

Information Paper 1

Overview of Airport CDM Implementation Progress

Submitted by the Agency, Airport CDM team

SUMMARY

This overview presents the implementation status in European airports and their progress and short and medium term plans for Airport CDM implementation

RECOMMENDATIONS

The members of the Airport CDM Coordination Group are requested to take note of the content.

Austria

Vienna Airport – VIE/ LOWW

Last update : 2010-10-25T11:37:24.000+02:00

Approved : Y

Lessons Learnt

It is very important to clear the budgeting ahead, otherwise the project can stall while having a complete procedural definition and waiting for a Go-Decision.

Benefits

General Project Setup

Project Element		Start	End	Action Owner	Current Status	Comments
Dedicated Project Manager (PM)	Yes	01/08/2010		All	On schedule	General CDM-Project is run as a joint development of Airport and ATC
Gap Analysis	Yes					Gap Analysis was Conducted in 2007
Project Plan	Yes	01/01/2009		AA	On schedule	
Local Cost Benefit Analysis	Yes	01/06/2009	01/10/2009	All	Complete	
Memorandum of Understanding	Yes			All	Complete	

Local Project Implementation Status

Project Element		Start	End	Action Owner	Current Status	Comments
Information Sharing	Yes	01/09/2010	30/11/2011	AA	On schedule	
Dedicated Airport CDM Platform	Yes	01/09/2010	30/11/2011	AA	On schedule	
Milestones	Yes	01/09/2010	30/11/2011	AA	On schedule	
MS1; check airport slot and flightplan	Yes	01/09/2010	30/11/2011	AA	On schedule	
TOBT Procedure	Yes	01/09/2010	30/11/2011	AA	On schedule	
Variable Taxi Times	Yes	01/09/2010	30/11/2011	AA	On schedule	
Pre-departure Sequence	Yes	01/09/2010	30/11/2011	ATC - TWR or ACC	On schedule	
Adverse Conditions	Yes	01/05/2010		All	On schedule	At the Moment general Specification and Requirements Gathering to define processes and procedures.
Local Implementation Finalised	No			All	On schedule	A Timeline for Adverse Conditions and CFMU-Communication is not yet decided

Airport Integration with the network status

Project Element		Start	End	Action Owner	Current Status	Comments
FUMs used by your airport	Yes	01/03/2012		All	On schedule	
DPI Operational	No			All	No action	DPI-Timeleine is not yet decided with Eurocontrol

Evaluation (testing)						
DPIs fully operational	No			All	No action	DPI Timeline is not yet decided with Eurocontrol

Airport CDM implementation delay causes

Project Element		Comments
Budgetary	Yes	Some delays due to discussions who (AO, ATV, AA) provides the funds for the implementation
Political	No	
Procedural	No	
Data Confidentiality issues	No	
Operational	No	
Technical	No	
Other(please specify)	No	

Belgium

Brussels Airport – BRU/ EBBR

Last update : 2010-10-27T18:24:02.000+02:00

Approved : Y

Lessons Learnt

--

Benefits

--

General Project Setup

Project Element		Start	End	Action Owner	Current Status	Comments
Dedicated Project Manager (PM)	Yes	07/01/2002		ATC - TWR or ACC	Complete	The initial project started 07/01/2002 under the lead of AA to establish all the technical connections. On 01/03/2004 ATC took over the lead, as agreed at the start, since it became an operational procedure. The revised procedure, aligned with the Eurocontrol Implementation Manual, was approved 02/04/2009 and the link with the network was established on 29/06/2010
Gap Analysis	Yes	04/09/2000	08/08/2001	Other	Complete	Done by AT Kearney on behalf of Belgocontrol, The Brussels Airport Company and Sabena
Project Plan	Yes			AA	Complete	In collaboratiion with ATC
Local Cost Benefit Analysis	Yes			All	Complete	
Memorandum of Understanding	Yes	20/05/2008		All	Complete	

Local Project Implementation Status

Project Element		Start	End	Action Owner	Current Status	Comments
Information Sharing	Yes			All	Complete	
Dedicated Airport CDM Platform	Yes			AA	Complete	
Milestones	Yes			All	Complete	
MS1; check airport slot and flightplan	Yes			AA	Complete	
TOBT Procedure	Yes			All	Complete	
Variable Taxi Times	Yes			ATC - TWR or ACC	Complete	
Pre-departure Sequence	Yes			ATC - TWR or ACC	Complete	
Adverse Conditions	Yes			All	Complete	
Local Implementation Finalised	Yes		17/08/2010	ATC - TWR or ACC	Complete	

Airport Integration with the network status

Project Element		Start	End	Action Owner	Current Status	Comments
FUMs used by your airport	Yes			ATC - TWR or ACC	Complete	
DPI Operational Evaluation (testing)	Yes			ATC - TWR or ACC	Complete	
DPIs fully operational	Yes		29/06/2010	ATC - TWR or ACC	Complete	

Airport CDM implementation delay causes

Project Element		Comments
Budgetary	No	
Political	No	
Procedural	Yes	
Data Confidentiality issues	Yes	
Operational	Yes	
Technical	Yes	
Other(please specify)	No	

Czech Republic

Prague Airport – PRG/ LKPR

Last update : 2010-10-25T07:02:07.000+02:00

Approved : N

Lessons Learnt

--

Benefits

--

General Project Setup

Project Element		Start	End	Action Owner	Current Status	Comments
Dedicated Project Manager (PM)	No			AO	No action	Part-time activity for the Project Manager
Gap Analysis	Yes			All	Complete	
Project Plan	Yes			AO	Complete	
Local Cost Benefit Analysis	Yes			All	Complete	
Memorandum of Understanding	Yes			All	Complete	

Local Project Implementation Status

Project Element		Start	End	Action Owner	Current Status	Comments
Information Sharing	Yes			All	Complete	

Dedicated Airport CDM Platform	Yes			All	Complete	
Milestones	Yes			All	Complete	
MS1; check airport slot and flightplan	Yes			All	Complete	
TOBT Procedure	Yes			All	Complete	
Variable Taxi Times	Yes			All	Complete	
Pre-departure Sequence	No		17/01/2011	All	Short Delay	Development of ATCÁ's Start up Manager delayed. Operational testing in progress. Launch date 17.1.2011.
Adverse Conditions	No		17/01/2011	All	Short Delay	Development of ATCÁ's Start up Manager delayed. Operational testing in progress. Launch date 17.1.2011.
Local Implementation Finalised	No		17/01/2011	All	Short Delay	Development of ATCÁ's Start up Manager delayed. Operational testing in progress. Launch date 17.1.2011.

Airport Integration with the network status

Project Element		Start	End	Action Owner	Current Status	Comments
FUMs used by your airport	No			All	On schedule	To be discussed. Flight Updates from CFMU already available through another messages.
DPI Operational Evaluation (testing)	No		2012	ATC - TWR or ACC	On schedule	
DPIs fully operational	No		2012	ATC - TWR or ACC	On schedule	

Airport CDM implementation delay causes

Project Element		Comments
Budgetary	No	
Political	No	
Procedural	No	
Data Confidentiality issues	No	
Operational	No	
Technical	No	
Other(please specify)	Yes	Development of ATCÁ's Start up Manager delayed. Operational testing in progress. Launch date 17.1.2011.

Finland

Helsinki Airport – / EFHK

Last update : 2010-10-08T16:05:33.000+02:00

Approved : N

Lessons Learnt

As mentioned in the guidance material a full time project manager is essential to run through a successful implementation project. It has also been noticed, that though the partners would agree of the need of the project the commitment to actual work is not self-evident. Make sure that all the partners are active in all the levels of the project (working groups, steering group, etc.).

Benefits

General Project Setup

Project Element		Start	End	Action Owner	Current Status	Comments
Dedicated Project Manager (PM)	Yes	30/01/2009	24/06/2011	PM	On schedule	
Gap Analysis	Yes	04/12/2009	31/03/2010	PM	On schedule	A new small size gap analysis will be done in the fall 2010 for the purposes of the final operational application.
Project Plan	Yes	30/01/2009	30/01/2009	PM	Complete	Accepted at the MoU signing event
Local Cost Benefit Analysis	No			SG	No action	
Memorandum of Understanding	Yes	30/01/2009	30/01/2009	AA	Complete	

Local Project Implementation Status

Project Element		Start	End	Action Owner	Current Status	Comments
Information Sharing	No		28/01/2011	All	On schedule	CDM application acceptance on january
Dedicated Airport CDM Platform	No		28/01/2011	All	On schedule	CDM application acceptance on january
Milestones	Yes			All	Complete	Milestones agreed and defined.
MS1; check airport slot and flightplan	No	17/09/2010	24/06/2011	AA	On schedule	Not fully known when this can be implemented. At the moment expected schedule according to main project schedule.
TOBT Procedure	Yes			All	On schedule	De-icing procedures are added to the concpet already, but htey need to be validated. Also some other differencies (additions and modifications) to CDM implementation manual do exist.
Variable Taxi Times	Yes			AA	On schedule	De-icing procedures to be added. Also some other differencies additions, modifications) to CDM implementation manual do exist.
Pre-departure Sequence	No	04/09/2011	27/01/2012	All	Short Delay	The main part of the departure management (inc. pre-departure sequence) will be delivered in the second phase of the application development. Some basic pre-departure sequence processes will be implemented at the time of CDM implementation 24.6.2011.
Adverse Conditions	No	30/01/2009	25/03/2011	AA	Short Delay	Full adverse conditions management will be covered before the end of project 24.6.2011.
Local Implementation Finalised	No		25/02/2011	AA	On schedule	

Airport Integration with the network status

Project Element		Start	End	Action	Current	Comments
-----------------	--	-------	-----	--------	---------	----------

				Owner	Status	
FUMs used by your airport	No		24/06/2011	AA	On schedule	
DPI Operational Evaluation (testing)	No	06/02/2011	17/06/2011	AA	On schedule	
DPIs fully operational	No		17/06/2011	AA	On schedule	

Airport CDM implementation delay causes

Project Element		Comments
Budgetary	No	
Political	No	
Procedural	Yes	Removal of de-icing from adverse conditions has taken a bit more time than expected due to new processes and dependencies between parameters.
Data Confidentiality issues	No	
Operational	No	
Technical	Yes	Because non compliant CDM platform at the airport it has turned out to be one of the a major issues at the project. It has been notified that CDM platform development has an influence to the whole architecture of Finavia IM .
Other(please specify)	Yes	Resource management problems. No staff (partners / airport) other than project manager has been dedicated to the project. All the partners have not been fully committed to the project though on the other hand they have not been opposed to it.

France

Lyon St. Exupery / Satolas Airport – / LFLL

Last update : 2010-10-19T09:28:34.000+02:00

Approved : N

Lessons Learnt

Actually at the first steps of the CDM project implementation , the obvious first lesson learned is the absolute need of communication between all the airports actors

Benefits

General Project Setup

Project Element		Start	End	Action Owner	Current Status	Comments
Dedicated Project Manager (PM)	Yes	01/06/2010		AA		olivier GrÄ¼nthaler ADL cdm project manager. Important note for the general project set up : LYS airport is just at the first steps of the CDM implementation project
Gap Analysis	Yes	29/10/2008	29/10/2010		Complete	
Project Plan	Yes	01/06/2010	02/04/2012	AA	On schedule	current project plan presenting detailed actions to the end of 2010 and more generic actions 'till the planned final date (april 2012)
Local Cost Benefit Analysis	Yes	05/01/2009	05/10/2009	AA	Complete	general overview of cost saving
Memorandum of Understanding	No			AA	No action	to be written and signed by the end of 2010 or beginning of 2011

Local Project Implementation Status

Project Element		Start	End	Action Owner	Current Status	Comments
Information Sharing	Yes			AA	On schedule	no new CDM infos shared, only flight infos (ELDT for ex) previously shared in the actual , to be changed, information and traffic system
Dedicated Airport CDM Platform	No					
Milestones	Yes	01/09/2010		AA	On schedule	only in the study phase , no application by today
MS1; check airport slot and flightplan	No					
TOBT Procedure	No					
Variable Taxi Times	Yes			AA	Complete	already calculated (standar time, no rela time) and used in the actual LYS information and traffic system
Pre-departure Sequence	No					
Adverse Conditions	No					
Local Implementation Finalised	No					

Airport Integration with the network status

Project Element		Start	End	Action Owner	Current Status	Comments
FUMs used by your airport	No					
DPI Operational Evaluation (testing)	No					
DPIs fully operational	No					

Airport CDM implementation delay causes

Project Element		Comments
Budgetary		
Political		
Procedural		
Data Confidentiality issues		
Operational		
Technical		
Other(please specify)		

Germany

Frankfurt Airport – FRA/ EDDF

Last update : 2010-10-29T14:44:06.000+02:00

Approved : N

Lessons Learnt

Benefits

General Project Setup

Project Element	Start	End	Action Owner	Current Status	Comments
Dedicated Project Manager (PM)					
Gap Analysis					
Project Plan					
Local Cost Benefit Analysis					
Memorandum of Understanding					

Local Project Implementation Status

Project Element	Start	End	Action Owner	Current Status	Comments
Information Sharing					

Dedicated Airport CDM Platform						
Milestones						
MS1; check airport slot and flightplan						
TOBT Procedure						
Variable Taxi Times						
Pre-departure Sequence						
Adverse Conditions						
Local Implementation Finalised	No					expected by 23/02/2011

Airport Integration with the network status

Project Element		Start	End	Action Owner	Current Status	Comments
FUMs used by your airport						
DPI Operational Evaluation (testing)	Yes	03/11/2010				shadow mode since 20/10/2010
DPIs fully operational						

Airport CDM implementation delay causes

Project Element		Comments
Budgetary		

Political		
Procedural		
Data Confidentiality issues		
Operational		
Technical		
Other(please specify)		

Hungary

Budapest Airport – BUD/ LHBP

Last update : 2010-10-27T14:29:37.000+02:00

Approved : Y

Lessons Learnt

Benefits

General Project Setup

Project Element		Start	End	Action Owner	Current Status	Comments
Dedicated Project Manager (PM)	Yes	16/05/2010	31/12/2012	AO	On schedule	
Gap Analysis	No	01/09/2010	10/11/2010	AO	On schedule	made by Eurocontrol
Project Plan	No					
Local Cost Benefit Analysis	No					
Memorandum of Understanding	No					

Local Project Implementation Status

Project Element		Start	End	Action Owner	Current Status	Comments
Information Sharing	No					

Dedicated Airport CDM Platform	No					
Milestones	No					
MS1; check airport slot and flightplan	No					
TOBT Procedure	Yes					Trial process ongoing
Variable Taxi Times	No					
Pre-departure Sequence	No					
Adverse Conditions	No					
Local Implementation Finalised	No					

Airport Integration with the network status

Project Element		Start	End	Action Owner	Current Status	Comments
FUMs used by your airport	No					
DPI Operational Evaluation (testing)	No					
DPIs fully operational	No					

Airport CDM implementation delay causes

Project Element		Comments
Budgetary	No	

Political	No	
Procedural	No	
Data Confidentiality issues	No	
Operational	No	
Technical	Yes	Lack of Airport Operational Database (AODB)
Other(please specify)	Yes	Due to modified structure of handling companies

Ireland

Dublin Airport – DUB/ EIDW

Last update : 2010-10-29T16:04:51.000+02:00

Approved : N

Lessons Learnt

Benefits

General Project Setup

Project Element		Start	End	Action Owner	Current Status	Comments
Dedicated Project Manager (PM)	Yes					Kevin Conheady has assumed responsibility of CDM Project Manager.
Gap Analysis	Yes	2007	2007	PM		
Project Plan	No					
Local Cost Benefit Analysis	No					
Memorandum of Understanding	No					

Local Project Implementation Status

Project Element		Start	End	Action	Current	Comments
-----------------	--	-------	-----	--------	---------	----------

				Owner	Status	
Information Sharing	No					
Dedicated Airport CDM Platform	No					
Milestones	No					
MS1; check airport slot and flightplan	No					
TOBT Procedure	No					
Variable Taxi Times	No					
Pre-departure Sequence	No					
Adverse Conditions	No					
Local Implementation Finalised	No					

Airport Integration with the network status

Project Element		Start	End	Action Owner	Current Status	Comments
FUMs used by your airport	No					
DPI Operational Evaluation (testing)	No					
DPIs fully operational	No					

Airport CDM implementation delay causes

Project Element		Comments
Budgetary	No	
Political	No	
Procedural	No	
Data Confidentiality issues	No	
Operational	No	
Technical	No	
Other(please specify)	Yes	Due to the economic downturn, the CDM project at DUB is not as pressing as it was during our peak of 2007/2008.

Italy

Milano Malpensa Airport – MXP/ LIMC

Last update : 2010-10-25T14:46:36.000+02:00

Approved : Y

Lessons Learnt

Benefits

General Project Setup

Project Element		Start	End	Action Owner	Current Status	Comments
Dedicated Project Manager (PM)	No	30/06/2011		All	On schedule	
Gap Analysis	Yes		29/04/2005	All	On schedule	Gap analysis has been done in 2004, according the previous situation (Alitalia Hub carrier). The scenario changed in Spring 2008 (Alitalia left Malpensa for Rome Fiumicino) and actually the old gap analysis is inconsistent.
Project Plan	No	30/06/2011		All	On schedule	
Local Cost Benefit Analysis	No	30/06/2011		All	On schedule	
Memorandum of Understanding	No	30/06/2011		All	On schedule	

Local Project Implementation Status

Project Element		Start	End	Action Owner	Current Status	Comments
Information Sharing	Yes	29/04/2005	09/01/2012	All	On schedule	Most part of the information required by A-CDM manula are shared between AA and ATC
Dedicated Airport CDM Platform	Yes	29/04/2005	09/01/2012	All	On schedule	Platform available not for operational purposes. The tool is based on the AA IT System but there are problems with GHs contribution.
Milestones	No	30/06/2011	30/06/2012	All	On schedule	
MS1; check airport slot and flightplan	No	30/06/2011	30/06/2012	All	On schedule	
TOBT Procedure	No	30/06/2011	30/06/2012	All	On schedule	
Variable Taxi Times	Yes	29/04/2005	09/01/2012	All	On schedule	VTTs are in AA Tool, not for operational use.
Pre-departure Sequence	No	30/06/2011	30/06/2012	All	On schedule	
Adverse Conditions	No	09/01/2012	10/01/2013	All	On schedule	
Local Implementation Finalised	No		13/01/2013	All	On schedule	Q1 2013, according partners' intentions.

Airport Integration with the network status

Project Element		Start	End	Action Owner	Current Status	Comments
FUMs used by your airport	No	09/01/2012	10/01/2013	ATC - TWR or ACC	On schedule	
DPI Operational	No	09/01/2012	10/01/2013	ATC - TWR or ACC	On schedule	

Evaluation (testing)						
DPIs fully operational	No		20/01/2013	ATC - TWR or ACC	On schedule	

Airport CDM implementation delay causes

Project Element		Comments
Budgetary	Yes	Lack of clear commitment and agreement.
Political	Yes	
Procedural	No	
Data Confidentiality issues	No	
Operational	Yes	
Technical	Yes	
Other(please specify)	No	

Spain

Palma Mallorca Airport – PMI/ LEPA

Last update : 2010-10-29T12:28:34.000+02:00

Approved : N

Lessons Learnt

Benefits

General Project Setup

Project Element		Start	End	Action Owner	Current Status	Comments
Dedicated Project Manager (PM)	No					
Gap Analysis	Yes	16/06/2008	11/11/2008	Other	Complete	Completed by Eurocontrol
Project Plan	No					
Local Cost Benefit Analysis	No					
Memorandum of Understanding	Yes	15/03/2010		AA	Long Delay	

Local Project Implementation Status

Project Element		Start	End	Action Owner	Current Status	Comments
Information Sharing	Yes	01/12/2010		All	On schedule	T.B.C. with airlines

Dedicated Airport CDM Platform	No					
Milestones	Yes	01/12/2010		All	On schedule	T.B.C. with airlines
MS1; check airport slot and flightplan	Yes	01/12/2010		All	On schedule	T.B.C. with airlines
TOBT Procedure	Yes	01/12/2010		All	On schedule	T.B.C. with airlines
Variable Taxi Times	No					
Pre-departure Sequence	No					
Adverse Conditions	No					
Local Implementation Finalised	No					

Airport Integration with the network status

Project Element		Start	End	Action Owner	Current Status	Comments
FUMs used by your airport	No					
DPI Operational Evaluation (testing)	No					
DPIs fully operational	No					

Airport CDM implementation delay causes

Project Element	Comments

Budgetary	No	
Political	Yes	
Procedural	No	
Data Confidentiality issues	No	
Operational	No	
Technical	No	
Other(please specify)	No	

Switzerland

Geneva Airport – GVA/ LSGG

Last update : 2010-10-14T09:09:06.000+02:00

Approved : Y

Lessons Learnt

Benefits

General Project Setup

Project Element		Start	End	Action Owner	Current Status	Comments
Dedicated Project Manager (PM)	Yes	01/02/2010	31/12/2012	PM	Complete	
Gap Analysis	Yes	23/11/2007	18/06/2010	Other	Complete	Other : CFMU / Eurocontrol
Project Plan	No	24/03/2010		PM	On schedule	
Local Cost Benefit Analysis	No	26/07/2010		All	No action	
Memorandum of Understanding	No					

Local Project Implementation Status

Project Element		Start	End	Action Owner	Current Status	Comments
Information Sharing	Yes		31/07/2006	All	Complete	

Dedicated Airport CDM Platform	Yes		31/07/2006	All	Complete	
Milestones	No		31/12/2012	All	On schedule	
MS1; check airport slot and flightplan	No		31/12/2012	AA	On schedule	
TOBT Procedure	No		31/12/2012	All	On schedule	
Variable Taxi Times	Yes		31/07/2006	All	Complete	
Pre-departure Sequence	No		31/12/2012	ATC - TWR or ACC	On schedule	
Adverse Conditions	No		31/12/2012	AA	On schedule	
Local Implementation Finalised	No			All	On schedule	

Airport Integration with the network status

Project Element		Start	End	Action Owner	Current Status	Comments
FUMs used by your airport	No		31/12/2012	PM	On schedule	
DPI Operational Evaluation (testing)	No		31/06/2012	PM	On schedule	
DPIs fully operational	No		31/12/2012	PM	On schedule	

Airport CDM implementation delay causes

Project Element		Comments
Budgetary	No	
Political	No	
Procedural	No	
Data Confidentiality issues	Yes	
Operational	No	
Technical	No	
Other(please specify)	No	

The Netherlands

Amsterdam Airport – AMS/ EHAM

Last update : 2010-11-03T08:17:09.000+01:00

Approved : N

Lessons Learnt

On-Line training to become available as promised
 UNACCEPTABLE that EUROCONTROL is downsizing its supporting activities to IP1 CDM Implementation in 2010, with sunset clauses for teams etc; also, airport operator involvement in CFMU governance urgently needed given the role of airport operators as CDM coordinators at many airports
 First Procedures, then IT
 Realistic planning with acceptable timeframes for design, build § test
 The "Culture" project cluster = mini-internships, joint workshops § serious gaming

Benefits

using accepted procedures, internal experts § managers enlarges commitment, better bottom-up acceptance and saves on external costs of consultants § suppliers

General Project Setup

Project Element		Start	End	Action Owner	Current Status	Comments
Dedicated Project Manager (PM)	Yes	01/08/2008	20/08/2009	AA	Complete	Etienne van Zuijlen, employed by Schiphol Group, is transversal Program Manager CDM@AMS. He is responsible for implementing the IP1 baseline on behalf

						of KLM, Air Traffic Control The Netherlands and Amsterdam Airport Schiphol by end 2011, and "Advanced" CDM in 2012. Prior to 2009, ATC supplied a part time only PM, see lessons learned.
Gap Analysis	Yes	01/10/2007	01/08/2008	All	Complete	Executed with Ectrl CDM Team support (D.Hogg)
Project Plan	Yes	01/01/2008	29/04/2010	PM	Complete	initial Program Management Plan developed in 2008/2009, upgraded & expanded to full Program Realisation Plan by new PM from Oct09 - March10, approved Apr10
Local Cost Benefit Analysis	No			Other	No action	Implementation Board & Steering Board reconfirmed earlier decision to skip CBA in lack of time/resources; after renewed proposal by PM & CDM team early 2010
Memorandum of Understanding	Yes	01/10/2009	23/10/2009	PM	Complete	PM developed & got signed new MoU within 3 weeks, based on Ectrl base case template & AMS CDM approach, after earlier multiple failed trails of many months until 2008

Local Project Implementation Status

Project Element		Start	End	Action Owner	Current Status	Comments
Information Sharing	Yes	01/01/2008	15/12/2011	PM	On schedule	split in project Info Sharing & project Portal, in steps: 1. inbound - 2. turn-around - 3. outbound - 4 link to network; sub-milestones: 1. 09-11-10 2. 10-02-11 3. 17-11-11 4. 08-12-11
Dedicated Airport CDM Platform	Yes	29/01/2010	31/03/2010	PM	Complete	"live" protoptype portal until nov10 only, existing AODB info
Milestones	Yes	01/01/2008	26/04/2011	PM		Specs incorporated in project procedures, split in steps 1. inbound - 2. turn-around - 3. outbound - 4 link to network
MS1; check airport slot and flightplan	No			All	No action	currently judged OUT OF SCOPE for AMS, given local tactical use of airport slots (annual # + night flights only), so no operational need identified (yet)

TOBT Procedure	Yes	01/01/2008	15/02/2011	PM	On schedule	See project procedures
Variable Taxi Times	Yes	01/01/2008	17/11/2011	ATC - TWR or ACC	On schedule	incorporated in project procedures & split in steps 1. inbound & 3. outbound
Pre-departure Sequence	Yes	01/01/2008	17/11/2011	PM	On schedule	co-product of project procedures & ATC CDM step 3
Adverse Conditions	Yes	01/01/2004	17/11/2011	PM	On schedule	incorporated in project procedures, existing CDM adverse conditions operations since 2005
Local Implementation Finalised	No		08/12/2011	SG	On schedule	

Airport Integration with the network status

Project Element		Start	End	Action Owner	Current Status	Comments
FUMs used by your airport	Yes	31/01/2010	31/03/2010	PM	Complete	in "live" experimental AODB until nov10 only
DPI Operational Evaluation (testing)	Yes	26/04/2011	08/12/2011	PM	Short Delay	
DPIs fully operational	No			PM	Short Delay	proposed timeline for testing of CFMU much to long, given phased approach of CDM@AMS, positive experience with existing DPI-exchange by LVNL end possibility to test partial data "in shadow mode"

Airport CDM implementation delay causes

Project Element		Comments
Budgetary	Yes	airport operator covers majority of "joint" & ICT costs, ATC repays 50% of limited out of pocket costs
Political	Yes	resolved in new MoU, signed at Executive Board level by all Initiating Partners, LoA with other key partners in process (Dec 2010)
Procedural	No	resolved in joint project Procedures & MoU decision making

Data Confidentiality issues	Yes	resolved in new MoU where applicable to CDM; new CDM legal set in "conditions of use" airport & new data cooperation agreement
Operational	No	resolved in new Program Realisation Plan
Technical	No	resolved in new Program Realisation Plan
Other(please specify)	No	

Turkey

Istanbul Airport – IST/ LTBA

Last update : 2010-10-22T12:49:54.000+02:00

Approved : Y

Lessons Learnt

Benefits

General Project Setup

Project Element		Start	End	Action Owner	Current Status	Comments
Dedicated Project Manager (PM)	Yes	24/04/2009		Other	Complete	Action owner is ANSP. As Project Manager, Mr.Olcay KILICOGLU, Deputy Chief Manager of Ästanbul AtatÄ¼rk Airport and as Deputy Project Manager, Mr. Mustafa KIVRAK, Air Traffic Manager of Ästanbul AtatÄ¼rk Airport, were appointed on 24th April 2009.
Gap Analysis	Yes	08/04/2008	17/02/2009	ATC - TWR or ACC	Complete	
Project Plan	No					
Local Cost Benefit Analysis	No					
Memorandum of Understanding	Yes	22/10/2009		Other	Long Delay	Action owner is ANSP. Memorandum of Understanding is still waiting to be signed by Steering Group

Local Project Implementation Status

Project Element		Start	End	Action Owner	Current Status	Comments
Information Sharing	No					
Dedicated Airport CDM Platform	No					
Milestones	No					
MS1; check airport slot and flightplan	No					
TOBT Procedure	No					
Variable Taxi Times	No					
Pre-departure Sequence	No					
Adverse Conditions	No					
Local Implementation Finalised	No					

Airport Integration with the network status

Project Element		Start	End	Action Owner	Current Status	Comments
FUMs used by your airport	No					
DPI Operational Evaluation (testing)	No					
DPIs fully operational	No					

Airport CDM implementation delay causes

Project Element		Comments
Budgetary	Yes	
Political	No	
Procedural	Yes	
Data Confidentiality issues	Yes	
Operational	No	
Technical	No	
Other(please specify)	No	

United Kingdom

Manchester Airport – / EGCC

Last update : 2010-10-22T14:40:12.000+02:00

Approved : Y

Lessons Learnt

Benefits

General Project Setup

Project Element		Start	End	Action Owner	Current Status	Comments
Dedicated Project Manager (PM)	No			AA	No action	Part of Airport Performance Manager role
Gap Analysis	Yes			AA	Complete	
Project Plan	Yes			AA	Complete	
Local Cost Benefit Analysis	No		31/12/2010	AA	Short Delay	
Memorandum of Understanding	No	01/01/2011	31/03/2011	AA	On schedule	

Local Project Implementation Status

Project Element		Start	End	Action Owner	Current Status	Comments
Information Sharing	No	01/01/2011		All	On schedule	

Dedicated Airport CDM Platform	Yes	01/07/2010	30/06/2011	AA	On schedule	CDM functionality added to current AODB platform.
Milestones	No	01/01/2011		All	On schedule	
MS1; check airport slot and flightplan	No	01/04/2011		SG	No action	
TOBT Procedure	No	01/04/2011		All	On schedule	
Variable Taxi Times	Yes	01/08/2010	31/03/2011	AA	On schedule	
Pre-departure Sequence	No	01/07/2011	31/12/2011	ATC - TWR or ACC	On schedule	
Adverse Conditions	No			AA	No action	To be assessed Q1 2011.
Local Implementation Finalised	No			All	No action	

Airport Integration with the network status

Project Element		Start	End	Action Owner	Current Status	Comments
FUMs used by your airport	Yes		15/08/2010	AA	Complete	
DPI Operational Evaluation (testing)	No	01/07/2011	31/10/2011	ATC - TWR or ACC	On schedule	
DPIs fully operational	No				No action	

Airport CDM Implementation delay causes

Project Element		Comments
Budgetary	Yes	Currently project is running with no budget. Cost maybe identified which could lead to a cost provision for FY 11/12 and/or Capex.

Political	No	
Procedural	No	
Data Confidentiality issues	No	
Operational	No	
Technical	No	
Other(please specify)	No	

United Kingdom

London Gatwick Airport – / EGKK

Last update : 2010-10-25T17:24:18.000+02:00

Approved : Y

Lessons Learnt

Once again this project which borders vaguely on possible legislation under SESAR IP2 suffers from lots of political push-back from a wide stakeholder group that find the whole concept vast and hence risky. Given that most airports within the SEAC and wider community understand and fully support the urgent need for the full-CDM concept to be deployed across EU states, it would make the influencing of stakeholders and budget holders somewhat less challenging if a clear date for full EU (+150,000 ATMs e.g.) was mandated by 'x date'. Each airport could then have a clear legislative business driver and hence target deployment that holds firm. Whilst on paper it reads as a relatively simple concept what happens on the ground across the wider airport and stakeholders community is often far from easy, mainly due to the vast capability variations of the individuals involved ranging from Ops centres, Ramp agents, Airline station managers, Flight Ops team, Commercial Planning, HA etc etc. - The principle's are great its just rolling out the new concept of operations across that wide community in conjunction with transitioning new deployment of data entry and display systems that are robust to deal with the needs of a busy live operational airport.

Benefits

TARGETS

33% Reduction in Standard taxi-time for fuel filling purposes (18mins reduced to 12mins average) - post variable taxi-time deployment.

Benefits
<p>Reduction in actual taxi-time (3-4 min) - post pre-departure sequencing deployment</p> <p>11 % C02 Reduction based on 251,791 ATMs (based on 4min from 2009 baseline)</p> <p>3kg C02 emitted per ATM/min (A319 typical)*</p> <p>On-time Performance Improvement of 8% â 12% - due to FUM and hence impact on stabilised stand plans for arrivals hence knock on to turnround recovery improvements</p> <p>Improved Peak ATM Stand Utilisation of 30% (based on 30min turn in 05:00-09:00incl) - Buffer reduced by 33% ie 15mins to 10mins for each arrival and departure.</p> <p>Slot adherence improvements - target currently being re-baselined for 2010 operations</p>

General Project Setup

Project Element		Start	End	Action Owner	Current Status	Comments
Dedicated Project Manager (PM)	Yes	01/10/2009	25/10/2010	PM	No action	Dedicated Gatwick PM Alison Bates, to leave the business on 24th Nov 10 hence currently undertaking handover transition to new PM
Gap Analysis	Yes	05/10/2009	25/11/2009	PM	On schedule	As-is > to be complete for each Handling Agent. Interim systems transitional phasing due to commence Nov10
Project Plan	Yes	09/10/2009	30/10/2009	PM	On schedule	
Local Cost Benefit Analysis	Yes	24/03/2010	31/03/2010	PM	Complete	However updated version for new ownership to be re-baselined in Nov10
Memorandum of Understanding	Yes	10/01/2011	25/10/2010	All	Short Delay	All HA and top 5 Airlines signed

Local Project Implementation Status

Project Element		Start	End	Action Owner	Current Status	Comments
Information Sharing	Yes	02/04/2010	01/07/2010	PM	Complete	
Dedicated Airport CDM Platform	Yes	01/07/2010	25/10/2010	AO	Complete	
Milestones	Yes	01/07/2010	01/07/2010	AO	Complete	
MS1; check airport slot and flightplan	Yes	23/08/2010	23/08/2010	PM	Complete	
TOBT Procedure	Yes	01/08/2010	29/04/2011	All	On schedule	
Variable Taxi Times	Yes	17/04/2011	31/10/2011	ATC - TWR or ACC	Short Delay	Approx 6wks delay due to wider airport IT strategy approval workstream for TAM Operations
Pre-departure Sequence	Yes	17/04/2011	01/11/2011	ATC - TWR or ACC	Short Delay	" - "
Adverse Conditions	Yes	31/10/2011	29/02/2012	AO	No action	Planned as final phase of deployment however elements e.g. MET office weather data and snow-cell to be deployed 2011 (date tbc)
Local Implementation Finalised	No			All	Short Delay	Target Milestones for FULL benefits. FULL CDM Airport target date = 1/11/11 _

Airport Integration with the network status

Project Element		Start	End	Action Owner	Current Status	Comments
FUMs used by your airport	Yes	16/08/2010	06/09/2010	ATC - TWR or ACC	Complete	FUM and realtime exchange complete with CFMU into Portal
DPI Operational Evaluation (testing)	No					Planned for throughout Summer 2011
DPIs fully	No					Planned for Winter 2011

operational						
-------------	--	--	--	--	--	--

Airport CDM implementation delay causes

Project Element		Comments
Budgetary	Yes	Project re-entering new Gatwick Governance Systems since sale of airport. New funds under capex to be released planned Nov10
Political	Yes	General profile of project throughout significant business changes and ownership plus numerous stakeholder churn from external stakeholders
Procedural	No	
Data Confidentiality issues	No	
Operational	No	
Technical	Yes	Integration of ACDM Portal during seperation of airport from BAA and subsequent integration of CDM Portal into new airport Transformational systems (to ensure full business continuity)
Other(please specify)	No	