

1 Primary Stakeholders

1.1 Qualified Calculators

Description

Qualified calculators are members of Air Traffic Control that are qualified to recalculate the declared distances of a runway in the event of an obstacle.

Reason for classification

These will be the primary users of the tool; they will use it to estimate the values so that airport management can make a decision and ATC can inform pilots. They have the largest influence over the design and will be the most affected by the final product.

2 Secondary Stakeholders

2.1 Air Traffic Control

Description

Air Traffic Control (ATC) are the team of people responsible for managing air and ground traffic in the airport. Their other responsibilities also include informing flight crews of the runway conditions and calculating the runway declared distances.

Reason for classification

ATC need to get the information on the runway status as soon as possible so that they can inform pilots both on the ground and in the air. The product may have an impact on this.

2.2 Airport Operations Manager

Description

The Airport Operations Manager (AOM) is responsible for maintaining policies and standards in an airport as well as managing different departments.

Reason for classification

In the event of an obstacle on the runway, the AOM will be responsible for deciding whether to continue operations given information by the qualified calculators. They will want the information as soon as possible; the product may have an impact on this.

2.3 Civilian Aviation Authority

Description

The Civilian Aviation Authority (CAA) is a UK aviation regulator and are responsible for setting placing regulations on airlines, airports and other aspects of aviation. This includes some standards and procedures for ATC, such as runway distance declarations.

Reason for classification

Any changes the CAA make to the standard for calculating the declared distances will have an effect on the utility of the product; this is an indirect influence on the product.

2.4 Pilots

Description

Pilots captain aircraft and are responsible for safety and operation of their aircraft. Additionally, they have the final say in how the aircraft is operated.

Reason for classification

As above, whether or not the runway is still in operation is essential information for pilots. The product will influence how this decision is made, as well as how quickly it will be made.

3 Tertiary Stakeholders

3.1 Airline Companies

Description

Airlines are private companies that provide flights to transport goods, passengers etc.

Reason for classification

Airlines have an economic interest in whether the airport can continue operations. Therefore, the process for deciding this is relevant to them.

3.2 Passengers

Description

Passengers are those flying to or from the airport. Any decision made on the runway operations will influence their journey; if the runway is shut down, their flights may be cancelled or delayed. The product may influence the decision process for this.