

Problem Statement No.: 24-1005

A Framework for ORAT: Approach and Lessons Learned

Recommended Allocation: \$350,000

Tags: Operations, Construction, Terminal

Staff Comments: Problem Statements 24-983 and 24-1005 both address the topic of ORAT, although 983's focus is on the airfield. If combined, 24-1005 should be the primary problem statement with a recommended allocation of \$600,000. If kept as two projects, the recommended allocation for this project should be increased to \$350,000 as the budget proposed by the author seems insufficient for the level of effort.

Average Airport Employee Review Rating (out of 5): 4.36

ACRP Oversight (AOC) Disposition: This problem statement received an average rating of 4.17 on a scale of 1 to 5 among voting members. The research proposed in Problem Statements 983 and 1005 were combined as ACRP Project 08-04. Approved and funded at \$600,000.

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Topic Areas

Operations
Construction
Terminal

Background

The aviation industry is currently seeing billions of dollars worth of redevelopment projects taking place. Airport operators are needed to make sure that these new terminal buildings and facilities are ready to accept passengers, and run smoothly from day one. The term for the process used to achieve this is "Operational Readiness, Activation and Transition" or ORAT. However, the US aviation industry has not yet developed a standardized set of processes to achieve operational readiness in time for terminal opening day. This is why this study is so essential at this moment.

Objective

The objective of this study is to list and document the ideas and concepts behind ORAT, the possible pitfalls to be avoided through lessons learned, and best practices that will help airports succeed in achieving a smooth transition into the new facility. The final product will provide interested stakeholders with different approaches that have been used in the past. The final document will also include guidance in terms of 1) when an ORAT team should be put together, or in other terms, how early should an airport think about starting ORAT. 2) The essential components of an effective ORAT team 3) Tools and concepts to achieve Operational Readiness in terms of processes, systems, people and logistics. 4) Lessons Learned

Research Approach

To study past ORAT projects, and the steps and tools used in to achieve operational readiness in terms of processes, people, systems and obtaining regulatory permissions/approvals. The study will include both what tools were used to achieve access, as well as what lessons have been learnt from failure, that need to be avoided in the future.

Cost Estimate and Backup

The cost estimate is \$250,000. This is based on my own past experience with ORAT, and discussions with my team on the approach and effort it would entail.

Related Research

Based on a preliminary search of ACRP publications, there appears to be no directly related ACRP studies to ORAT.

Author

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Airport Employee Comments

Tie to 24-983 and ORAT work is recommended for this research cycle.
This has been a super important subject that needs to be taken much more seriously than the industry appears to have. ACRP investigation and ultimately guidance on airport-specific ORAT will help emphasize its importance. A collection of good and bad experiences and lessons learned will be very helpful.
Combine it with 24-983.
I like the idea of having a common set of procedures for ORAT.
With the unprecedented amount of recent local and federal investments into airport terminal and capacity development projects, this proposed research could help to "formalize" the ORAT process and help airports better implement it. Problem Statement 24-983 can be incorporated into this proposed project as well.
This has become the new buzz word among many with lack of clear understanding of the ideas and concepts. The final study should include lesson learned as stated in research approach. This is one of the needed studies in aviation industry. Most airports can benefit from this guidebook since operational readiness, activation and transition is an ongoing process in any airport.

TRB Committee Comments

AV050	AIRPORT TERMINALS AND GROUND ACCESS (AV050): This problem statement is not recommended for funding because this research has already been done. The commissioning of new airport facilities and the final activation as a well functioning integrated whole is well understood. While a guidebook on activation may be useful to some airports, it isn't viewed as a high priority need by the industry.
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