



**WORKING PAPER**

**ASSEMBLY — 41ST SESSION**

**EXECUTIVE COMMITTEE**

**Agenda Item 20: Increasing the efficiency and effectiveness of ICAO**

**GLOBAL STANDARDS RELATED TO THE DESIGN, CERTIFICATION AND OPERATIONS  
OF WATER AERODROMES**

(Presented by Indonesia)

**EXECUTIVE SUMMARY**

The Assembly (A40-8) requested the Council, within the current allotted budget (2019-2022) and as a matter of priority, to review existing Standards and Recommended Practices (SARPs) related to aerodromes and to develop specific SARPs in the appropriate Annexes to the Convention to address the design, certification, management, safety and reporting requirements for water aerodromes operations.

**Action:** The Assembly is invited to:

- a) note the information in this working paper;
- b) request the Council to expedite the development of specific Standards and Recommended Practices in the appropriate Annexes to the Convention to address the design, certification, management, safety, and reporting requirements for water aerodromes operations as previously resolved by the Assembly (A40-8).

<i>Strategic Objectives:</i>	This working paper relates to all Strategic Objectives, Transformational Objectives and all Supporting Strategies.
<i>Financial implications:</i>	The ICAO activities referred to in this paper were expected to be undertaken within the resources available in the 2019-2022 Regular Budget as resolved by the Assembly, but such activities have not been initiated. It is now expected to be undertaken within the resources available in the 2023-2025 Regular Budget.
<i>References:</i>	Doc 10140, <i>Assembly Resolutions in Force (as of 4 October 2019)</i> Resolution A40-20, <i>Increasing the efficiency and effectiveness of ICAO</i> Resolution A40-8, <i>Global provisions for design, certification and operations of water aerodromes</i> Resolution A39-22, <i>Formulation and implementation of Standards and Recommended Practices (SARPs) and Procedures for Air Navigation Services (PANS) and notification of differences</i> Resolution A32-1, <i>Increasing the effectiveness of ICAO (measures for continuing improvement in the 1999-2001 triennium and beyond)</i>

## 1. INTRODUCTION

1.1 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 socio-economic benefits of safe, uniform, and reliable air transport.

1.2 The Assembly (A32-1) *Directed* the Council and the Secretary General, within their respective competencies and the limits of the budget approved by the Assembly, and without weakening the Organization or having adverse effects on its functioning, to focus their efforts on improving the process of developing and adopting Standards and Recommended Practices (SARPs). In addition, it was highlighted that special regard should be paid to global, functional, and operational requirements.

1.3 During the discussions related to increasing the effectiveness of ICAO (to face new challenges) (A33-3), the Assembly directed the Council to seek ways to shorten the process for the approval and adoption of SARPs considered of key importance for the safety and security of civil aviation, whenever deemed necessary.

1.4 The Assembly (A39-22) also reaffirmed that Article 37 of the Convention on International Civil Aviation requires each Member State to collaborate in securing the highest practicable degree of uniformity in regulations and practices in all matters in which such uniformity will facilitate and improve air navigation. The Assembly resolved that SARPs and Procedures for Air Navigation Services (PANS) shall be amended as necessary to reflect changing requirements to provide a sound basis for global and regional planning and implementation.

1.5 Finally, the Assembly (A40-20) highlighted the need for more timely development or amendment required by air law instruments, ICAO SARPs, and Regional Air Navigation Plans.

## 2. DISCUSSION

2.1 During the 40th Assembly, Indonesia and Canada proposed that ICAO develop global provisions specifically related to water aerodromes that would provide guidance for the certification, operations, management, safety, and reporting requirements. It was further proposed that the provisions should set out specific requirements for water aerodromes, similar to those of land aerodromes and heliports, to ensure the safety of passengers and operators. There was overwhelming support from States, and Resolution 40-8 was adopted.

2.2 It must be recalled that the skill and knowledge sets of panel experts in land and water aerodromes are very different and may not be easily interchangeable.

2.3 The Assembly (A40-8) recognized that Assembly Resolution A39-25 directed the Secretary General to consider the special needs and characteristics of Least Developed Countries (LDCs), Land Locked Countries (LLDCs), and Small Island Developing States (SIDS), identified within the framework of the United Nations, in the coordination, prioritization, facilitation, and implementation of assistance programs aimed at enhancing their air transport systems.

2.4 The Assembly recognized the need to support States with global provisions related to areas only accessible by seaplane operations to improve safety and encourage a strong civil aviation sector that

can promote and sustain social and economic progress through responsible tourism, for example, which is a primary economic driver.

2.5 The Assembly agreed to the need to promulgate global provisions specifically related to the design, certification and operations of water aerodromes for seaplane operations to meet the needs of all Member States for safe, regular, efficient, and economical air transport. However, it is important to note that there are currently no ICAO global provisions related to water aerodromes available to States, which could serve as a basis for the design, certification, and operation of water aerodromes. To close the gaps, several States have developed their own regulations for water aerodromes.

2.6 The Assembly resolved to request the Council, within the current allotted 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 to address the design, certification, management, safety and reporting requirements for water aerodromes operations. However, since then, work has not commenced.

### 3. CONCLUSION

3.1 The Assembly is invited to request the Council to initiate and expedite the work related to water aerodromes as a matter of urgency to ensure the global implementation of uniform provisions and further enhance aviation safety. Indonesia would like to reaffirm its offer to contribute with expertise in developing the urgently needed specific global provisions to ensure uniformity related to the design, certification, and operation of water aerodromes.

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