

SUPPORTING MH/AK

Chedet.co.cc

September 27, 2011

By Dr. Mahathir Mohamad

1. I have been asked why I support bringing MAS and Air Asia together. Don't I know that it is a bad deal; that MAS has been cheated by Air Asia?

2. I support MAS/Air Asia cooperation because for years now I have been fed-up with the management of MAS. Government had supported MAS with funds and protection but MAS had never done well.

3. Air Asia is a newcomer but it has managed to sustain itself. Despite giving free seats and cheap fares it is still surviving. And it is apparently making some profits. By right it should close down by now. That it is still around must be because its management knows something that I don't know.

4. I visited the head office of Air Asia and I flew Air Asia to London and I understand a little how Air Asia operates.

5. Let us take one example. Air Asia Airbus A340 flew into Stanstead, England, with a full load of passengers and I mean full load. The business class was full.

6. I will not mention the VIP treatment that I got. It is not standard and therefore it should not be cited as an example.

7. But what I noticed about the operation is that having flown for 13 hours non stop KL-London, the aircraft flew back to KL one-and-a-half hours later (with a different crew of course).

8. But MAS aircrafts stay on the ground in Heathrow for at least 12 hours. On some routes the air crew would stay in hotels for four days before flying back.

9. When airlines stay on the ground they will not help earn income for the company. Instead they have to pay ground parking charges. Commercial aircrafts should be flying most of the time. Then and then only will they earn money for airlines. And air crews should fly after the statutory rest requirement. Can it be that four days rest is required to certify that crews are fit to fly.

10. This is just one example of not so good management. MAS has a huge staff but Air Asia make-do with a very much smaller staff. They engage in multi-tasking. In fact Air Asia does everything possible to minimise overheads. It would be interesting to compare MAS' overheads per aircraft against that of Air Asia.

11. Long ago I told a very senior man in MAS to learn from Air Asia its operations and how to cut cost. I don't know whether he did.

12. When I was told by Azman Mokhtar that MAS was looking into ways of working together with Air Asia, I did not object. In fact I welcome the proposal.

13. How the co-operation is to be carried out was not told to me. That is up to the parties concerned. All I wanted to see is Air Asia's management playing a role, indirectly or directly in the management of MAS. I believe Air Asia can contribute in this area i.e. unless MAS is not prepared to learn from a "cheap" airline. That would be a tragedy.

14. I hope I have made clear why I support MAS and Air Asia working

together.

58 Comments

1.

Chop's Gravatar Chop

September 30, 2011 at 7:38 pm | Permalink

Salaam Tun. Sebagai bekas pekerja MAS, saya (sebenarnya kami suami-isteri adalah bekas pekerja MAS) dapat merasai sentimen MAS sebagai National Carrier yang terpaksa bergabung dengan syarikat pesaing. Saya faham ego yang terpaksa ditelan. Walaubagaimanapun selama manakah kerajaan terpaksa memberi bantuan kepada MAS yang menjadi satu libiliti secara ekonomi serta politik? Saya punya nilai nostalgia yang tinggi kepada MAS tetapi di masa yang sama waktu telah berubah, syarikat penerbangan legasi di seluruh dunia sedang menghadapi cabaran yang cukup kuat di era LCC, tak kurang yang dah tutup kedai. Sekarang saya sudah berkecimpung selama 22 tahun di dalam industri ini, separuh darinya adalah di dalam MAS, saya sokong pengabungan ini kerana ia mampu memberi impak tinggi dengan mengabungkan kekuatan kedua2 syarikat. Sebagai contoh, berapa billion kah setahun mengalir keluar ke Singapura kerana AK perlu menghantar pesawat2 nya untuk baikpulih (C-Check)? Kalau di lakukan di Hangar MAS, berapa ramai rakyat akan mendapat limpahannya? Saya juga dapati struktur MAS tidak dinamik, kakitangannya tidak dilatih untuk multitasking, yang dapat menjimatkan banyak wang serta lebih kakitangan di jabatan2 tertentu, Karenah birokrasi yang masih tinggi serta pembaziran/ketirisan yang masih berleluasa. Sekian

W'salam

2.

shark0109's Gravatar shark0109

September 30, 2011 at 4:50 pm | Permalink

Assalamualaikum Tun ;

Izinkan saya luahkan pendapat saya..

Bagi saya..Tun sudah silap informasi..Saya sudah bersama Penerbangan Malaysia (MAS) hampir 17 tahun..tak pernah pula saya dengar Kapal Terbang harus di 'ground' di Airport selama at least 12jam.Paling lama pun yg saya tahu ialah 4-6jam setelah ketibaan untuk diambil alih oleh Set Crew yg lain.

Cuba Tun habaq mai..macam mana MAS ni nk buat untung kalau yg dilantik menjadi Pengurusan oleh Kerajaan sibuk nk memenuhkan poket sendiri.

Pernah ke Kerajaan membuat audit..contohnya harga makanan/minuman yg di bekalkan Syarikat LSG kepada MAS..??

Kenapa Nasi Lemak harganya RM60-RM90..??Kenapa Mineral Water RM8..??Harga Telur sebijik RM1.80..??

Itu tak termasuk caj2 mengarut lain terhadap MAS..

Bagaimana MAS nk buat untung kalau kebanyakan Syarikat Pembekal ni bersangkut2 paut dgn Ahli2 Politik kita..

Memang benar AK membuat keuntungan..tapi benar kah AK tu benar2 UNTUNG..??atau sekadar atas kertas sahaja..??Jika benar untung..kenapa liat sangat nk membayar hutang pendaratan yg mencecah beratus juta kepada MAB..??

AK dh boleh berkira2 untuk membuat keuntungan berlipat ganda mulai sekarang..apa tak nye..Kejuruteraan/Maintenance Kapal2 AK dh boleh

di hantar ke MAS Engineering..Pembekalan Catering dh boleh di caj ke MAS..CARGO dh boleh diurus MASCARGO..

Penggabungan MAS-AK memang mengguris hati staff MAS..terutama KAMI-ANAK2 KAPAL MAS.

Bagaimana syarikat kecil boleh menelan syarikat yg sedia ada..WELL KNOWN ENTIRE WORLD..!!!

Adakah 'jiran' yg selama ini ber 'iri hati' dgn kita..tiba2 dtg kerumah kita dan menawarkan bantuan..ADAKAH 'JIRAN' ITU BENAR2 IKHLAS..??..atau ada sesuatu maksud yg tersirat..??

Memang Pengurusan MAS tak cekap..TAPI BUKANKAH PERLANTIKKAN PENGURUSAN ITU DIBUAT OLEH KERAJAAN..??..apakah Pihak Kerajaan TAK CEKAP MEMILIH..??

Kami di MAS tak nampak dimana UNTUNGNYA penggabungan ini.

YANG KAMI NAMPAK..HANYA PIHAK AIR ASIA DAN PIHAK2 TERTENTU YG GHAIB DIBELAKANGNYA SAHAJA AKAN MEMBUAT KEUNTUNGAN KELAK.

Sekarang ni..penerbangan Firefly dh banyak kensel di Sabah/Sarawak..untuk memberi laluan kepada AK..dan kami dengar..tak lama lagi..OPERASI TAMBANG MURAH FIREFLY AKAN DIBATALKAN DAN DISERAP MENJADI FULL SERVICE AIRLINE.ini telah diSAHkan dengan surat Pekeliling by our New MD..Ahmad Jauhari. Ini mungkin untuk memberi LALUAN KEPADA AIR ASIA..

JIKA INI MENJADI KENYATAAN..CUBA TUN HABAQ..MACAM MANA MAS NK BUAT UNTUNG..??MAKIN RUGI ADA LA..

3.

Caleb's Gravatar Caleb

September 30, 2011 at 2:47 pm | Permalink

With MAS, Tajuddin wasn't a person with vision nor experience. He was picked even though I am sure there are more qualified persons out there.

I agree that there are many failed airlines at the moment. With ingenuity, I am sure MAS can succeed. Don't look at Japan Airlines, but look at Singapore Airlines. Why can they succeed & excel when Singapore, as a population, do not have anything? Malaysia has got more population, more resources and etc. We shld be better than them but time & time again, we are always "bullied" to be behind Singaporeans. Its time we need Quality, not Quantity. And competition is good to bring out the best in a person, not smothering. Too much complacency retards progress in oneself.

4.

FXSpec's Gravatar FXSpec

September 30, 2011 at 12:48 pm | [Permalink](#)

As Salam Tun,

I'm veering off topic not out of habit but merely out of necessity. I believe that you are a statin user due to your heart conditions and the bypass procedure (CABG) that you have undertaken twice in the past. Its quite well-known that statins have multiple side effects which include memory loss, muscle pains and even serious liver problems. But your keen memory and mental sharpness based on current performance seem to belie this observed phenomena. I would appreciate it if you can comment on this and other issues relevant to this subject. I was a statin user myself but gave it up due to discomfort of muscle pains which would not desist even after switching to different makes eg. from lipitor to crestor, from crestor to vytorin and then from vytorin to something the name of which escapes me – memory loss? Your wise words on this may help us somewhat in facing up to the dilemma of "spit father dies, swallow mother rots".

To enlighten those not so familiar with this quandary, I paste an article from Mail Online:

“Statins ‘may cause loss of memory and depression’

By Sophie Borland

Last updated at 7:46 AM on 19th January 2011

Cholesterol-lowering pills taken by millions of Britons may cause memory loss and depression, researchers warn.

They say not enough is known about the level of harm posed by statins, prescribed to prevent heart disease and strokes.

Leading doctors say that the drugs should only be taken by patients for whom the benefits of the drug outweigh any potential risks.

Dangerous: Researchers warn that unless a patient is at high risk of suffering a heart attack or stroke, statins may cause more harm than good

More than seven million people in Britain now take statins – as many as one in three adults over the age of 40.

They are extremely effective in lowering levels of cholesterol, the fatty substance in the blood that clogs up arteries leading to heart attacks and strokes.

Many people over the age of 45 are routinely prescribed statins by their GPs if they have slightly high blood pressure or cholesterol.

In addition low-dose pills are increasingly bought over the counter without a prescription. Although they have been proven to be extremely effective – saving up to 10,000 lives a year – researchers warn that not enough is known about their risks.

More...Essential oils 'eases pain of PMS by up to two-thirds'

Ask the doctor: Will statins help control my high blood pressure?

They warn statins should only be prescribed to those with heart disease, or who have suffered the condition in the past. Researchers warn that unless a patient is at high risk of suffering a heart attack or stroke, statins may cause more harm than good.

The study, published in the Cochrane Library, which reviews drug trials, also points out that the vast majority of trials have been carried out by drugs companies who may play-down any possible risks. Some patients taking statins have suffered from short-term memory loss, depression and mood swings.

Previous studies have also linked the medication to a greater risk of liver dysfunction, acute kidney failure, cataracts and muscle damage known as myopathy.

The researchers examined data from 14 drugs trials involving 34,000 patients.

They found that although the drugs did prevent heart attacks and strokes, there was not enough evidence to prescribe them to patients with no previous history of heart disease.

Professor Shah Ebrahim, from the London School of Hygiene and Tropical Medicine said: 'When you put the evidence together you certainly find it supports the use of statins. But we found that evidence of potential harm is not being taken seriously.'

'The adverse effects are not included in the trials.'

Lead researcher Dr Fiona Taylor, added: 'The decision to prescribe statins in this group [who have no history of heart disease] should not be taken lightly.'

Amy Thompson, senior cardiac nurse at the British Heart Foundation, said: 'This systematic review echoes what we already know – that statins have huge benefits for people with heart and circulatory disease, or those who are high risk – they help to reduce the risk of heart disease including heart attacks.'

'It is still unclear whether statins provide any real benefits for people without heart and circulatory disease and who are at low risk.'"

Read more:

<http://www.dailymail.co.uk/health/article-1348435/Statins-cause-loss-memory-depression.html#ixzz1ZPEOo0vh>

5.

crazy diamond's Gravatar crazy diamond

September 30, 2011 at 12:26 pm | Permalink

Dear Tun,

Thanks for willing to sharing your thought on MH/AK. I am sure it could silence the critics which their head was preoccupied with the believes of malpractice and favoritism towards Air Asia. This preoccupation of mindset has prevented the truth from being exposed. Your points was clearly has credibility, spoken by someone whos know something deeply rather than being someone who knows nothing but pretended knows everything. This is the normal practice by someone who doesnt like something but dont have the facts to prove it.

6.

maae's Gravatar maae

September 30, 2011 at 3:36 am | Permalink

Salam Tun,

1. MAS terbang pakai 'Right Wing'. Air Asia terbang pakai 'both wings' (Right Wing itu kerajaan – untung rugi cerita kemudian)

2. Dulu MAS tak percaya tambang murah, sebab nak jadi eksklusif dapat 'anugerah' macam anugerah baru ini. Air Asia tak kira, balun saja janji tambang murah dan terbang. Dapat jadi 'anugerah besar' juga. Jalan betul dan benar.

3.MAS 1st Class. Makan biasa saja tapi harga mesti ikut kelas. Di sini yang haram biasa saja. Air Asia sampai tiada kelas, nak makan bayar,ikut suka. Tidak pula sampai hidangan yang haram.

5.Orang No. 1 atas, segak stail,protokol mesti ada. Belanja promosi gila-gila. Manakala yang satu ini, 'cap' warna merah ada lambang, promosi murah tapi berjaya, pelanggan tengok merah mata. Berniaga gaya naga.

6. Benar Tun. Itu sudah banyak di amalkan. Sekarang kalau nak jimat kos, kita mesti mengamalkan "multi tasking". Staf-staf begini memang aset syarikat bernilai tinggi. Pengurusan masa yang cekap, mendarat dan terbang mengekang, meminima risiko yang untuk meraih pulangan tidak ternilai.

7. Perjalanan terancang dan himpunan tempahan awal penerbangan. Baru boleh di nilai keupayaan dan operasi syarikat dalam jangka waktu sasaran. Untung atau rugi bergantung penuh kepada operasi perancangan perniagaan mengikut perkembangan masa dan visi syarikat masa hadapan.

8. Lemah nya kita, selalu tamak dan salah guna. Tidak ingin akur, ikut perintah, berkerjasama. Hendak menguasai sepenuhnya apabila terbuka sahaja peluang depan mata. Tidak mahu lagi lebihkan usaha. Dapat cara halal atau haram sama saja.

7.

pakbelalang's Gravatar pakbelalang

September 30, 2011 at 1:32 am | Permalink

Dear Tun,

What do you expect MAS to make money when the previous Board & management of MAS is more interested to have a collection of expensive paintings hanging on the wall of MAS office?

They were supposed to be high powered professionals and yet they did not use common sense. Real haprak!

8.

amin tan's Gravatar amin tan

September 29, 2011 at 9:58 pm | Permalink

Dear Tun,

I should say 95% of Malaysia's current development is under your watch. I went to Phnom Penh, Cambodia last week. It was like Malaysia of Pre Mahathir era.

Some Malaysians are not grateful and condemned Tun bitterly. They should visit countries like Cambodia, then they will realise the huge contribution of Tun Dr Mahathir to our prosperity and affluent society.

It was Tun Dr Mahathir who allowed Tony Fernandiz to translate his considerable talent and ability and make Air Asia a success story. Tony is not a Malay and Tun Dr Mahathir help him and thus help the nation and I don't agree some people say Tun Dr Mahathir is a racist. In the beginning of Air Asia business, MAS was losing money even though it was a monopoly. Very fast Air Asia became successful and made MAS so shameful.

I salute Tun Dr Mahathir for being such a good Prime Minister of Malaysia and make Malaysia to become a successful country.

amin tan

9.

eanisazman's Gravatar eanisazman

September 29, 2011 at 6:35 pm | [Permalink](#)

Salam Tun and All

This article reminded me about how important leadership is to business community and society.

I think the success of Celcom may be attributed by the CEO performance. Before Dato' Sri Shazalli Ramly, Celcom was not in good condition. Had we gave Celcom to the wrong hands, it may have died buried in the ground right now.

That's why we can see Fortune 500 company sacked 20% of their CEO on yearly basis due to non-performance.

Dato' Tony Fernandez never run an airline company before but he manage to built one very successfully. It is embarrassing for MAS to be in the industry for donkey years but was swallowed by inexperienced ex-CFO of Virgin Records in split second. We can just replace existing MAS's Management with experienced one from outside the country if there is none within. But this is rather non-patriotic I guess.

I have no objection on this matter. What I want to say is that where is all the talent that we wanted?. Are we just going to talk about political polemic and bicker all the time without any tangible achievement?

In Malaysia today people only talk crap, no academic value and started to move backwards. Like FAM long years ago when internal politics was intense. When politics is eradicated, there we can see some improvement....

This is exacerbated by the fact that there are rising number of people who like to oppose but never have any clue how to contribute....We need to do away with this losers mentality...

We have to start recruiting talents and reduce politicking...

10.

usa.stranger's Gravatar usa.stranger

September 29, 2011 at 6:03 pm | [Permalink](#)

Air Aisa + MAS = brighter future if
U=I=Malay=Chinese=Iban=Indian=everyone

11.

solve_it's Gravatar solve_it

September 29, 2011 at 4:24 pm | [Permalink](#)

Besides MAS there are others as well that I hv not heard of being very profitable such as Proton and Perwaja. Correct me if im wrong.

Are they funded and protected by government and fed up with as well?

How many government protected company profitable? I guess Petronas wld be one. Correct me if im wrong. What or how does Petronas benefit the people of Msia?

No point accuse any one but I wld like to know so when I throw my vote i wld hv done in my best of knowledge.

12.

imahadi's Gravatar imahadi

September 29, 2011 at 3:28 pm | [Permalink](#)

Salam Tun dan Malaysia

Memang sedih MAS kehilangan gah nya...namun sampai bila rakyat harus menunggu..Siapa lg yg lebih berkebolehan pd waktu ini dlm bidang ini selain Tan Sri Tony Fernandez...jgn kita persiakan bakat besar rakyat kita sendiri.....

13.

DatukManis's Gravatar DatukManis

September 29, 2011 at 3:27 pm | Permalink

Asmkm YBhg Tun

Seronok membaca keluhan YBhg Tun tentang MAS. Mungkin YBhg Tun juga masih mahu memperkatakan tentang seseorang dari Celcom yang masuk MAS kemudian MAS makin jadi susah.

Saya perhatikan satu faktor penyebab syarikat MAS jadi susah adalah kerana sikap staff sykt2 swasta yang memberi servis kepada MAS. Biasa saya dengar ` Ah...sykt kerajaan, tak perlu la nak buat elok2, kerajaan ada duit nak baiki semula nanti'. Hal ini termasuk lah servis makanan, pakaian, transport, baikpulih dll. Satu lagi faktor penyebab adalah kerana dalam MAS wujud sindiket2 pelbagai jenis antara pekerja2 MAS sendiri yang mempunyai sikap macam sykt swasta tadi atau pun pekerja2 mensabotaj arahan2 kerja yang diberikan. Kebanyakan pekerja tak peduli hubungan produktiviti dan kos saving. Pekerja sepatutnya menunjukkan minat menyokong nilai kerja murni ke arah kos saving, bukan menyokong sindiket2 yang diketuai oleh 'bos-bos kecl' dalam MAS yang tak peduli hal survival MAS.

Yang ketara, middle-top management MAS memang hancur. Dah

banyak kali keluar akhbar akan nama inividu2 yang menyusahkan MAS.

Hee....he...Proton pun macam tu juga. Cuba pergi ke plant Tanjung Malim dan buat kira2 apa yang sepatutnya kos saving dan apa yang sepatutnya opportunity lost untuk additional revenue.

Cuba tengok kat Putrajaya residential housing projek, dibuat oleh kontraktor utama. Macam MAS, faktor kontraktor swasta dan sikap staff dari jabatan2 kerajaan yang menerima standard siap kerja tak ikut industry standard. 'Ah... rumah gomen...tak perlu baik2'. May be , atap genting nipis sikit, may be paip tak ikut laluan menasabah, may be pokok besar tak patut tanam betul2 tepi dinding rumah, may be saiz jalanraya hanya sesuai untuk kancil aja.....dll. Nampak macam staff gomen duduk rumah yang serba-serbi tak sempurna.....kesian la.....

Untuk MAS, untuk Proton, untuk Putrajaya, untuk untuk.... cuba gunakan kepakaran professional auditor sebagai 3rd party, mulakan preventive action as alternative to breakdown action.

Btw, 4 tahun lepas ada saya naik AAsia ke seberang, memang tak selesa, apa bole buat, u pay for what u get. Kita pula yang kena dapatkan additional servis sedangkan kita pun tak tahu apakah perlu servis2 ini. Sebagai provider untuk industri ini, AAsia sepatutnya sediakan apa yang minimum for health and safety requirement of passengers. Elok la juga lantik 3rd party untuk kaji dan propose apa yang minimum untuk diberikan kepada passenger atau menjalankan operasi terbang2. Bukan, biarkan sesiapa saja berniaga bukan2. Rasanya dengan ini, MAS bole ada pilihan, lagipun kebanyakan org MAS, gaknya bukan dari golongan pandai-pandai.

Alahai...selalu kena tolong-tolong tak pa la.....

Elok jangan buang hak kita atas alasan anak buah kita tak ada pelajaran, benchmark la elok2.

14.

suterahiiau's Gravatar suterahiiau

September 29, 2011 at 3:22 pm | Permalink

Dear Tun M

Airasia success story is an example our malaysian transport industry can emulate . Take for example, MISC our national shipping company which still make losses even with government assistance . We should have competition and encourage malaysian based shipping company to participate to improve. Why not have a budget or cheap carrier. Likewise KTM ,our national train operator also struggling with bad financial results.

15.

imahadi's Gravatar imahadi

September 29, 2011 at 3:10 pm | Permalink

SalamTun dan Malaysia

Antara faktor yg merosak MAS selama ini adalah persatuan engineer MSAEU dan pilot MAPA MAS yg keterlaluan utk keprntingn sendiri. Satu contoh dan bukti yg nyata...MAPA mengutamakan cadet pilot dan saudara mara sendiri masih boleh diterima...tetapi double standard bekas TUDM adalah keterlaluan... pilot negara luar diambil masuk dgn mudah...bekas pilot TUDM termasuk yg pernah menerbgkn Tun lebih 10 tahun terpaksa melakukan segala ujian permulaan spt kadet dan bermula dgn second officer...dahulunya Captain pesawat yg telsh menerbgkn Tun lebih dr 10 tahun adalah satu penghinaan..mereka tak dinaikkan ke captain pesawat satelah lama di MAS...akhirnya masuk AirAsia terus captain pesawat...ada yg

Capt A330/340.... cerita ini adalah sebhgian dr sifat pengurusan MAS spt yg Tun gambarkn

16.

cherry's Gravatar cherry

September 29, 2011 at 12:39 pm | Permalink

Tumpang lalu Tun M dan semua,

Why don't we play the game like Anwar Ibrahim? When he insisted on Najib and Rosmah to be present in court for what ever reasons he said he has, then the other party should bring in Anwar Ibrahim's son and daughters for what ever reasons you can think of. Play the game well, play the game well, guys.

Barulah Anwar ada akai (akal) nanti.....

You buat kat orang, orang pun boleh buat kat you la Anwar...

17.

salehul's Gravatar salehul

September 29, 2011 at 11:24 am | Permalink

bagi saya hanya mengungtungkan tony sahaja kerana aisasia mempunyai banyak hutang skrg aisasia boleh byk menggunakan semua kemudahan MAS.

tidak lama lagi semua GLC company akan tergadai,yang kaya semakin kaya,yang miskin bertambah miskin...

<http://www.myinsurans.com/>

18.

Tuntuah's Gravatar Tuntuah

September 29, 2011 at 9:41 am | Permalink

1. hahahahahahaha

2. hahahahahahaha

3. small company eating big company. Cool stuff. this also happened during stupid PM no 5 tenure. ACM Libra gate???

4. MAS is a big time failure. so what idris jala is doing while he is the ceo of MAS?

5. just playing with the figure. to make it black. and a lot of bad things he just hide under the carpet. by doing this he got huge sum bank in to his account.

6. And where is idris jala now?

7. Kakitangan awam. he is palying with the figures to cut down the subsidies.

8. like KJ said: he only knows power point, graph and chart.

9. so what will happen to us?

10. as usual; short of money due to figures manipulation by idris jala.

11. less subsidies, expensive low quality goods. even the plain water also need to be paid at 0.50 cents at some restaurant. (where is the social obligations of this restaurant.)

12. Tony Fernandes. Does he really good? LOL

13. he is damn good. good at to get the tax payer monies. he has tried so many times. to name a few; hope Petronas to taja his Lotus F1. Next, he will sell to the government to fund QPR in the text of "national footballer development".

14. Are malaysian stupid?

15. Not all but majority.

16. to name a few: Jambatan bengkok : because of business dealing failure: the jambatan jadi mangsa. and the best "org johor" happy with it.

17. Pulau Batu putih – another classic example. and orang johor happy as usual.

18. the latest, "you will be kidnapped in johor – Lim Guan Eng". and orang johor happy again.

19. is there something wrong with orang johor?

20. muhyidin is orang johor isn't it?

21. Damn. No wonder Air Asia can eat MAS. This is national so orang johor dont even care, they just happy, happy, happy.

19.

harmdone7's Gravatar harmdone7

September 29, 2011 at 1:58 am | Permalink

Salam Tun

When faced with competition, MAS lowered its fares in the name of defending/capturing market share and thus tried to be another "low cost" airline but with premium services. This is of course a huge benefit for the passengers. Selling cheap tickets means lower revenue but did it do anything to cut cost to really become low cost? It just can't because it is a premium service airline. The cost base is premium but as Tun rightly pointed out, there are areas for cost improvements eg turnaround time, crew nightstops etc.

I may be working for the AirAsia group but I love MAS as much as my other fellow Malaysians.

20.

water's Gravatar water

September 29, 2011 at 1:36 am | Permalink

Dr.M, you're the man! Even after retirement but you're still cares of this country. Truly a great leader. To Tony & Co., let show us what you got. And all the best

21.

zainal_1959's Gravatar zainal_1959

September 29, 2011 at 12:15 am | Permalink

Isu penggabungan syarikat penerbangan Airasia dengan Penerbangan Malaysia Berhad (MAS) semakin hangat diperkata sehingga menimbulkan bantahan dari pelbagai pihak termasuk Kesatuan Pekerja-Pekerja MAS Semenanjung Malaysia (MASEU).

Dalam satu temubual bersama Setiausaha Agung Maseu, Ab Malek Arif di pejabatnya hari ini, beliau menjelaskan MAS mempunyai banyak aset, kenapa perlu penggabungan dengan syarikat yang kecil seperti Airasia yang hanya baru bertapak.

"MASEU memang tidak setuju dengan penggabungan tersebut kenapa MAS yang mempunyai banyak aset perlu bergabung, ini menjadi satu kemusykilan dan persoalan.

"Secara jelas saya katakan dalam penggabungan ini, kita hanya nampak Ketua Pegawai Eksekutif Kumpulan Airasia, Tan Sri Tony Fernandes hanya di hadapan sedangkan yang memainkan peranan di belakang masih ada lagi tangan-tangah ghaib.

"Kita tahu Tony tidak akan dapat berbuat apa-apa jika tiada mereka yang mempunyai pengaruh di belakang. Tony datang di bawah arahan pihak tertentu dan ini diketahui oleh kakitangan MAS," katanya.

Sebenarnya, kata beliau tangan ghaib ini telah wujud sekian lama semenjak zaman Tan Sri Tajuddin Ramli menjadi Pengerusi MAS apabila Perdana Menteri pada waktu itu, Tun Mahathir Mohamed melantik Tajuddin menggantikan Tan Sri Abdul Aziz Abdul Rahman walaupun pada waktu itu MAS sentiasa mendapat keuntungan setiap tahun.

Katanya, manakala semenjak pengerusi ditukar MAS bukan sahaja tidak untung malah terus rugi setiap tahun.

Tambah Malik lagi sehingga sekarang kakitangan MAS masih memarahi dan tidak maaf apa yang telah dilakukan oleh Mahathir itu.

“Secara jelas kakitangan MAS tidak maafkan Mahathir sehingga sekarang persoalan timbul kenapa individu yang boleh membawa keuntungan kepada MAS ditukar dan membawa masuk mereka yang telah menyebabkan MAS rugi teruk.

“Tidakkah ini menunjukkan ada individu yang berpengaruh di dalam politik mahupun kerajaan?” soalnya.

Justeru, beliau ingin menyatakan sejak Januari hingga Mac tahun 2011, MAS mengalami kerugian RM270 juta manakala dari April hingga Jun kerugian bertambah dan hampir RM500 juta.

Keadaan ini, ujarnya menyebabkan kakitangan MAS tidak boleh terima, jelas ada sesuatu yang berlaku di sebaliknya.

“Kenapa kerugian ini terus berlaku dan persoalan kenapa kerajaan tidak memanggil Abdul Aziz kembali jika selama ini dibawah beliau kita tahu MAS sentiasa untung,” ujarnya lagi.

Setiausaha Agung MASEU itu memberitahu mereka bersetuju jika ia adalah kerjasama biasa tetapi penggabungan yang membolehkan Tony masuk ke dalam MAS tidak boleh diterima.

“Kerjasama biasa kami boleh terima tetapi jika selain dari itu kami tidak boleh terima kerana kita tahu Tony bukan sahaja masuk untuk dirinya sendiri tetapi bersama-sama tangan ghaib yang ada di belakangnya, apa akan jadi. Tony tidak boleh buat macam AirAsia.

Katanya, kedatangan Tony dengan tangan ghaib itu bukan sahaja ingin mengambil MAS tetapi akan turut mengambil MASKargo dan juga Maintenance Repair Overhaul (MRO).

“Kita tidak mahu ini terjadi.

“MAS adalah hak rakyat dan kerajaan adalah pemegang amanah, kalau ada mana-mana orang dalam kerajaan mahu memberi MAS kepada individu sepatutnya ia dibentang di Parlimen bukannya dibuat mengikut kuasa yang dimiliki oleh mereka,” sambung beliau lagi.

Malik menegaskan sekali lagi perancangan awal penggabungan ini akan dilakukan sebelum bermulanya Sidang Dewan Rakyat tetapi apabila perkara ini telah hangat perkara tersebut dilengahkan.

22.

Oumono Man's Gravatar Oumono Man

September 29, 2011 at 12:07 am | Permalink

Yes sir!exactly what I thought how this should be. MAS been fooling

around for far too long. When I flew back and forth from KL to Melbourne, I couldn't help but notice that Air Asia better than MAS in many ways and I paid my fair cheaper.

23.

A330 Driver's Gravatar A330 Driver

September 28, 2011 at 8:51 pm | [Permalink](#)

Ayahanda Tun Mahathir,

It is with much respect that I am writing this piece to respectfully disagree with some of your comments with regards to why Malaysia Airlines has not been able to be as successful as Air Asia and why Air Asia management is perhaps limited in their ability to turn around this company.

I am not an accountant; therefore I can't provide you with figures. However, I've been with Malaysia Airlines for almost 20 years, therefore I can relate to you my experience what has transpired, what is transpiring, what is the way forward and why the way forward can't be implemented. In this piece, it will be as if everyone is wrong and every single thing that has been done is wrong and there is as if no way to right these wrongs.

I will start from the time of Tajuddin Ramli. If you ask any of the seniors in MAS they will point to that man that has single-handedly destroyed this company that until today, MAS has not been able to lift itself out of it's troubles. That guy plundered and pillaged his way, reducing MAS to being what it is today; an asset light company with no strength to correct it. The question in everybody's mind in MAS is why is this guy still out there, seemingly impervious to prosecution? He whacked MAS good and proper, enriched himself and his cronies and when the time came, he went on to make threats to sell the airline to foreigners. I think you know this better than most of us do...

After he was acrimoniously ousted from MAS, the present Chairman was put in his place as MD of the company. Overnight I could see improvements. Many of the aircrafts were in such sorry state before he came in it was just a matter of time before something serious could have happened. Further, Tan Sri Md Nor reversed some of the things that was put

in place during TR's time and immediately morale improved. Any organization depends on its workforce to be successful and when Tan Sri Md Nor showed that he was interested in the plight of the workforce, things immediately improved.

Alas, his time was not long. He was transferred out and in came someone from MAS. And the shenanigan continues. All kinds of wasteful expenditure came into the picture. The process of service improvement was put in place. However, it was done in such a way that cost was not controlled. During this time, the old Jumbos were retrofitted with second class Inflight Entertainment System, cutleries were changed, and inflight service was changed, all without looking at the bottom line. Fast forward now. Most of the changes done back then had to be unchanged due to in practice those changes were impractical and costly changes, without adding any improvement to the bottom line. Come a few quarters, MAS suffered huge losses and had to be rescued again. And in was parachuted a guy from Shell to helm the airline, a turnaround specialist.

And what a specialist was he. This guy was such a different "animal", by the time he left, the legacy was such that cost became the be all and end all of all things. Everything had to be anchored to PnL (profit and loss) and new buzzwords came flying into the MAS vocabulary (bottom line, KPI, PMS, MSS). When he left, he left an MAS which was at war with itself. It was such a pain to see the management trying to show good they are by cutting whatever cost that was not within its own purview. Its KPI gone mad. MAS was being pulled in all direction by its own people instead of getting its act together by playing as a team. In turn, morale sank even lower and after a few quarters at the helm, the Dato Tengku Azmil was presented with a big fat red figure that ensured his promotion to Khazanah.

Dearest Ayahanda Tun,

The particular example you give on why should the aircraft stay on the ground for 12 hours and why crew should stay at the night stop station more than the minimum hours may stem from the fact that you've not been keeping tabs on the goings on in MAS for some time. Or perhaps you were not advised by the right people on what's happening in this outfit. Currently, most night stops are for the crew are approximately 24 hours. There are off course some night stop stations where crew stay for more than 24 hours but that is due to frequency of flight. That means, if the frequency to a station is

less than once a day, crew has to stay for a day or two longer to wait for the next aircraft to arrive to operate back. London now has more than 1 flight a day, so the Jumbos don't stay on the tarmac for too long. They are operated as soon as is practicable, taking into account connection flights at the arrival station. For the B737 crew, very rarely do they get 24 hour rests. Most of the time it's only 15 to 18 hours. Perhaps there are other examples that was more appropriate for you to highlight, but certainly not this one.

I want to take this opportunity to ask you this question: Where does Air Asia operate that requires them to open up the market in the first place, do advertising, invest in the route and then hope for the profits to come after a few years of operation? The only one that I can think of was Abu Dhabi, which they duly cancelled after 3 months of operation. Atlanta? Still no go. The rest, Beijing, Shanghai, Delhi, Incheon, Melbourne, Kunming, all was opened up by MAS, using perhaps public money as investment and took us years to make them into profitable routes. Suddenly came Air Asia, operate the same routes, with very little investment, using slash and burn tactics and robbed MAS of our passengers. Is this really free competition? Not to put words into your mouth, but is the free capitalism really free? Is this the unlevel playing field that you have repeatedly shouted at the top of your lungs to the world so they can hear? Personally I believe that if Air Asia wants to really prove that they are world class, they should do what other real airlines do: invest in routes. Then we see whether they can truly afford to give free seats.

The real problem with MAS is everytime there is a new management, they will defer orders for new aircrafts. In order to succeed in this new world is to keep innovating. We need the new A330s ten years ago, the new A380 3 years ago and the B777 replacements 5 years ago. Today these old aircrafts are such problems to run (they break down very often), so expensive to operate (fuel guzzlers and needs a lot of maintenance work), such a humiliation to the crew (passengers complain about the interior and inferior inflight entertainment), and such problems to sell because of their age. We need new planes, pure and simple. And we need good people to spec out the aircraft properly to cater to modern tastes. Today, we are so behind the curve when it comes to new aircraft orders, I doubt we can ever catch up. And our passengers? They have flocked to other airlines, in search of better product.

If I am not mistaken, it was Tajuddin Ramli himself that quipped this during a get together years ago: How to be a millionaire? And he answered: Start of a billionaire, buy an airline, end up a millionaire.

I have no problem with you putting your weight behind this deal, but I hope if there is any influence left in your name, please ensure that the right people gets to be at the top, running things. I fear that these corporate raiders are in this deal only to kill Firefly and rob MAS of it's lucrative routes, just to ensure the survival of Air Asia and Air Asia X, at the expense of MAS.

24.

affindy's Gravatar affindy

September 28, 2011 at 8:06 pm | [Permalink](#)

Dear Tun,

I am an admirer of your administration. I made it to what I am today because of your policies but your support for this deal is something I cannot agree. Forgive me for calling a spade , a spade and I mean no disrespect.

MAS NEVER and I repeat NEVER had a free hand on how to manage the airline effectively. Your selection of so called leader for MAS was the cause of the airline's failure. Worst still, he got away with your blessing. Route's were dictated by specific group of people and hence even at a loss MAS loyally operate these routes.

AA operated RAS but failed . Guess who took over ? MAS. I would rather you appreciate the people who accepted it because they were loyal.

Passenger paid airport tax to MAB . AA demanded a discount and got it. The money remained with the company . MAS cannot do that.

MAS cannot do a lot of things and for that we are inefficient.

Please Sir Level the playing field and MAS can show you how it's done.

MAS can do it better . Just STOP messing around and let MAS do what they want. Then and ONLY then, you will have the right to be annoyed if MAS fails again.

25.

Kal-Ar's Gravatar Kal-Ar

September 28, 2011 at 5:06 pm | [Permalink](#)

Don't worry, MAS will not be controlled by Air Asia because MAS still in government link company. Government will put their eyes in what Air Asia will do to the MAS. Even if situation gone bad, government will control the situation. Remember our government were still lead by us. So our lovable GLC's company. If they gone rebel, so do us. Think positive for a minute's of your life. Peace.

26.

Kal-Ar's Gravatar Kal-Ar

September 28, 2011 at 4:46 pm | [Permalink](#)

Assalamualaikum Tun,

Bagi saya tak de masalah Air Asia share partner dengan MAS. Cuma ada sesetengah manusia yg berkepentingan saja tak suka perkara ini. Takut kedudukan tergugat dan hilang illegal benefit dalam syarikat. Think positive,

mungkin board Air Asia boleh share plan untuk menguntungkan MAS. MAS kena sacrifice something to get something. Jangan asyik memberi alasan basi seperti kami bukan low cost carrier spt Air Asia, itu sebab kami tidak boleh dapat untung seperti Air Asia, padahal yang sebenarnya, semua nak makan lebih, tak mau simpan, tunggu kena suap, mana nak dapat keuntungannya. Faham faham la ayat saya. Sekian Tun, wassalam.

Pekerja GLC

27.

tonyadams1990's Gravatar tonyadams1990

September 28, 2011 at 3:52 pm | Permalink

Salam Tum!

thanks for sharing this post, it was very interesting information!!!

custom research paper

28.

MASEUtheUNION's Gravatar MASEUtheUNION

September 28, 2011 at 3:14 pm | Permalink

Salam Tun,

This is to reply your comment concerning item 7 & 8 – MAS air crew operating pattern is governed by the Civil Aviation Authority Procedures that prevents the onset of fatigue. Hence, MAS air crew shall be provided a minimum rest after a long haul flight before returning back to home base. The issue of FATIGUE is seriously addressed by the Civil Aviation Authority where FATIGUE kills. As such, it is of paramount important to protect the health of MAS air crew when determining the statutory minimum rest.

For your correction, it is not true that MAS aircraft stays on ground for at least 12 hours at LHR. For your information, it is the safety requirement where all aircrafts after operated a long haul sector shall be grounded for at least four hours to cool down the engine before proceeding for the next flight.

This is both for health and safety measure as in compliance with our country Safety And Health Act 1994. MAS air crew are human beings.

MASEUtheUNION

29.

fhmro's Gravatar fhmro

September 28, 2011 at 3:05 pm | [Permalink](#)

Malaysian Airlines pay peanut so they get Tony

30.

fhmro's Gravatar fhmro

September 28, 2011 at 3:04 pm | [Permalink](#)

Assalammualaikum Tun,

Atas kertas tujuan dan matlamat adalah baik, tetapi cara ia dilaksanakan membawa lebih keburukan kepada MAS dan menyelamatkan Airasia dan Tony...

Tony telah mematikan persaingan dengan MAS, Firefly akan dimatikan, penerbangan ke destinasi yg menguntungkan MAS tamatkan perkhimatan dan Airasia monopoly...contoh Bandung...MAS diarahkan

tamatkan perkhidmatan, Serawak, firefly diarahkan tamat perkhidmatan..apa salahnya dibenarkan diteruskan persaingan sihat demi rakyat.

Selapas itu Tony guna pengaruh untuk MAS yg rugi sponsor pelaburan peribadi beliau pasukan bolasepak...guna duit rakyat untuk kepentingan dan keuntungan beliau...walauapa pun alasan kononnya untuk promosi..tetapi kenapa pasukan tony...tidak MU... Serta perkara yg berikut:

1) Kenapa Nilai pertukaran saham berdasarkan nilai spekulasi bukan berdasarkan nilai aset dan hutang kedua-dua syarikat...cuba perhatikan pergerakan saham...semasa perbincangan sedang dijalankan saham Airasia meningkat naik dan dan saham Mas meningkat turun...ini bermakna bahawa ketika penentuan harga saham, saham airasia tinggi dan Mas rendah dan ini menjadi faktor utama kenapa Tune Air mendapat 20.5 peratus dalam MAS dan MAS cuma mendapat 10% dalam Airasia...dan selepas perjanjian itu saham Airasia turun (nilai pegangan khazanah turut turun)

2) Air Asia X mengalami persoalan tentang ketentuan dalam operasi masa depan mereka dan menjadi halangan dalam usaha mereka untuk menyenaraikan Air Asia X dan bagi mendapat harga yang baik, Perjanjian ini telah membantu Air Asia X memecahkan kebuntuan ini dan memberi isyarat kepada pelabur luar bahawa Airasia X mempunyai masa depan yang cerah terutama berjaya mematikan persaingan dari MAS, serta harapan cerah untuk mendapat hak pendaratan.

3) Agak aneh apabila 2 pegawai Eksekutif Airasia , dilantik menduduki jawatankuasa Exco MAS. Adakah khazanah percaya dan yakin bahawa kedua-dua mereka akan membuat keputusan yang lebih menguntungkan MAS dari Airasia apabila perlu membuat sesuatu keputusan kritikal yang melibatkan kedua-dua pihak penerbangan.Dimana dalam pihak pengurusan dan eksekutif tertinggi Airasia tiada ada seorang pun wakil MAS yang mempunyai kuasa untuk memastikan bahawa keputusan dalam Airasia tidak merugikan atau bersaing dengan MAS.

4) Segala rekod kewangan dan rahsia Malaysian Airlines dibogel seluas-luasnya kepada pihak pesaing, iaitu wakil Airasia didalam Exco Pengurusan Malaysian Airlines, dimana Tony dan Kamurddin mempunyai konflik kepentingan didalam AirAsia. Segala maklumat pemasaran adalah hasil usaha Malaysian Airlines dan atas kos yang ditanggung oleh Malaysian Airlines, tetapi Airasia melalui Tony adakan mendapat faedah secara percuma dan menggunakan ia untuk kepentingan Airasia.

4) Dari segi apakah yang MAS dapat manfaat dari AIRASIA, secara umum hampir semua bidang kolibrasi dengan nyata MAS mempunyai kelebihan berbanding dengan Airasia.

5) Adakah ini bermakna bahawa firefly tidak akan menjadi penerbangan komuniti tambang murah? Maka Airasia berjaya melenyapkan pesaing mereka, dengan cara mengubah konsep syarikat penerbangan firefly dengan menggunakan cadangan datang dari khazanah atau Exco pengurusan MAS. Apa salah firefly? adakah firefly rugi? Atau kerana FireFly yang menjadi penghalang kepada kerakusan Airasia?

6) Apakah perjanjian ini betul betul memberi manfaat kepada MAS atau lebih kepada menjadi tunggangan Tune Air untuk mencapai impian besar mereka.

7) Sekiranya sekarang ini saya masih boleh berpeluang untuk terbang dengan menggunakan MAS pada harga yang lebih rendah dari Airasia dan mendapat layanan 5 bintang, adakah dengan perjanjian ini maka MAS hanya untuk mereka yang membayar harga premium sahaja? Adakah ini bermakna rakyat biasa sukar menaiki syarikat penerbangan negara melainkan membayar harga premium?

8) Adakah firefly masih dibenarkan menawarkan harga tiket rendah seperti sekarang yang nyata lebih baik dari AIRASIA dan masih memberi khidmat dan layanan yang lebih baik dari AIRASIA.(Snack,minuman,check-in barangan,ketepatan waktu)

10) Adakah Wakil Airasia didalam pengurusan MAS boleh berlaku jujur dan ikhlas untuk menguntungkan MAS dengan mengorbankan keuntungan peribadi, Kerana wakil Airasia akan mendapat lebih untung jika keputusan yang dibuat memenangkan AIRASIA, apalah dengan pegangan 20.5% dalam MAS jika dibandingkan dengan pegangan mereka dalam airasia, Ini jelas pertentangan kepentingan.

11) Wakil Airasia didalam Exco Pengurusan Malaysian Airlines tidak akan bersetuju untuk membenarkan firefly meneruskan konsep yg sedia ada, ini adalah demi kebaikan Airasia bukan untuk kebaikan firefly. Adakah airasia sanggup melepaskan route Singapore kerana MAS dan Firefly sudah melakukan penerbangan diroute tersebut? Sekarang sudah terdapat bibit-bibit dimana firefly akan menamatkan route yang menguntungkan dan syarikat mana yang akan mendapat untung dari penamatan ini?

MAS terlalu mantap dari segi jaringan dan fasiliti terutama kejuruteraan dan pelayanan, cuma MAS tak cekap melobi. Bahkan ramai tenaga pekerja yang cekap dalam Airasia datangnya dari Malaysian Airlines, Ini bermakna Malaysian Airlines mempunyai tenaga kerja yang cekap dan berkelibar.

Malaysian Airlines memerlukan pengurusan yang baru dan semangat yang jitu untuk memastikan keuntungan, tetapi kita perlu sedar bahawa Malaysian Airlines adalah syarikat penerbangan Negara dan bukannya syarikat swasta yang bertunjangkan keuntungan semata-mata.

Tanggungjawab social adalah besar, imej yang perlu dijaga kerana Malaysia Airlines adalah Syarikat Penerbangan Negara dan bukannya milik individu atau sekelompok kumpulan sahaja, tetapi janganlah dijadikan Malaysian Airlines sebagai batu loncatan oleh mana-mana pihak bagi mencapai matlamat perniagaan mereka.

31.

khalid9164's Gravatar khalid9164

September 28, 2011 at 2:19 pm | Permalink

Assalam Tun

MAS was in the "wrong hands", it was run the "government way" where productivity is measured based on "connection" or whom-u-know, practicing out-of-fashioned management or out-dated operation/business model (i.e. agency vs internet ticketing), or simply a victim of our own device – MONOPOLY. Injustice is committed when there is unfair

monopolistic trade practice. Prolonged monopoly or any form of regime for that matter can result in market inefficiencies. These inefficiencies will eventually become harmful not only to the monopoly itself but the whole population. When the US was reaping the real benefits from its long standing anti-trust laws for quiet sometimes, Malaysians are just learning to appreciate what is like to have our own anti-competition law passed in 2010. Monopoly can come in many forms. One of which is the licensed gambling business which really enjoys the profitability as ensured by the rights given to only a few players. This is unfair monopolistic practice. If the government wants to allow gambling, then allow all and let competition settle it down or don't allow at all which is more Islamic and hopefully can emerge as acceptable universal value in Malaysia. On the other hand, total market settlement sometimes fails to bring equitable benefits especially when it comes to welfare. So the government should always take smart market intervention initiatives to ensure justice for all.

32.

egalitarian's Gravatar egalitarian

September 28, 2011 at 1:44 pm | [Permalink](#)

Salam Tun, semoga sihat selalu Insya'allah.

Am surprised only now the Govt realizes how AA operates. Every tom, dick, & harry who had flown AA knows where and how they make their money. This is the best merger for a GLC.

This cannot be said for TNB, How conveniently the CEO now puts the blame on Petronas for not supplying enough Gas. Whatever happened to the balance sheets before the fuel crisis, it was still declaring losses.

Is the 40% excess electricity still being vaporized? They should look into developing a exclusive industrial zone where this free 40% power can be channeled to create pioneer status industries. or on the other hand,

consumers should be given back the 40% as rebate for failing to utilize maximum output.

The Govt must monitor the GLCs closely as the CEOs are not doing enough having the monopoly in place.

33.

anort63's Gravatar anort63

September 28, 2011 at 1:06 pm | [Permalink](#)

Dear Tun,

The problem with us now Tun is you've set a damn high standard of being a good PM and made the rest looks like pariah. Your main ingredients are a little bit of business minded and of course a little bit of rocks and rolls.....

p/s less or almost none intervention from Tun Siti Hasmah of course...

34.

samuraimelayu@gmail.com's Gravatar samuraimelayu@gmail.com

September 28, 2011 at 12:29 pm | [Permalink](#)

SALAM KASIH DAN SAYANG

AYAHANDA RAKYAT TUN

Izinkan,

Thank you mubarakchan. Your comments on September 27, 2011 is very much appreciated and YES, Tun Dr. Mahathir is THE Statesman!

... and you dear brother is a great human being.

MAY ALLAH BLESS ALL THE RAKYAT OF THIS BEAUTIFUL NATION
WITH PROSPERITY, PEACE, LOVE AND HARMONY

Take good care dear Bro..

ALFATIHAH, AMIN

Ps.. Jauh perjalanan, luas pandangan

35.

watchers's Gravatar watchers

September 28, 2011 at 12:17 pm | [Permalink](#)

Tun,

From your book we sensed your disappointment with those previous managements in MAS and rightfully so. I have also limited knowledge in this industry to comment. But from a layman's observation I see that the market and business model of both company are different even if they are in the same industry. After the success of many other budget airlines around the world we could see that cost is reduced to a very low point, hence "no frills". I think that the airline industry must also cope with fuel prices and flight route management. It was better when MAS concentrated on international flights and AA concentrated local flights, but I think the play changed a bit with AAX that received profitable flight routes, while MAS had to manage both profitable and not so profitable routes. And AA, AAX and Tune financial structure and how they relate is a bit confusing for me. Also how are they to manage all the planes that they have ordered. I'm not so sure.

I understand that some individuals are good at creating brands and

images but a business is not only about consumer perception, actual service and product is still the most important factor.

What I am trying to say if I am saying anything at all is that we need to know more about the machination of this deal and how it effects both company.

36.

musato's Gravatar musato

September 28, 2011 at 7:56 am | Permalink

Assalamualaikum Tun.

Saya tak pikir MAS akan beroperasi macam Air Asia. Berkemungkinan besar Air Asia yang akan mengikut cara MAS.

Sudah tentu Air Asia membuat untung. Tetapi dari segi menjadikan ia sebagai jenama yang kukuh, ia mesti mengikut MAS. Atau sampai bila-bila layanan VIP tak mencapai standard.

Pada pandangan saya, kerjasama ini tidak akan berjaya. Air Asia tetap boleh berdiri sendiri dan untung. Tetapi MAS akan sentiasa rugi sekiranya tidak sanggup tunduk kepala sikit yang mana selalu mendongak membelah angkasaraya.

FREE seats bermaksud orang yang 'berbelanja' lebih dari orang lain. Atau dengan kata lain, anda tidak akan dapat free seats kalau anda tiada dalam fikiran untuk berbelanja lebih.

Terima kasih Tun.

37.

HBT456's Gravatar HBT456

September 28, 2011 at 7:46 am | Permalink

Good morning YA Berbahagia Tun,

1. MH board of directors is the "has been" of enjoying monopoly power in this industry due to huge capital investment subsidized by Government and its Ministry, whether they make revenue, or the other way, since Merdeka.

2. Are they willing to learn from "cheap" airline, we should let MH board of directors to decide their portfolio direction.

3. Will this co-operation make revenue before corporate tax, the board of directors decide as Government subsidy programme will be 100% minimized by 2019.

4. The board of directors will make official press statements when they have finalized what they required to do to re-enforce and transform their tapped markets and untapped future markets.

5. This is not the job of political parties, contohnya, Parti Keadilan Rakyat.

6. Why?

7. Because both DS Anwar Ibrahim, MP Melawati, Wee Choo Keong and their Parti Keadilan Rakyat members are political party which do not have privilege in this airline industry.

8. If you wanna fly with these airlines due to feel good and money for value tickets, then, fly with them, it's your absolute right as consumers.

9. When we as tourists visit foreign sovereign power's owned grounds, we will require to pay airport tax per head whether we are 1 Malaysia or Malaysian 1st.

10. The major obstacle that Malaysia industry players are facing right now is talent base.

11. Give them 5 years, and we will see the result.

12. If the appointed management team still cannot perform, then the board of directors will be forced to rationalize their revenue by appointing good CEO, COO, CFO so on and so on.

13. If you pay peanuts, you will get monkeys.

14. If you do not reward and appreciate this skilled and professional talent base, other airlines will take them and make them their skilled talent base.

Good day, Tun.

ali's Gravatar ali

September 28, 2011 at 1:39 am | [Permalink](#)

Being there, I do not see any different would it be. Perhaps I do not have much choice anyway, for some reason's I believe the inter-state travelling cost are still expensive despite with the promotion and so on. I do not know how these intercooperation will beneficial both airlines neither the passenger. "seems like MAS was supported with rakyat monies" funded through Government elected by rakyat, MAS should consider rakyat in first place like Air Asia "Everyone can fly", instead of making profit they given free seat as well, anyhow or what ever it is I am not worry at all, and I do not care if it so. Why you are worried ? You have made the yours choice, just hope it will last to years 2020..another 9 more years No worries , I will see what the 2020 plan would it be.

39.

parameswara 2's Gravatar parameswara 2

September 28, 2011 at 1:22 am | [Permalink](#)

Dearest Tun

A very humbling explanation indeed.Let a real business guy like Tony Fernandez 'fly'our aviation industry.We should thank God almighty for this ' gift' and blessings to Malaysia.It doesn't matter if the cat is black or white as long as it catches mice.

Just convince the Rakyat that it has all been done for the sake of the beloved country only and not actually to benefit the privilege cronies who would reap tons of easy money in the dealings then everything should be alright .I think.

Thanks Tun

40.

kamaliuk's Gravatar kamaliuk

September 28, 2011 at 12:35 am | Permalink

Dear Tun,

Would you still be supportive of MH/AK if Air Asia X was injected into MAS at an unfavourable valuation sometime in the future?

41.

androman's Gravatar androman

September 27, 2011 at 10:55 pm | Permalink

YTM Tun,

I am quite surprised that you have decided to publicly back this deal. Many people such as the blogger Big Dog has tried to spin that you were opposed to this deal, and when you mentioned it was a good idea, you were merely being sarcastic.

Ref:

<http://bigdogdotcom.wordpress.com/2011/08/09/mas-airasia-merger-remake-of-hijacking-of-avenue-capital-2006/>

So by coming out in the open and making it clear that you indeed to support this deal, you make them out to be what they really are – a bunch of liars.

From your observation, Air Asia is profitable because of their short turn around times. That too has been the success behind other lowcost airlines like South West Airlines and Ryan Air. And of course, in the domestic route, when they enter a market for example KL-Denpasar, they grow the total market and at the same time keep on driving down lower prices.

As for MAS , it is quite rightly a national disgrace. I've heard a lot of stories about expenses and stuff like that, but in the end thats the result. The firm can have more than RM 10 billion in revenue but still not earn a profit.

A shame it seems. Just like those who try to spin your words to support their lame point because they lack any credibility.

42.

mubarakchan's Gravatar mubarakchan

September 27, 2011 at 10:43 pm | [Permalink](#)

A Great Statesman

I lived through interesting times and had the opportunity to know the good and the great on both sides of the Causeway. As I always kept my mouth shut, I observed and listened with intent the snippets and nuggets of information which came my way since I was wearing short-pants in 1951. Since then, it was my privilege to meet and befriend the very people who became the elite in these countries. I could get monthly briefings on the political situation and its personalities from my relative, the most senior advisor on insurgency to the Federal Government. My college friends with their nationalistic ambitions kept me in touch on the other side of the divide through the 1960s and onwards. In later years, through managing the biggest bankrupt textile factory in the 1970s, I began to fathom the thinking of the Mandarin speaking Malaysian Chinese. I grew up in India speaking Urdu and Hindi. This did not change me into an Indian ! In fact, I rather like

India. I lived in interesting times. Believe it or not ! I have observed extreme right wing non-Malay political parties veered to the extreme left without informing their members.

Armed with the information which I gathered through the years, I can categorically say that Tun Dr Mahathir Mohamad is a great statesman. He has indeed admitted making some mistakes through his 22 years of Administration. This is to his credit and strength of character ! But as far as I can discern, he possibly only made one 'mistake'. The other mistakes were non-delivery by his closest associates and the ever friendly and smiling tycoons. When projects could not be done, these aides should have alerted Tun Dr Mahathir Mohamad well in advance and no scandal would have occurred. And I can say this from experience.

For example, if during the NEP from 1971 onwards, the non-Malay political parties had kept daily statistics and set-up NEP Monitoring Units, Malaysia would have been a better place today. It was the imbalance of politics and personal interest which created the void because these parties did not stick their necks out. Who is to blame ? Of course, the non-Malays themselves !

Tun Dr Mahathir Mohamad had the attributes of clear-thinking and logic in the national interest and self-esteem. Hence, his support of the MAS/AK merger. This is why some people dislike him. His foreign policy on sovereignty was steadfast – none of the abang-adek nonsense which always turned to Malaysia's disadvantage ! A spade is a spade ! Black is black and white is white ! In other words, there was no fudging of issues when it came to foreign policy and Malaysia's national interest and self-esteem. We had peace and harmony during the 22 years of his Administration.

Through the Government, he was the referee between the different communities and this must be so. He did not line his own pocket or lead an extravagant life-style. After all, how many of us can be a Prime Minister with

all the power and money ? It was very important that he set a fine example during the 22 years of his Administration ! We always look-up to the Prime Minister to guide us.

I once told a rich friend that 50 percent of the population was jealous of him and if he joined politics, the other 50 percent would hate him.

Of course, outsiders were envious of Tun Dr Mahathir Mohamad's 22 years of Administration. Malaysia was not on the radar screen of much of the world until the last decade or so with the exception of countries with an especial interest in the fables and foibles of its prominent personalities.

The outsiders found to their amazement that a country like Malaysia was able to live in peace for so many centuries given her diverse population. This is the uniqueness of Malaysia – with the adaptation of ancient historical beliefs and culture to modern times. Each country has its uniqueness. Britain would no longer be unique if the Pakistanis living there demanded to have the Prime Minister from one of their own. Where is the Magna Carta ?

It is time for some of us to open our minds to re-examine the deeds of our previous Prime Ministers and you will find each and everyone of them had their greatness. There is no necessity to descend down to the use of foul language to denigrate any one of them. We are Malaysians, standing tall and proud. We do not use the 'f' word on our Prime Ministers.

Without the awareness of national interest and self-esteem, in 2008 some countries have lost billions of US dollars trust money belonging to their citizens like Singapore, US \$108 Billions (official) and Iceland US \$2.5 Billions. In the case of Malaysia, a book was specially published in 2010 to denigrate Tun Dr Mahathir Mohamad's 22 years of Administration. It claimed RM 100 Billion (US\$ 25 Billions) were lost through inefficiencies which was slightly more than US\$ 1 Billion a year. He was a Prime Minister and was

democratically elected to develop Malaysia. He was not a Trustee. He had to depend on aides to move projects. As it had been explained previously, a large proportion of Malaysia's losses would have been avoided if the aides were more alert.

Malaysia is easy to govern if you know how like Tun Dr Mahathir, some previous Prime Ministers and the British. But the country becomes difficult when there is a lack of leadership and vision.

Who can deny that Tun Dr Mahathir Mohamad is indeed a great statesman who never used money as an instrument of foreign policy to kill, maim and harm the innocents ? Malaysia minded her own business. This is to his fame and legacy.

With the current international financial turmoil, it is time for all political parties to sit down and join hands to review how best Malaysia can become great given the political will and national interest for the general welfare of the people.

Long live Tun Dr Mahathir Mohamad

43.

readman's Gravatar readman

September 27, 2011 at 10:41 pm | [Permalink](#)

Salam Tun,

Government Credits for Air Asia to absorb highly trained MAS workers, expanding Air Asia businesses. Restructuring MAS, with the help of Air Asia to improve their business.

44.

shahrul nizam's Gravatar shahrul nizam

September 27, 2011 at 10:04 pm | [Permalink](#)

hope this would be a good lesson for other GLCs... that have not getting sustainably profit making title...

45.

nys8982's Gravatar nys8982

September 27, 2011 at 9:54 pm | [Permalink](#)

Salam Tun,

I hold BN government responsible for failing to provide education that fulfill the aspiration of the majority. I call on all who are pro ppsmi to vote BN out of office.

Sorry this is out of topic.

Angry parent.

46.

Syameer's Gravatar Syameer

September 27, 2011 at 9:21 pm | [Permalink](#)

Salam Tun,

Once again, I am impressed with your writing. From the beginning, I always support this co-operation. I believe that this co-operation will

benefits both airline. The MAS has excellent MRO support while the AirAsia has excellent management team. But, as a high-end airline, MAS should be more cautious when it come to safety. The reason why people fly MAS because they confident with the safety record of the MAS and warm hospitality of the crews. On the other hand, AirAsia practise of maximizing its fleets potential seems worrying when it comes to safety aspect. Thus, I believe that MAS should do more research on AirAsia system before implementing it.

47.

fbm's Gravatar fbm

September 27, 2011 at 8:20 pm | [Permalink](#)

Assalamualaikum Tun,

1. I have been looking at the cooperation from different angle.
2. From my point of view and i do think it is similar from many others too, the cooperation will lead to anti-competitive business environment where a company/conglomerate dominates the market. In this case MH/AK.
3. Fed up with ASTRO services and charges might be the reason that leads me to my anti-competitive conclusion.
4. It is great to have a competitive market where a healthy competition amongst companies leads to the benefits of consumers/customers. By losing that sight in this cooperation, Air Asia and Firefly might no longer have to be that competitive. Thus might lead to uncontrolled increase of flight fares.

5. Taking the economy class, I do prefer flying Air Asia than MAS to London. I have nothing against MAS as I do love the free in flight ice cream, good foods and services. I prefer Air Asia for the clean leather-like seat compare to clothed seat and of course for the benefit of cheaper fare. I'm just afraid this cooperation might mess up the latter reason.

6. But somehow your points outweigh mine in the term of survival of MAS as a national airline. Let us see how this cooperation will go about. Hopefully it would not scarify the passengers.

Thanks Tun :)

48.

Zalman's Gravatar Zalman

September 27, 2011 at 7:38 pm | [Permalink](#)

Assalamualaikum YABhg Tun,

While I absolutely agree that Air Asia did a great job growing into a profitable low cost airline, its ability to "transform" a legacy full service airline perhaps is another challenge altogether. Very often we associate success in one area, with the ability to be successful in all areas. Transforming a GLC, with the need to retain employees and avoid a major cutbacks in staff, along with the Union in the corners biting away at every step of the way, and the short-term measures applied, this may be an insurmountable task. I admire Ahmad Jauhari for taking the challenge, and believe that perhaps Tony Fernandez is answering the call to support his nation, however I would have believed that Air Asia would have been a greater company without the heavy weights of a legacy airline behind it.

Well, this would just be an opinion. As always time will tell. But we have the tendency to nationalize our successful entrepreneurs. This in turn

leads to a complacent ecosystem for the employees. Most of the successful ventures that remained majority owned privately have proven that it could thrive like Wesport, The Bukhari Group, and YTL to name a few. However, the nationalized companies often end up in the GLC pinball game with scapegoats sent to the slaughter house every so often.

I am thankful YABhg Tun for your blog as it opens up a forum. While some of the comments I believe are extremely rude, you've allowed it anyway. This is truly an open forum.

May Allah bless your health, and may your wisdom helps those in need. Ameen.

49.

cakkuncak's Gravatar cakkuncak

September 27, 2011 at 7:06 pm | [Permalink](#)

Dear Tun,

I for one feel that many government owned or government linked companies can learn from others who have proven to be doing well in whatever venture that they are in.

Do you know Tun how many goverment owned companies under the MoF Inc. division of the MoF is profitable? Of the few that are profitable (largely due to captive revenue provided by the government, meaning no much effort on the part of these companies) most are managed 'poorly' to say the least.

Why is this so?

As in the case of MAS, management of these companies are not largely by individuals who are suited or motivated to move the companies forward.

For example the board members normally consists of MoF reps, a few senior government officials and independent individuals who are politically linked.

With all due respect to all senior government officials, I think its about time civil servants are not allowed to manage corporations.

Government officials can never make decisions based on simple business logic. Thats a fact that is so obvious.

The other factor is the political linked individuals who are selected for various board positions and a few companies despite it is clear they are incapable for whatever reason it may be.

Therefore, if we are really serious in seeing progress in all the corporations that the government have interest , let us not just stop with MAS. Revamp the whole MoF Inc. outlook and mandate and start making changes.

50.

Jack Dozer's Gravatar Jack Dozer

September 27, 2011 at 7:02 pm | [Permalink](#)

Assalamualaikum Tun.

Dah agak Tun punya kerja.

I heard from somebody hehehe. Most may agree if they know the reason behind the merger.

51.

Kenn's Gravatar Kenn

September 27, 2011 at 6:35 pm | Permalink

Yang Berbahagia Tun,

Kali ini saya tidak bersependapat dengan Tun.

Walaupun MAS mempunyai kelemahan, saya kira tidaklah sampai patut MAS "dibunuh". Kerajaan sepatutnya lebih memainkan peranan bermakna dan serius dalam mengatasi isu kelemahan MAS ini.

1. MAS adalah full-fledge airline carrier sedangkan AirAsia berkonsepkan "Low cost – No frills".

2. MAS adalah identiti negara, milik MALAYSIA sedangkan AirAsia lebih bersifat swasta. Operasi "long haul" AirAsia adalah sebenarnya oleh AirAsia X, sebuah syarikat milik asing. Bukannya milik negara kita.

3. MAS nampaknya telah "dianak-tirikan".

(i) Kisah khidmat penerbangan pendalaman

(ii) Al-Wafee Air

(iii) Kos MAB

(iv) Penajaan Pasukan Bolasepak Liga Inggeris

(v) dll*

* dll – sekiranya berminat sila berkunjung ke laman **L I S T E D !!!** dan buatlah carian post-post yang tajuknya bermula dengan "MAS AirAsia Story – ", dan juga tag word "MAS".

Ataupun membacanya sepintas lalu di **VOICES AROUND** – Mereka belum puas menyodom... ", di mana terdapat beberapa link artikel-artikel dari para bloggers mengenai isu share-swap MAS AirAsia ini.

Bagi saya, nampaknya kerajaan semakin gagal untuk menangani isu-isu yang berkepentingan negara, bukan saja isu MAS AirAsia ini alone. Kerajaan kini lebih bersikap berdiam diri dalam banyak isu-isu panas.

Terima kasih. Mohon maaf.

52.

fbukhary's Gravatar fbukhary

September 27, 2011 at 6:28 pm | Permalink

Salam Tun,

I totally agree with you here. I once flew MH to Middle East and I did not like my experience. The air craft looks old and the interior is not well maintained and I just did not have the confidence. The air crew were also not friendly to me, a fellow Malaysian. I flew other airlines ever since.

But for flying domestically, I prefer MH over AK only because LCCT is

always packed and I don't mind paying slightly more for a less-hassle experience.

53.

Ibnu Sulaiman's Gravatar Ibnu Sulaiman

September 27, 2011 at 5:49 pm | Permalink

Assalammua'laikum wrt... Tun yang dihormati,

"Kita" merujuk kepada diri penulis, berbahagia Tun dan pembaca mesej ini.

1. Syukur kehadiran Allah SWT kerana masih memberi kita rezeki yang melimpah ruah, keamanan, kemakmuran, dan yang paling utama memberi kita nikmat Islam. Janganlah sampai kita lupa bahawa kenikmatan tersebut hanyalah sementara di alam dunia ini dan Allah boleh menariknya pada bila-bila masa. Mungkin selepas dari membaca mesej ini, Allah mencabut nikmat nyawa kita kerana yang hidup pasti mati. Selagi nyawa dikandung badan, selagi itu tanggungjawab yang di amanahkan oleh Allah SWT wajib dilaksanakan dan diamalkan.

2. Semoga Allah SWT terus mengurniakan Tun kesihatan mental dan fizikal, dipanjangkan umur, diberi taufik hidayah dan dirahmati Allah SWT selalu. Amin.

3. Maha KayaNya Allah SWT menciptakan besi yang pada sifatnya berat. Pada pandangan akal, besi mana boleh terbang macam kapal terbang MAS/Air Asia. Sebagai contoh, jarum kalau kita letak dalam air ia akan tenggelam. Tetapi, kapal laut yang beratnya boleh mencapai beribu-ribu tan tidak tenggelam pulak semasa belayar. Kecuali, kapal Titanic sbb Allah SWT hendak kapal tersebut tenggelam putus dua sebabnya berlanggar dengan ABC. Kalau dibuat bandingan, mana lebih berat jarum atau kapal?

4. Itu adalah hakikat Allah SWT Maha Berkuasa, ada benda kita tidak dapat berfikir guna logik akal (rasional) semata-mata. Itu sebab Allah SWT ajar kita supaya beriman dengan benda yang ghaib (tidak nampak oleh mata kita) seperti beriman kepada Allah, Nabi, Malaikat, Kitab Allah, Syurga, Neraka dan qada' & qadar.

5. Nasihat saya mungkin boleh dianggap cucu kepada yang berbahagia Tun; selagi Allah SWT memberi kita nyawa untuk hidup di alam dunia ini. Selagi itu, Allah SWT masih memberi peluang kepada kita untuk memperbaiki amalan seharian kita supaya selaras dengan Al-Quran dan Sunnah Rasulullah Muhammad SAW. Semoga kita mendapat kebahagiaan hidup di dunia dan juga di akhirat kelak. Amin. InsyaAllah, sama-samalah kita mulakan dengan amalan nabi, solat fardu 5 waktu berjemaah di rumah Allah (Masjid) untuk menyembah Tuhan yang satu. Dari-Nya kita datang dan kepada-Nya kita akan kembali, Tuhan yang mentadbir sekalian alam.

rgds

Ibnu Sulaiman

Komen² Terdahulu:-

01. Jom Solat Fardu 5 Waktu Berjemaah
02. Ciri-ciri Asas Pemimpin
03. Yang Hidup Pasti Mati
04. Islam Menolak Fahaman Asabiah, Perkauman dan Kebangsaan
05. Bala Bencana!!! Apabila Hubungan Kita Dengan Allah SWT Tidak Dijaga
06. Adakah anda orangnya yang sanggup menghina Allah SWT dan Rasul-Nya?

- 07. Kata-kata Allah SWT dan Rasul-Nya paling tinggi makamnya
- 08. Apa Erti Sebuah keMERDEKAan?
- 09. Usahlah dibanggakan dgn Harta, Anak Pinak & Pangkat Kuasa
- 10. Kesan Buruk Sistem Kapitalis
- 11. Iklan Kekosongan Jawatan

54.

nasyrah's Gravatar nasyrah

September 27, 2011 at 5:41 pm | [Permalink](#)

Dear Che Det

What is your opinion about the Early Childhood Education in Malaysia?

55.

SYAMiLLiON's Gravatar SYAMiLLiON

September 27, 2011 at 5:31 pm | [Permalink](#)

Salam Tun,

How about the debt own by AA to MAB?

56.

boyfromraub's Gravatar boyfromraub

September 27, 2011 at 5:07 pm | [Permalink](#)

Dearest Tun,

I somewhat agree with you. Airasia's real ability will only be tested when they deal with aging aircraft. That is not yet the case for them. Lets see.

Btw, well done. A posting not politically inclined.

57.

Deevajie's Gravatar Deevajie

September 27, 2011 at 4:57 pm | [Permalink](#)

Wether MH crew like it or not....it is a fact. I flew with MH sometimes, most of the trip is an official goverment trip. If we flew with business class, they will treat u quite well....(Even the treats is a bit less friendly compare to the foreigner). But when we flew with economy sit, especially if u are local...they will treat u just when they free...(try to ask call them many times and ask them more than 2 question, they will start to `make face with u and try to avoid u)....

What they concern is their hair, their make up, their style and the way they walk....they concern less about us as their customer...they forget that we pay their salary...

Hopefully they change...coz their service is getting down...from top to bottom~

58.

Jose Ernesto's Gravatar Jose Ernesto

September 27, 2011 at 4:15 pm | [Permalink](#)

memang setuju sangat apa yg tun cakap. selama ni MAS seperti tiada perancangan untuk buat ape yang perlu untuk generate income.

<http://chedet.cc/blog/?p=605>