

CIP Engagement Process – Best Practice

Necessity – Form a Partnership between Key Stakeholders

Key stakeholders should adopt and share a “vision” statement that describes the long term development aspirations of the airport. This in order to:

- Agree a basis for ongoing project evaluations, i.e. does a proposed project positively support the “vision”
- Find environmentally acceptable solutions that overcome capacity issues
- Establish a unified position in relation to future capacity enhancement programmes
- Overcome differences of opinion on capacity enhancement requirements (often caused by differing financial policies and differing operating model either hub-carrier, LCC or visiting carrier (charter or OD carrier))

Stakeholders also need to agree on a capacity planning process for both the airport and its surrounding airspace that:

- Focuses on the short to medium term (0 – 5 yrs.) with development tied to an agreed airport master plan
- Integrates with existing discussion forums, e.g., airport charges consultation, business planning, etc.

Process

The “CIP Engagement Process – Best Practice Flow Diagram” shows the steps that should be followed.

Fundamentals – Optimise Demand v Capacity

An understanding of current traffic (previous summer and winter schedules) and a hypothetical schedule for 5 yrs. hence need to be evaluated in order to ascertain potential apron/gate requirements.

Government policy in relation to social capacity, safety and the environment plus security and border control also need to be fully understood.

Support information needs to be available in relation to:

- Airside infrastructure systems (runways, taxiways, aprons, stands and gates)
- Passenger terminal (stands and gates either bridge served or remote, baggage handling systems, commercial activities)
- Cargo terminal
- Airport support elements, e.g. flight catering, a/c maintenance, RFFS, fuel supply and storage, utilities
- Operating practises to be able to find operational solutions
- Surface access systems (road, rail and sea)
- Adjoining land-use incl. real estate developments
- Ongoing CIP projects and investments (including associated costs/benefits for all stakeholders on all projects) – see CIP Project Definition Sheet.

Basic Working Requirements

The following need to be in place for the CIP Engagement Process to succeed:

- An agreed Airport Master Plan
- A clear understanding of surrounding Land-use Policy
- An independent analysis/forecast of Future Demand and review of currently available Capacity (by individual sub-system, e.g. check-in, passport control, etc. and by market segment, e.g., international or domestic, short/medium/long-haul and by a/c type).
- A prioritised rolling 10 year Capital Investment Plan (CIP) – focusing on the first 5 yrs. but with reference to longer term development options as outlined in the airport master plan
- An understanding of the potential for the proposed CAPEX plan to impact on Airport Charges, Operational Costs and Service Quality.

CIP engagement needs to cover ALL planned major investments at the airport above an agreed sum.