

Study programme: Technology in Transportation and Telecommunications

Study field: Air Transport

REPORT OF BACHELOR'S THESIS REVIEWER

Student: Fanglin Wang

Thesis: Currency of the European performance policy in the times of crisis

Thesis assignment:

Thesis does not violate CTU methodological instructions ([link](#)) Minimum report length is met (min. 35 pages)

Thesis assignment fulfilled with each assignment point clearly addressed

| | Bachelor's thesis evaluation criteria | Score |
|----|--|--------------|
| 1. | <p>Formal and technical aspects. (0 – 30)</p> <p>Evaluate meeting the thesis goal and overall quality of the report with respect to the assigned topic. Excellently addressed assignment evaluate with maximum points. Reduce evaluation proportionally to the extent of the assignment not being addressed properly.</p> | 19 |
| 2. | <p>Theoretical part and literature review. (0 – 30)</p> <p>Evaluate the relevance of theoretical part with respect to the assignment, extent of the literature review and systematic presentation of the information. If directly copied information dominates (given no violation of citation ethics), reduce at least by 15 points. Another reason for reduction is insufficient choice and presentation of theoretical background, literature, and resources.</p> | 20 |
| 3. | <p>Extent of implementation works (SW, HW), application of knowledge, methodology appropriateness and thesis conclusion. (0 – 30)</p> <p>A complex and flawless report suitable for publication receives total of 30 points. This aspect is evaluated in terms of contribution to the theoretical knowledge with practical implications. Especially positively perceived are created models, SW products, technical implementations and validated methodologies. Minor methodological flaws may reduce evaluation by maximum of 5 points. Methodological inconsistency with theoretical background, unclear or only partly adequate technical approach reduce evaluation by minimum of 15 points. Further reduction of evaluation can be due to insufficient discussion and conclusions.</p> | 18 |
| 4. | <p>Formal aspects and thesis structure (writing, text structure, graphs, figures, citations, references etc.). (0 – 10)</p> <p>Evaluated are formal requirements with respect to the rules of writing and thesis attributes, i.e. text formatting, report structure, reference list, inclusion of graphs and tables, citation style. Violating individual requirements evaluate by reduction of 2 points for each violated aspect. Grammar errors, typos or inadequate stylistics or terminology leads to reduction of 2 to 4 points. The report shall include only standard and technical terminology (evaluate the capability to use technical terminology – 2 points), graphs follow standard rules (2 points) and, similar to tables, include legend and are clearly readable (2 points). ISO690 and ISO690-2 citation rules are obeyed (2 points).</p> | 6 |
| 5. | Total score: | 63 |

Comments:

If more space is needed, attach to this report additional text on separate pages.

The author of the thesis described the current procedures regarding the performance assessment of ANSPs and their shortcomings with relation to the COVID-19 crisis. Afterwards, he assessed the new SES2+ regulation package and identified limitations of the current performance assessment. Based on the increasing importance of environmental requirements and in line with the new regulation proposals, he suggested new performance indicators. Thus, he achieved the main objectives of the thesis.

I would positively evaluate the explanation of the complex mechanism of the performance and charging scheme in Europe, together with understanding of the main objectives of the new SES2+ regulation proposals. However, I would expect a better description of the Commission reaction to the COVID-19 crisis, and of different measures implemented due to the pandemic, when evaluating the impact of the situation on the performance assessment. Even though the limitations of current KPIs were assessed, the proposal part misses more detailed explanation, why some of the indicators were maintained, and others discarded. The quality of this part could be also increased by better description of the suggested indicators in relation to specific goals of the ATM Master Plan or environmental requirements. Regarding the format aspects, the author did not avoid several grammar errors. The sources are correctly referred in text, nevertheless, the citation format does not always comply with the rules. I would recommend also to write formulas in the form of mathematical expressions.

Overall thesis grading:

| | A (excellent) | B (very good) | C (good) | D (satisfactory) | E (sufficient) | F (failed) |
|--------|---------------|---------------|----------|------------------|----------------|------------|
| Score: | 100 - 90 | 89 - 80 | 79 - 70 | 69 - 60 | 59 - 50 | < 50 |
| | | | | X | | |

Note: Please justify your evaluation with your comments above

Bachelor's thesis overall evaluation is D and I do recommend the thesis for defence.

Questions for the defense:

1. You presented the implementation of FABs (Functional Airspace Blocks) as one of the measures how to reduce the ATFM delay. What is the approach to FABs in SES2+ regulation proposals of the EC?
2. Has the Commission implemented any exceptional measures due to COVID-19 with regards to the third reference period (2020-2024), if yes, what measures are included?
3. Have you found any measures for minimising the impact of a similiar unforeseen crisis like COVID-19 in the SES2+ proposal, if yes, do you consider them sufficient?
4. Regarding the suggested indicator of energy consumption of infrastructure, are there another means how to reduce the energy consumption of ground infrastructure proposed in the ATM Master Plan?

Name: Tereza Topkova

Organization: Ministry of Transport

Signature: 

Date: 20. 12. 2021