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HUMAN OPERATORS AND AUTOMATION

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Future Of Air Traffic Control Human Operators And Automation

VM Jensen

Future Of Air Traffic Control Human Operators And Automation:

The Future of Air Traffic Control Panel on Human Factors in Air Traffic Control Automation, Board on Human-Systems Integration, Division of Behavioral and Social Sciences and Education, National Research Council, 1998-02-09 Automation in air traffic control may increase efficiency but it also raises questions about adequate human control over automated systems Following on the panel s first volume on air traffic control automation Flight to the Future NRC 1997 this book focuses on the interaction of pilots and air traffic controllers with a growing network of automated functions in the airspace system The panel offers recommendations for development of human centered automation addressing key areas such as providing levels of automation that are appropriate to levels of risk examining procedures for recovery from emergencies free flight versus ground based authority and more The book explores ways in which technology can build on human strengths and compensate for human vulnerabilities minimizing both mistrust of automation and complacency about its abilities The panel presents an overview of emerging technologies and trends toward automation within the national airspace system in areas such as global positioning and other aspects of surveillance flight information provided to pilots an controllers collision avoidance strategic long term planning and systems for training and maintenance The book examines how to achieve better integration of research and development including the importance of user involvement in air traffic control It also discusses how to harmonize the wide range of functions in the national airspace system with a detailed review of the free flight initiative

The Future of Air Traffic Control ,1997 Flight to the Future National Research Council, Division of Behavioral and Social Sciences and Education, Board on Human-Systems Integration, Panel on Human Factors in Air Traffic Control Automation, 1997-02-28 Despite the strong safety record of the national airspace system serious disruptions occasionally occur often as a result of outdated or failed equipment Under these circumstances safety relies on the skills of the controllers and pilots and on reducing the number of aircraft in the air The current and growing pressures to increase the capacity to handle a greater number of flights has led to a call for faster and more powerful equipment and for equipment that can take over some of the tasks now being performed by humans Increasing the role of automation in air traffic control may provide a more efficient system but will human controllers be able to effectively take over when problems occur This comprehensive volume provides a baseline of knowledge about the capabilities and limitations of humans relative to the variety of functions performed in air traffic control It focuses on balancing safety with the expeditious flow of air traffic identifying lessons from past air accidents The book discusses The function of the national airspace system and the procedures for hiring training and evaluating controllers Decisionmaking memory alertness vigilance sleep patterns during shift work communication and other factors in controllers performance Research on automation and human factors in air traffic control and incorporation of findings into the system The Federal Aviation Administration's management of the air traffic control system and its dual mandate to promote safety and the development of air commerce This book also offers recommendations for evaluation the

human role in automated air traffic control systems and for managing the introduction of automation into current facilities and operations It will be of interest to anyone concerned about air safety policymakers regulators air traffic managers and controllers airline officials and passenger advocates New Concepts and Methods in Air Traffic Management Lucio Bianco, Paolo Dell'Olmo, Amedeo R. Odoni, 2013-03-09 This volume is a compendium of papers presented during the International Workshop on Air Traffic Management which took place in Capri Italy on September 26 30 1999 The workshop was organized by Italian National Research Council in co operation with the University of Rome Tor Vergata and the Massachusetts Institute of Technology MIT This was the fifth in a series of meetings held periodically over a ten year span for the purpose of encouraging an exchange of views and fmdings by scientists in the field of Air Traffic Management A TM The papers presented at the workshop dealt with a wide range of topics and covered different aspects that are currently important in Air Traffic Control and Air Traffic Management This volume contains only a subset of the papers presented namely the ones that addressed the main area emphasis in the workshop new concepts and methods. The subject of the first two papers is Collaborative Decision Making CDM a concept which embodies to a large extent the new philosophy of partial decentralization and increased delegation of responsibilities to users in ATM operations In the first of these papers Wambsganss describes the original CDM project and its initial implementation in the form of the Ground Delay Program Enhancements He also provides a brief description of some of the tools that have been developed as part of the CDM effort and identifies future research and development requirements **FAA's Modernization Programs** United States. Congress. House. Committee on Transportation and Infrastructure. Subcommittee on Aviation, 1998 **Human-automation** teamwork Åsa Svensson, 2020-04-07 This dissertation explores the topic of human automation teamwork in Air Traffic Control ATC ATC is a high stakes environment where complex automation is being introduced while the human operator has the legal responsibility With increasing demands on productivity in various industries as also in ATC automation is introduced for efficiency maintaining safety and to keep the workload of the human operator within acceptable limits However previous research has shown that automation may cause negative effects on the human operator and performance such as forcing the operator out of the control loop which might lead to problems or confusion Previous research suggests a need for strengthening human automation collaboration where automation is seen as a team member to keep the operator in the loop In order to achieve such teamwork the design of the automation needs to be human centred i e that the automation is designed for the underlying need of the operator The aim of this dissertation is to explore teamwork in ATC from several angles to understand how the air traffic controllers are working in current ATC environments and how automation could be designed to support human automation teamwork The included studies rely on interviews simulations and questionnaires all with operational air traffic controllers as participants The results indicate that for both human human teamwork and human automation teamwork teamwork factors such as adaptability and mutual performance monitoring knowing what the other

team members are doing are important for the work performance in current ATC environments where mutual performance monitoring is especially important during stressful situations When designing automation lessons learned from human human teamwork should be considered. The work within the scope of this dissertation identifies and concerns two human automation teamwork aspects boundary awareness and implicit communication These are proposed to support the operator s knowledge about the automation and the communication flow between the operator and the automation Boundary awareness is the operator's knowledge of the automation's abilities its boundaries what it can or cannot manage and about consequences if it would go outside of these boundaries Implicit communication is the unspoken or implied small cues that the operator and the automation can use to communicate with each other It is proposed that implicit communication can be based on the work patterns of the operator The knowledge gained through the work in this dissertation can be used as a foundation for further research and design of automation regarding operator knowledge about the automation boundaries and the communication within the team Denna avhandling utforskar teamwork mellan m nniska och automation inom flygtrafikledning Flygtrafikledning r en h griskmilj d r komplex automation introduceras samtidigt som den m nskliga operat ren har det juridiska ansvaret Med kade krav p produktivitet inom olika industrier och ven inom flygtrafikledning s introduceras automation f r effektiviteten f r att bibeh lla s kerheten och f r att h lla arbetsbelastningen f r den m nskliga operat ren inom acceptabla gr nser Tidigare forskning har d remot visat att automationen kan orsaka negativa effekter p den m nskliga operat ren och p prestationen som till exempel att tvinga ut operat ren utanf r kontrolloopen vilket leder till problem och f rvirring Tidigare forskning f resl r ett starkare samarbete mellan m nniska och automation d r automationen r sedd som en teammedlem f r att beh lla operat ren i loopen F r att uppn ett s dant samarbete beh ver automation vara m nnisko centrerad att automation med andra ord r designad f r operat rens underliggande behov Syftet med denna avhandling r att utforska teamwork fr n olika vinklar inom flygtrafikledning fr att frst hur flygledare jobbar i nuvarande flygtrafikledningsmilj er och f r att f rst hur automation skulle kunna designas f r att st dja teamwork mellan m nniska och automation Studierna som denna avhandling bygger p har anv nt sig av intervjuer simuleringar och enk ter alla med operativa flygtrafikledare som deltagare Resultatet tyder p att f r b de m nniska m nniska teamwork och m nniska automations teamwork s r teamwork faktorer s som flexibilitet och msesidig vervakning av teammedlemmarnas prestationer viktiga d r vervakning av teammedlemmarnas prestationer r speciellt viktigt under stressiga situationer N r man designar automation b r man ta l rdom fr n teamwork mellan m nniskor Vidare s identifierar och behandlar arbetet inom denna avhandling tv aspekter g llande teamwork mellan m nniska och automation gr nsmedvetenhet och implicit kommunikation Dessa aspekter r f reslagna vi att st tta operat rens kunskap om automationen och kommunikationsfl det mellan operat ren och automationen Gr nsmedvetenhet r operat rens kunskap om automationens frm gor dess grinser och dess konsekvenser nir automation gir utanfir dessa grinser Implicit kommunikation r de outtalade eller implicita ledtr dar som operat ren och automationen kan anv nda f r att kommunicera

med varandra Det r f reslaget att implicit kommunikation kan baseras p arbetsm nster fr n operat ren eller fr n prediktioner fr n automationen Kunskapen fr n denna avhandling kan anv ndas som ett underlagf r vidare forskning och design av automation g llande operat rers kunskap om automationens gr nser och kommunikationen inom teamet *Human Aspects of Aviation* Steven J. Landry, 2012-07-11 Since the very earliest years of aviation it was clear that human factors were critical to the success and safety of the system As aviation has matured the system has become extremely complex Bringing together the most recent human factors work in the aviation domain Advances in Human Aspects of Aviation covers the design of aircrafts for the Air Traffic Management and Systems Electronic Navigation Research Inst, 2014-03-12 The Electronic Navigation Research Institute ENRI held its third International Workshop on ATM CNS in 2013 with the theme of Drafting the future sky There is worldwide activity taking place in the research and development of modern air traffic management ATM and its enabling technologies in Communication Navigation and Surveillance CNS Pioneering work is necessary to contribute to the global harmonization of air traffic management and control At this workshop leading experts in research industry and academia from around the world met to share their ideas and approaches on ATM CNS related topics **Aviation Psychology: Practice and Research** Klaus-Martin Goeters, 2017-03-02 In the well established aviation system the importance of sound human factors practice based on good aviation psychology research is obvious from those incidents and accidents resulting from its neglect This carefully structured book presents an up to date review of the main areas in the field of Aviation Psychology It contains current thinking mainly from Europe but with input from Australia and North America from specialists involved in research training and operational practice Spanning six parts the book covers Human Engineering Occupational Demands Selection of Aviation Personnel Human Factors Training Clinical Psychology Accident Investigation and Prevention Looking at the six parts in human engineering the reader learns about human centered automation as well as human factors issues in aircraft certification Results derived by job analysis methods are presented in the next part and serve as basic information in the design of selection and training programs In selection computerized testing or behaviour oriented assessments are challenging approaches for personnel recruitment Cost benefit analyses in selection reveal convincing results enabling organizations to save huge amounts of inappropriate training investment by the application of proper selection tests The NOTECHS method is described which helps to assess CRM capabilities in training and can also be used to measure training effects in systematic validation studies Although operational personnel in aviation are usually able to cope with stress more efficiently than other occupational groups individual problems might develop as reactions to traumatic influences Either a psychological evaluation or a proper treatment or both is then required as described in the Clinical Psychology part of the book The readership includes aviation psychologists and flight surgeons training selection and recruitment specialists instructor pilots CRM facilitators personnel managers accident investigators safety pilots air traffic controllers aircraft engineers and those dealing with human machine interfaces Air

Transportation Systems Engineering George L. Donohue, 2001 Aviation Automation Charles E. Billings, 2018-01-29 The advent of very compact very powerful digital computers has made it possible to automate a great many processes that formerly required large complex machinery Digital computers have made possible revolutionary changes in industry commerce and transportation This book an expansion and revision of the author's earlier technical papers on this subject describes the development of automation in aircraft and in the aviation system its likely evolution in the future and the effects that these technologies have had and will have on the human operators and managers of the system It suggests concepts that may be able to enhance human machine relationships in future systems. The author focuses on the ability of human operators to work cooperatively with the constellation of machines they command and control because it is the interactions among these system elements that result in the system's success or failure whether in aviation or elsewhere Aviation automation has provided great social and technological benefits but these benefits have not come without cost In recent years new problems in aircraft have emerged due to failures in the human machine relationship These incidents and accidents have motivated this inquiry into aviation automation Similar problems in the air traffic management system are predicted as it becomes more fully automated In particular incidents and accidents have occurred which suggest that the principle problems with today s aviation automation are associated with its complexity coupling autonomy and opacity These problems are not unique to aviation they exist in other highly dynamic domains as well The author suggests that a different approach to automation called human centered automation offers potential benefits for system performance by enabling a more cooperative human machine relationship in the control and management of aircraft and air traffic Psychology and Human Performance Christopher D. Wickens, William S. Helton, Justin G. Hollands, Simon Banbury, 2021-09-27 Forming connections between human performance and design this new edition of Engineering Psychology and Human Performance examines human machine interaction The book is organized directly from a psychological perspective of human information processing and chapters correspond to the flow of information as it is processed by a human being from the senses through the brain to action rather than from the perspective of system components or engineering design concepts Upon completing this book readers will be able to identify how human ability contributes to the design of technology understand the connections within human information processing and human performance challenge the way they think about technology s influence on human performance and show how theoretical advances have been or might be applied to improving human machine interactions This new edition includes the following key features A new chapter on research methods Sections on interruption management and distracted driving as cogent examples of applications of engineering psychology theory to societal problems A greatly increased number of references to pandemics technostress and misinformation New applications Amplified emphasis on readability and commonsense examples Updated and new references throughout the text This book is ideal for psychology and engineering students as well as practitioners in

engineering psychology human performance and human factors The text is also supplemented by online resources for students and instructors National Airspace System: FAA has implemented some free flight initiatives, but challenges remain: report to Congressional requesters United States. General Accounting Office, 1998 **International Encyclopedia** of Ergonomics and Human Factors, Second Edition - 3 Volume Set Waldemar Karwowski, 2006-03-15 The previous edition of the International Encyclopedia of Ergonomics and Human Factors made history as the first unified source of reliable information drawn from many realms of science and technology and created specifically with ergonomics professionals in mind It was also a winner of the Best Reference Award 2002 from the Engineering Libraries Division American Society of Engineering Education USA and the Outstanding Academic Title 2002 from Choice Magazine Not content to rest on his laurels human factors and ergonomics expert Professor Waldemar Karwowski has overhauled his standard setting resource incorporating coverage of tried and true methods fundamental principles and major paradigm shifts in philosophy thought and design Demonstrating the truly interdisciplinary nature of this field these changes make the second edition even more comprehensive more informative more in a word encyclopedic Keeping the format popularized by the first edition the new edition has been completely revised and updated Divided into 13 sections and organized alphabetically within each section the entries provide a clear and simple outline of the topics as well as precise and practical information The book reviews applications tools and innovative concepts related to ergonomic research Technical terms are defined where possible within entries as well as in a glossary Students and professionals will find this format invaluable whether they have ergonomics engineering computing or psychology backgrounds Experts and researchers will also find it an excellent source of information on areas beyond the range of their direct interests Advances in Human Aspects of Transportation: Part II Neville Stanton, Steven Landry, Giuseppe Di Bucchianico, Andrea Vallicelli, 2021-07-19 Human Factors and Ergonomics have made a considerable contribution to the research design development operation and analysis of transportation systems which includes road and rail vehicles and their complementary infrastructure aviation and maritime transportation This book presents recent advances in the Human Factors aspects of Transportation These advances include accident analysis automation of vehicles comfort distraction of drivers understanding of distraction and how to avoid it environmental concerns in vehicle systems design intelligent transport systems methodological developments new systems and technology observational and case studies safety situation awareness skill development and training warnings and workload This book brings together the most recent human factors work in the transportation domain including empirical research human performance and other types of modeling analysis and development The issues facing engineers scientists and other practitioners of human factors in transportation research are becoming more challenging and more critical The common theme across these sections is that they deal with the intersection of the human and the system Moreover many of the chapter topics cross section boundaries for instance by focusing on function allocation in NextGen or on the safety

benefits of a tower controller tool This is in keeping with the systemic nature of the problems facing human factors experts in rail and road aviation and maritime research it is becoming increasingly important to view problems not as isolated issues that can be extracted from the system environment but as embedded issues that can only be understood as a part of an Handbook of Transportation Policy and Administration Jeremy Plant, 2007-02-22 In the past few decades the field of transportation has changed dramatically Deregulation and greater reliance on markets and the private sector has helped to reconfigure the transport industries while the rise of intermodal goods and global commerce has produced efficiencies of operation and a greater interdependence among transport modes In a Aspects of Transportation: Part I Neville Stanton, Giuseppe Di Bucchianico, Andrea Vallicelli, Steven Landry, 2021-07-19 Human Factors and Ergonomics have made a considerable contribution to the research design development operation and analysis of transportation systems which includes road and rail vehicles and their complementary infrastructure aviation and maritime transportation This book presents recent advances in the Human Factors aspects of Transportation These advances include accident analysis automation of vehicles comfort distraction of drivers understanding of distraction and how to avoid it environmental concerns in vehicle systems design intelligent transport systems methodological developments new systems and technology observational and case studies safety situation awareness skill development and training warnings and workload This book brings together the most recent human factors work in the transportation domain including empirical research human performance and other types of modeling analysis and development The issues facing engineers scientists and other practitioners of human factors in transportation research are becoming more challenging and more critical The common theme across these sections is that they deal with the intersection of the human and the system Moreover many of the chapter topics cross section boundaries for instance by focusing on function allocation in NextGen or on the safety benefits of a tower controller tool This is in keeping with the systemic nature of the problems facing human factors experts in rail and road aviation and maritime research it is becoming increasingly important to view problems not as isolated issues that can be extracted from the system environment but as embedded issues that can only be understood as a part of an overall system Decision Making in Aviation Don Harris, 2017-07-05 Decision making pervades every aspect of life people make hundreds of decisions every day The vast majority of these are trivial and without a right or wrong answer In some respects there is also nothing extraordinary about pilot decision making It is only the setting that is different the underlying cognitive processes are just the same However it is the context and the consequences of a poor decision which serve to differentiate aeronautical decision making Decisions on the flight deck are often made with incomplete information and while under time pressure The implications for inadequate performance is much more serious than in many other professions Poor decisions are implicated in over half of all aviation accidents This volume contains key papers published over the last 25 years providing an overview of the major paradigms by which aeronautical decision making has been investigated

Furthermore decision making does not occur in isolation It is a joint function of the flight tasks knowledge equipment on the flight deck and other stressors In this volume of collected papers works from leading authors in the field consider all these aspects of aeronautical decision making Foundations of Augmented Cognition Dylan D. Schmorrow,2005-11-01 Bringing together a comprehensive and diverse collection of research theory and thought this volume builds a foundation for the new field of Augmented Cognition research and development The first section introduces general Augmented Cognition methods and techniques including physiological and neurophysiological measures such as EEG and fNIR a FAA Strategic Plan United States. Federal Aviation Administration,1994

This book delves into Future Of Air Traffic Control Human Operators And Automation. Future Of Air Traffic Control Human Operators And Automation is a vital topic that must be grasped by everyone, from students and scholars to the general public. This book will furnish comprehensive and in-depth insights into Future Of Air Traffic Control Human Operators And Automation, encompassing both the fundamentals and more intricate discussions.

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 - Chapter 2: Essential Elements of Future Of Air Traffic Control Human Operators And Automation
 - Chapter 3: Future Of Air Traffic Control Human Operators And Automation in Everyday Life
 - Chapter 4: Future Of Air Traffic Control Human Operators And Automation in Specific Contexts
 - ∘ Chapter 5: Conclusion

And Automation.

- 2. In chapter 1, the author will provide an overview of Future Of Air Traffic Control Human Operators And Automation. This chapter will explore what Future Of Air Traffic Control Human Operators And Automation is, why Future Of Air Traffic Control Human Operators And Automation is vital, and how to effectively learn about Future Of Air Traffic Control Human Operators And Automation.
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- 6. In chapter 5, the author will draw a conclusion about Future Of Air Traffic Control Human Operators And Automation. The final chapter will summarize the key points that have been discussed throughout the book.

 The book is crafted in an easy-to-understand language and is complemented by engaging illustrations. It is highly recommended for anyone seeking to gain a comprehensive understanding of Future Of Air Traffic Control Human Operators

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