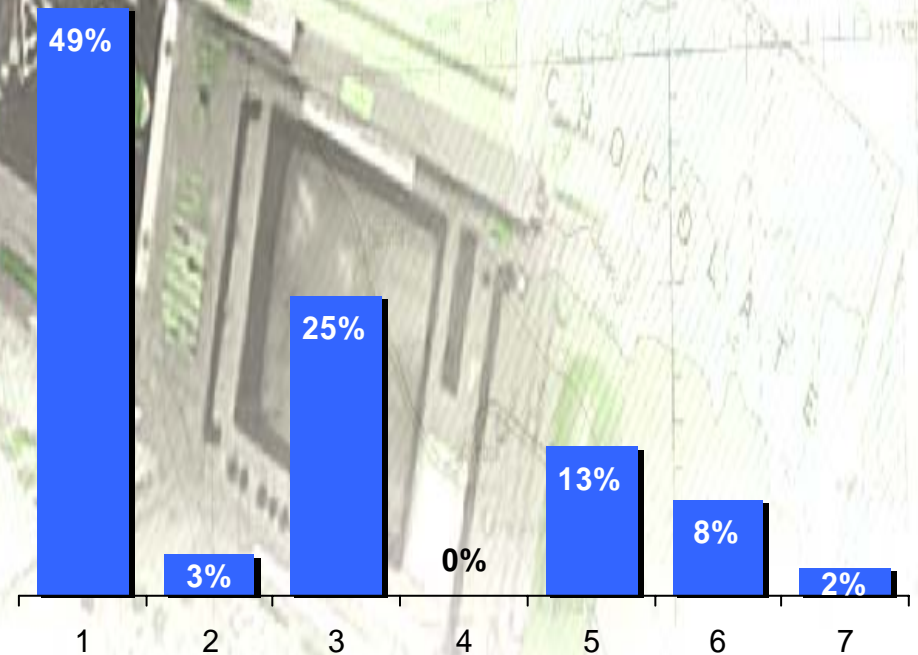




Introduction

In what part of the world do you live?

1. North America
2. South America
3. Europe
4. Middle East
5. Africa
6. Asia
7. Australasia



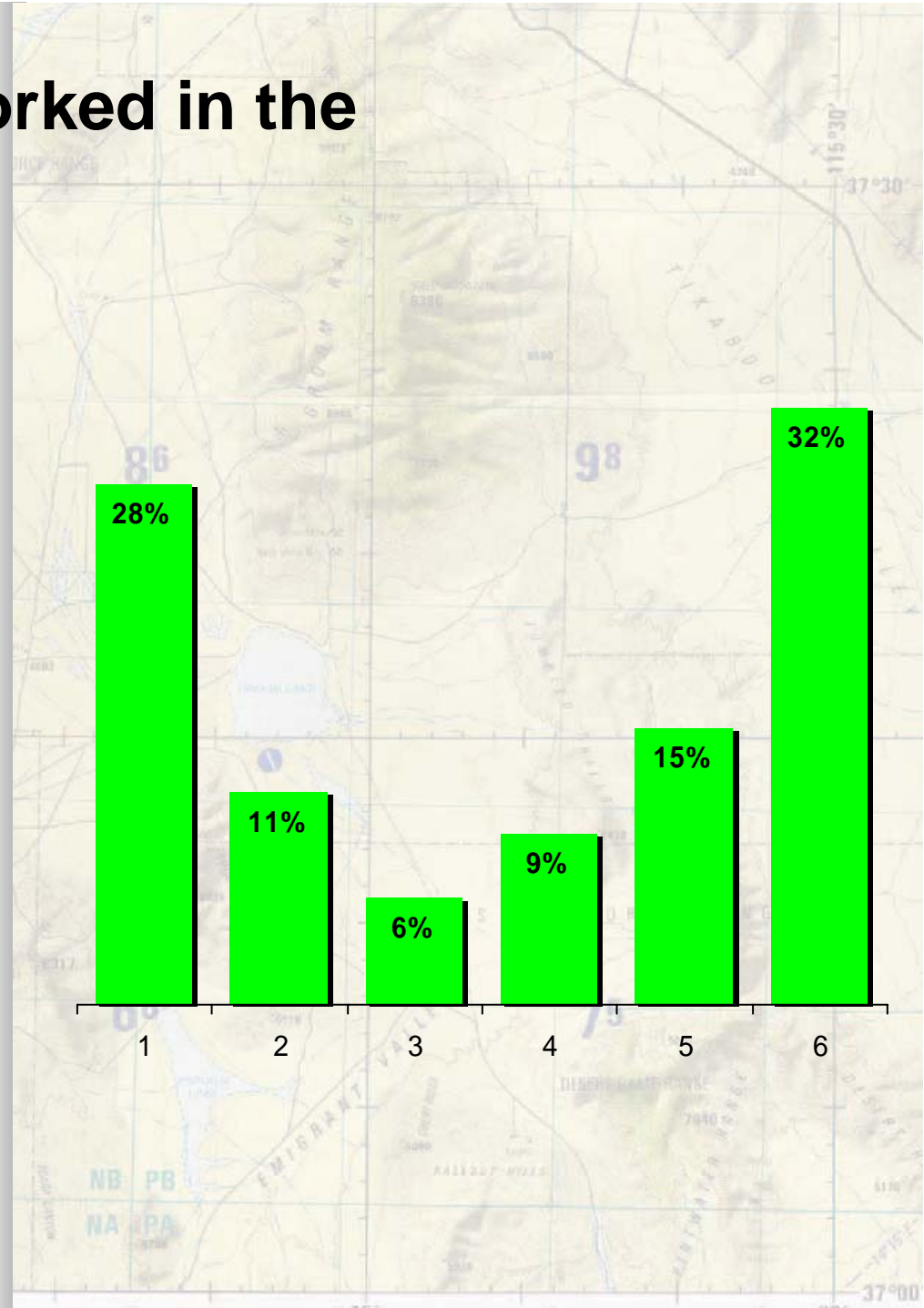
In what sector of the industry are you employed?

1. Passenger Carrier
2. Cargo Carrier
3. Union & Employee Group
4. Airport
5. Air Navigation Service Provider
6. Academic
7. Consultant
8. Industry supplier
9. Government
10. Other



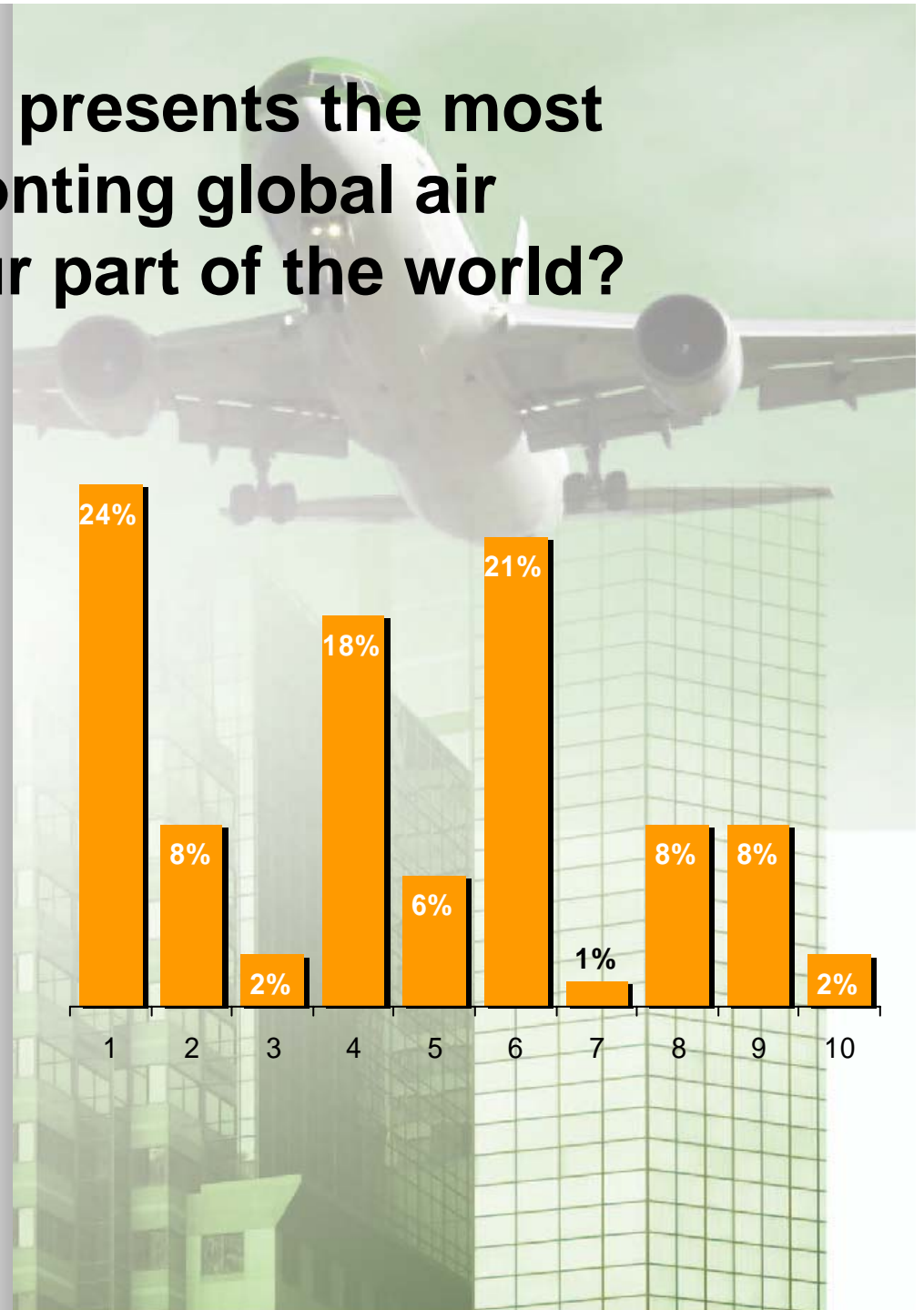
How long have you worked in the aviation sector?

1. 0 – 5 years
2. 6 – 10 years
3. 11 – 15 years
4. 16 – 20 years
5. 21 – 25 years
6. Over 25 years



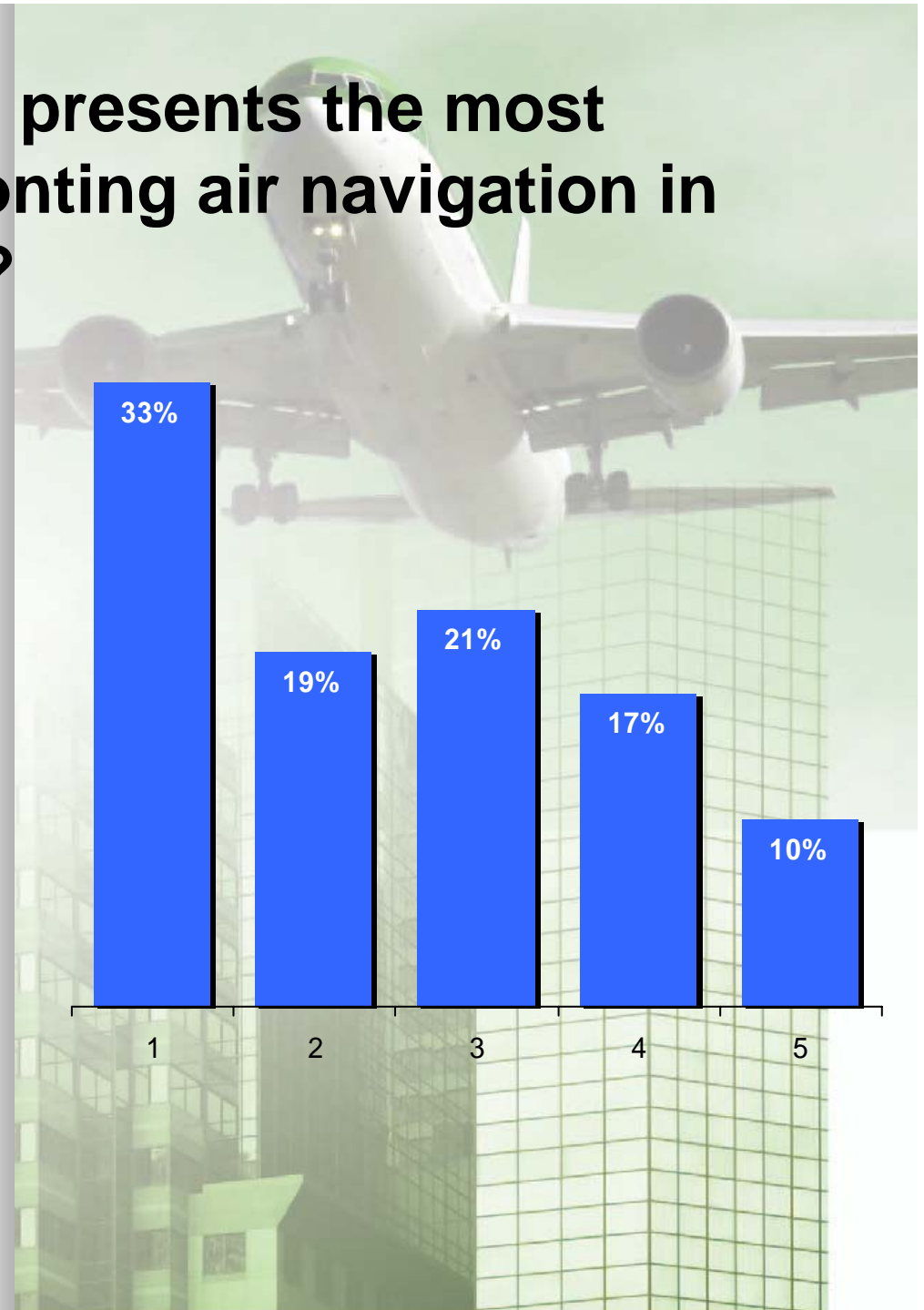
Which of the following presents the most important issue confronting global air transport policy in your part of the world?

1. Bilateral and multinational agreements
2. Foreign ownership rules
3. Gov't measures to ensure the financial health of airlines
4. Aviation security measures
5. Airport fees and charges
6. Air traffic control services
7. Labor management relations
8. Adequate levels of service to all areas
9. Facilitation and development
10. The future of airline alliances



Which of the following presents the most important issue confronting air navigation in your part of the world?

1. Congestion
2. Safety
3. Cost
4. Regulation
5. Privatization/
corporatization

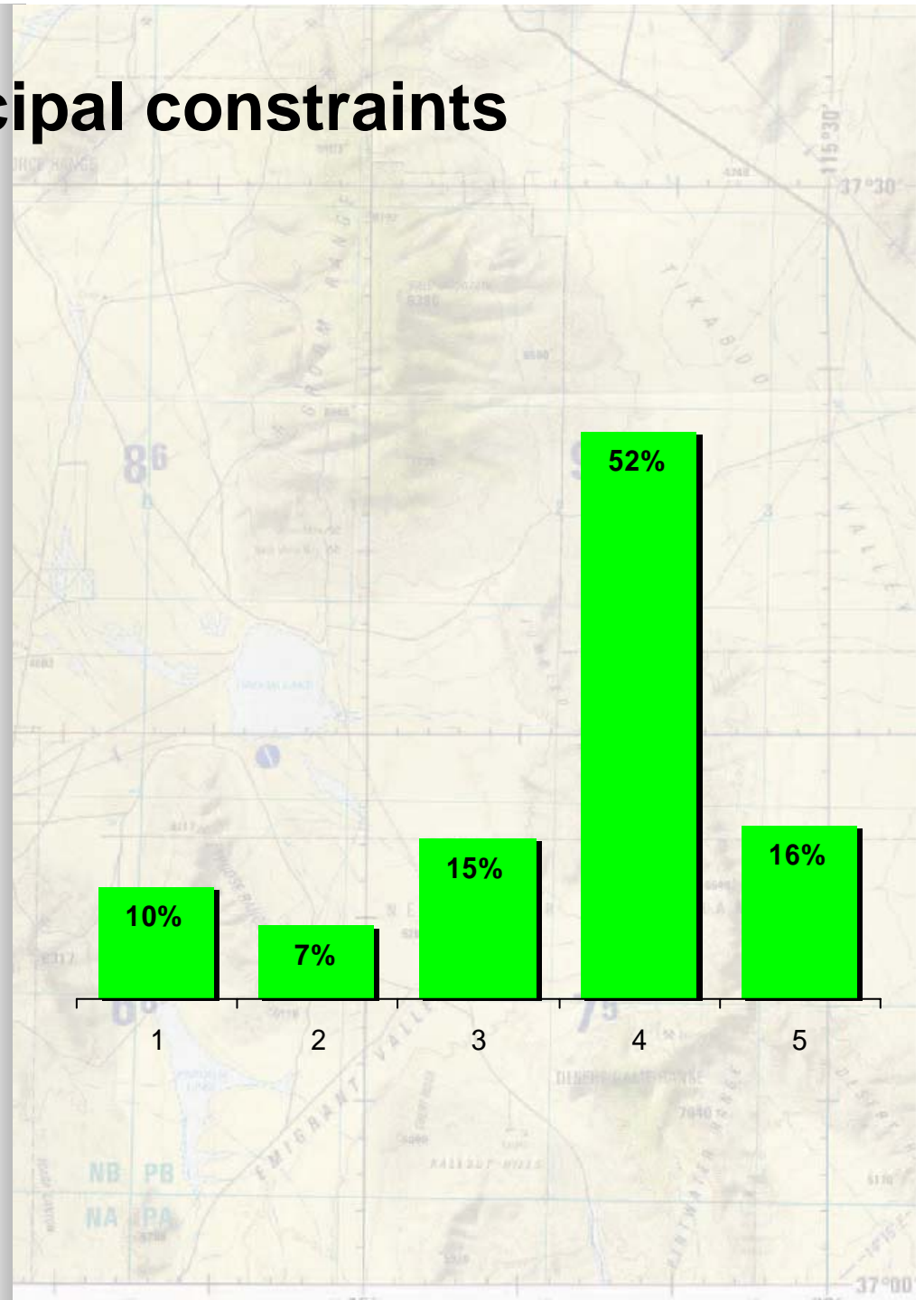




Congestion

What are today's principal constraints on capacity ?

1. Technology
2. Manpower
3. Finance
4. Airports
5. Other



How do we best reduce congestion, cost, fuel burn and delay?

1. Improved regulation
2. Improved technology
3. Congestion pricing
4. Other

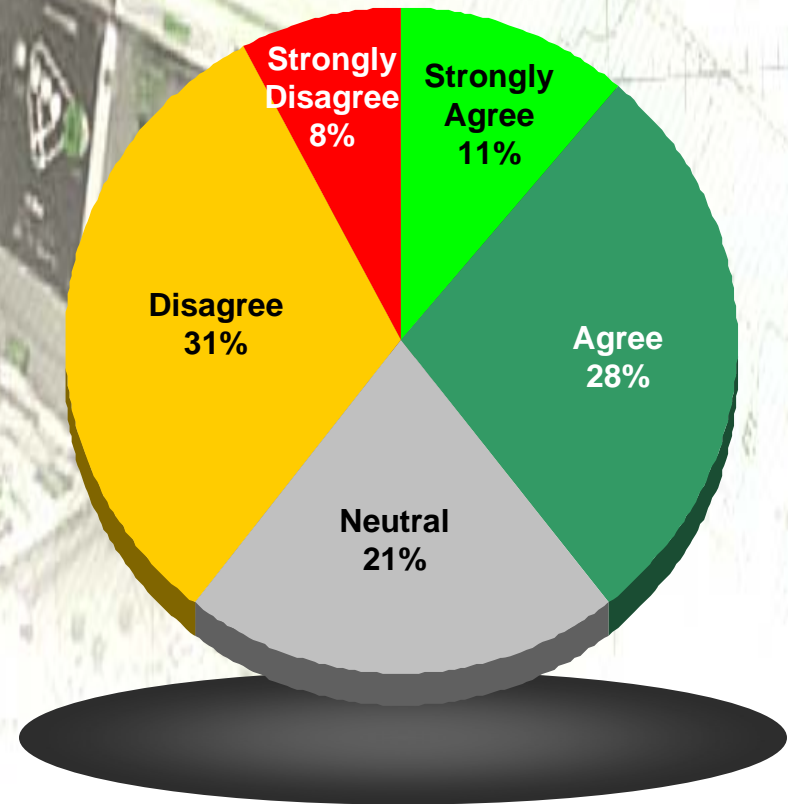




Technology

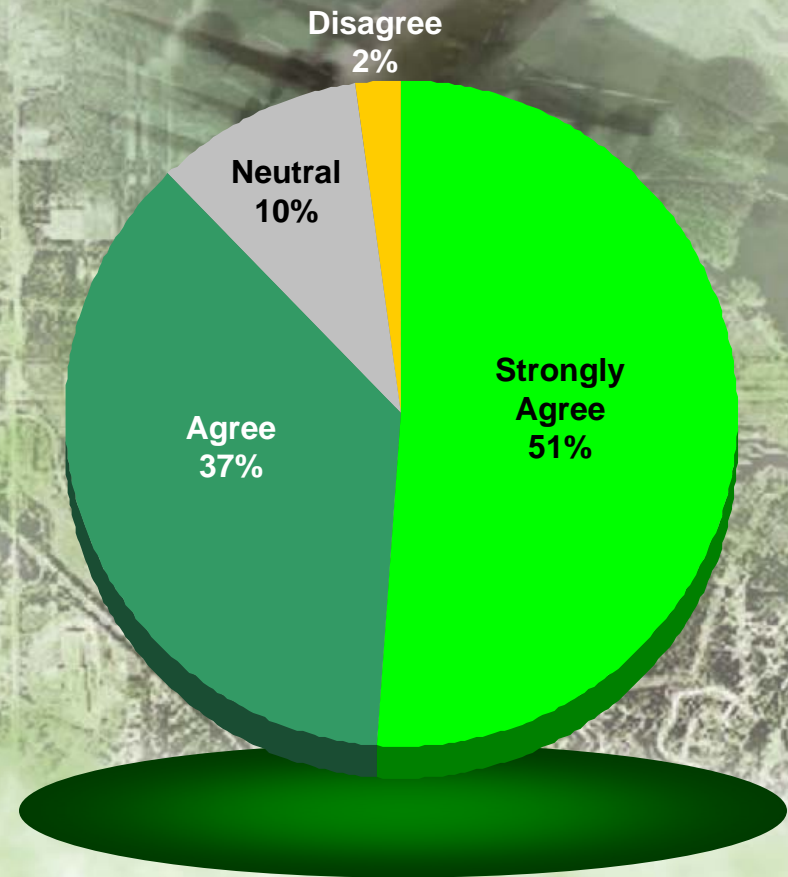
Our current satellite and ground-based technology is adequate to satisfy contemporary needs.

1. Strongly agree
2. Agree
3. Neutral
4. Disagree
5. Strongly disagree



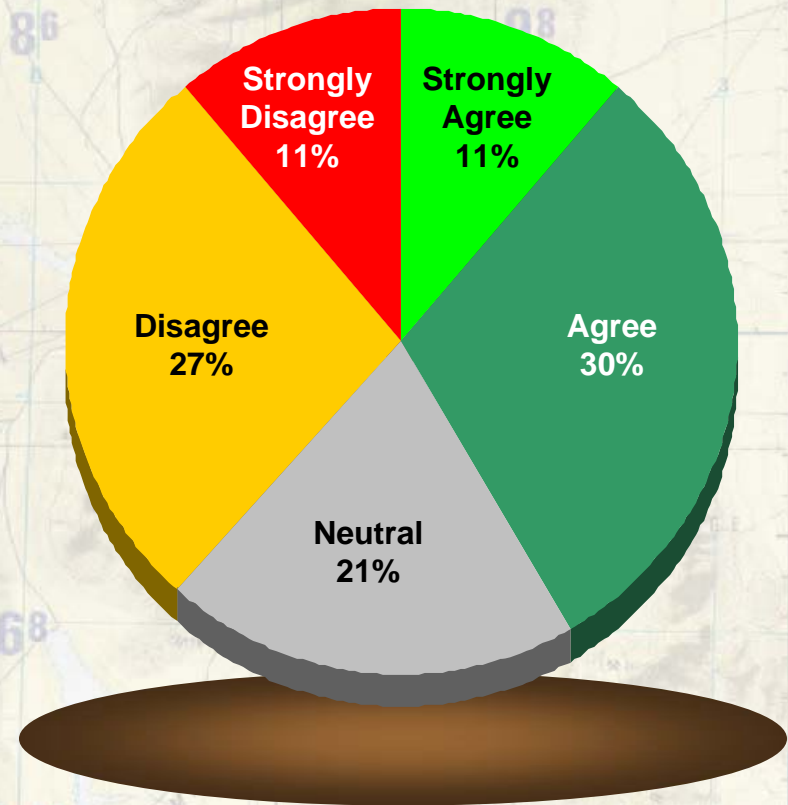
GPS and other space based navigation systems could be used more effectively to reduce cost, congestion and delay.

1. Strongly agree
2. Agree
3. Neutral
4. Disagree
5. Strongly disagree



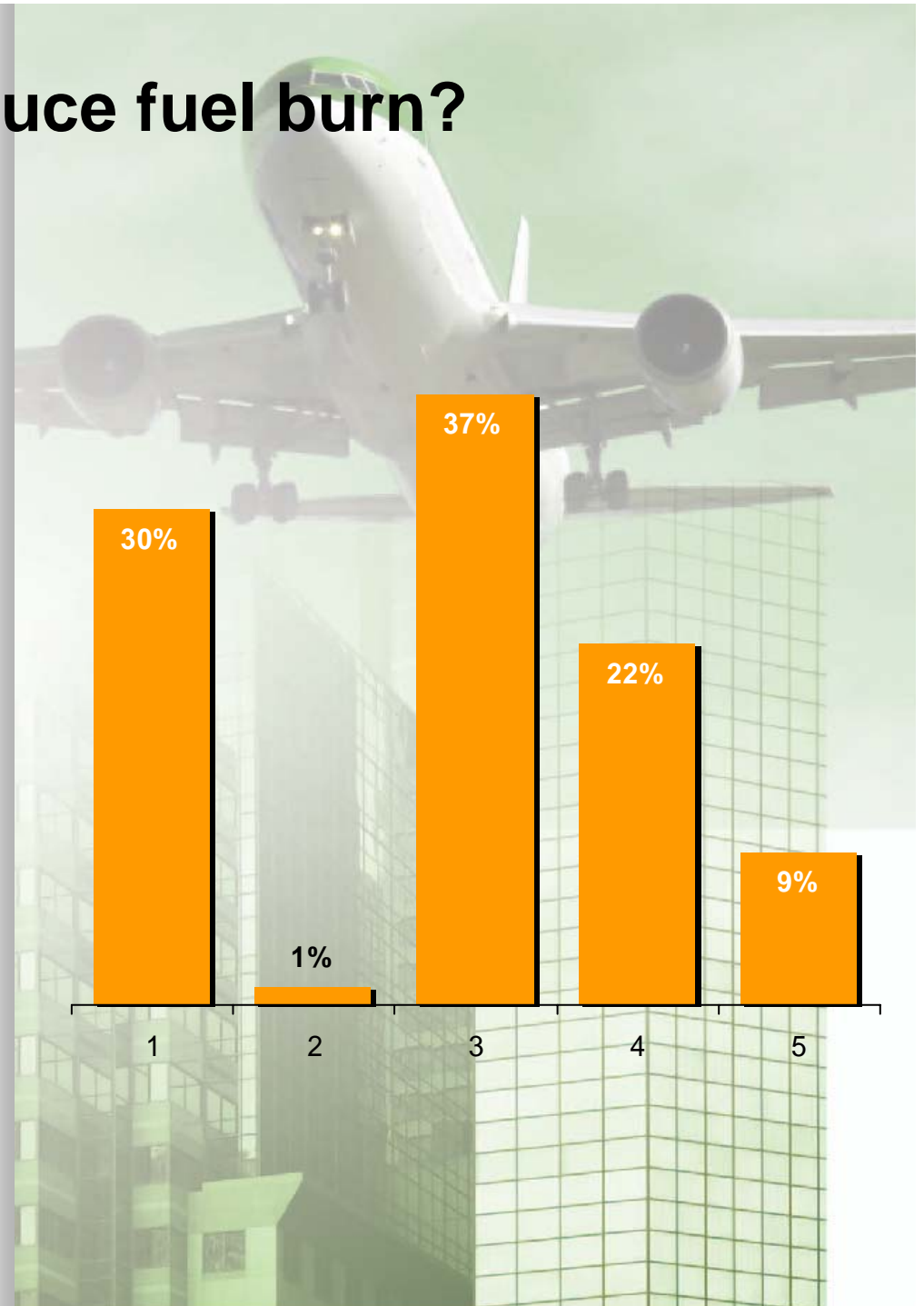
Unless adequately regulated, a growing number of space launches will pose potential safety hazards for air navigation.

1. Strongly agree
2. Agree
3. Neutral
4. Disagree
5. Strongly disagree



How can ANS help reduce fuel burn?

1. Free flight
2. More personnel
3. Improved technology
4. Reduce air space separation
5. Other

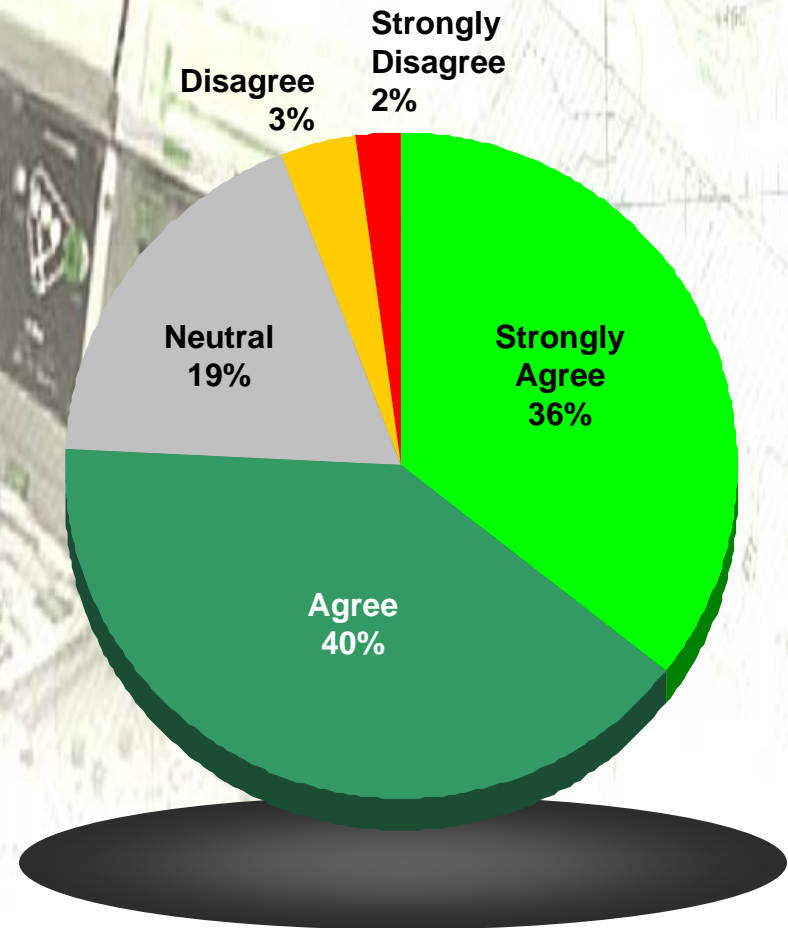


A large commercial airplane is shown from a low angle, appearing to be on a runway or taxiway. The aircraft is white with a green stripe along the top of the fuselage. The background is a hazy, light green sky. A large, curved green shape is overlaid on the right side of the image, extending from the bottom right corner towards the center. The text "Efficiency, Safety, and Service Provision" is centered over the image in a black, sans-serif font.

Efficiency, Safety, and Service Provision

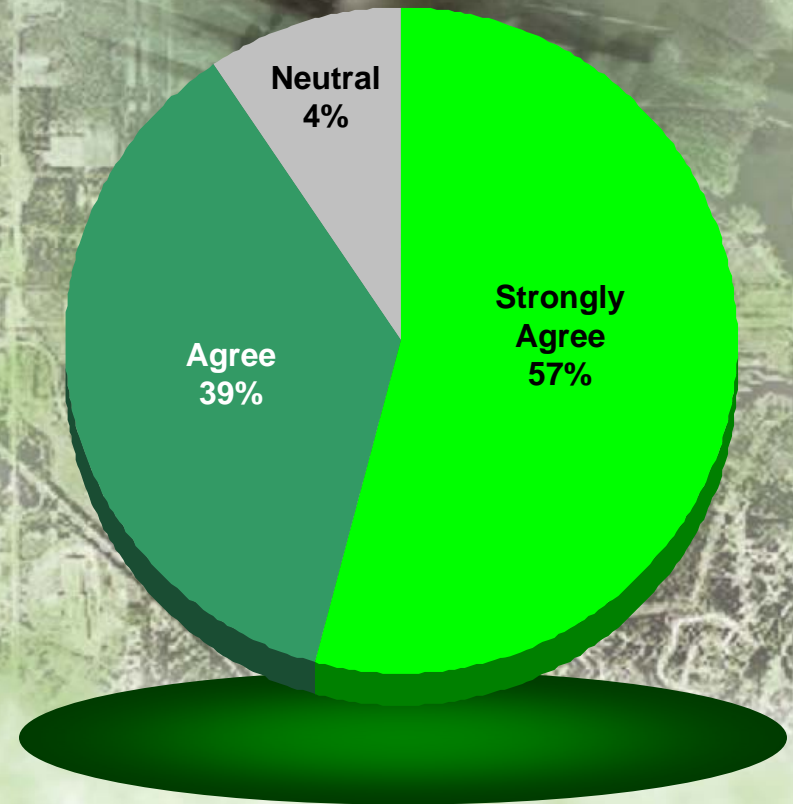
ANS should become more customer oriented.

1. Strongly agree
2. Agree
3. Neutral
4. Disagree
5. Strongly disagree



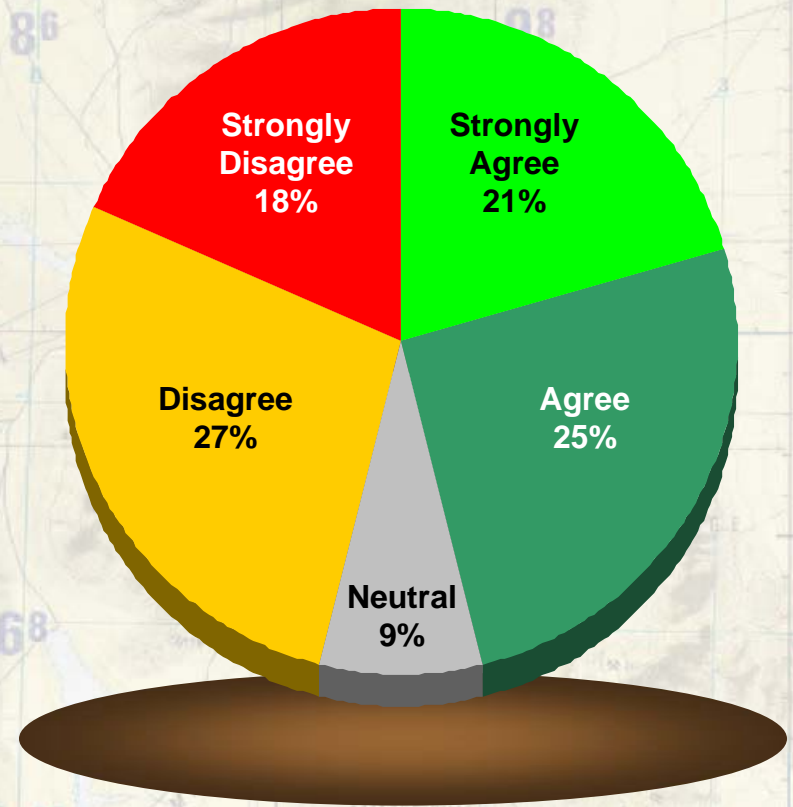
We need to improve ANSP interoperability.

1. Strongly agree
2. Agree
3. Neutral
4. Disagree
5. Strongly disagree



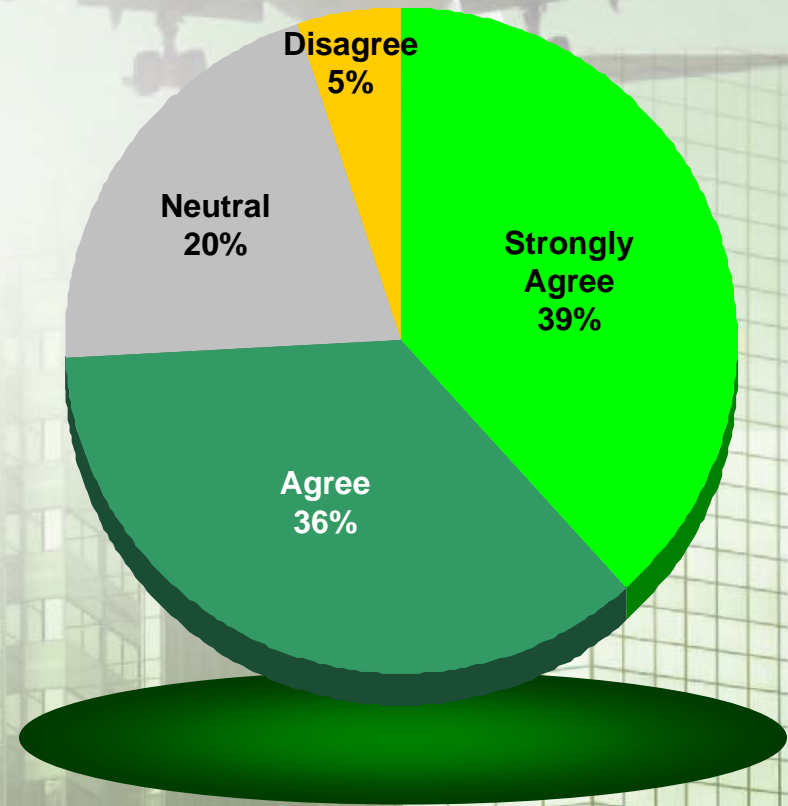
There should be competition between air service providers.

1. Strongly agree
2. Agree
3. Neutral
4. Disagree
5. Strongly disagree



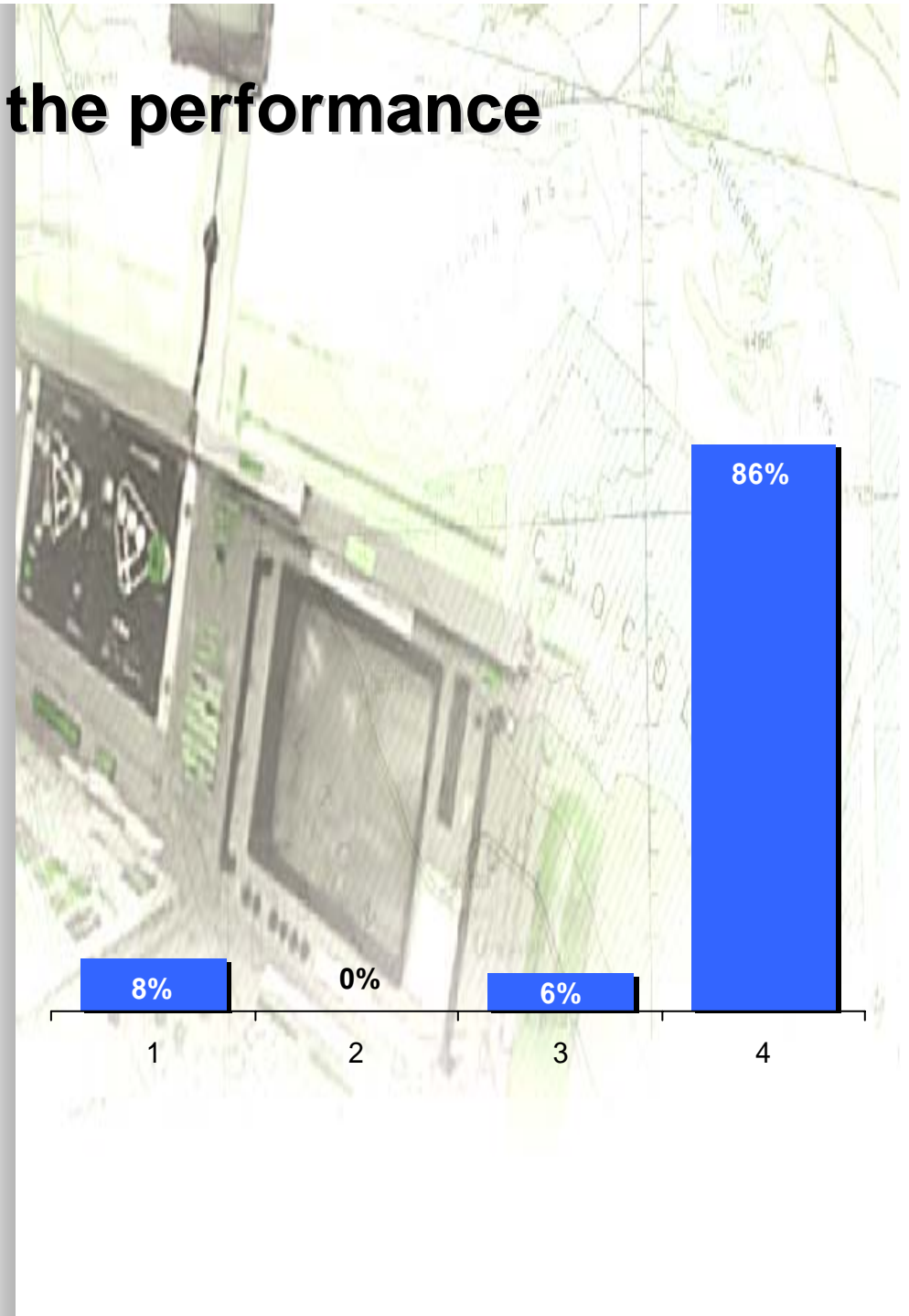
There should be consolidation of ANSPs.

1. Strongly agree
2. Agree
3. Neutral
4. Disagree
5. Strongly disagree



Who should determine the performance targets for ANSPs?

1. Governments
2. The airlines
3. ANSPs themselves
4. All of the above working cooperatively

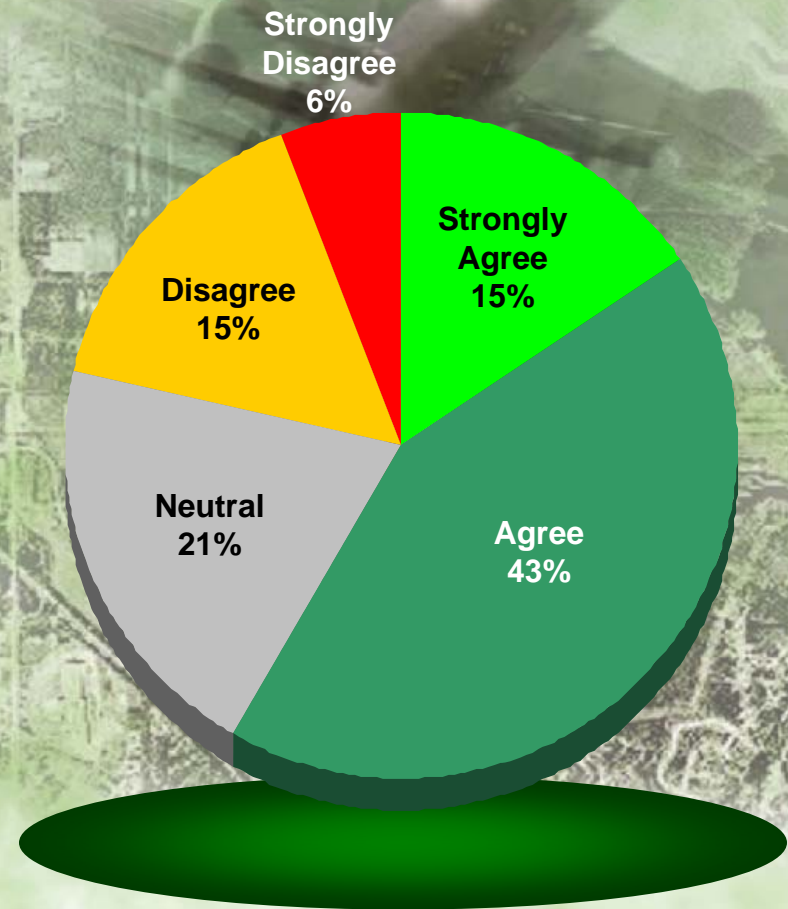




Regulation, and Air Space Management

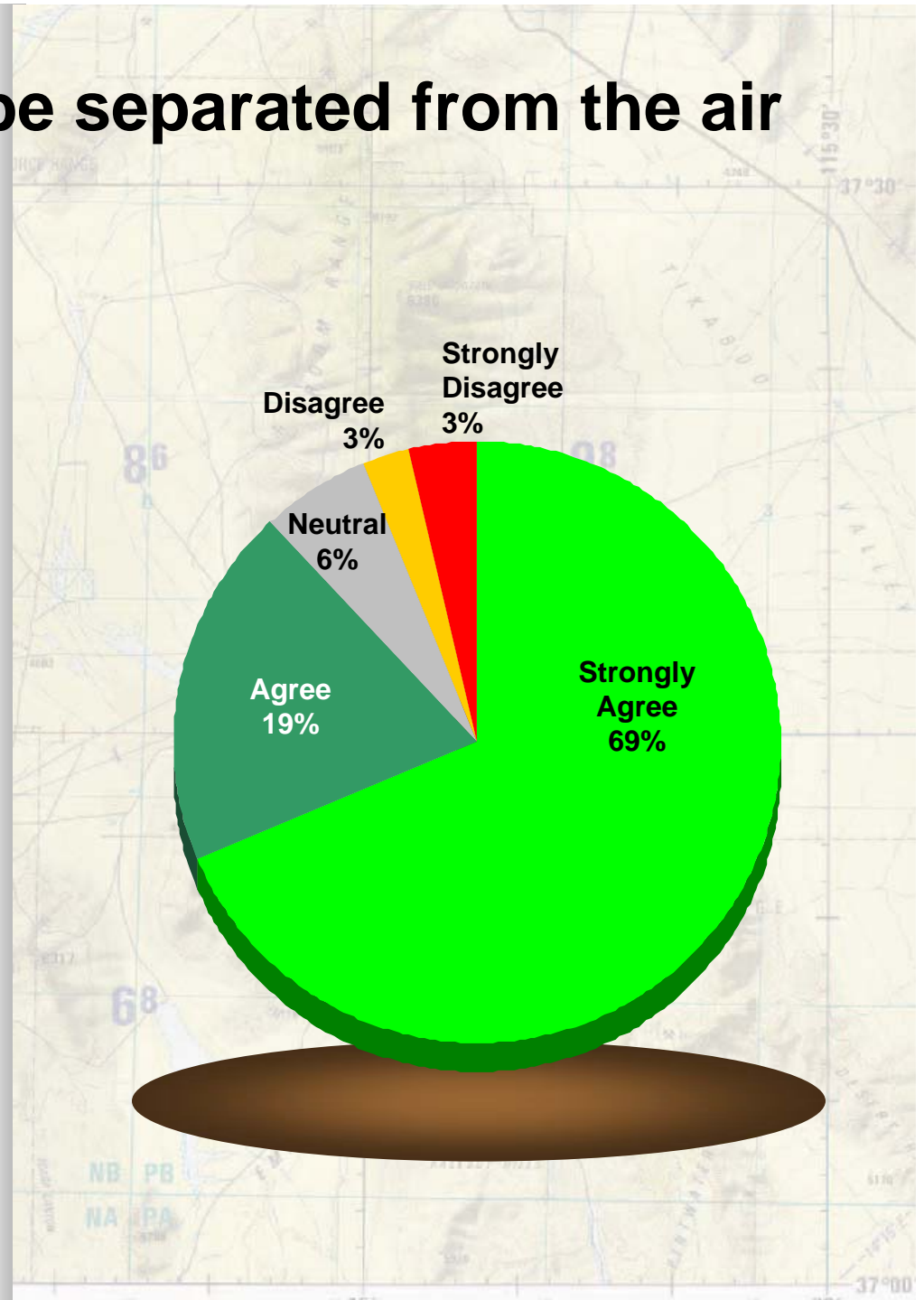
Scarce resources can be efficiently allocated through market mechanisms such as congestion-based pricing and slot auctions.

1. Strongly agree
2. Agree
3. Neutral
4. Disagree
5. Strongly disagree



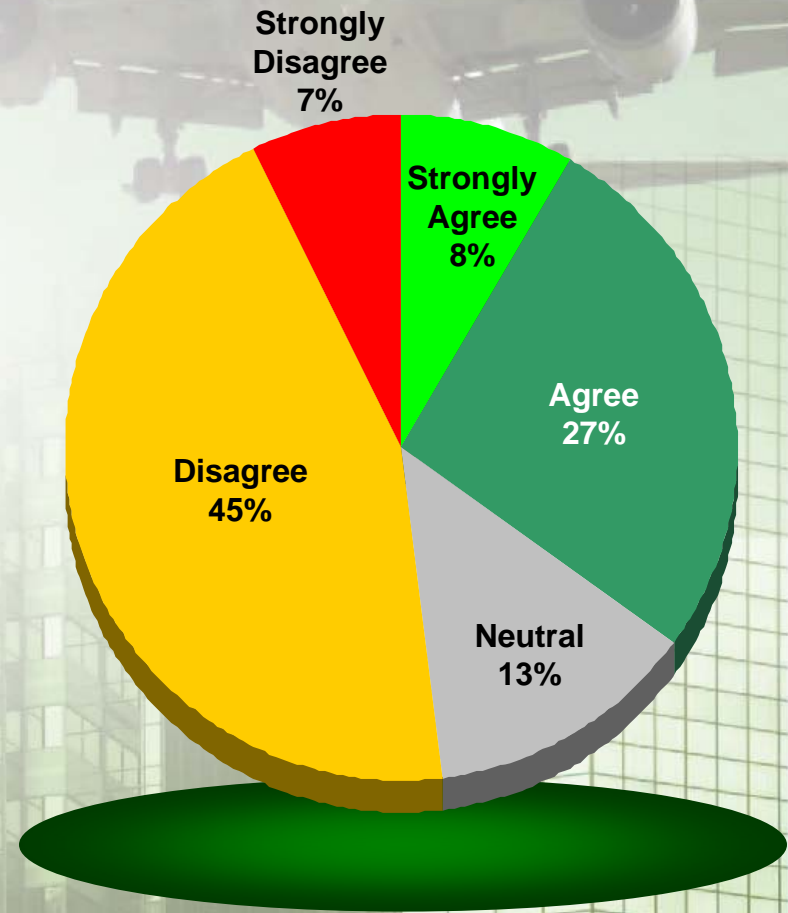
The regulator should be separated from the air navigation operator.

1. Strongly agree
2. Agree
3. Neutral
4. Disagree
5. Strongly disagree



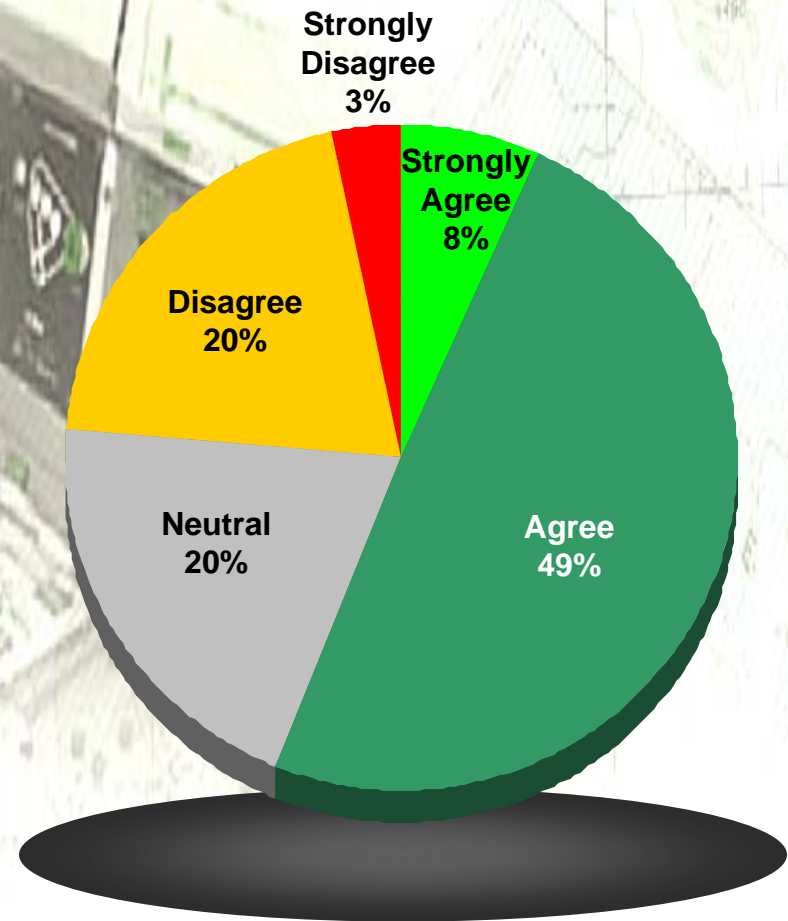
Regulators are fit and equipped to address the challenges of future safety oversight.

1. Strongly agree
2. Agree
3. Neutral
4. Disagree
5. Strongly disagree



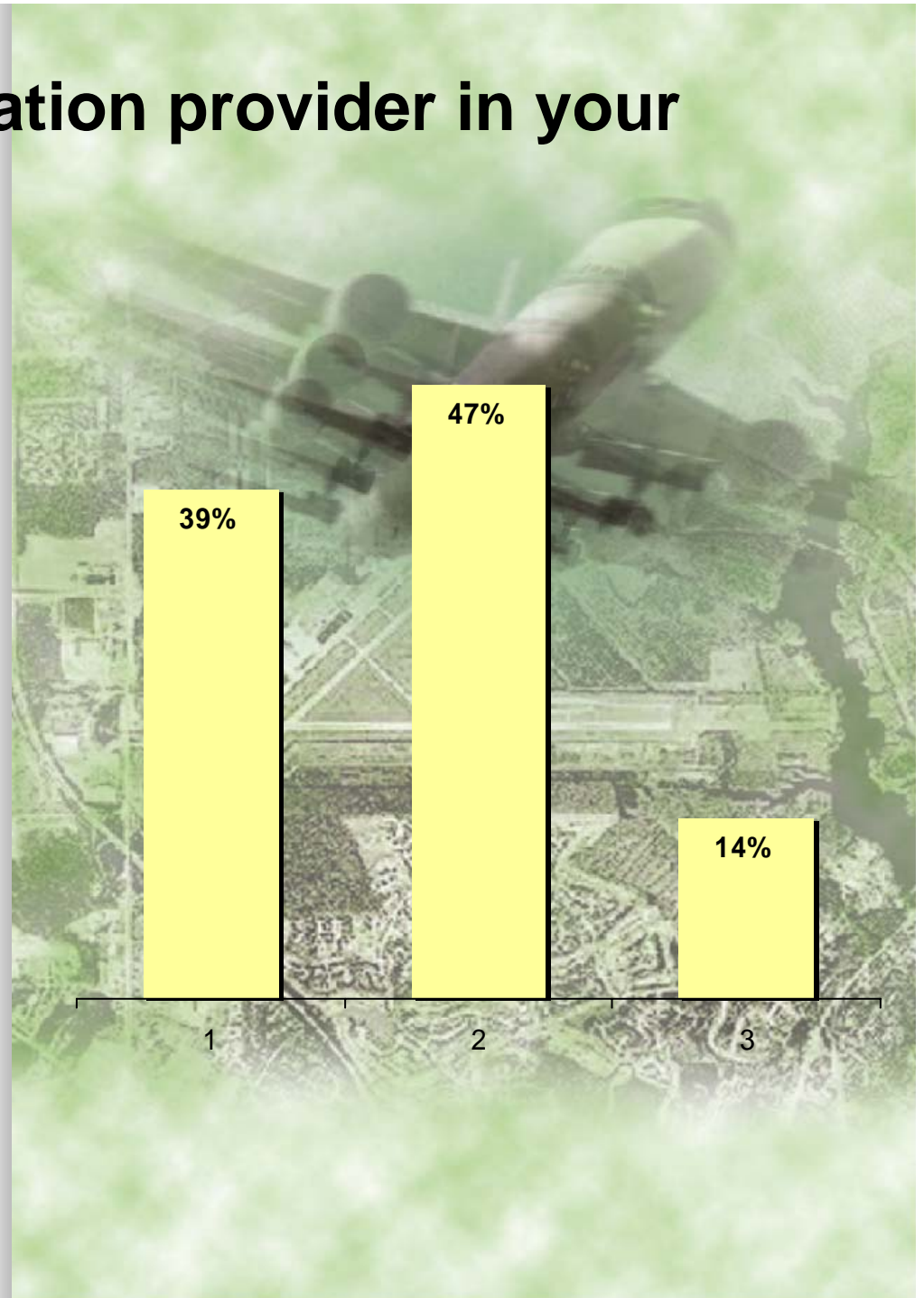
ICAO, IATA, FAA, and other safety audits adequately address safety issues.

1. Strongly agree
2. Agree
3. Neutral
4. Disagree
5. Strongly disagree



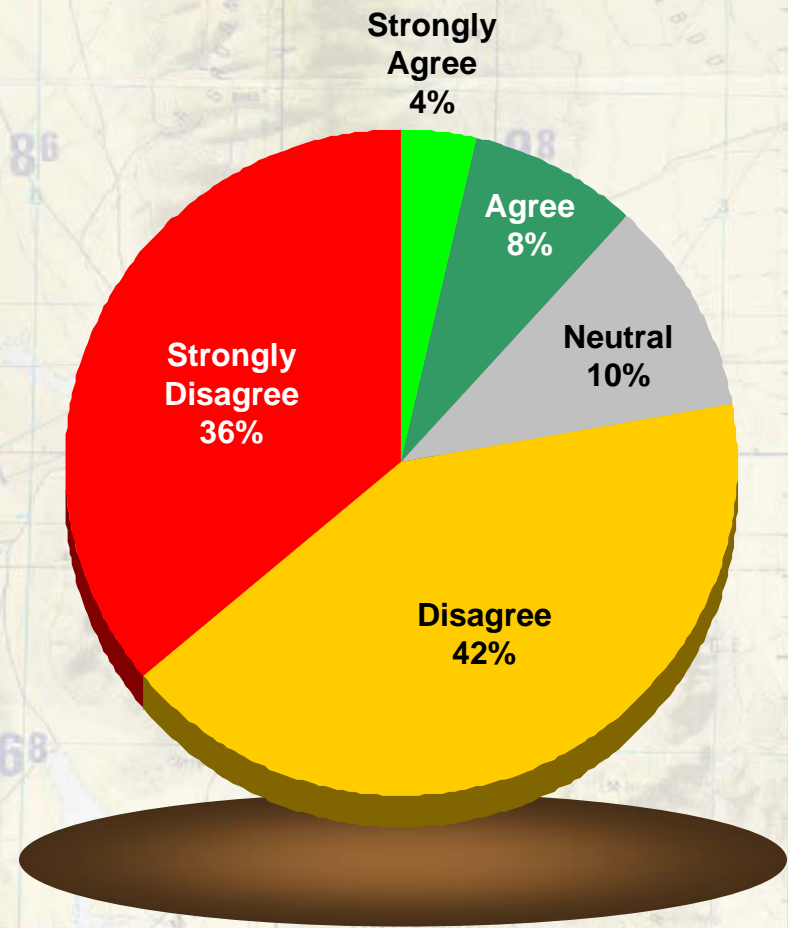
Describe the air navigation provider in your part of the world.

1. Government agency
2. Corporatized entity
3. Privatized entity



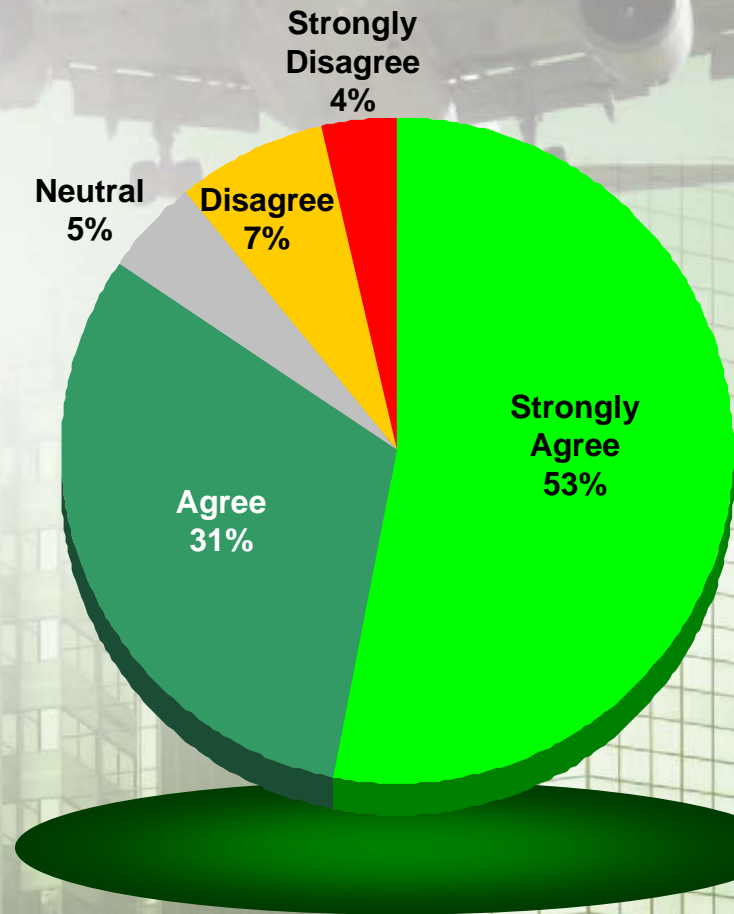
Air navigation services should only be provided by governmental institutions.

1. Strongly agree
2. Agree
3. Neutral
4. Disagree
5. Strongly disagree



If corporatized, air navigation service providers should be regulated by government so as to ensure that pricing does not become monopolistic.

1. Strongly agree
2. Agree
3. Neutral
4. Disagree
5. Strongly disagree

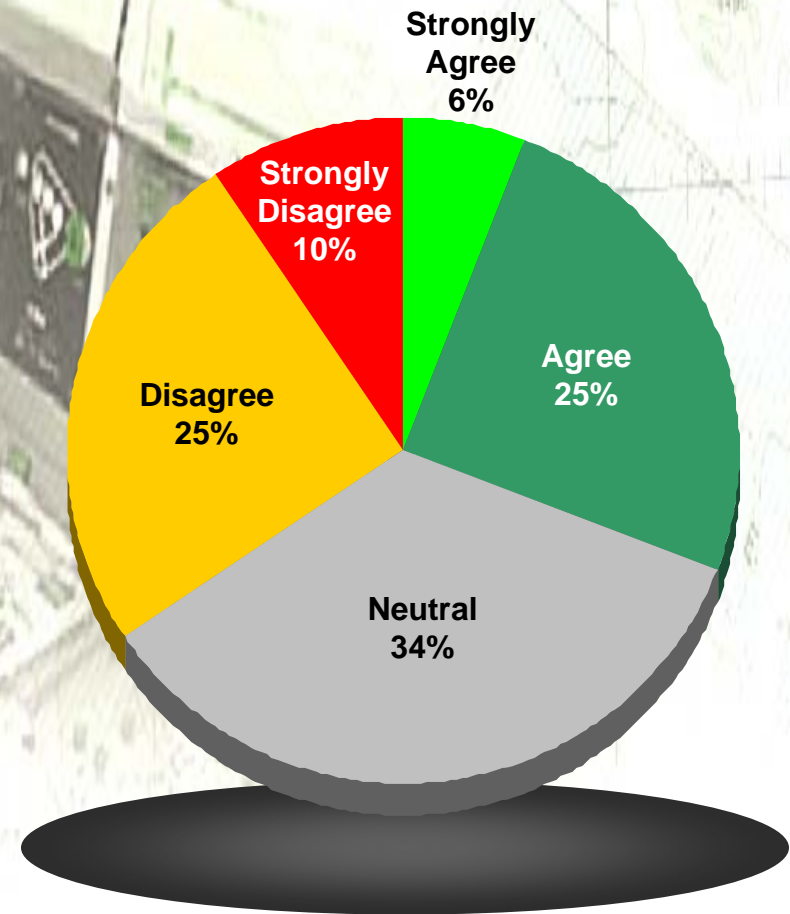




Liability

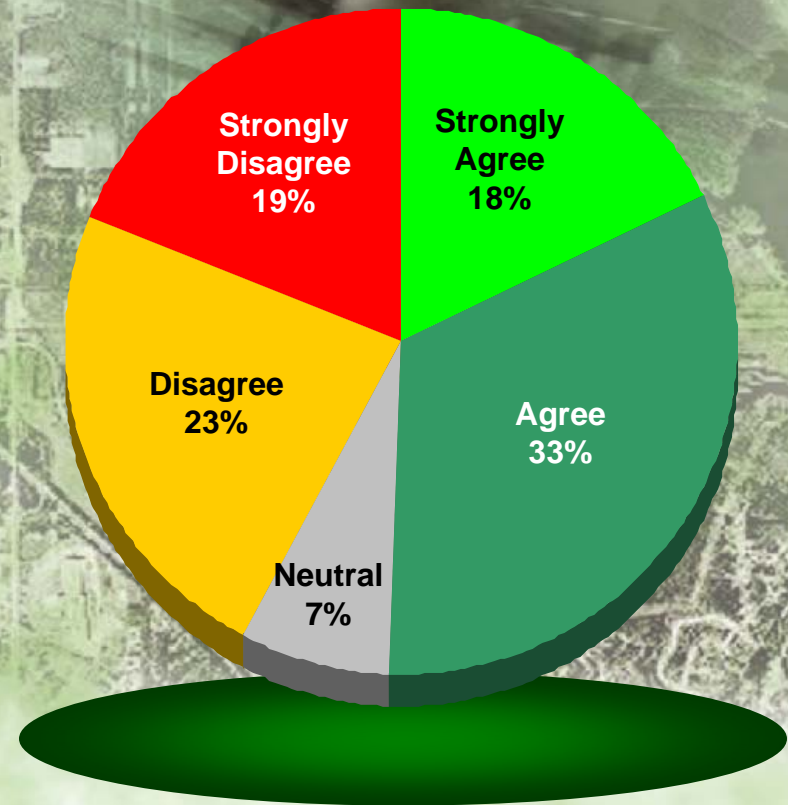
Liability exposure of ANS managers and providers for negligence is excessive.

1. Strongly agree
2. Agree
3. Neutral
4. Disagree
5. Strongly disagree



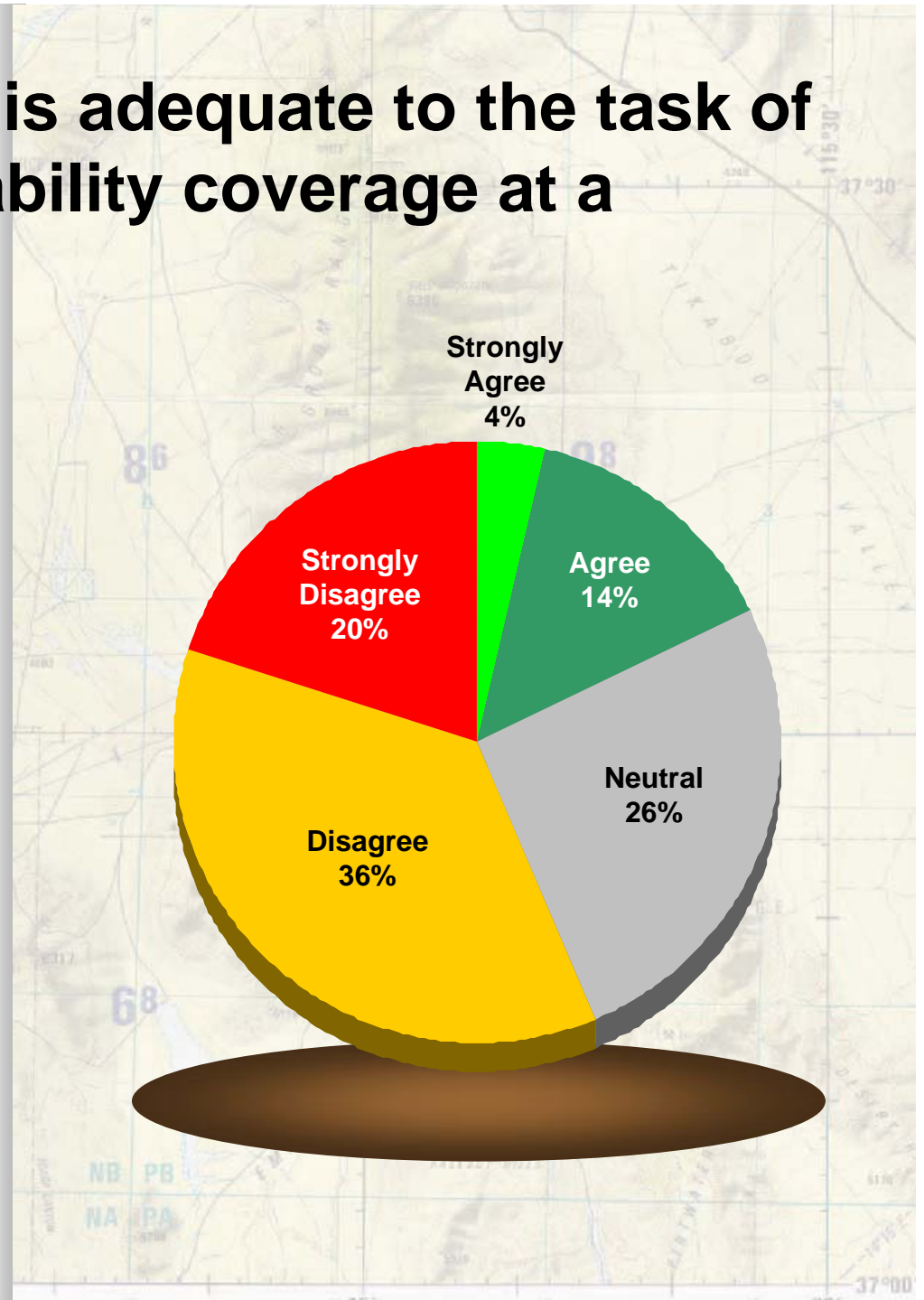
Governments should be liable for air navigation service deficiencies, even if the ANS provider is no longer a traditional governmental institution.

1. Strongly agree
2. Agree
3. Neutral
4. Disagree
5. Strongly disagree



The insurance market is adequate to the task of providing sufficient liability coverage at a reasonable price.

1. Strongly agree
2. Agree
3. Neutral
4. Disagree
5. Strongly disagree





Finance

User fees should play a greater role in financing today's aerospace system?

1. Strongly agree
2. Agree
3. Neutral
4. Disagree
5. Strongly disagree

