

# **Aviation Systems Planning**

**Structure & Application in the  
Developing World**



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# Aviation Systems Planning

- Rationale
- Context
- Approach
- Structure



# Aviation Systems Planning

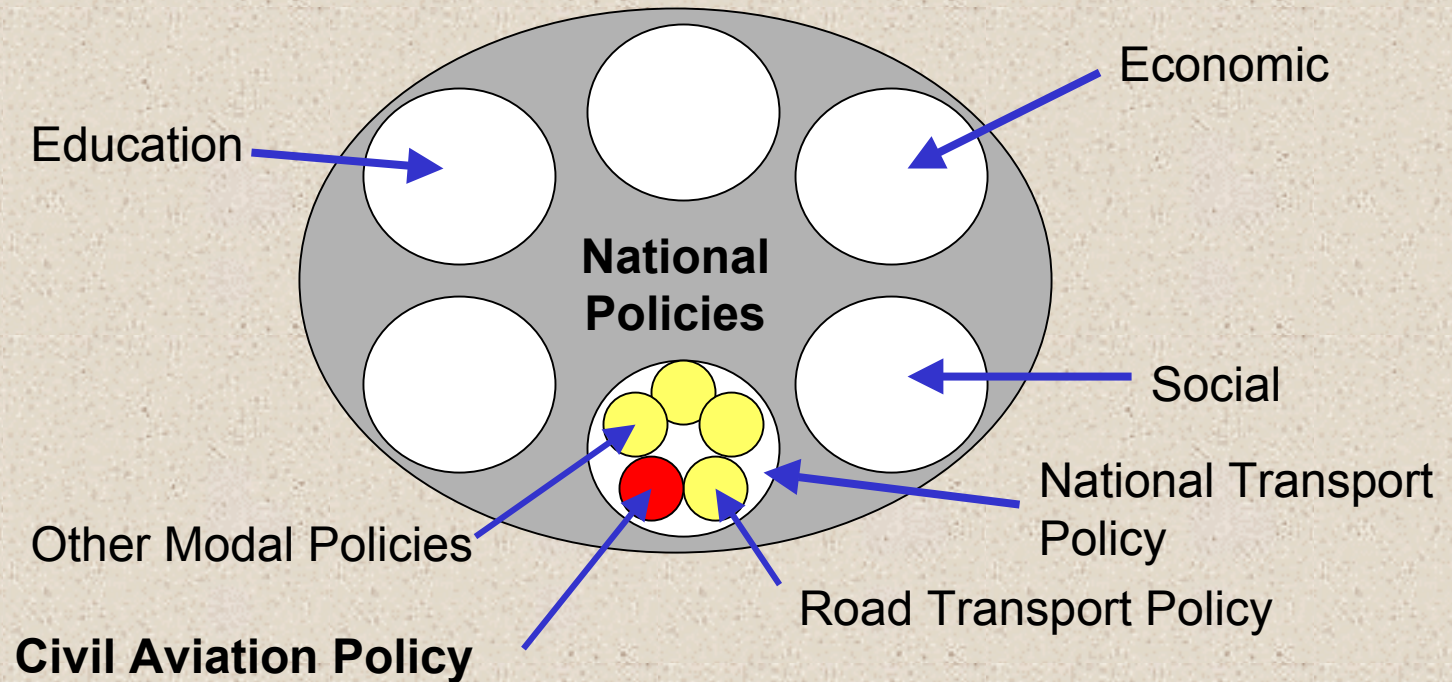
## Rationale - Why do we do this?

- Promote orderly, justifiable & cost-effective development of air transport
- Promote aviation safety & compliance with ICAO SARPs.
- Apply rational and prioritised capital programmes
- Provide guidance for investment by Aid Agencies & Private Sector



# Context

Aviation Systems Plans -  
nested within national policies





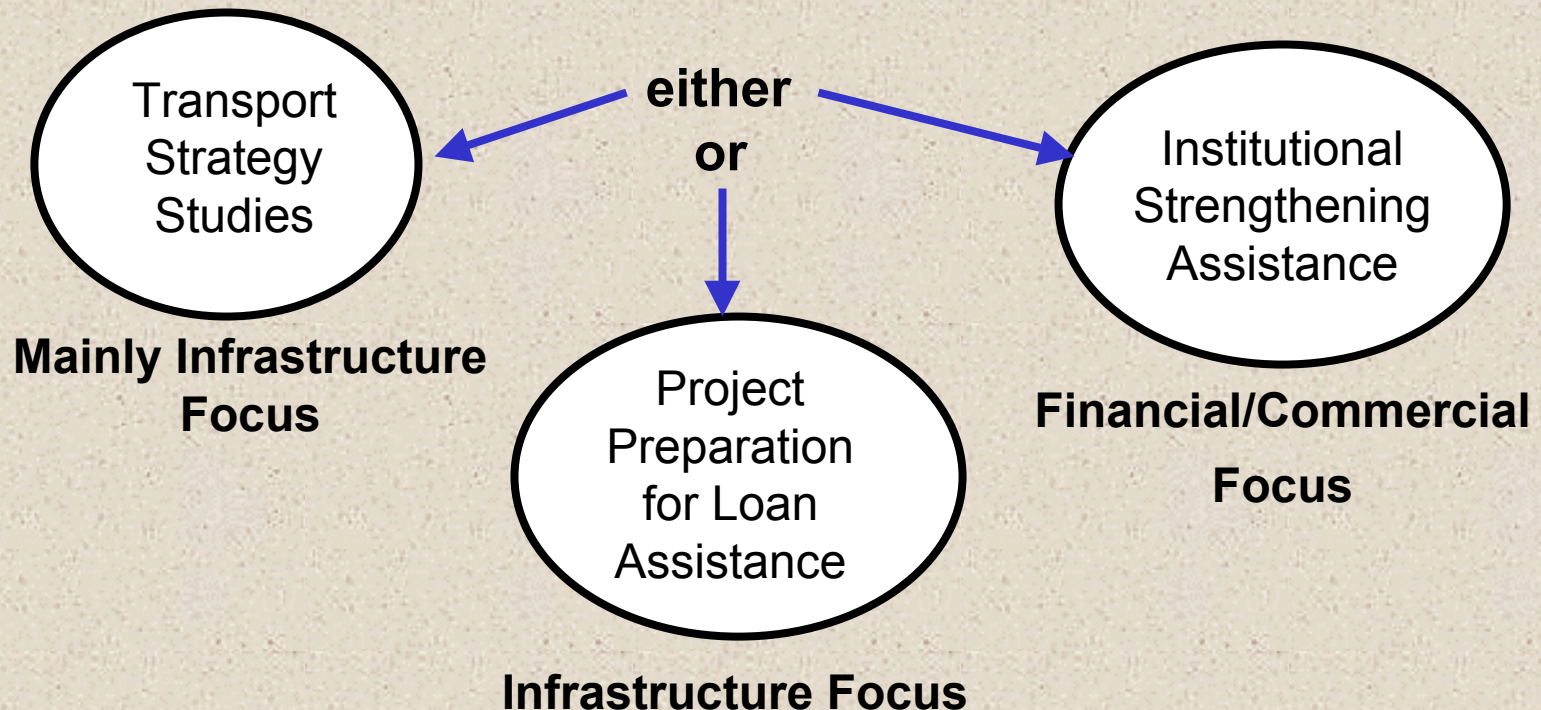
# Structure & Approach to Aviation Systems Planning

## Points to consider

- No single authoritative approach
- Role of Regional Banks
- Role of Bilateral Aid Agencies
- Approach developed by ICAO

# Role of Regional Development Banks & Multi-lateral Aid

## Aviation Planning Carried out as Technical Assistance Projects



# Role of Bilateral Aid Agencies

## Procurement, Engineering, Construction

- Provided by National Aid Agencies - USAID, JICA, CIDA, ADAB, etc.
- Aid normally “tied”
- Funding for airport development & equipment procurement/installation
- Projects reflect donor interests & priorities
- Equipment incompatibility issues
- Maintenance & spares problems

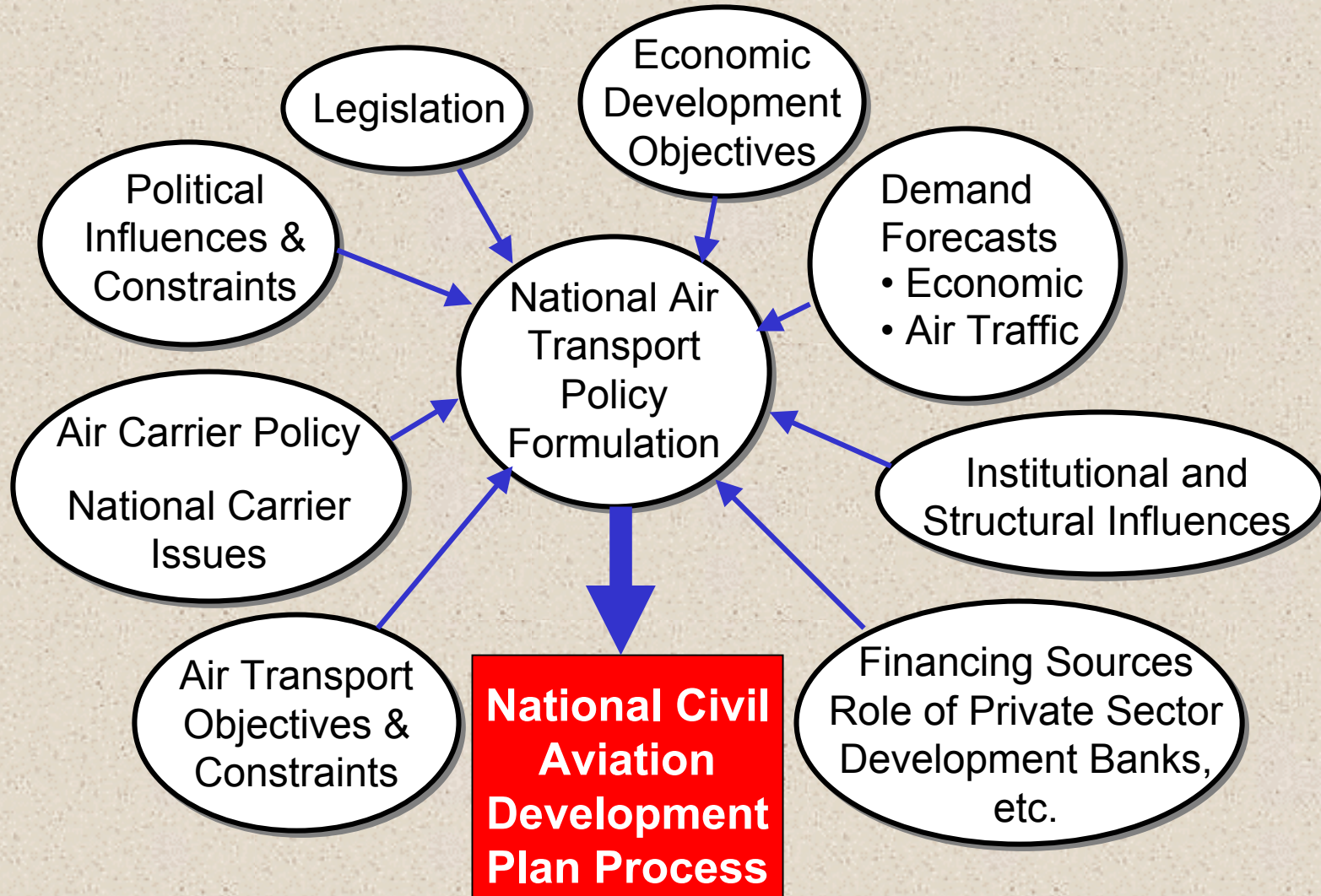


# The ICAO Approach

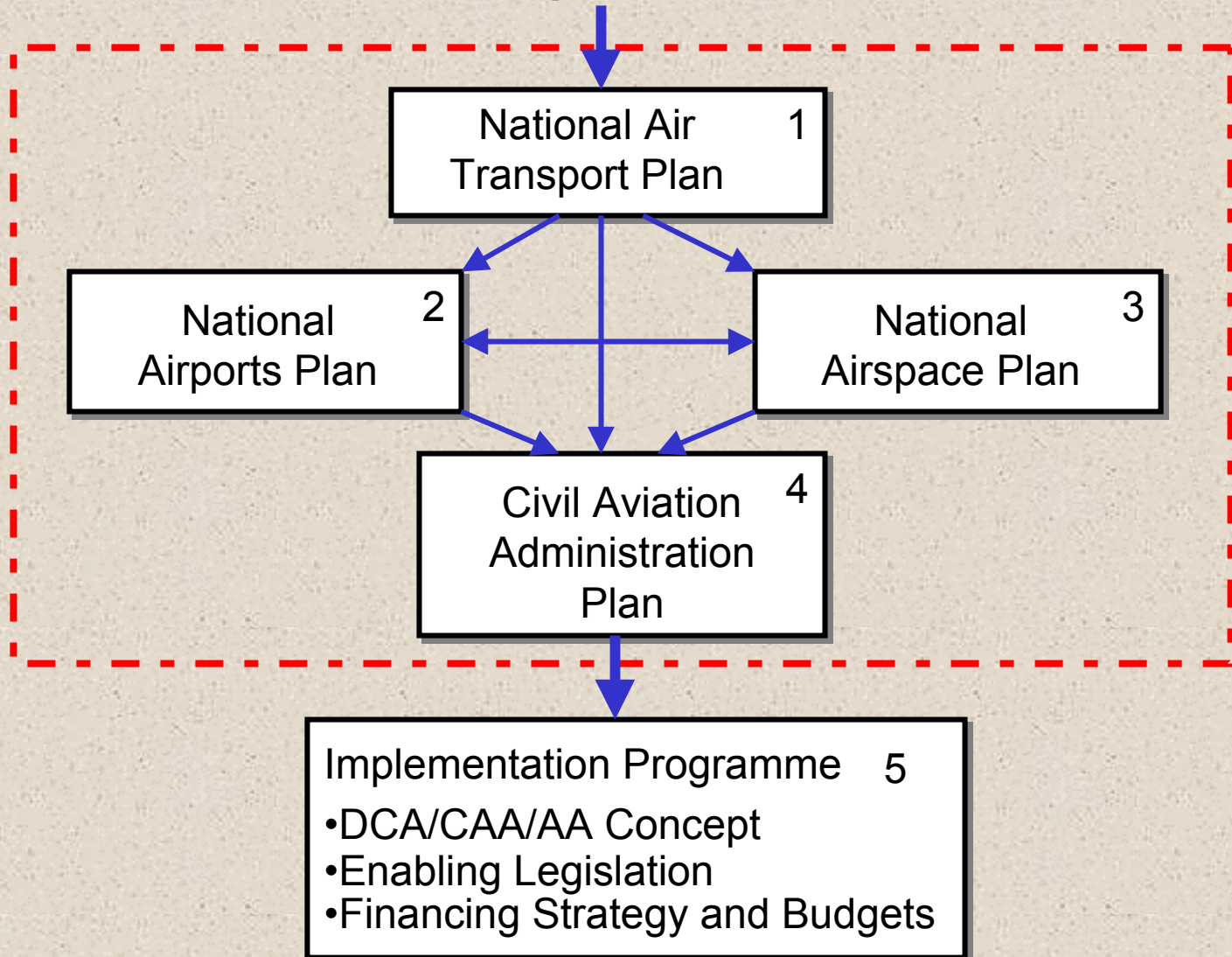
- Originated in 1989
- Comprehensive examination of needs & priorities
- Developed concept of National Civil Aviation Development Plan
- Applied by ICAO in several countries



# ICAO Approach Based on Defining National Air Transport Policy



# ICAO National Civil Aviation Development Plan



# Aviation Systems Planning

## In Conclusion...

- Vital framework for air transport development
- Assist developing nations focus funding on priority requirements
- Provide guidance to external funding in assigning project priorities
- ICAO comprehensive approach should be adopted more widely

