



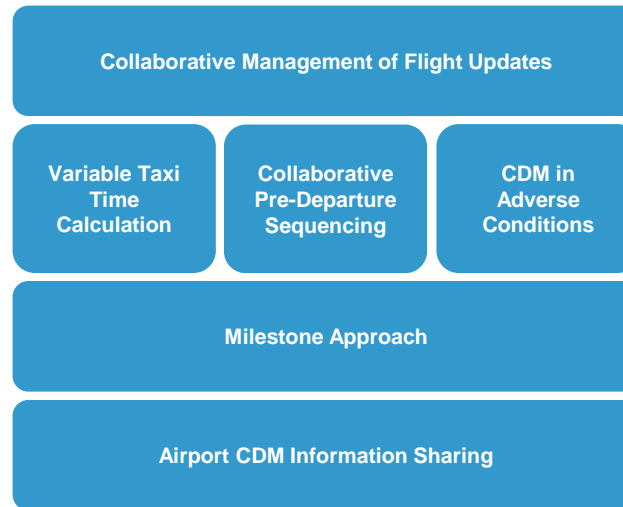
Airport CDM – Lessons Learned

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Lessons Learned – Approach

1. Elements



2. Identified issues

Lessons learned

a centralized, full time Program Management Office is essential for any CDM program

try to learn from lessons learned elsewhere (do not reinvent the wheel)

always follow the Eurocontrol Implementation Manual guidance material, as supported by IATA & ACI EUROPE, unless the local special conditions make it really necessary to deviate, to be approved by the Steering Board after a pro/con analyses by PMo

try to define simple, transparent & achievable milestones & celebrate successes

allow creativity and stimulate out-of-the-box solutions

empower PM(o), Project Leaders & Organisation Coordinators within boundaries of MoU

create a no blame CDM culture inside Program and Organisations

develop & approve a realistic Program Realisation Plan, disregarding 'political wishes'

Notes - Approach

Elements – distorted view as all airports are different – ie de-icing

Identified issues – Allows for grouping of issues under 8 relevant categories

Lessons Learned – 8 areas

Project Management

Re-inventing the wheel

Culture Change

Partner buy-in

Guidance

Performance

Communication

Training

Lessons Learned - Project Management



Notes - Project Management

Dedicated Project Manager

- Consistent and Leads

- Lack of consistent partner participation and avoid personnel turnover

Project itself

- Funded and fully supported by senior management

- Working groups – too large

- Lack of PMP with tasks, accountability and timeframes

Empowerment

- Empower not just the PM's but Project Leaders & Coordinators – Disregard Political wishes

Incremental steps

- avoid a big bang theory, have a realistic and steady project structure

Timings of Implementation

- Planning – take into account strategic happenings at your airport ie Summer or Winter seasons

- Other projects running or over lapping

Lessons Learned – Re-inventing the wheel



Notes – Re-inventing the wheel

Take advantage of other implemented Airports

Do not model your implementation on just one

Experience Counts

Visit other airports, see how it works for them

Platform developed around CDM Procedures

Listen and learn from others

Open “your” services to others partners who want to visit

Lessons Learned – Culture Change



Notes – Culture Change

Cannot be underestimated

Be prepared for anything

Create a “no blame” culture from the outset

Trust

- win and keep the trust of the partners

- address their concerns not just during but after implementation

Transparency

Multi-partner involvement and engagement

Cultural and Institutional changes will be needed – perception of

Lessons Learned – Partner buy-in



Notes – Partner buy-in

Top level

- Management support essential

- Adequately funded

- Steering Groups slow in resolving issues

- No structure, fragmentation amongst partners

End user engagement

- Include all from the outset – in working groups, etc

Incorporate partners procedures into the process

Maintaining Commitment of all partners

MoU – signed and understood from the very start

Do not “leave” anyone behind – use the Airline Operators Committee to engage to include individual AO’s

Lessons Learned - Guidance



Notes - Guidance



Take advantage and use any available implementation guidance material

Learn and use the “re-inventing the wheel” points given earlier

“One size” does not fit all – Each airports has its own peculiarities – the Framework of A-CDM remains the same throughout

Harmonized approach – from the framework – any differences minimised – Task Force addressed 35 issues

Lessons Learned - Performance



Notes - Performance



Define “milestones” or Indicators early on – implement just for the sake of ?, it’s en-vogue ?

Simple, transparent and achievable

Celebrate those successes with all partners

Continuous process which requires regular monitoring

“Hold on stand” – perception is seen as negative & ATC ground delay – Remember “no blame culture” therefore an IATA delay code.

Lessons Learned - Communication



Notes - Communication

Essential and very key to successful implementation

Include all partners from the very start

Commit to an open dialogue with all partners - Too many 'talkers' and lack of 'doers'

Inform the wider airport community so it is not new when it happens

Early, timely and accessible access to (project) implementation information

Pre –]

During –] ie Flight crew briefing sheets,

Post –]

Continue – even with small changes, wins or losses

Accessible website

Lessons Learned - Training



Notes - Training



Cannot be emphasised enough

High effort, both initially and continuous

Must be adequate

Initially not included in Flt Crews training – important to address transient workforces

To DLA or not – Dispatchers, AOCC's, Ground Handlers – when and who sends

Understand the partners process as a whole (one piece of data important to who)

New acronyms and abbreviations (ETA exercise)

Awareness through NOTAM, AIP, Targeted leaflets, simple and clear process cards

Lessons Learned

