



International Civil Aviation Organization

Runway and Ground Safety Working Group

Fifth Meeting (RGS WG/5)
(Cairo, Egypt, 25-27 November 2018)

Agenda Item 4: Coordination between RASG-MID and MIDANPIRG in the area of Aerodromes

FOLLOW UP ON AERODROME MASTER PLANNING

(Presented by the Secretariat)

SUMMARY

The aim of this paper is to provide an update on the Aerodrome Master Planning and highlight the work undertaken by the ADOP, which resulted in a Proposal for Amendment to Annex 14 Volume I and the update of the guidance material contained in ICAO Doc 9184.

Action by the meeting is at paragraph 3.

REFERENCES

- ADOP/3 Report
- Annex 14 Volume I
- ICAO Airport Planning Manual Doc 9184 - Part 1-2nd Edition 1987

1. INTRODUCTION

1.1 The Fourth meeting of the RASG-MID Runway and Ground Safety Working Group (RGS WG/4) was held in Cairo, Egypt, from 5 to 7 November 2017.

1.2 The Second Global Air Navigation Industry Symposium (GANIS/2) and Safety and Air Navigation Implementation Symposium (SANIS/1) were successfully held at ICAO Headquarters in Montreal, Canada in December 2017. A number of topics related to the Panel's job cards were addressed by the symposium, such as airport master planning and design, Total Airport Management (TAM), obstacle management, runway safety, ground handling and aerodrome certification.

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

2. DISCUSSION

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 local, state, and federal 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 RGS WG/4 meeting was of the view that, as a first step, States were encouraged to incorporate provisions in their national regulations to require the development of airport master plan. The meeting agreed and notified the ADOP on the following Draft Conclusion:

DRAFT CONCLUSION 4/6: AIRPORT MASTER PLAN

That, ICAO, to consider:

- a) *review, and if necessary develop SARPS on airport master planning requirements for all aerodrome open for Public use to support airport capacity enhancements; and*
- b) *update and amend, as appropriate, the guidance material contained at the Airport Planning Manual Doc 9184 - Part 1.*

That, States, to ensure:

- c) *that aerodrome operators have in place an Airport Master Plan for all of its international airports as a first step; and*
- d) *provide information to ICAO MID Office on the status of implementation of airport master plan requirement before end of March 2018 be presented to the next RGS WG/5 for further course of actions as appropriate.*

2.6 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.

2.7 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.

2.8 Airport Master Plan Task Force (AMPTF) had been tasked with a complete rewrite of the obsolete guidance in the 30-year old Doc 9184, Airport Planning Manual, Part 1 — Master Planning that addressed airport master planning. Additionally, as part of the deliverables in the job card, the TF also found it necessary to propose new provisions germane to airport planning to support airport capacity enhancements which were currently non-existent save for those necessitating the integration of security considerations and land use and environmental planning in the design and construction of new facilities.

2.9 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.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information provided; and
- b) review the status of development (availability) of airport master plan by the airport operators in the MID Region; and
- c) review and amend, as appropriate, the RGS/4 Draft Conclusion 4/6 for presentation to the MSG/6 meeting for endorsement, on behalf of MIDANPIRG.