

MALAYSIA'S PRACTICE ON TRANSPOSITION OF ICAO ANNEX 14 SARPs TO NATIONAL STANDARDS

ICAO APAC WORKSHOP ON THE TRANSPOSITION OF ANNEX 14 SARPS INTO NATIONAL AERODROME STANDARDS

17 February 2025





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HISTORICAL BACKGROUND

Standards and Recommended **Practices (SARPs)**

Were first adopted by the Council on 29 May 1951 pursuant to the provisions of Article 37 of the Convention on International Civil Aviation (Chicago 1944) and designated as Annex 14 to the Convention.





CHICAGO CONVENTION

Article 37 – Adoption of international standards and procedures

Each contracting State undertakes to collaborate in securing the highest practicable 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.

To this end, the International Civil Aviation Organization shall adopt and amend from time to time, as may be necessary, international standards and recommended practices and procedures dealing with:





CHICAGO CONVENTION

Article 37 (Cont....)

- (a) Communications systems and air navigation aids, including ground marking;
- (b) Characteristics of airports and landing areas;
- (c) Rules of the air and air traffic control practices;
- (d) Licensing of operating and mechanical personnel;
- (e) Airworthiness of aircraft;
- (f) Registration and identification of aircraft;
- (g) Collection and exchange of meteorological information;
- (h) Log books;
- (i) Aeronautical maps and charts;
- (j) Customs and immigration procedures;
- (k) Aircraft in distress and investigation of accidents; and such other matters concerned with the safety, regularity, and efficiency of air navigation as may from time to time appear appropriate.

Safe Sustainable Skies





SENERAL

Standards and Recommended Practices (SARPs)



A Standard

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.

Any specification for physical characteristics, configuration, material, performance, personnel or procedure, the uniform application of which is recognized



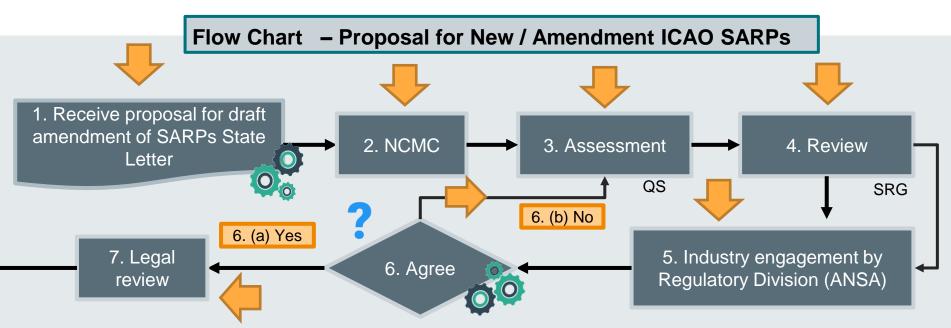
A Recommended Practice

As desirable in the interest of safety, regularity or efficiency of international air navigation and to which Contracting States will endeavor to conform in accordance with the Convention.





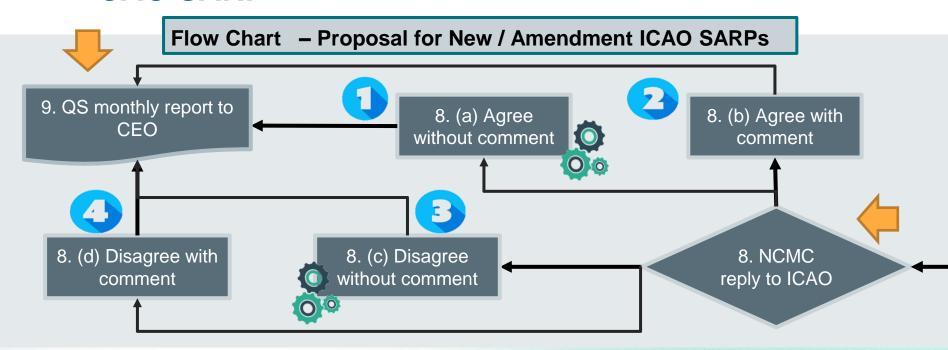
>>> PROPOSAL FOR NEW OR AMENDMENT OF ICAO SARP







>>> PROPOSAL FOR NEW OR AMENDMENT OF ICAO SARP





>>> INDUSTRY ENGAGEMENT



Purpose

CAAM and its stakeholders could identify the need for adopting new SARPs or amending existing ones based on emerging safety, security, operational, or environmental considerations.



>>> INDUSTRY ENGAGEMENT





Guiding **Principles for** Industry Engagement

- It is a two-way flow of information.
- It may be a one-stage process or, as it is increasingly the case, a continuing dialogue.
- Prior to the industry engagement, the proposal for draft amendment of SARPs will be provided to them and subsequently an engagement session will be arranged



>>> INDUSTRY ENGAGEMENT







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Conducting an industry engagement to introduce any new or amendment of existing ICAO SARPs are taking considerations the following items:

- > Preliminary Assessment
- > Training, Gap Analysis
- > Implementation Plan



Adoption of New or Amendment of ICAO SARP



This adoption procedure enables **CAAM** to systematically adopt any new or amendment of existing ICAO SARPs.

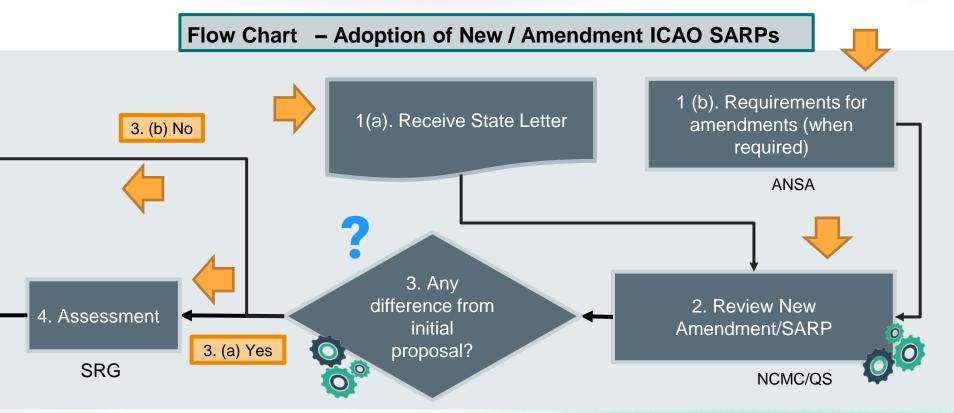
The CAAM operating regulations should conform with the Annexes to the Chicago Convention.

This procedure is developed and implemented to ensure:

- The timely amendment of the specific operating regulations to keep pace with the amendments to the Annexes to the Convention.
- The overall legislation is consistent and, in particular, that regulations are repealed when replaced by new ones.

Adoption of New or Amendment of ICAO SARPs



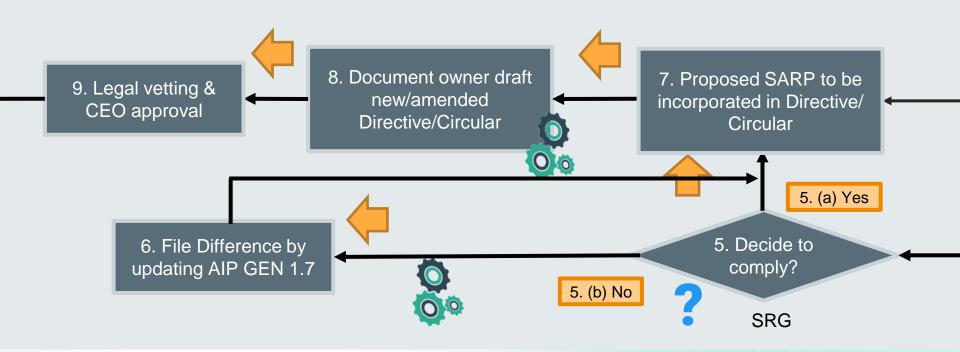




Adoption of New or Amendment of ICAO SARP



Flow Chart - Adoption of New / Amendment ICAO SARPs

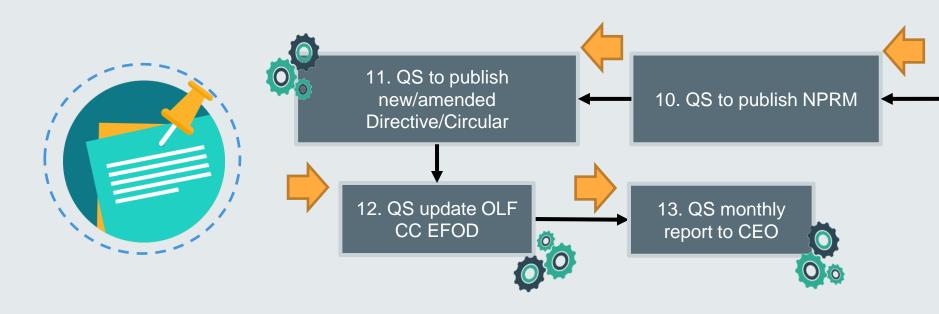




Adoption of New or Amendment of ICAO SARP



- Adoption of New / Amendment ICAO SARPs Flow Chart



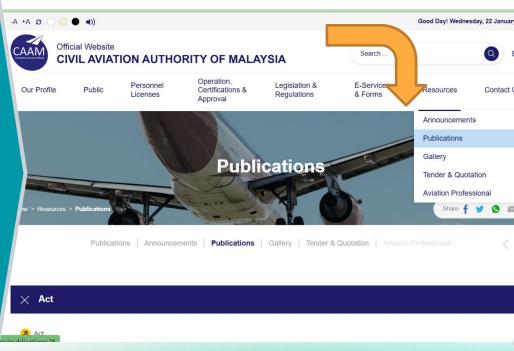




NPRM Process

NPRM issued whenever a new issue or revision of a CAD is to be published.

Uploaded in the CAAM website under the publications tab as "Notice of Proposed Rule Making".







NPRM Process



The NPRM shall be drafted as a **Civil Aviation** Notice and be issued up to a maximum of 3 months prior to the effective date of the new/revised CAD

The purpose of the NPRM is to consult with relevant bodies and organizations when developing or implementing new standards.

Containing the proposed changes to the standards in the CAD and the reason for such change.





NPRM Process

The NPRM shall contain an NPRM **Response Form** which can be submitted to **CAAM** via the following methods:

- Google Forms (preferred method);
- ➤ Email; or
- ➤ Mail to CAAM office.



The NPRM Response Form shall have a cut-off date, which is usually 30 days prior to the effective date of the new standards, after which, a Policy **Review Committee** will be convened to review the changes

After the review, an Advisory Information shall be issued by the **CAAM** confirming the standards that will be implemented with the feedback received to the industry.

All NPRM Response Forms received by CAAM shall be archived electronically







Approval/Revision Process of Directive/Notice/Circular

The QS Division will be supplied with the intended new/revision drafts in advance (at least two months) of the effective date



The Document Owner from the respective division (ANSA) shall draft the document and obtain approval from their respective Head of Division and then Head of QS Division before submitting the approved draft for legal vetting as applicable

Finally, after vetting by the legal team and upon the approval of the CEO, QS Division will publish a NPRM and distribute the documents to all relevant parties and update the Master Document List (MDL) as applicable.







Sample of NPRM

Civil Aviation Authority of Malaysia

CIVIL AVIATION NOTICE (CAN)



Notice No: CAN <no.>/<year></year></no.>	Issuing Office: Civil Aviation Authority of Malaysia
Issue Date: <dd mm="" yyyy=""></dd>	Level 8, Galeria PJH, Persiaran Perdana, Presint 4,
Effective Date: <dd mm="" yyyy=""></dd>	62100 Putrajaya, Wilayah Persekutuan Putrajaya
Expiry Date: <dd mm="" yyyy=""></dd>	Malaysia.
Related Reg: <regulation no.=""></regulation>	
Status: <new etc.="" issue="" or=""></new>	

NOTICE OF PROPOSED RULE MAKING

1 Text

- text text text text

2 Text

text text text text text text

(.....)

Chief Executive Officer

for Civil Aviation Authority of Malaysia

<Date>

CEO NAME





NPRM RESPONSE FORM

DETAILS OF RESPONDER

aviation industry (t	ick below):		
General	Ground	Approved	Air
Aviation	handling	Training	Traffic
	services	Organisations	Control
		-	Services
Flying	Others (speci:	fy below) *	•
Clubs			
	General Aviation	Aviation handling services Flying Others (specification)	General Aviation

ou like a response to your comments?	Yes 🗌	No 🗌

3.1 After reading the CADs, are there specific issues that you wish to see addressed? Please indicate by specifying the relevant CAD reference number, any change to that CAD you believe will add value to drafts, and a short explanation of your reason for proposing the change.

CAD Number	Reference	Proposed Changes	Explanation

Thank you.

Your responses are very much appreciated by the CAAM as it demonstrates a combined effort in ensuring the interests of the aviation community and consumers are met without compromising safety and the relevant standards of the aviation industry.



