Entry Point North is one of the world’s largest global ATS academies. We provide competitive training and services to meet the needs of our customers. The world is our workplace, and everything we do contributes to a safer sky, because we care about training.

Entry Point North is a total training solution provider. We offer a wide portfolio of training and services to aspiring and operational air traffic controllers, air traffic services, air traffic safety electronics, administrative and other aviation-related personnel. Our sites are located in Sweden, Ireland, Hungary, Denmark, Spain and Belgium.

Our multinational staff originates from more than 20 countries, speaks over 25 languages and brings together a truly global environment. More than 3300 students and professionals a year join aviation related courses at our modern training sites and at customer premises.

You can find the latest information regarding our training solutions at www.entrypointnorth.com.
Entry Point North, founded in 2005, is a joint partnership between three Air Navigation Service Providers (ANSPs): Naviair (Denmark), LFV (Sweden) and IAA (Ireland). The academy is established as a limited company with equal holding and a joint board of directors.

Entry Point North is an independent company with decades of training experience inherited from each of our owners – together they employ more than 1,400 air traffic controllers.

All training solutions carried out in the academy are based on a proven, modern Scandinavian training philosophy and methodology, which is recognised all over the world.
OUR VALUES

Brave
We go beyond the ordinary to provide top-quality training and services at anytime and anywhere.

Responsible
We provide professional, honest and objective assessment of the trainees and follow up on their subsequent development to ensure they meet their full potential.

Innovative
We combine our many years of experience with state-of-the-art tools and technology to continuously improve our services to clients.

Open minded
We listen to and work together with our clients. We welcome global diversity and cooperation.

OUR MISSION

We care about training and provide competitive services to our customers. Our engaged people ensure premier customer value through our unique and modern training philosophy, methods and processes.

OUR VISION

We shall be the premier ATS training academy with global reach and local presence.
OUR SITES

Entry Point North is located in Sweden, Ireland, Hungary, Denmark, Spain and Belgium, and delivers training at various client sites all over the world.

**SWEDEN**
Our headquarters (sales, administration, and management offices) and largest training site are located in Malmö. We also offer simulator services at Stockholm Arlanda Airport and Norrköping Airport.

**HUNGARY**
Entry Point Central was jointly founded in May 2011 by Entry Point North and HungaroControl, an air navigation service provider in Hungary. The training facilities here are located approximately 7 km from Budapest Airport.

**IRELAND**
Entry Point North Ireland, established in January 2014, is the second-largest training site. The facilities are located at Shannon Airport and Dublin Airport.

**DENMARK**
In August 2015 Entry Point North established a simulator platform in Denmark. It is located on-site at Naviair next to Copenhagen airport.

**SPAIN**
Since 2017 Entry Point North provides ATC training at its academy in Spain, in the vicinity of Madrid Airport – Adolfo Suárez Madrid-Barajas.

**BELGIUM**
Since September 2018 Entry Point North provides training in Brussels, Belgium, as a joint venture with skeyes.

**OTHER**
Enter Point North also delivers training at client sites all over the world such as in Oslo (Norway), Bangkok (Thailand), Dubai (United Arab Emirates), various locations in China, and many other sites.
MODERN TRAINING PHILOSOPHY AND METHODOLOGY
ENTRY POINT NORTH TRAINS FOR SUCCESS

S) Student in focus
U) Understanding of individual needs
C) Consideration and mutual respect
C) Coaching students to reach full potential
E) Engaged and motivated staff
S) Support and dedication
S) Shared responsibility towards training
STUDENTS IN FOCUS

We believe that each student has to be treated in an individual way. Our main focus is to guide our students to reach the training objectives. We adjust our practices to match a student’s background and culture. Each student learns differently. We take this into consideration by providing individual feedback with focus upon personal improvement. We always focus on what is best for our students’ development.

UNDERSTANDING OF INDIVIDUAL NEEDS

Every student is unique with individual capacities, skills, background, strengths and weaknesses. We consider every student’s individual needs for development. We create a pedagogical learning environment for each student so they can grow in their own personal way to meet the designated goals. If needed we can arrange individual support to help our students meet the requirements. To ensure continuity in our students’ individual development we use as few different instructors as possible.

CONSIDERATION AND MUTUAL RESPECT

We treat our students as future colleagues and with respect. We train them in an international environment with respect for each individual’s origin. We consider our students’ position by educating in a relaxed and open minded atmosphere with respect for each other’s roles. We consider that feedback and "feedforward" should be constructive and focus on facts to enhance development. With a well-established recruitment process our fundamental idea is that our students are starting training with the potential to graduate.

COACHING STUDENTS TO REACH FULL POTENTIAL

We have an open dialogue between students, instructors and management. We practice ‘just culture’ – we treat every student equally and fairly. We practice active coaching methods and involve the student in briefings and debriefings. We offer up to date simulators and equipment. We prepare them for the job with a realistic and goal oriented education so they will match the requirements for the future and become responsible and professional team members.

ENGAGED AND MOTIVATED STAFF

Our multi-cultural and international staff educates in accordance with our agreed company values and guidelines. We mix operational personnel with training specialists, trained for this specific task, to provide a high standard and up-to-date education. Every instructor is coached by the course management and is encouraged to continuously develop their teaching skills. We are continually developing methods, skills and knowledge to meet the changing challenges within the industry.

SUPPORT AND DEDICATION

We believe that all our students are trainable and have the potential to succeed. Our goal is for every student to succeed and graduate. We give every student active and individual support through instruction and coaching. We motivate our students on a daily basis and for every training session. We inspire and stimulate our students to work hard in every situation. We help our students to make the right choices concerning their own learning situation. We have meetings where students can discuss educational issues and other problems in private with the course management without being assessed.

SHARED RESPONSIBILITY TOWARDS LEARNING

Instructors and students share the responsibility for training, quality and results. We give our students clear learning parameters, and our staff helps them to reach those parameters. Mistakes are recognised as an integral part of the learning process and both our students and instructors are responsible to transform them into development. Our students are responsible for their own motivation and learning. We are responsible for stimulation of our students’ learning process and motivation on a day to day basis. Training is hard work for all; students and instructors. Together we can create SUCCESS.

The training at Entry Point North Spain is of high quality, I would 100% recommend the academy to anyone who wants to become an Air Traffic Controller.

– Student, Ratings training programme
Entry Point North uses state-of-the-art NorthSim (BEST) simulators from the UK-based company MicroNav and TOPSKY/COOPANS/EUROCAT simulators. The training positions are flexible and can be grouped or ungrouped quickly as needed to run exercises in stand-alone or suite mode (executive and planner), groups or full “control centre” configuration, depending on the training requirements. All positions are connected to the same network, which provides great flexibility in the use of the simulator facilities and enables to run combined exercises, e.g. from TWR to ACC.

**SIMULATORS**

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**Sweden**
- **Malmö**
  - 94 simulator positions
  - 8 x 180° TWR 3D simulators
  - 2 x 210°/360° TWR 3D simulators

- **Stockholm**
  - 8 simulator positions
  - 1 x 210°/360° TWR 3D simulator

**Ireland**
- **Shannon**
  - 48 simulator positions (40 can be configured as Topsky/COOPANS)
  - 20 radar/pilot positions (dedicated Topsky/COOPANS)
  - 2 x 180° TWR 3D simulators

- **Dublin**
  - 13 simulator positions
  - 16 radar/pilot positions (dedicated Topsky/COOPANS)
  - 1 x 210°/360° TWR 3D simulator

**Denmark**
- **Copenhagen**
  - 1 x 270°/360° TWR 3D simulator consisting of 5 TWR controller positions
  - 10 pilot/controller (ACS/APS) positions

**Spain**
- **Madrid**
  - 14 simulator positions
  - 3 x 180° TWR 3D simulators

**Belgium**
- **Brussels**
  - 50 simulator positions
  - 5 x 180° TWR 3D simulators
  - 1 x 360° TWR 3D simulator
  - 40 radar/pilot positions (Dedicated EUROCAT/BEST)

**Simulators in Sweden**
- **Malmö**
  - 94 simulator positions
  - 8 x 180° TWR 3D simulators
  - 2 x 210°/360° TWR 3D simulators

- **Stockholm**
  - 8 simulator positions
  - 1 x 210°/360° TWR 3D simulator

**Simulators in Ireland**
- **Shannon**
  - 48 simulator positions (40 can be configured as Topsky/COOPANS)
  - 20 radar/pilot positions (dedicated Topsky/COOPANS)
  - 2 x 180° TWR 3D simulators

- **Dublin**
  - 13 simulator positions
  - 16 radar/pilot positions (dedicated Topsky/COOPANS)
  - 1 x 210°/360° TWR 3D simulator

**Simulators in Denmark**
- **Copenhagen**
  - 1 x 270°/360° TWR 3D simulator consisting of 5 TWR controller positions
  - 10 pilot/controller (ACS/APS) positions

**Simulators in Spain**
- **Madrid**
  - 14 simulator positions
  - 3 x 180° TWR 3D simulators

**Simulators in Belgium**
- **Brussels**
  - 50 simulator positions
  - 5 x 180° TWR 3D simulators
  - 1 x 360° TWR 3D simulator
  - 40 radar/pilot positions (Dedicated EUROCAT/BEST)
EXAMS AND ASSESSMENTS
Theoretical Knowledge
Practical Performance
Behaviour and Attitude

ENTRY POINT NORTH COURSES IN SPAIN
Preparation
Compliance with Regulations

BASIC ATC COURSE
Basic Air Traffic Control course

ADV/ADI RATING
Aerodrome Control Visual and Aerodrome Control Instrument

APS RATING
Approach Control Surveillance

ACS RATING
Area Control Surveillance

ACP/APP RATINGS
Area Control Procedural and Approach Control Procedural

FINANCING OF TRAINING

TRAINING LOCATION

CONTACT INFORMATION

WHY ENTRY POINT NORTH?
Exams and Assessments

Entry Point North is using a continuous assessment approach during Initial ATC training and students are assessed in the following areas:
• Theoretical knowledge
• Practical performance
• Behaviour and attitude
THEORETICAL KNOWLEDGE

Theoretical knowledge is evaluated continuously throughout the course during lectures, in discussions, case studies, in the simulator, etc. The success criteria for theoretical assessment, however, is to score a passing grade - 75% of the total mark on the final examination. If a student fails, he/she is given the opportunity to re-sit the examination. One final examination is given on all ATC Rating courses – ADI/ADV, APS, ACS, APP/ACP. On a Basic ATC course there is one mid-course examination and one final examination.

PRACTICAL PERFORMANCE

Entry Point North’s instructors provide education, coaching and individual support while actively monitoring students in the simulator in relation to the performance objectives. Before and after every simulator exercise, there is a briefing and debriefing session in accordance to OJTI standards. During the debriefing, student and instructor discuss the exercise and together evaluate student’s performance. The observations are described in an Instructor Report which is available to the student.

Instructor meetings are held to discuss the student’s performance and to see if any actions must be taken in order to assist the student further in the practical training. An action plan is provided in order to help the student to understand what to improve and how to do it.

Entry Point North applies Competency Based Training (CBT). The Entry Point North Group Competency Model is based on ICAO doc 9868 and adapted to suit the Entry Point North Group training. The evaluation of practical performance is based on continuous assessment and described in the Course Management Report, also stating if a student has reached a sufficient level of practical knowledge in regard to set performance objectives.

BEHAVIOUR AND ATTITUDE

Students at Entry Point North are requested to follow the code of conduct:

• Be on time and well prepared.
• Be open-minded and show a positive attitude.
• Take personal responsibility but never overlook the fact that this profession involves.
• Develop your ability to understand and respect other peoples’ situations and cultural behaviours.
• Be able to take and give feedback in a positive way.
• Behave professionally by following rules and regulations and show the responsibility needed in your forthcoming profession as an air traffic controller.
• See yourself becoming an important part of the flight safety system.

Treat all other students and personnel with courtesy and dignity, regardless of gender, race, class, sexual orientation, religion, nationality, politics, or other personal attributes.
ENTRY POINT NORTH COURSES IN SPAIN

In conjunction with the new air traffic controller selection process in Spain, Entry Point North offers Initial ATC training courses in Madrid available for individual students.

Basic ATC (~13 weeks) → ADI/ADV (~13 weeks) → APS (~12 weeks) → ACS (~11 weeks) → APP/ACP (~4 weeks)

*The duration of courses can be subject to change depending on the number of students.

What courses do you need to complete the full Initial ATC Training?

Are you an operational Tower controller or you have successfully completed Basic ATC and ADI/ADV courses (hold a European student licence with ADI/ADV Rating) earlier? You should successfully complete APS, ACS and APP/ACP Rating courses.

Is it the first time you enroll in ATC training? You should do a full 56-weeks training programme starting with the Basic ATC course, and then continuing with ADI/ADV, APS, ACS and APP/ACP Rating courses.
Compliance with regulations

The courses are compliant with Commission Regulation (EU) 2015/340 and approved by the Swedish CAA. Entry Point North is certified as a Training Organization according to European Regulations by the Swedish CAA, and its certification is valid in all EU member states including Spain. If a student already has completed Basic ATC and ADV+ADI Rating training according to Eurocontrol CCC at an approved training organisation with a successful result, he/she can join the Initial ATC training starting with the APS course (without repeating Basic ATC and ADV+ADI modules).

Preparation

There are no prerequisites for undertaking the full course. However, to be able to follow the training successfully, an English level equivalent to ICAO level 4 as a minimum is recommended since all training is delivered in English.
BASIC ATC
BASIC AIR TRAFFIC CONTROL COURSE

Course code: BASIC ATC
Duration: ~13 Weeks (65 days)

COURSE OBJECTIVES
After completion of the course, the ATC student will have:
• Knowledge and understanding in accordance with the Eurocontrol training objectives outlined in ‘Content in brief’.
• Skills practice within the Tower, Approach and Area Air Traffic Control (ATC) environments.
• Knowledge and understanding of the importance of teamwork and the significance of human factors within the ATC environment.

COURSE OVERVIEW

Theory
The Basic ATC course offers the students basic knowledge of ATM. Blended training is used to integrate the theoretical knowledge into practical activities.

During the course students will learn: Aviation Law, Rules of the air, Air Human Factors, Meteorology and Navigation.

Simulation
The simulator phase of training commences with aspects of Tower control, on our 2D and 3D tower simulators. Following this the students learn about Approach Control and Area Control, within a generic training airspace.

CONTENT IN BRIEF

Introduction to the course
Content, duration, documentation, examination procedures, and social events.

Theory
• Navigation
• Meteorology (pertinent to aviation)
• Rules of the air
• Human factors
• Military aviation
• Equipment and systems
• Airspace management
• Environmental protection
• Security
• Airspace users
• Regulator role
• ATC Licensing
• Safety Management Systems
• International organisations
• Alerting service

Simulation
• Tower familiarisation
• ACS radar familiarisation
• Approach familiarisation
• Familiarisation of co-operation between ADI/ADV and APS units.
• Familiarisation of co-operation between ACS and APS.

Feedback to students
Continuous feedback on performance will be provided by the instructors and the course supervisor.
ADV / ADI RATING
AERODROME CONTROL VISUAL AND AERODROME CONTROL INSTRUMENT

Course code: ADV/ADI (TWR)(RAD)(GMS)
Duration: ~13 Weeks (65 days)

COURSE OVERVIEW

Theory
The training is divided into five parts all with different focus (see Content in brief).

Theoretical events will be followed by practical applications in a classroom and in a simulator. The theoretical part of the course consists of new subjects as well as reviews and enhancements of subjects from the Basic ATC course related to Aerodrome Control Services such as meteorology, navigation, aircraft and aerodromes.

Human factors, Airspace class C and D, system degradation and multiple runways are included in all parts of the course.

Simulator training
The simulator training is conducted in 2D and 3D tower simulators and consists of at least 40 evaluated individual exercises as well as system an aerodrome environment with one active airport, single and crossing runway operations and radar service.

CONTENT IN BRIEF

- Theory
- Theory - Practical training
- Simulator exercises
- Assessment

COURSE AIM

The course is designed to impart knowledge and skills to student air traffic controllers that are necessary for them to receive a student certificate of competency for “Aerodrome Control Visual” ADV and “Aerodrome Control Instrument” ADI Ratings with endorsements Tower Control (TWR), Aerodrome Radar Control (RAD), Air Control (AIR) and Ground Movement Control (GMC).

COURSE OBJECTIVES

After completion of the course, the student shall:
- Have knowledge, skills and understanding in accordance in accordance with the Eurocontrol training objectives outlined in “Content in brief”.
- Have skills to perform safely and according to rules and regulations, providing orderly and expeditious Aerodrome Control Service in an aerodrome environment.
- Show good ability to work in a team.

Part 1
Acquire knowledge of aerodrome layout, departure information/clearance, departure separations, handling of ground movements, go around and equipment failure.
In a 2D tower simulator and a 3D tower simulator with AD1 and Approach Radar positions.

Part 2
Train arrival and departure information/clearance regarding VFR and IFR circling, runway change and restricted areas.
In a 2D tower simulator and a 3D tower simulator with AD1 and AD2/Approach Radar positions.

Part 3
Train arrival and departure information/clearance regarding VFR traffic, crossing VFR, VFR touch-and-go operations, SVFR operations, equipment failure and runway change.
In a 2D tower simulator and a 3D tower simulator with AD1 and AD2/Approach Radar positions.

Part 4
Train arrival and departure information/clearance regarding a mixture of between air and ground positions.
In a 2D tower simulator and a 3D tower simulator with AD1 and AD2 positions.

Part 5
Train cooperation between air and ground positions including unusual SIGMETs, opposite landings, bird strike, emergency landings, com-failure and low visibility operations.
In a 2D and a 3D tower simulator with AD1 and AD2 positions.
Course code: APS  
Duration: ~12 weeks (60 days)

**COURSE AIM**

The course is designed to impart knowledge and skills to student air traffic controllers that are necessary for them to receive a student certificate of competency for Approach Control Surveillance Rating.

**COURSE OBJECTIVES**

After completion of the course, the student shall:

- Have knowledge, skills and understanding in accordance with the Eurocontrol training objectives outlined in ‘Content in brief’.
- Have the skills to manage traffic safely and in accordance with the rules and regulations.
- Be able to provide an orderly and expeditious radar service in an approach and terminal control area with a workload of up to 30-36 movements per hour.
- Show a good ability to work in a team.

**COURSE OVERVIEW**

The training is divided into four phases. Theoretical events are followed by practical applications in a simulator.

**CONTENT IN BRIEF**

**Skill phase**

Introductory lessons and focus on developing specific skills required for handling approach traffic.

**Phase 1 - Introduction**

Departing, arriving and overflying traffic in normal situations and for some special events. Training is conducted as individual exercises.

**Phase 2 – Cooperation exercises**

Focus on cooperation between two executive controllers in one airspace. Some exercises cover special events/emergencies.

**Phase 3 – Emergency and unusual situations**

Focus on cooperation in unusual and emergency situations in a multi-position setup.

All phases of simulator training are conducted in a modern radar simulator.
Course code: ACS(TCL)
Duration: ~11 weeks (55 days)

COURSE AIM

The course is designed to impart knowledge and skills to student controllers that are necessary for them to receive a student certificate of competency for Area Control Surveillance Rating.

COURSE OBJECTIVES

After completion of training, the student controller will be able to perform within a team as an executive (radar) controller and alternatively as a planner controller in the airspace defined for simulations, whilst providing air traffic services to a minimum of 35 aircraft/hour in the lower airspace and 45 aircraft/hour in the upper airspace, in a modern non-strip area control environment. The provision of the service will be executed in compliance with relevant rules, procedures and working methods in accordance with the objectives in the training plan.

COURSE OVERVIEW

The majority of the time is spent on practical training in an ATC simulator supported by theoretical topics in the classroom.

Divided into five phases, the course starts with focusing on the individual skills of the executive controller followed by the specific tasks of the planner controller. The basics of managing unusual occurrences are followed by building up the ability to manage high traffic rates in a two sector environment.

During the last phase, the traffic rates are maintained at the same level, but the complexity is increased, for example by adding unusual occurrences into the normal routines. During the ACS course, the emphasis is on simulator training. By the end of the course, the students will have performed a total of 100 hours in the radar simulator, training as an executive and planner controller in a non-strip environment.

CONTENT IN BRIEF

Executive controller
Introduction of the course and the radar techniques in Area Control, taking into account aircraft performance at medium/high altitudes and at high speeds and the navigational ability in the en-route phase of flight. Application of all the different radar techniques, as described in the Training Event objectives. The student will perform as executive (radar) controller and correctly apply relevant rules, agreed procedures and working methods for a minimum of 20 aircraft/hour.

Planning controller
Training directed to learning methods and procedures in how to work as planning controller together with an executive controller.

Application of the relevant procedures and methods a planning controller uses in the detection of potential entry conflicts, system inputs, establishment of exit conditions and the making of appropriate coordination with subjacent/adjacent units i.e. issuance of the appropriate ATC clearances for departing aircraft, as well as the co-operation with the executive controller.

The students shall acquire, decode and make proper use of meteorological information relevant to the provision of air traffic services.

Unusual occurrences
The students learn to manage air traffic in unusual/emergency situations. Also, they will integrate system degradation procedures in the management of air traffic.

Capacity training
The students build up their ability to handle more and more traffic as well as to handle new situations by applying a range of different solutions. The objective is to be able to carry out the duties as planning controller and executive controller for a minimum of 50 aircraft/hour in the simulated lower airspace and 55 aircraft/hour in the simulated upper airspace.

Consolidation training
The students integrate all knowledge and skills acquired during the course and master new situations by using the models they have learnt. They will manage air traffic to ensure safe, orderly and expeditious services, while performing within a team, both as executive (radar) controller and alternatively as planning controller, in the airspace defined for simulations.
At Entry Point North Spain we work in small groups, giving us the opportunity to receive personal attention from the experienced teachers and instructors. The exercises are well-prepared and facilities offer us everything we need to receive high quality training.

– Student, Ratings training programme
Course code: ACP/APP  
Duration: ~4 Weeks (20 days)

**COURSE AIM**

The course is designed to impart knowledge and skills to student controllers that are necessary for them to receive a student certificate of competency for Area Control Procedural Rating and Approach Control Procedural Rating.

**COURSE OBJECTIVES**

After completion of the course, the student will have the basic knowledge, skills and understanding to manage traffic safely and according to the rules and regulations of Document 4444, in an area procedural environment.

**COURSE OVERVIEW**

The course focuses on specific tasks, separation standards and methods used in a procedural environment. This will be taught by theoretical sessions and practical exercises in a procedural simulator. The training is conducted in a generic airspace. The simulator training is conducted in a procedural simulator and consists of individual exercises in ACP and APP environments.

The theoretical content covers new objectives containing mainly procedural separations and methods as well as reviews and enhancements of subjects from the Basic ATC and ADI/APS courses such as meteorology, navigation, aircraft, aerodromes and human factors.

The first block of theory will cover separations in general and how to apply them in an ACP environment while the second part will focus on specifics for procedural approach and application of separations in an APP environment.

The airspace/aerodrome is generic and simulates traffic in area procedural and approach procedural environments.

**CONTENT IN BRIEF**

The course consists of theory, including classroom exercises reflecting the simulated airspace. The remainder of the course is spent in the simulator aside from testing and simulation preparation lessons.

The simulation is divided up to allow the students to slowly develop their procedural control skills.

- During the ACP separations are gradually introduced and practiced in an area environment.
- In the APP part of the course, the separations are put into an approach context. In the first phase of the APP, SIDs and STARs are not used. The first exercises consist of conflicts between departing aircraft only, then between arriving aircraft only, and then between arriving and departing aircraft.

This process is replicated in the second phase however now including SIDs and STARs. In the final phase extra complications are added, including missed approaches, visual approaches and training flights.
FINANCING OF TRAINING

It is possible to finance your studies at Entry Point North Spain via some of the largest Spanish banks such as BBVA, CAIXABANK and BANCO SABADELL.

TRAINING LOCATION

The academy is located in the vicinity of Madrid Airport – Adolfo Suárez Madrid-Barajas

Parque Empresarial San Fernando
Avenida de Castilla, 2 Edificio Francia, A – 1º
28830 San Fernando de Henares
Madrid, Spain

CONTACT INFORMATION

Entry Point North Spain and Nelso Formación have joined forces where Nelso Formación acts as a sales channel and promotes our courses on the Spanish market. For more information about our courses and for registrations, you can reach Nelso Formación at +34 617 44 82 94 or nelso-epn@nelsoformacion.com.

You can also follow Entry Point North Spain on Facebook: the group Controladores Aéreos Españoles – Estudiantes is hosted by Entry Point North academy and aims to help (aspiring) students in their journey to become air traffic controllers.
WHY ENTRY POINT NORTH?

- Entry Point North is one of the largest ATS academies globally. It provides students with an internationally recognised top-quality education, backed by 10 years of experience in training ATCOs from Scandinavia and many other countries in Europe, Afrika, Asia and the Middle East.

- The modern training philosophy at the academy puts each student in focus. The instructors work closely and individually with every student to enable them to reach their full potential, succeed in ATCO training and be well prepared for the coming unit training.

- Entry Point North courses are designed as a combination of theory and intensive practical training in simulators. Students apply theoretical knowledge in practice from the early beginning in order to better understand the classroom subjects.

- All courses are delivered in English which helps students to improve their English proficiency in their daily and professional life. The good command of English combined with the top-quality ATCO education makes Entry Point North graduates internationally highly valued ATCOs: Entry Point North graduates have been offered unit training or work as ATCOs in 8 different European countries.

- An iPad is provided to every student throughout the period of training. On this iPad students can access courses material, other relevant course information (e.g. documents and regulations) and course plans with the detailed schedule and overview of the lessons. Students can also take quizzes throughout the course to test their knowledge.

- A personal Student Log Book (journal) is provided to students, enabling them to take an active role in their own practical performance development by keeping a daily log of their simulator activities.
Entry Point North sites:

Sweden: Malmö, Stockholm and Norrköping • Hungary: Budapest • Ireland: Shannon and Dublin

Denmark: Copenhagen • Spain: Madrid • Belgium: Brussels

Training without boundaries