INTERNATIONAL CIVIL AVIATION ORGANIZATION

SECOND MEETING OF WATER AERODROME SMALL WORKING GROUP (WASWG/2)

Colombo, Sri Lanka, 29 February to 2 March 2016

Agenda Item 4:   **Discuss draft water aerodrome standards**

APPLICABLE CASE STUDIES INVOLVING FEDERAL AVIATION ADMINISTRATION (FAA) ADVISORY CIRCULAR (AC) 150/5395-1A (SEAPLANE BASES)

(Presented by the United States of America)

SUMMARY
There are a number of case studies that support the need for enforced seaplane base policy.

1.   INTRODUCTION

1.1   Examples are provided below that emphasize the importance of seaplane base standards, rather they have been developed or not.

2.   DISCUSSION

2.1   Lake Hood, Alaska Sea Plane Base Layout Plan (SBLP) – The Lake Hood Seaplane Base is co-located next to Ted Stevens International Airport in Anchorage, Alaska. The following is an example of an SBLP under development, as review of this is essential for ensuring that operations the two airports do not conflict with each other:

2.2   While a sea plane base operator may never be able to own or control a portion of open water, it is important to attempt to established marked sea planes, so recreational and commercial boat operators in the surrounding area will develop awareness of being in the presence of sea plane operations:

The above photo is Charlotte Amalie Harbor in St. Thomas, United States Virgin Islands. This seaplane base hosts several daily seaplane operations of flights to and from its sister island of St. Croix. And while operations here have been very safe and successful, additional safety measures can only assist in further preventing any accident or incident. The following video showcases the sea plane operations by Seaborne Airlines, which operates in the United States Virgin Islands and Puerto Rico. In this video, one may note why it is essential for sea lanes to be marked: **Seaborne Seaplane flight from St. Thomas to Sct. Croix.mp4**

3.   ACTION BY THE MEETING

3.1   The meeting is invited to:

a) Note the contents and conclusions of this paper; and

b) Consider adoption or implementation of the technologies and/or processes discussed to address the on-going safety challenges faced by airports.

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