



Airworthiness Engineering and Management Research Group (AEM), University Kuala Lumpur (UniKL), Malaysian Institute of Aviation Technology (MIAT)



ASEAN AVIATION INTEGRATION PLATFORM, Institute of Malaysian and International Studies (IKMAS), Universiti Kebangsaan Malaysia (UKM)

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Seminar on “Unmanned Aircraft System (UAS) Policies and Economic Opportunities in Malaysia and ASEAN”

Date: 17 May 2019

Venue: Meeting Room Lestari, UKM

Time: 09.00am -12.30pm

Synopsis

We are familiar with Drone, anything that flies using remote control under line of sight and flies autonomous, we call them drone. Some of this drone is big with higher payload and some carries passengers, which we still call it drone. It is passenger Drone. The common aspects of this drone are a vehicle without pilot onboard. The ICAO has defined this vehicle as Unmanned Aircraft System (UAS), which “An aircraft and its associated elements which are operated with no pilot on board”. In the last decade, the UAS has become one of the deadly weapon systems in various conflicts around the world. However, the UAS has become increasingly popular for aerial surveillance, photography, videography, inspection of facilities, and delivery of bloods to remote hospital. The ICAO acknowledged that the UAS are a new component of the aviation system and sooner it will integrate into commercial airspace flying along jet transport aircraft delivering cargoes. ICAO has taken the initiative to publish Cir 328 AN/190 “Unmanned Aircraft Systems (UAS)”. The purpose of this circular is to:

- a) *apprise States of the emerging ICAO perspective on the integration of UAS into non-segregated airspace and at aerodromes;*
- b) *consider the fundamental differences from manned aviation that such integration will involve; and*
- c) *encourage States to help with the development of ICAO policy on UAS by providing information on their own experiences associated with these aircraft.*

The ICAO also clarifies that “Unmanned Aircraft (UA) are, indeed, aircraft; therefore, existing SARPs apply to a very great extent. The complete integration of UAS at aerodromes and in the various airspace classes will, however, necessitate the development of UAS-specific SARPs to supplement those already existing. How do we explore the drone beyond the conventional hobbies and aerial photo, surveillance and what is required to move into the next domain, commercial UAS operation, operating in civil airspace? This seminar addresses the intricate issues on the UAS. Therefore, the following topics will be discussed.

1. *Legislation*
2. *Airworthiness*
3. *Navigation*
4. *Economy*
5. *Proposed Proof of Concept UAS Operation*

The speakers are;

	<p>Prof. Dr Sufian Jusoh Director IKMAS, Head of Centre for Asian Studies. International Trade and Development, International Investment Policy, International Law and Economic Law, Economic Diplomacy, Intellectual Property Management. Head of ASEAN AVIATION INTEGRATION PLATFORM, a platform to study ASEAN Aviation Aerospace Policies.</p>
	<p>Juergen Keitel He is an aviation strategist, Transformational Leader, International Development, Digital Tech Integrator. The founder of the long range unmanned aerial vehicle (UAV / Drone) competition.</p>
	<p>Mohd Ezwani Bin Kadir He hold a MSc in Engineering Management and holds Aircraft Maintenance Engineer's Licence (AMEL) from CAAM Malaysia. He was with the MAS and was the engineer for the F50. He is now with the UniKL MIAT as a lecturer and he has been teaching MCAR 2016 for several semesters. He is also a member of the Airworthiness Engineering and Management Research Group (AEM), University Kuala Lumpur (UniKL), Malaysian Institute of Aviation Technology (MIAT).</p>
	<p>Abu Hanifah Haji Abdullah, Peng, PTech He has been in aviation industry for 30 years in the area of aircraft design, certification, manufacturing, operation, maintenance and airworthiness. He used to work for Airod Sdn Bhd, CTRM Sdn Bhd, Eagle Aircraft Pty. Ltd. (Perth, Western Australia), Department of Civil Aviation (DCA) in Airworthiness Sector, and now with UniKL MIAT. He is now the Head of the Airworthiness Engineering and Management Research Group. He has been appointed as consultant in several project in Design and Certification of UAS. He also taught several courses in UAS Design and Certifications.</p>
	<p>Anthony Xavier Retired Air Traffic Controller and trainer for 40 years with the DCA Malaysia, DCA is now CAAM. He has been consultant in various development of air traffic services around the world.</p>

Programme	
09.00am - 09.15am	Registration
9.15am – 9.30am	Opening by Director of IKMAS
9.30am – 10.00am	Air Legislation
10.00am – 10.30am	UAS Design and Certification
10.30am – 11.00am	Air Traffic Management
11.00am – 11.30am	UAS Business around the world and opportunity in ASEAN
11.30am – 12.00pm	Long range unmanned aerial vehicle (UAV / Drone) operation
12.00pm – 12.30pm	Q&A