



| ICAO

International Civil Aviation Organization (ICAO)  
South American Regional Office

## **SURVEY REPORT**

# **AIRPORT PLANNING IN THE SAM REGION**

(Sent by letter SA159 of May 4, 2020 to the SAM States and reminder by letter SA189 of June 10, 2020)

Version 2.0

Date: 15/September/2020



## **Airport Planning in the SAM Region (SAM ADPLAN) Survey Report**

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### Revisions

Version	Date	Reviewer	Comments
1.1	17/Aug/20	Fabio Salvatierra/ICAO SAM	New doc (translated from Spa)
2.0	15/Sep/20	Fabio Salvatierra/ICAO SAM	Included missing inputs from COL



## Airport Planning in the SAM Region (SAM ADPLAN) Survey Report

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### Introduction

#### Document purpose

The purpose of this document is:

1. Summarize the results of the survey sent to the States of the ICAO South American Region through State Letter SA159 (May 4, 2020) and reminder through SA189 (June 10, 2020) "Survey on Airport Planning of the SAM Region", which seeks to provide an overview of the implementation status of airport planning at the national level and;
2. Provide conclusions from survey results, where applicable.

#### Document structure

The document is divided into two sections: an "Introduction" section and a "Results" section, where a summary of the questions by area will be provided, i.e.:

- National Planning
- Legislation
- Consultative process
- Master Plans
- Staff

### Results

#### General description

The results can be summarized as follows:

- The survey was sent to 14 Member States of the ICAO South American Region, including French Guyana.
- 10 SAM States / Administrations (Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, Guyana, Panama, Peru, and Venezuela) responded to the survey. ( 71.4% of the total)
- The Fifth GREPECAS Program and Project Review Meeting (CRPP / 5), approved a new Airport Planning project.
- The Project proposes to support the States in providing guidance for a consultative and collaborative approach with users in the development of the master plan, to guarantee its optimal functionality and also guarantee that the aspects of operational safety, capacity and efficiency of navigation are considered. aerial. In addition, the Project will help States to include conditions so that the plans contain a priority program that includes a phased implementation plan, which will be reviewed periodically to consider current and future aerodrome traffic based on data. All this together with the development of associated capacities for state specialists.
- The survey is part of the project activities, with a view to establishing a baseline of the status of the implementation of airport planning measures in the region.



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- It was subdivided into 5 areas that are explained below:
  1. National planning: its objective is to know the level of state planning, to determine if the State has a National Plan for the use of airports, or if each airport operator plans independently.
  2. Legislation: its objective is to know the level of requirement to the operators to have an airport master plan, the requirements of its preparation, the level of involvement of the CAA and update cycles.
  3. Consultative processes: its objective is to know if there is a formal and defined consultation process in the States regarding the preparation and approval of these plans. This process is important to consider the requirements of various stakeholders. The result of this section also seeks to identify if there is a need to generate a regional guide in this regard.
  4. Master Plans: document the master plans by aerodromes (table).
  5. Staff: questions about personnel and training related to this topic to identify measures that the region can take to strengthen the States in these competencies.

### National Planning

The objective of the questions is to know the level of state planning, to determine if the State has a National Plan for the use of airports, or if each airport operator plans independently.

*NOTE: The dataset for this question includes responses from 9 states. The pie chart presents absolute values and percentage values.*

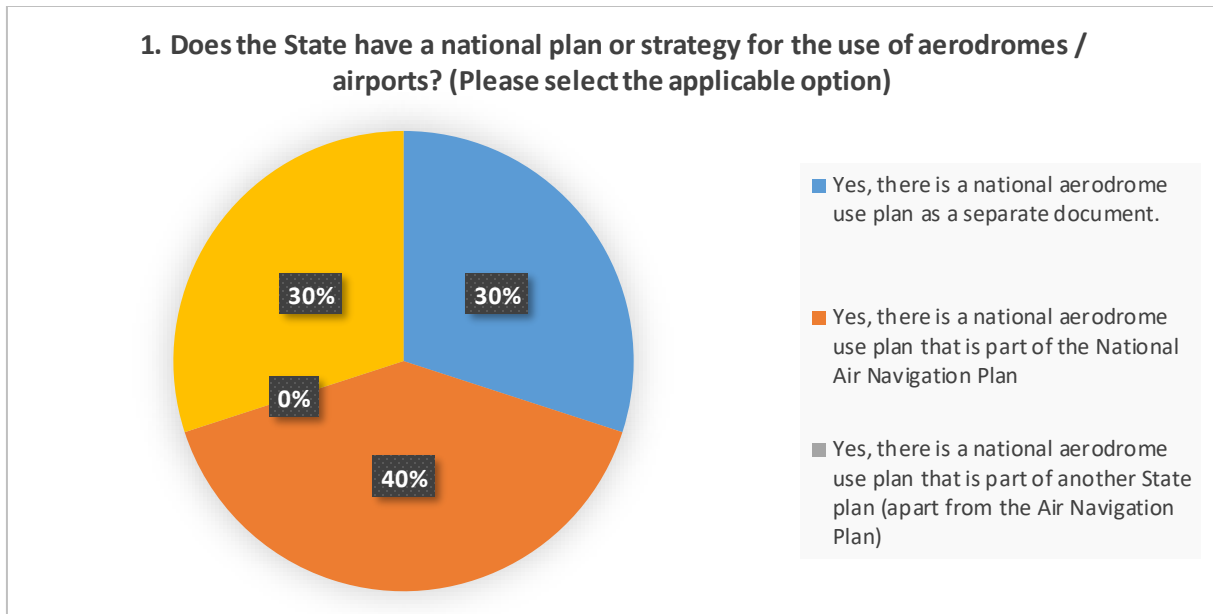
1. *Does the State have a national plan or strategy for the use of aerodromes/airports? (Please select the applicable option)*

The results (see Figure 1) clearly show that a majority (45%) of the respondents have an aerodrome use plan but that it is part of the National Air Navigation Plan.

30% have the plan as a separate document, which usually has more detail.

30% of States do not have a plan.

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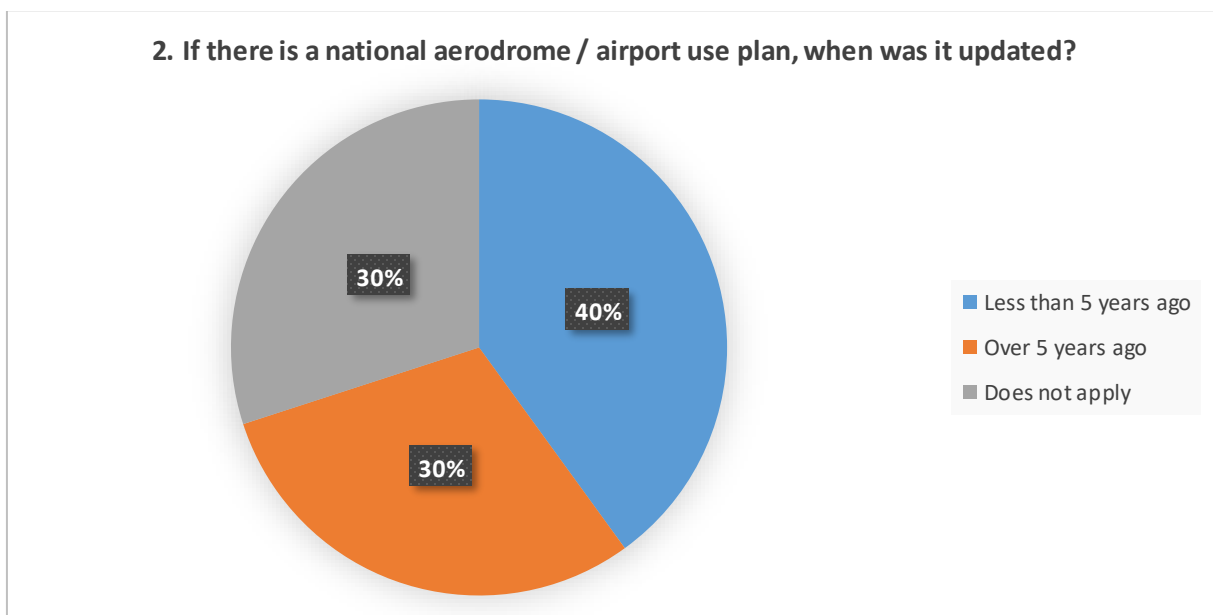


*Figure 1: results of question 1*

*2. If there is a national aerodrome / airport use plan, when was it updated?*

The results (see Figure 2) clearly show that a majority (40%) of the respondents updated their plan less than 5 years ago.

Despite the coincidence with question 1, they do not necessarily represent the same States.



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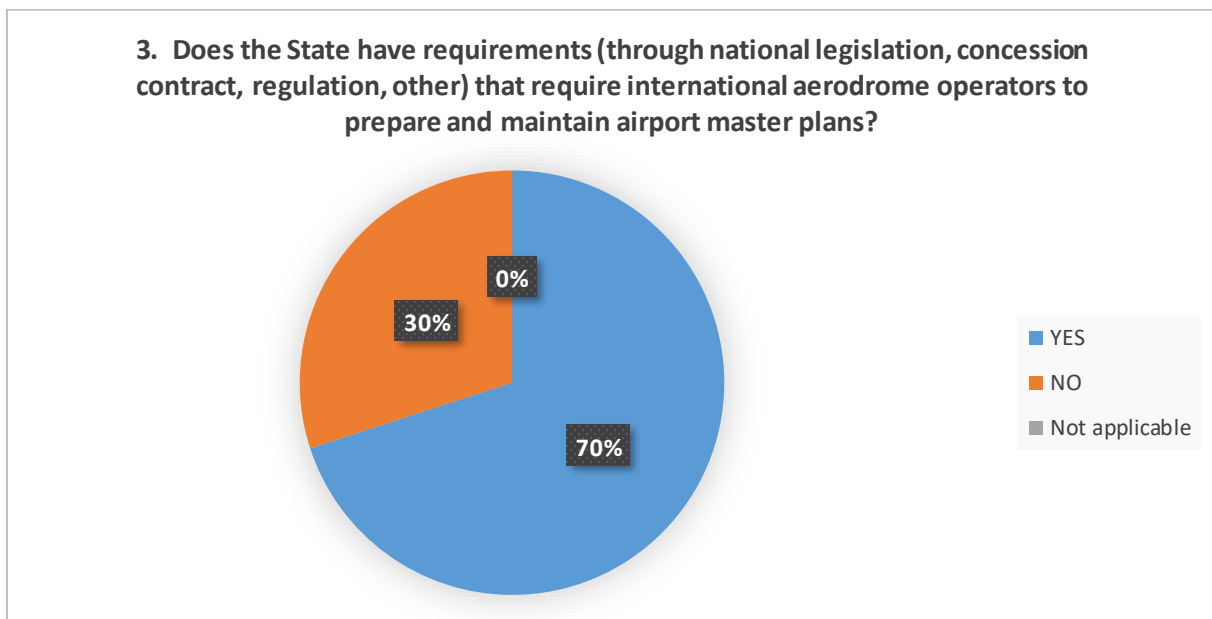
*Figure 2: results of question 2*

### Legislation

The objective of the questions is to know the level of state planning, to determine if the State has a National Plan for the use of airports, or if each airport operator plans independently.

3. *Does the State have requirements (through national legislation, concession contract, regulation, other) that require international aerodrome operators to prepare and maintain airport master plans?*

The results (see Figure 3) clearly show that a majority (70%) of the respondents have requirements to require master plans.



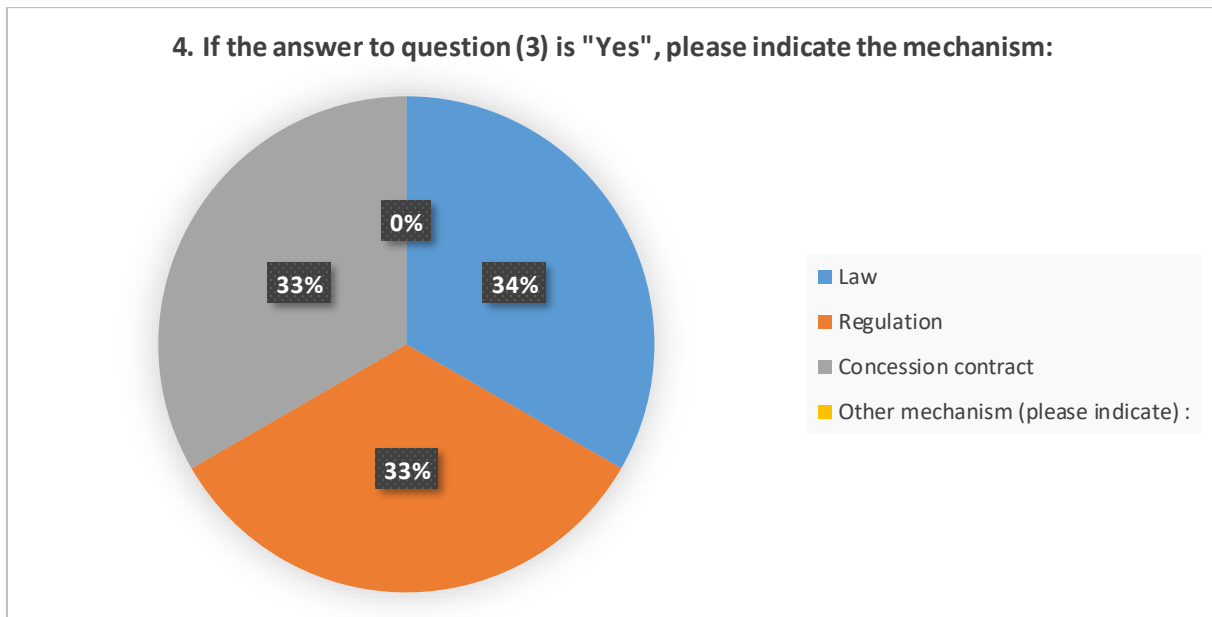
*Figure 3: results of question 3*

Then the question was asked to identify the mechanism used (Question 4). Under this question, options were provided:

- **Law:** referring to basic legislation (usually approved by congress or a body higher than the AAC).
- **Regulation:** referring to operating regulations, usually promulgated at the CAA level.
- **Concession contract:** In several states, the preparation of master plans is indicated as a requirement of the concession contract. In some states the concession contracts have the level of law, in some states they are managed by the AAC or by another entity.

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- **Another mechanism:** explore whether the States have other mechanisms to require master plans.



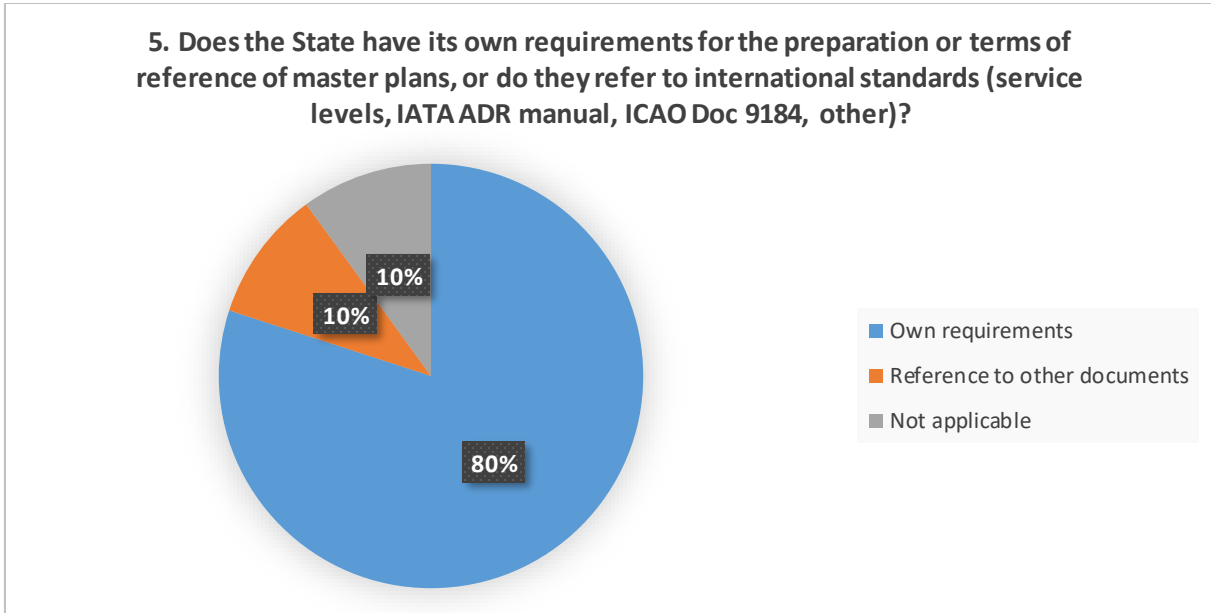
*Figure 4: results of question 4*

5. *Does the State have its own requirements for the preparation or terms of reference of master plans, or do they refer to international standards (service levels, IATA ADR manual, ICAO Doc 9184, other)?*

The question aims to identify the possible need to work on model terms of reference that States could harmonize or adopt to translate into national requirements for this purpose.

Most States have their own requirements, many of them based on ICAO documentation and the IATA ADM (Airport Development manual).

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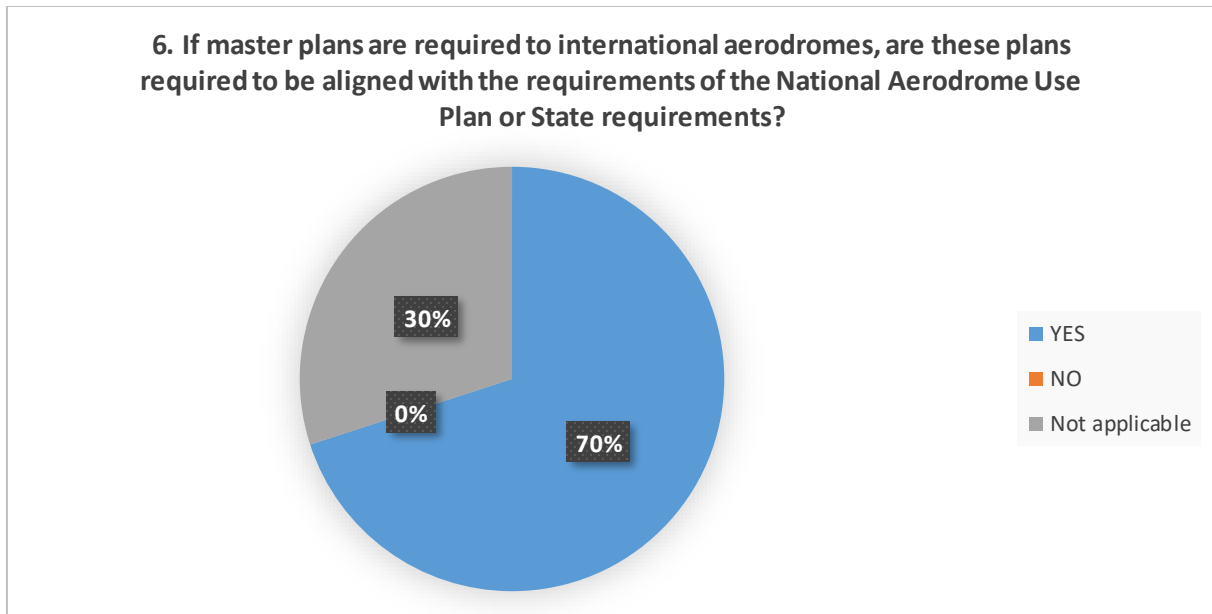
*Figure 5: results of question 5*

*6. If master plans are required to international aerodromes, are these plans required to be aligned with the requirements of the National Aerodrome Use Plan or State requirements?*

70% of the States require a level of alignment of the Master Plan with the national plans or requirements of the States.

It should be noted that the interpretation of several States was of the need for the plan to comply with the requirements, not necessarily an alignment with national plans.

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*Figure 6: results on question 6*

*7. If you require master plans from international aerodromes, could you indicate the planning horizon and required update/review cycle?*

Question 7 has two sides, one on the planning horizon and the other on update cycles. The planning horizon refers to the validity period of the planning, that is, for how many years the plan is planned or intended to be implemented. The update cycle refers to each time the operator is required to review the plan. In some States, these points are pre-defined, but in others, it is flexible and is left to the planner and operator. It is recommended that the update cycle does not exceed 5 years.

Regarding the planning horizon, it was observed that 30% of the States have a horizon of between 10 and 25, which is the period usually found in the plans. However, 30% of the States responded that there are other types of horizons. Some of the explanations provided are:

**State 1:**

*The planning horizon corresponds to the maximum development of the airport based on the maximum operational capacity allowed by the geometric design of the movement area and the associated passengers that this distribution admits. It is worth mentioning that it does not correspond to the maximum possible development based on the existing availability of land.*

**State 2:**

*Attachment XXXX establishes that the plans for each phase of planning implementation must present, at least, the characterization of the current configuration of the airport infrastructure and the*

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characterizations of future configurations considering the implementation horizons for 5 years, 10 years, 20 years and the final planned implementation for the exploitation of the maximum capacity of the airport site, and provided that specific phases are planned with significant changes in the infrastructure. However, whenever planning has implementation horizons different from those reported, a plan must be presented for this specific horizon, which characterizes the configuration of the infrastructure in that phase.

**State 3:**

The Master Plans of concessioned airports are updated each time the concession is re-bid or the airport is concessioned for the first time.

**State 4:**

On the planning horizon it is in Phase 1, Phase 2 and Maximum development, which is related to the end of the corresponding concession period. In the case of other aerodromes, 20 years apply as a reference for the horizon of maximum development.

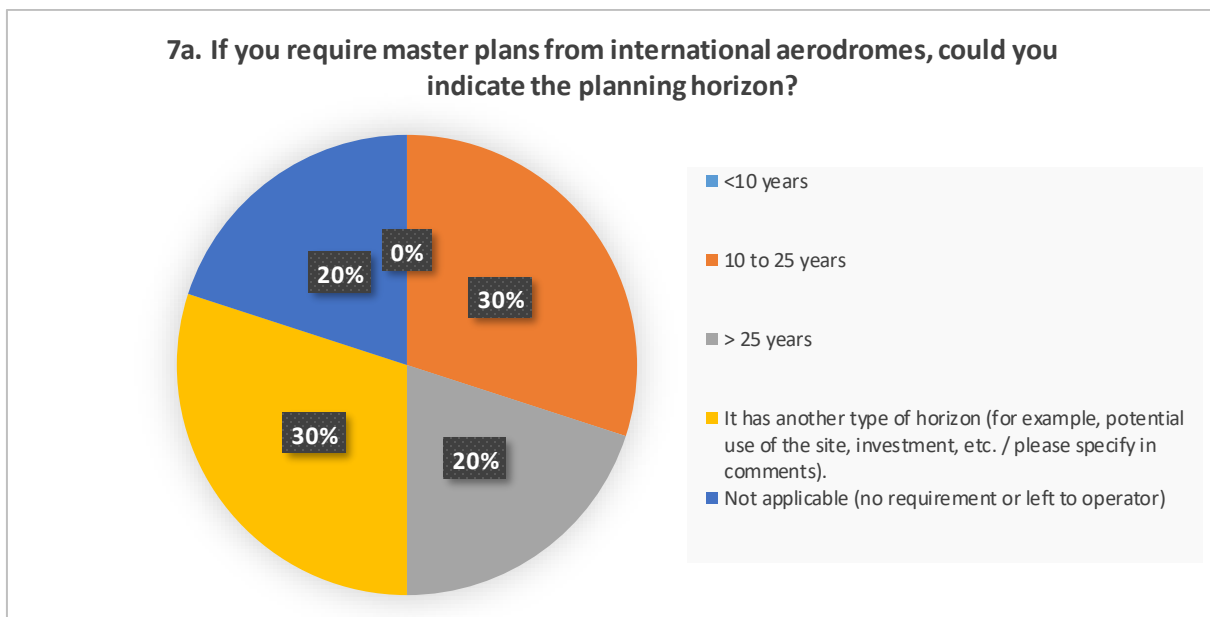


Figure 7a: results on question 7a

Regarding the update, there are mostly results with review periods of 5 years or less, but some include other requirements. Some examples are:

**State 1:**

Upgrading is the responsibility of the aerodrome operator whenever there is a change in planning to expand the airport infrastructure or to reach the last planned planning year.

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**State 2:**

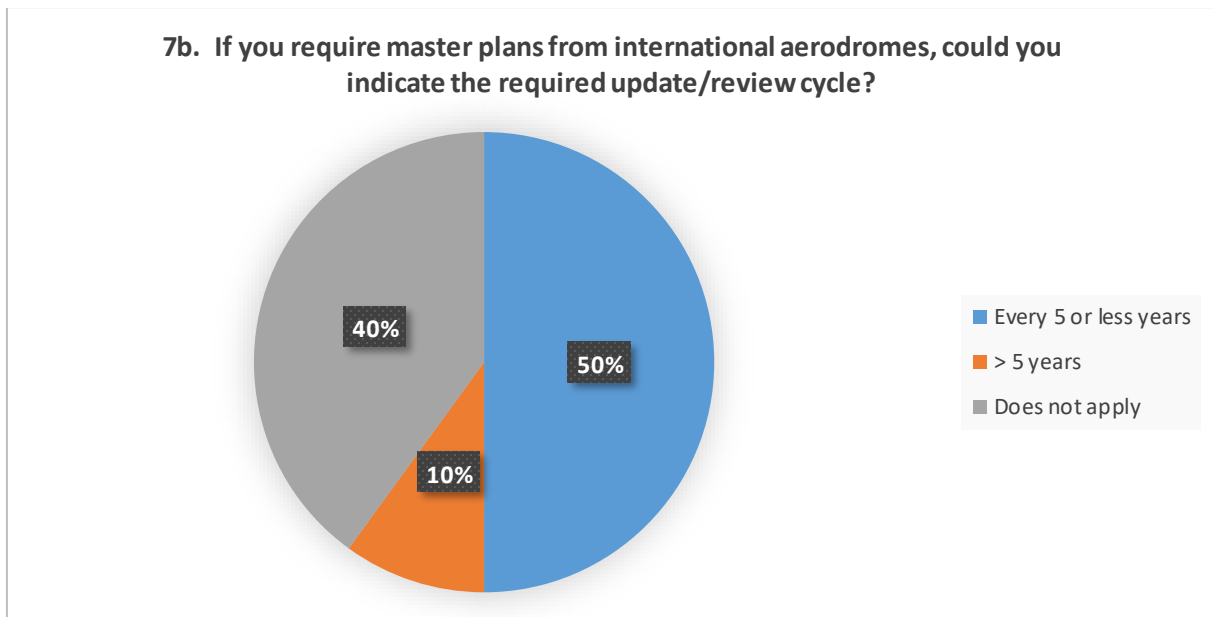
*The planning horizon is raised until saturation with intermediate execution stages.*

**State 3:**

*At present it is not specified how often the master plans must be updated, this is left to the discretion of the aerodrome operators*

**State 4:**

*In the XXX Aeronautical Regulations, it establishes that the airport master plans are reviewed every 3 years and updated every 6 years.*



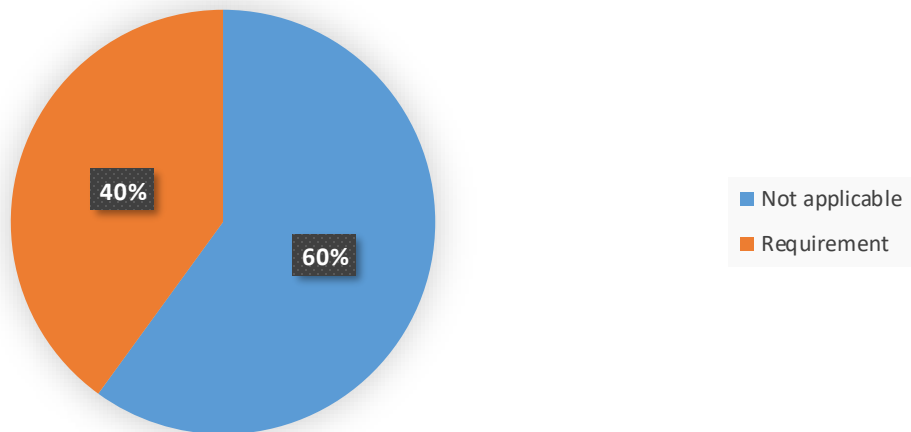
*Figure 7b: results on question 7b*

8. *If master plans are required for international aerodromes, are there any specific requirements about which aerodromes require a master plan? (by traffic, locality, type of concession, others).*

Most of the States responded that they do not have specific applicability requirements.

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**8. If master plans are required for international aerodromes, are there any specific requirements about which aerodromes require a master plan? (by traffic, locality, type of concession, others).**



*Figure 8: results on question 8*

*9. Does the Civil Aviation Authority (CAA) of your State gets involved in the approval process of the master plans?*

This question is asked because in some States the supervision and approval process of the master plans are under another entity that is not the AAC, such as planning offices of the Ministry of Transportation or Public Works, Office of Concessions or Manager of the Concession, in the cases of those States that have concessioned their aerodromes.

Most states have mechanisms for the CAA to get involved in the process.

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**9. Does the Civil Aviation Authority (CAA) of your State gets involved in the approval process of the master plans?**

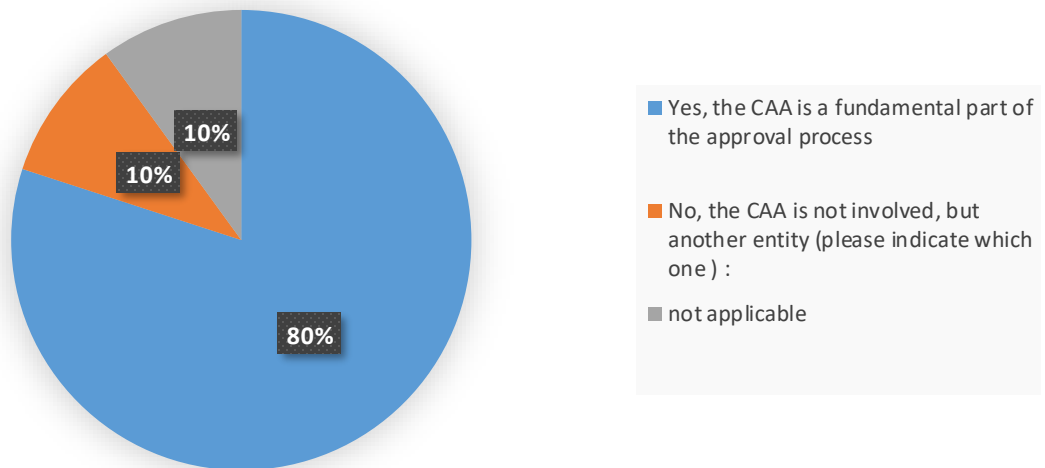


Figure 9: results on question 9

*10. Does the State have an evaluation criteria for these master plans?*

This question seeks to identify whether the States actually have criteria to evaluate the plans, so that it can be identified if it is a need to prepare a model of evaluation criteria that the States can use / harmonize.

**10. Does the State have an evaluation criteria for these master plans?**

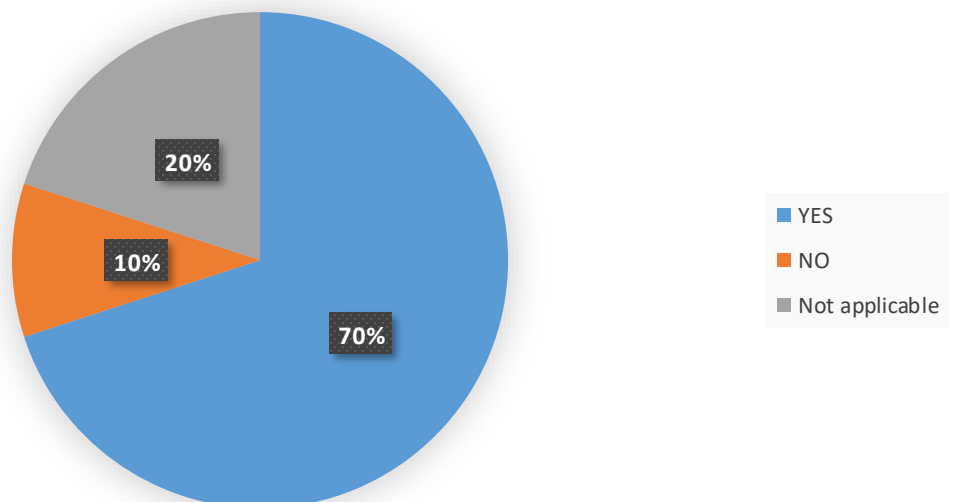


Figure 10: results on question 10

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### Consultative processes

Consultative processes provide transparency and allow greater acceptance and less rejection of the implementation of master plans. It is known that plans in many latitudes generate rejection from various interested groups, especially when these groups are not considered in the preparation stages, but are strongly impacted by the decisions. Also, the consultative processes seek to bring to the table truthful and accurate information on the plans of the interested parties (as in the case of information on airline planning, urban planning, etc.).

This section seeks to identify the opportunity to support the States through guides or interstate coordination to facilitate consultative processes with interested parties, in an environment where information protection exists so that the most accurate information possible can be obtained.

11. Does the State have a duly documented consultative process for aerodrome/airport planning that involves the industry and other stakeholders (such as surrounding communities)?

Most States do not have formally established consultative processes and / or have some processes, but not enough to guarantee the input of all stakeholders in an aerodrome master planning.

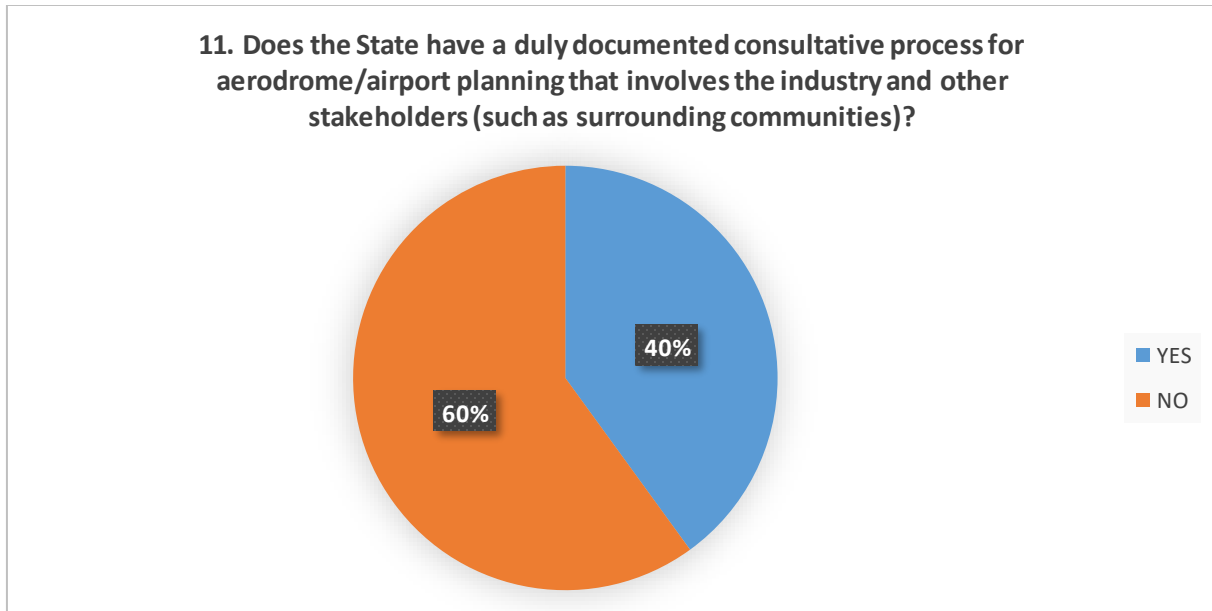


Figure 11: results on question 11

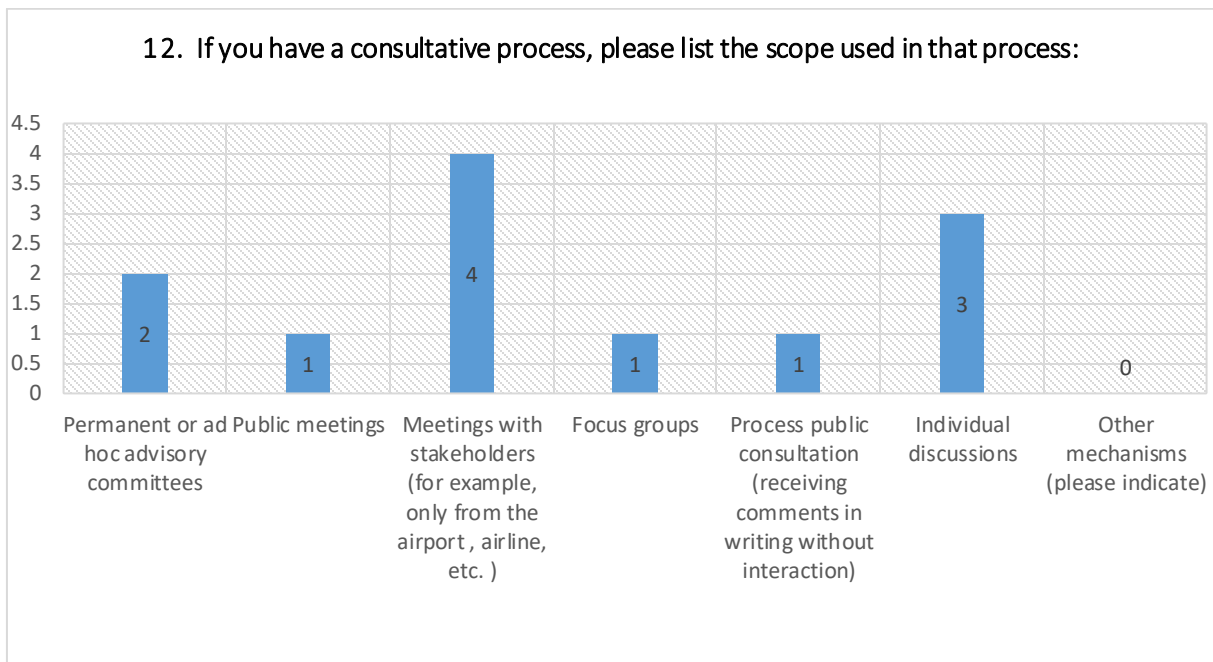
12. If you have a consultative process, please list the scope used in that process:

- Permanent or ad hoc advisory committees
- Public meetings
- Meetings with stakeholders (for example, only from the airport , airline, etc. )

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- Focus groups
- Process public consultation (receiving comments in writing without interaction)
- Individual discussions
- Other mechanisms (please indicate)

Most of the States that answered Yes to question 11 indicate that they incorporate meetings with interested parties, usually airlines or other interested parties within the airport.



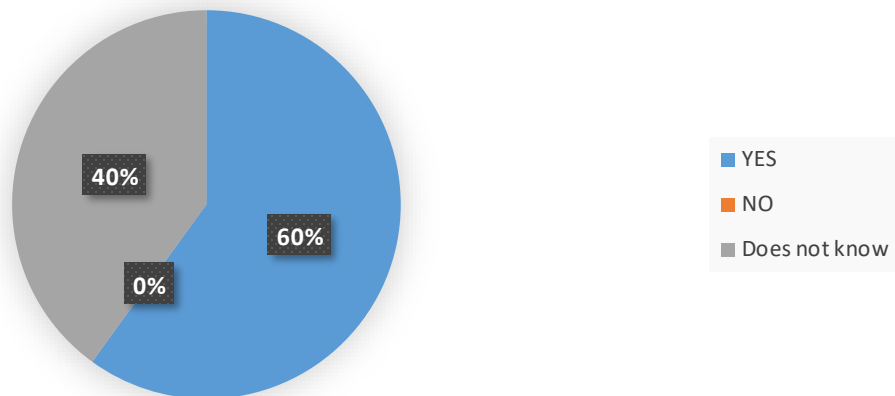
*Figure 12: results on question 12*

*13. If you had a regional guidance material, prepared by States with ICAO support with processes and terms of reference on how to prepare committees to guarantee a consultative process in planning airport infrastructure, would your State be willing to adapt these mechanisms?*

Most of the SAM States answered that they would be willing to adapt to consultation mechanisms that are prepared at the regional level, which offers a working opportunity to guarantee adequate consultation with the interested parties of a master plan or director.

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**13. If you had a regional guidance material, prepared by States with ICAO support with processes and terms of reference on how to prepare committees to guarantee a consultative process in planning airport infrastructure, would your State be willing to ada**



*Figure 13: results on question 13*

### Master Plans

This section (survey question 14) seeks to list the master plans in each state and their status. They are presented in the Appendix to this report.

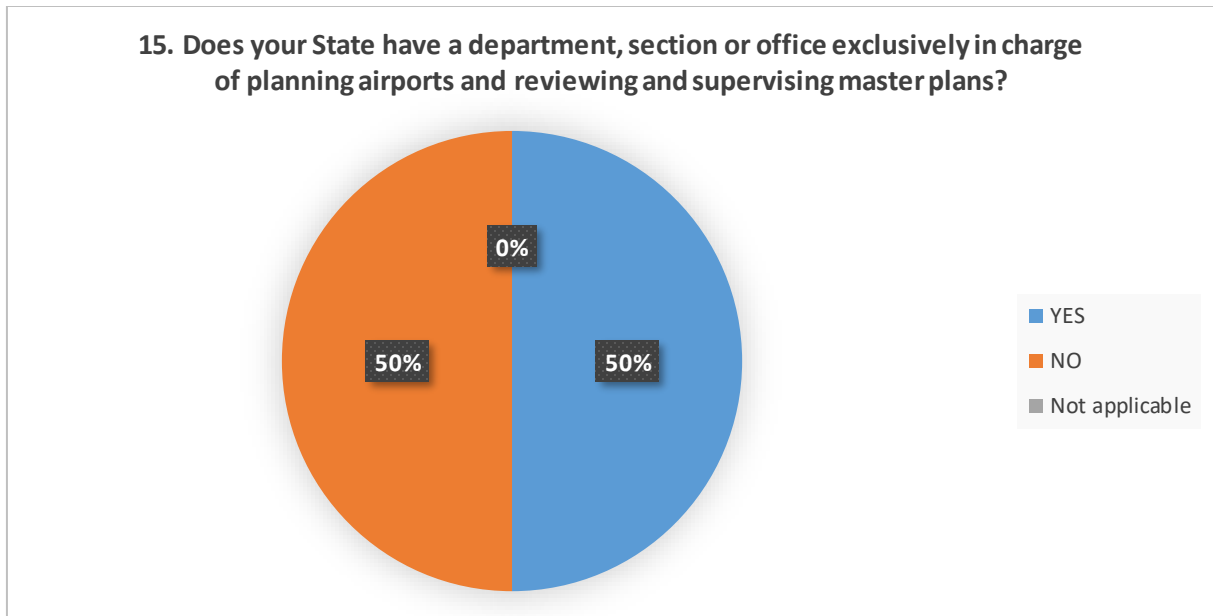
### Staff

The objective of this section is to identify any gaps that may exist with the necessary skills (know-how) to address airport planning aspects at the CAA level.

*15. Does your State have a department, section or office exclusively in charge of planning airports and reviewing and supervising master plans?*

This question is asked at the State level, since in some States the airport master planning aspects are not necessarily under the CAA, however, more than half of the States indicate that they do not have any type of planning body, review or control of these plans. There is an opportunity for improvement of creating these competencies in the States to improve planning with a State perspective.

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*Figure 15: results on figure 15*

17. What provisions does the State have to maintain its personnel competent in aspects of airport planning?

Under this question, the States had the option of including free text. There, several States indicated their challenges according to the competence of their personnel in planning aspects. Some examples are:

**State 1:**

*Distance training, workshops and Diplomas.*

**State 2:**

*Does not apply. The servers are selected through public bidding that delimits macro areas and not specific training in the planning area. Once selected, within the Agency it is possible to specialize in the subject.*

**State 3:**

*There are personnel who currently have the necessary competencies to keep the master plans updated, in addition to permanently promoting the training of officials within the budgetary capacities of the Airports Directorate.*

**State 4:**



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*It is included within the training plan for the personnel of the Airport Management Directorate, for the conformation of the department responsible for the preparation and monitoring of the master plans for airports and aerodromes under the administration of the AAC.*

### **State 5:**

*The General Directorate of Civil Aeronautics of the State, as required by ICAO, hires the services of competent personnel in aspects of airport planning through Project XXXX.*



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### Conclusions

The States of the SAM region have different realities, but largely share problems related to adequate airport planning. In many connection centers at the regional level, there are saturation problems and delays related to this, and in some things, with little or no growth capacity due to urban development around these aerodromes.

The regional reality is that most states are suffering the consequences of inadequate planning in the past. With a view to mitigating the impact of this, the SAM States have taken steps with processes that guarantee adequate master planning, which responds to state and regional needs, and not exclusively to local needs. However, there are opportunities for improvement.

The results of the survey offer a baseline for monitoring the activities of the Airport Planning Project approved by the States under the GREPECAS AGA program and also offer some identified lines of action on which the project can focus:

- **Consultative processes:** although the States have some elements of consultative processes, there is an opportunity to improve these processes in the way of providing regional guidelines for their local implementation. The involvement of aircraft operators is essential in this process.
- **Staff:** There are opportunities identified to work with States to increase competition in airport planning aspects, especially within the CAAs. This could be achieved through various mechanisms, such as training.
- **Global-Regional-National Plan Alignment:** the survey also makes it possible to identify the baseline of the States with a view to a possible collaboration at the regional level, which allows the aerodromes to be prepared both now and in the future to support the improvements and ambitions of the system regional air navigation plan, subject that is dealt with in the regional air navigation plan, in alignment with the GANP.

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### APPENDIX 1 – Status of SAM Airport Master Plans

State	Aerodrome	Year of review
Argentina	BUENOS AIRES/ AEROPARQUE JORGE NEWBERY	Under review
Argentina	EZEIZA / MINISTRO PISTARINI	Under review
Argentina	SAN CARLOS DE BARILOCHE	Under review
Argentina	MENDOZA/ EL PLUMERILLO	Under review
Argentina	CATARATAS DEL IGUAZÚ/Myor. CARLOS E. KRAUSE	Under review
Argentina	CORDOBA/ Ing. Aer. A.L.V. TARAVELLA	Under review
Argentina	COMODORO RIVADAVIA / Gral. E. MOSCONI	Under review
Argentina	MAR DEL PLATA / ASTOR PIAZZOLLA	Under review
Argentina	RIO GALLEGOS / PC. Norberto FERNANDEZ	Under review
Argentina	SAN FERNANDO	To be Validated 2022
Argentina	RESISTENCIA	To be Validated 2022
Argentina	TUCUMAN / Tte. BENJAMIN MATIENZO	To be Validated 2022
Argentina	SALTA / Gral. Don MARTIN MIGUEL DE GUEMES	To be Validated 2022
Argentina	SAN JUAN/ DOMINGO FAUSTINO SARMIENTO	To be Validated 2022
Argentina	RIO GRANDE	Under approval process
Argentina	POSADAS / LIBERTADOR Gral. D. J.DE SAN MARTIN	Under approval process
Argentina	FORMOSA	Under approval process
Argentina	ROSARIO / ISLAS MALVINAS	Under approval process
Argentina	JUJUY / Gobernador GUZMAN	Under approval process
Bolivia	El Alto	2015
Bolivia	Jorge Wilstermann	2015
Bolivia	Viru Viru	2015
Bolivia	La Joya Andina - Uyuni	2016
Bolivia	Oriel Lea Plaza	2017
Bolivia	San Ignacio de Velasco	2017
Bolivia	Guayaramerín	2018
Brasil	SBAR - SANTA MARIA	2017 (Approved)
Brasil	SBBE - INTERNACIONAL DE BELÉM/VAL DE CANS/JÚLIO CEZAR RIBEIRO	2015 (Validated)
Brasil	SBBV - ATLAS BRASIL CANTANHEDE	2017 (Validated)
Brasil	SBBR - PRESIDENTE JUSCELINO KUBITSCHEK	2019 (Approved)
Brasil	SBKP - VIRACOPOS	2013 (Approved)
Brasil	SBCG - CAMPO GRANDE	2017 (Approved)
Brasil	SBCF - TANCREDO NEVES	2018 (Approved)
Brasil	SBCR - CORUMBÁ	2016 (Approved)
Brasil	SBCZ - CRUZEIRO DO SUL	2012 (Validated)
Brasil	SBCY - MARECHAL RONDON	2014 (Validated)
Brasil	SBCT - AFONSO PENA	2016 (Approved)
Brasil	SBFL - HERCÍLIO LUZ	2014 (Validated)
Brasil	SBFZ - PINTO MARTINS	2020 (Approved)
Brasil	SBFI - CATARATAS	2016 (Approved)
Brasil	SBGO - SANTA GENOVEVA/GOIÂNIA	2017 (Approved)
Brasil	SBJP - PRESIDENTE CASTRO PINTO	2013 (Validated)
Brasil	SBMQ - ALBERTO ALCOLUMBRE	2018 (Approved)



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Brasil	SBEG - EDUARDO GOMES	2015 (Validated)
Brasil	SBNF - MINISTRO VICTOR KONDER	2013 (Approved)
Brasil	SBPK - PELOTAS	2016 (Approved)
Brasil	SBPP - PONTA PORÃ	2015 (Approved)
Brasil	SBPA - SALGADO FILHO	2019 (Validated)
Brasil	SBPV - GOVERNADOR JORGE TEIXEIRA DE OLIVEIRA	2018 (Approved)
Brasil	SBSL - MARECHAL CUNHA MACHADO	2014 (Validated)
Brasil	SBTT - TABATINGA	2012 (Validated)
Colombia	Aeropuerto Eldorado	2013
Colombia	Aeropuerto Jose Maria Cordova de Rionegro	2016
Colombia	Aeropuerto Rafael Núñez de Cartagena	2015
Colombia	Aeropuerto Alfonso Bonilla Aragón de Cali	2014
Colombia	Aeropuerto Ernesto Cortissoz de Barranquilla	2019
Colombia	Aeropuerto Palonegro de Bucaramanga	2008
Colombia	Aeropuerto Simón Bolívar de Santa Marta	2008
Colombia	Aeropuerto Camilo Daza de Cúcuta	2008
Colombia	Aeropuerto Alfredo Vasquez Cobo de Leticia	2008
Colombia	Aeropuerto Matecaña de Pereira	2018
Colombia	Aeropuerto Gustavo Rojas Pinilla de San Andres Islas	2017
Colombia	Aeropuerto El Eden de Armenia	2012
Colombia	Aeropuerto Almirante Padilla de Riohacha	2009
Colombia	Aeropuerto Alfonso Lopez de Valledupar	2009
Chile	Arturo Merino Benítez de Santiago	2012
Chile	Chacalluta de Arica	2016
Chile	Diego Aracena de Iquique	2013
Chile	Andrés Sabella de Antofagasta	2009
Chile	Mataverí de Rapa Nui	2008
Chile	El Tepual de Puerto Montt	2013
Chile	Presidente Carlos Ibáñez del Campo	2016
Ecuador	QUITO	2015
Ecuador	GUAYAQUIL	2015
Ecuador	MANTA	2010
Ecuador	LATACUNGA	2010
Panamá	Aeropuerto Internacional de Tocumen	Under approval process
Panamá	Aeropuerto Internacional Panamá Pacífico	Under preparation
Perú	Aeropuerto Internacional Jorge Chavez (plan maestro y plan de desarrollo para ampliación)	2008-2018
Perú	Aeropuerto Internacional Alf. FAP Alfredo Rodríguez Ballón de la ciudad de Arequipa	2015
Perú	Aeropuerto Internacional Cap. FAP José Abelardo Quiñónes Gonzáles Gran General del Aire del Perú de la ciudad de Chiclayo.	2018
Perú	Aeropuerto Internacional Coronel FAP Francisco Secada Vignetta de la ciudad de Iquitos	2019
Perú	Aeropuerto Internacional Capitán FAP David Armando Abensur Rengifo de la ciudad de Pucallpa	2019
Perú	Aeropuerto Internacional "Capitán FAP Victor Montes Arias" de la Ciudad de Talara	2012



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Perú	Aeropuerto Capitán FAP Renán Elías Olivera de la ciudad de Pisco	2018
Perú	Aeropuerto Internacional Capitán FAP Carlos Martínez de Pinillos de la ciudad de Trujillo	2019
Perú	Aeropuerto Internacional Crnl. FAP Carlos Ciriani Santa Rosa de la ciudad de Tacna	2014
Perú	Aeropuerto Internacional Inca Manco Cápac de la ciudad de Juliaca	2014
Perú	Aeropuerto Internacional de Chinchero, Cuzco * ( <i>* The international airport operating in Cuzco, run by CORPAC, does not have a Master plan, however, the new airport (AICC) that is under construction management does and is the one indicated.</i> )	2014
Venezuela	Aeropuerto Internacional Simón Bolívar de Maiquetía (SVMI)	2014
Venezuela	Aeropuerto Internacional La Chinita (SVMC)	2017
Venezuela	Aeropuerto Internacional José Antonio Anzoátegui (SVBC)	2006
Venezuela	Aeropuerto Internacional Arturo Michelena (SVVA)	2017
Venezuela	Aeropuerto Internacional Jacinto Lara (SVBM)	2017
Venezuela	Aeropuerto Internacional Santiago Mariño (SVMG)	2017
Venezuela	Aeropuerto Internacional Josefa Camejo (SVJC)	2016
Venezuela	Aeropuerto Internacional José Tadeo Monagas (SVMT)	1998
Venezuela	Aeropuerto Internacional Buena Ventura Vivas (SVSO)	2012
Venezuela	Aeropuerto Internacional Juan Vicente Gómez (SVSA)	2004

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APPENDIX 2 – Survey sent to SAM States through official letter SA159

**ATTACHMENT A to communication SA-159**

**SURVEY ON AIRPORT PLANNING IN THE STATES OF THE SOUTH AMERICAN REGION**

State / Organization: \_\_\_\_\_

***National planning***

1. Does the State have a national plan or strategy for the use of aerodromes / airports? *(Please select the applicable option)*

Yes, there is a national aerodrome use plan as a separate document.	
Yes, there is a national aerodrome use plan that is part of the National Air Navigation Plan	
Yes, there is a national aerodrome use plan that is part of another State plan (apart from the Air Navigation Plan)	
There is no national plan for the use of aerodromes / airports	

2. If there is a national aerodrome / airport use plan, when was it updated?

Less than 5 years ago	
Over 5 years ago	
Does not apply	

***Legislation***

3. Does the State have requirements (through national legislation, concession contract, regulation, other) that require international aerodrome operators to prepare and maintain airport master plans?

Yes	
No	
Does not apply	

*Please add comments if necessary:*



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4. If the answer to question (3) is "Yes", please indicate the mechanism:

Law	
Regulation / regulation	
Concession contract	
Other mechanism (please indicate) :	

5. Does the State have its own requirements for the preparation or terms of reference of master plans, or do they refer to international standards (service levels, IATA ADR manual, ICAO Doc 9184, other)?

Own requirements	
Reference to other documents (please mention):	
Does not apply	

*Please add comments if necessary:*

6. If master plans are required to international aerodromes, are these plans required to be aligned with the requirements of the National Aerodrome Use Plan or State requirements?

Yes	
No	
Does not apply	

*Please add comments if necessary:*

7. If you require master plans from international aerodromes, could you indicate the planning horizon and required update/review cycle?

Planning horizon



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<10 years	
10 to 25 years	
> 25 years	
It has another type of horizon (for example, potential use of the site, investment, etc. / please specify in comments).	
Not applicable (no requirement or left to operator)	

Update/Review cycle

Every 5 or less years	
> 5 years	
Does not apply	

*Please add comments if necessary:*

8. If master plans are required for international aerodromes, are there any specific requirements about which aerodromes require a master plan? (by traffic, locality, type of concession, others). Please indicate:

Does not apply	
Requirement (Please indicate):	

9. Does the Civil Aviation Authority (CAA) of your State gets involved in the approval process of the master plans?

Yes, the CAA is a fundamental part of the approval process	
No, the CAA is not involved, but another entity (please indicate which one) :	
Does not apply	

10. Does the State have an evaluation criteria for these master plans?

Yes	
No	



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Does not apply	
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*Please add comments if necessary:*

**Consultative Process**

11. Does the State have a duly documented consultative process for aerodrome/airport planning that involves the industry and other stakeholders (such as surrounding communities)?

Yes	
No	

12. If you have a consultative process, please list the scope used in that process:

Permanent or ad hoc advisory committees	
Public meetings	
Meetings with stakeholders (for example, only from the airport , airline, etc. )	
Focus groups	
Process public consultation (receiving comments in writing without interaction)	
Individual discussions	
Other mechanisms (please indicate)	

*Please add comments if necessary:*

13. If you had a regional guidance material, prepared by States with ICAO support with processes and terms of reference on how to prepare committees to guarantee a consultative process in planning airport infrastructure, would your State be willing to adapt these mechanisms?

Yes	
No	
Does not know	

**Master Plans**



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14. Do your international aerodromes have master plans? If so, please indicate in which airports and in what year was your last revision:

*\* Note: if an international aerodrome is not listed here, it will be understood that it does not have a master plan. Add more lines if necessary.*

International Aerodrome	Year

*Please add comments if necessary:*

### **Staff**

15. Does your State have a department, section or office exclusively in charge of planning airports and reviewing and supervising master plans?

Yes	
No	
Does not apply	

16. If the previous question is Yes, please indicate the name of the entity or departments responsible and the number of competent people to carry out these activities:

Entity:	
Number of staff competent in airport planning issues:	
Does not apply	

17. What provisions does the State have to maintain its personnel competent in aspects of airport planning?

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