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A MUST ATTEND TWO DAY TRAINING COURSE

Understanding Air Traffic Control (ATC)

13-14 October 2010, Helios, Farnborough, UK

This two-day course is aimed at people with a need to understand ATC, the legacy system, and the current factors driving change in the provision of Air Navigation Services.

Day 1 provides a detailed insight into the tasks undertaken by air traffic controllers (ATCOs) within the present ATC environment.

Day 2 examines the main drivers for change, the institutional and legal framework, and also explains how future technologies will support new operating concepts and assist in addressing the environmental and efficiency challenges confronting commercial aviation.

Understanding ATC - course presenters



Bob MacEvoy: Bob has spent most of his working life in air traffic control, initially in the Royal Air Force and latterly as an ATM consultant to major organisations throughout Europe. An experienced air traffic controller, he has held supervisory and managerial positions in operations, policy and training to a senior level. He has extensive knowledge of ATM throughout Europe and has participated in a number of major projects for key European organisations including the European Commission, Eurocontrol and the Central European Air Traffic Service organization.



Ben Stanley: Ben is a senior consultant at Helios, experienced in providing operational and regulatory advice to ATM organisations. He has led and participated in several major projects, including facilitating the development of a joint Operational Concept Document for a group of European ANSPs. He is currently one of the leaders of the Requirements Focus Group, charged with developing high level standards for ground and airborne surveillance, working with a global group of experts. Ben has a wide breadth of knowledge on operational matters, future concepts, procurement strategies and the strategic choices needed.

DAY 1: How air traffic control works, how the system is regulated, managed and operated

1. Major organisations concerned with ATC

Explains who they are, what they do and how they interrelate.

2. Being an ATCO

Examines what the job entails, the skills required and the technologies employed.

3. Airspace and flight rules

Describes how European airspace is organised, the rules of the air and their application.

4. Flight Profile (1) Ground and Departure

Reviews the initial phase of a routine commercial flight from start-up, taxiing, take-off and climb-out, focussing on the respective roles of ground, aerodrome and departure control.

5. Flight Profile (2) En-Route

Explains the procedures and equipment employed during the transit phase of flight.

6. Flight Profile (3) Arrivals

Describes the final phase of flight from descent to landing and explains the methods used to ensure an orderly flow of aircraft, including sequencing, holding patterns and the use of landing aids.

DAY 2: Drivers for change, and their impact on the provision of Air Navigation Services

1. The changing institutional and legal framework

Looking at the changing role of ANSPs, NSAs, ICAO and governmental organisations, for example in Europe: Single European Sky (I and II), EASA and the SESAR Joint Undertaking. Introduction to the ICAO safety and performance frameworks.

2. The performance framework and its impact

An overview of the Key Performance Areas, benchmarking, and their impact on the provision of Air Navigation Services. Discussion of the trade-offs necessary in the future.

3. A focus on environmental drivers

Focusing on the environmental drivers, from each actors' point of view (airlines, ANSPs, airports, government).

4. Flight Profile (1) Ground and Departure in the future

Building on Day 1, identifying the proposed changes in ground and departure operations, and the key technologies and applications which support these changes.

5. Flight Profile (2) En-Route in the future

The proposed changes in en-route operations, including an overview of the move towards more strategic flow management in the global airspace.

6. Flight Profile (3) Arrivals in the future

The changes in arrival operations in the next 5, 10 and 20 years, the underpinning technology, and the impact on controllers and pilots.

7. Wrap-up

Discussion on likely timelines, and strategic decisions needed by stakeholders.



Photo courtesy of DFS

100% of previous attendees rated this course Good or Excellent

Previous attendees from: Park Air, Luciad, UK CAA, Thales, INSA, Qinetiq, Norwegian P&T Authority, BAA ...and other companies working for and within aviation.

