



ICAO

**THIRTIETH MEETING OF THE ASIA/PACIFIC
AIR NAVIGATION PLANNING AND IMPLEMENTATION
REGIONAL GROUP (APANPIRG/30)***Bangkok, Thailand, 4 to 6 November 2019***Agenda Item 3.1: AOP****GLOBAL STANDARDS RELATED TO THE DESIGN, CERTIFICATION AND
OPERATIONS OF WATER AERODROMES**

(Presented by Indonesia)

SUMMARY

States have long recognized the importance of developing seaplane bases (water aerodromes), which very well could be the best mode of transportation for States with islands, geographical isolation, in addition to providing recreational access and evacuation in emergencies. However, there are no ICAO Global Provisions specifically related to the design, certification and operations of water aerodromes for seaplane operations. Indonesia and Canada presented a proposal to the 40th ICAO Assembly for ICAO to develop global provisions related to the design, certification and operations of water aerodromes which are currently not available. The Assembly, overwhelmingly supported the Indonesian and Canadian proposal and adopted an Assembly Resolution that requests the Council, within the current allocated budget and as a matter of priority, to review existing SARPs related to aerodromes and to develop specific Standards and Recommended Practices in the appropriate Annexes to the Convention in order to address the design, certification, management, safety and reporting requirements for water aerodromes operations.

Strategic Objectives:

- A: Safety – Enhance global civil aviation safety
- B: Air Navigation Capacity and Efficiency — Increase the capacity and improve the efficiency of the global aviation system

1. INTRODUCTION

1.1 On the global level, seaplanes are being utilized more frequently to support islands with larger aircraft offering scheduled services. With more than seventeen thousand islands, the Republic of Indonesia is the world's largest island country. Most of the travel between the islands is only practically feasible by air. In Canada, the number of commercial flights originating from water aerodromes has significantly increased since 1999. Canada has 326 registered and more than 2,000 unregistered water aerodromes. There are more than 150 Commercial float plane operators that operate 450 registered aircraft. With an estimated 500,000 passengers traveling in Canada by scheduled seaplane flights each year, these figures highlight the need for specific requirements for water aerodromes.

1.2 ICAO's No Country Left Behind (NCLB) initiative concentrates the efforts of ICAO and Member States to support countries in implementing ICAO Standards and Recommended Practices (SARPs). The main goal of this work is to help ensure that SARPs implementation is harmonized globally so that all States have access to the significant socioeconomic benefits of safe and reliable air transport.

1.3 ICAO has not developed global standards related to the design, certification and operations of water aerodromes for seaplane operations. Given the magnitude of water aerodrome operations worldwide, many countries identified the growing global need for standardized regulations and procedures to certify water aerodromes for seaplane operations.

1.4 Indonesia and Canada presented A40-WP/94 at the ICAO Assembly that requested ICAO to develop global provisions related to the design, certification and operations of water aerodromes which are currently not available.

1.5 The Technical Commission reviewed the proposal as well as a draft Assembly Resolution on the need to develop Standards and Recommended Practices (SARPs) to address the design, certification, management, safety and reporting requirements and operations of water aerodromes. The Assembly Commission overwhelmingly supported the proposal and the draft Assembly Resolution. It was adopted by the Assembly.

1.6 **Resolution adopted by the Assembly:**

Resolution 30/2: Global provisions for design, certification and operations of water aerodromes

The Council, within the current allotted budget, and as a matter of priority, will now review existing SARPs related to aerodromes and decide on how to develop specific Standards and Recommended Practices in the appropriate Annexes to the Convention in order to address the design, certification, management, safety and reporting requirements for water aerodromes operations.

2. DISCUSSION

2.1 ICAO Annex 14 —Aerodromes— does not differentiate between land and water as a surface from which aircraft can operate. It only defines that an aerodrome can be an area of land or water. It is important to note that operations of aeroplanes on water differ significantly from those conducted on land, and the criteria used for certification of land aerodromes may not be appropriate for certification of water aerodromes. In addition to aviation legislation, a seaplane in contact with the water is subject to maritime regulations, including the International Regulations for the Prevention of Collision at sea and local bylaws.

2.2 One fundamental certification criterion requires the aerodrome certificate holder to establish and maintain an appropriate Safety Management System (SMS), which remains the same for both land and water aerodromes.

2.3 States have long 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.

2.4 It will be recalled that the ASIA/PAC Air Navigation Planning and Implementation Regional Group (APANPIRG/24) in 2015 took the lead and established a Small Working Group on Water Aerodromes. The Group comprised of experts from Indonesia, the Maldives, New Zealand, Sri Lanka, and the United States, and developed a set of model regulation for water aerodromes for use as a reference document or guidelines in the Asia/Pacific Region.

2.5 Since that time, several States developed their own regulations in isolation for water aerodromes for use as a reference document. Canada is currently working on regulatory initiatives.

3. CONCLUSION

3.1 APAC States are urged to actively participate in the ICAO work to develop specific Provisions in order to address the design, certification, management, safety and reporting requirements for water aerodrome operations. Our Regional experience in this field will not only assist in the development of Global standards, but will also ensure that our already identified items are addressed.

4. ACTION BY THE MEETING

4.1 The Meeting is invited to:

- a) Note the Assembly Resolution related to the design, certification, management, safety and reporting requirements for water aerodromes operations;
- b) Invite APAC States to participate in the ICAO work to develop specific SARPs in order to address the design, certification, management, safety and reporting requirements for water aerodrome operations; and
- c) Ensure that the regions needs are addressed.

— END —