The workshop aims to bring together academics and practitioners, providing a forum for mutual exchange. We welcome theoretical and empirical papers as well as practice oriented contributions, e.g. case studies or best practice approaches (including from other industries). Moreover, we also invite Bachelor, Master, Diploma or PhD students to present their work. As research is always work in progress, we encourage scholars to present their work at any stage.

In addition to the presentation of submitted papers, keynote speakers will provide insight into the topic. The workshop is free of charge and organizers will not cover travel or accommodation costs. However, for students, limited funding for travel costs might be available. Please indicate in your submission, whether you require assistance.

Call for Papers

You are invited to submit an abstract (not more than one page) that contains author(s), research question, data gathering, analysis methodology and expected results as pdf- or Word-file to Matthias.Whittome@dfs.de. Further updates are to be found at www.fabec.eu, www.bluemed.aero, www.garsonline.de and www.unibo.it

Important Dates

10.11.19 Submission Deadline for Abstracts (max one page)
25.11.19 Notification of acceptance
30.3.20 Submission Deadline for Full Papers (max eight pages)
15.4.20 Registration Deadline for the Conference (www.fabec.eu)

Contact

Matthias Whittome: Matthias.Whittome@dfs.de
Gioia Magliozzi: gioia.magliozzi@enav.it

Research Workshop

Interdependencies within ATM Performance in the context of a dynamic environment

14-15 May 2020 in Rome/Italy

Call for Papers

Photo: GettyImages

UNDER THE PATRONAGE OF:

BLUE MED Mediterranean FAB · G.A.R.S. · ALMA MATER STUDIORUM UNIVERSITÀ DI BOLOGNA DIPARTIMENTO DI INGEGNERIA INDUSTRIALE · FABEC

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Interdependencies within ATM Performance in the context of a dynamic environment

BLUE MED FAB and FABEC are happy to invite you to the research workshop on *Interdependencies within ATM Performance in the context of a dynamic environment* which will be hosted in Rome in spring 2020. The conference is organised in partnership with the German Aviation Research Society (G.A.R.S.) and the University of Bologna.

Aim of the Conference

Since the start of the Single European Sky initiative, the key performance areas safety, capacity, environment and cost-efficiency have been the backbone of performance management in air traffic management (ATM). After two reference periods of the EU performance scheme, these measures have become established as the key reference points of ATM legislation and service provision. However, after almost ten years of operational experience, there is still a need to have a more detailed look at what these indicators mean in practice, how they influence service delivery and investment decisions, and to what extent there are trade-offs and interdependencies.

The workshop will explore the impact of these measurement criteria and examine the implications of interdependencies between the four key performance areas. The analysis will be set in the context of the changing aviation market which is subject to new and challenging geopolitical developments, growing environmental concerns, climate change and their impacts on traffic growth and volatility.

Furthermore there are other factors influencing the delivery of air traffic services including the expansion of digital technology, and these too prompt questions about the scope of the existing performance framework.

The debate will focus in particular on the concept of moving from a quantitative and cost-oriented approach to a qualitative one aiming to provide the right service at the right location at the right cost, such as:

- What are the positive and negative aspects of interdependencies between the key performance areas and how can they be used to improve the system?
- How should the impact of external factors such as volatility of traffic demand be considered?
- In the light of a sustainable infrastructure – how can current traffic forecasts be enhanced to provide a robust and reliable data set to serve as a basis for meaningful performance management?
- In the light of the evolution of the Single European Sky and the “network centric” and “passenger centric” concepts, is there a need to widen or to shrink the scope of current key performance areas. For instance, do we need to adapt the intrinsic view of capacity to reflect a passenger perception of punctuality?
- Within the key performance areas – are we using the right indicators or do we have to adapt them? What are the limits of measurement, and are we using the right tools?
- Do the key performance areas have the same importance or do we need a system to weight them?
- What is the best way to integrate dynamic external economic factors into a regulatory system aiming for long-term stability?
- Is a simplification of the regulatory framework possible? And if yes, how might this be organised?