

ABSTRACT

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Doctoral dissertation topic:

Air Traffic Control Units in the Armed Forces of the Republic of Poland

Key words: aerodrome control unit, approach control unit, flight control, air traffic management, single European sky

The dissertation consists of five chapters, conclusion, summary and annexes. **Methodological assumptions of the dissertation** are described in the first chapter.

Two **research objectives** were adopted. The **exploratory objective** was *to indicate the role of military air traffic control units in the historical, contemporary and future perspective*, while the **utilitarian objective** was *to indicate the directions of development of air traffic control units in the Polish Armed Forces*.

The adopted objectives allowed the author to find the answer to the addressed **research problem**: *how air traffic control units in the Polish Armed Forces have been changing and what directions will be adopted in their further development?*

In the course of the scientific investigation, **theoretical and empirical research methods** were applied. Chapters 2, 3, 4 and 5 constitute **a report** on the implementation of the research objectives and contain the necessary data to provide answers to the adopted research problems. They describe the historical context of the development of air traffic control units in the Polish Armed Forces, the determinants of the implementation of new solutions in Poland, the characteristics of modern air traffic control units in the Polish Armed Forces and the developmental trends with regard to the functioning of the future European air traffic management system.

In conclusion, it was stated that **the aim of the research was achieved**, the answers to the main research problem were obtained and the adopted main working hypothesis was positively verified. The most interesting finding of the research is the statement concluding that the developmental trends of air traffic control bodies in the Polish Armed Forces dependent

on changes in the European air traffic management system. Implemented changes will be aimed at integrating military air traffic control bodies with civil air traffic management bodies, while the methods of operation and provision of air traffic services will evolve adequately to the requirements of securing future military aviation operations. During **the simulator exercise**, it was found that military air traffic control units are capable of providing air traffic services to an international standard, which enables the collision-free execution of military and civil aviation tasks.

The final part of the dissertation includes lists of figures, photographs and tables, as well as a bibliography listing 132 literature items and websites used (26). The dissertation is supplemented by documentation containing lists of abbreviations, terms, military license templates, interview protocols and a description of a computer simulation – simulator exercise.