WEB SITE: clacsec.lima.icao.int E-mail: clacsec@lima.icao.int

COMISSÃO LATINO-AMERICANA DE AVIAÇÃO CIVIL



TELEFONO: **(51-1) 422-6905**, **422-9367** FAX: **(51-1) 422-8236**

LATIN AMERICAN CIVIL AVIATION COMMISSION

COMISIÓN LATINOAMERICANA DE AVIACIÓN CIVIL

SECRETARÍA APARTADO 27032 LIMA, PERÚ

> CLAC/CE/81-NE/03 30/05/11

LXXXI REUNIÓN DEL COMITÉ EJECUTIVO DE LA CLAC

(Cartagena de Indias, Colombia, 27 y 28 de julio de 2011)

Cuestión 2 del

Orden del Día: Informe del Curso sobre "Planificación Estratégica de la Aviación"

CLAC/EAU.

(Nota de estudio presentada por la Secretaría)

Antecedentes

- 1. El Curso sobre "Planificación Estratégica de la Aviación" CLAC/EAU se realizó entre los días 26 y 29 de abril de 2011, en la ciudad de Guatemala, Guatemala, en el marco de la suscripción del Memorándum de Entendimiento entre esta Comisión y los Emiratos Árabes Unidos (EAU). Participaron en el evento 37 delegados de Estados miembros y no miembros de la CLAC (**Adjunto 1**).
- 2. El Curso tuvo como objetivo principal brindar a los participantes conocimientos y herramientas acerca de la combinación del proceso de planificación estratégica con los diversos elementos de gestión, como son la planificación, la organización, la ejecución, el control y la evaluación, así como la explicación de diversas herramientas y técnicas de apoyo para la planificación y toma de decisiones.

Desarrollo

- 3. El Curso tuvo una duración de cuatro días y se dictó en base al siguiente programa:
 - 1. Introducción a la Planificación Estratégica
 - Conceptos Introductorios y Definiciones
 - Una Perspectiva Histórica
 - La planificación en un mundo globalizado y un entorno de rápidos cambios

2. Factores Esenciales de la Planificación

- El Proceso de Planificación
- La Planificación Estratégica y Estrategias de Negocios
- Desarrollo de Estrategias de Negocios

3. Herramientas y Técnicas para la Planificación y la Toma de Decisiones

- Análisis del Entorno
- Análisis FODA
- Métodos de Previsión
- Diagrama de Gant y Gráficos de Gestión de Proyectos
- Análisis del Punto de Equilibrio

4. Implementación de las Estrategias

- Planes Operativos, Políticas, Procedimientos y Normas
- Administración por Objetivos

5. Gestión del Rendimiento

- Métodos de Evaluación del Rendimiento.
- Utilizando tecnologías de información para acceder, mejorar y evaluar el rendimiento
- Procesos y Técnicas de Control
- Gestión del rendimiento ineficiente de los ejecutores
- Mejora de la productividad del personal y control de stress

6. Clausura y Entrega de Certificados

4. Durante el desarrollo del Curso, se realizaron las presentaciones correspondientes a cada uno de los temas mencionados en el párrafo precedente, las mismas que se presentan como **Adjunto 2** a la presente nota.

Evaluación

- 5. Por otro lado, como **Adjunto 3** se presenta la evaluación del Curso en función de la encuesta que efectúa la Secretaría en este tipo de eventos. Esta evaluación se basó en las respuestas voluntarias de 24 participantes.
- 6. Como se puede observar, las calificaciones obtenidas determinan un nivel satisfactorio respecto al expositor, obteniéndose un 95.14% de satisfacción evaluando criterios como conocimiento y preparación de los temas, habilidades educativas, capacidad para interactuar y generar interés, y capacidad de respuesta.
- 7. Asimismo, se evaluó la satisfacción de los participantes en otros aspectos, tales como: logro de los objetivos del Curso (97.50%), coordinador del curso (98.61%), instalaciones, ambientes de capacitación y servicio de interpretación (93.75%), servicio de refrigerio (94.79%) y satisfacción general (90.63%).

Conclusión

8. Se puede concluir que el Curso cumplió con el objetivo esperado y permitió a los participantes profundizar sus conocimientos en materia de planificación estratégica aplicada a la Gestión de la Aviación Civil.

Medidas propuestas al Comité Ejecutivo

9. Se invita al Comité Ejecutivo a tomar conocimiento de la presente nota y sus adjuntos, y adoptar las medidas que estime pertinente.



SEMINARIO SOBRE "PLANIFICACIÓN ESTRATÉGICA"

(Ciudad de Guatemala, Guatemala, 26 al 29 de abril de 2011)

COMISIÓN LATINOAMERICANA DE AVIACIÓN CIVIL

LISTA DE PARTICIPANTES

ESTADOS MIEMBROS

BRASIL

LUCAS ARRUDA
Senior Market Strategy Analyst
EMBRAER
Avenida Brigadeiro Faria Lima, 2170, 12227 – 901
Sao José dos Campos, Brazil
T: (55 12) 3927 3059
lucas.arruda@embraer.com.br



COLOMBIA

JAIR ORLANDO FAJARDO Director de Planeación Unidad Administrativa Especial de Aeronáutica Civil – UAEAC Av. El Dorado 103 – 15, 4to Piso Bogotá, Colombia T: (571) 296 3481 jair.fajardo@aerocivil.gov.co / jairorlandofajardo@gmail.com



COSTA RICA

VILMA LÓPEZ VÍQUEZ
Jefe de Planificación
Dirección General de Aeronáutica Civil – DGAC
La Uruca, contiguo a Migración y Extranjería
San José, Costa Rica
T: (50 6) 2231 3666 Ext. 133
F: (50 6) 2290 2555
vlopez@dgac.go.cr / viloviga2006@hotmail.com



HERNÁN CÉSPEDES RUIZ

Encargado de Estadísticas – Planificación Dirección General de Aeronáutica Civil – DGAC La Uruca, contiguo a Migración y Extranjería San José, Costa Rica T: (50 6) 2231 3666 Ext. 134

F: (50 6) 2290 2555 hcespedes@dgac.go.cr

RODOLFO GARBANZO

Jefe de Tesoreria
Dirección General de Aeronáutica Civil – DGAC
La Uruca, contiguo a Migración y Extranjería
San José, Costa Rica
T: (50 6) 2231 3666
F: (50 6) 2231 7923
rodolfogarbanzo@gmail.com

ROY SOLIS CRUZ

Director Financiero
Dirección General de Aeronáutica Civil – DGAC
La Uruca, contiguo a Migración y Extranjería
San José, Costa Rica
T: (50 6) 2231 7923
F: (50 6) 2231 7923
rsolis@dgac.go.cr



YICSI RODRIGUEZ

Gerente Aeropuerto Internacional El Salvador San Luis Talpa departamento de La Paz San Salvador, El Salvador T: (503) 2366 2510 yicsi.rodriguez@cepa.gob.sv

GUATEMALA

JULIETA MICHEO

Asistente Planeación Estratégica Dirección General de Aeronáutica Civil – DGAC Aeropuerto Internacional La Aurora, Zona 13 Ciudad de Guatemala, Guatemala T: (502) 2321 5331 jmicheo@dgac.gob.gt/julieta.micheop@gmail.com







MARCO TULIO BENÍTEZ

Gerente Financiero Dirección General de Aeronáutica Civil – DGAC Aeropuerto Internacional La Aurora, Zona 13 Ciudad de Guatemala, Guatemala

T: (502) 2321 5206 / 07 F: (502) 2321 5201 mtbenitez55@hotmail.com

HUGO IBÁNEZ

Coordinador de Control de Ingresos Dirección General de Aeronáutica Civil – DGAC Aeropuerto Internacional La Aurora, Zona 13 Ciudad de Guatemala, Guatemala T: (502) 2321 5426

hlic@hotmail.com

LUIS VEGA

Gerente de Infraestructura Aeroportuaria Dirección General de Aeronáutica Civil – DGAC Aeropuerto Internacional La Aurora, Zona 13 Ciudad de Guatemala, Guatemala T: (502) 2321 5409 / 5201 9770 F: (502) 2321 5328 luisrafaelvega@gmail.com

AXEL HIGUEROS

Asesor de la Gerencia de Recursos Humanos Dirección General de Aeronáutica Civil – DGAC Aeropuerto Internacional La Aurora, Zona 13 Ciudad de Guatemala, Guatemala T: (502) 2260 2321 5319 F: (502) 2260 6533 reneh@dgac.gob.gt

FEDERICO KORTSCHEFF

Coordinador del Departamento de Planificación Estratégica Dirección General de Aeronáutica Civil – DGAC Aeropuerto Internacional La Aurora, Zona 13 Ciudad de Guatemala, Guatemala T: (502) 2321 5332 federicok@dgac.gob.gt / cuquikl@gmail.com



ROLANDO CARDONA

Asesor Jurídico del Despacho Superior Dirección General de Aeronáutica Civil – DGAC Aeropuerto Internacional La Aurora, Zona 13 Ciudad de Guatemala, Guatemala T: (502) 2321 5425 rolandocardona@dgac.gob.gt

DIEGO SIERRA

Gerente Aeroportuario
Dirección General de Aeronáutica Civil – DGAC
Aeropuerto Internacional La Aurora, Zona 13
Ciudad de Guatemala, Guatemala
T: (502) 2260 6262
F: (502) 2260 6533
darmandosierra@gmail.com

ANGEL DE LA VEGA

Sub Gerente Aeroportuario
Dirección General de Aeronáutica Civil – DGAC
Aeropuerto Internacional La Aurora, Zona 13
Ciudad de Guatemala, Guatemala
T: (502) 4211 7671
F: (502) 2260 6533
adelavegam@gmail.com

WALTER SEGURA

Jefe de Operaciones Aeropuerto Internacional Mundo Maya Dirección General de Aeronáutica Civil – DGAC Av. Santa Ana, Calle Central Esquina, Ciudad de Flores Ciudad de Flores, Peten T: (502) 5482 7001 walter_fco_segura@hotmail.com

MÉXICO

CYNTHIA RODRIGUEZ Directora de Desarrollo Estratégico Dirección General de Aeronáutica Civil – DGAC Providencia 807, Colonia del Valle, Benito Juárez Ciudad de México, México T: (52 55) 5011 6415 crodrich@sct.gob.mx





JAIME HERNÁNDEZ

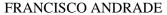
Director

Centro Internacional de Adiestramiento de Aviación Civil – CIAAC Blvd. Puerto Aéreo No. 161, Colonia Federal, Delegación Venustiano Carranza, C.P 15700

Ciudad de México, México

T: (52 55) 5723 9300 Ext. 18022 / 18660

F: (52 55) 5523 7207 jhercast@sct.gob.mx



Coordinador Institucional

Aeropuertos y Servicios Auxiliares – ASA

Av. 602 No. 161, Colonia Zona Federal del Aeropuerto Internacional de la Ciudad de México Del. Venustiano Carranza, C.P. 15620

Ciudad de México, México

T: (52 55) 5133 2974

F: (52 55) 5133 2974

fandradeg@asa.gob.mx

SERGIO VALADEZ

Subdirector de Desarrollo y Coordinación de Negocios

Aeropuertos y Servicios Auxiliares - ASA

Av. 602 No. 161, Colonia Zona Federal del Aeropuerto Internacional de

la Ciudad de México Del. Venustiano Carranza, C.P. 15620

Ciudad de México, México

T: (52 55) 5133 1031

F: (52 55) 5133 1000 Ext. 1846

svaladezv@asa.gob.mx



REPÚBLICA DOMINICANA

BERNARDA FRANCO CANDELARIO

Encargada del Departamento de Transporte Aéreo

Junta de Aviación Civil – JAC

Calle José Joaquín Pérez No. 104, Gazcue

Santo Domingo, República Dominicana

T: (1 809) 689 4167

F: (1 809) 689 5184

bfranco@jac.gob.do

ADAN BODDEN

Encargado de la Sección de Operaciones Aéreas

Junta de Aviación Civil - JAC

Calle José Joaquín Pérez No. 104, Gazcue

Santo Domingo, República Dominicana

T: (1 809) 689 4167

F: (1 809) 689 4113

abodden@jac.gob.do





FRANCISCO GUERRERO

Encargado de la División de Economía y Planificación Junta de Aviación Civil – JAC Calle José Joaquín Pérez No. 104, Gazcue Santo Domingo, República Dominicana T: (1 809) 689 4167

F: (1 809) 689 5184 fguerrero@jac.gob.do

HENID ARREDONDO

Coordinadora de Gestión Junta de Aviación Civil - JAC Calle José Joaquín Pérez No. 104, Gazcue Santo Domingo, República Dominicana T: (1 809) 689 4167 F: (1 809) 689 5184 harredondo@jac.gob.do



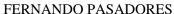
URUGUAY

GUILLERMO GURBINDO

Jefe de Personal Aeronàutico Licencias y Habilitaciones (PEL) Dirección Nacional de Aviación Civil e Infraestructura Aeronàutica – **DINACIA**

Av. Wilson Ferreira Aldunate 5519 12.100 Paso Carrasco, Canelones Montevideo, Uruguay T: (598) 2604 0418 personalaeronautico@dinacia.gub.uy

DANIEL DELGADO Director PLUNA Ente Autónomo Colonia 1013 Piso 9 / Av. Libertador 1409 Piso 9 Montevideo, Uruguay T: (598 2) 902 1514 F: (598 2) 902 0231 director@plunaea.com.uy



Presidente PLUNA Ente Autónomo Colonia 1013 Piso 9 / Av. Libertador 1409 Piso 9 Montevideo, Uruguay T: (598 2) 901 3559 / 9 918 3134 F: (598 2) 902 0231 fpasadores@plunaea.com.uy / fpasadores@gmail.com







PABLO SEITUN Gerente División Jurídica PLUNA Ente Autónomo Colonia 1013 Piso 9 / Av. Libertador 1409 Piso 9 Montevideo, Uruguay T: (598 2) 903 0282 / 9 943 3981 F: (598 2) 902 0231



VENEZUELA

seitun@calculo.com

WILLIAM BRACHO ROJAS

Director Ejecutivo Cámara Empresas Venezolanas de Transporte Aéreo Ceveta, Urb. Colinas Ruíces, Av. Papelón, Qta. Sonia Violeta Caracas 1070. Venezuela T: (58 212) 256 0322 / (58 414) 301 6196 F: (58 212) 256 0322 ceveta.wb@gmail.com



ESTADOS NO MIEMBROS

DOMINICA

BENOIT BARDOUILLE Chief Executive Officer Dominica Air and Sea Ports Authority Woodbridge Bay, Fond Cole P.O Box 243, Roseau Commonwealth of Dominica T: (767) 448 4009 F: (767) 448 6131





SURINAME

ETIENNE FERNADES Acting Director Civil Aviation Safety Authority Suriname Airfield Zorg & Hoop, P.O. Box 12587 Paramaribo, Suriname T: (597) 434 286 / 852 6458 F: (597) 434 371 / 531 843 directorcasas@casas.sr



IRMGARD VERWEY

Legal Advisor / Deputy Director Civil Aviation Safety Authority Suriname Airfield Zorg & Hoop, P.O. Box 12587 Paramaribo, Suriname T: (597) 434 286 / 434 186 F: (597) 531 843 / 434 371 iverwey@casas.sr



TRINIDAD Y TOBAGO

KATHLEEN KANHAI-BUJHAWAN Manager Finance & Planning PO Box 2163, National Mail Center, Golden Grove Road, Piarco T: (1 868) 669 6077 F: (1 868) 669 0589 kbujhawan@caa.gov.tt



EMIRATOS ARABES UNIDOS

LAILA HAREB (*Expositora*)
Director of Strategic Planning and Business Excellence
General Civil Aviation Authority – GCAA
P.O. Box 30500, Dubai, UAE
T: (971) 4 282 8270
D: (971) 4 211 1589
F: (971) 4 211 1620
laila.hareb@gcaa.ae

SALEM AL SHAMSI
Manager External Affairs
General Civil Aviation Authority – GCAA
P.O. Box 30500, Dubai, UAE
T: (971) 4 282 8270
D: (971) 4 211 1589
F: (971) 4 211 1620
salem.alshamsi@gcaa.ae





ORGANISMOS INTERNACIONALES

CORPORACIÓN CENTROAMERICANA DE SERVICIOS DE NAVEGACIÓN AÉREA – COCESNA

JOSÉ ANGEL MORALES
Jefatura Departamento Técnico
Corporación Centro Americana de Servicios de Navegación Aérea –
COCESNA
7ma. Av. A, 15 Calle A, Zona 13,
Interior Aeropuerto Internacional La Aurora
Ciudad de Guatemala, Guatemala
T: (502) 2260 6419
F: (502) 2260 6419 / 2035
jmorales@cocesna.org



COMISIÓN LATINOAMERICANA DE AVIACIÓN CIVIL - CLAC

MARCO OSPINA YÉPEZ
Secretario
Av. Víctor Andrés Belaunde 147, Edificio Real Cuatro, 3° Piso
Centro Empresarial Real, San Isidro, Lima, Perú
Apartado Postal 27032, Lima, Perú
T: (51 1) 422 6905 / 422 9367
F: (51 1) 422 8236
clacsec@lima.icao.int







Table of Content

- 1. About US
- 2. Our History
- 3. Introduction to Air transportation system
- 4. Introduction to Strategic planning
- 5. History of Strategic Planning
- 6. Strategic Planning Methodology overview
- 7. Strategy Development
- 8. Strategy Execution
- 9. Performance Management

Page 3

Table of Content

- 1. About US
- 2. Our History
- 3. Introduction to Air transport system
- 4. Introduction to Strategic planning
- 5. History of Strategic Planning
- 6. Strategic Planning Methodology overview
- 7. Business Analysis
- 8. Strategy Development
- 9. Strategy Execution
- 10.Performance Management

About us

Ms. Laila Hareb

Executive Director – Strategy and International Affairs United Arab Emirates General Civil Aviation



A corporate strategist with vast experience in developing and implementing strategic direction for major organizations in public sector, her areas of expertise is expanded in variety of management sectors such as organizational development, corporate performance functions, quality & excellence and stake holder relationship management. Ms. Harib has represented UAE GCAA at various regional and international assemblies. Her recent projects include the development of overall strategy for the Arab Civil Aviation Commission (ACAC). This project is aimed at developing a model to enhance the internal efficiencies of the Commission and its effectiveness to support the Arab countries to improve the civil aviation sector in the areas of safety, security, environment, air navigation and air transport agreements.

As the Executive Director for Strategy and International Affairs at the UAE General Civil Aviation Authority, she is leading the functions of Strategic Planning & Performance Management, Corporate Development & Project Portfolio Management, Air Transport- Economics & Environmental Studies, External Affairs and Corporate Communications. A brief description of each function is given the following:

Page 5

Strategic planning in Civil Aviation Course April 2011

About us

Ms. Laila Hareb

Executive Director – Strategy and International Affairs United Arab Emirates General Civil Aviation

Strategic Planning & Performance Management
Formulate strategic recommendations in response to changes in the aviation sector environment, develop, maintain and monitor
the GCAA strategic plan, in particular prepare the 3 year strategic plan and the yearly operational plan

Corporate Development & Project Portfolio ManagementDevelop, maintain and manage GCAA processes, support the prioritization of projects supervise execution of all strategic projects and initiatives

Air Transport, Economic & Environmental Studies
Provide support to the Federal Government to define and establish Economic and Air Transport policies , Conduct Economic
analysis and studies to support new regulations and amendments , Lead the planning and execution of the international Air
Service Agreements. Responsible for supporting the UAE Federal Government in the definition of national environmental policy.

Affairs

Maintain relationships with UAE GCAA stake holders (DCAs, UAE Governmental entities, industry entities) and manage overall PR activities with external entities (International & National). Coordinate with Corporate Communication section for the implementation of the external communication plan

Communications Communications

Define communication strategy to convey key messages to both international players and national stakeholders, coordinate with International Affairs for the implementation of the external communication plan through multimedia channels.

Page 6

1. About US

2. Our History

7. Business Analysis

9. Strategy Execution

8. Strategy Development

3. Introduction to Air transport system 4. Introduction to Strategic planning 6. Strategic Planning Methodology overview

Civil Aviation Education and Training Centers

Another key component of the UAE's civil aviation agenda relates to human resource capacity building. In recent years, the global growth of the aviation industry has resulted in a serious shortage of worldwide aviation expertise; demand has far exceeded supply

5. History of Strategic Planning

10.Performance Management

The UAE has therefore established a range of civil aviation education and training facilities that offer both undergraduate and post-graduate academic studies, as well as specialized operational and technical training.

The UAE recently joined with ICAO to establish the Gulf Centre for Aviation Studies. This facility is a premier training institution that will foster policy development and implementation skills to ensure the effective governance of related civil aviation activities at the local, Regional, and international level.

The Dubai Police Training Academy has additionally been certified by ICAO as a leading Regional training institution in the field of aviation security. Likewise, centrally located in Dubai's renowned Knowledge Village, the Academy of Technical Training offers fullfledged training courses in aviation.

The UAE airlines have invested a great deal in developing state of the art training facilities, some of the prominent ones include Emirates-CAE Flight Training which provides aviation-related courses for commercial carriers primarily aimed at flight deck crew and airline maintenance personnel. The Air Traffic Management training facility at the Emirates Aviation College is aimed to provide support to the civil aviation authorities' within the

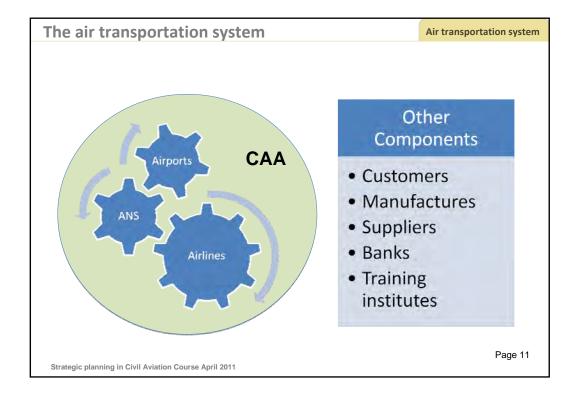


Page 8

Table of Content

- 1. About US
- 2. Our History
- 3. Introduction to Air transport system
- 4. Introduction to Strategic planning
- 5. History of Strategic Planning
- 6. Strategic Planning Methodology overview
- 7. Business Analysis
- 8. Strategy Development
- 9. Strategy Execution
- 10.Performance Management





ICAO: • A specialized Branch of the United Nations organization which has 190 member nations called contracting states. • Objective of ICAO is to develop and oversee the application of fundamental legal and technical standards which govern all aspects of civil aviation at the international level • Charter was drafted in Chicago in 1944 at the Chicago convention Page 12

The Air transportation system

Air transportation system

IATA:

- International Air Transport Association
- Joining 240 approximately airline companies around the world (carries more than 94% of all international scheduled air traffic)
- · Mission: to represent, lead and serve the airline industry
- Objectives
 - Develops working standards for the aviation industry.
 - Ensure that people, freight and mail can move around the global airline as easily as if they were on a single airline
 - •Ensure that members' airlines can operate safely, securely efficiently and economically under clearly defined rules
 - •Provides a useful means for governments to do work with airlines and draw on their experience and expertise.



Strategic planning in Civil Aviation Course April 2011

The Air transportation system

Air transportation system

ACI

- Airports Council International
- International association of the worlds airports advancing the interest of airports and promoting professional excellence in the airport management and operations.
- Members operating over 1670 airports in 170 countries and getting increased very rapidly
- Membership is divided into 6 regions Africa, Asia, Europe, Latin America and the Caribbean, North america and pacific.



Page 14

The Air transportation system

Air transportation system

CANSO

Civil Air Nvaigation services Organizations Formed by autonomous Air Navigation Services providers Any organisation providing civil air navigation services may join



Page 15

Strategic planning in Civil Aviation Course April 2011

Civil Aviation Authorities

Air transportation system

Civil Aviation Authorities

- A civil aviation authority controls all components of the air transportation system by Laws and regulations.
- Regulations set by CAAs has to be compliance with the standards and recommended practices (SARPS) established by ICAO
- Establish strategies for the Aviation sector in the country.
- Safety oversight (in some cases security as well)
- Commercialization, Private sector participation and privatization strategies.

Page 16

Civil Aviation Authorities

Air transportation system

Current Aviation Issues:

- Elements of Air transportation system is independent Consultation is crucial in decision making which impacts the whole sector.
- Airlines industry is very challenging, a recent declined is noticed in revenues this decline is not matching a decline in cost, impact on quality is a Risk.
- Low cost carrier, are they the future.
- Safety is priority
- · Security threats on aviation

Page 17

Strategic planning in Civil Aviation Course April 2011

Civil Aviation Authorities

Air transportation system

Current Aviation Issues:

- \bullet Sources of revenues: aeronautical non aeronautical , air traffic charges
- Liberalization Open skies agreement (are government really interested?)
- Environment Concerns.
- Cost control policies
- Airport privatization policies
- The increasing importance of the customer
- Staff turnover
- Experies attraction competition

Strategic planning in Civil Aviation Course April 2011

Page 18

General Discussions

Air transportation system



Strategic planning in Civil Aviation Course April 2011

Page 19

Table of Content

- 1. About US
- 2. Our History
- 3. Introduction to Air transport system
- 4. Introduction to Strategic planning
- 5. History of Strategic Planning
- 6. Strategic Planning Methodology overview
- 7. Business Analysis
- 8. Strategy Development
- 9. Strategy Execution
- 10.Performance Management

Introduction to Strategic Planning

Concepts and Definitions

Page 21

Strategic planning in Civil Aviation Course April 2011

ntroduction to Strategic Planning

Strategy Definition

Webster Definition

"Adaptation or complex of adaptations that serves or appears to serve an important function in achieving evolutionary success"

Page 22

ntroduction to Strategic Planning

Page 23

Strategy Definition

Most Common Definition

"Strategy is the *direction* and *scope* of an organisation over the *long-term:* which achieves *advantage* for the organisation through its configuration of *resources* and *environment* to fulfil *stakeholder* expectations".

Strategic planning in Civil Aviation Course April 2011

Strategy Definition

Simplest Definition:

"Know where you are, know where you want to be and know how to get there"

How to get there"

Where you are

You want to be

Strategic planning in Civil Aviation Course April 2011

Introduction to Strategic Planning

Strategy Definition

Common Definition Components

Strategy is the organization's plan, or comprehensive program, for achieving its <u>mission</u>, <u>vision</u>, and <u>goals</u> in its environment.

- Mission
- Vision
- Goals
- •Environment

Strategic planning in Civil Aviation Course April 2011

Page 25

ntroduction to Strategic Planning

Strategy Definition – Composition

Mission: The organization's purpose and where it fits into the world.

- Purpose of the organization existence
- Should reflect the Values (principles, believes) of an organization
- •General criteria for assessing the long-term effectiveness
- Driven by heritage & environment
- •Mission statements are increasingly being developed at the Business Unit level as well

Page 26

ntroduction to Strategic Planning

Strategy Definition - MISSION IMPORTANCE

Mission is important to an organization

- It provides an outline of how the strategic plan should seek to fulfil the mission
- It provides a means of evaluating and screening the strategic plan; are decisions consistent with the mission?
- It provides an incentive to implement the strategic plan

Strategic planning in Civil Aviation Course April 2011

Page 27

Introduction to Strategic Planning

1.1 Strategy Definition – Composition

Vision – An idealized picture of the future of an organization

- To succeed in the long term, our business needs a vision of how we will change and improve in the future.
- The vision of the business gives energy, motivation and sense of direction
- It helps to set direction of corporate and business unit strategy.

Page 28

Introduction to Strategic Planning

1.1 Strategy Definition - Composition

Goal – An overall condition / objective one is trying to achieve

- A conscious intention to act
- A measurable objective of the business
- Attainable at some specific future date through planned actions

Page 29

Strategic planning in Civil Aviation Course April 2011

ntroduction to Strategic Planning

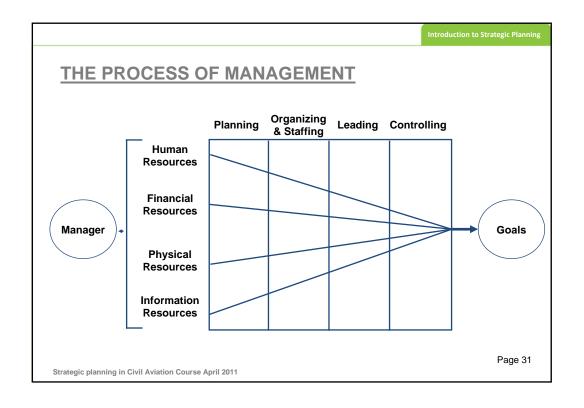
Strategy Definition - Composition

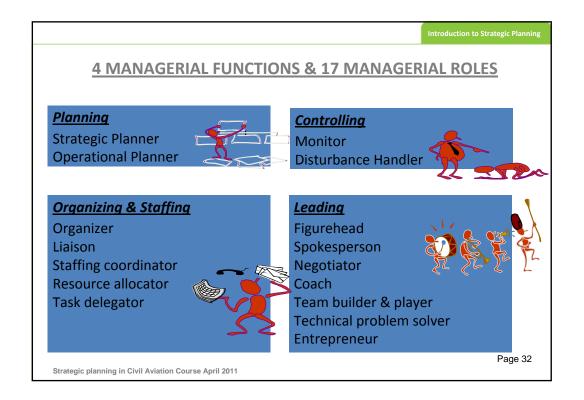
Environment – Conditions, factors and/or variables that may affect or impact directly or indirectly the activity of an organization

PEST Analysis

- Political environment
- Economic environment
- Social environment
- Technological environment

Page 30





Introduction to Strategic Planning

Strategic Planning-Process

- Define long-term goals, directions and operational model
- Make explicit strategic decisions on the basis of a complete understanding of the environment and the specific situation of the organization
- Evaluate all possible options
- Define clear and transparent strategic positioning
- Cascade consistent strategic goals for all organizational function
- Achieve commitment and alignment of management towards corporate goals
- Coordinate action planning to achieve strategic goals

Strategic planning process helps an organization understand its environment, take strategic decisions, plan and implement actions

Page 33

Strategic planning in Civil Aviation Course April 2011

Table of Content

- 1. About US
- 2. Our History
- 3. Introduction to Air transport system
- 4. Introduction to Strategic planning
- History of Strategic Planning
- 6. Strategic Planning Methodology overview
- 7. Business Analysis
- 8. Strategy Development
- 9. Strategy Execution
- 10.Performance Management

An Historical Perspective

Strategy by SUN TZU (544-496 BC)

SUN TZU – "Know your enemy, know yourself, and your victory will not be threatened. Know the terrain, know the weather, and your victory will be complete."

Sun Tzu Art of War

Strategic planning in Civil Aviation Course April 2011

listory of Strategic Planning

An Historical Perspective

The Art of War Principles – 6 principles

- 1. Win All Without Fighting
- 2. Avoid Strength, Attack Weakness
- 3. Deception & Foreknowledge
- 4. Speed and Preparation
- 5. Shaping the Opponent
- 6. Character-based Leadership



Art of War Bamboo Edition

Page 36

2.1 An Historical Perspective NICCOLO MACHIAVELLI (16th Century)

The Prince – Fundamental break between <u>Realism</u> and <u>Idealism</u>. He also highlights the role of the Leader (CEO) in formulating strategy.



The Prince does not dismiss morality, instead, it politically defines "Morality - as in the criteria for acceptable cruel action—it must be decisive, swift, effective, and short-lived" Machiavelli is aware of the irony of good results coming from evil actions.

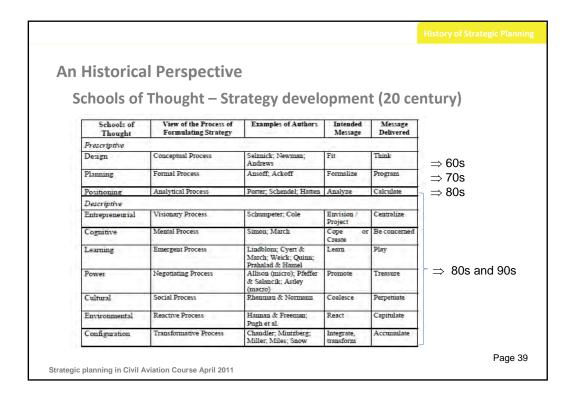
Page 37

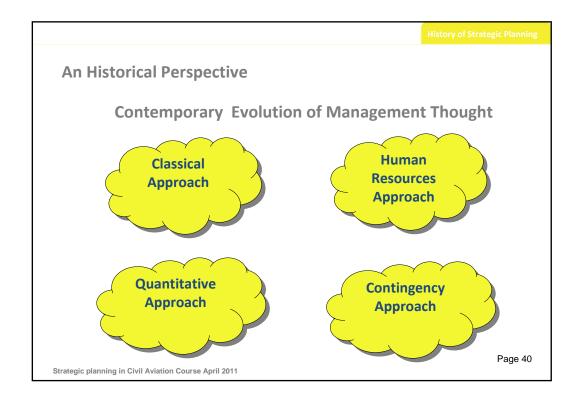
Strategic planning in Civil Aviation Course April 2011

listory of Strategic Planning

An Historical Perspective NICCOLO MACHIAVELLI (16th Century)

- •The ends justify the means" ⇒ Goals
- •"The prince should become the chief and protector of his less powerful neighbors, work to weaken the stronger and avoid the entry of a prince stronger than he at all costs" \Rightarrow Competitors
- •"Princes lose their states when they dedicate themselves more to voluptuousness than to arms" ⇒ Be Alert
- •"I am of the opinion that it is better to be daring than prudent" ⇒ Audacity, Risk Driven





An Historical Perspective

SAM WALTON (WAL MART)

COST LEADERSHIP / MARKET NICHE - No new, innovative business model, he followed the existing low-price retailing pattern but the competitive successful strategic approach was that instead of focusing on large cities he took his business to small towns becoming the low-price leader in rural towns"

- Later Wal Mart became famous for its Supply Chain Management

Page 41

Strategic planning in Civil Aviation Course April 2011

listory of Strategic Planning

An Historical Perspective

WARREN BUFFET (Berkshire Hathaway)

DIFFERENCIATION STRATEGY - His success resides in his different approach to value investing. While usually investors look for stocks they believe undervalued by the market, Buffett does not take into consideration the stock market aspects, such as for instance the supply and demand ratio.

He analyzes the stocks on the basis of their potential as companies. He is interested in long-term results, such as ownership position in companies with capacity of generating money, namely, companies with a strong brand name, great historical results, strong management and industry expertise / leadership.

Page 42

An Historical Perspective

BILL GATES (Berkshire Hathaway)

IMITATION, HIGH SPEED & RETAIN TALENT - No extraordinary innovations, instead he had the ability to put together other people's ideas, thus producing big hits and making a profit. He did that first when adjusting BASIC programming language for the Altair 8800 (first PC) - neither of which was his original creation. Then, the same happened with DOS, which Microsoft bought (the original version was QDOS) and adjusted, later he developed Windows (based on the existent Macintosh Operational.

Page 43

Strategic planning in Civil Aviation Course April 2011

History of Strategic Planning

An Historical Perspective

THE WORLD BECOME FLAT (Thomas Friedman)

The world is flat - Regional economies, societies, and cultures have become integrated through a globe-spanning network of communication and trade and a transnational circulation of ideas, languages, or popular culture through acculturation.

- 1)11/09/1989 The Walls came down and the Windows came up
- 2)The New age of Connectivity The WWW and Netscape
- 3)Work Flow Software interoperability
- **4) Uploading** Harnessing the Power of Communities

Page 44

An Historical Perspective

THE WORLD BECOME FLAT (Thomas Friedman)

- 5) Outsourcing The Y2K
- 6) Offshoring Running with Gazelles, Eating with Lions

Every morning in Africa, a gazelle wakes up.

It knows it must run faster than the fastest lion or it will be killed.

Every morning a lion wakes up.

It knows it must outrun the slowest gazelle or will starve to death.

It knows it must outrun the slowest gazelle or will starve to death.

It doesn't matter whether you are a lion or a gazelle.

When the sun comes up, you better start running.

Strategic planning in Civil Aviation Course April 2011

Page 45

An Historical Perspective

THE WORLD BECOME FLAT (Thomas Friedman)

- 7) Supply Chaining Eating Sushi in Arkansas
- 8) Insourcing The Guys in funny brown shorts
- 9) In forming Google, Yahoo, MSN Web search
- 10) The Steroids Digital, Mobile, Personal, Virtual

The 3 Convergences

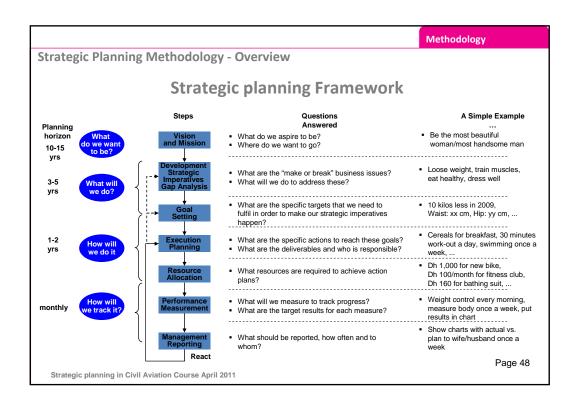
- Work flow software and hardware complementary goods
- Horizontal Platforms collaborate and manage horizontally
- New players in a new playing field Brazil, Russia, India, China, but also Latin America, Eastern Europe and Central Asia

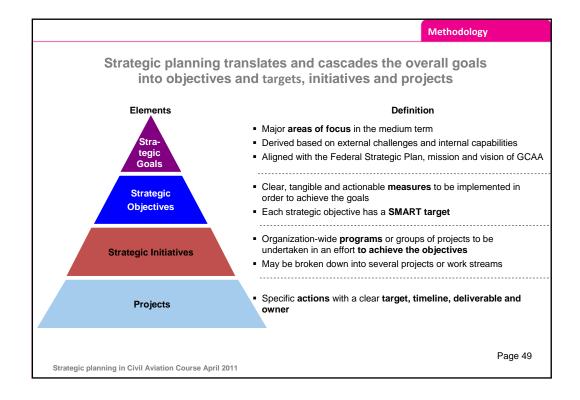
Strategic planning in Civil Aviation Course April 2011

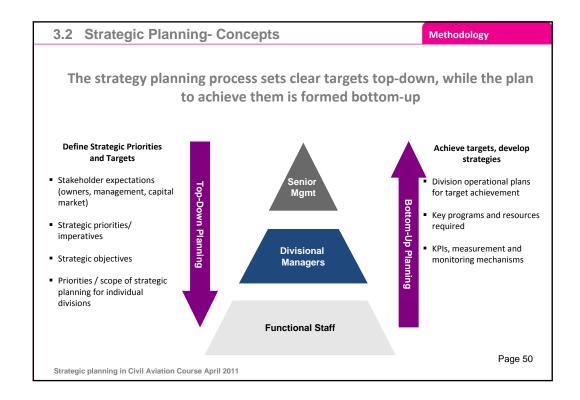
Page 46

Table of Content

- 1. About US
- 2. Our History
- 3. Introduction to Air transportation system
- 4. Introduction to Strategic planning
- 5. History of Strategic Planning
- 6. Strategic Planning Methodology overview
- 7. Business Analysis
- 8. Strategy Development
- 9. Strategy Execution
- 10.Performance Management







Overview Key Challenges of Strategic Planning

Methodology

1. Poor Implementation

- There is little direct link between the long-term plans and annual business plans
- Strategic objectives are not cascaded across the organization
- Ineffective performance management and reporting
- KPIs are reported but Corrective action in case of deviation is not undertaken

Page 51

Strategic planning in Civil Aviation Course April 2011

Key Challenges of Strategic Planning

Methodology

2. Inadequate Involvement

- Long-term strategic plans lack input from key stakeholders
- It is often defined by a small group of central planners and senior management without wider organizational involvement or buy in

3. Fundamental Change in Operations

- Drastic increase in scale and diversity of operations
- New skills and capabilities are required to address increased scale and diversification



Page 52

Table of Content

- 1. About US
- 2. Our History
- 3. Introduction to Air transportation system
- 4. Introduction to Strategic planning
- 5. History of Strategic Planning
- 6. Strategic planning Methodology overview
- 7. Business Analysis
- 8. Strategy Development
- 9. Strategy Execution
- 10.Performance Management

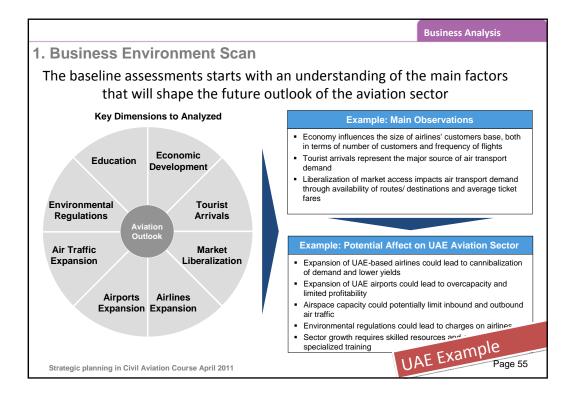
Business Analysis

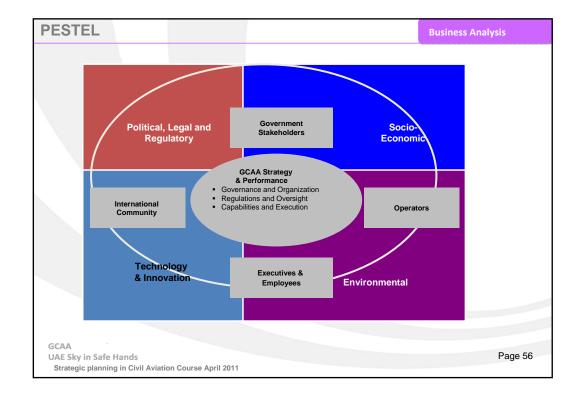
Business Analysis

The baseline assessments starts with an understanding of the main factors that will shape the future outlook of the aviation sector

- 1. Environmental Scan
- 2. Gap Analysis and SWOT
 - Internal Organization Assessment
 - Benchmarking
 - Stakeholder Analysis

Page 54





PESTEL

Business Analysis

POLITICAL ENVIRONMENT:

- Current legislation of the country/markets
- •Future legislation of the country/markets
- •Regulatory bodies and processes (transparency, corruption)
- •Government policies, terms and conditions
- Taxes and Trading policies
- •Funding, grants and initiatives
- •International lobbying, and pressure groups
- •Wars, Conflicts and Political Stability

GCAA

UAE Sky in Safe Hands

Strategic planning in Civil Aviation Course April 2011

Page 57

PESTEL

Business Analysis

ECONOMIC ENVIRONMENT

•Country/over seas economy situation and trends- GDP, GDP per capita,

Trade/ Payments Balance, inflation.

- •Seasonality/ trade cycles/ weather issues
- •Market Size (volume, value, distribution)
- Specific industry factors
- Market distribution channels and trends
- •Customer/ end-user drivers
- Interest and exchange rates
- •International trade issues (protectionism/ trade barriers)

GCAA

UAE Sky in Safe Hands

Strategic planning in Civil Aviation Course April 2011

PESTEL Business Analysis

SOCIAL ENVIRONMENT

SOCIAL ENVIRONMENT

- •Demographics-Population, density, distribution (gender, age, income)
- •Life style trends/ Sense of aesthetics
- Consumer attitudes and opinions
- Media views/ Advertising and publicity
- •Brand, company, technology image
- •Religious/ Ethnic factors/ Language
- •Social habits/ Traditions/ Social organization
- Major market drivers/ influences

GCAA

UAE Sky in Safe Hands

Strategic planning in Civil Aviation Course April 2011

Page 59

PESTEL Business Analysis

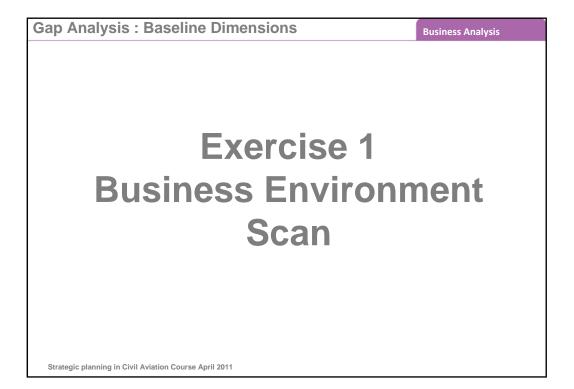
TECHNOLOGICAL ENVIRONMENT

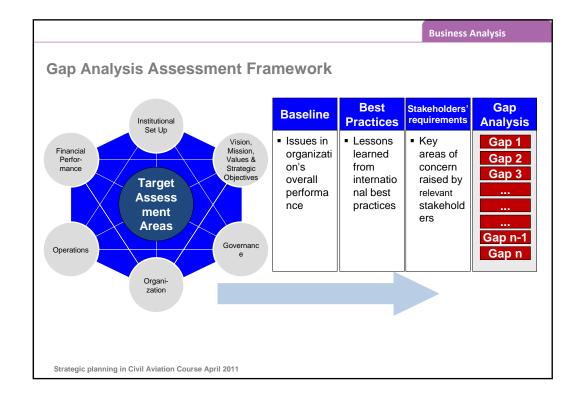
- •Infrastructures (Communication & Information)
- Competing technology development
- Associated/ dependent/ supporting technologies
- Replacement technology/ solutions
- Maturity of technology
- Manufacturing maturity and capacity
- •Technology legislation (licensing, patents, piracy protection)
- Innovation potential
- Technology access

GCAA

UAE Sky in Safe Hands

Strategic planning in Civil Aviation Course April 2011





Gap Analysis: Baseline- Dimensions

Business Analysis

Internal assessment for the organization should be conducted across different dimensions which are:

- Structure
- Information and Process
- Motivations and Decision rights
- Core Process
- Enabling Process

Page 63

Strategic planning in Civil Aviation Course April 2011

Gap Analysis: Baseline- Dimensions

Business Analysis

Structure

Criteria of evaluation:

- Robustness and flexibility
- Efficiency
- Customer focus and quality

Key Evaluation Questions

- Can the organization accommodate changes and expansions?
- •Are opportunities for synergies harnessed?
- •Does the organization lend itself for optimal customer value delivery?

Page 64

Gap Analysis: Baseline-Dimensions

Business Analysis

Information and Process

Criteria of evaluation:

- Transparency and information flow
- Business processes and coordination
- Tools and systems

Key Evaluation Questions

- •Is the information dissemination level adequate?
- •Are key business processes documented, efficient, consistently followed and coordinated efficiently across departments?
- •Are the tools and systems in place adequate to achieve the needed effectiveness and efficiency levels?

Page 65

Strategic planning in Civil Aviation Course April 2011

Gap Analysis: Baseline- Dimensions

Business Analysis

Motivators and Decision Rights

Criteria of evaluation:

- •Roles and boundaries of responsibility
- Career paths
- Accountability
- Authorities
- Control

Key Evaluation Questions

- Are the roles clearly defined and does the organization separate key roles?
- •Is career progression well defined and documented?
- Does the organization establish clearly aligned accountability and responsibility?
- •Are authorities defined and do they allow efficient decision making at all levels of the organization?
- •Does the organization establish control measures adequately aligned with the delegated authorities?

Page 66

Gap Analysis: Baseline- Dimensions

Business Analysis

Core Process

Criteria of evaluation:

Depends on the type of organization if evaluation is carried out for a civil aviation authority criteria could be as follows:

- ■Sector Policy & Planning
- Rulemaking
- ■Technical Inspection
- Certification
- Organizational Auditing
- Engineering Review
- Safety Issues Resolution

Strategic planning in Civil Aviation Course April 2011

Page 67

Gap Analysis: Baseline- Dimensions

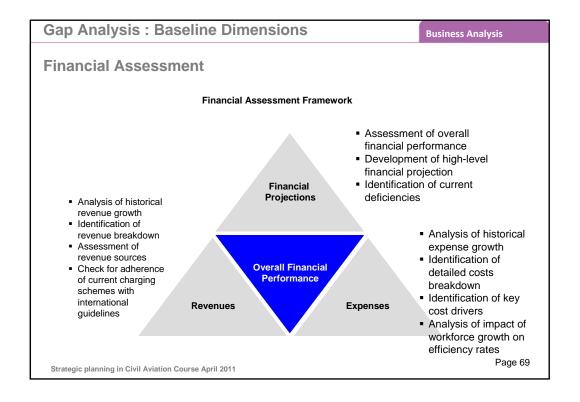
Business Analysis

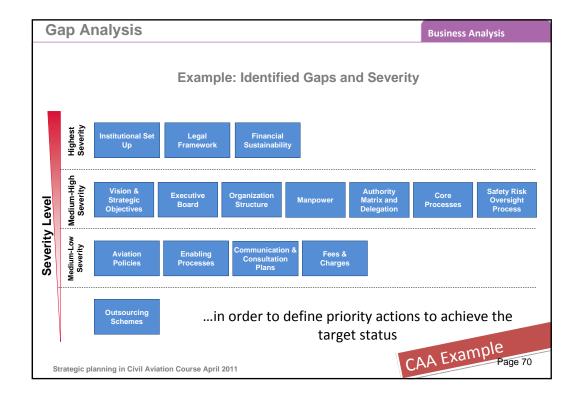
Enabling Process

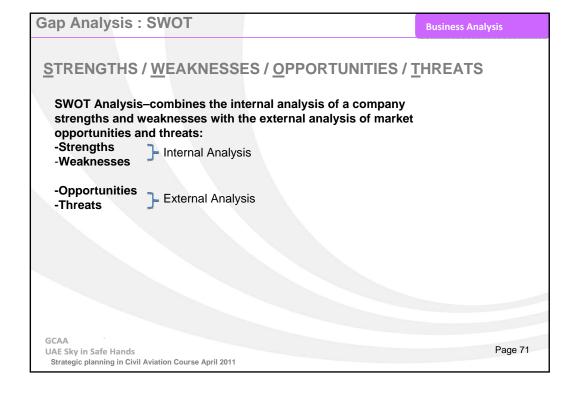
Criteria of evaluation:

- Strategic Planning
- ■Business Planning
- Business Risk Management
- Internal Auditing
- Budgeting
- ■Performance Management
- Internal Policy Development
- External Stakeholder Management
- Training
- Internal Communication

Strategic planning in Civil Aviation Course April 2011

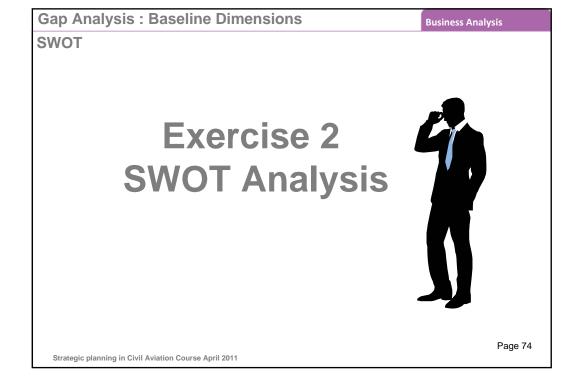






SWOT Analysis SWOT Analysis -Identifies & prioritizes the major problems and opportunities that the organization may face. -Based on the organization core competencies, it assists to decide on future options GCAA UAE Sky in Safe Hands Strategic planning in Civil Aviation Course April 2011

SWOT Analysis Business Analysis Strengths/ Weaknesses **Analysis Opportunities/Threats** •What are your •How are demand and supply assets/competencies that solidify expected to evolve? your competitive position? •How do you expect the industry chain economics to evolve? •What are your •What are the potential major industry discontinuities? assets/competencies that weaken your competitive position? •What competitor actions do you expect? competitive analysis and arising from factors external to the business internal assessment Page 73 **UAE Sky in Safe Hands** Strategic planning in Civil Aviation Course April 2011



Gap Analysis: Baseline Dimensions

Business Analysis

Benchmarking

Benchmarking is the process of identifying "best practice" in relation to both products (including) and the processes by which those products are created and delivered. The search for "best practice" can taker place both inside a particular industry, and also in other industries (for example - are there lessons to be learned from other industries?).

The objective of benchmarking is to **understand and evaluate the current position** of a business or organization in relation to "best practice" and to identify areas and means of performance improvement.

GCAA

UAE Sky in Safe Hands

Strategic planning in Civil Aviation Course April 2011

Page 75

Gap Analysis: Baseline Dimensions

Business Analysis

Benchmarking

Benchmarking is the process of identifying "best practice" in relation to both products (including) and the processes by which those products are created and delivered. The search for "best practice" can taker place both inside a particular industry, and also in other industries (for example - are there lessons to be learned from other industries?).

The objective of benchmarking is to **understand and evaluate the current position** of a business or organization in relation to "best practice" and to identify areas and means of performance improvement.

Page 76

Gap Analysis : Baseline Dimensions

Business Analysis

Benchmarking

Benchmarking involves four key steps:

- •Understand in detail existing business processes
- •Analyze the business processes of others
- •Compare own business performance with that of others analyzed
- •Implement the steps necessary to close the performance gap

Page 77

Ga	p Analysis :	Baseline Dimensions-Benchmarking		Business Analysis
I	Benchmarki	ng Types		
	Type 1	Description		t Appropriate for following Purposes
	Strategic Benchmarking	Where businesses need to improve overall performance by examining the long-term strategies and general approaches that have enabled high-performers to succeed. It involves considering high level aspects such as core competencies, developing new products and services and improving capabilities for dealing with changes in the external environment. Changes resulting from this type of benchmarking may be difficult to implement and take a long time to materialize	strat	ligning business egies that have me inappropriate
Si	trategic planning in Civil	Aviation Course April 2011		Page 78

Ga	ap Analysis : I	Baseline Dimensions		Business Analysis
Be	enchmarking Benchmarkin	g Types		
	Type 2	Description	for t	st Appropriate the Following poses
	Performance or Competitive Benchmarking	Businesses consider their position in relation to performance characteristics of key products and services. Benchmarking partners are drawn from the same sector. This type of analysis is often undertaken through trade associations or third parties to protect confidentiality.	leve perf area com othe sect way	essing relative of formance in key as or activities in aparison with ers in the same for and finding as of closing gaps erformance
	Strategic planning in Civil A	viation Course April 2011		Page 79

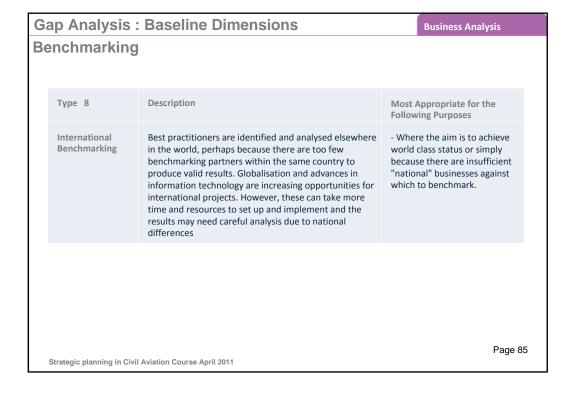
Ga	ap Analysis :	Baseline Dimensions		Business Analysis
	nchmarking			
	Benchmarki	ng Types		
Ту	Туре 3	Description		Appropriate for the ing Purposes
	Process Benchmarking	Focuses on improving specific critical processes and operations. Benchmarking partners are sought from best practice organisations that perform similar work or deliver similar services. Process benchmarking invariably involves producing process maps to facilitate comparisor and analysis. This type of benchmarking often results in short term benefits.	to obtain q	improvements in key processes uick benefits
				Page 80
5	Strategic planning in Civil	Aviation Course April 2011		

Gap Analysis	: Baseline Dimensions	Business Analysis
Benchmarking		
Туре 4	Description	Most Appropriate for the Following Purposes
Functional Benchmarking	Businesses look to benchmark with partners drawn from different business sectors or areas of activity to find ways of improving similar functions or work processes. This sort of benchmarking can lead to innovation and dramatic improvements.	- Improving activities or services for which counterparts do not exist.
Strategic planning in Civ	il Aviation Course April 2011	Page 81

Sap Analysis	: Baseline Dimensions	Business Analysis
Benchmarking		
Type 5	Description	Most Appropriate for the Following Purposes
Functional Benchmarking	Businesses look to benchmark with partners drawn from different business sectors or areas of activity to find ways of improving similar functions or work processes. This sort of benchmarking can lead to innovation and dramatic improvements.	- Improving activities or services for which counterparts do not exist.
Strategic planning in Civi	I Aviation Course April 2011	Page 82

Ga	p Analysis :	Baseline Dimensions	Business Analysis
Be	nchmarking		
	Type 6	Description	Most Appropriate for the Following Purposes
	Internal Benchmarking	involves benchmarking businesses or operations from within the same organisation (e.g. business units in different countries). The main advantages of internal benchmarking are that access to sensitive data and information is easier; standardised data is often readily available; and, usually less time and resources are needed. There may be fewer barriers to implementation as practices may be relatively easy to transfer across the same organisation. However, real innovation may be lacking and best in class performance is more likely to be found through external benchmarking.	- Several business units within the same organisation exemplify good practice and management want to spread this expertise quickly, throughout the organisation
			Page 83
S	trategic planning in Civil	Aviation Course April 2011	

G	ap Allalysis .	Baseline Dimensions	Business Analysis
Be	enchmarking		
	Type 7	Description	Most Appropriate for the Following Purposes
	External Benchmarking	involves analysing outside organisations that are known to be best in class. External benchmarking provides opportunities of learning from those who are at the "leading edge". This type of benchmarking can take up significant time and resource to ensure the comparability of data and information, the credibility of the findings and the development of sound recommendations.	- Where examples of good practices can be found in other organisations and there is a lack of good practices within internal business units
			Page 84
;	Strategic planning in Civil	Aviation Course April 2011	1 age 0-



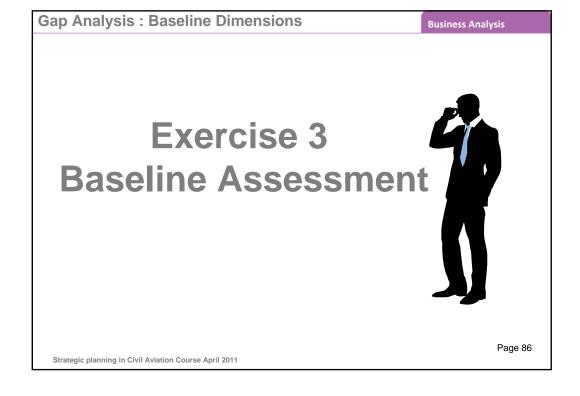
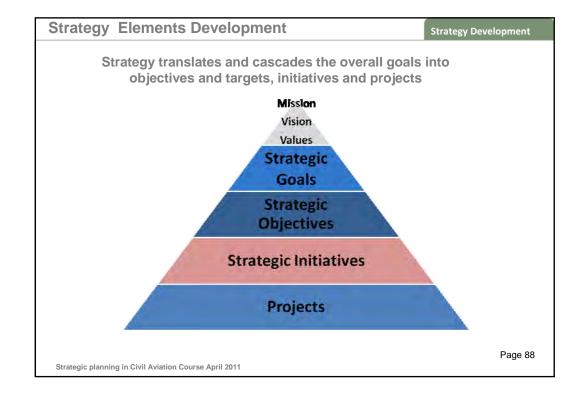
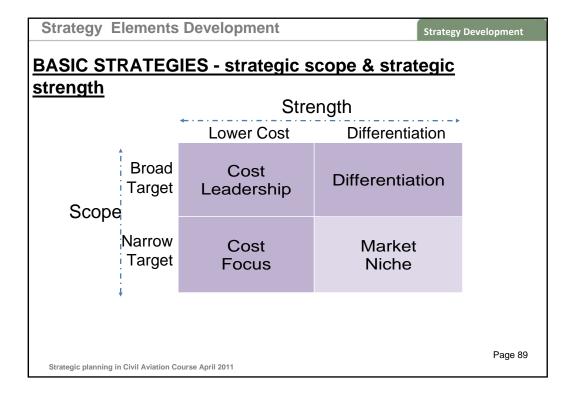


Table of Content

- 1. About US
- 2. Our History
- 3. Introduction to Air transport system
- 4. Introduction to Strategic planning
- 5. History of Strategic Planning
- 6. Strategic planning Methodology overview
- 7. Business Analysis
- 8. Strategy Development
- 9. Strategy Execution
- 10.Performance Management





Strategy Development

BASIC STRATEGIES - Innovation strategies

Innovation Strategies – Deals with the firm's rate of the new product development and business model innovation

- Pioneer
- Close followers
- Late followers

Page 90

Strategy Development

BASIC STRATEGIES – Growth strategies

Growth Strategies – In this scheme we ask the question, "How should the firm grow?".

- Horizontal integration
- Vertical integration
- Diversification
- Intensification

Strategic planning in Civil Aviation Course April 2011

Page 91

Strategy Elements Development

Strategy Development

BASIC STRATEGIES – Market dominance strategies

Market Dominance Strategies – In this scheme, firms are classified based on their market share or dominance of an industry. Typically there are four types of market dominance strategies:

- Leader
- Challenger
- Follower
- Nicher

Strategic planning in Civil Aviation Course April 2011

Strategy Elements Development **Strategy Development** TYPES OF STRATEGIES Global diversification **Cost leadership Imitation** Diversification of goods and services **Product differentiation** Sticking to core Forming strategic alliances competencies Redefining the industry - Focusing on a target High speed market Page 93 Strategic planning in Civil Aviation Course April 2011

Strategy Elements Development

Strategy Development

Strategy Levels for Diversified & Single Business Firms

Diversified Business Firms

Corporate Level Strategy

What direction do we pursue for the total enterprise?

What Businesses should be we enter?

Business Level Strategy

How do we compete within each of the business we have chosen?

Functional Level Strategy

How can each function best support each of our businesses? How do we get the various functions working together smoothly?

Single Business Firms

Corporate Level Strategy

What Business should we be in? How do we compete within the market we have chosen?

Functional Level Strategy

How can each function best support our business?

How do we get the various functions working together smoothly?

Strategic planning in Civil Aviation Course April 2011

Strategy Development

CORPORATE LEVEL STRATEGIES

- Strategic Alliances to form alliances or share resources
 with other companies to exploit a market opportunity
- **2. Diversification of Goods & Services** "Don't put all your eggs in one basket"
- **3. Sticking to Core Competencies** To focus on their core business. To confine their efforts to business activities they perform best.
- 5. Threat of new Market Entrants to intensify competition and further impact on pricing and profitability
 Page 95

Strategic planning in Civil Aviation Course April 2011

Strategy Elements Development

Strategy Development

BUSINESS LEVEL STRATEGIES

- **6. Product Differentiation** to offer a service or a product perceived by the customer as different from available alternatives. An extension of this strategy is to create a new market in which competition does not exist, referred to as a *Blue Ocean* strategy.
- **7. Focus** In a focus strategy, the organization concentrates on a specific regional or buyer market, using a differentiation or low cost approach in a targeted market.
- **8. Cost Leadership** To provide a product or a service at a low price in order to gain market share. High volume in detriment of margins.

Strategic planning in Civil Aviation Course April 2011

Strategy Development

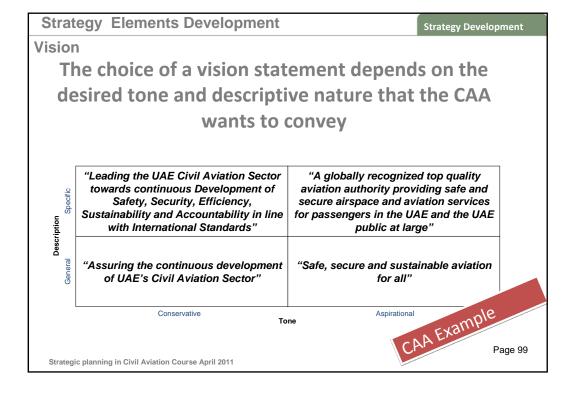
Page 97

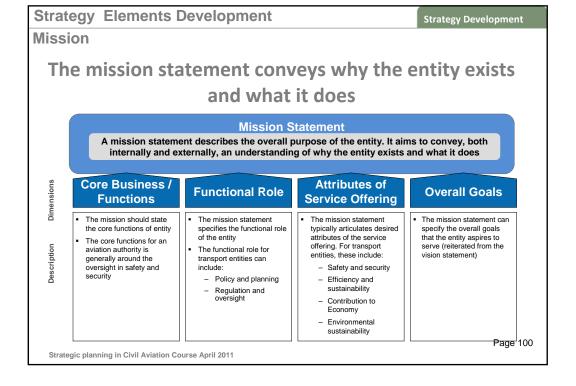
FUNCTIONAL LEVEL STRATEGIES

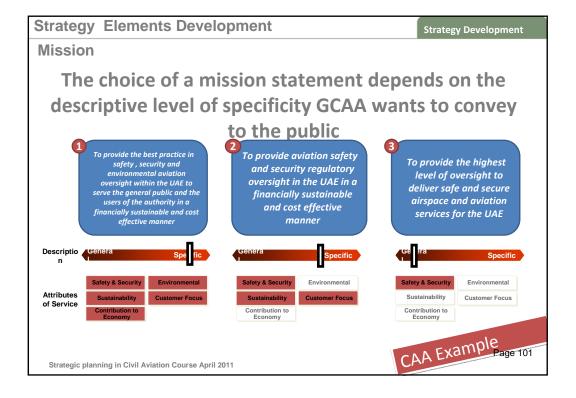
- **9. Find and retain the best people** to find and retain highly competent people, which will help the company to develop its products and services and find ways to reduce costs and behave ethically.
- **10. High Speed** Satisfy customer needs more quickly. High speed managers focus on speed in all of their business activities, including speed in product development, sales response and customer service.

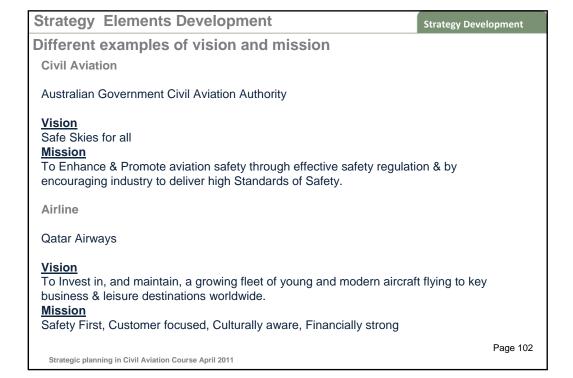
Strategic planning in Civil Aviation Course April 2011

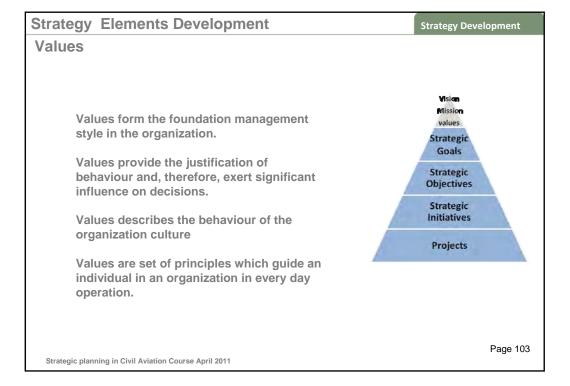
Strategy Elements Development Strategy Development Vision The vision statement describes the entity's ideal future state and is defined by 5 key dimensions **Description of Vision Statement Vision Statement** A vision statement is a concise summary describing an entity's "desired future state" in ideal terms. It should resonate with the entity's members and help them feel proud and excited **Stakeholder Overall Goals Core Service Time Horizon** Tone **Description** The vision statement should express the overall long term goals should state the entity's high-level core service should provide visibility for the long term typically describes the entity's key should be challenging, motivating and of the entity (e.g.: economic growth, international (e.g.: aviation) believable, and It stakeholders (e.g., airlines, pilots, aviation It typically spans between 15 and 25 should build enthusiasm and community) vears recognized) provoke inspiration Tone can range from range from general conservative to aspirational (directed at all) to specific stakeholders) Page 98 Strategic planning in Civil Aviation Course April 2011











Strategy Elements Development Strategy Development **Values** BT Group: BT's activities are underpinned by a set of values that all BT people are asked to respect: •We put customers first •We are professional •We respect each other •We work as one team • We are committed to continuous improvement. Source: BT Group plc website Telecom Example

Strategy Development

Values

GCAA UAE Values

Safety: Promoting a culture of safety at the individual and organizational level

People: Developing people to the highest standards and level of expertise in technical and

non-technical areas

Stakeholder Focus: Promoting healthy dialogue and partnership with stakeholders

Integrity: Applying the highest legal, ethical and moral standards to our work and with each

other

Professionalism : Encouraging an atmosphere of mutual respect, responsiveness and teamwork with our stakeholder community, general public and with our colleagues

Efficiency: Committing to continuous improvement in operations and costs through responsible management



Strategic planning in Civil Aviation Course April 2011

Strategy Elements Development

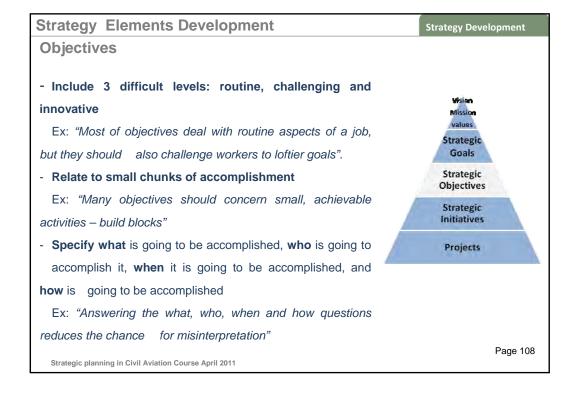
Strategy Development

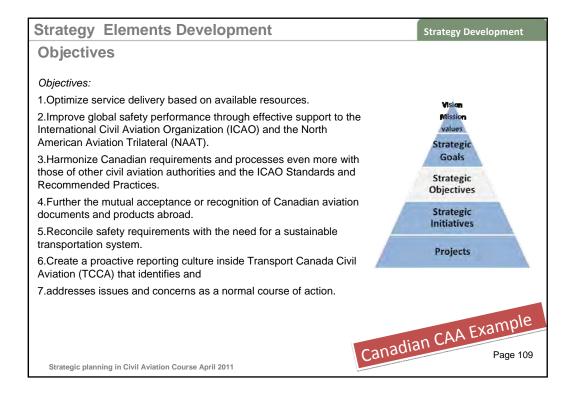
Exercise 4 Vision & Mission

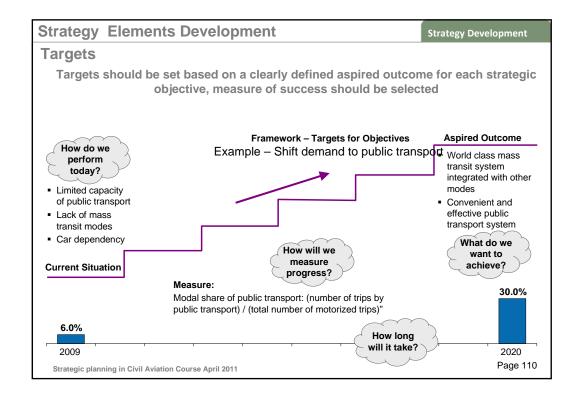


Page 106

Strategy Elements Development Strategy Development **Objectives** - Are clear, concise, and unambiguous Ex: "reduce paper consumption on 30% during the 1st half of 2010". Strategic - Are accurate in terms of the true end state or condition Goals sought Ex: "The factory will be as neat and organized as the Strategic Objectives front office after cleanup is completed" Strategic - Are achievable by competent workers Initiatives Ex: "Goals and objectives should not be so high or rigid that **Projects** competent team members become frustrated and stressed by attempting to achieve them. Page 107 Strategic planning in Civil Aviation Course April 2011

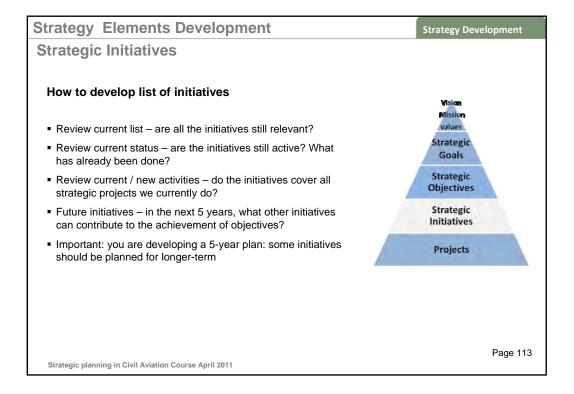


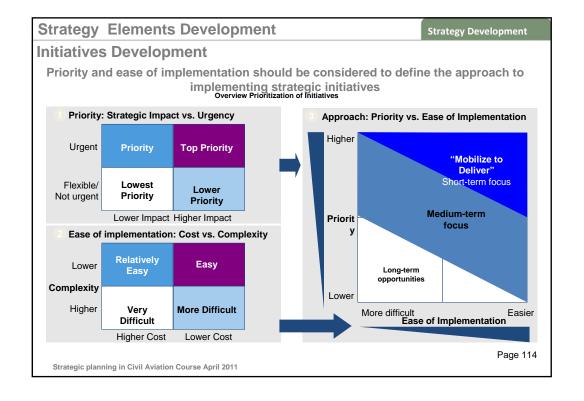


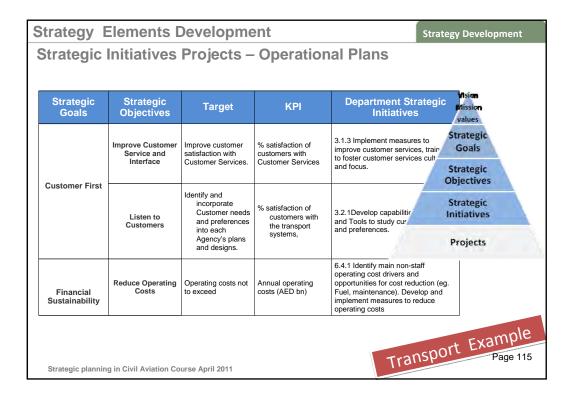


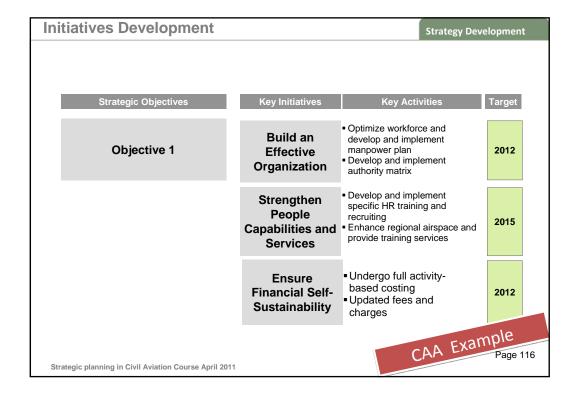
Setting Targets Strategy Development Progress towards the aspired outcome can not always be measured by an indicator - qualitative assessment should be used Overview - Types and Applicability of Performance Measures Measure **Applicability Examples** Type Quantitative · Achieving the aspired outcome is a continuous, gradual Indicator To measure increase share of PT: % of trips process Performance Measuremer Progress can be measured by a change of a specific and by public transport in indicator, or can be approximated by one total number of trips % Completion • Aspired outcome is achieved when one or several tasks • Development of Qualitative effective stakeholder are completed coordination Each work step or milestone can be assigned a weight based on its contribution – progress towards completion Improvement of is monitored as % of the total work done regulatory framework Aspired outcome involves multiple aspects, progress Develop human Other (e.g. evaluation is complex resources survey, Measuring one or even several indicators will be misleading and may result in focusing on numbers rather Improve study) than the content organizational Progress can be measured by periodic assessment of efficiency perceptions about the outcome (surveys) or detailed performance reviews, e.g. benchmarking studies Page 111 Strategic planning in Civil Aviation Course April 2011

Strategy Elements Development **Strategy Development Setting Targets Examples** Overview KPIs and Targets - Definition and Guiding Principles **Definition Guiding Principles** Key Performance Quantitative and objective Indicators (KPIs) are Not overly burdensome to track **KPIs** quantifiable performance Focus on results, rather than on the process to achieve the measurements used to results - e.g., "competency test pass rate" is better than define success factors and "number of training courses conducted" May include measures not entirely within the GCAA control measure progress toward encourages GCAA to be proactive and champion change the achievement of targets Concrete quantifiable objec- In line with aspirations and best practices ■ Realistic, but not easily achievable – "stretch" targets tives that the organization aims to achieve within 5 years 5-year **Targets** • Not necessarily and straight line from the base level to the 5- Interim targets that the year level organization needs to achieve Yearly every year en-route to achie-Consider factors such as projects timeline (e.g. planned bus ving the set 5-year targets capacity additions), slower demand ramp-up in the beginning, Page 112 Strategic planning in Civil Aviation Course April 2011









Initiatives Development

Strategy Development

Income statement is:

Measurement of a company sales and expenses over a specific period of time

A summery of what the business has earned and what expenditure it has made during the approved accounting period of what you want to review

Strategic planning in Civil Aviation Course April 2011

Initiatives Development

Strategy Development

Cash flow Projection:

Indicates the difference between the inflows and outflows of cash within a given period.

A positive cash flow indicates a business is profitable A negative cash flow indicates the business requires external funding

Page 118

Initiatives Development

Strategy Development

The Balance sheet:

- Provided a picture of the financial health of a business
- Lists assets (what you own) and liabilities (what you owe)
- Your business is healthy when assets are greater than liabilities

Page 119

Strategic planning in Civil Aviation Course April 2011

Strategy Development

Exercise 5 Objective, targets and initiatives



Page 120

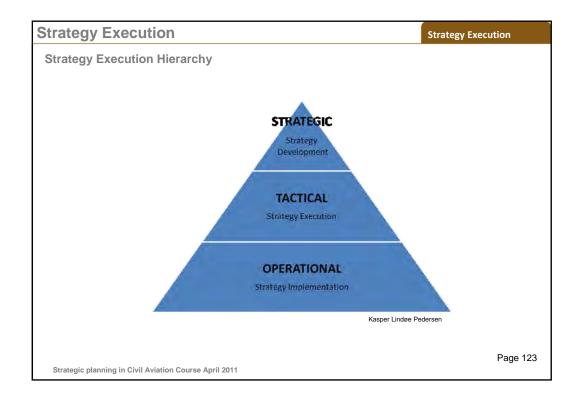
Table of Content

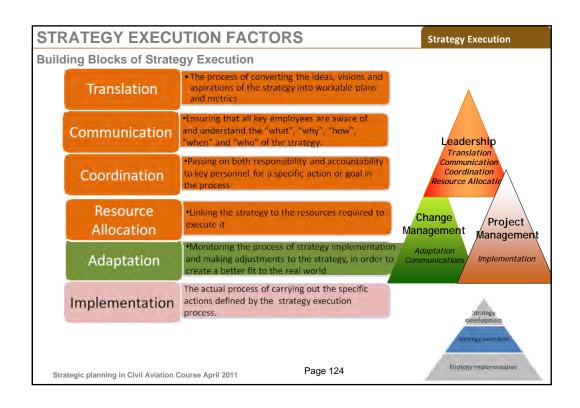
- 1. About US
- 2. Our History
- 3. Introduction to Air transport system
- 4. Introduction to Strategic planning
- 5. History of Strategic Planning
- 6. Strategic planning Methodology overview
- 7. Business Analysis
- 8. Strategy Development
- 9. Strategy Execution
- 10.Performance Management

What is Strategy Execution?

Strategy Execution

- "Strategy execution deals with the managerial exercise of supervising the ongoing pursuit of strategy, making it work, improving the competence with which it is executed, and showing measurable progress in achieving the targeted results (*McGraw-Hill Online Learning Center)
- Strategy execution is concerned with the conduct of coordination, translation, communication and resource allocation.
- Strategy execution is an ongoing process that monitors and makes adjustments to the strategy implementation process. The strategy execution process therefore is the process of making the organization ready for implementation. It is in this stage the strategy is translated into workable plans and metrics that can be controlled.
- It is where the strategy gets communicated to the organization, so that everyone involved knows the "what", "why" and "how".





STRATEGY EXECUTION FACTORS

Strategy Execution

Strategy Translation

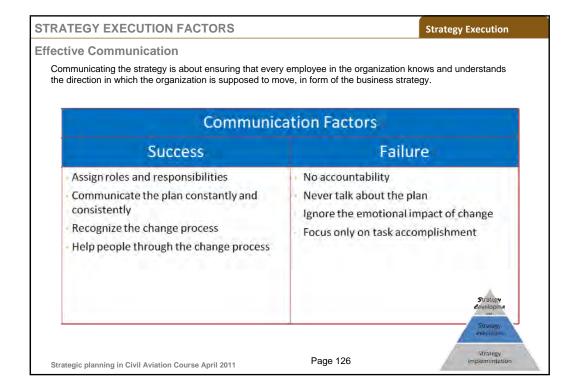
Translation

 The process of converting the ideas, visions and aspirations of the strategy into workable plans and metrics

- The purpose of strategy translation is to make the strategy understandable, workable and realistic.
- The strategy translation results in business plans, goals, list of priorities, scorecards, milestones, key performance indicators, budgets, initiatives and project teams.
- When executing strategy, it is absolutely essential that the strategy be clear, focused, and translated logically into short-term objectives or metrics. It is vital, too, that these objectives and measurements be defined consistently to avoid problems of different, competing views of execution outcomes". Hrebiniak (2005)

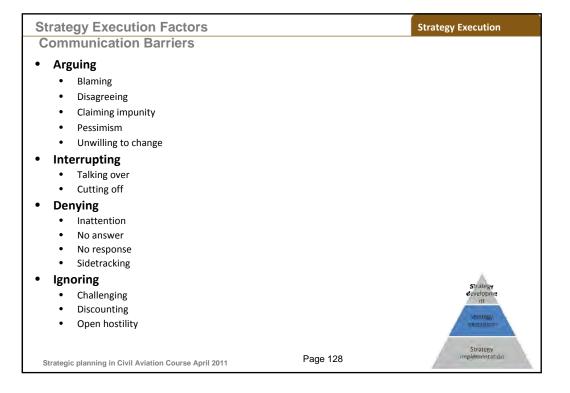


Strategic planning in Civil Aviation Course April 2011



Strategic planning in Civil Aviation Course April 2011

Strategy Execution Factors Strategy Execution Communication Styles • Emotive (High dominance - High Sociability) Displays action oriented behavior Is Informal Natural Persuasiveness • Director (High Dominance – Low Sociability) • Projects a serious attitude Expresses strong opinions. May project indifference. Reflective (Low Dominance – Low Sociability) Formal & deliberate Seems preoccupied Prefers orderliness. Supportive (Low Dominance - High Sociability) Listens attentively Avoids the use of power Decisions are made and expressed in a thoughtful and deliberate manner.



STRATEGY EXECUTION FACTORS

Strategy Execution

Coordination

Coordination

*Passing on both responsibility and accountability to key personnel for a specific action or goal in the process

- Ensuring that everyone knows what to do in the strategy execution
- Successful execution of strategy is inherently dependent on responsibilities and accountabilities being assigned.
- In coordinating the strategy execution process it is important to clarify which kind of interdependence exists between the involved people and departments.
- Scarcity of resources requires that all departments i.e. Safety, Security or Support Services communicate and coordinate to ensure each others needs are understood and appropriately scheduled



Strategic planning in Civil Aviation Course April 2011

Page 129

STRATEGY EXECUTION FACTORS

Strategy Execution

Resource Allocation

*Linking the strategy to the resources required to execute it

- About 65% of all companies never allocate sufficient resources to the strategy, thereby failing to create an appropriate connection between the strategy and the resources required to execute it." (Kaplan and Norton)
- If the organization is unable to translate the strategy into a comprehensive plan and link the different steps in the plan to the resources required to realize them, it will fail to execute the strategy.
- If the strategy requires resources from one or more departments that have not aligned their budgets and plans with the strategy, the execution process will almost inevitably risk conflict between departments and eventually execution failure.
- Some businesses units will feel neglected in the allocation process, feeling that other business units were receiving favorable treatment by senior management.
- Business units that generate revenue tend to press upon their perceived right for higher budgetary allocations. Such demands for favorable treatment can detract other business units form executing their parts of strategy.

Strategy implementation

Strategic planning in Civil Aviation Course April 2011

STRATEGY EXECUTION FACTORS

Strategy Execution

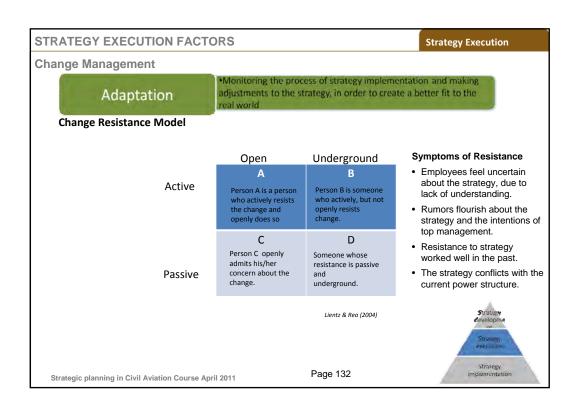
Change Management

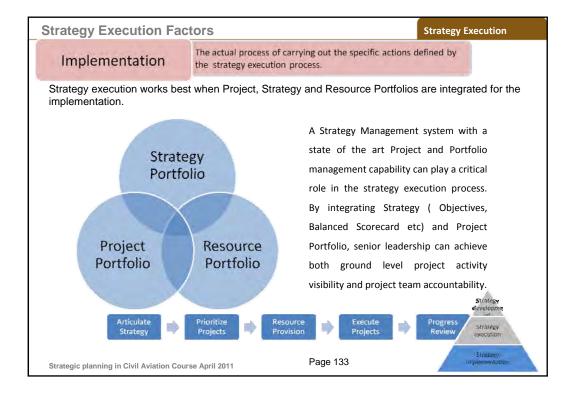
Adaptation

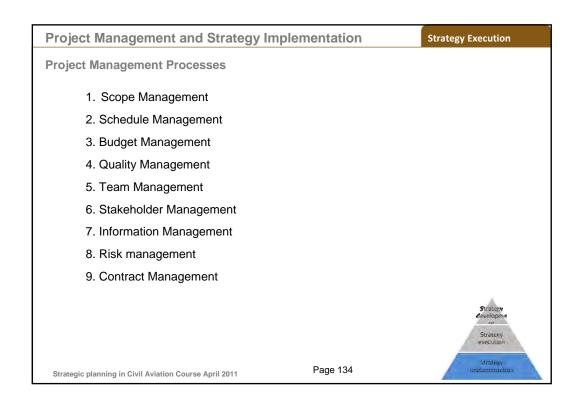
 Monitoring the process of strategy implementation and making adjustments to the strategy, in order to create a better fit to the real world

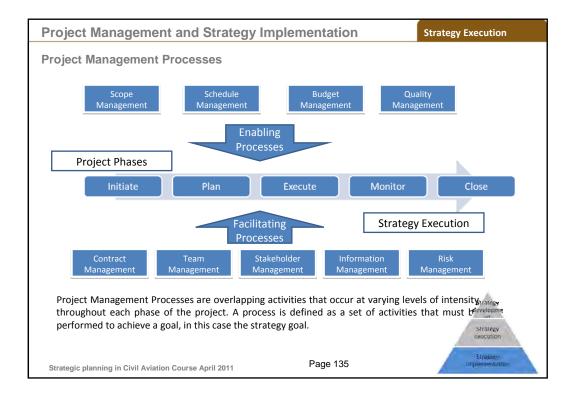
- It is a reiterative process that continuously revisits the original strategy and recommends changes to it.
- If business units are reluctant to adapt and change their strategy to the changing context, the costs can become astronomical and the risk can be severe.
- Aviation industry is particularly sensitive to changes in political, economical, legal or technical areas rendering and any strategy to become irrelevant over a very short period of time.
- Adaptation requires a very high degree of understanding of the change management principals and depends on the positivity of attitudes towards change.

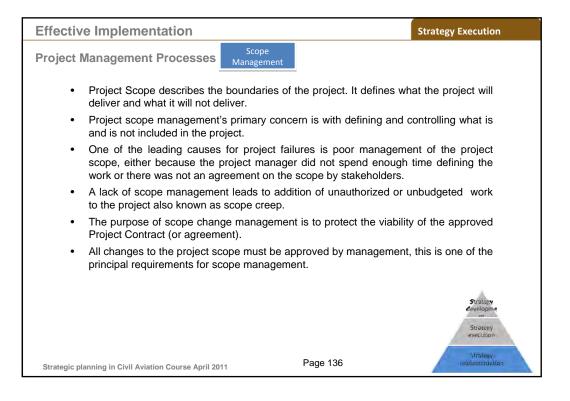
Strategic planning in Civil Aviation Course April 2011











Effective Implementation

Strategy Execution

Project Management Processes

Schedule Management

- Schedule management includes the processes required to ensure timely completion of the project.
- The project manager assists by assimilating information about scope, budget, resources, and estimating times for completion of project tasks.
- To be able to define the Schedule, the project team must have a complete understanding of all the work that they must accomplish.
- By defining the schedule the project also develops an understanding of the constraints, dependencies and sequence of the activities
- Various tools can be used to develop schedules such as PERT Analysis



Strategic planning in Civil Aviation Course April 2011

Page 137



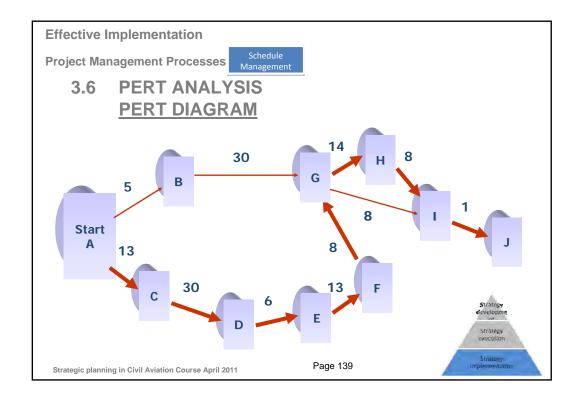
Event	Activity	Estimated Time in Weeks	Preceding Event
Α	Locate site	5	None
В	Get liquor license	30	Α
С	Hire renovation contractors	13	Α
D	Supervise renovation	30	С
E	Hire lighting installation	6	D
F	Supervise lighting installation	13	Е
G	Begin advertising club	8	B, F
Н	Hire club employees	14	G
I	Get booking agent	8	G, H
J	Open club for business	1	developme ont

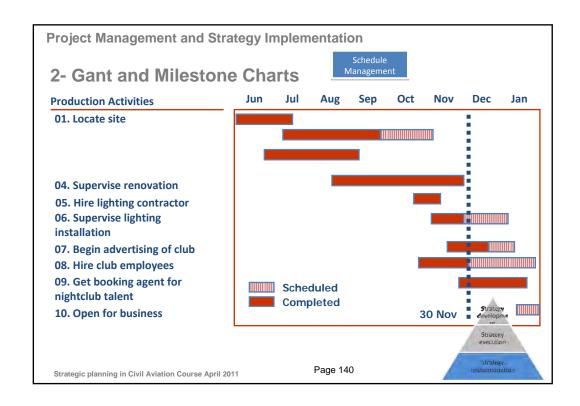
= Critical Path (thick arrow)

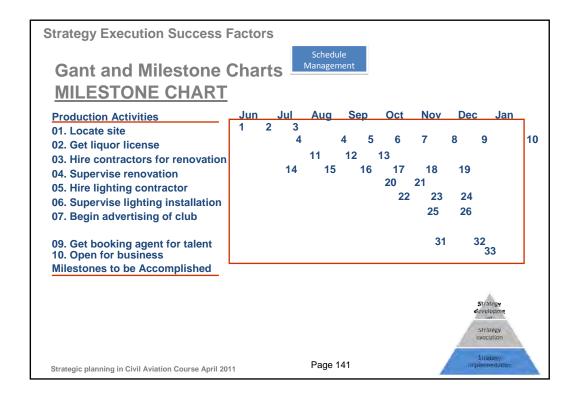
Strategic planning in Civil Aviation Course April 2011

Page 138

execution







Project Management and Strategy Implementation

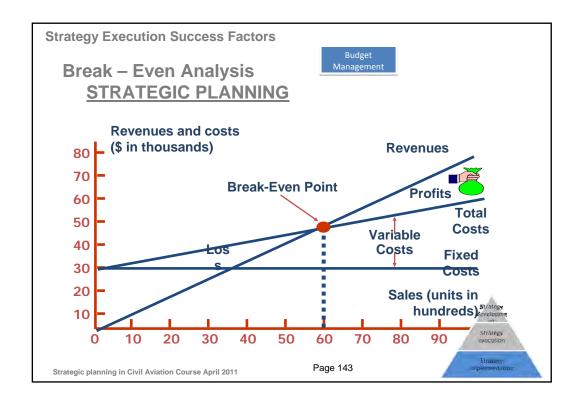
Project Management Processes

Budget Management

- A project budget is the total sum of resources and money allocated for the particular purpose of the project for a specific period of time.
- The goal of budget management is to control project costs within the approved budget and deliver the expected project goals.
- Most project managers spend most of their time on managing and controlling the schedule and tend to forget about monitoring and controlling the budget.
- Budget management consists of a series of tasks and steps designed to help manage the costs of the project, the steps are:
 - Defining the Budget
 - Executing the Budget
 - Controlling the Budget
 - Updating the Budget



Strategic planning in Civil Aviation Course April 2011





Project Management and Strategy Implementation

Strategy Execution

Project Management Processes

Contract Management is concerned with the following processes:

- 1. Identifying what services are needed
- 2. Developing a criteria and selecting the Contractor
- 3. Writing the Contract
- 4. Executing the Contract
- 5. Monitoring the Contract
- 6. Closing the Contract



Strategic planning in Civil Aviation Course April 2011

Page 145

Project Management and Strategy Implementation

Strategy Execution

Project Management Processes

A group of people is not necessarily a team. A team is a group of people with a high degree of interdependence geared towards the achievement of a common goal or completion of a task rather than just a group for administrative convenience

Team building - 4 stages

STAGE 1 - Forming

Getting Organized & Testing

- Membership
- Clarifying direction, goals, roles & accountabilities •
- Setting expectations
- Establishing relations
- Exploring trust
- Dependence on leadership

STAGE 2 - Storming

Competing & Infighting

- Differences emerge
- Lack of clarity confusion •
- Power & control issues
- Blame finger pointing
- Personality clashes Team abilities questioned
- Results unsatisfactory

STAGE 3 - Norming

Realigning - Reorganizing

- Evaluating assessing
- Confronting issues
- Re-contracting roles & accountabilities
- Unproductive time wasted Providing feedback & coaching
 - Establishing culture & commitments
 - Refocusing priorities & actions
 - Defining operating protocols /processes
 - Building trust and cohesion

STAGE 4 - Performing

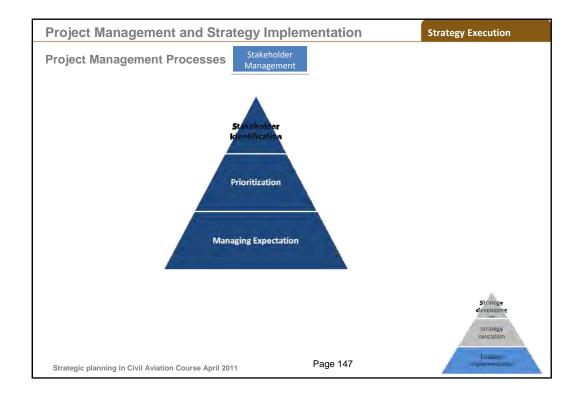
High Performance

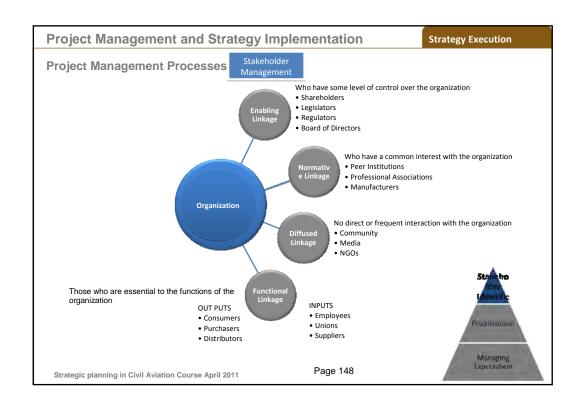
- •Achieving Business Results
 - •Operating collaboratively
 •High levels of trust and synergy
 - •Mutually supportive relations

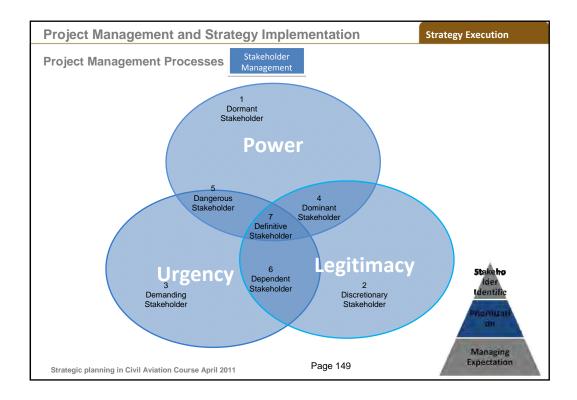
Page 146

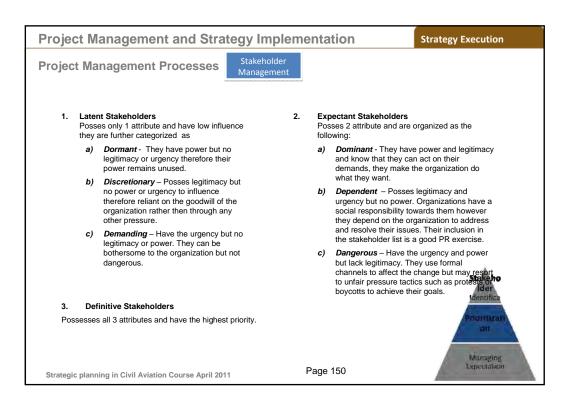


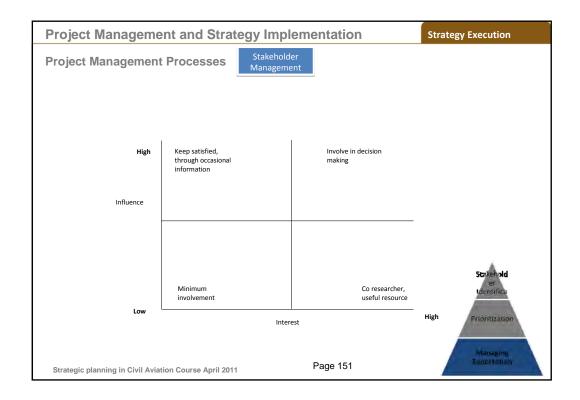
Strategic planning in Civil Aviation Course April 2011

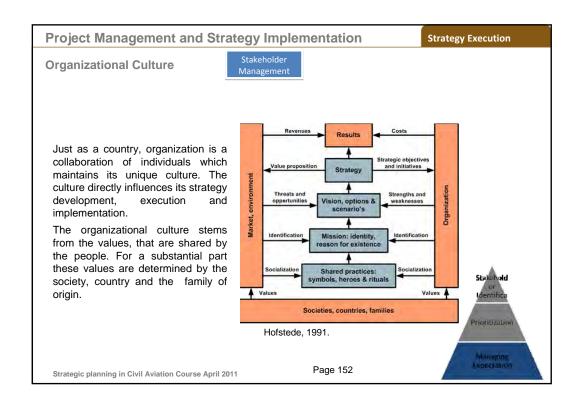












Project Management and Strategy Implementation

Strategy Execution

with

people

formally

Uncertainty Avoidance

In organizations with uncertainty avoidance,

prefer explicit rules,

present employer.

frequently.

structured activities and employees

tend to remain longer with their

In cultures with weak uncertainty flexible rules or guidelines and informal activities. Employees tend to change employers avoidance, people prefer implicit or

Organizational Culture

Power distance

power In large power distance organizations, management feels that it is expected to make decisions. The junior staff accept power relations that are autocratic. Subordinates acknowledge the power of others based on their formal, hierarchical positions.

In cultures with small power distance, staff expect that they will be consulted in decision making. People relate to one another more as equals regardless of formal positions and subordinates are more comfortable with and demand the right to contribute to and critique the decisions of those in power.

Individualism

In Individualist organizations staff members strive to define themselves apart from their group members, they are expected to develop and display their individual personalities and to choose their own affiliations, personnel achievements are applauded and encouraged.

In collectivist, cultures, members of the organization act mostly as a member of a long-term group, such as the family, a religious group.

Masculinity

This dimension pertains to the degree organizations reinforce, or do not reinforce, the traditional masculine work role model of male achievement, control, and power. In a high Masculine organization, males tend to dominate a significant portion of the leadership and power structure.

A low masculine organization would have a lower level of differentiation and inequity between genders. In these organizations, females are treated equally to males in all aspects.

Page 153

Hofstede, 1991.



Strategic planning in Civil Aviation Course April 2011

Project Management and Strategy Implementation

Strategy Execution

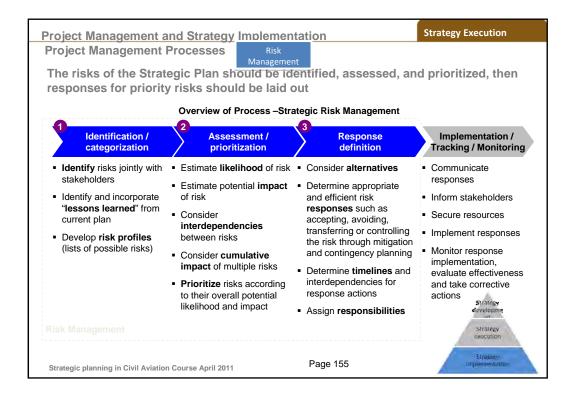
Project Management Processes

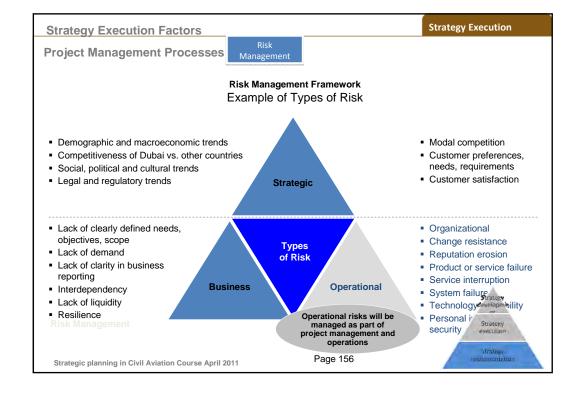
The Information management process is to:

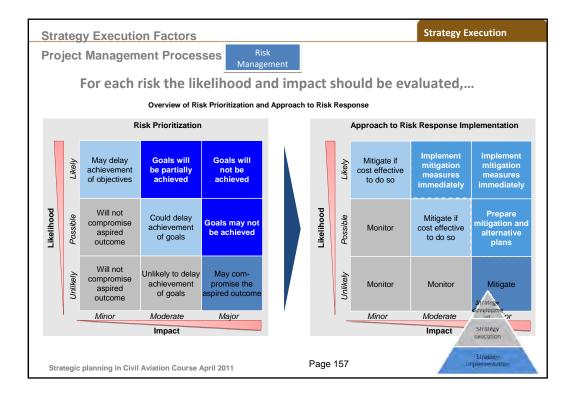
- Define the information needs of the stakeholders
- Determine when they need it
- How the information will be distributed
- Who will be responsible for collecting, editing and distributing the information
- Evaluate the relevance and effectiveness of the information.

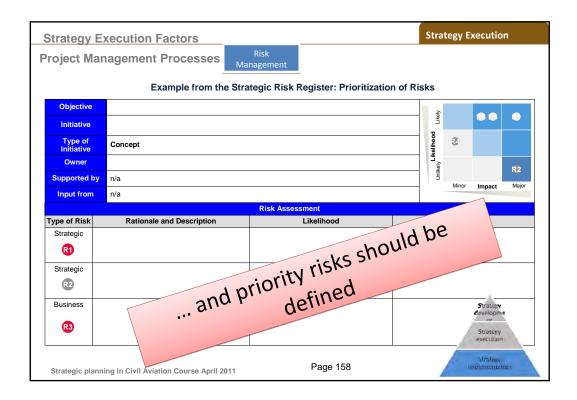


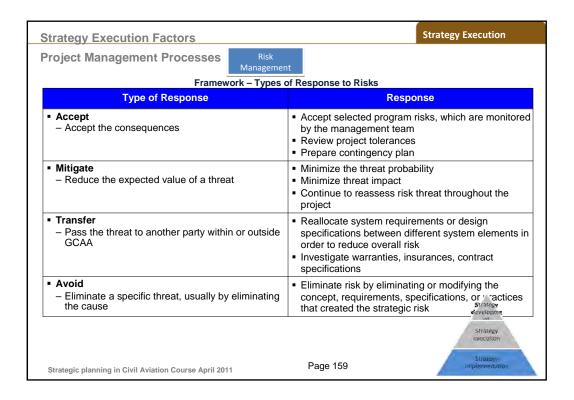
Strategic planning in Civil Aviation Course April 2011

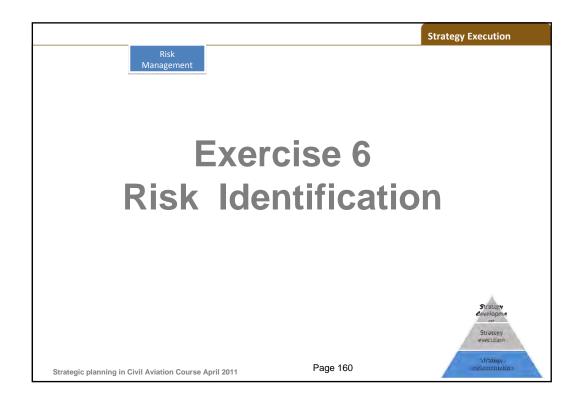












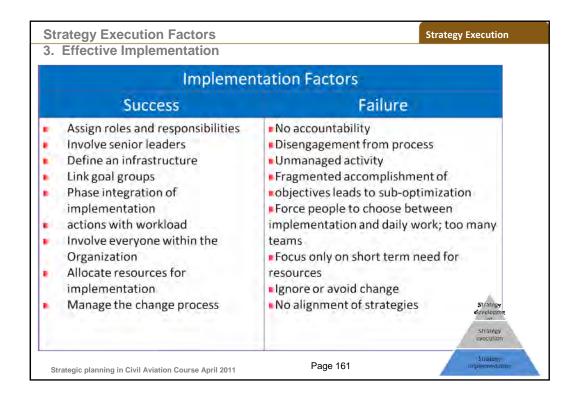


Table of Content

- 1. About US
- 2. Our History
- 3. Introduction to Air transport system
- 4. Introduction to Strategic planning
- History of Strategic Planning
- 6. Strategic planning Methodology overview
- 7. Business Analysis
- 8. Strategy Development
- 9. Strategy Execution
- 10.Performance Management

Performance Evaluation

Performance

IMPORTANCE OF PERFORMANCE EVALUATION

- Communicate vision, mission, values, objectives
- Provide impetus for effective organizational development
- Align organizational resources for growth
- Enhance working relationships
- Improve management
- Communicate strengths and key areas for improvement
- Provide Support to workers
- Monitor organizational activities
- Provide feedback

Strategic planning in Civil Aviation Course April 2011

Page 163

Performance Evaluation

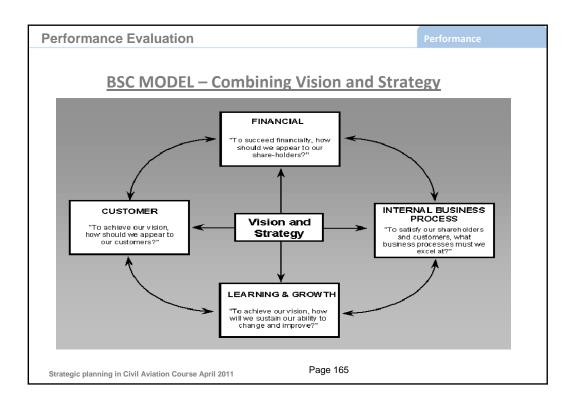
Performance

BALANCE SCORE CARD

Balance Score Card – A set of measures to provide a quick but comprehensive view of the business. **Why is useful:**

- Translates strategy into performance measurement and targets.
- Corporate level measures can be broken down to individual so that everyone can see what they must do well in order to improve organizational effectiveness
- It is a dashboard that provides various instruments to see what is happening in the organization

Strategic planning in Civil Aviation Course April 2011



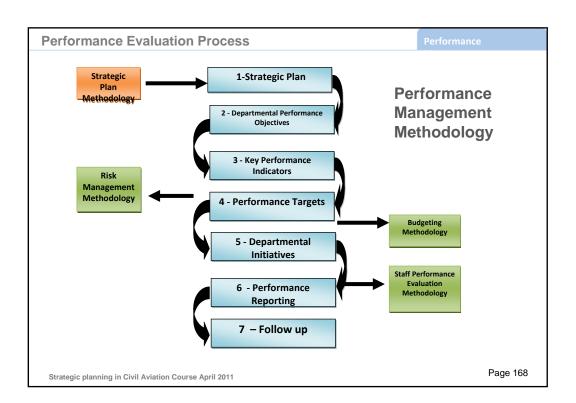
Process – Performa	ance Management ategic Plan Monitoring Processes – Sumn	nary									
Process Description											
Performance Tracking and Reporting Measure and track performance against targets for GCAA corporate strategic objectives Track performance against targets for strategic initiatives for each agency											
Progress Tracking and Reporting	Track the progress of key projects for each strategic initiative Prepare consolidated quarterly progress reports Manage DG and BoD reviews										
Interdependency Management	 Identify interdependencies between initiatives Plan interdependency resolution and track execution 										
lssue Resolution	 Identify critical issues which may negatively impact successfurequire senior management support Plan issue resolution and track execution 	ul initiative execution and									
Risk Management	 Identify, assess and prioritize strategic and business risks Devise and implement risk response plan and track resolution 	n									
Initiative Portfolio Change	 Propose, review and approve additions, changes or cancellat ahead of the yearly review of the strategic plan 	ion of strategic initiatives,									

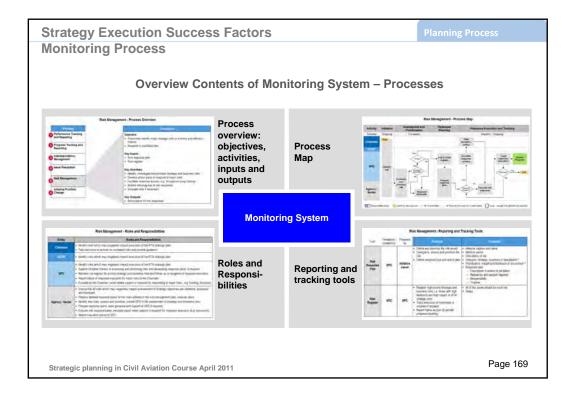
Performanc

Measure Business Unit performance against targets

- ➤ Establish focal points of contact in each department and agree on progress report data submission dates.
- ➤ Discuss variances in milestones and progress reports if any, and assist BU in identifying risks associated with shortfalls as well as developing appropriate steps to recover the situation. (preventive and corrective actions)
- ➤ Gather data from BU to produce monthly performance reports along with agreed set of remedial actions to meet shortfalls.

Strategic planning in Civil Aviation Course April 2011



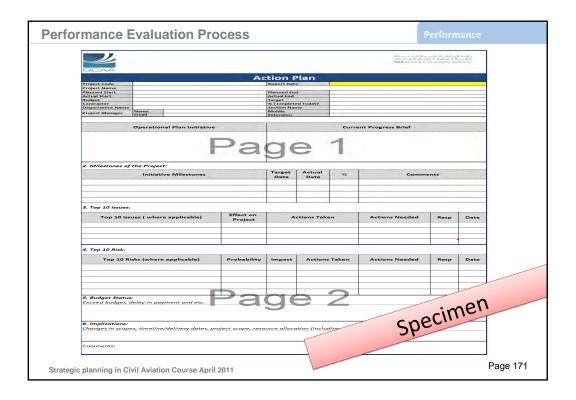


Performance

Action Plan

- Identifies the specific steps that will be taken to achieve the initiatives and strategic objectives
- Describes who does what, when it will be completed,
- And how the organization knows when steps are completed
- Requires the monitoring of progress

Strategic planning in Civil Aviation Course April 2011



Doufoussonos

Progress Report Format

- Period Covered
- Introduction
 - Prefatory Statement about the report
 - Purpose of the Report
 - Contents of the Reports
 - Period covered by the report
- Planned Outputs versus Actual Accomplishments
 - For each of the major target outputs for the period covered, what is the level of performance or accomplishments.
- What is the reason for such a performance, especially if the performance is below or above plan.

Strategic planning in Civil Aviation Course April 2011

Performance

Follow up

Follow up on implementation of corrective and preventive actions.

- Follow up with the BU to confirm the effectiveness of agreed corrective and preventive actions.
- Update senior management through periodic and ad hoc reports.

Strategic planning in Civil Aviation Course June 2010

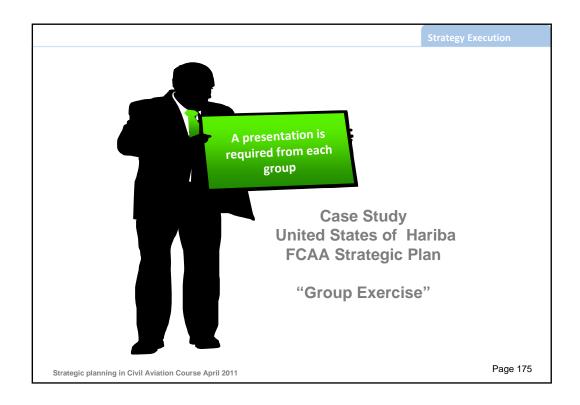
Page 173

Strategy Execution

Case Study United States of Hariba FCAA Strategic Plan



Strategic planning in Civil Aviation Course April 2011





FORMULARIO DE EVALUACION DEL CURSO / TALLER

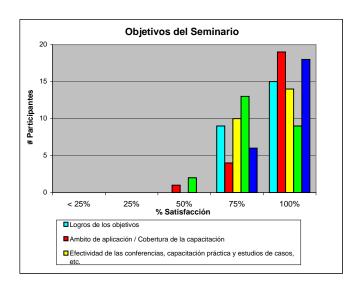
I OBJETIVOS Y CURRICULA					Completamente Satisfecho
	< 25%	25%	50%	75%	100%
1 Logros de los objetivos	0	0	0	9	15
2 Ambito de aplicación / Cobertura de la capacitación	0	0	1	4	19
3 Efectividad de las conferencias, capacitación práctica y estudios de casos, etc.	0	0	0	10	14
4 Duración del seminario	0	0	2	13	9
5 En general	0	0	0	6	18

II COORDINADOR					Completamente Satisfecho
	< 25%	25%	50%	75%	100%
1 Ayuda	0	0	0	2	22
2 Eficiencia	0	0	1	3	20
3 En general	0	0	0	3	21

III INSTALACIONES, AMBIENTES DE CAPACITACIÓN Y SERVICIO DE INTERPRETACIÓN	No Satisfecho				Completamente Satisfecho	
	< 25%	25%	50%	75%	100%	
1 Acondicionamiento de la sala del Seminario	0	0	2	2	20	
2 Instalaciones técnicas (equipos audiovisuales, iluminación, etc.)	0	0	3	3	18	
3 Comodidad y ambiente en general	0	0	1	7	16	
4 Servicio de interpretación	0	0	0	4	20	

IV REFRIGERIO					Completamente Satisfecho
	< 25%	25%	50%	75%	100%
1 Alimentos adecuados	0	0	2	3	19
2 Calidad de los alimentos	0	0	2	5	17
3 Servicio del personal de abastecimiento	0	0	0	4	20
4 En general	0	0	1	3	20

,	V SATISFACCIÓN GENERAL	No Satisfecho			Completamente Satisfecho	
		< 25%	25%	50%	75%	100%
4	Mantendré contacto con los profesionales que					
1.	he conocido en este evento	0	0	4	4	16
2	Considero la información útil para compartir					
2.	con mis compañeros de trabajo	0	0	2	2	20
3.	He tenido la oportunidad de conocer a otros profesionales					
3.	de distinta formación que la mia	0	0	2	3	19
1	El seminario ne ha dado la oportunidad					
4.	de saber más de la CLAC	0	0	1	8	15



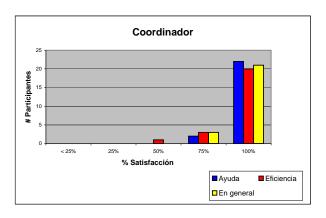
OBJETIVOS DEL SEMINARIO

	No Satisfecho			Medianamen	ite Satisfecho	fecho Satis			sfecho		
	< 25%		25	5%	50)%	7:	75% 100%			TOTAL
1 Logros de los objetivos	0	0%	0	0.00%	0	0.00%	9	37.50%	15	62.50%	24
2 Ambito de aplicación/ Cobertura de la capacitación	0	0%	0	0.00%	1	4.17%	4	16.67%	19	79.17%	24
3 Efectividad de las conferencias, capacitación práctica y estudio de casos, etc.	0	0%	0	0.00%	0	0.00%	10	41.67%	14	58.33%	24
4 Duración del seminario	0	0%	0	0.00%	2	8.33%	13	54.17%	9	37.50%	24
5 En general	0	0%	0	0.00%	0	0.00%	6	25.00%	18	75.00%	24
		0%		0.00%		2.50%		35.00%		62.50%	

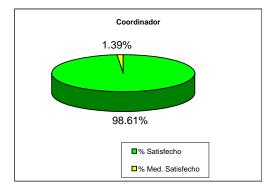


% Satisfecho	97.50%
% Med. Satisfecho	2.50%
% No Satisfecho	0%

COORDINADOR DEL SEMINARIO

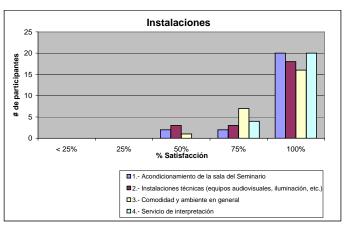


	N	lo Satis	echo		Median	amente		Satisfe		Total	
	< 25%)	25%		50)%	7	75%	1	IOlai	
Ayuda	0	0%	0	0%	0	0.00%	2	8.33%	22	91.67%	24
Eficiencia	0	0%	0	0%	1	4.17%	3	12.50%	20	83.33%	24
En general	0	0%	0	0%	0	0.00%	3	12.50%	21	87.50%	24
		0%		0%		1.39%		11.11%		87.50%	



% Satisfecho	98.61%
% Med. Satisfecho	1.39%
% No Satisfecho	0%

INSTALACIONES, AMBIENTES DE CAPACITACIÓN Y SERVICIOS DE INTERPRETACIÓN

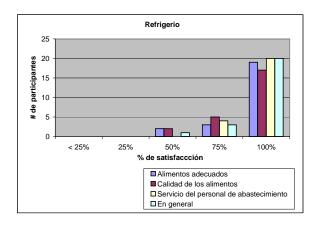


	No Satisfecho				namente sfecho		Satis	fecho		Total	
	< 25%		25	5%	5	60%		75%		100%	
Acondicionamiento de la sala del Seminario	0	0%	0	0%	2	8.33%	2	8.33%	20	83.33%	24
Instalaciones técnicas	0	0%	0	0%	3	12.50%	3	12.50%	18	75.00%	24
Comodidad y ambiente en general	0	0%	0	0%	1	4.17%	7	29.17%	16	66.67%	24
Servicio de interpretación	0	0%	0	0%	0	0.00%	4	16.67%	20	83.33%	24
		0%		0%		6.25%		16.67%		77.08%	

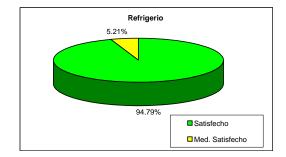


% Satisfecho	93.75%
% Med. Satisfecho	6.25%
% No Satisfecho	0%

REFRIGERIO

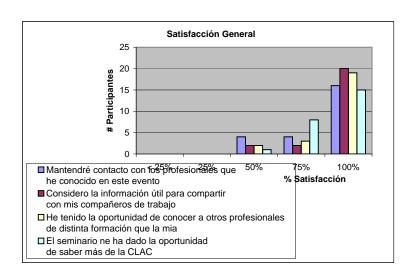


	N	No Satisfecho				namente sfecho	Satisfecho				Total
	< 25%	Ď		25% 50		50% 7		75%		100%	
Alimentos adecuados	0	0%	0	0%	2	8.33%	3	12.50%	19	79.17%	24
Calidad de alimentos	0	0%	0	0%	2	8.33%	5	20.83%	17	70.83%	24
Servicio del personal de abastecimiento	0	0%	0	0%	0	0.00%	4	16.67%	20	83.33%	24
En general	0	0%	0	0%	1	4.17%	3	12.50%	20	83.33%	24
		0%		0%		5.21%		15.63%		79.17%	



Satisfecho	94.79%
Med. Satisfecho	5.21%
No Satisfecho	0%

SATISFACCIÓN GENERAL



		No Satisfecho				namente sfecho		Total			
	< 2	5%	25%		50%		75%		100%		
Alimentos adecuados	0	0%	0	0%	4	16.67%	4	16.67%	16	66.67%	24
Calidad de alimentos	0	0%	0	0%	2	8.33%	2	8.33%	20	83.33%	24
Servicio del personal de abastecimiento	0	0%	0	0%	2	8.33%	3	12.50%	19	79.17%	24
En general	0	0%	0	0%	1	4.17%	8	33.33%	15	62.50%	24
		0%		0%		9.38%		17.71%		72.92%	

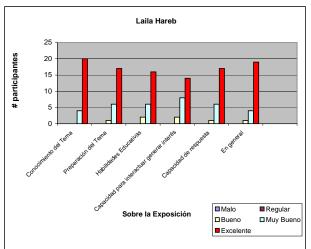


Satisfecho	90.63%
Med. Satisfecho	9.38%
No Satisfecho	0%

FORMULARIO DE EVALUACIÓN DE LOS INSTRUCTORES / EXPOSITORES

Srta. Laila Hareb Autoridad General de Aviación Civil de los Emiratos Árabes Unidos

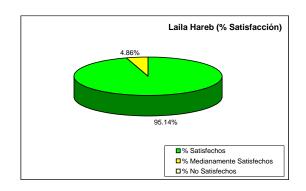
	Malo	Regular	Bueno	Muy Bueno	Excelente	Total
Conocimiento del Tema	0	0	0	4	20	24
Preparación del Tema	0	0	1	6	17	24
Habilidades Educativas	0	0	2	6	16	24
Capacidad para interactuar y generar interés y participación	0	0	2	8	14	24
Capacidad para responder las preguntas de los participantes	0	0	1	6	17	24
En general	0	0	1	4	19	24



Srta. Laila Hareb

	Mal	Malo		Regular		Bueno		Muy Bueno		elente	Total de Encuestados
	# Encuest.	% del Universo	(que respondieron)								
Conocimiento del Tema	0	0%	0	0%	0	0.00%	4	16.67%	20	83.33%	24
Preparación del Tema	0	0%	0	0%	1	4.17%	6	25.00%	17	70.83%	24
Habilidades Educativas	0	0%	0	0%	2	8.33%	6	25.00%	16	66.67%	24
Capacidad para interactuar y generar interés	0	0%	0	0%	2	8.33%	8	33.33%	14	58.33%	24
Capacidad de respuesta	0	0%	0	0%	1	4.17%	6	25.00%	17	70.83%	24
En general	0	0%	0	0%	1	4.17%	4	16.67%	19	79.17%	24
		0.00%		0.00%		4.86%		23.61%		71.53%	

	Malo	Regular	Bueno	Muy Bueno	Excelente	Total de Encuestados
Conocimiento del Tema	0	0	0	4	20	24
Preparación del Tema	0	0	1	6	17	24
Habilidades Educativas	0	0	2	6	16	24
Capacidad para interactuar generar interés	0	0	2	8	14	24
Capacidad de respuesta	0	0	1	6	17	24
En general	0	0	1	4	19	24



% Satisfechos	95.14%
% Medianamente Satisfechos	4.86%
% No Satisfechos	0.00%