



International Civil Aviation Organization

MIDANPIRG/17 and RASG-MID/7 Meeting

(Cairo, Egypt, 15 – 18 April 2019)

Agenda Item 6.2: Air Navigation Planning and Implementation

AOP MATTERS

(Presented by the Secretariat)

SUMMARY
This paper presents addresses Airport Master Planning and Airport Collaborative Decision Making (A-CDM). Action by the meeting is at paragraph 3.
REFERENCES
- MSG/6 Report

1. INTRODUCTION

1.1 The Sixth meeting of the MIDANPIRG Steering Group (MSG/6) was held at the Meeting Room of the ICAO Middle East Regional Office in Cairo, Egypt, from 3 to 5 December 2018.

1.2 The third meeting of the Aerodrome Design and Operations Panel (ADOP) was held in Montréal, Canada, from 26 to 29 March 2018.

2. DISCUSSION

Airport Master Plan

2.1 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.

2.2 The Airport Master Plan provides the following:

- A graphic presentation of the future development of the airport and anticipated land uses in the vicinity of the airport;
- A schedule for development;
- An achievable financial plan;
- Justification for the plan technically and procedurally; and
- An implementation plan that satisfies state regulations.

2.3 The Master Plan should be reviewed at least annually and adjusted as appropriate to reflect conditions at the time of review. It should be thoroughly evaluated and modified every five years or more often if changes in economic, operational, environmental and financial condition indicate an earlier need for such revision. It is recommended that the aerodrome operator should be proactively involved in the master

planning to eliminate potential hazards being created by aerodrome infrastructure, such as the runway and taxiway layout, etc., and to accommodate future aircraft developments.

2.4 An example of an Airport Master planning process is provided as follows:



2.5 The ADOP meeting acknowledged 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. Airport capacity would be increased and airport delays would be reduced through more precise and up-to-date airport planning.

2.6 The need for new ICAO provisions for airport master planning was recognized by both the ADOP as well as states in the various ICAO regions. Accordingly, new SARPs on airport planning requirements have been proposed to be included in Annex 14, Volume I to support the provision of airport capacity enhancements in a timely manner to avoid airport congestion and delays.

2.7 Accordingly, the ADOP meeting developed Proposals for Amendment of Standards, Recommended Practices and Procedures for Air Navigation Services related to the Annex 14 Vol I, Annex 4 and Doc 9981–PANS-Aerodromes.

2.8 The meeting may wish to note 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 obsolete guidance contained in Doc 9184, Airport Planning Manual, Part 1 - Master Planning.

A-CDM Implementation

2.9 The meeting may wish to recall that B0-ACDM related to Improved Airport Operation through Airport Collaborative Decision Making (A-CDM) is a priority one ASBU module in the MID Air Navigation Strategy. A-CDM plays an important role in enhancing the utilization of existing infrastructure, through a coordinated effort among key players involved in airside operations at aerodromes, to proactively plan and manage the punctuality, efficiency and predictability of operations.

2.10 The meeting may wish to recall that the progress of implementation of the B0-ACDM is below expectations. It is to be highlighted that the MSG/6 meeting agreed to the following MSG Conclusions to replace and supersede the MIDANPIRG/16 Conclusion 16/6:

MSG CONCLUSION 6/6: SURVEY ON A-CDM IMPLEMENTATION

That,

- a) concerned States (according to the B0-ACDM applicability area included in the MID Air Navigation Strategy) be urged to provide the ICAO MID Office with the contact details of their designated A-CDM Focal Points; and*
- b) a Survey on A-CDM implementation be carried out for the monitoring of A-CDM implementation, using the template at Appendix 5.3A.*

MSG CONCLUSION 6/7: A-CDM IMPLEMENTATION

That,

- a) an A-CDM Implementation Workshop be organized by the ICAO MID Office jointly with ACAO in 2019; and*
- b) States be urged to develop an action plan for A-CDM implementation in line with the MID Air Navigation Strategy.*

2.11 The meeting may wish to note that the ICAO MID Office will organize jointly with ACAO a Workshop on A-CDM, 21-23 October 2019.

2.12 The meeting may wish to recall that, as a follow-up to the above MSG Conclusions, a Questionnaire was circulated to States on 28 February 2019 (State letter Ref.: AN 5/23-19/072 refers). No replies have been received yet from States.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) urge States to complete the A-CDM questionnaire and send it to the ICAO MID Office no later than 31 May 2019; and
- b) encourage States and stakeholders to participate actively in the A-CDM Workshop to be organized by ACAO and the ICAO MID Office.