Roderick Gilliam

HVN ATM

AIR TRAFFIC MANAGER

(O) 203-468-3110

(C) 732-6000-7534

Background

Born & raised in La.

Tour IN USMC (1984-1987) 9th Mar Div

1988 Enlisted in US Navy as ATC retired after 23 years.

Since leaving La. In 1984,lived mult spots around the world and on the East Coast.

Been doing ATC since 1988 on and off.

ATC Priorities

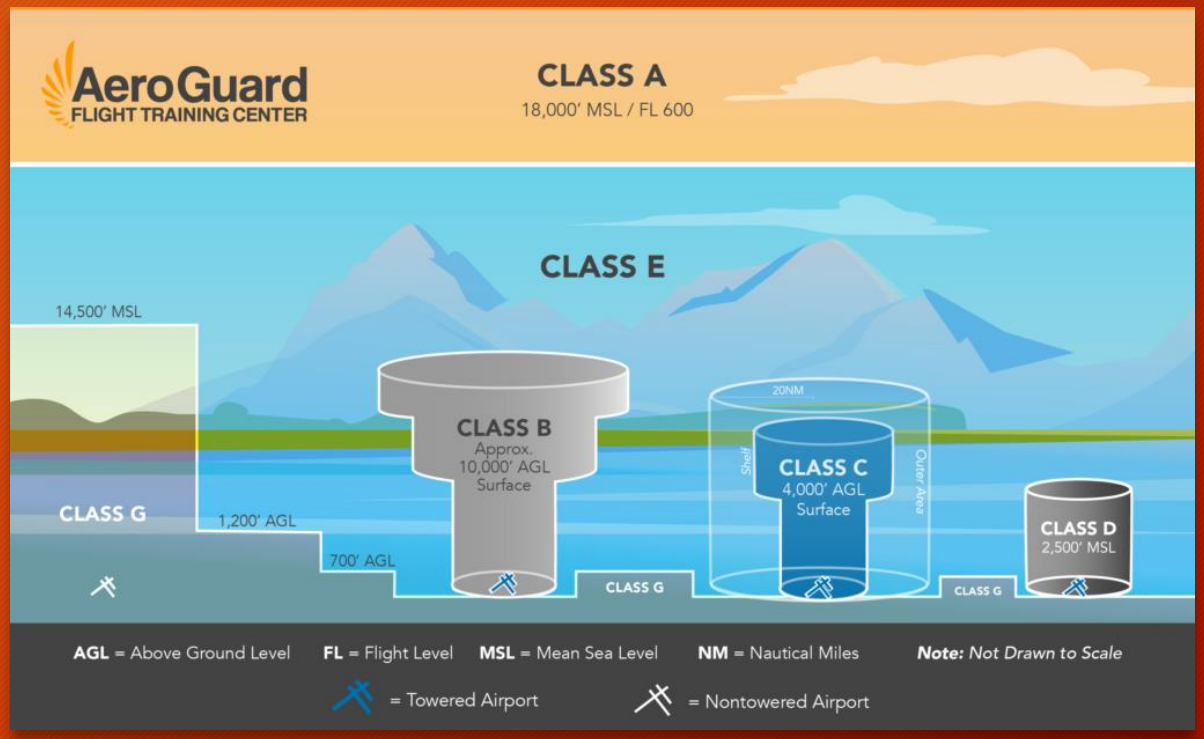
1

Separating aircraft

2

Issuing safety alerts

National Airspace System- defined



NAS SYSTEM CONSIST OF

CLASS	CLASS A- ABV FL180-FL600
CLASS	CLASS B- SFC-10000
CLASS	CLASS C- SFC-4000
CLASS	CLASS D-SFC-2500
CLASS	CLASS E. IF NOT A,B,C OR D IT IS CLASS E
CLASS	CLASS G- UNCONTROLLED AIRSPACE

HVN Class Delta

SFC-2500

5 MI

MOST TOWERS IN AREA HAVE SOME VARIATION OF THIS.

HVN CONTROLLERS LIMITATIONS

WE CAN ONLY CONTROL A/C IN OUR AIRSPACE.

WE ARE A VFR TOWER THAT DEPARTS AND ACCEPTS IFR A/C INTO OUR AIRSPACE.

ANYTHING IFR WILL BE HANDLED BY N90(NEW YORK APP)

IFR DEPARTURES ARE CALLED INTO N90 AND ASKED FOR RELEASES INTO THE SYSTEM.

IFR ARRIVALS WILL BE ESTABLISHED ON A APPROACH(INSTRUMENTS OR VISUAL, WHICH MEANS THEY HAVE SIGHT OF THE RUNWAY.

DIFFERENCES BETWEEN IFR AND VFR A/C

IFR(INSTRUMENT FLIGHT RULES AIRCRAFT) HAVE MORE PRIORITY THAN A VFR(VISUAL FLIGHT RULES) AIRCRAFT.

IFR A/C IS USUALLY ON A FLIGHT PLAN AND RECEIVES THE MAX AMOUNT OF SERVICES FROM ATC.

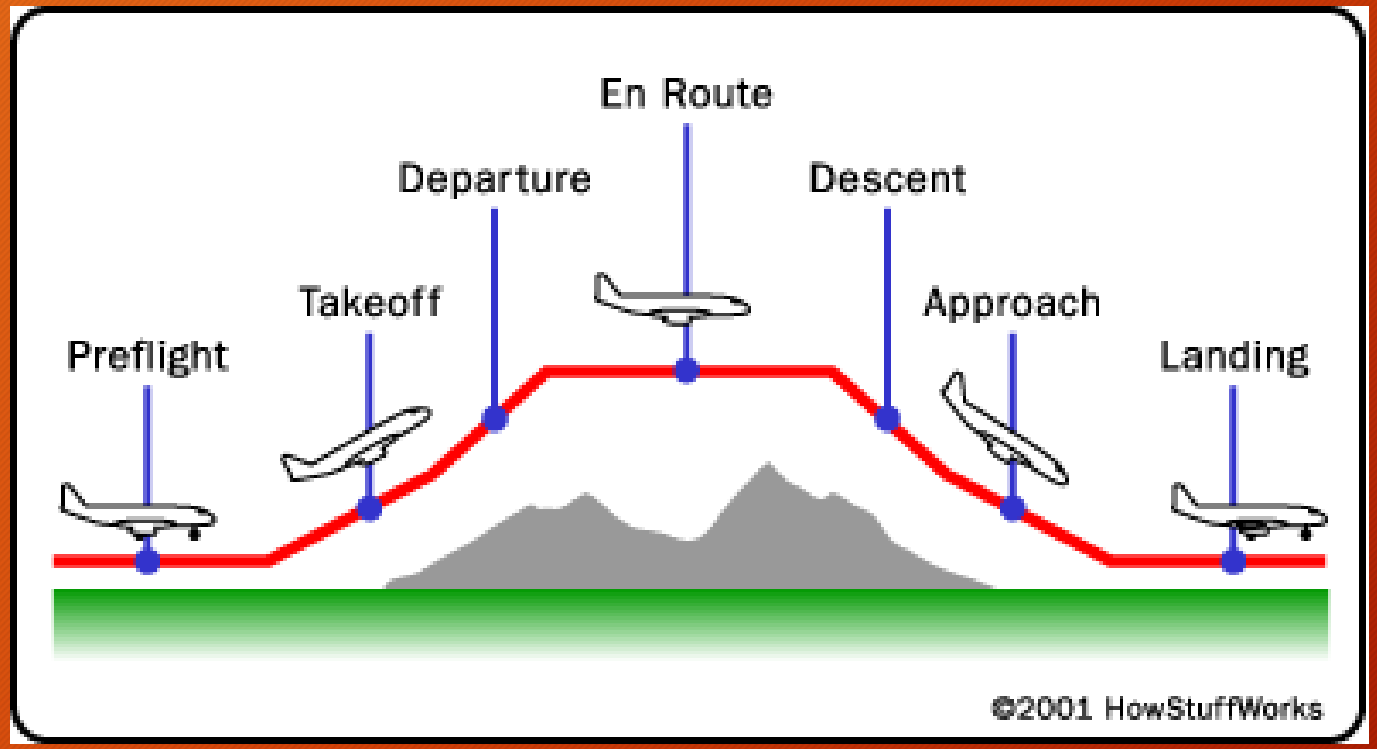
VFR AIRCRAFT ARE USUALLY JUST SEE AND BE SEEN. THEY RECEIVE SERVICES FROM ATC, BUT USUALLY FLIGHT FOLLOWING WHERE THEY WILL RECEIVE TRAFFIC CALLS AND ANY OTHER SERVICES ATC CAN GIVE AT THAT TIME.

IFR is like getting a first class airline tx and VFR is like flying economy.

IFR-you'll receive the luxurious service-Drinks, Towels and your own BR.

VFR-you'll receive service, but you won't take priority. Safety issues will be handled though.

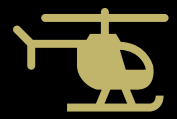
Stages of flight and the Different Air Traffic Controllers through-out the flight



IFR FLIGHT AND CONTROLLERS TALKING TO: EXAMPLE AVELO

- Preflight- Pilot will receive IFR clearance from Ground Control/Clearance Delivery.
- Pilot will call ground for Taxi instructions, then will taxi to appropriate runway after receiving instructions.
- Takeoff- Pilot will switch to local control for takeoff instructions
- After coordination with N90(NEW YORK APP), Local control clears the aircraft for takeoff.
- No later than a ½ mile off departure end of runway Local will switch aircraft to departure controller.
- The Departure Controller will climb the a/c to a certain altitude and then switch the aircraft to the enroute controller and the whole process will be in reverse at the start of descent.

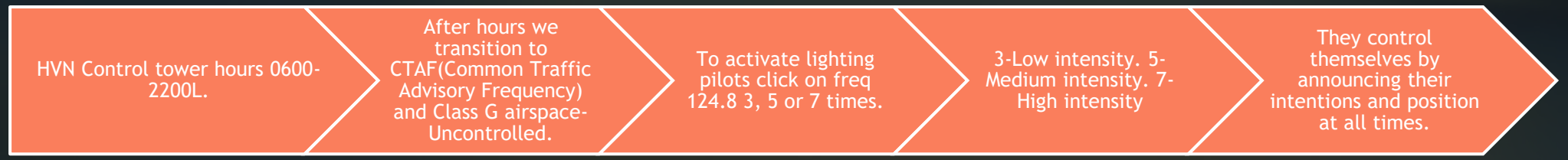
Delays



Most air traffic delays are the Centers and work their way down. ZNY-New York Center or N90, or New York Approach.

It can be due to Weather, volume, restrictions along the way etc(TFR).

After Hours-CTAF



Emergencies

- The minimum amount of info for inflight emergencies is:
- Aircraft ID and type a/c
- Nature or type emergency
- Pilot’s desires
- When all the info is obtained we pass on to ops so they can understand what they’re handling or getting into.
- Once, ops is notified all movement on the airfield will cease. No taxiing, reading clearances nothing while that emergency is happening.

BIRD ACTIVITY

- Issue advisory info on pilot reported, tower observed or radar observed and pilot verified bird activity. Include position, species or size of birds if known. Course of flight and altitude. Make all hands calls for 15 mins after receipt of info.

FINITO

-
- QUESTIONS, QUESTIONS, QUESTIONS

TWEED
NEW HAVEN
AIRPORT

Webtrak & Envirosuite Toolkit

Improving transparent and open engagement on local aviation activity

October 1, 2024

Transparent and open engagement with the local community

Introduction

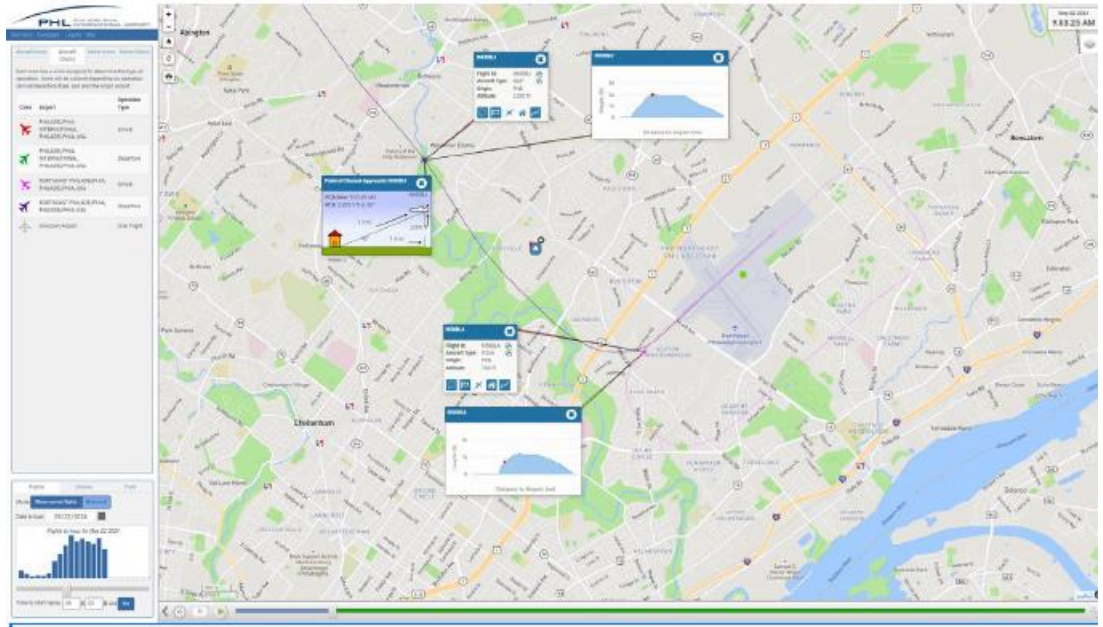
WebTrak

- **HVN is committed to transparent and open engagement with the local community.**
- Introducing WebTrak and the Envirosuite toolset is designed to improve general understanding of local aircraft operations in real-time.

Transparent and open engagement with the local community

Key Features

- Interactive and easy to use interface
- Real-Time Aircraft Operations
- Informed placement of noise monitors
- Community sees the same data as the airport



WebTrak allows community members to self-investigate operations occurring in the community. WebTrak's tools show key statistical information on operations to help community members understand what is occurring in their community.

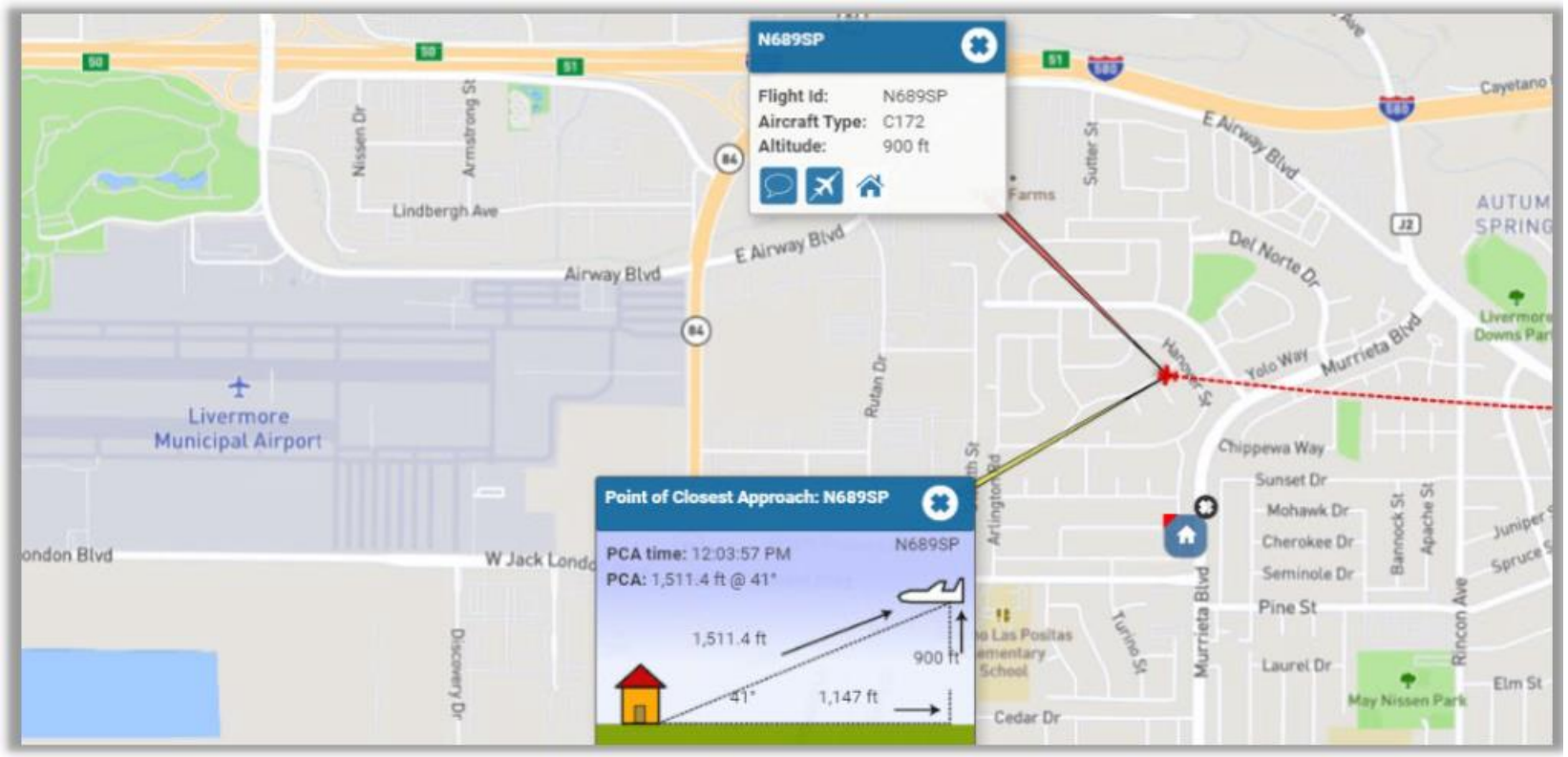
Transparent and open engagement with the local community

Key Features

- WebTrak enables you to enter your address and see nearby activity.
- This feature includes Point of Closest Approach (PCA)
- *A panel will be displayed which clearly shows how close the aircraft is relative to the address entered*

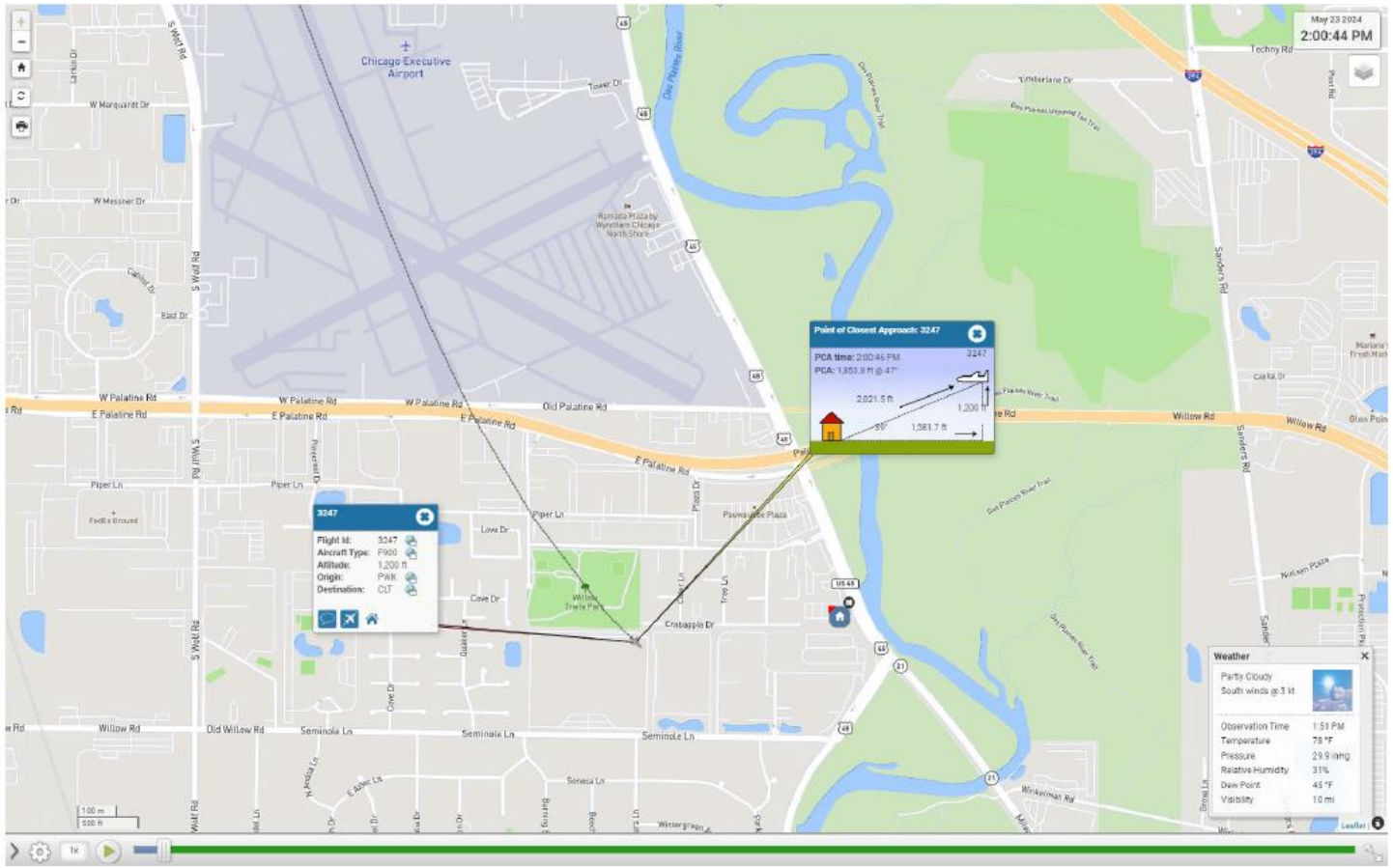
Point of Closest Approach (PCA) allows community members understand how close the aircraft operation occurred to a location.

Transparent and open engagement with the local community



WebTrak allows community members to identify their location on a map, through entering their location or by dropping a pin, which allows community members to understand how close the aircraft operation operated within the vicinity of their location.

Transparent and open engagement with the local community



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