

Aircraft Airworthiness and Challenges in Ensuring Commonality of Regulations within ASEAN

19-21st December 2018 | 9.00 am – 5.00 pm
Bilik Kuliah Utama Lestari, UKM

Abstract

Aircraft must be airworthy to legally fly for operation. Aircraft airworthiness is defined as the aircraft in accordance with its approved design and in condition for safe operation. This definition is not understood by general public and it becomes serious topic of discussion once the aircraft involved in incident and accident. Some of the industry players, who are not directly involved in aircraft operation may not also aware of the aircraft airworthiness. The aircraft airworthiness is divided into two stages; initial airworthiness and continuing airworthiness. The initial airworthiness requires aircraft to be designed in accordance with the airworthiness requirement by an approved design organization. Once the aircraft has been certified, then the aircraft must be manufactured by an approved production organization. After the completion of manufacturing and production of aircraft, the aircraft will be inspected for the issuance of airworthiness approval. In order to be continually airworthy, the aircraft must be maintained by an approved maintenance organization. The maintenance activities must be in accordance with approved maintained program, which is approved by continuing airworthiness management organization. Competency of the personnel working on aircraft is another factor to ensure the aircraft is airworthy. Therefore, the competency is acquired through approved maintenance training organization, which conducting approved training syllabus. Once the aircraft involved in an incident or accident, an independent investigation agency must conduct thorough investigation to determine the root cause of the incident and accident. The investigation must develop the recommendations to ensure the root causes are eliminated and the risks are minimized. The whole ecosystem in ensuring the aircraft is airworthy are monitored by the International Civil Aviation Organization (ICAO). After going the process on ensuring aircraft airworthiness, how do we address inter countries airworthiness activities. In ASEAN, there are 10 countries with individual policies and process of continuing airworthiness. To operate the aviation business efficiently, can we establish commonality inter ASEAN? This seminar will address the aircraft airworthiness perspective and challenges to have common policies and process within ASEAN.

Programme	
DAY 1 (Wednesday, 19 December 2018)	
Bilik Kuliah Utama Lestari, UKM	
8.30am – 9.00am	Registration
9.00am – 9.10am	Opening
9.10am – 10.00am	Aircraft Initial Airworthiness <ul style="list-style-type: none"> • Aircraft Design Requirements (CS-25) • Aircraft Type Design (TC/TCDS) • Aircraft Design Organization (Part 21 Subpart J) • Aircraft Production Organization (Part 21 Subpart G, AS9100, NADCAP) Speaker: Assoc. Prof. Ir. Abu Hanifah Haji Abdullah
10.00am – 10.20am	Q&A
10.20am – 10.30am	Tea Break
11.00am – 11.50am	Aircraft Continuing Airworthiness <ul style="list-style-type: none"> • Experiential Learning from Implementing Aircraft Continuing Airworthiness Management (CAM) Across Asia – Part M Subpart G Speaker: En. Nazri Hashim
11.50am-12.00pm	Q&A
12.00pm-12.50pm	Aircraft Continuing Airworthiness <ul style="list-style-type: none"> • Aircraft Maintenance Training (Part 147/66) Speaker: En Zulkifli Haji Harun

1.00pm – 2.30pm	Lunch
2.30pm – 3.20pm	Air Legislation <ul style="list-style-type: none"> • ICAO • Malaysia Civil Aviation Regulation (CAR) 2016 • Notices, Requirements, Circulars, Directives Speaker: En. Mohd Ezwani Kadir
3.20pm-3.30pm	Q&A
3.30pm-4.20pm	Aircraft Continuing Airworthiness <ul style="list-style-type: none"> • Maintenance Repair and Overhaul (MRO) <ul style="list-style-type: none"> • Part 145 • Part M Subpart F Speaker: En. Ahmad Rashidie Mustapah
4.20pm – 4.30pm	Q&A
4.30pm – 5.00pm	Tea Break - End of Day 1
DAY 2 (Thursday, 20 December 2018) Bilik Kuliah Utama Lestari, UKM	
9.30am – 10.30am	Air Incident and Accident (Annex 13) Speaker: Dato' Yahaya Abdul Rahman
10.20am – 10.30am	Q&A
10.30am – 11.00am	Tea Break
11.00am – 11.50pm	Experience on Universal Safety Oversight Audit Programme (USOAP) Speaker: Dato' Yahaya Abdul Rahman Dato' Seri Azharuddin A. Rahman
11.50pm – 12.00pm	Q&A
12.00pm – 12.50pm	Looking for another perspective, imagine airlines under one ASEAN regulatory Speaker: En. Nazri Hashim
12.50pm – 1.00pm	Q&A
1.00pm – 2.30pm	Lunch
2.30pm – 3.20pm	Economic Impact On Downgrade Speaker: Assoc. Prof. Dr. Tamat Sarmidi
3.20pm – 3.30pm	Q&A
3.30pm – 5.00pm	Public Forum – Exit Levy, do we need it? Speakers to be confirmed
DAY 3 (Friday, 21 December 2018) Bilik Mesyuarat IKMAS, UKM	
9.30am – 10.30am	Liberasing Ownership and control of ASEAN Airlines – Ridha Aditya Nugraha (Indonesia), Dr. Lalin Kovudhikulrungsri (Thailand), Sufian Jusoh (Malaysia)
10.20am – 10.30am	Q&A
10.30am – 11.00am	Competition Policy and Liberalisation of Ownership and Control of Airlines Duongthip Chomprang, IITD, Thailand
11.00-11.20 am	Q&A
11.30 am – 12.00	The Future Direction of ASEAN Aviation Industry Juergen Keitel, Air Asia
12.00pm-12.30	Lunch End of Workshops

*For attendance please contact +60389214169 (Main Office IKMAS – Cik Nur Fadzilla) or 011-16398566 (Cik Noor Carmelita Binti Mohamed Noor)