

Chapter 1 : Air Traffic Controller Training

An air traffic controller can easily make over \$, a year, but only 8% of applicants pass the required assessment exam. In order to join the elite 8, you must be prepared for the aptitude test, as well as the accompanying personality assessment.

Check new design of our homepage! Wish you could control their flight? Become an air traffic controller. Education requirements for becoming one are discussed here. EduZenith Staff Last Updated: Jul 21, Flying is one thing. Managing flights is a different one. He maintains a safe and orderly flow of air traffic. He knows the worth of communication all throughout the process of flying. NAS is an aviation system, involving people, procedures, amenities, and countless equipment, just to ensure a safe flying operation of any commercial or private aircraft. Like the name suggests, air traffic controllers follow the radar to direct and control the movement of air traffic, in order to make sure that the planes are flying at a safe distance. There are nearly 50, aircraft flying each day at peak times in the US. Therefore, it is their responsibility to keep the aircraft from colliding with each other, by tracking and managing the pathways of each flight. They are in constant communication with the pilots, so that they keep them informed about the weather conditions and status of the runway. While there are many traffic controllers who are responsible for regulating only airport arrivals and departures, there are some who manage the airport traffic through designated airspaces too. No points for guessing, safety of the flight and the passengers inside it is the ultimate concern for them. So, seems like, the procedure and requirements for becoming an air traffic controller is what brought you here. To become one with the FAA, give a read to the following section. This segment unleashes all the educational requirements that one needs. To start with, if an aspiring ATC has prior experience with the FAA or any Department of Defense as a civilian or a veteran, he has an edge over other applicants from the general public. Second method is, of course, a general application from an aspiring ATC who has completed a full 4-year course of college, or at least 3 years of full-time work experience. An applicant having both the degree as well as the experience has an advantage. Now, an aspiring ATC is always required to have a strong background in mathematics and science, as both of these streams are directly related to the job of air traffic control. The ones who pass with a qualifying score then become eligible for working as an ATC. Along with this pre-employment test, an applicant is required to have US citizenship, as well as be well-versed with English, the native language. After getting accepted into the training program post getting through the FAA pre-employment test, applicants receive 12 weeks of training at the FAA Academy situated in Oklahoma City. Here they are trained with regards to the basics of airway systems and regulations, aircraft performance characteristics, and machines that are designed for the purpose of simulating emergency circumstances. This determines how well they are emotionally stable, when under pressure. Well, if you manage to complete this training program, FAA assures you a job. Other Requirements As hinted earlier, an applicant is required to hold US citizenship, and be able to speak English. Other than that, for the job of an ATC, the applicant must be at the most 30 years of age. He must pass not only the physical examinations, but also the psychological tests. It is extremely essential for an aspiring air traffic controller to be good at articulation and self-control. During an emergency, he must be able to act patiently and quickly make the best decision, considering the number of lives that are at stake. Statistics has accounted a controllers job is heavily induced with stress, which proactively dictates the constant need for health surveillance. Well, it also depends upon the number of years of work experience, as well as the city the ATC chooses to serve in. The job profile is extremely enviable, salary figures are mind-boggling

Chapter 2 : Air Traffic Controller – www.nxgvision.com

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It is their responsibility to make sure airplanes stay on the routes they have been cleared for and that aircraft remain a safe distance apart. They are also responsible for coordinating the traffic of incoming and outgoing flights from airports. Each day, air controllers guide more than 90, flights in the skies in the United States. At any given moment, roughly 5, planes are in the skies above the United States. In one year, controllers handle an average of 64 million takeoffs and landings. The program has grown over the years, and there are now many privately-operated control towers. Most of this growth is not due to the increase in air traffic technological advancements are allowing the same number of controllers to handle more traffic , but to the fact that the majority of current air traffic controllers are approaching retirement age. Cristaldi, NATCA President at Long Beach Tower, says that the government is far underestimating the number of upcoming retirements and overestimating the availability of qualified candidates to take their places. The GAO has already stated that the risk of a catastrophic accident on our runways around the nation is high. Without an adequate amount of rested, well-trained controllers in towers and radar facilities, the risk of an aviation accident now includes the airspace as well as the ground. The challenge is getting through the rigorous and extensive training program. As Cristaldi mentioned, waiting lists for these programs require patience, prior planning, and determination. The drop-out rate at many of the training programs is also very high. Then, once the successful candidate is hired on, on-the-job training begins. Cristaldi wrote that it took him nearly four years to be considered a fully-trained air traffic controller. As an ordinary passenger, that long training process is very reassuring. However, as a potential air traffic controller, the long wait may be a turn-off to many, especially considering that there is a time limit: Job Description Air traffic controllers monitor air traffic at all phases of flight, from takeoff and ascent, through the bulk of the ride across multiple control areas, and finally seeing them safely back to the ground. Using radar and other technology, controllers have a master-view of the skies, and they use this perspective to make sure the planes observe a safe level of separation from one another and have the safest flights possible. Job Environment Air traffic controllers know that the nature of their work simply does not allow error. Mistakes, or a lapse of attention, can cost lives, and it can happen in seconds. This, plus the increased amount of air traffic and the declining numbers of trained air traffic professionals, contribute to a high-stress environment. Air Traffic Controller Salary More details for Air Traffic Controller Jobs Salary Requirements To become an air traffic controller, a person must complete an FAA-approved education program; pass a pre-employment test; receive a school recommendation; meet the basic qualification requirements in accordance with Federal law; and achieve a qualifying score on the FAA -authorized pre-employment test. Candidates also must pass a medical exam, undergo drug screening, and obtain a security clearance before they can be hired. Daniel Webster College, Nashua, N. Dowling College, Shirley, N. Hampton University, Hampton, Va. San Antonio College, Walnut, Calif. Purdue University, West Lafayette, Ind. University of Alaska Anchorage, Anchorage, Ala. Vaughn College, Flushing N.

Chapter 3 : Air Traffic Controller Education Requirements

To become an air traffic controller with the FAA, a person must achieve a qualifying score on the FAA-authorized pre-employment test and meet the basic qualification requirements in accordance with Federal law.

This vast network ensures the safe operation of commercial and private aircraft in the United States and international airspace assigned to U. They also coordinate all ground traffic at FAA ATCT airports including vehicles used by airport authorities, airlines, fire equipment, and system specialists that must have access to airport runways for maintenance and various other purposes. Their primary and immediate concern is safety however they must also work efficiently to minimize delays. Some regulate airport traffic through designated airspaces; others regulate airport arrivals and departures. The FAA hires air traffic controllers as retirements occur or individuals leave for other reasons or are promoted and leave the active controller workforce. The Bureau of Labor Statistics projects an increase from 18, controllers today to 22, by New hires without prior air traffic control experience must be 30 years of age or younger. Her job series is FG- , however, air traffic employees are not in the traditional grade structure for federal employees, the pay band is KJ. Why did you become an Air Traffic Controller? The truth is I knew nothing about air traffic control. The application test was open to the general public back in and Little did I know that it would be the best decision that my father convinced me to make! What are some of the unique aspects of being an Air Traffic Controller? Air Traffic Control is unique. The air traffic control community is much smaller than you might think. Before I became an air traffic controller, I never met anyone in the field. Now it seems like controllers are everywhere. Every time I meet a new controller, they either know, worked with, or have heard of someone I know. You have to love air traffic and be respectful of the great responsibility you have been given. Pilots and the flying public trust controllers despite the fact that they will never see you or meet you. It is very humbling when you think about it. Air Traffic is never a one-person show. Everyone works together to get the job done. You build a trust with your co-workers that is critical. One more thing, timing is everything. What are some of the challenges you face being an Air Traffic Controller? A challenge that we face on a day-to-day basis is making quick decisions. There is no time for indecisiveness. Another challenge is that you are constantly multi-tasking. You have to focus on what you are doing while listening to another controller giving you instructions or information. However, the biggest challenge that I face is not taking the job home with me. Are there any dangerous aspects involved with being an Air Traffic Controller? Air travel is the safest mode of transportation. Safety is the top priority of every air traffic controller. Would you recommend this as a good job occupation to for a prospective job applicant? I would absolutely recommend this as a great occupation. If you want a career that is challenging and rewarding, that uses your strengths and develops your weaknesses; if you want to grow personally and professionally and have a career that you can be proud of doing every day, then Air Traffic Control is what you are looking for. To become an air traffic controller, an applicant must Be a U. Some of the characteristics tested include arithmetic, prioritization, planning, tolerance for high intensity, decisiveness, visualization, problem solving, and movement detection. Controllers also must pass a physical exam each year and a job performance exam twice per year. In addition, they must pass periodic drug screenings. The FAA assigns a pay band to each of these levels and the corresponding pay is derived from their pay tables. Qualifications “ Excerpted from opm. General Experience for GS-4 and GS-5 Progressively responsible experience that demonstrated the potential for learning and performing air traffic control work. Two years of such experience is required for GS-4 positions, and 3 years is required for GS positions. Specialized Experience GS-7 and above Experience in a military or civilian air traffic facility that demonstrated possession of the knowledge, skills, and abilities required to perform the level of work of the specialization for which application is made. This experience must have provided a comprehensive knowledge of appropriate air traffic control laws, rules, and regulations. Examples of specialized experience include: Providing information to pilots on such matters as weather, air routes, navigational aids, and airport conditions before and during flight. This specialization also requires: Judgment to select only essential and pertinent information from a great mass of data; Skill to present essential information to pilots clearly, concisely, and

quickly before or during flight; and Ability to act decisively in emergency situations. Issuing control instructions and advice to pilots in the vicinity of airports to assure proper separation of aircraft and to expedite their safe and efficient movement. Ability to act decisively under stressful situations and to maintain alertness over sustained periods of pressure; Skill to coordinate plans and actions with pilots and other controllers; and Judgment to select and take the safest and most effective course of action from among several available choices. Controlling aircraft operating enroute along the airways to assure proper separation and safe and expeditious movement of such aircraft. For Research and Development Positions: Experience in a terminal, station, or center that demonstrated the ability or potential to: Positions involving a combination of the duties of two or more specializations require that applicants meet the qualification requirements for the appropriate specializations. Up through GS-7, specialized experience in one specialization is fully qualifying for reassignment or promotion into another specialization. All positions at the full performance level of each specialization require skill and training in the work of the specialization. For all specializations, qualifying specialized experience must have provided the ability to: Arrive quickly at well-reasoned solutions to complex problems; Adjust quickly to different assignments, changing conditions, and workload fluctuations; Remain calm and controlled during and after long periods of tension and fatigue; and Speak rapidly, clearly, and distinctly. For each grade level, creditable experience must have equipped applicants with the knowledge, skills, and abilities to perform the full range of duties of the position for which application is being made. Such experience is typically demonstrated by accomplishment of assignments of the difficulty and responsibility described in the position classification standard used to evaluate positions at the next lower grade level in the normal line of promotion to the position being filled. Education For GS-5 Positions: Superior academic achievement at the baccalaureate level or 1 full year of graduate study meets the requirements for GS Maximum Entry Age Under the provisions of 5 U. Test Requirements Applicants for competitive appointment and inservice placement to all positions in this series at GS-7 and below must pass a written test. A written test may also be required for positions above GS Personal Qualities In addition to meeting all other requirements, applicants must demonstrate possession of the traits and characteristics important in air traffic control work. Additional Screening Requirements Applicants who have passed the written test and the interview, if required may be required to pass additional air traffic control aptitude screening for positions in the Department of Transportation, Federal Aviation Administration. Persons who do not pass the aptitude evaluation testing requirements will not be appointed to these positions. Training Requirements At all trainee and developmental levels, employees must learn the skills needed for operation at higher levels of responsibility. Failure of employees to meet training requirements for or accept promotion to higher grade air traffic control specialist positions may constitute grounds for reassignment, demotion, or separation from employment. Certificate and Rating Requirements Air traffic control specialists in all specializations must possess or obtain, within uniformly applicable time limits, the facility ratings required for full performance at the facility where the position is located. These certificates require demonstrating knowledge of basic meteorology, basic air navigation, standard air traffic control and communications procedures, the types and uses of air navigation aids, and regulations governing air traffic. Facility ratings require demonstration of a knowledge of the kind and location of radio aids to air navigation, the terrain, the landmarks, the communications systems and circuits, and the procedures peculiar to the area covered by the facility. Medical Requirements In general, air traffic control specialist applicants and employees must have the capacity to perform the essential functions of these positions without risk to themselves or others.

Chapter 4 : Most air traffic control applicants fail new FAA personality test | KPCC

Made by FSX P&A Welcome to Flight Simulator Pilots & ATC test. This test is for ATC. To be an ATC with us, in FSX P&A - you must complete this test.

Air Traffic Controller Training! However, we often get calls from people interested in a career as a Air Traffic Controller. In an effort to try and help those people, I have started compiling a list of schools that you can contact. This page is for informational purposes ONLY - I know very little about any of the programs listed below, and therefore I cannot make any recommendations! If you are interested in a career as a Air Traffic Controller, good luck, and do your research! Useful Links to Other Websites I found: Controllers with previous air traffic control experience, such as from the military, may not need to complete the FAA education requirements. Those without previous air traffic control experience must be younger than 31 to become an air traffic controller. Air traffic controllers often work in semi-dark rooms. To become an air traffic controller, a person must be a U. Controllers also must pass a physical exam each year and a job performance exam twice a year. In addition, they must pass periodic drug screenings. Education and Training There are two main pathways to becoming an air traffic controller: Candidates with previous experience with the FAA or the U. Armed Forces are automatically eligible to apply for air traffic controller positions. They do not need to take the FAA preemployment test. AT-CTI schools offer 2- or 4-year degrees that teach courses in aviation and air traffic management. Applicants who pass the test can then become eligible to enroll in a 2-month training course at the FAA Academy. The invitation to attend the training course is dependent on the number of available job openings. After graduating from the Academy, trainees are assigned to an air traffic control facility as developmental controllers until they complete all requirements for becoming a certified air traffic controller. Advancement New air traffic controllers, referred to as developmental controllers, begin their careers by supplying pilots with basic flight data and airport information. They then advance to different positions within the control room. As the developmental controllers master various duties, they earn increases in pay and advance in their training. Generally, it takes new controllers 2 to 4 years to complete the on-the-job training that leads to full certification. Those with previous controller experience may take less time to become fully certified. Trainees who fail to complete the Academy or their on-the-job training are usually dismissed. There are limited opportunities for a controller to switch from an en route position to an airport position. However, within these categories, controllers can transfer to jobs at different locations or advance to supervisory positions.

Chapter 5 : Air traffic controller - Wikipedia

To become an air traffic controller, a person must be a U.S. citizen, pass medical and background checks, achieve a qualifying score on the Federal Aviation Administration (FAA) pre-employment test, and complete a training course at the FAA Academy.

What Air Traffic Controllers Do[About this section] [To Top] Air traffic controllers coordinate the movement of aircraft to maintain safe distances between them. Duties of Air Traffic Controllers Air traffic controllers typically do the following: They manage the flow of aircraft into and out of the airport airspace, guide pilots during takeoff and landing, and monitor aircraft as they travel through the skies. Air traffic controllers use radar, computers, or visual references to monitor and direct the movement of the aircraft in the skies and ground traffic at airports. Controllers usually manage multiple aircraft at the same time and must make quick decisions to ensure the safety of aircraft. For example, a controller might direct one aircraft on its landing approach while providing another aircraft with weather information. The following are examples of types of air traffic controllers: Tower controllers direct the movement of vehicles, including aircraft, on runways and taxiways. They check flight plans, give pilots clearance for takeoff or landing, and direct the movement of aircraft and other traffic on the runways and in other parts of the airport. Most work from control towers, observing the traffic they control. Tower controllers manage traffic from the airport to a radius of 3 to 30 miles out. They give clearances to enter controlled airspace and hand off control of aircraft to en route controllers. They also inform pilots about weather conditions and other critical notices. They work at air route traffic control centers located throughout the country, which typically are not located at airports. Each center is assigned an airspace based on the geography and air traffic in the area in which it is located. They may adjust the flight path of aircraft to avoid collisions and for safety in general. Route controllers direct the aircraft for the bulk of the flight before handing to terminal approach controllers. Some air traffic controllers work at the Air Traffic Control Systems Command Center, where they monitor traffic within the entire national airspace. When they identify a bottleneck, they provide instructions to other controllers, helping to prevent traffic jams. Their objective is to keep traffic levels manageable for the airports and for en route controllers. The largest employers of air traffic controllers are as follows: Federal government Support activities for air transportation 6 Professional, scientific, and technical services 1 Most controllers work for the Federal Aviation Administration FAA. Air traffic controllers work in control towers, approach control facilities, or en route centers. En route controllers work in secure office buildings located across the country, which typically are not located at airports. Approach and departure controllers often work in semidark rooms. The aircraft they control appear as points of light moving across their radar screens, and a well-lit room would make it difficult to see the screens properly. Air traffic controllers must react quickly and efficiently while maintaining maximum concentration. The mental stress of being responsible for the safety of aircraft and their passengers can be tiring. As a result, controllers retire earlier than most workers. Those with 20 years of experience are eligible to retire at age 50, while those with 25 years of service may retire earlier than that. Controllers are required to retire at age Air Traffic Controller Work Schedules Most air traffic controllers work full time, and some work additional hours. The FAA regulates the hours that an air traffic controller may work. Controllers may rotate shifts among day, evening, and night, because major control facilities operate continuously. Controllers also work weekend and holiday shifts. Less busy airports may have towers that do not operate on a hour basis. Controllers at these airports may have standard work schedules. Get the education you need: Find schools for Air Traffic Controllers near you! There are several different paths to becoming an air traffic controller. Additionally, to become an air traffic controller, candidates must be a U. Controllers also must pass a physical exam each year and a job performance exam twice per year. In addition, they must pass periodic drug screenings. Some learn their skills and become air traffic controllers while in the military. Other candidates must have 3 years of progressively responsible work experience, have completed 4 years of college, or have a combination of both. AT-CTI schools offer 2- or 4-year degrees that are designed to prepare students for a career in air traffic control. The curriculum is not standardized, but courses focus on subjects that are

fundamental to aviation. Topics include aviation weather, airspace, clearances, reading charts, federal regulations, and related topics. Applicants must be hired by their 31st birthday. After graduating from the Academy, trainees are assigned to an air traffic control facility as developmental controllers, until they complete all requirements for becoming a certified air traffic controller. Developmental controllers begin their careers by supplying pilots with basic flight data and airport information. They then advance to positions within the control room that have more responsibility. As the developmental controllers master various duties, they earn increases in pay and advance in their training. Those with previous controller experience may take less time to become fully certified. There are opportunities for a controller to switch from one position to another, provided that additional training is completed. For example, a controller may transfer from an en route position to an airport tower position with additional Academy training. Within both of these positions, controllers can transfer to jobs at different locations or advance to supervisory positions. Work Experience in a Related Occupation for Air Traffic Controllers Applicants may need to have up to 3 years of progressively responsible generalized work experience in any occupation, or a combination of work experience and college education. More work experience is necessary to substitute for less postsecondary education. They must be at least 18 years old, fluent in English, and comply with all knowledge and skill requirements. Controllers must be able to concentrate in a room where multiple conversations occur at once. For example, in a large airport tower, several controllers may be speaking with several pilots at the same time. Controllers must make quick decisions. For example, when a pilot requests a change of altitude to avoid poor weather, the controller must respond quickly so that the plane can operate safely. Controllers must be able to do arithmetic accurately and quickly. They often need to compute speeds, times, and distances, and they recommend heading and altitude changes. Controllers must be able to coordinate the actions of multiple flights. Controllers need to be able to prioritize tasks, because they may be required to guide several pilots at the same time. Controllers must be able to review important information and provide pilots with appropriate solutions. The median wage is the wage at which half the workers in an occupation earned more than that amount and half earned less. The median annual wages for air traffic controllers in the top industries in which they work are as follows: Federal government Professional, scientific, and technical services , Support activities for air transportation 80, The salaries for development controllers increase as they complete successive levels of training. According to the Federal Aviation Administration FAA , the salaries for more advanced controllers who have completed on-the-job training varies with the location of the facility, the complexity of the flight paths, and other factors. Most air traffic controllers work full time, and some work additional hours. Controllers at these airports may have more normal work schedules. Job Outlook for Air Traffic Controllers[About this section] [To Top] Employment of air traffic controllers is projected to grow 3 percent over the next ten years, slower than the average for all occupations. Although air traffic is projected to increase in the next decade, the satellite-based Next Generation Air Transportation System NextGen is expected to allow individual controllers to handle more air traffic. As a result, the demand for additional air traffic controllers should be limited over the next 10 years. Job Prospects for Air Traffic Controllers Competition for air traffic controller jobs is expected to be very strong, with many people applying for a relatively small number of jobs. Those with military experience as an air traffic controller may have an advantage. Most employment opportunities will result from the need to replace workers who are expected to retire or leave the occupation.

Candidates with previous air traffic control experience are automatically eligible to apply for air traffic controller positions. They do not need to take the FAA preemployment test. There can be specific job postings for those who already have experience working as an air traffic controller, such as through the military.

Work Environment Air traffic controllers held about 25, jobs in Air traffic controllers work in control towers, approach control facilities, or en-route centers. En route controllers work in secure office buildings located across the country, which typically are not located at airports. The aircraft they control appear as points of light moving across their radar screens, and a well-lit room would make it difficult to see the screen properly. Controllers must work rapidly and efficiently, while maintaining total concentration. The mental stress of being responsible for the safety of aircraft and their passengers can be taxing. As a result, controllers tend to retire earlier than most workers: Controllers are required to retire at age Work Schedules Most air traffic controllers work full time, and some work additional hours. Controllers may rotate shifts between day, evening, and night, because major control centers operate continuously. Controllers also work weekend and holiday shifts. Less busy airports may have towers that only operate part time. Controllers at these airports have more normal work schedules. Education and Training To become an air traffic controller, a person must be a U. Controllers also must pass a physical exam each year and a job performance exam twice per year. In addition, they must pass periodic drug screenings. It is an 8-hour, computer-based exam. Some of the characteristics tested include arithmetic, prioritization, planning, tolerance for high intensity, decisiveness, visualization, problem solving, and movement detection. AT-CTI schools offer 2- or 4-year degrees that are designed to prepare students for a career in air traffic control. The curriculum is not standardized, but courses focus on subjects that are fundamental to aviation. Topics include aviation weather, airspace, clearances, reading maps, federal regulations, and other related topics. Once they pass the exam they are able to apply for air traffic controller vacancies through special vacancy announcements specifically for AT-CTI graduates. Applicants who pass the test and accept a job offer are then eligible to enroll in an intensive training course at the FAA Academy. Air traffic controllers may also apply for positions through vacancy announcements made to the general public, when available. These vacancy announcements allow the public, with no special experience or education, to apply to become air traffic controllers. These applicants generally must have completed a 4-year degree, have equivalent progressive work experience, or have some combination of the two. Although general public vacancy announcements have contributed substantially to the numbers of new hires in the past, this path is expected to decline rapidly as a source of new candidates, according to the FAA. Work Experience in a Related Occupation Applicants who have only a high school education will need to have years of progressive work experience or a combination of experience and education. Work experience includes work as a commercial pilot, navigator, or flight dispatcher. Other work experience that requires knowledge of aviation topics, such as weather and flight regulations, may be accepted. Candidates with previous air traffic control experience are automatically eligible to apply for air traffic controller positions. They do not need to take the FAA pre-employment test. There can be specific job postings for those who already have experience working as an air traffic controller, such as through the military. After graduating from the Academy, trainees are assigned to an air traffic control facility as developmental controllers, until they complete all requirements for becoming a certified air traffic controller. Developmental controllers begin their careers by supplying pilots with basic flight data and airport information. They then advance to positions within the control room that have more responsibility. As the developmental controllers master various duties, they earn increases in pay and advance in their training. Generally, it takes new controllers 2 to 4 years to complete the on-the-job training that leads to full certification. Those with previous controller experience may take less time to become fully certified. Trainees who fail to complete the Academy or their on-the-job training within a specified time limit are usually dismissed. There are few opportunities for a controller to switch from an en route position to an airport position. However, within these categories, controllers can transfer to jobs at different locations or advance to supervisory positions. Licenses, Certifications, and

Registrations All air traffic controllers must hold an Air Traffic Control Tower Operator Certificate or be appropriately qualified and supervised as stated in Title 14 of the Code of Federal Regulations part. They must be at least 18 years old, fluent in English, and comply with all knowledge and skill requirements. To be employed by the FAA, air traffic controllers who do not have prior experience must begin their careers before they reach their 31st birthday. Private air traffic controllers must hold an appropriate medical certificate. Air traffic controllers may have to undergo background checks and drug screenings.

Personality and Interests Air traffic controllers typically have an interest in the Persuading and Organizing interest areas, according to the Holland Code framework. The Persuading interest area indicates a focus on influencing, motivating, and selling to other people. The Organizing interest area indicates a focus on working with information and processes to keep things arranged in orderly systems. If you are not sure whether you have a Persuading or Organizing interest which might fit with a career as an air traffic controller, you can take a career test to measure your interests. Air traffic controllers should also possess the following specific qualities: Controllers must be able to concentrate in a room where multiple conversations occur at once. For example, in a large airport tower, several controllers may be speaking with several pilots at the same time. Controllers must make quick decisions. For example, when a pilot requests a change of altitude or heading to avoid poor weather, the controller must respond quickly, so that the plane can operate safely. Controllers must be able to do arithmetic accurately and quickly. They often need to compute speed, time, and distance problems, and recommend heading and altitude changes. Controllers must be able to coordinate the actions of multiple flights. Controllers need to be able to prioritize tasks, as they may be required to guide several pilots at the same time. Controllers must be able to review important information and provide pilots with an appropriate solution.

The median wage is the wage at which half the workers in an occupation earned more than that amount and half earned less. Most air traffic controllers work full time, and some work additional hours.

Union Membership Most air traffic controllers belonged to a union in.

Job Outlook Employment of air traffic controllers is projected to show little or no change from to. Most employment opportunities will result from the need to replace workers who retire. The Federal Aviation Administration FAA has not, and does not expect to reduce the overall number of controllers, although total air traffic has fallen since. Even though air traffic is expected to increase, employment growth will not keep pace, because the FAA already has enough personnel capacity. In addition, federal budget constraints should limit the hiring of new controllers. In the long term, the NextGen satellite-based system is expected to allow individual controllers to handle more air traffic.

Job Prospects Job opportunities will be best for individuals with prior experience or those who are in their early 20s and have completed an AT-CTI study program. Competition for air traffic controller jobs is expected to be very strong, as many people will apply to a relatively few number of jobs. Those who are willing to live anywhere in the country will have an advantage.

The written test is a comprehensive, computer-administered test designed to evaluate your ability to learn how to be an air traffic controller. They will give you 8 hours with 75 minutes for breaks. [3].

Features of the job[edit] Core skills of a controller[edit] Air traffic controllers are generally individuals who are well organized, are quick with numeric computations and mathematics, have assertive and firm decision-making skills, are able to maintain their composure under pressure, and possess an excellent short-term memory. Through numerous studies throughout the decades, it has been demonstrated that traffic controllers usually have a superior visual memory , and in addition, studies have shown that air traffic controllers generally have a degree of situational awareness that is significantly better than the population average. Excellent hearing and speaking skills are a requirement, and trainees undergo rigorous physical and psychological testing. Moreover, the position of the air traffic controller requires some of the strictest medical and mental requirements for any profession in the world; conditions such as diabetes , epilepsy , heart disease , and many mental disorders e. Almost universally, controllers are subjected to rigid medical and mental exams to ensure safety in the air traffic system. In the United States, for example, all air traffic controllers are required to take and pass a Minnesota Multiphasic Personality Inventory before being hired by the Federal Aviation Administration. Conditions such as hypertension , while not disqualifying, are taken seriously and must be monitored with medical examinations by certified doctors. Controllers must take precautions to remain healthy and avoid certain medications that are banned for them. Many drugs approved by the U. Almost universally, trainee controllers begin work in their twenties and retire in their fifties. This is due to an FAA requirement that trainees begin their training at the Academy no later than their 31st birthday, and face mandatory retirement at age Controllers communicate with the pilots of aircraft using a push-to-talk radiotelephony system which has many attendant issues, such as the fact that only one transmission can be made on a frequency at a time and can either merge or block each other and become unintelligible. Although local languages are used in ATC communications, the default language of aviation worldwide is English. Controllers who do not speak English as a first language are generally expected to show a certain minimum level of competency with the language. Area or en route[edit] Area controllers are responsible for the safety of aircraft at higher altitudes, in the en route phase of their flight surrounding busier airports and airspace. Area controllers may also handle aircraft at lower altitudes as well as air traffic around small airports that do not have their own towers or approach controllers. In most nations they are known as "area," "en route," or, colloquially in the US, "center" controllers. Area controllers are responsible for specific sectors of 3D blocks of airspace with defined dimensions. Each sector is managed by at least one Area controller, known as an "R-side" controller that handles radio communications. During busier times of traffic there may also be a second Area controller, known as a "D-side", assigned to the same area in order to assist the R-side Area controller. This can be done with or without the use of radar: In other countries, area controllers work in Area Control Centers , controlling high-level en-route aircraft, or Terminal Control Centers , which control aircraft climbing from or descending to major groups of airports. Aerodrome or tower[edit] Aerodrome or Tower controllers control aircraft within the immediate vicinity of the airport and use visual observation from the airport tower. Issues instructions to aircraft who are intending to land at the airport. This involves vectoring aircraft in a safe, orderly, and expeditious manner and, if needed, stacking the aircraft at different holding altitudes. Although actual terms vary from country to country, controllers are usually enlisted. In some countries, all air traffic control is performed by the military. Historically, in most countries, this was part of the government and controllers were civil servants. However, many countries have partly or wholly privatized their air traffic control systems; others are looking to do the same. Many countries have Air Traffic Control schools, academies or colleges, often operated by the incumbent provider of air traffic services in that country, but sometimes privately. These institutions are structured to provide training to individuals without any prior air traffic control experience. At the completion of academic training, the graduating student will be granted an Air Traffic Control license, which will include one or more Ratings. These are sub-qualifications denoting

the air traffic control discipline or disciplines in which the person has been trained. ICAO defines five such ratings: In the United States, controllers may train in several similar specialties: This phase of training takes between 6 months and several years. The length of this phase of training varies from a matter of months to years, depending on the complexity of the sector. Only once a person has passed all these training stages they will be allowed to control a position alone. Work Patterns[edit] Typically, controllers work "on position" for 90 to minutes followed by a minute break. Except at quieter airports, Air Traffic Control is a hour, day-a-year job where controllers usually work rotating shifts, including nights, weekends and public holidays. These are usually set 28 days in advance. Research has shown that when controllers remain "on position" for more than two hours without a break, performance can deteriorate rapidly, even at low traffic levels. A "deal" is the term used for any situation where an airplane comes inappropriately close either horizontally or vertically to another plane or to a ground vehicle. Deals can also occur between aircraft and airspace if authorization is not granted. Computerization and the future[edit] See also: Next Generation Air Transportation System Despite years of effort and billions of dollars spent on computer software designed to assist air traffic control, success has been largely limited to improving the tools at the disposal of the controllers, such as computer-enhanced radar. It is likely that in the next few decades, future technology will make the controller more of a systems manager overseeing decisions made by automated systems and manually intervening to resolve situations not handled well by the computers, rather than being automated out of existence altogether. However, there are problems envisaged with technology that normally takes the controller out of the decision loop but requires the controller to step back in to control exceptional situations: This in itself may prove to be the largest stumbling block to the introduction of highly automated air traffic control systems. User acceptance or willingness to use such technology is another important consideration air service providers need to consider prior to implementing any new technology. In a recent study with over air traffic controllers from around the world, Bekier and colleagues [11] found that once the focus of decision-making shifts from the air traffic controller, support for the technology dramatically decreases. Unsurprisingly, they also found that air traffic controllers enjoy the core tasks of their role: At the same time, the FAA also stopped giving preference to applicants who were military veterans with aviation experience.

Chapter 8 : Air Traffic Controller Test. - ProProfs Quiz

Air Traffic Controller Job Responsibilities. Air Traffic Controllers are typically accountable for many different tasks simultaneously, so it is important to convey this in the job responsibilities section of your air traffic controller job description.

Dennis worked for the FAA for 30 of his 35 years of government service and can attest first hand to how rewarding a career with the FAA can be and was in his case. Dennis was an electronics system specialist, training instructor, project engineer, computer-based instruction administrator, training program manager, program support manager, and environmental health and safety program manager while with the FAA. Dennis held numerous supervisory and management positions and was responsible for recruiting, rating and interviewing applicants, outreach and hiring. The following information will help you understand the air traffic control job field and what it takes to work in this area. You also need to understand the application system and how to apply. This site and his book will help you do just that. Their main responsibility is to organize the flow of aircraft into and out of the airport. Relying on visual observation, the tower local controllers sequence arrival aircraft for landing and issue departure clearances for those departing from the airport. Other controllers in the tower control the movement of aircraft on the taxiways, handle flight data, and provide flight plan clearances. In addition, terminal controllers keep pilots informed about weather and runway conditions. Many different controllers are involved in the departure of an airplane. If the plane is flying under instrument flight rule conditions, a flight plan is filed prior to departure. The tower flight data controller receives the flight plan in the form of a flight strip, which is output from a computer, and arranges it in sequence. When an aircraft calls for clearance the clearance delivery controller issues the clearance and moves the strip over to the ground controller who manages the movement of aircraft on the airport surface, except the active runway. When the aircraft arrives at the active runway the strip is moved to the local controller who issues the departure clearance, observes the takeoff and turns the plane over to the departure controller. In addition to airport towers and en route centers, air traffic controllers also work in flight service stations at 17 locations in Alaska. These flight service specialists provide pilots with preflight and in-flight weather information, suggested routes, and other aeronautical information important to the safety of a flight. Flight service specialists relay air traffic control clearances to pilots not in direct communications with a tower or center, assist pilots in emergency situations, and initiate and coordinate searches for missing or overdue aircraft. At certain locations where there is no airport tower or the tower has closed for the day, flight service specialists provide airport advisory services to landing and departing aircraft. However, they are not involved in actively managing and separating air traffic. They look for situations that will create bottlenecks or other problems in the system and then respond with a management plan for traffic into and out of the troubled sector. The objective is to keep traffic levels in the trouble spots manageable for the controllers working at en route centers. Her job series is FG- , however, air traffic employees are not in the traditional grade structure for federal employees, the pay band is KJ. Why did you become an Air Traffic Controller? The truth is I knew nothing about air traffic control. The application test was open to the general public back in and Little did I know that it would be the best decision that my father convinced me to make! What are some of the unique aspects of being an Air Traffic Controller? Air Traffic Control is unique. The air traffic control community is much smaller than you might think. Before I became an air traffic controller, I never met anyone in the field. Now it seems like controllers are everywhere. Every time I meet a new controller, they either know, worked with, or have heard of someone I know. You have to love air traffic and be respectful of the great responsibility you have been given. Pilots and the flying public trust controllers despite the fact that they will never see you or meet you. It is very humbling when you think about it. Air Traffic is never a one-person show. Everyone works together to get the job done. You build a trust with your co-workers that is critical. One more thing, timing is everything. What are some of the challenges you face being an Air Traffic Controller? A challenge that we face on a day-to-day basis is making quick decisions. There is no time for indecisiveness. Another challenge is that you are constantly multi-tasking. You have to focus on what you are doing while

listening to another controller giving you instructions or information. However, the biggest challenge that I face is not taking the job home with me. Are there any dangerous aspects involved with being an Air Traffic Controller? Air travel is the safest mode of transportation. Safety is the top priority of every air traffic controller. Would you recommend this as a good job occupation to for a prospective job applicant? I would absolutely recommend this as a great occupation. If you want a career that is challenging and rewarding, that uses your strengths and develops your weaknesses; if you want to grow personally and professionally and have a career that you can be proud of doing every day, then Air Traffic Control is what you are looking for.

Air Traffic Controller Training and Advancement To become an air traffic controller with the FAA, a person must achieve a qualifying score on the FAA-authorized pre-employment test and meet the basic qualification requirements in accordance with Federal law. Those without prior air traffic control experience must be 30 years of age or younger. Air traffic controller career education and training. There are three main pathways to become an air traffic controller with the FAA. The first is air traffic controllers with prior experience through either the FAA or the Department of Defense as a civilian or veteran. Second are applicants from the general public. These applicants must have 3 years of progressively responsible full-time work experience, have completed a full 4 years of college, or a combination of both. In combining education and experience, 1 year of undergraduate studyâ€™30 semester or 45 quarter hoursâ€™is equivalent to 9 months of work experience. AT-CTI program schools offer 2â€™year or 4-year non-engineering degrees that teach basic courses in aviation and air traffic control. In addition to graduation, AT-CTI candidates need a recommendation from their school before being considered for employment as an air traffic controller by the FAA. Candidates with prior experience as air traffic controllers are automatically qualified for FAA air traffic controller jobs. However, applicants from the general public and the AT-CTI program must pass the FAA-authorized pre-employment test that measures their ability to learn the duties of a controller. The test is administered by computer and takes about 8 hours to complete. To take the test, an applicant must apply under an open advertisement for air traffic control positions and be chosen to take the examination. When there are many more applicants than available testing positions, applicants are selected randomly. Those who achieve a qualifying score on the test become eligible for employment as an air traffic controller. Candidates must be granted security and medical clearance and are subject to drug screening. Additionally, applicants must meet other basic qualification requirements in accordance with Federal law. These requirements include United States citizenship and the ability to speak English. Upon selection, employees attend the FAA Academy in Oklahoma City , OK, for 12 weeks of air traffic controller training, during which they learn the fundamentals of the airway system, FAA regulations, controller equipment, and aircraft performance characteristics, as well as more specialized tasks. Generally, it takes new controllers with only initial controller training between 2 and 4 years, depending on the facility and the availability of facility staff or contractors to provide on-the-job training, to complete all the certification requirements to become certified professional controllers. Individuals who have had prior controller experience normally take less time to become fully certified. Controllers who fail to complete either the academy or the on-the-job portions of the training usually are dismissed. Controllers must pass a physical examination each year and a job performance examination twice each year. Failure to become certified in any position at a facility within a specified time also may result in dismissal. Controllers also are subject to drug screenings as a condition of continuing employment. Air traffic controllers must be articulate to give pilots directions quickly and clearly. Intelligence and a good memory also are important because controllers constantly receive information that they must immediately grasp, interpret, and remember. Decisiveness also is required because controllers often have to make quick decisions. The ability to concentrate is crucial because controllers must make these decisions in the midst of noise and other distractions. At airports, new controllers begin by supplying pilots with basic flight data and airport information. They then advance to the position of ground controller, local controller, departure controller, and, finally, arrival controller. At an air route traffic control center, new controllers first deliver printed flight plans to teams, gradually advancing to radar associate controller and then to radar controller. Controllers can transfer to jobs at different locations or advance to supervisory positions, including management or staff jobsâ€™such as air traffic control data systems computer specialistâ€™in air traffic control, and top administrative jobs in the FAA. However, there

are only limited opportunities for a controller to switch from a position in an en route center to a tower. Employment Today over 15, federal air traffic controllers in airport traffic control towers, Terminal radar approach control facilities and air route traffic control centers guide pilots through the system. An additional 1, civilian contract controllers and more than 9, military controllers also provide air traffic services for the NAS. These controllers provide air navigation services to aircraft in domestic airspace, including They plan to hire more than 6, new controllers over the next five years to keep pace with expected attrition and traffic growth. Increasing air traffic will require more controllers to handle the additional work. Job growth, however, is not expected to keep pace with the increasing number of aircraft flying due to advances in technology. The median wage is the wage at which half the workers in an occupation earned more than that amount and half earned less. Air traffic controllers earn relatively high pay and have good benefits.

Chapter 9 : Air Traffic Controller Jobs with the FAA

The new test is intended to broaden the pool of air traffic controller candidates beyond those who attend the 36 schools that partner with the FAA, U.S. Transportation Secretary Anthony Foxx said.