional training center, matching ICAO standards, to integrate knowledge and proficiency of aviation experts in Member States.

In response to Iran's proposal, it was decided that, as all member states have their own training academies, each Member State may offer training in specific subjects based on its areas of expertise. Such trainings could be tailored inline with demands for specific training received from any member state. To this effect, an MOU could be signed during the next DGCA meeting. All member states were requested to communicate their areas of expertise in which they could design specific training. All member states were also requested to indicate their specific needs in which they require training. The MOU will contain such details.

Iran also suggested cooperation in implementing joint research and development (R&D) with the aim of finding innovative solutions and technologies as well as addressing challenges related to air transport in member states.

Describing the framework to sharing best practices, Iran proposed supervisory surveillance and executive roles in aviation industry to explore methods to address aviation industry challenges.

Discussion & possible cooperation on the **National Security Auditors Training Program**

- Turkish DGCA suggested to change decision of starting a National Security Auditors Certification Programme since according to ICAO standards, each state should certify their own auditors. But to enhance aviation security between member states, core trainings for national auditors can be opened to the candidates of the national security auditors.
- To share experience, on-site visits can be conducted and member states are advised to share their own annual audit plans in order to make selection of common on-site visit area between member states.

The Report of the meeting was adopted with consensus.

Closing of the meeting

The Experts expressed their appreciation and gratitude to Türkiye as the host of the meeting in this beautiful city of Antalya.

The meeting was closed with appreciation from the Secretary General to all the distinguished Experts.

Annex I- List of Delegates for Experts Meeting

S/N	Name	Designation	Country and Organization
1.	Mrs. Hanan Mohamed Taha El-Maghraby	General Manager of International Agreements	Egypt/ Ministry of Civil Aviation
2.	Mr. Reza Sedigh Nia	Director General of Airports, Airlines and Aeronautical Institutions Supervision	Iran/ Civil Aviation Authority
3.	Yasaman Allameh	Senior Expert, Int'l Affairs	Iran/ Civil Aviation Authority
4.	Captain Md Jani Md Dom	Deputy Chief Executive Officer	Malaysia/ Civil Aviation Authority of Malaysia
5.	Azman Bin Hitam	Principal Assistant Director, Quality and Standards Division	Malaysia/ Civil Aviation Authority of Malaysia
6.	Nurulhakeem Bin Hasim	Senior Principal Assistant Secretary, Aviation Division	Malaysia / Ministry of Transport (MOT)
7.	Captain Najomo Chris Ona	Ag. Director-General	Nigeria/ Nigeria Civil Aviation Authority
8.	Dr. Gbem Anastasia Aver	Director, Human Resources and Administration	Nigeria/ Nigeria Civil Aviation Authority
9.	Amina Saidu	Assistant Director, ATR	Nigeria/ Ministry of Aviation and Aerospace Development
10	Zakka Victoria Finiok	Deputy Manager ATR	Nigeria/ Nigeria Civil Aviation Authority
11	Sefa Ceyhan	Head of Air Transport Department	Türkiye/DGCA
12	Guncihan Aydın	AVSEC Department, Coordinator of Audit Section	Türkiye/DGCA
13	Murat Taşdemir	Head of Training Department	Türkiye/DGCA
14	Anıl Koçer	International Relations Coordinator	Türkiye/DGCA
15	Güncihan Güler	Avsec Inspection Coordinator	Türkiye/DGCA
16	Alpaslan Çelebi	Director, International Relations	Türkiye/DGCA
17	Neslihan Baştuğ	Director, International Relations	Türkiye/DGCA
18	Özlem Koçer	Expert, Avsec Inspection	Türkiye/DGCA
19	Onur Dönmez	Expert, Training Management	Türkiye/DGCA
20	Ambassador Isiaka Abdulqadir Imam	Secretary- General	D-8 Secretariat
21	Ahmar Ismail	Director-I	D-8 Secretariat
22	Ismail Bello	Executive Assistant	D-8 Secretariat
23	Ilham Uludag	Media and Protocol Assistant	D-8 Secretariat

Statement of His Excellency, Ambassador Isiaka Abdulqadir Imam, the D-8 Secretary General, at the Experts Meeting of the D-8 Civil Aviation Taskforces Meeting, 12 November 2024, Antalya, The Republic of Türkiye.

**Mr. Chairman,
Distinguished Delegates,
Esteemed Colleagues,
Ladies and Gentlemen,**

I am delighted to welcome Experts from our member states to the opening session of the D-8 Civil Aviation Taskforces meeting, holding in the beautiful city of Antalya.

At the outset, I thank the Government of the Republic of Türkiye, particularly the Directorate General of Civil Aviation of Türkiye, for the warm welcome and hospitality accorded me and my delegation. I should congratulate the Government of Türkiye on the excellent arrangement made for this Experts Working Group Meeting.

Mr. Chair, Distinguished Delegates,

My statement will comprise two main parts: First, is an overview of D-8 Civil Aviation Taskforces and second, the way forward on the Multilateral Agreement on Air Services (MASA).

First, you would recall that the first meeting of D-8 Directors General for Civil Aviation (D8 DGCA), which held in Antalya, Türkiye in June 2007, established the D-8 Civil Aviation Working Group. This was followed by the establishment of four taskforces, namely;

- Taskforce on Commercial Issues;
- Taskforce on Safety and Security;
- Taskforce on Capacity Building; and
- Taskforce on Air Navigation and Air Traffic Management.

Since the establishment of these task forces, our Experts had met twelve times between 2007 and 2022. During this period, we had successfully organized the following four workshops, to

improve the capacity of member states, in the civil aviation sector.

- D-8 Airport Management Operation Workshop hosted by Türkiye in April, 2012;
- D-8 DGCA Training-Workshop on Capacity Building, hosted in Istanbul, Türkiye in June 2014.
- The D-8 Flight Procedure Design (PANS-OPS) Familiarization Workshop held in Tehran, Iran in February 2015.
- Workshop on Remotely Piloted Aircraft System (RPAS) regulations in Cappadocia, Türkiye in May 2018.

I wish to express my appreciation to member states that hosted and organized the aforementioned workshops. No doubt, the workshops have contributed immensely to enhance the capacity of our experts in the civil aviation sector.

However, I note that there is still room for improvement in this aspect of our cooperation agenda, given the enormous comparative advantage that exists in the civil aviation sector, in

our organization. Therefore, may I use this opportunity to call on member states, here, to volunteer to host a training program, early next year. This would enable us sustain the current momentum in our civil aviation cooperation agenda.

Mr. Chair, Distinguished Delegates,

The second issue I would like to bring to the attention of this August gathering, is the importance of the Multilateral Agreement on Air Services (MASA). I recall that at the 8th DGCA Meeting in Dhaka, Bangladesh, member states underscored the importance of a D-8 multilateral agreement, and the delegation of Türkiye accepted to prepare the first draft. The draft agreement was later presented by Türkiye in 2015 during the 9th DGCA Meeting in Kuala Lumpur, Malaysia. Ten years down the line, we are yet to make any significant progress on the MASA.

The importance of the MASA cannot be over emphasised, as the Agreement has the potential to improve air transportation link and promote fair competition, in the air transportation industry in the D8. Furthermore, MASA has the potential to streamline air travel regulations, and establish a framework for exchanging information and expertise, within the D-8, if we are able to conclude discussions on MASA, successfully. Therefore, I wish to call on the esteemed gathering to iron out the grey areas and present this Agreement to the Directors General, tomorrow, for possible signing, at the earliest possible time.

Mr. Chair, Distinguished Delegates,

Lastly, we look forward to hearing submissions from Experts on the various Task Forces, including the proposal from Türkiye on National Security Auditors Program. Your views, expertise and exchange of information, would go a long way in assisting us to develop our cooperation agenda in the civil aviation sector, further.

To conclude, **Mr. Chair, Ladies and Gentlemen**, I am optimistic that this Meeting will enable us to forge closer collaboration and knowledge exchange, thus allowing us to collectively address common challenges and share best practices. I trust we can have constructive discussions to strengthen our civil aviation cooperation.

I wish us a successful deliberation for today's meeting.

I thank you for your kind attention.

MULTILATERAL AGREEMENT ON AIR SERVICES BETWEEN D-8 MEMBER STATES 2015

The Governments of the People's Republic of Bangladesh, the Arab Republic of Egypt, the Republic of Indonesia, the Islamic Republic of Iran, Malaysia, the Federal Republic of Nigeria, the Islamic Republic of Pakistan and the Republic of Turkey (hereinafter collectively referred to as "Contracting Parties" or individually as "Contracting Party")

RECALLING the first meeting held in Turkey, 28-29 June 2007 and Memorandum of Understanding (MoU) for Establishment of 0-8 Member States' Working Group for Co-operation in Civil Aviation signed in Isfahan, Islamic Republic of Iran, 9 September 2007;

AFFIRMING signing of a multilateral document for the development of air transportation as laid down in the Agenda 01 of the Report of the 8th 0-8 Meeting Civil Aviation Directors-General and Expert Working Group on Civil Aviation held in Dhaka, Bangladesh on 24-25 August 2014;

BEING committed to maintain, further develop and strengthen friendly relations and co-operation between and among their countries;

RECOGNISING that efficient and competitive international air services are important to develop trade, benefit consumers, and promote economic growth;

DESIRING to ensure the highest degree of safety and security in international air transport and reaffirm their grave concern about acts or threats against the security of aircraft, which jeopardize the safety of persons or property, adversely affect the operation of air transportation, and undermine public confidence in the safety of civil aviation;

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DESIRING to facilitate and enhance air services and their related activities, to complement the other transport facilitation and liberalization efforts in Memorandum of Understanding for the Establishment of 0-8 Member States' Working Group for Co-operation in Civil Aviation;

DESIRING to remove restrictions, on a gradual basis, so as to achieve greater flexibility and capacity in the operation of air services in 0-8 Member States with a view to build a single unified aviation market;

BEING Parties to the Convention on International Civil Aviation, opened for signature at Chicago on 7 December 1944, and desiring to adhere to the principles and provisions of the aforesaid Convention; and

DESIRING to conclude a Multilateral Agreement on Air Services;

HAVE AGREED AS FOLLOWS:

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ARTICLE 1 DEFINITIONS

For the purpose of this Agreement only, unless the context otherwise requires:

1. The term "Convention" means the Convention on International Civil Aviation opened for signature at Chicago on 7 December 1944, and includes: (i) any amendment that has entered into force under Article 94(a) of the Convention and has been ratified by all the Contracting Parties to this Agreement, and (ii) any Annex or any amendment thereto adopted under Article 90 of the Convention, insofar as such Annexes or amendments are, at any given time, effective for all the Contracting Parties to this Agreement;
2. The term "Aeronautical Authority" means ; **In the case of**
 - a. **the Government of the People's Republic of Bangladesh, the**;
 - b. **the Government of the Arab Republic of Egypt, the**;
 - c. **the Government of the Republic of Indonesia, the**;
 - d. **the Government of the Islamic Republic of Iran, the**;
 - e. **the Government of Malaysia, the**;
 - f. **the Government of the Federal Republic of Nigeria, the**;
 - g. **the Government of the Islamic Republic of Pakistan, the**;
 - h. **the Government of the Republic of Türkiye, the** ~~the Ministry responsible for Civil Aviation Authority Body,~~ or any person or body authorized to perform the any functions at present exercisable by **the said authorities** ~~or similar functions~~;
3. The term "Designated Airline(s)" means any airline(s) which has/have been designated and authorized in accordance with Article 4 (Designation and Authorization of Airlines) of this Agreement;
4. The term "Territory" has the meaning specified in Article 2 of the Convention;
5. The terms "Air service", **"international air service"**, and "airline" have the meanings respectively assigned to them in Article 96 of the Convention;
6. The term "Tariff" **means any fare, rate or charge for the carriage of passengers,**

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baggage and/or cargo (excluding mail) in air transportation (including any other mode of transportation in connection therewith) charged by airlines, including their agents, and the conditions governing the availability of such fare, rate or charge. ~~the prices to be paid for the carriage of passengers and cargo and the conditions under which these prices apply, including prices and conditions for agency and other auxiliary services but excluding remuneration and conditions for the carriage of mail;~~

7. The term "Specified Routes" means the routes specified in the route schedule annexed to this Agreement;

8. The term "International Air Services" means scheduled air services performed for the carriage of passengers, cargo and/or mail, separately or in combination, for remuneration or hire on the specified routes;

9. The term "Agreement" means this Agreement, its annex and any amendments thereto;

10. The term "Depository" means the Secretary-General of O-8 Member States;

11. The term "Eligible Airline" means the airline(s) which has/have been designated and authorized by the aeronautical authority of the Contracting Party, obtained a valid AOC (Airline Operator's Certificate) and fulfill the requirements set forth in Article 4 (Designation, Authorization and Eligibility); and

12. The Annex to this Agreement and any amendments thereto forms an integral part of the Agreement.

ARTICLE 2 SCOPE OF APPLICATION

This Agreement establishes multilateral air service arrangements for a more permissive scheduled ~~and non-scheduled~~ air transport services and has precedence over presently

valid agreements which have been signed at the same level on air services between Contracting Parties.

ARTICLE 3 GRANT OF RIGHTS

Each Contracting Party grants to the other Contracting Parties on specified routes the free exercise of the first, second, third and fourth air traffic rights on **international air services for** ~~scheduled/non-scheduled~~ passenger and cargo ~~international air services~~ performed by an eligible airline to/from their respective territories.

Nothing in paragraph (1) of this Article shall be deemed to confer on the airlines of one Contracting Party the privilege of taking up, in the territory of the other Contracting Party, traffic carried for remuneration or hire and destined for another point in the territory of that other Contracting Party.

ARTICLE 4 DESIGNATION, AUTHORISATION AND ELIGIBILITY

Each Contracting Party shall have the right to designate as many eligible airlines as it wishes for the purpose of operating international air services on the specified routes. Such designation shall be notified in writing through diplomatic channels to the Depository who shall subsequently inform all the Contracting Parties.

The Depository shall maintain a centralized register of airline designations and operating authorization in accordance with this article of the Agreement.

On receipt of such a designation, in accordance with its national laws, each Contracting Party shall grant without delay to the designated airline(s) the appropriate operating authorization.

To be eligible, an airline shall;

- a. be substantially owned and effectively controlled by that Contracting Party,
- b. the contracting party designating the airline is in compliance with the provisions set**

forth in article 8 (aviation safety) and article 9 (aviation security); and

- c. the designated airline is qualified to meet other conditions prescribed under the laws and regulations normally applied to the operation of international air transport services by the contracting party receiving the designation;
- d. ~~be legally established in accordance with the regulations applicable in a Contracting Party to this Agreement,~~
- e. ~~be duly licensed by a Contracting Party as defined in Annex 6 of the Chicago Convention;~~
- f. ~~fully own or have a long term lease exceeding six months on an aircraft and have its technical supervision;~~
- g. ~~be adequately insured with regard to passengers, cargo, mail, baggage and third parties in an amount at least equal to the provisions of the International Conventions in force;~~
- h. be capable of demonstrating its ability to maintain standard at least equal to those set by ICAO and to respond to any query from any Contracting Party to which it provides air services.

ARTICLE 5

REVOCATION, SUSPENSION, WITHHOLDING AND LIMITATION OF AUTHORISATION

A Contracting Party may revoke, suspend, withhold or limit the operating authorization, **temporarily or permanently,** of a designated eligible airline of the other Contracting Party when the airline fails to comply with the laws or regulations of the Contracting Party granting the rights to operate in accordance with the conditions prescribed under this Agreement and meet the criteria of eligibility subject to the provisions of Article 4 (Designation, Authorization and Eligibility).

In case of revocation the Contracting Party shall inform the other Contracting Party at least thirty (30) days before the measure enters into force.

ARTICLE 6

CAPACITY AND FREQUENCY

Subject to the provisions of Article 3 (Grant of Rights), there shall be no limit on the number of frequencies and capacity offered on **international air services** for scheduled/~~non-scheduled~~ passenger and cargo ~~services~~ which will be performed between Contracting Parties concerned Each designated airline will be allowed to mount and operate such capacity and frequency as such airline deems appropriate. Consistent with this right, no Contracting Party shall unilaterally limit the volume of traffic, the type of aircraft to be operated or the number of flights per week, except for environmental, safety, security, technical or other special considerations, **like sanctions which prohibit other D-8 members to provide services required by the sanctioned member**

ARTICLE 7 TARIFFS

The tariffs to be applied by the designated airlines shall be set out according to the current market conditions and ~~shall not~~ **may** be required to be filed by the designated airlines of one Contracting Party with the aeronautical authorities of the other Contracting Party for approval.

In case of ~~the event that~~ one aeronautical authority of any Contracting Party is dissatisfied with a tariff proposed, the other Contracting Party shall supply those tariffs at its request and they will endeavor to settle the matter through consultations.

ARTICLE 8

AVIATION SAFETY

Each Contracting Party may request consultations at any time concerning safety standards in any area relating to aeronautical facilities and services, to aircrew, aircraft or their operation adopted by the other Contracting Party. Such consultations shall take place within thirty (30) days of that request.

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If, following such consultations, one Contracting Party finds that the other Contracting Party does not effectively maintain and administer, in the aspects mentioned in paragraph 1 of this Article, safety standards in any such area that are at least equal to the minimum standards established at that time pursuant to the Convention, the first Contracting Party shall notify the other Contracting Party of those findings and the steps considered necessary to conform with those minimum ICAO standards, and that other Contracting Party shall take appropriate corrective action within an agreed period. Failure to take appropriate action within the agreed period shall be grounds for the application of Article 5 (Revocation, Suspension or Limitations of Authorization) of this Agreement.

Notwithstanding the obligations mentioned in Article 16 of the Convention, it is agreed that any aircraft operated by or on behalf of the airline of one Contracting Party on services to or from the territory of the State of the other Contracting Party may, while within the territory of the State of the other Contracting Party, be made subject of an examination (in this Article called "ramp inspection"), without unreasonable delay. This would be an inspection by the authorized representatives of the other Contracting Party, on board and around the aircraft. However, the obligations mentioned in Article 33 of the Convention, the objective of this inspection will be to check both the validity of the aircraft documents and those of its crew and the apparent condition of the aircraft and its equipments, in accordance with the established effective norms on the basis of the Convention.

If any such ramp inspection or series of ramp inspections gives rise to:

- a) serious concerns that an aircraft or the operation of an aircraft does not comply with the minimum standards established at that time pursuant to the Convention, or
- b) serious concerns that there is a lack of effective maintenance and administration of safety standards established at that time pursuant to the Convention,

the Contracting Party carrying out the inspection shall, for the purposes of Article 33 of the Convention, be free to conclude that the requirements under which the certificate or licenses in respect of that aircraft or in respect of the crew of that aircraft had been

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issued or rendered valid, or that the requirements under which that aircraft is operated, are not equal to or above the minimum standards established pursuant to the Convention.

In the event that access for the purpose of undertaking a ramp inspection of an aircraft operated by the designated airline of a Contracting Party in accordance with paragraph (3) above is denied by the representative of that airline, the other Contracting Party shall be free to infer that serious concerns of the type referred to in paragraph (4) above arise and draw the conclusions referred in that paragraph.

Each Party reserves the right to suspend or vary the operating authorization of the airline of the other Contracting Party immediately in the case the first Contracting Party concludes, whether as a result of a ramp inspection, the denial of an access to a ramp inspection or a series of ramp inspection, consultation or otherwise, that immediate action is essential to the safety of an airline operation.

Any action by one Contracting Party in accordance with paragraphs (2) or (6) above shall be discontinued once the basis for the taking of that action ceases to exist.

ARTICLE 9

AVIATION SECURITY

Consistent with their rights and obligations under international law, the Contracting Parties reaffirm that their obligation to each other to protect the security of civil aviation against acts of unlawful interference forms an integral part of this Agreement. Without limiting the generality of their rights and obligations under international law, the Contracting Parties shall in particular act in conformity with the provisions of the Convention on Offenses and Certain Other Acts Committed on Board Aircraft, signed at Tokyo on 14 September 1963, the Convention for the Suppression of Unlawful Seizure of Aircraft, signed at the Hague on 16 December 1970, the Convention for the Suppression of Unlawful Acts Against the Safety of Civil Aviation, signed at Montreal on 23 September 1971 and Protocol for the Suppression of Unlawful Acts of Violence at Airports serving International Civil Aviation, signed at Montreal on 24 February 1988 or the Convention on the Marking of Plastic Explosives for the Purpose of Detection done

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at Montreal on 1 March 1991 or any other Convention on aviation security to which the Contracting Parties are parties.

Upon request, the Contracting Parties shall provide all necessary assistance to each other to prevent acts of unlawful seizure of civil aircraft and other unlawful acts against the safety of such aircraft, their passengers and crew, of airports and air navigation facilities, and to address any other threat to the security of civil aviation.

The Contracting Parties, in their mutual relations, shall act in conformity with all aviation security standards and appropriate recommended practices established by ICAO and designated as Annexes to the Convention on International Civil Aviation to the extent that such security provisions are applicable to the Contracting Parties. They shall require that operators of aircraft of their registry or operators of aircraft who have their principal place of business or permanent residence in their territory and the operators of airports in their territory act in conformity with such aviation security provisions as are applicable to the Contracting Parties. Accordingly each Contracting Party shall advise the other Contracting Party of any difference between its national regulations and practices and the aviation security standards of the Annexes referred to above. Either Contracting Party may request immediate consultations with the other Contracting Party at any time to discuss any such differences which shall be held in accordance with paragraph 2 of Article 24 (Consultations and Amendment) of this Agreement.

Each Contracting Party agrees that such operators of aircraft may be required to observe the aviation security provisions referred to in paragraph (3) above required by the other Contracting Party for entry into, departure from, or while within, the territory of that other Contracting Party. Each Contracting Party shall secure that adequate measures are effectively applied within its territory to protect the aircraft and to inspect passengers, crew, carry-on items, and baggage, cargo and aircraft stores prior to and during boarding or loading. Each Contracting Party shall also give sympathetic consideration to any request from the other Contracting Party for reasonable special security measures to meet a particular threat.

When an incident or threat of an incident of unlawful seizure of civil aircraft or other

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unlawful acts against the safety of such aircraft, their passengers and crew, airports or air navigation facilities occurs, the Contracting Parties shall assist each other by facilitating communications and other appropriate measures intended to terminate rapidly and safely such incident or threat thereof, with minimum risk to life.

Each Contracting Party shall take such measures, as it may find practicable, to ensure that an aircraft subject to an act of unlawful seizure or other acts of unlawful interference, which has landed in the territory of the respective State is detained on the ground unless its departure is necessitated by the overriding duty to protect human life. Wherever practicable, such measures shall be taken on the basis of mutual consultations.

~~**ARTICLE 10**~~
~~**OPERATION OF LEASED AIRCRAFT**~~

~~The designated airlines of each Contracting Party may use aircraft leased from any airlines, provided that they shall give priority;~~

- ~~a) firstly the designated airlines between the two D-8 Member States which the services are operated bilaterally,~~
- ~~b) secondly the designated airlines of the other D-8 Member States.~~

~~Either Contracting Party may prevent the use of leased aircraft for services under this Agreement which does not comply with Articles 8 (Safety and Security) of this Agreement.~~

ARTICLE 11
COMMERCIAL ACTIVITIES

In accordance with the laws and regulations of the other Contracting Parties, the designated airline of a Contracting Party shall have the right:

- a. in relation to entry, residence and employment, to bring in and maintain in the territory of the other Contracting Parties managerial and other specialist staff, office

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equipment and other related equipment and promotional materials required for the operation of international air services;

b. to establish offices in the territory of the other Contracting Party for the purposes of provision, promotion and sale of air services;

c. to engage in the sale of air services in the territory of the other Contracting Party directly and, at its discretion, through its agents; to sell such air services, and any person shall be free to purchase such services in local currency of that territory or, subject to the national laws and regulations, in freely convertible currencies of other countries;

d. to convert and remit to the territory of its incorporation, on demand, local revenues in excess of sums locally disbursed. Conversion and remittance shall be permitted promptly without restrictions or taxation in respect thereof at the rate of exchange applicable to current transactions and remittance on the date the airline makes the initial application for remittance. Such conversion and remittance shall be made in accordance with the foreign exchange regulations of the Contracting Party concerned; and to pay for local expenses, including purchases of fuel, in the territories of the other Contracting Parties in local currency. At their discretion, the airlines of each Contracting Party may pay for such expenses in the territory of the other Contracting Parties in freely convertible currencies according to local currency regulation.

e. to enter into marketing arrangements such as blocked spaces (seats), code sharing arrangements in accordance with Annex II or other commercial arrangements.

~~an airline or airlines of the same Contracting Party;~~

~~an airline or airlines of other Contracting Party;~~

~~an airline or airlines of a third country other than D-8 contracting parties;~~

~~provided that all airlines in the above arrangements hold the appropriate route points, code share arrangements and traffic rights, and, in respect of each ticket sold, the purchaser is informed at the point of sale which airline will operate each sector of the service.~~

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~~For third party code share arrangements all airlines in such while practicing arrangements are subject to the approval of the aeronautical authorities of both Contracting Parties. Should if such a third party is not authorized or allowed comparable arrangements between the airlines of the other Contracting Party and other airlines on services to, from and via such third country, the aeronautical authorities of the concerned Contracting Party have the right not to accept such arrangements~~

~~It is the common understanding of both Contracting Parties that code share services are not counted against the frequency entitlement of the marketing airline and the designated airlines of the Contracting Parties shall be encouraged to co-operate and enter into commercial arrangements.~~

ARTICLE 12 USER CHARGES

No Contracting Party shall impose or permit to be imposed on the designated airlines of another Contracting Party user charges higher than those imposed on its own airlines operating similar international air services.

Each Contracting Party shall encourage consultations on user charges between its competent charging authorities and airlines using the services and facilities provided by those charging authorities.

ARTICLE 13 CUSTOMS DUTIES

Each Contracting Party shall on the basis of reciprocity exempt a designated airline of another Contracting Party to the fullest extent possible under its national law from customs duties, excise taxes, inspection fees and other national duties and charges on aircraft, fuel, ground equipment, lubricating oils, consumable technical supplies, spare parts including engines, regular aircraft equipment, aircraft stores and other items, such as printed air waybills, any printed material which bears the insignia of the company printed thereon and usual publicity material distributed free of charge by that designated airline, intended for use or used solely in connection with the operation or servicing of aircraft of the designated airline of such other Contracting Party operating the agreed

services.

ARTICLE 14 FAIR COMPETITION

Each Contracting Party agrees:

- a. that each designated airline shall have a fair and equal opportunity to compete in providing the international air services governed by this Agreement;

- b. to take action to eliminate all forms of discrimination and/or anti-competitive practices by that Contracting Party and/or its designated airline(s) that it deems to adversely affect the competitive position of a designated airline of any other Contracting Party.

- c. that the following airline practices may be regarded as possible anti-competitive practices that may merit closer examination:
 - charging fares and rates on routes at levels which are, in the aggregate, insufficient to cover the costs of providing the air services to which they relate;
 - the practices in question are sustained rather than temporary;
 - the practices in question reflect an apparent intent or have the probable effect, of crippling, excluding or driving another airline from the market; and
 - increase of frequency which causes market collapse.

ARTICLE 15 APPLICATION OF LAWS AND REGULATIONS

International laws including ICAO **Standards** and **Recommended Practices** ~~Recommendations & Practices~~ and the national law of one Contracting Party governing entry into, sojourn in or departure from its territory of passengers, crew, baggage or cargo shall be complied with by the airlines designated by any other Contracting Party.

ARTICLE 16

CONSULTATIONS AND SETTLEMENT OF DISPUTES

A Contracting Party may, at any time, request consultation with other Contracting Party(ies) in respect of the interpretation or application of this Agreement. Such consultation shall begin at the earliest possible date but not later than thirty (30) days from the date the other Contracting Party receives the request.

If any dispute arises between Contracting Parties relating to the interpretation or application of this Agreement, Contracting Parties concerned shall in the first place endeavor to settle the dispute by aeronautical authorities of each Contracting Party.

If necessary, ~~D-8 General Secretariat~~ ICAO may be involved into said process, ~~upon the consent of both parties.~~

If the Contracting Parties concerned fail to reach a settlement of the dispute with the involvement of ~~D-8 General Secretariat~~ ICAO, ~~either party shall apply to settle the dispute amicably through mutual consultation and/or negotiations between the contracting parties through diplomatic channels, without reference to any third party or international tribunal.~~

ARTICLE 17

RELATIONSHIP TO OTHER INTERNATIONAL AGREEMENTS

This Agreement or any actions taken thereto shall not affect the rights and obligations of the Contracting Parties under, inter alia, any existing agreements or international conventions to which they are also Contracting Parties,

In the event of any inconsistency between a provision of this Agreement and a provision of any existing bilateral or multilateral air services agreement(s) (including any amendments thereto), by which two or more of the D-8 Member States are bound or which is not covered by this Agreement, the provision which is less restrictive or more permissive or which is not covered by this Agreement, shall prevail. If the inconsistency concerns provisions relating to safety or aviation security, the provisions prescribing a

higher or more stringent standard of safety or aviation security shall prevail to the extent of the inconsistency.

ARTICLE 18
FINAL PROVISIONS AND VALIDITY

This Agreement shall be deposited with the Depository who shall promptly furnish a certified true copy thereof to each Contracting Party.

This Agreement shall enter into force when the notification by Contracting Parties to the Depository of completion of the appropriate internal state procedures required by their respective national legislation. This Agreement will be valid in between the signatory contracting parties in case not all the contracting parties signed the agreement.

The Depository shall register this Agreement with the International Civil Aviation Organization as soon as it enters into force.

IN WITNESS WHEREOF, the undersigned, being duly authorized by their respective Governments, have signed this D-8 Member States Multilateral Agreement on **International** Air Services.

DONE at this..... in (eight) 8 original copies in the English language.

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For the Government of the
People's Republic of
BANGLADESH

For the Government of
MALAYSIA

For the Government of the
Arab Republic of EGYPT

For the Government of the
Federal Republic of NIGERIA

For the Government of the
Republic of INDONESIA

For the Government of the
Islamic Republic of PAKISTAN

For the Government of the
Islamic Republic of IRAN

For the Government of the Republic
of TURKEY

For Secretary General, D8

Secretariat of D8 Organization

*Alphabetic order

ANNEX I
ROUTE SCHEDULE

The airlines designated by the D-8 Member States shall be entitled to operate international air services in both directions on condition that 3rd and 4th freedom traffic rights are unlimited as follows:

From	Intermediate Points	To	Beyond Points
Any points in each 0-8 Member States	Any point to be specified later(*)	Any points in each 0-8 Member States	Any point to be specified later(*)

-(*) The intermediate points and beyond points on the above routes, and 5th freedom traffic rights which may be exercised at such points by the designated airlines, shall be jointly determined between the aeronautical authorities of both Contracting Parties.

-Intermediate and beyond points may be omitted by the designated airline(s) on any or all flights at their discretion provided that such services on this route shall start and terminate in the territory of the Contracting Party designating the airline.

Annex II

Code sharing Arrangements

1. In operating or holding out the agreed services on the specified routes, or on any sector of the routes, the designated airline(s) of each Party may enter into code sharing arrangements as co-operative marketing and /or operating airline, with:

- (a) an airline or airlines of either party; and/or
- (b) an airline or airlines of third country;

2. The entitlements set out in paragraph (1) above may be exercised only where:

- (a) Such carriers hold the appropriate authority to operate on the routes and segments concerned, and meet the requirements normally applied to such arrangements;
- (b) In respect of any ticket sold, the airline involved makes it clear to the purchaser at the point of sale which airline will actually operate each sector of the service and with which airline or airlines the purchaser is entering into a contractual relationship.

3. Capacity offered by a designated airline acting as the marketing airline on the services operated by other airlines shall not be counted against the capacity entitlements of the Party designating the said airline.

4. No fifth freedom traffic rights or stop over rights shall be exercised by the marketing airlines on the services provided under code share arrangements.

5. The designated airline or airlines of one Party may also offer code share services on the connecting domestic segments to and from the gateway points specified in the route schedule in the territory of the other Party; provided that such services are operated by an airline of the other Party and forms a part of a through international journey.

6. The absence of an understanding between either contracting party and a third party relating to third country code share arrangements will not preclude the exercise of this entitlements by the designated airlines of either party.

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7. The schedules of the code sharing services will be notified to the aeronautical authorities of both Parties before the proposed date of their introduction in accordance with domestic regulations.



TASK FORCE ON SAFETY AND SECURITY

**THE 13TH D-8 MEETING OF DIRECTORS-GENERAL AND
EXPERT WORKING GROUP ON CIVIL AVIATION**

12-13 NOVEMBER 2024
SUENO HOTELS DELUXE BELEK
ANTALYA-TÜRKİYE

TEAMCAAM
Safe Sustainable *Skies*

TASK FORCE ON SAFETY AND SECURITY



5 Key Words

Collaboration

Safety

Security

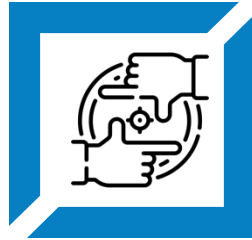
Capacity
building

Innovation

PROPOSE INITIATIVES



Collaborative
Training
Programs and
Capacity
Building



Exchange of
Best Practices in
Aviation Safety
and Security

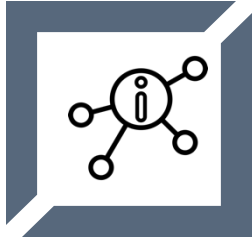


Joint Safety and
Security Audits
and Peer
Reviews



Development and
Implementation of
SMS

OUR COMMITMENT



Technological
Innovation and
Data-Driven
Safety
Improvements



Development of a
Comprehensive
Aviation Security
Program

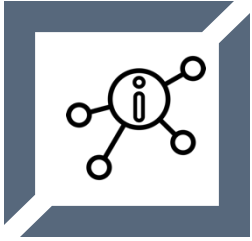


Collaboration on
ICAO Safety
and Security
Standards



Mutual Support
for Crisis
Management
and Incident
Response

OUR COMMITMENT



Integrated Safety and
Security Information
Sharing Platform



Engagement with
International Partners

OUR SUPPORT

OUR DIGITALISATION

Malaysia's initiatives in digitalization for aviation safety underscore a proactive approach toward adopting cutting-edge technologies and fostering collaboration to ensure a safer and more efficient aviation environment.

Along with the initiative of "No country left behind," we would appreciate the opportunity to share our digitalization **framework** with ICAO Member States, to enhance safety and security in aviation.

OUR SUPPORT

01

CAAM AVIATION REPORTING SYSTEM (CAREs)

CAREs is an online safety reporting system which is in compliance with the ICAO ADREP (Accident/Incident Data Report) taxonomy. Malaysia is open to sharing its experience and collaborating in developing and utilizing CAAM Aviation Reporting System (CAREs). This includes insights into the adaptation and customization to meet specific requirements in a cost-effective manner.

OUR SUPPORT

02

COMPLIANCE QUESTIONNAIRES (CQs)

As part of ongoing efforts to embrace digital transformation and in line with The International Civil Aviation Organization (ICAO) Critical Elements 7 (CE-7) Surveillance Obligation, CAAM has developed an online digital (google workspace) audit checklist known as Compliance Questionnaires (CQ). This innovative tool aims to streamline and enhance the auditing process by digitising the checklist used to assess stakeholders' compliance with regulatory requirements.

OUR SUPPORT

03

RAIN APP

CAAM has embarked on a pioneering journey towards digitalization. Acknowledging the limitations inherent in traditional hardcopy checklists employed during ramp inspections, CAAM has introduced the "RAIN APP" – a comprehensive digital platform specifically engineered to enhance the efficiency, accuracy, and overall effectiveness of these inspections.

OUR SUPPORT

04

EN-ROUTE AND STATION AUDIT APPLICATION (ERSA)

The CAAM ERSA application uses the online-based spreadsheet software platform that is accessible by inspectors either online or offline. It is a series of checklists divided into three parts; the Cockpit En-route (CEN), Cabin (CCR) and Station (STN). The Lead Auditor will create a common reference number such as a particular operator, date and other audit details. For the respective CEN, CCR and STN checklists, the audit team member will use the same reference to create a specific checklist for each part. The application will then consolidate all the completed checklists in one report.

OUR SUPPORT – SAFETY EVENT

01 

MALAYSIA AVIATION SAFETY SEMINAR (MASS)

MASS is a pivotal event gathering delegates from ICAO Member States in the Asia Pacific region. The program's main objective is to foster information sharing among participants, facilitating the exchange of expertise and perspectives on implementing civil aviation safety oversight systems. It serves as a dynamic forum for active participation in debates, information exchange and exploration of new ideas. The seminar focuses on addressing current and emerging aviation safety topics, promoting industry best practices, and encouraging the exchange of safety data to build a robust and proactive aviation safety culture.



TEAM CAAM
Safe Sustainable Skies

Thank You



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CIVIL AVIATION AUTHORITY OF MALAYSIA

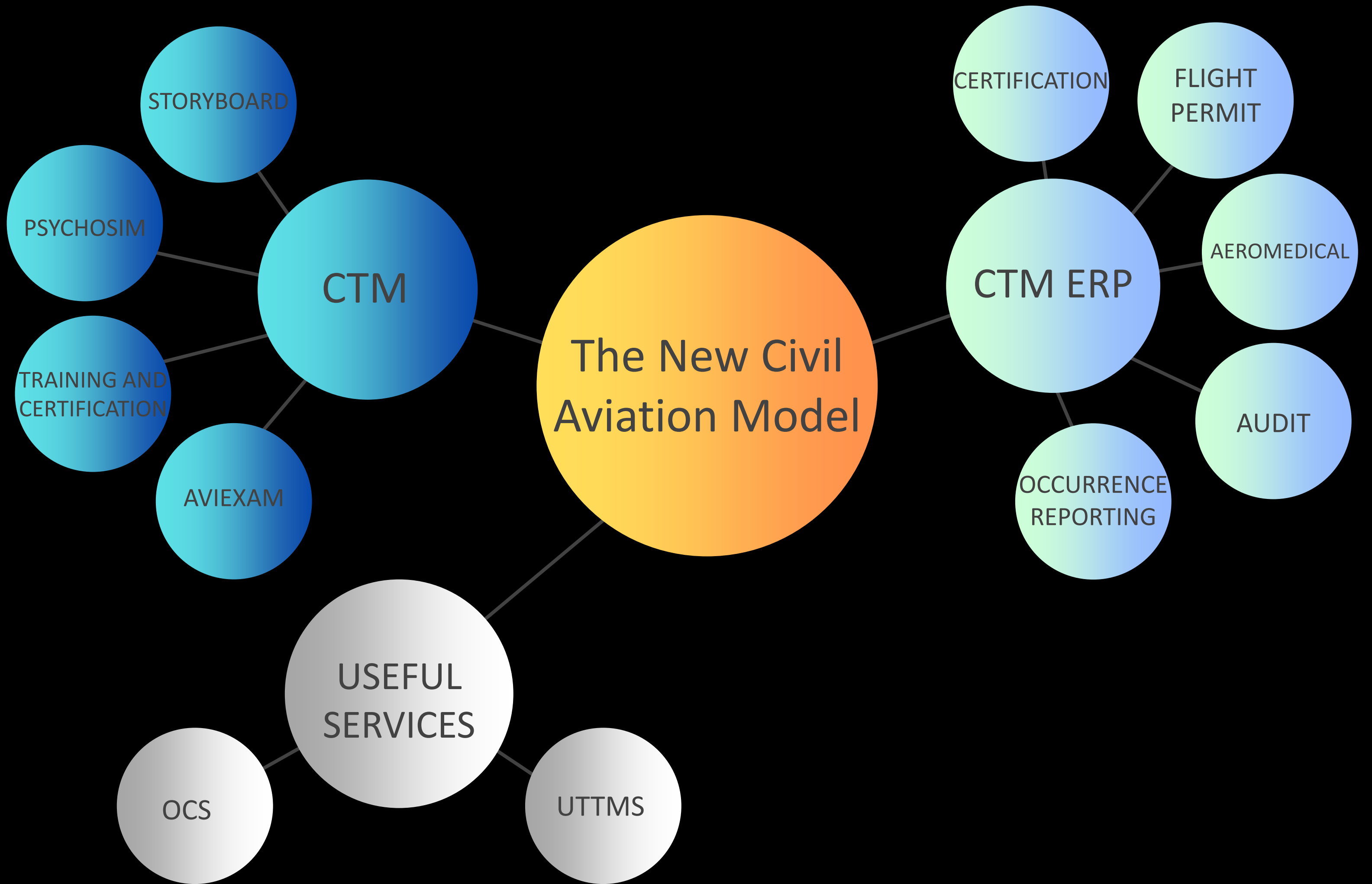


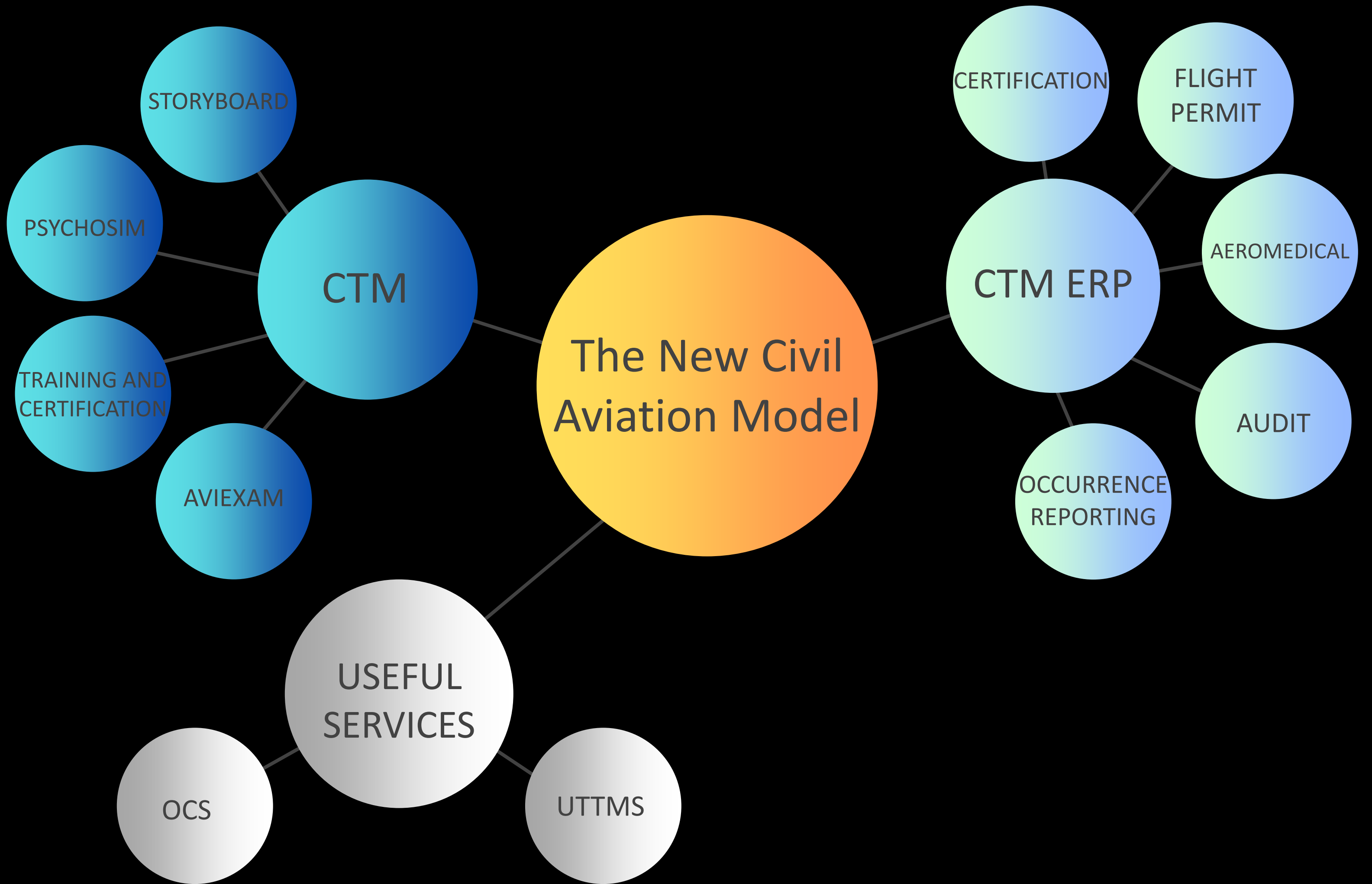
[CAA_MALAYSIA](https://www.instagram.com/CAA_MALAYSIA)



AI in the Sky: A Unified Approach with ICAO







THE NEW CIVIL AVIATION MODEL

NCLB

Through the No Country Left Behind approach, a trackable structure that meets ICAO's expectations is provided to developing countries in aviation

CBT

The competency based training is truly brought to life, providing candidates with the necessary qualification requirements

EBT

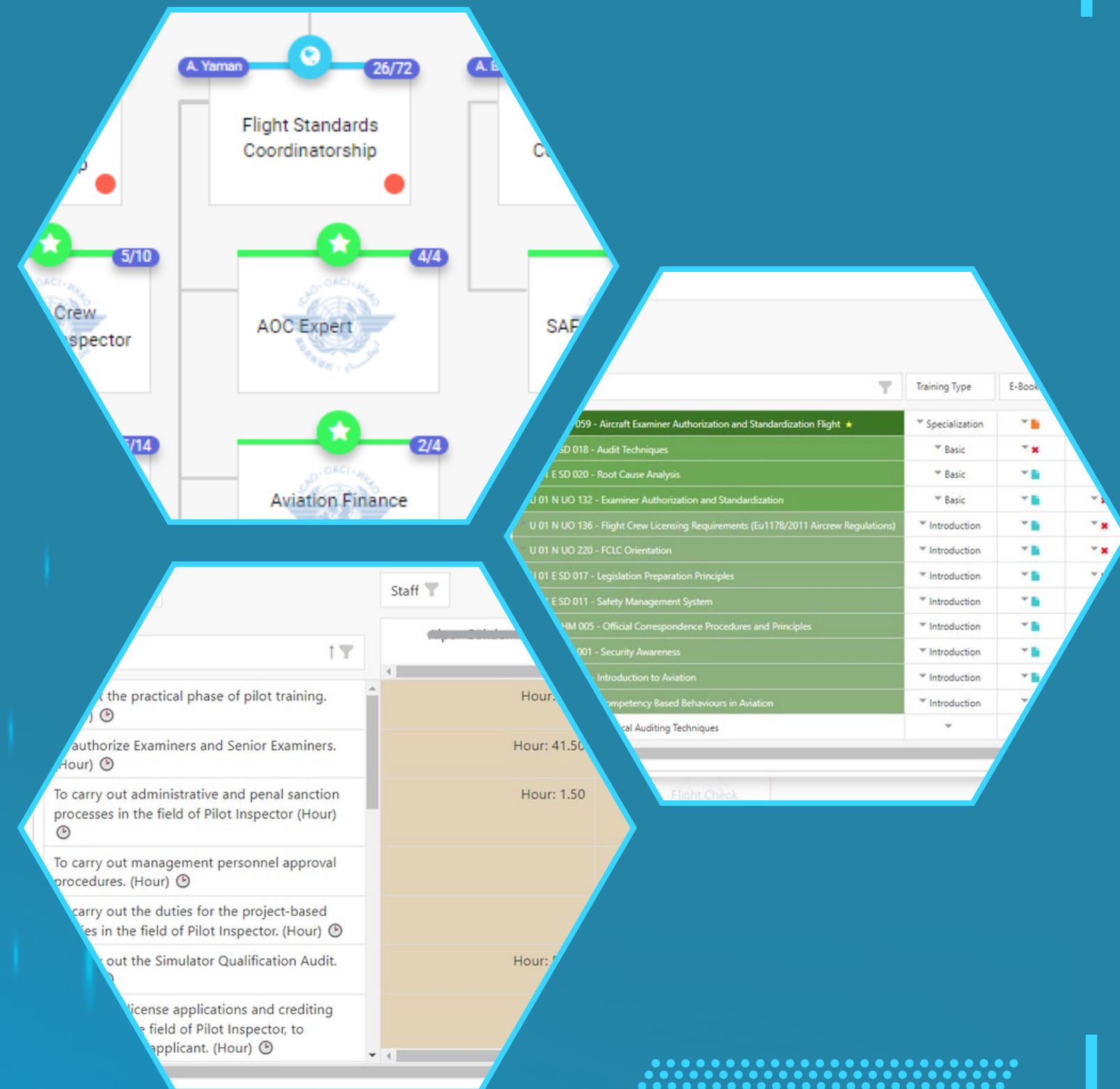
With EBT, all training is conducted and measured based on evidence

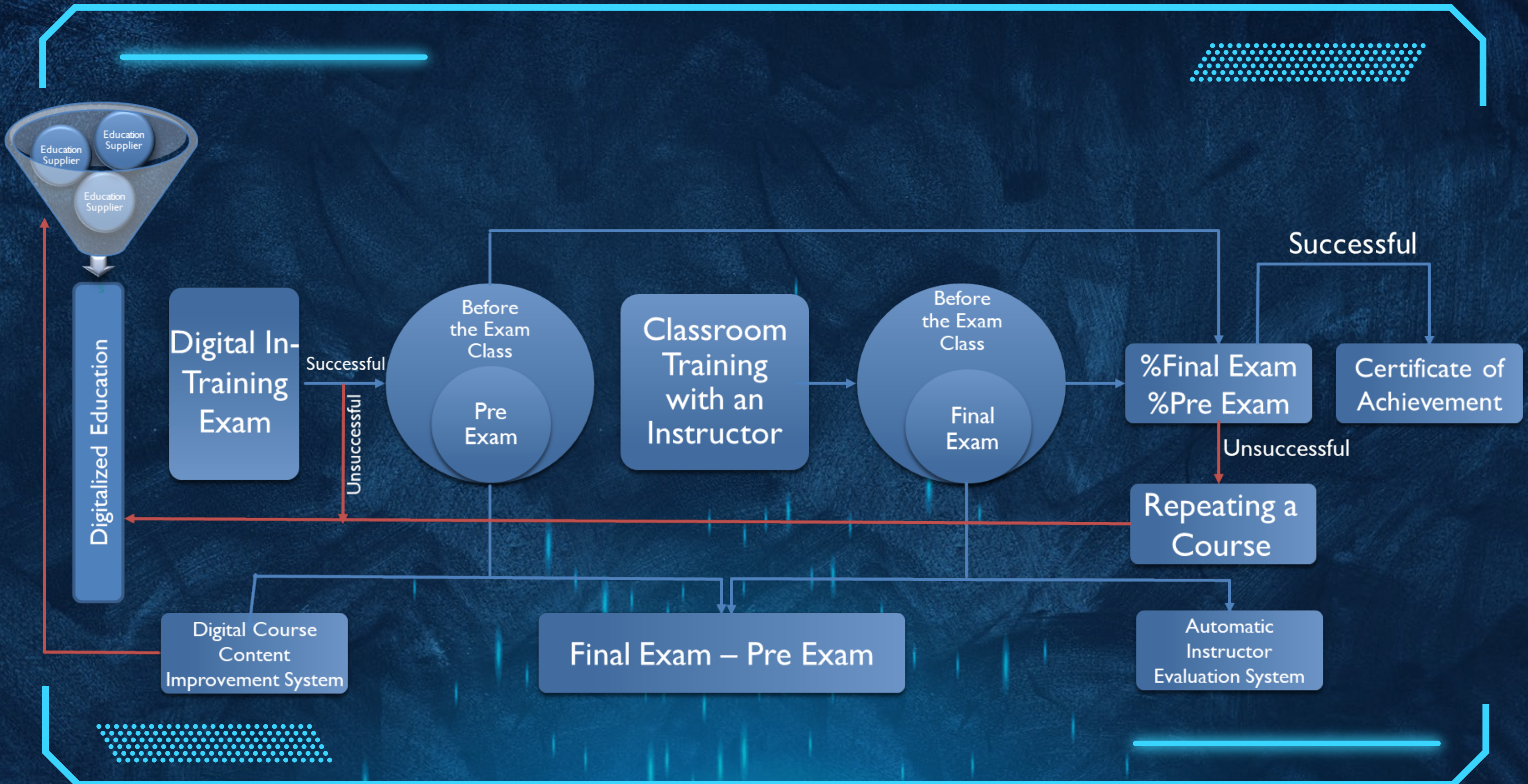
ESTABLISHMENT OF A ROBUST CIVIL AVIATION ORGANIZATION

Centralized Training Management: Training content and materials are delivered to all users efficiently and reliably from a single access point

Licensing and Training Processes: Pilots, technicians, and all professional profiles are recognized as licensed roles, and their training needs are comprehensively met through practical, theoretical, and simulator-based modules

Competency-Based Task Management: Job titles for both industry professionals and regulatory authorities are supported with competency-based tasks, ensuring that training and evaluation processes align with role-specific requirements

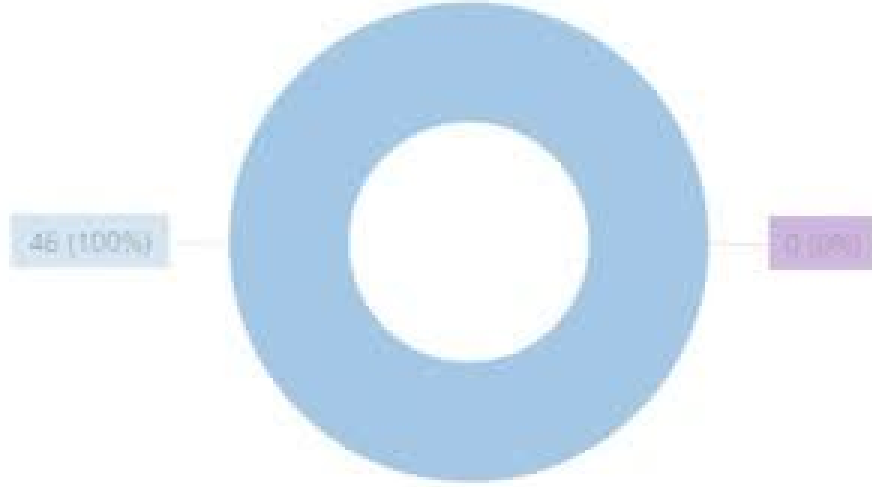






My Task Statuses

AYLIK PLANLANMIŞ GÖREV ■ AYLIK TAMAMLANMIŞ GÖREV ■
AYLIK KULLANILAN İZİN SAYISI ■



AYLIK PLANLANMIŞ GÖREV

0

AYLIK TAMAMLANMIŞ GÖREV

46

AYLIK KULLANILAN İZİN SAYISI

0

Notes

Note...

Exam and Education Announcements

8 Ekim 2024

[Personelin KDM Sisteminden Tamamlaması Gereken Eğitimleri Hk.](#)

3 Ekim 2024

[Ekim 2024 Sınav Takvimi](#)

2 Eylül 2024

[2024-2025 Yıllık Eğitim Planı](#)

Events

14 Eylül 2024 - 08:00

Subject: THY Görevde Yükselme Sınavı

TS4A'daki tüm destekler ve Kitapخانه kullanılmayacaktır.

Place: Türk Silahlı Kuvvetleri Akademisi ZA 101

13 Eylül 2024 - 10:30

Subject: Hava Sağlık Uzmanları CTM Hava Sağlık Modülü Kullanımı Eğitimi

Hava Sağlık Uzmanları CTM Hava Sağlık Modülü Kullanımı Eğitimi

Place: Ahmet Karaman Toplantı Salonu

5 Temmuz 2024 - 14:30

Subject: U O1 E SD 024 Havacılığa Giriş Son sınavı

U O1 E SD 024 Havacılığa Giriş Son sınavı

Place: SHGM Online Sınav Salonu

Other Announcements

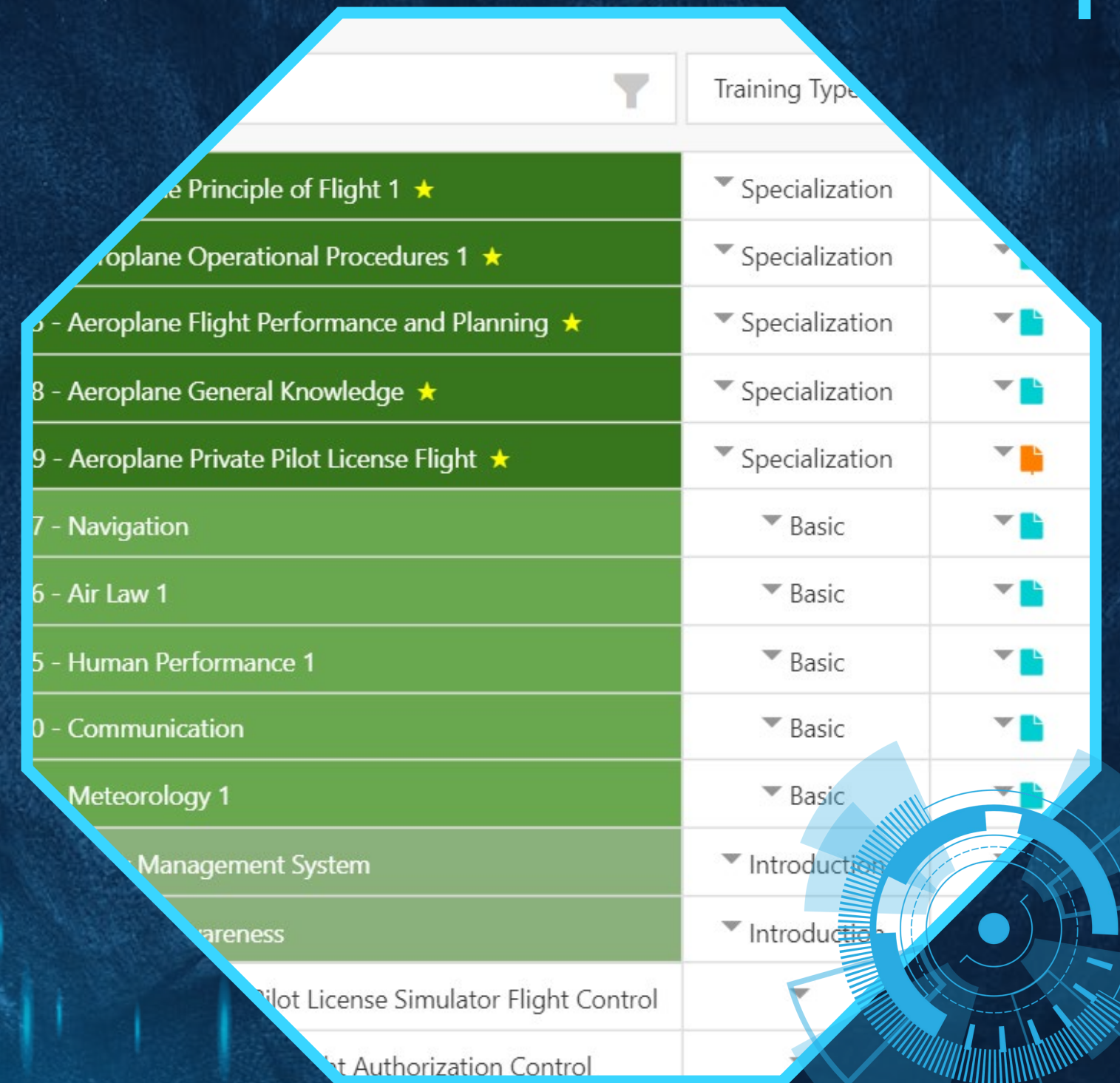
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PRACTICAL CHECK FORMS

Practical check forms measure the trainee through hands-on methods. The forms are filled out by the examiner, determining the trainee's score. With the digitization of check forms in the new system, the expert evaluating the trainee will be able to directly provide data flow through the system, allowing the trainee to track information related to their practical exam from this platform.



	Training Type	
1 - The Principle of Flight 1 ★	▼ Specialization	
2 - Aeroplane Operational Procedures 1 ★	▼ Specialization	
3 - Aeroplane Flight Performance and Planning ★	▼ Specialization	
4 - Aeroplane General Knowledge ★	▼ Specialization	
5 - Aeroplane Private Pilot License Flight ★	▼ Specialization	
6 - Navigation	▼ Basic	
7 - Air Law 1	▼ Basic	
8 - Human Performance 1	▼ Basic	
9 - Communication	▼ Basic	
10 - Meteorology 1	▼ Basic	
11 - Management System	▼ Introduction	
12 - Awareness	▼ Introduction	
13 - Pilot License Simulator Flight Control		
14 - Flight Authorization Control		

PRACTICAL CHECK FORMS

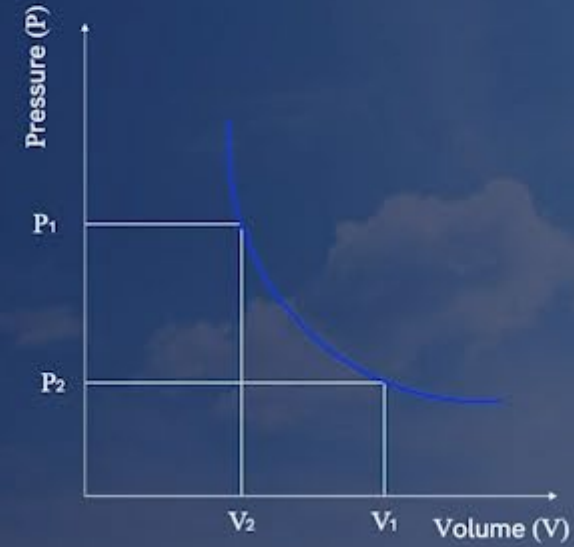
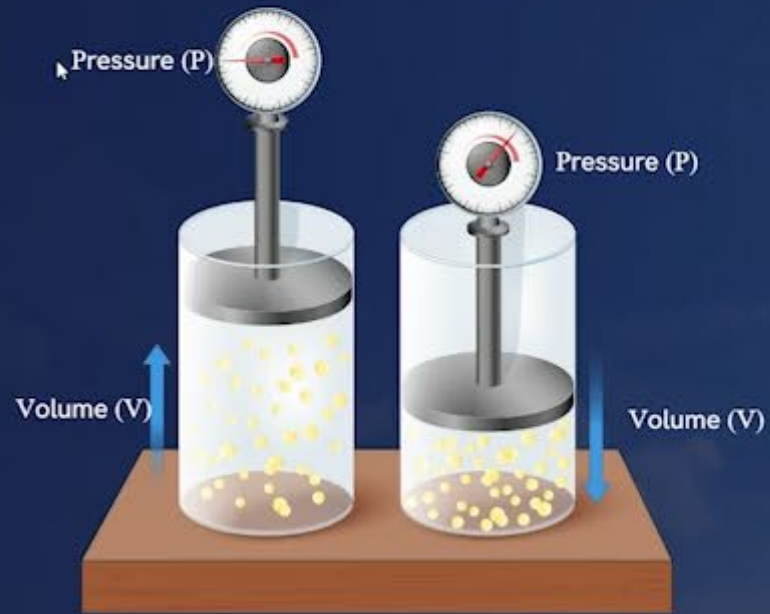
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ITEM	DESCRIPTION	EVALUATION CRITERIA	SCORING		
			Max Point	Pass	Point
1	Use of checklist		1000	>=700	
2	PRE-FLIGHT OPERATIONS AND DEPARTURE				
1	Pre-flight, including: Flight Planning, documentation, mass and balance determination, weather brief, NOTAMS	SATISFACTORY a. Meydan, çalışma bölgesi ve seyrüsefer rotasına ait varsa notamları gözden geçirmek. b. Meydan, çalışma bölgesi ve seyrüsefer rotasına ait meteorolojik durumun detaylı olarak değerlendirmesini yapmak.	20	14	
2	Aeroplane inspection and servicing	SATISFACTORY a. Uçuştan önceki harici ve dâhili kontrolleri eksiksiz ve çekliste uygun şekilde yapmak. b. Uçak üzerindeki uçuş öncesi kontrol çeklistinde geçen tüm aksam ve parçaları tanımak ve kontrol usullerini bilmek.	20	14	
3	Performance considerations and trim	SATISFACTORY a. Taksi talimatını tam olarak almak ve uygun kumandalarla taksiye başlamak. b. Hızlı yürüyen insan süratinde taksi yapmak ve istikamet hatası yapmamak.	20	14	
	Performance considerations and trim	SATISFACTORY a. Uçağa ait performans kartlarını tam ve doğru olarak kullanarak performans hesaplamalarını yapabilmek, kütle ve balans teorik sınavından geçerli not almış olmak ve bu hesapları yardımsız yapabilmek. b. Uçuş için yeterli ve uygun yakıt alınmasını sağlamak. Gerekliğinde ağırlık ve denge formunda ilgili değişiklikleri yapmak.	20	14	
	Performance considerations and trim	SATISFACTORY a. Tırmanıştan düz uçuşa geçişte, rüzgâr altı uçuş irtifasında, esas bacağa alçalışlı dönüşe kadar en fazla ± 20 ft'e kadar (benzetilmiş motor arızası durumunda ± 50 ft'e kadar) sapma yapmak, hemen düzeltmek. b. M/T giriş usullerini tam ve doğru olarak uygulamak.	20	14	

BOYLE Law



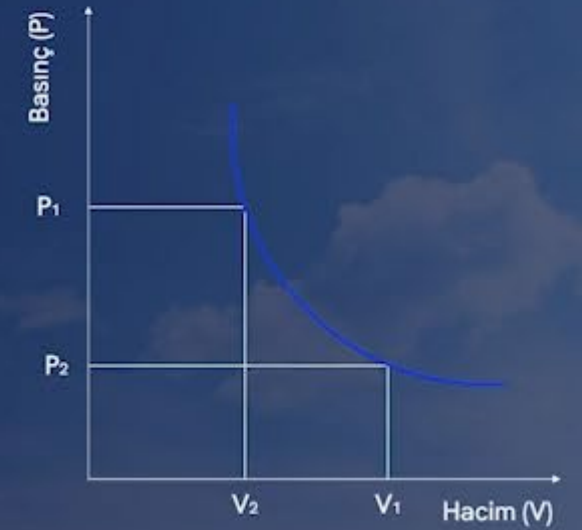
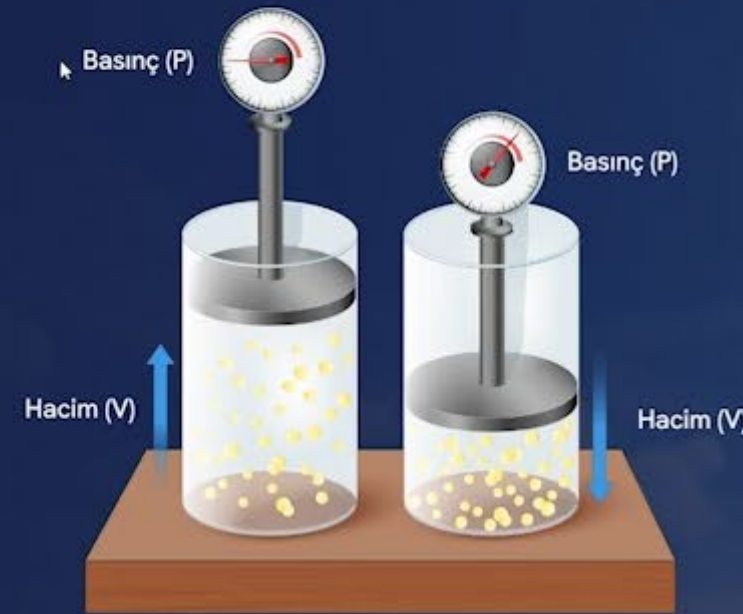
The volume of a gas changes inversely proportional to the pressure to which that gas is subjected when the temperature remains constant. Mathematically, $P_1 \times V_1 = P_2 \times V_2$. The changes in a balloon at altitude are also seen in organs containing gases, such as the stomach and intestines. At 18,000 feet, the volume of the stomach is 140 cm³ larger than that calculated with dry gas. This shows that the relative change in the volume of gas saturated with water vapor at the same pressure change is greater than that of dry gas. Boyle's law describes the effects of pressure changes due to trapped gases in body cavities such as the ear, sinuses, stomach and intestines.



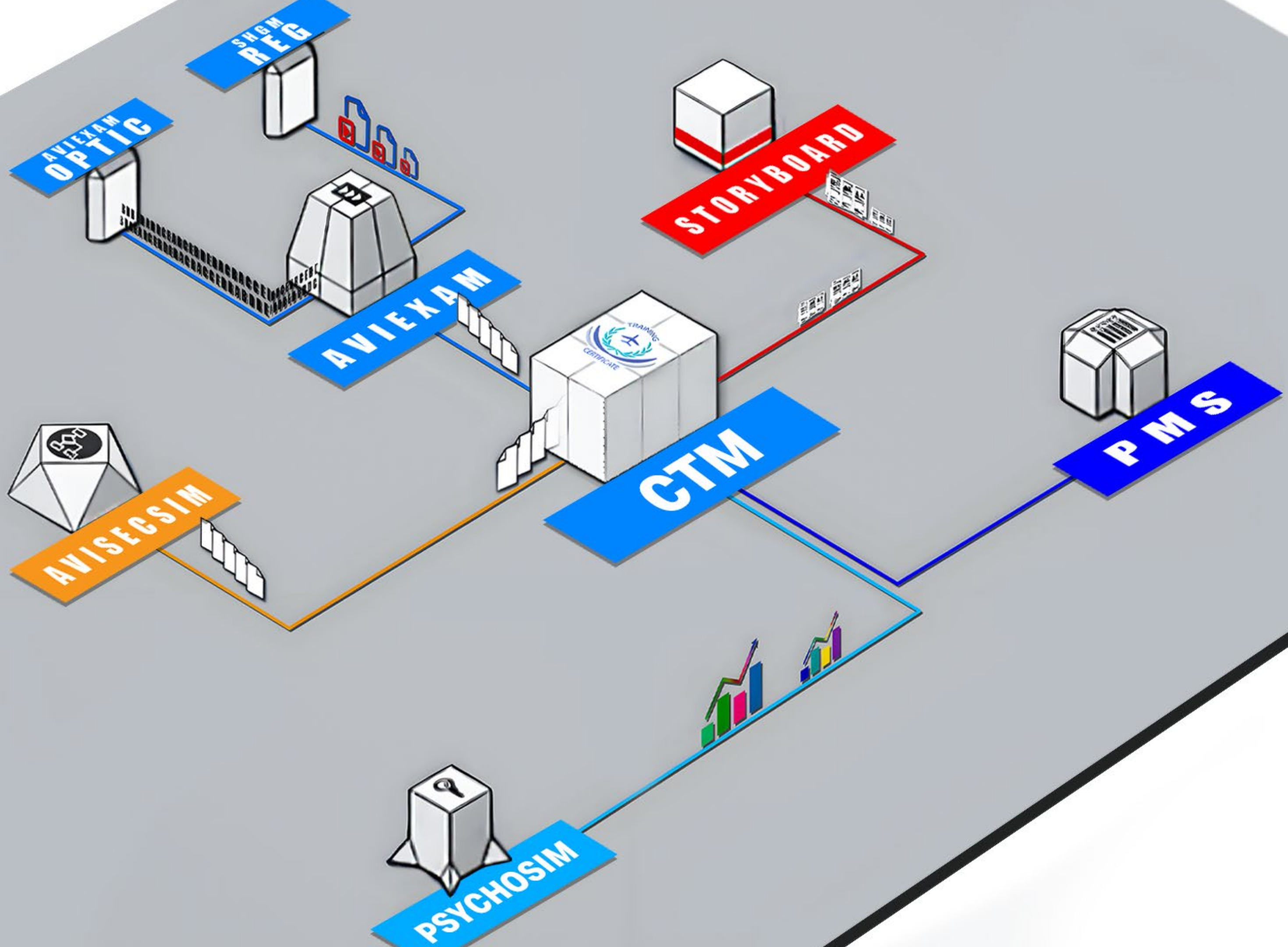
BOYLE Kanunu



Bir gazın hacmi, sıcaklık sabit kaldığında bu gazın maruz bulunduğu basınçla ters orantılı olarak değişir. Matematiksel olarak, $P_1 \times V_1 = P_2 \times V_2$ 'dir. Bir balonun irtifaya çıkarıldığında gösterdiği değişiklikler mide ve bağırsaklar gibi içinde gaz bulunan organlarda da görülür. 18.000 feet'de midenin hacmi kuru gaz ile yapılan hesaplamada elde edilenden 140 cm³ daha büyüktür. Bu da aynı basınç değişikliğinde su buharıyla doymuş gazın hacminde meydana gelen rölatif değişikliğin kuru gazdan daha büyük olduğunu gösterir. Boyle kanunu kulak, sinüs, mide ve bağırsaklar gibi vücut boşluklarındaki hapsedilmiş gazlara bağlı basınç değişikliğinin etkilerini açıklar.



CERTIFICATE





**Thank You For Your
Attention**

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<https://kdm.shgm.gov.tr>