

réf. **CNS02**
Code OACI 179
ENAC - SINA

Aeronautical Institutions and Strategy for ATM/CNS (Application Through SESAR Program)

FORMATION EN ANGLAIS

DURÉE

4 jours
or 4,5 days if exam and debriefing

PLACES OFFERTES

20

DATES ET LIEUX

ENAC Toulouse :
• 26 octobre 2015 au 30 octobre
2015
NO SESSION IN 2016, RECAST
IN PROGRESS.

CONDITIONS DE PARTICIPATION

Frais pédagogiques :
Catégorie B
• 2016 : 1512 €
• 2017 : 1512 €

Informations pratiques :
voir en fin de catalogue

CONTACT ADMINISTRATIF ENAC

formationcontinue@enac.fr

Bulletin d'inscription obligatoire :
voir en fin de catalogue

RESPONSABLE(S) DU STAGE

Yves BONNEFOUS [DSNA/DTI/RD]

Objectifs

Answer to the question : What are the future Communication, Navigation and Surveillance infrastructure likely to be in the next decade in ATM context in ECAC area (European Civil Aviation Conference) ; this 4 days strategic course aims to cover both the institutional and technical aspects of current and future CNS. The course will start by discussing the development of the current Air Traffic Management concept through the overview of ICAO Institution and the Eurocontrol/CNS Strategies, then what they are being implemented today through the SESAR program (Single European Sky ATM Research). The presentation of the different industrial institutional Stakeholder (Eurocae, RTCA) that are involved in those plans , will be put in place. Each of the three panels "Com-Nav-Surv" of the planned programmes, with their new main required developments, will be in a equal way separately explored.

Participants concernés

People with a perception of the current Communication, Navigation and Surveillance domains and wanting to take part in an in-depth analysis of the strategies, their sources and implications, or for people involved in the planning of national CNS infrastructures.

Contenu

Part I : The Global Context

The course will start with an overview and analysis of the 'Strategy of CNS/ATM' in Europe. First the challenges of ATM in Europe will be presented. Following that, the players (ICAO, EU, ECAC, EUROCONTROL, ...) and their answers to the problems in ATM in Europe will be reviewed . A description of the structure of the main actors ICAO and Eurocontrol will be realized. The notion of certification linked with the EASA (European Aviation Safety Agency) will be explained. We will establish the connection with the role of the aviation industrial stakeholder « EUROCAE, RTCA ».

Part II : The Communication Plan : According to the concept of the ATM2000+ Strategy and of the ECAC area, this part of Module covers the full communication domain and includes strategic direction

- Ground-Ground Data Communication
- Ground-Ground Voice Communication (telephony).
- Air-Ground Voice Communication (RT).
- Air-Ground Data Communication (datalink).
- The impact of the Internet and Internet Technology on the Aviation Community.
- The Aeronautical Fixed Telecommunication Network (AFTN) be replaced by regular e-mail ? If that is the case, when is it expected to happen ?
- The use of VHF radio to implement air-ground voice communication.
- Datalink communication an enhancement of voice communication or is it seen as a replacement of voice in the futur.

Part III : The Navigation Plan :

- The future of the conventional navigation aids (VOR, DME) still be used in the long end term.
- The next role of the Satellite Positioning Systems, the impact of Galileo on the Navigation Strategy.
- The next accuracy with which aircraft will be expected to fly their planned route in the next years.
- Will the changes in the navigation environment have an impact on the airborne equipment ?

Part IV : The Surveillance Plan :According to the concept of the ATM2000+ Strategy and ECAC area , this part of Module covers the full Surveillance domain and includes

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strategic direction for :

- The future use of the Primary Radar.
- The replacement of the use of conventional Secondary Radar by the Secondary Radar with MODE-S.
- The future role of Automatic Dependent Surveillance (ADS).
- Will ADS replace or enhance MODE-S ?
- What is the transmission technology used for ADS ?
- When will air-to-air surveillance be introduced and which technology will this application use ?

For information only : 20 hours

RESPONSABLE(S) DU STAGE

Yves BONNEFOUS [DSNA/DTI/RD]