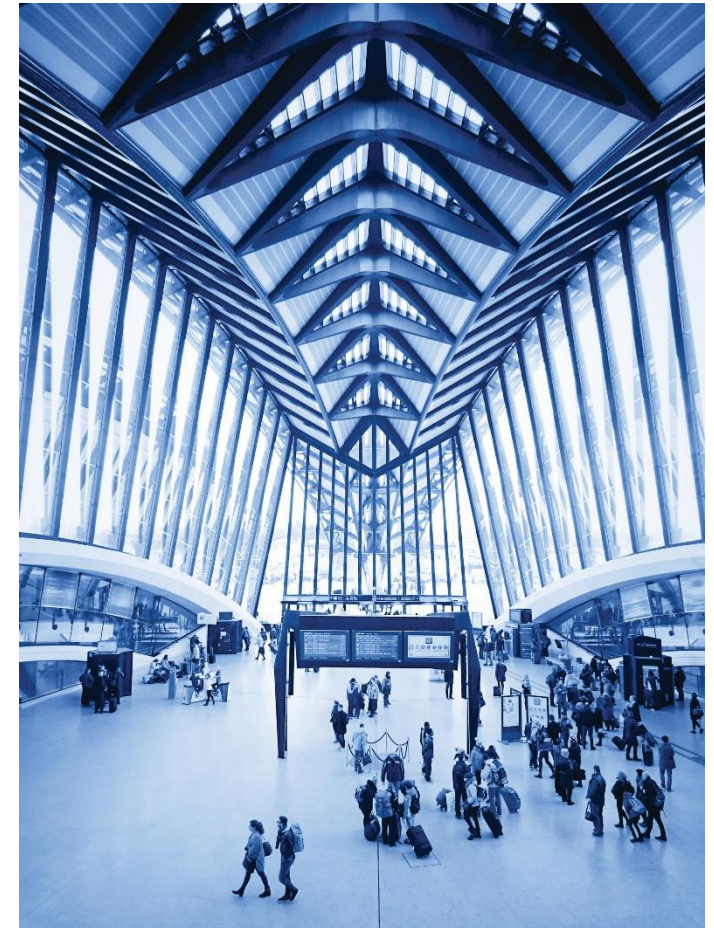


# ACI perspective of The Airport Planning Challenge

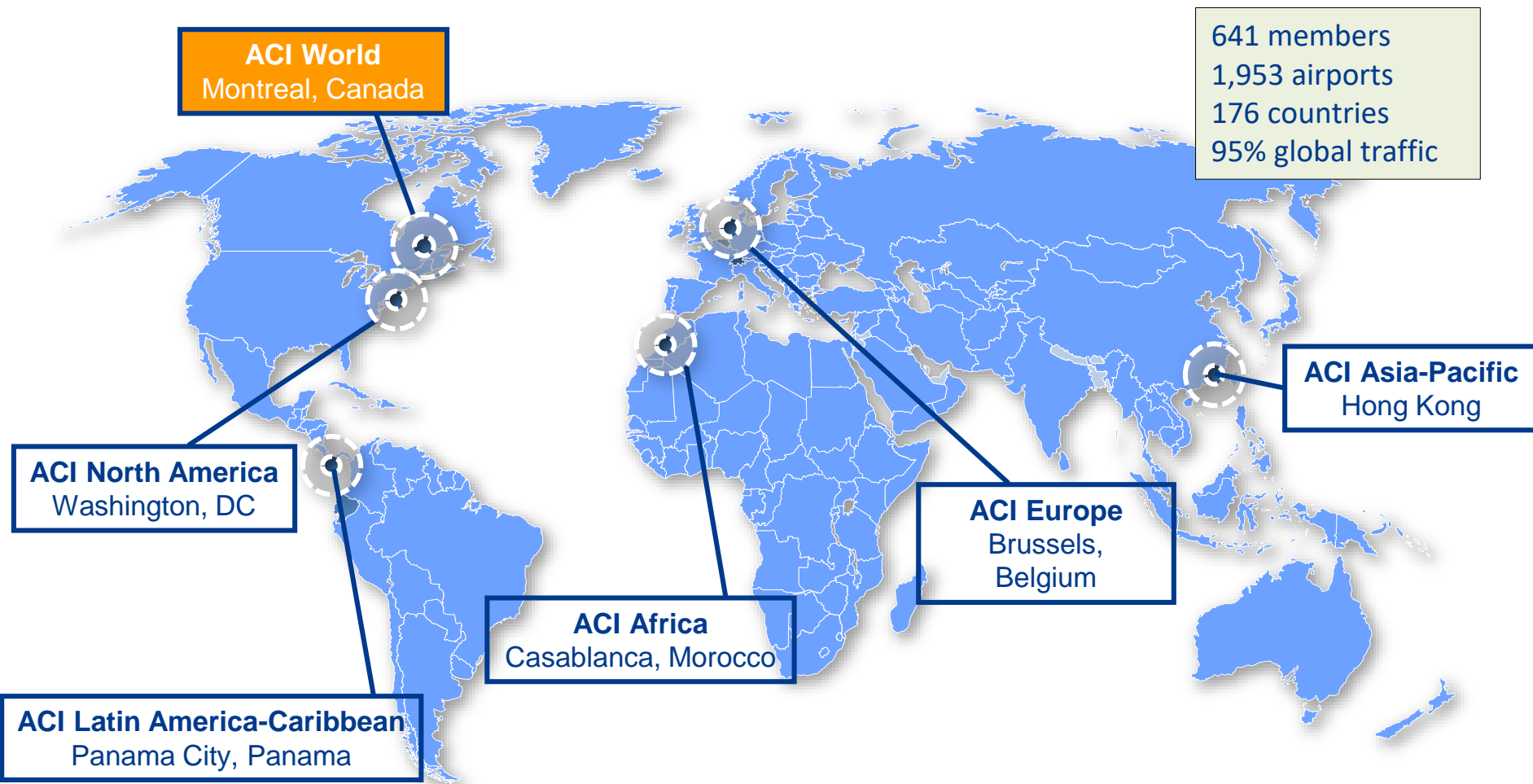


# Outline

- ACI Policies on Airport Planning
- Land Use Planning
- Airside and Apron Planning
- Challenges for Airport Operators
- Current cases of planning processes in the region



# ACI World and Regional Offices



# Products and services



## Airport excellence programmes

Assess your safety and security levels to improve your standing in accordance with industry standards



## Assessment and benchmarking services

Assess, monitor, protect and improve your customer experience, cybersecurity, safety and compliance to ensure the sustainability of your airport



## Continuing education

Enhance your professional skills in airport management and operations



## Trade publications

Stay abreast of the airport industry's traffic data, rankings, trends, financial performance, forecasts and best practice



## Events and conferences

Join a network of airport operators to discuss challenges and share best practice

# ACI Policies on Airport Planning

- A master plan is required **for aerodromes deemed relevant by states.**
- Involve a consultative and collaborative approach with aerodrome stakeholders, particularly aircraft operators.
- Fundamental the exchange of information between aircraft operators and aerodrome operators.
- Data on future aircraft types, forecast of aircraft movements, passengers and cargo projected is required.

# Airport Master Plan (AMP)

## Provisions of Doc 9082 to be factored in AMP:

- *Users or their representative organizations should also be consulted concerning capacity development and investment plans. The purpose of such consultation is to ensure that the developments proposed meet current and future capacity requirements, and that users are aware of the potential financial implications*
- *Aircraft operators, should provide advance planning data to individual providers on a five- to ten-year forecast basis.*

# Airport Master Plan (AMP)

## Provisions of Annex 9 to be factored in AMP:

- *States shall require that, in the planning of new facilities or major modifications, the responsible of such planning consult with public authorities, aircraft operators at the earliest stages of planning, as required*

# Consultation

- All parties involved should primarily take into account the current and future interests of passengers and other end users.
- Consultation is not negotiation



# Land Use Planning

## **ACI General Assembly Resolution on Land Use Planning:**

- States and airports shall continuously work together on land use planning
- States shall consider the economic and social benefits of aviation and airports while making decisions that affect land use around airports.
- Airport operators and local authorities shall continuously coordinate in considerations on: urban planning, zoning, airport safety, airport operations, environmental impacts, cultural heritage and airport accessibility.

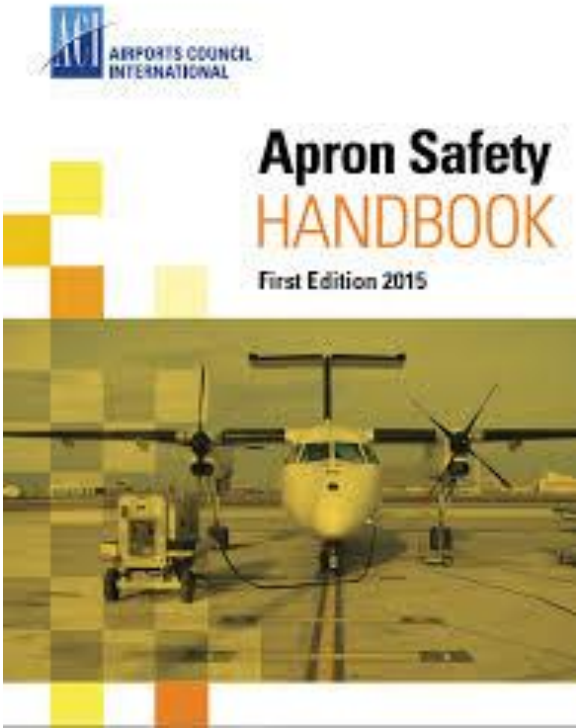
# Land Use Planning

- Airport Operators to work with their local communities and planning authorities to ensure that incompatible land uses such as residential, and other *noise-sensitive infrastructure* uses are not permitted in noise affected areas.
- States and airport operators shall collaborate to define airport safety zones and to keep them free from non-compliant development (to protect Obstacle Limitation Surfaces (OLS))





# Alternative Planning



and For  
of Existin  
of Stake  
require

Alternative Development and Evaluation

Environmental Considerations

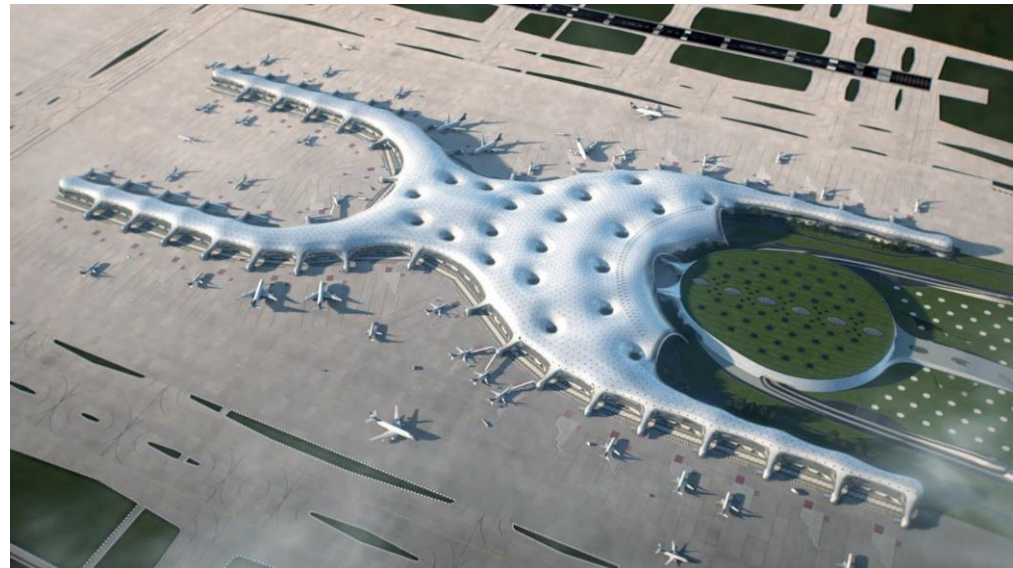
# Airport Operator Challenges

- Planning based on Traffic Forecast (accuracy, assumptions, data provided by stake holders, etc)
- Community engagement & Environmental concerns
- Implementing phases of a master plan (modular approach) and expansion works in operational areas
- New aircraft types and capabilities
- New entrants (Drones, Spaceports, etc)
- Expansion in existing capacity constrained airports
- Obtaining user agreement to the plan & the resultant user charges
- Adaptation to Climate Change

# Current cases of planning processes in LAC

## New Mexico City Airport

- 1st Phase
  - 68 million PAX per year
  - 3 parallel runways with
  - Simultaneous operations
  - 1 terminal
  - 94 contact gates
  - 42 remote positions
  - 5,000 hectares



# Current cases of planning processes in LAC

## Nuevo Pudahuel – New Terminal 2020

- 200.000 square meters Terminal
- 18.000 square meters of new retail space
- 18 -> 67 Jet Bridges
- 5.815 parking spaces



# Current cases of planning processes in LAC

## Tocumen International Airport

- 129.000 square meters Terminal
- 8.000 square meters of new retail space
- 20 new jet bridges and 8 remote positions



## Tocumen Logistics Hub

- 350.000 square meters 1st Phase



# Current cases of planning processes in LAC

## The “New Ezeiza”

- New Passenger Terminal
- Single departures building with 39.800 square meters
- 34 new Jet Bridges
- New control Tower
- 1.835 new parking spaces



The  
**voice**  
of the  
world's  
**airports.**

[www.aci.aero](http://www.aci.aero)