



- **ICAO REGIONAL AIR NAVIGATION PLAN**
- **AERODROME CERTIFICATION**
- **WATER AERODROMES**





# REGIONAL AIR NAVIGATION PLAN

- Till 2014 → Basic & FASID
- Council Approved template with Vol I, Vol II & Vol III → ALIGNEMENT AND FLEXIBILITY
- Vol I
  - Former Basic
  - Stable elements, approved by Council
    - New and decommissioned aerodromes (requires Council approval)
- Vol II
  - Former FASID
  - Traditional Service and Facilities, approved based on regional agreement
    - Aerodrome physical
- Vol III
  - New
  - Performance-based modernization of the air navigation system, approved by the PIRGs
    - ASBUs



# REGIONAL AIR NAVIGATION PLAN

- Structure Vol I & Vol II
    - Introduction
    - Generic aspects
      - Regional traffic flows
    - **Aerodromes**
      - **General Regional Requirements**
      - **Specific Regional requirements**
    - CNS
      - General Regional Requirements
      - Specific Regional requirements
    - ATM
      - General Regional Requirements
      - Specific Regional requirements
    - MET
      - General Regional Requirements
      - Specific Regional requirements
    - SAR
      - General Regional Requirements
      - Specific Regional requirements
    - AIM
      - General Regional Requirements
      - Specific Regional requirements
- GANP: BBBs



# REGIONAL AIR NAVIGATION PLAN

- Structure Vol III

- Introduction
- Generic aspects
- Air Navigation Implementation

} GANP: PF and ASBUs

→ Evolution to a performance-based planning



# REGIONAL AIR NAVIGATION PLAN

General principles:

- Globally-accepted framework for harmonization of civil aviation are the SARPs in ICAO Annexes for worldwide applicability
- Specific needs on a regional basis governed by regional air navigation plans (ANPs) detailing facilities and services to be provided by States pursuant to Article 28 of the Convention.



# REGIONAL AIR NAVIGATION PLAN

## General principles:

- The plan does not list all the facilities and services existing in the region but only those required as approved by the ICAO Council for international civil aviation operations.
- Air navigation facilities, services and procedures recommended for the area under consideration should form an integrated system designed to meet the requirements of all international civil aircraft operations.
- The plan should meet the requirements of all operations planned to take place in the area during the next **five years**, but not necessarily limited to that period, taking due account of the long-term planning and implementation strategies.
- Corrections to the plan should be notified to the ICAO Regional Office accredited to the State.



# • Procedure to amend ANPs found in ANPs

Page 0-A-1

## APPENDIX A - PROCEDURE FOR THE AMENDMENT OF REGIONAL AIR NAVIGATION PLANS

*(Approved by Council on 18 June 2014)*

### 1. Introduction

1.1. The procedure outlined below has been evolved to provide a means of maintaining the regional air navigation plans using an ANP web based platform.

### 2. General criteria

2.1. The Assembly has resolved that regional plans should be revised when it becomes apparent that they are no longer consistent with current and foreseen requirements of international civil aviation and that, when the nature of a required change permits, the associated amendment of the regional plan should be undertaken by correspondence between the Organization and the States and international organizations concerned.

2.2. When a State cannot immediately implement a particular part or a specific detail of a regional plan although it intends to do so, when practicable, this in itself should not lead to the State proposing an amendment to the plan.

2.3. The general structure of the regional plans for the parts which concern an air navigation field in Volumes I and II consists of an “Introduction”, “General Regional Requirements” and “Specific Regional Requirements”. As the section “General Regional Requirements” is harmonized for all regions, an amendment of the provisions (text) in “General Regional Requirements” will lead to amendment of Volumes I and II of the regional plans of all regions.

<https://www.icao.int/MID/Pages/MIDeANP.aspx>



- Online system to process amendments to eANPs <http://intranet.icao.int/anb/ANPs/Pages/PFA.aspx>

**ICAO INTRANET**

Search:  GO

Intranet | OSG | ADB | ANB | ATB | LEB | PRES | Public site | Secure Portal

Intranet > ANB > ANPs > PFA

### PFA

**ANB and/or State Feedback Required**

Number	Proposer	ANP	ANP Part	Implementation Date	Date Submitted to HQ	Work-Flow-Station	Circulated to States	Comments Due On
APAC-I 19/10-ATM	...	French Polynesia	APAC-Volume I	ATM	On approval of the Council	2019-05-10	2a: ANB feedback only	

**PFA circulated by RP to ANB**

Number	Proposer	ANP	ANP Part	Date Submitted to HQ	PFA circulated by RP to ANB	Comments Due On	Work-Flow-Station	Comments from ANB
APAC-I 19/05-ATM	...	Japan	APAC-Volume I	ATM	2019-10-30	2019-10-30	3: PFA circulated by RP to ANB	<a href="#">View Entries...</a>
MID-II 20/02-ATM	...	Egypt	MID-Volume II	ATM	2020-03-31	2020-03-31	2020-04-28	3: PFA circulated by RP to ANB <a href="#">View Entries...</a>

**ANB Comments Sent Back To RO**

Number	Proposer	ANP	ANP Part	Date Submitted to HQ	PFA circulated by RP to ANB	Comments Due On	Finalized proposal sent back by RO to HQ (Volume I only)	Work-Flow-Station	ANB comments sent back to RO	Comments from ANB
APAC-II 16/02 - ATM	...	Malaysia and Singapore	APAC-Volume II	ATM		2016-06-20	2016-10-28	4: ANB comments sent back to RO	2016-09-20	<a href="#">View Entries...</a>

# PREVIOUS FASID TABLE

ASIA/PAC FASID TABLE AOP 1

3-2-3

City/Aerodrome Use	/Alternate Aerodromes	Aerodrome			Physical characteristics				Radio aids (Refer Table CNS3 for details)			Lighting aids					Marking aids					R V R						
		RC	RF	ATS	Ray No. Pista N°	Ray Type de Pista	TWY	Ray length Long. de piste Long. de pista Pista Panjang Pista Panjang Resist. pavm.	PA	NPA	T	P A A	S A A	V A A	R W L Y L Z	C T D Z	T T T E C B	S B	D E S	C L M	T H R Z		S X T D	F X T D	T H W L Y D			
1	2	3	4	5	6	7	8	9	10	11					12					13								
YBRK ROCKHAMPTON/Rockhampton AS	YBCS Cairns Townsville	4C	6	APP TWR ATIS	15 33	NPA	X	B737 1980 83		X	X	X	L	X		X	X	X	X	X	X	X	X	X	X	X		
YSSY SYDNEY/Kingsford Smith Int RS	YPAD Adelaide YBAS Alice Springs YBNN Brisbane YSDU Dubbo YMLL Melbourne NWWW Noumea	4E	9	APP/R TWR ATIS	18 34	PAI PAI	X X	3950 395 6747	X X	X	X	X	L	X	X	X	X	X	X	X	X	X	X	X	X	X	X	T
YPTN TINDAL/Tindal AS	YPDN Darwin Townsville	4E	7	APP/R TWR ATIS	14 32	NPA	X	B747 2740 268	X			X	L	X	X	X	X	X	X	X	X	X	X	X	X	X		
YBTL TOWNSVILLE/Townsville RS	YBNN Brisbane YBCS Cairns YPDN Darwin APPY Port Moresby YPTN Tindal	4E	7	APP/R TWR ATIS	01 19	PAI	X	B747-SP 2410 291	X X	X	X	X	L	X	X	X	X	X	X	X	X	X	X	X	X	X	X	T
BANGLADESH																												
VGEB CHITTAGONG/Chittagong RS	VGZR Dhaka	4C	6	APP TWR	05 23	NPA	X	B737-200 AS 3048 53 167	X	X		X	L	X	X	X	X	X	X	X	X	X	X	X	X	X		
VGZR DHAKA/Ga Int RS	VTBD Bangkok VEC Calcutta VGEO Chittagong VDFP Delhi VNKT Kathmandu VYYY Yangon	4E	8	APP/R TWR	14 32	PAI	X	B747 3200 360	X X	X	X	X	L	X	X	X	X	X	X	X	X	X	X	X	X	X	X	T
BHUTAN																												
VGPR PARO/Paro Int RS	VEC Calcutta VGZR Dhaka	3C	4	TWR		NPA		B460 1800 40	X	X		X	L	X	X	X	X	X	X	X	X	X	X	X	X	X		
BRUNEI DARUSSALAM																												





# NEW VOL II AOP TABLE

City/Aerodrome/Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
<b>BAHRAIN</b> BAHRAIN/Bahrain Intl (OBBI) RS	10	4F	12 R 30 L  12 L 30 R	NPA NPA  PA 1 PA 1	



# CHICAGO CONVENTION

## Article 28

### *Air navigation facilities and standard systems*

Each contracting State undertakes, so far as it may find practicable, to:

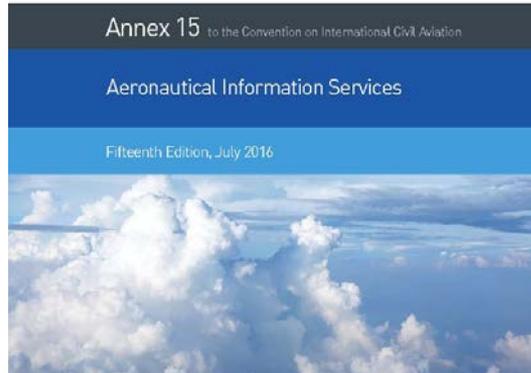
- a) Provide, in its territory, airports, radio services, meteorological services and other air navigation facilities to facilitate international air navigation, in accordance with the standards and practices recommended or established from time to time, pursuant to this [Convention](#);
- b) Adopt and put into operation the appropriate standard systems of communications procedure, codes, markings, signals, lighting and other operational practices and rules which may be recommended or established from time to time, pursuant to this [Convention](#);
- c) Collaborate in international measures to secure the publication of aeronautical maps and charts in accordance with standards which may be recommended or established from time to time, pursuant to this Convention.



# ANNEX 15 : AIP (up to February 2019)



International Standards  
and Recommended Practices



This edition supersedes, on 10 November 2016, all previous editions of Annex 15.  
For information regarding the applicability of the Standards and Recommended Practices, see Foreword.

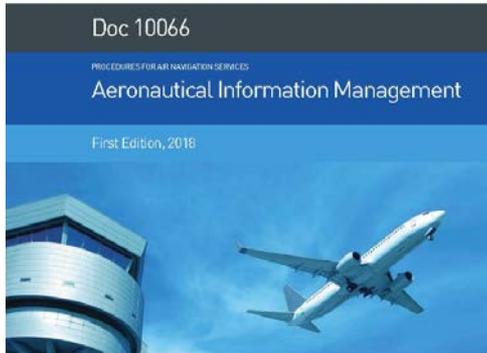
## AD 1.3 Index to aerodromes and heliports

A list, supplemented by graphic portrayal, of aerodromes and heliports within a State, including:

- 1) aerodrome/heliport name and ICAO location indicator;
- 2) type of traffic permitted to use the aerodrome/heliport (international/national, IFR/VFR, scheduled/non-scheduled, general aviation, military and other); and
- 3) reference to AIP, Part 3 subsection in which aerodrome/heliport details are presented.



# Doc 10066 PANS-AIM : AIP (after February 2019)



This first edition of Doc 10066 was approved by the President of the Council on behalf of the Council on 20 August 2018 and becomes applicable on 2 November 2019.

INTERNATIONAL CIVIL AVIATION ORGANIZATION

## AD 1.3 Index to aerodromes and heliports

A list, supplemented by graphic portrayal, of aerodromes and heliports within a State, including:

- 1) aerodrome/heliport name and ICAO location indicator;
- 2) type of traffic permitted to use the aerodrome/heliport (international/national, IFR/VFR, scheduled/non-scheduled, general aviation, military and other); and
- 3) reference to AIP, Part 3 subsection in which aerodrome/heliport details are presented.



# Typical example of a State's Index

[eAIS Package United Kingdom \(nats.co.uk\)](https://nats.co.uk)



<b>DIFFERENCE BETWEEN LIST OF AIRPORTS IN ANP AND DOC 10066 PANS-AIM (AIP)</b>	
<b>ANP</b>	<b>DOC 10066 PANS-AIM</b>
<b>comply with Article 28 of CC</b>	<b>comply with Annex 15, §5</b>
<b>planning document</b>	<b>operational document</b>
<b>5-year planning horizon</b>	<b>day-to-day operations</b>
<b>certification status not shown</b>	<b>certification status shown</b>

Airports listed in ANP are not necessarily listed in AIPs since these airports may be planned and are being built but not commissioned. Conversely, all international airports listed in AIP should be listed in the ANP since the AIP shows “operating” airports.

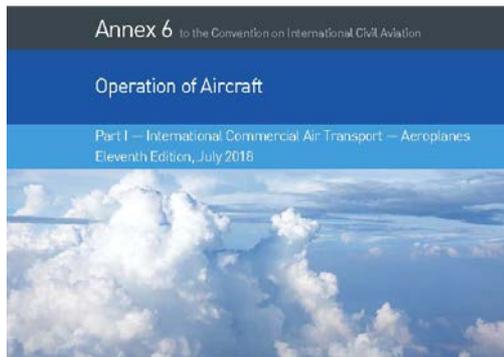


# INTERNATIONAL AIRPORT – DEFINITION



***International airport.*** Any airport designated by the Contracting State in whose territory it is situated as an airport of entry and departure for international air traffic, where the formalities incident to customs, immigration, public health, animal and plant quarantine and similar procedures are carried out.

# ALTERNATE AIRPORT – DEFINITION



This edition supersedes, on 5 November 2018, all previous editions of Part I of Annex 6.

For information regarding the applicability of the Standards and Recommended Practices, see Foreword.

INTERNATIONAL CIVIL AVIATION ORGANIZATION

***Alternate aerodrome.*** An aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing where the necessary services and facilities are available, where aircraft performance requirements can be met and which is operational at the expected time of use. Alternate aerodromes include the following:

*Take-off alternate.* An alternate aerodrome at which an aircraft would be able to land should this become necessary shortly after take-off and it is not possible to use the aerodrome of departure.

*En-route alternate.* An alternate aerodrome at which an aircraft would be able to land in the event that a diversion becomes necessary while en route.

*Destination alternate.* An alternate aerodrome at which an aircraft would be able to land should it become either impossible or inadvisable to land at the aerodrome of intended landing.

*Note.— The aerodrome from which a flight departs may also be an en-route or a destination alternate aerodrome for that flight.*



# Guidelines to consider when designating airports in ANPs

- determined based on user needs
- to consider physical characteristics (runway length/strength & ARC), visual aids, emergency services
- alternate aerodromes :
  - as far as practicable, select regular aerodromes used for international aircraft operations
  - physical characteristics determined based on
    - landing requirements of diverted critical aircraft
    - take-off requirements of diverted critical aircraft for a flight to the aerodrome of intended destination



# Guidelines to consider when designating airports in ANPs

- alternate aerodromes (cont'd) :
  - determine specific taxiway route for diverted aircraft to ensure safe taxiing ops
  - review adequacy of emergency response and RFF services to meet requirements of diverted aircraft
  - if necessary, consider augmentation from sources nearby.



# Challenges with listing of int'l airport in ANP (vis-a-vis certification)

- lists all major and smaller airports
- lists only major airports
- lists major airports with low traffic
- lists smaller airports with low traffic using small aircraft
- lists airports used seasonal/occasional basis, unsched GA ops



# Challenges with listing of int'l airport in ANP (vis-a-vis certification)

- listing of military airports as international alternate but do not have regular commercial flights, RFF does not comply
- not listing airports in ANP = no certification required(?)



# AERODROME CERTIFICATION



## CHICAGO CONVENTION

### Article 28

*Each contracting State undertakes, so far as it may find practicable, to provide, in its territory, ...airports ...(to) facilitate international air navigation, in accordance with the standards and practices recommended or established from time to time, pursuant to this Convention*

### Article 37

*“Each contracting State undertakes to collaborate in securing the highest practical degree of uniformity in regulations, standards, procedures and organization in relation to aircraft, personnel, airways and auxiliary services in all matters in which such uniformity will facilitate and improve air navigation.”*

### States commitment to safety

*This uniformity is achieved by integrating the SARPs adopted and amended by ICAO into the national legal framework and practices of the Contracting States and by implementing them in a timely manner for the safety, regularity and efficiency of air navigation worldwide.*



# SARP - Definitions

*Standard:* Any specification for physical characteristics, configuration, matériel, performance, personnel or procedure, the **uniform application** of which is recognized as necessary for the safety or regularity of international air navigation and to which Contracting States will conform in accordance with the Convention; in the event of impossibility of compliance, notification to the Council is compulsory under Article 38.

*Recommended Practice:* Any specification for physical characteristics, configuration, matériel, performance, personnel or procedure, the **uniform application** of which is recognized as desirable in the interest of safety, regularity or efficiency of international air navigation, and to which Contracting States will endeavour to conform in accordance with the Convention.



# ANNEX PROVISIONS - CERTIFICATION



ICAO

International Standards  
and Recommended Practices



This edition supersedes, as of 2 November 2022, all previous editions of Annex 14, Volume I.  
For information regarding the applicability of the Standards and Recommended Practices, see Chapter 1, 1.2, and the Foreword.

INTERNATIONAL CIVIL AVIATION ORGANIZATION

**1.4.1 States shall certify aerodromes used for international operations in accordance with the specifications contained in this Annex as well as other relevant ICAO specifications through an appropriate regulatory framework.**

*Note.— Specific procedures on the stages of certifying an aerodrome are given in the PANS-Aerodromes (Doc 9981). Further guidance on aerodrome certification can be found in the Manual on Certification of Aerodromes (Doc 9774).*

**1.4.2 Recommendation.— States should certify aerodromes open to public use in accordance with these specifications as well as other relevant ICAO specifications through an appropriate regulatory framework.**



Annex 14 Vol 1 §1.4.1 applies to all aerodromes used for international operations:

- a) whether scheduled, unscheduled, frequent or infrequent;
- b) irrespective of aircraft weight and seating capacity: and
- c) includes military aerodromes, or parts of those aerodromes, used for civil international operations.



# AMENDMENT 10 to ANNEX 14 VOL I

## 1.4 Certification of aerodromes

*Note.— The intent of these specifications is to ensure the establishment of a regulatory regime so that compliance with the specifications in this Annex can be effectively enforced. It is recognized that the methods of ownership, operation and surveillance of aerodromes differ among States. The most effective and transparent means of ensuring compliance with applicable specifications is the availability of a separate safety oversight entity and a well-defined safety oversight mechanism with support of appropriate legislation to be able to carry out the function of safety regulation of aerodromes. When an aerodrome is granted a certificate, it signifies to aircraft operators and other organizations operating on the aerodrome that, at the time of certification, the aerodrome meets the specifications regarding the facility and its operation, and that it has, according to the certifying authority, the capability to maintain these specifications for the period of validity of the certificate. The certification process also establishes the baseline for continued monitoring of compliance with the specifications. Information on the status of certification of aerodromes would need to be provided to the appropriate aeronautical information services for promulgation in the Aeronautical Information Publication (AIP). See 2.13.1 and Annex 15, Appendix 1, AD 1.5.*

1.4.1 States shall certify aerodromes used for international operations in accordance with the specifications contained in this Annex as well as other relevant ICAO specifications through an appropriate regulatory framework.

1.4.2 **Recommendation.**— States should certify aerodromes open to public use in accordance with these specifications as well as other relevant ICAO specifications through an appropriate regulatory framework.

1.4.3 The regulatory framework shall include the establishment of criteria and procedures for the certification of aerodromes.

### 2.13 Coordination between aeronautical information services and aerodrome authorities

2.13.1 To ensure that aeronautical information services units obtain information to enable them to provide up-to-date pre-flight information and to meet the need for in-flight information, arrangements shall be made between aeronautical information services and aerodrome authorities responsible for aerodrome services to report to the responsible aeronautical information services unit, with a minimum of delay:

- a) information on the status of certification of aerodromes and aerodrome conditions (ref. 1.4, 2.9, 2.10, 2.11 and 2.12);
- b) the operational status of associated facilities, services and navigation aids within their area of responsibility;
- c) any other information considered to be of operational significance.



## AMENDMENT 15 to ANNEX 15 (Doc 10066 PANS-AIM)

*App 2-32*

*Procedures — Aeronautical Information Management*

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### **AD 1.5 Status of certification of aerodromes**

A list of aerodromes in the State, indicating the status of certification, including:

- 1) aerodrome name and ICAO location indicator;
- 2) date and, if applicable, validity of certification; and
- 3) remarks, if any.

## Certification of Aerodromes The Tools



AIP  
State XXX

SAMPLE TEMPLATE

AD 1.5 -1  
19 NOV 2009

<i>Aerodrome/Location Indicator</i>	<i>Date/Validity of Certification</i>	<i>Remarks</i>
RKSI (abc INTL)	19 NOV 2009 – 18 NOV 2010	Certified by CASA
RKSS (def INTL)	19 NOV 2009, 1 year	Certified by CAA
RKPC (ghi)	19 NOV 2009, 2 years	Certified by DCA
RKPK (klm INTL)	19 NOV 2009, 3 years	Certified by CASA
RKTU (nop INTL)	19 NOV 2009, 5 years	Certified by CASA
RKNY (wxy INTL)	19 NOV 2009, perpetual	Joint Military/Civilian

Remarks:



A I P  
 Republic of Korea

AD 1.5 - 1  
 19 APR 2012

**AD 1.5 STATUS OF CERTIFICATION OF AERODROME**

<i>Aerodrome name Location indicator</i>	<i>Date of certification</i>	<i>Validity of certification</i>	<i>Remarks</i>
1	2	3	4
SEOUL/Incheon Intl. RKSI	26 NOV 2003 Renewal : 17 SEP 2010	-	Certified by CASA Certified by MLTM
SEOUL/Gimpo Intl. RKSS	25 NOV 2003 Renewal : 26 NOV 2010	-	Certified by CASA Certified by MLTM
JEJU/Intl. RKPC	24 NOV 2003 Renewal : 18 OCT 2010	-	Certified by CASA Certified by MLTM
BUSAN/Gimhae Intl. RKPK	24 NOV 2003 Renewal : 13 OCT 2010	-	Certified by CASA Joint civil/military operation Certified by MLTM Joint civil/military operation
CHEONGJU/Intl. RKTU	25 NOV 2003 Renewal : 16 DEC 2010	-	Certified by CASA Joint civil/military operation Certified by MLTM Joint civil/military operation
YANGYANG/Intl. RKNY	24 NOV 2003 Renewal : 23 DEC 2010	-	Certified by CASA Certified by MLTM
DAEGU/Intl. RKTN	25 NOV 2003 Renewal : 27 DEC 2010	-	Certified by CASA Joint civil/military operation Certified by MLTM Joint civil/military operation
MUAN/Intl. RKJB	7 NOV 2007 Renewal : 24 DEC 2010	-	Certified by CASA Certified by MLTM
GWANGJU RKJJ	25 NOV 2003 Renewal : 23 DEC 2010	-	Certified by CASA Joint civil/military operation Certified by MLTM Joint civil/military operation
GUNSAN RKSX	Not certified		Joint civil/military operation

[eAIS Package United Kingdom \(nats.co.uk\)](http://nats.co.uk)



## BARRIERS TO CERTIFICATION

- organization structures and safety culture
  - : commercial/political pressure
  - : no enforcement action
  - : uncertainty about SMS
  - : avoiding compliance with SARPs without justification
- recruitment & personnel
  - : personnel shortage & retention
  - : difficult to obtain mix of specialities
  - : unclear job descriptions
  - : lack of training
  - : lack of, or poor, succession plan, opportunities for advancement

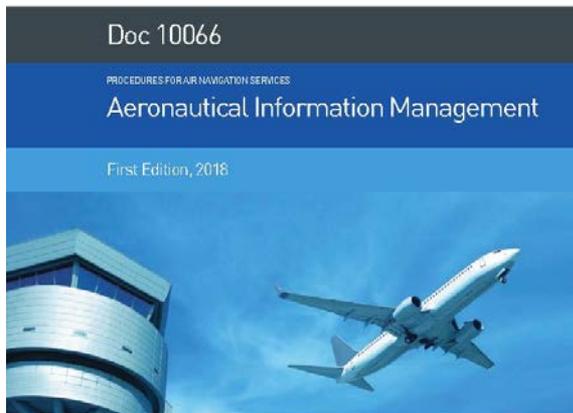


# FAQs

- **TOO MANY AIRPORTS TO BE CERTIFIED – WHICH TO CHOOSE?**
- **INTERNATIONAL AIRPORTS WITH LOW TRAFFICE VS DOMESTIC AIRPORTS WITH BUSY TRAFFIC – WHICH TO CERTIFY?**



# TOO MANY AIRPORTS TO BE CERTIFIED – WHICH TO CHOOSE?



The first edition of Doc 10066 was approved by the President of the Council on behalf of the Council on 26 August 2018 and became applicable on 6 November 2018.

## Attachment B to Chapter 2

### INITIAL CERTIFICATION PROCESS

#### 1. AERODROME CERTIFICATION SCHEME

It may not be possible to certify all aerodromes at the same time since it depends on the number of aerodromes in the State. Therefore, a programme for the certification of aerodromes in the State, including the schedule, has to be prepared. The State plans a certification programme, taking into account the number of trained oversight personnel within the State, according to the following main parameters:



## TOO MANY AIRPORTS TO BE CERTIFIED – WHICH TO CHOOSE?

- Scope of operations & traffic
  - level of operations
  - traffic/pax thresholds
  - number of aircraft movements (RFF?)
  - types of aeroplanes
- Complexity of infrastructure
  - number of runways, taxiways, aprons
  - hotspots
- Level/maturity of SMS



## **INTERNATIONAL AIRPORTS WITH LOW TRAFFICE VS DOMESTIC AIRPORTS WITH BUSY TRAFFIC – WHICH TO CERTIFY?**

- some States recognize that traffic at aerodromes open to public use for domestic operations may handle more movements and passenger numbers than aerodromes in that State that are used for international operations and have decided to extend mandatory certification to these aerodromes, in accordance with §1.4.2 of Annex 14, Volume 1.



- other States extend the certification to aerodromes open to public use but with criteria for such certification such as based on weight, seating capacity, runway length or use as alternate aerodromes.
- in these cases, States should include in their national regulations the certification threshold criteria, and other provisions to ensure proper safety oversight at those aerodromes not requiring certification following the application of these criteria.



- if a State exempts certain category of airports from certification requirements, the State is expected to make other appropriate provisions in its aviation regulations for ensuring the safety of operations
- busiest aerodromes may not necessarily always be the ones exposed to, nor generating, the greatest risks to safety

- factors such as design, a history of accidents/incidents or a complex mix of aircraft could be contributory factors to raising levels of risk higher than a busier one

- one single accident is one too many!

Yogyakarta airport unlicensed at time of crash: report - ABC News (Australian Broadcast... Page 1 of 2

## ABC NEWS

### Yogyakarta airport unlicensed at time of crash: report

Updated Mon 23 Jun 2008, 10:54am

Indonesia's Yogyakarta airport was operating without a licence due to outstanding safety issues when a Garuda plane crashed last year, killing 21 people, an Australian air safety firm has found.

Flight Safety Pty Ltd, which carried out an audit of the airport following a request from an unnamed client, said authorities had failed to implement five conditions for a licence, including extending the runway and safety area.

State carrier Garuda's Boeing 737, with 140 people on board, bounced and skidded off the runway in Yogyakarta, central Java, before bursting into flames in a rice field in March 2007.

Five Australians were killed in the crash.

The aviation safety firm said Yogyakarta's operating licence had ended on August 1, 2006 - eight months before the crash - because it had failed to fulfil the five conditions for the five-year licence issued by Indonesian authorities.

An Indonesian safety official denied the airport was functioning without a licence.

"At that time [the licence] was still valid, but the RESA [Runway End Safety Area] was not long enough," Mardjono Siswo Suwarno of the National Transport Safety Committee said.

"But still in the [Garuda] case, even if the RESA length was adequate, the plane would have still overrun because the speed was 1.8 times normal speed."



PHOTO: Five Australians died when the Boeing 737 bounced and skidded off the runway. (Pentak Lanud Adisucipto, file photo: Reuters)

AUDIO: Yogyakarta airport unlicensed during Garuda crash: report (PM) 0

MAP: Indonesia 0



## FAQs

- TOO MANY AIRPORTS TO BE CERTIFIED – WHICH TO CHOOSE?
- INTERNATIONAL AIRPORTS WITH LOW TRAFFICE VS DOMESTIC AIRPORTS WITH BUSY TRAFFIC – WHICH TO CERTIFY?

## INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES

### CHAPTER 1. GENERAL

...

#### 1.2 Applicability

1.2.1 The interpretation of some of the specifications in the Annex expressly requires the exercising of discretion, the taking of a decision or the performance of a function by the appropriate authority. In other specifications, the expression appropriate authority does not actually appear although its inclusion is implied. In both cases, the responsibility for whatever determination or action is necessary shall rest with the State having jurisdiction over the aerodrome.

1.2.2 The specifications, unless otherwise indicated in a particular context, shall apply to all aerodromes open to public use in accordance with the requirements of Article 15 of the Convention. The specifications of Annex 14, Volume I, Chapter 3, shall apply only to land aerodromes. The specifications in this volume shall apply, where appropriate, to heliports but shall not apply to stolports.



## WHAT IS ICAO DOING?

- Regional Declaration for high level political commitment signed by States
- collaborative agreements (such as RSOO) offering expert and consultative services
- ICAO regional offices
- (new) procedures in Chapter 2, Doc 9981 PANS-Aerodromes dedicated to aerodrome certification
- updated guidance material & ICAO e-library ([elibrary@icao.int](mailto:elibrary@icao.int))
- ICAO/ACI iPACK on aerodrome certification (under development)



## CONCLUSION

- international airports can be found not just in ANPs but also AIPs
- not all airports listed in ANPs are listed in AIPs but the reverse is true
- not listing international airports in ANPs does not obviate the need for certification
- all airports used for international operations to be certified per Annex 14, Vol I, para 1.4.1 irrespective if it is listed/not listed in ANPs
- list of certified international airports can be found in a State's AIP



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UNITING AVIATION



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THANK YOU