

Air Traffic Management

Select 4 out of the 7 questions to be answered.

Question 1

From your experience as a passenger or ATM stakeholders, what are to your mind the strengths, the weaknesses and the opportunities of the Chinese ATM system? If you think of any weakness, you will propose some leads for improvement.

Question 2

The ATM system is a regulatory system in many ways: rules of the air, safety, navigations, communications, surveillance, etc. In term of the global economy, ICAO suggests some rules for the financing of the ATM systems. You will present those rules and explain the grounds or the logic under which they are built.

Question 3

Most of the Air Navigation Service Providers (ANSP) are financed through a full cost recovery scheme, that is to say that whatever their costs, those cost are incurred by airspace users: airlines and aircraft operators. In such a system, how do you see some ways of improving the efficiency of the ANSP?

Question 4

There are some Air Navigation Service Providers which are privatized “NATS in Great-Britain, NAV Canada in Canada, etc”, to your mind, are there ATM domains in which there is room for competition?

Question 5

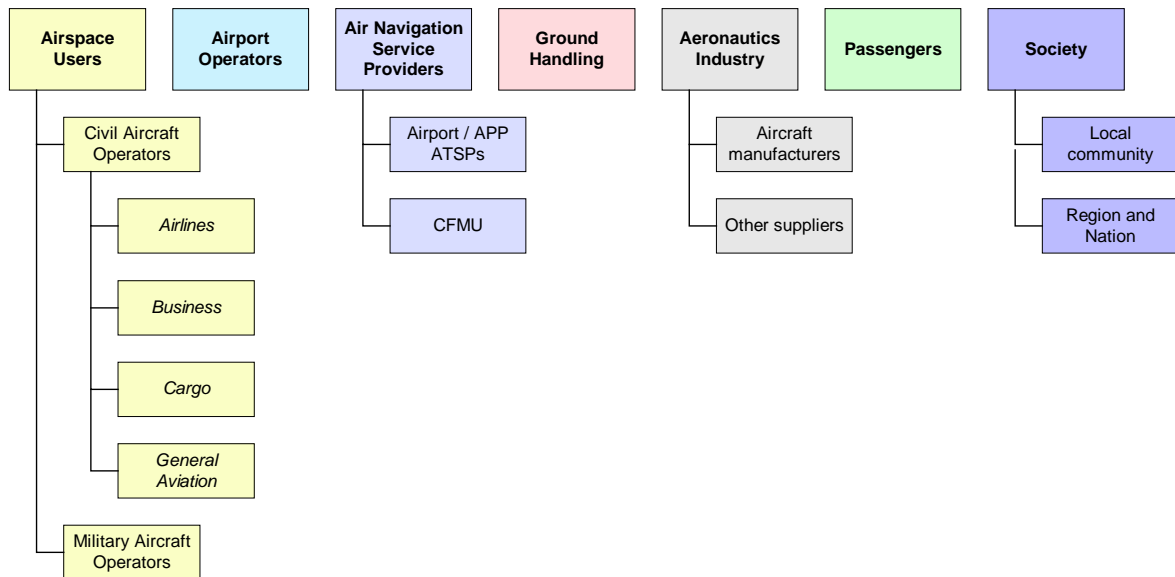
There are some industries in which the infrastructure is not managed by the operator, (energy supply, water supply, telecommunication, railway industry, etc.). What would be the benefits and drawback to do similarly in ATM?

Question 6

In some countries, airlines or airports provide control on the apron area, to your mind, does it make sense that airport or airlines provide ATC service to airport ?

Question 7

The following diagram shows the ATM stakeholders:



The performances of an ATM (Air Traffic Management) system could be measured through some Key Performance Indicators (KPI). For example, one obvious KPI is the Safety indicator. But efficiency, capacity, environment are considered as common KPI for ATM. Those KPI have impacts on the ATM stakeholders. For example, an indicator for safety could be the decrease of incident and accident occurrences which in return has the following results for the stakeholders:

Airspace users and aircraft operators	Reduces insurance cost and payment of excesses
Airport operators	Reduces burden of administration and claims resulting in general in an increases of service level
Ground handling	Reduces burden of administration and claims resulting in general in an increase of service level
ANSP	Reduces the cost of investigation including staff and management time
Aeronautic industry	Reduces demand for repair services and replacement aircraft
Passengers	Increases personal safety and willingness to use air transport
Society	Better acceptance of traffic resulting which could result in an increase of capacity limit

Could you think of indicators for the efficiency, capacity and environment and their results on the following ATM stakeholders: Airspace users and aircraft operators, Airport operators, Air Navigation Service Providers, Aeronautic Industry, Passengers and Society ?