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# IFALPA applauds Indonesian accident investigators in calling for RESA upgrades

Chertsey 12 April: The International Federation of Air Line Pilots' Associations (IFALPA) wholeheartedly supports the call by Chief Investigator Mardjono Siswosuwarno who is leading the inquiry into the overrun by Garuda flight 200 at Yongyakarta in March. In his interim report Mr Mardjono recommends that the Runway End Safety Areas (RESAs) at Medan and Solo as well as Yongayakarta airports be lengthened to 240m in line with the **recommendation** in ICAO Annex 14. The Federation urges that this recommendation is not only adopted at all airports where air transport operations take place but is also upgraded to an **ICAO Standard**.

IFALPA recommends that as a minimum, a RESA of flat, firm ground should extend 240m from the end of the runway strip (60m strip, 240m RESA giving a total of 300m available overrun from the runway threshold) and have a width twice that of the runway it serves. The Federation argues that this will dramatically reduce the chances of a post overrun fire and furthermore, aid in the reduction of Rescue and Fire Fighting (RFF) services response times.

IFALPA accepts that because of a runway's location or surrounding topography it is sometimes not possible to establish a RESA as set out above, in this case an Engineered Materials Arrestor System (EMAS) or similar that provides the same level of protection should be installed.

## *Notes to Editors*

*The International Federation of Air Line Pilots' Associations represents in excess of 100,000 pilots in more than 95 countries world-wide. The mission of IFALPA is to be the global voice of airline pilots, promoting the highest level of aviation safety and security world-wide and providing services, support and representation to all of its Member Associations. See the Federation website [www.ifalpa.org](http://www.ifalpa.org)*

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