

UCAPAN OLEH: DATO' SERI DR. MAHATHIR BIN MOHAMAD  
( PERDANA MENTERI )

UPACARA: UPACARA PEMBUKAAN RASMI KOMPLEKS HANGAR MAS

TEMPAT: LAPANGAN TERBANG ANTARABANGSA KUALA LUMPUR, SUBANG

TARIKH: 26 FEB 1986

MASA:

Yang Berhormat Dato' Dr. Ling Liong Sik,  
Menteri Pengangkutan;  
Yang Amat Berhormat Datuk Haji Ahmad Razali,  
Menteri Besar Selangor;  
Yang Mulia Raja Tan Sri Mohar Badiozaman,  
Pengerusi MAS;  
Dif-dif Kehormat;  
Tuan-tuan dan puan-puan.

Saya mengucapkan terima kasih kepada Lembaga Pengarah dan Pengurusan MAS kerana sudi menjemput saya merasmikan Kompleks Hangar MAS ini. Saya juga berasa bangga kerana dapat memberi sepatah-dua kata di Majlis ini.

2. Kompleks Hangar ini bermakna MAS telah berjaya mempunyai kemudahan yang cukup untuk mengendalikan penyelenggaraan pesawat-pesawat terbang atau 'aircraft maintenance'. Bahkan MAS seharusnya dapat menampung keperluan penyelenggaraan pesawat terbang bagi pesawat-pesawat terbang syarikat-syarikat penerbangan lain. Sekiranya Kompleks ini dapat menyelenggara lebih banyak pesawat-pesawat terbang lain, sama ada daripada syarikat-syarikat penerbangan luar negeri atau syarikat-syarikat tempatan, MAS bukan sahaja dapat mengurangkan aliran tukaran wang asing ke luar negeri, bahkan MAS akan dapat membawa masuk tukaran wang asing itu ke negara kita. Salah satu kunci yang penting untuk menarik pesawat-pesawat terbang daripada syarikat-syarikat penerbangan lain ke Kompleks Hangar ini ialah mutu penyelenggaraan yang tinggi. Pengurusan MAS hendaklah memastikan mutu perkhidmatan di Kompleks ini akan semakin meningkat dari semasa ke semasa. Saya berharap pihak pengurusan dan staf Kompleks ini akan menganggap tanggungjawab masing-masing dalam memberi perkhidmatan yang memerlukan kemahiran dalam bidang teknologi tinggi ini sebagai satu cabaran.

3. Mengenai industri 'aerospace' di negara ini pula, Kerajaan telah mengambil beberapa langkah ke arah memperluaskan industri ini. Langkah pertama ialah menswastakan Depo TUDM yang sekarang dikenali sebagai AIROD. AIROD merupakan satu pelaburan bersama antara 'Aerospace Industry of Malaysia' dengan sebuah syarikat luar negeri.

4. Industri 'aerospace' merupakan satu industri yang

dinamis dan satu ciri yang penting ialah industri ini menggambarkan kemajuan-kemajuan moden dalam segi peralatan dan sistem industri penerbangan. Di samping itu industri ini mestilah mengutamakan daya pengeluaran yang tinggi tanpa mengabaikan kualiti supaya dapat bersaing dengan industri penerbangan luar negeri. Dengan itu AIROD dan lain-lain kemudahan dalam industri penerbangan seperti Kompleks ini hendaklah memastikan daya pengeluaran dan mutu sentiasa diutamakan.

5. Seperkara yang mesti kita sama-sama akui ialah industri penerbangan, seperti industri-industri berat yang lain, mempunyai kesan yang positif terhadap sektor-sektor ekonomi yang lain di negara ini. Berbagai peralatan kecil dan perkhidmatan-perkhidmatan tertentu juga akan turut berkembang bersama-sama dengan perkembangan industri penerbangan ini. Mungkin juga kita tidak akan dapat menyaksikan perkembangan seperti ini dengan cepatnya, tetapi perkembangan itu walaupun lambat akan tetap berlaku. Sekiranya kita memikirkan kesannya kepada ekonomi negara dalam jangka panjang, kesan-kesan positif industri penerbangan dan industri-industri berat yang lain tidak dapat kita nafikan.

Tuan-tuan dan puan-puan,

6. Di Majlis ini ramai tetamu MAS terdiri mereka yang datang dari luar negeri. Oleh yang demikian izinkan saya berucap seterusnya di dalam Bahasa Inggeris.

Ladies and gentlemen,

7. I would like to welcome all of you, especially those from overseas. I am sure MAS would be giving the necessary information on this Complex and I hope it will be attractive enough for you to consider using the facilities here.

8. Aircraft and component repair in the South East Asia region have a large market potential. Although a number of countries in this region have established repair and overhaul centres, there is still a substantial volume of work that flows to the United States, Europe and other repair centres outside this region.

9. Malaysian organisations involved in this industry such as MAS, AIROD and others should venture out and obtain their share in this highly competitive market. To be successful the Malaysian companies must enhance their competitiveness by providing high quality work and continuously explore ways and means of raising their productivity.

10. These organisations should also cooperate and complement each other to make their presence felt, not only in South East Asia but also in other regions like the Middle-Eastern countries. Beyond repair and overhaul activities, Aerospace Industries Malaysia which was established over a year ago must accelerate and widen its search for

partners and opportunities to set up components and parts manufacturing, light aircraft and helicopter assemblies and other high technology repair centres to service the market.

11. The Government would welcome and create the right environment for foreign investors who are keen to set up their operation in this country. We have the necessary infrastructure and a large pool of highly trained and adaptable work force to support aerospace activities in this country. We seek those who have a real desire to participate in the building of the Malaysian economy and who are prepared to transfer their know-how in design, fabrication and production technology to their Malaysian counterparts.

12. Equally important is the commitment by companies to invest in research and development. The long term investment will ensure that there is a continuous search for new aviation and aerospace technology and of its potential applications.

Ladies and gentlemen,

13. The ceremony today also represents the coming of age for MAS. In entering this new era you must shed your "small airline" image. You must take a more aggressive stand to ensure your rightful place among the big league airlines. In line with the government's policy in making tourism an important revenue earner, MAS must play a leading role in helping the government ensure the success of its tourism plan. There is a need for Malaysia to be more easily accessible to the world and MAS must take steps to strengthen and develop its network.

14. In the domestic arena, expansion and growth is within our control. However I am aware that expanding externally is another story. Inherent in MAS plans to grow are the problems of securing traffic rights from other countries. The government gives its assurance that it will continue to give its full support and help in this direction in order for MAS to expand in a logical and orderly manner. Malaysia hopes to see more liberalising of rights on a reciprocal basis and developed nations taking a less restrictive and protectionist stand to allow for growth of the airlines of developing countries.

15. It has been a number of years since MAS has launched any new routes or increased frequencies to existing destinations. However the fruits of the last few years of grappling with the problems of securing traffic rights to other countries will be realised in July this year when MAS extends its network to USA and operate its fifth flight to London via Paris.

16. The two new services to Los Angeles spell an exciting new chapter for MAS and Malaysia as it opens up a whole new and vast market for air traffic, tourism and trade. I am

told that there are about 20 million Americans leaving the country annually for various destinations and of this number less than 60,000 make their way to Malaysia. TDC, MAS and travel agencies must make the necessary efforts to encourage a greater flow of American tourists to this country as well as to enhance the trade and commercial links between the two countries.

17. For the operation to the U.S. and an extra frequency to London, MAS will be deploying the new B747 aircraft which has an enlarged cargo capacity. This is very encouraging for the expansion of cargo services between Malaysia and Japan, U.S. and Europe. And to promote airfreighting of cargo through Subang, the Government has built a very large and modern cargo complex which will be operational in three days' time, that is March 1st.

18. MAS has also invested about \$25 million in modern computer systems and sophisticated mechanised equipment to make this cargo centre more efficient and competitive with other cargo centres in the region. It will be a challenge to MAS to make Subang a major cargo transshipment centre.

Tuan-tuan dan puan-puan,

19. Seperti yang kita maklum tahun ini MAS menjadi sebuah syarikat yang disenaraikan di KLSE. Kerajaan telah menjualkan 30% jumlah sahamnya kepada orang ramai. Justeru itu sebahagian daripada ekuiti MAS dipunyai oleh orang awam. Ini bermakna tanggungjawab MAS bukan sahaja kepada Kerajaan, bahkan juga kepada orang awam yang telah memegang saham syarikat penerbangan ini. MAS akan diperhati dan diteliti dengan penuh minat oleh para pemegang saham barunya. MAS hendaklah meningkatkan kesungguhannya memberi perkhidmatan yang cekap, lebih berupaya dan mengumpulkan keuntungan yang sewajarnya.

20. Sekali lagi saya mengucapkan setinggi penghargaan kepada Lembaga Pengarah dan Pengurusan MAS yang telah menjemput saya ke Majlis ini. Sekarang saya dengan sukacitanya membuka Kompleks Hangar MAS ini dengan rasminya. Terima kasih.