



International Civil Aviation Organization

RASG-MID Steering Committee

Seventh Meeting (RSC/7)
(Cairo, Egypt, 3 – 5 March 2020)

Agenda Item 4: Coordination between RASG-MID and MIDANPIRG

AERODROME DESIGN AND OPERATIONS

(Presented by the Secretariat)

SUMMARY

This paper presents an update related to the Implementation of the Surface Operations ASBU Thread (SURF) and the Airport Planning Challenges faced by both States and Airports.

Action by the meeting is at paragraph 3.

REFERENCES

- Annex 14 Volume I
- ICAO GANP 6th Edition.
- ICAO Airport Planning Manual Doc 9184 - Part 1-2nd Edition 1987
- MID Air Navigation Plan/ MID eANP

1. INTRODUCTION

1.1 The global technical level of the GANP supports technical managers in planning implementation of basic services and new operational improvements in a cost-effective manner and according to specific needs, while ensuring interoperability of systems and harmonization of procedures. It contains the ASBU framework included in the global technical level of the GANP, for scalable implementation, provides the aviation community with the performance benefits expected from the implementation of specific air navigation operational improvements.

1.2 With increasing airspace capacity, there is an urgent need to increase airport capacity. Airports face numerous significant challenges such as unpredictable growth and conflicting demands of the multitude of stakeholders. A lack of strategic planning can lead to the development of objectives that fail to consider how airport projects contribute to the longer-term sustainable development strategy. Without a coherent strategy, projects may not address basic functional requirements and intrinsic needs for the future.

2. DISCUSSION

Operational thread: SURF (Surface Operations)

2.1 The ASBU Thread SURF aims to enhance the situational awareness of Air Traffic Controllers and pilots during ground operations by the provision of the aerodrome surface situation on their respective A-SMGCS displays including some initial alerting services for the prevention of runway incursions or electronic maps in the cockpit.

2.2 The ASPIG/1 meeting agreed that there is a need to raise awareness on Surface operation concept through capacity building initiative.

2.3 Based on the above, the ASPIG/1 meeting agreed to the following Draft Conclusion to be endorsed by the MSG/7 meeting:

DRAFT CONCLUSION 1/7: A-SMGCS IMPLEMENTATION SEMINAR

That,

- a) ICAO organize an A-SMGCS Implementation Seminar in 2020; and*
- b) States are encouraged to participate actively in this event.*

Airport Planning Challenges (States/Airports)

2.4 The ASPIG/1 meeting underlined that the Airport Master Plan is a document that presents the short-term (1-5 years), intermediate-term (6-10 years) and long-term (10-20 year) development/goals of an airport and is typically evaluated and updated every 5 to 10 years. It was recalled that new ICAO provisions on airport planning have been proposed to be included in Annex 14, Volume I and PANS Aerodromes, to support the provision of airport safety and capacity enhancements.

2.5 The ASPIG/1 meeting noted that the lack of strategic planning can lead to the development of objectives that fail to consider how airport projects contribute to the longer-term sustainable development strategy. The ASPIG/1 meeting highlighted that without a coherent strategy, Airports may not address basic functional requirements and intrinsic needs for the future.

2.6 The ASPIG/1 meeting recognized that effective airport master planning is vital in building the airport capacity in a timely and phased approach, thus avoiding significant delays in the future due to capacity constraints. It was highlighted that Airport capacity may be increased and airport delays may be reduced through more precise and up-to-date airport planning.

2.7 The ASPIG/1 meeting was informed that the Airport Master Plan Task Force (AMPTF) had been established by the Aerodrome Design and Operations Panel (ADOP) and tasked with a complete rewrite of the guidance contained in Doc 9184, Airport Planning Manual, Part 1 - Master Planning.

2.8 Based on the above, the ASPIG/1 meeting agreed to the following Draft Conclusion to be endorsed by the MSG/7 meeting:

DRAFT CONCLUSION 1/8: AIRPORT PLANNING SEMINAR

That, ICAO organize an Airport Planning Seminar in 2021 and States are encouraged to participate actively in this event.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information contained in this paper and take actions, as appropriate.

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