

Consultation Guidelines

ICAO – NACC Implementation Task
Force Meeting

Mexico City , May 15-17, 2024



Background



CONCLUSIÓN GREPECAS/21/14	APORTE DE COMENTARIOS Y ENDOSO DE LA GUÍA DE COMITÉS CONSULTIVOS DE AEROPUERTOS
<p>Qué:</p> <p>Que los Estados/Territorios:</p> <p>a) revisen la Guía presentada en el Apéndice D a este informe y propongan mejoras sobre los Comités de Notificación Aeroportuaria a la Secretaría a más tardar en marzo de 2024; y</p> <p>b) analicen la factibilidad de incorporar esta guía en los procedimientos nacionales y presentar consideraciones al respecto a la Secretaría para GREPECAS/22.</p>	<p>Impacto esperado:</p> <p><input type="checkbox"/> Político / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Económico</p> <p><input type="checkbox"/> Ambiental</p> <p><input checked="" type="checkbox"/> Técnico/Operacional</p>

<p>Por qué:</p> <p>El suministro de infraestructura aeroportuaria suficiente y acorde a las previsiones de tránsito es fundamental para garantizar el sostenimiento de la planificación regional de navegación aérea. Dicha planificación supone la necesidad de incorporar a los principales actores operacionales para permitir que la capacidad propuesta cumpla las expectativas de demanda y ofrezca valor por su inversión requerida. La guía propone un mecanismo para facilitar esto.</p> <p>Para promover la planificación colaborativa de aeropuertos en beneficio de la Región y los objetivos del Plan Regional de Navegación Aérea.</p>	
<p>Cuándo:</p> <p>a) Marzo de 2024</p> <p>b) GREPECAS/22</p>	<p>Estado: <input checked="" type="checkbox"/> Válida / <input type="checkbox"/> Invalidada / <input type="checkbox"/> Finalizada</p>
<p>Quién: <input type="checkbox"/> Estados <input checked="" type="checkbox"/> OACI <input type="checkbox"/> Otros:</p>	<p>Organizaciones</p>

Annex 14

1.5.1 Recommendation.— *A master plan containing detailed plans for the development of aerodrome infrastructure should be established for aerodromes deemed relevant by States.*


Note 1.— *A master plan represents the development plan of a specific aerodrome . It is developed by the aerodrome operator based on economic feasibility, traffic forecasts, and current and future requirements provided by, among others, aircraft operators (see 1.5.3).*

Note 2.— *A master plan may be required when the lack of capacity at an airport, due to conditions such as, but not limited to expected traffic growth, changing weather and climatic conditions or major works to address safety or environmental concerns, would put the connectivity of a geographical area at risk or cause severe disruption to the air transport network.*


1.5.2 Recommendation.— *The master plan should:*

- a) contain a schedule of priorities including a phased implementation plan; and*
- b) be reviewed periodically to take into account current and future aerodrome traffic.*

1.5.3 Recommendation.— *Aerodrome stakeholders, particularly aircraft operators, should be consulted in order to facilitate the master planning process using a consultative and collaborative approach.*



Existence of a Master Plan for aerodromes



Carried out as a consultative process



A need for guidelines

17%

of the cost of air transport goes to pay for airport and ATC infrastructure



Cost Implications

A cost impact exists between **airport infrastructure investments and the cost of travel** . Airport investments therefore need to be **affordable, fit for purpose and deliver a value for money for airlines, as well as airports** .

Importance

Meaningful and effective airport - airline community consultation is important to **align infrastructure objectives** , secure airlines buy-in and **maximize the benefits of infrastructure investments**.

Coordination

The alternative will result in disparate, uncoordinated strategies and investments that are **incorrectly prioritized, mistimed, and neither functional nor cost effective** .

Market power balance

That provides a level playing field for the airline industry, reducing the natural **information asymmetry** .

Airport goal

Ultimately an airport's goal should be to **enable the success of airlines to ensure that the economic benefits for all parties are maximized** .

Proven benefits of consultation

Transparency and **informed decision making** based on airline inputs and requirements.

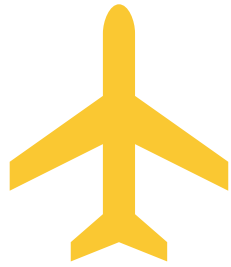
Generates **new ideas** : sheds light on inefficiencies and produces ideas that can improve the functionality of existing or planned infrastructure.

Alignment : airlines have a greater willingness to support investments when they have assurances and an opportunity to engage and provide inputs.

Consultative Committees - Membership



Tailored – fit for purpose



Big vs small airports / projects



Level of airline engagement /
interest



Possibility to explore
consultation as a group / block

Conclusion

IATA and the airline industry fully support the proposed guidelines for member states in the implementation of consultative committees in aerodrome planning.