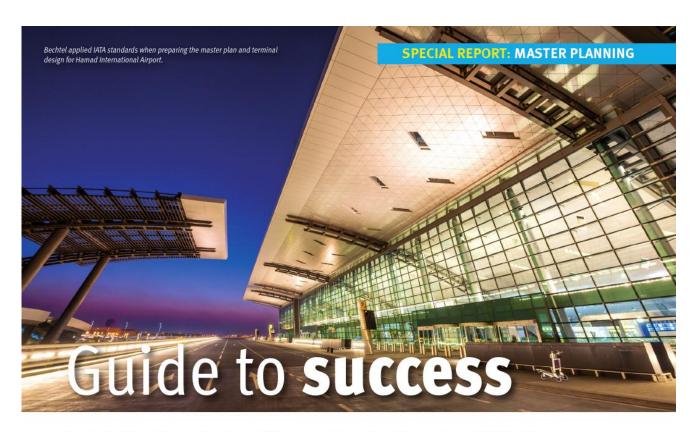


Airport Master Download Complete Edition

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Bechtel's Steve Riano tells *Airport World* about the 10th edition update of IATA's Airport Development Reference Manual, which is designed to act as an industry guide for airport master planning.

or the past 40 years IATA's Airport Development Reference
Manual (ADRM) has defined excellence in airport design and has
been the gold standard guidebook to assist thousands of airport
owners, airport consultants and airlines around the world with
successful airport development decision-making.

According to IATA, it brings together aviation industry best practices with respect to the development of world-class airports through better comprehension, briefing and design.

The manual's content, it says, represents the consolidated recommendations of world-renowned industry specialists and organisations seeking to promote the development of sustainable world-class airport facilities.

IATA, in collaboration with ACI, has now published its 10th edition update of the ADRM, which has been transformed to address the ever-evolving aviation industry.

Redefining the framework

The most relied upon industry standard in the ADRM is the Level of Service (LoS) concept for airport terminal design.

LoS for airport terminals was originally developed by Transport Canada in the 1970s based on the American Association of State Highway and Transportation Officials (AASHTO) guidelines for highway design and work done by John Fruin for the Port Authority of New York & New Jersey's bus and train terminals.

Both methods used 'A through F' system of classifications, ranging from excellent to system breakdown. IATA adopted this method and it has been the cornerstone of the ADRM for years.

As groundbreaking and ubiquitous as IATA's airport terminal LoS system has been, the ADRM 10th edition redefines the LoS framework

and modernises capacity calculations to introduce a new 'Space-Time' concept, which seeks to find the optimum balance between available space and acceptable waiting times without over-designing or under-providing facilities (See diagram on page 36).

In addition, the new system includes a range of values for space and time that reflects the global nature of the aviation market where different regions require modification of the airport environment to match their service needs.

The new 'Space-Time' concept is consistent with IATA's modernised static capacity calculations included in the ADRM 10th edition as well as dynamic airport passenger terminal simulation modeling, such as CAST Terminal.

Collaborative effort with ACI

Recognising the importance and value of a truly collaborative effort, IATA has worked closely with the airport industry to ensure that critical ACI initiatives were taken into consideration during the ADRM update process.

ACI World's assistant director for facilitation and airport IT, Arturo Garcia-Alonso, led the organisation's efforts on the project.

And at the official launch of the 10th edition earlier this year he described the importance of contractual service level frameworks between airport owners and airport operators, and explained the commonalities of ACI's Airport Service Quality (ASQ) programme with IATA's LoS system.

Garcia-Alonso also spoke of the importance of incorporating joint ACI-IATA programmes into the latest ADRM update.

He was referring to initiatives such as the Smart Security programme, a combination of ACI's 'Better Security' programme and

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