



AOP08 — Implement Airport Airside Capacity Planning Method

Airports are required to engage in capacity planning in order to manage future traffic demand within existing constraints. This implementation objective is a method to provide a structure for identifying an imbalance between current or future capacity and demand. . It starts by quantifying future demand and capacity for the short and medium term and then determines whether there are any factors that will impact on the ability of the airport to handle future demand. Remedial options are identified and their impact assessed against constraints such as cost, regulation, environmental impact, safety and passenger experience.. For optimal results, it is necessary to organise round-table conferences to involve all key stakeholders from all areas of the airport including airlines, ramp handling agents, ATS provider and airport operators.

This objective is an on-going yearly activity to be annually done after the first planned implementation that took place in 2006.

Edition	2022
Stakeholders	Air Navigation Service Provider / Military / Airport Operator / Airspace Users
Type	SESAR
Scope	Airport
Status	Achieved

Context

Related Elements



Applicability Area(s) and Timescales

APP AREA: See list of airports in MP Level 3 Implementation Plan - Annexes

Timescales	From	By	Applicable to
Initial operational capability	01-01-2006	-	APP AREA
Full operational capability	-	31-12-2015	APP AREA

Links to ATM Master Plan Level 2

Operational Improvement Steps

Code	Title	IOC	FOC	Related Elements
DCB-0201	Interactive Network Capacity Planning	31-12-2007	31-12-2011	

Links to SESAR Solutions

Code	Title	Program	Related Elements
No record found			

PCP Links to PCP ATM Sub-Functionalities

Code	Title	Related Elements
No record found		

ICAO ICAO Block Modules: No associated data

References

Applicable legislation

None

Applicable ICAO Annexes and other references

ICAO Annex 14 - Aerodromes

Deployment Programme 2022

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Operating Environments

Airport

En-Route

Network

Expected Performance Benefits

Safety	Capacity planning can be organised to prevent traffic overload and contributes therefore to safety of operations.
Capacity	Provision of a plan in time to adapt local capacity to demand.
Operational efficiency	-
Cost efficiency	Optimisation of remedial actions to local capacity constraints in function of costs. Compared to possible shortfalls in capacity and thus generating huge costly delays this capacity planning method itself is cost efficient.
Environment	Allows remedial actions to be considered in relation to environmental aspects. Efficient capacity planning contributes to environmental benefits.
Security	N/A

Stakeholder Lines of Action

Code	Title	From	By	Related Enablers
ASP01	Contribute to AOP08-APO01 to 03 as part of the stakeholder team to the five year rolling capacity planning process.	01-06-2006	31-12-2015	
APO01	Conduct annual baseline capacity assessment with a view to update the 5-year rolling capacity planning period	01-01-2006	31-12-2015	
APO02	Conduct annual assessment of future capacity requirements	01-01-2006	31-12-2015	
APO03	Apply Airside Capacity Planning method for a five year rolling period.	01-06-2006	31-12-2015	
USE01	Contribute to AOP08-APO01 to 03 as part of the stakeholder team to the five year rolling capacity planning process.	01-06-2006	31-12-2015	
AGY01	Develop qualitative Airside Capacity Planning method	FINALISED		
AGY02	Provide data concerning traffic forecast	FINALISED		

Supporting Material

Title	Related SLoAs
EUROCONTROL - Airside Capacity Enhancement (ACE) Implementation Manual - Edition 1.0 / 10/2003 -	APO01, APO02, APO03, ASP01, USE01
EUROCONTROL - Enhancing Airside Capacity - the Complete Guide - Edition 2.0 / 09/2003 http://www.eurocontrol.int/airports/public/standard_page/ace_library.html	APO01, APO02, APO03, ASP01, USE01

Consultation & Approval

Working Arrangement in charge	Airport Operations Team (AOT)
Outline description approved in	-
Latest objective review at expert level	04/2012
Commitment Decision Body	Provisional Council (PC)
Objective approved/endorsed in	07/2005
Latest change to objective approved/endorsed in	07/2012