



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**THE SECOND MEETING OF THE APANPIRG AERODROMES
OPERATIONS AND PLANNING – WORKING GROUP (AOP/WG/2)**

Yogyakarta, Indonesia, 3 – 5 June 2014

Agenda Item 4: Provision of AOP in the Asia/Pacific Region
STANDARDS FOR WATER AERODROMES

(Presented by the Secretariat)

SUMMARY

APANPIRG/24 recognized the importance of developing seaplane bases (Water Aerodromes) which could be the best mode of transportation in geographical isolation in addition to providing recreational access and evacuation in emergencies.

The ICAO Regional Office circulated a questionnaire to assess APAC States status concerning the requirement of SARPs for water aerodromes. This Paper provides information on the responses provided by the States in the questionnaire.

This paper relates to –

Strategic Objectives:

A: Safety – Enhance global civil aviation safety

B: Air Navigation Capacity and Efficiency – Increase Capacity and improve efficiency of the global civil aviation system

Action by the meeting is at Para 3 to this Working Paper

1. INTRODUCTION

1.1 APANPIRG/24 recognized the importance of developing seaplane bases (Water Aerodromes) which could be the best mode of transportation in geographical isolation in addition to providing recreational access and evacuation in emergencies.

1.2 APANPIRG/24 also recognized that developing SARPs for water aerodromes is a major task for ICAO considering the resources available and invited ICAO to convene a workshop/seminar in which APAC States could share their experiences and provide statistics on sea plane operations. The meeting noted that a regional workshop/seminar would assist to assess and justify the need for water aerodromes SARPs and also noted that AOPWG will report the outcomes to APANPIRG/25.

1.3 ICAO Regional Office jointly with DGCA Indonesia organized a seminar on water aerodromes on 2 June back to back with AOPWG/2 Meeting.

2. DISCUSSION

2.1 The Regional Office in letter ref T 11/5.14 – AP-AGA0153/13 dated 17 September 2013 circulated a questionnaire to APAC States for completion and submission by 30 November 2013. The results of the survey are shown in **Attachment A**. In all, 14 Administrations [Australia, Bangladesh, Hong Kong China, Macao China, Japan, Malaysia, Maldives, Mongolia, New Zealand, Pakistan, Philippines, Singapore, Thailand and USA] participated in the survey. The survey results show that:

- 11 Administrations have no requirements for water aerodromes except for Maldives, New Zealand and USA;
- 3 Administrations (Japan, Maldives and USA) have reported that a national regulations is in place for water aerodromes;
- 10 Administrations have reported that their national regulations do not contain the definition of water aerodromes. USA has developed its own federal Regulations regarding the definition;
- 4 Administrations (Australia, Maldives, New Zealand and USA have reported having water aerodromes for sea plane operations;
- 3 Administrations (Australia, Maldives and New Zealand) have reported that a water aerodrome is used for domestic operations only. USA has 24 water aerodromes which are used for international operations; and
- Nil State reported having traffic projections for water aerodromes.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss any relevant matters as appropriate.

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ATTACHMENT A

SURVEY QUESTIONNAIRE ON WATER AERODROMES (SEA PLANE BASES)							
	1.0 Does your State have a requirement for water aerodromes for sea plane operations?	2.0 Does your State have in place a national regulation for water aerodromes (Sea Plane Bases)?	3.0 Do your national regulations contain a definition on "water aerodromes open to public use"? If yes, please provide the definition.	4.0 Do you have water aerodromes in your State for sea plane operations?	5.0 If answer to 4 is yes, please indicate the number of water aerodromes developed in your State and whether these are meant for domestic or international operations or both.	6.0 In case the water aerodromes are meant for international operations or both domestic & international operations please indicate the international traffic forecasted for water aerodromes in your State for the next five years?	7.0 Any other information/comments
Australia	NO	No. Not currently.	No – the general definition of 'aerodrome' in the Civil Aviation Act refers to "an area of land or water".	YES.	Australia has a few areas where seaplane operations take place and only for Domestic operations.	Not applicable.	Australia has some limited regulations in place for aircraft operations on water relating to right of way with other aircraft or vessels and the water aerodrome alighting area being swept and being clear of floating debris.
Bangladesh	NO	NO. On future requirement basis.	NO	NO	N/A	N/A	At present there is no water aerodrome in Bangladesh. If there is a need in future all regulatory issues will be addressed as per ICAO Standard.
Hong Kong China	NO	NO. There is no such plan.	There is no specific definition for water aerodromes.	NO	Not applicable.	Not applicable.	NIL

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Macao, China	NO	NO	NO	NO	Not required to answer, as the answer to Question 4 is NO.	Not applicable.	No other information/comments.
Japan	NO	YES. But the regulation is not in detail. Based on my country.	NO	NO	-	-	No other information/comments
Malaysia	NO	NO/YES.	NO, Definition for water aerodromes. The Civil Aviation Act defines "Aerodromes" which include water aerodrome.	NO	-	-	The State intends to establish standards for water aerodromes as guide for future requirements of such facilities.
Maldives	YES	YES. Our own.	NIL	YES	One Sea Plane Base located at Ibrahim Nasir International Airport. And around 65 landing sites at different lagoons with in Maldives. All used for domestic operations.	NIL	INIA is the main sea-plane base where approximately 200 over movements are recorded daily. All other landing sites are in the islands lagoon. Approximately 10 movements (at each landing site) takes place per day. For passenger embarkation and disembarkation either floating or attached platforms are used.

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Mongolia	NO	NO. No plan yet.	-	NO	-	-	-
New Zealand	YES	NO. New Zealand does not yet have the sea plane traffic numbers to warrant specific regulations at this stage.	NO	YES	Domestic operations only – 3 currently	Not applicable	Under New Zealand Civil Aviation Rules an aerodrome (water or land) only requires certification when it serves aeroplanes of 30 passenger seats or more engaged in regular air transport operations. For water aerodromes that do not serve aeroplanes of 30 passenger seats or more engaged in regular air transport operations, New Zealand CAA has some basic guidance on water aerodromes in Advisory Circular AC139-7. http://www.caa.govt.nz/Advisory_Circulars/ac139-07_ac91-15.pdf
Pakistan	NO	NO/NO	NO	NO	N/A	N/A	N/A

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Philippines	NO	NO. None yet.	NO	NO	N.A.	N.A.	Due to the archipelagic nature of the Philippines, water aerodromes may be feasible operationally subject to promulgation of relevant standards.
Singapore	NO	NO. Singapore will establish a national regulation for water aerodromes if the need arises. YES. If national regulations for water aerodromes were to be established, it would be based on best practices from other States and customised to suit the local context.	NO	NO	N/A	N/A	It will be beneficial if ICAO were to develop SARPs for water aerodromes given that currently, there are already existing water aerodromes operating in States.
Thailand	NO	NO/NO	No, our national regulations do not contain a definition on "water aerodromes open to public use.	NO	-	-	-

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United States	YES	YES	USA developed its own Federal regulations. Regarding a definition, the various lines-of-business within the US FAA use their own definition to implement their areas of responsibilities. For example facilities and water ways for seaplane bases are done by US FAA Airports under AC 150/5395-1 while flight Standards addresses seaplane pilot Operators separately under various documents.	YES	499/24 international	The FAA does not maintain information on which (if any) seaplane bases support international traffic, including which (if any) would have the necessary Federal Inspection Service (FIS) facilities. However, even if there is a seaplane base in the U.S. that meets these criteria, as a non-primary airport (i.e., fewer than 10,000 annual enplanements), the FAA would not delineate international versus domestic operations forecasts.	-