Panel discussion

From where will the key performance improvements come?

Prof Kai Nagel	Technical University of Berlin
Dr Genovefa Kefalidou	University of Nottingham
Marieanne Crummie	NATS
Christoph Schneider	Munich Airport

DATASET2050 team

Chair: David Perez   Innaxis

…. and Questions

- What is your gut feeling, do we need to evolve our current systems, or do we need disruptive solutions (in any travel segment) to achieve the 4H D2D target? These clearly require very different approaches….

- Information technologies are already supporting informed mobility choices in Europe, it seems. But are they really ? How can we pave the way to real transparency to be able to compare journey options in an unbiased way for specific user preferences ?

- What other changes are needed, e.g. regarding affordability and equity, and do air transport stakeholders have a particular role to play in this?

- Is the 90% 4H D2D target the right metric for measuring progress? How could it be enhanced? How well can we estimate progress so far, and does it feel like an achievable goal?

- Who are the key players in achieving the goal and what are the key conflicts that need to be resolved?

- What have been the key contributions to improved punctuality from ATM in recent decades, and what more can we reasonably expect by 2035 and 2050?

- With regards to what you heard this morning, Do you expect disruptive changes regarding passenger management?

- What key areas of improvement can we expect at the airport, considering both airside and landside processes, to increase the predictability of processes? If more runways are the answer to airport capacity issues, how can we get public consensus on this need? Who is responsible for airport accessibility?