

All the information in this section is provided by the Florida Department of Education's website provided by the Bridges' Corporation and can be found at <http://florida.echoices.com>.

Air Traffic Controller ... (Goldstar)

Occupational Description

Authorizes, regulates, and controls air traffic within the vicinity of an airport and between control centers and airports to ensure the safety of passengers and crew. Follows established government and airline policies and procedures.

Typical Tasks

- Communicates with, relays flight plans to, and coordinates the movement of air traffic between control centers.
- Issues landing and takeoff authorizations and instructions to aircraft.
- Controls air traffic at and within the vicinity of an airport.
- Recommends flight path changes for planes traveling in storms or in emergency situations.
- Relays air traffic information, such as altitude, expected time of arrival, and flight course of an aircraft to control centers.
- Analyzes weather reports, fuel requirements, and maps to determine flight paths and air routes.
- Alerts control center emergency facilities of flight difficulties, and directs radio searches for aircraft.
- Completes daily activity reports, and keeps records of communications with aircraft.

Field of Work

A field of work represents a broad, general area of work activity. Occupations that have similar types of work are assigned to the same field.

• Transportation and Material Moving Occupations

Occupations that involve operating equipment such as aircraft, trains, ships, trucks, buses, cranes, and power shovels to move freight and passengers.

Career Pathways

Occupations have been organized into Career Pathways to help students with high school course planning.

• Engineering and Industrial Technologies

Occupations related to the technologies necessary to design, develop, install, or maintain physical systems. These may include engineering, manufacturing, construction, service and related technologies.

Career Clusters

The U.S. Department of Education has established 16 broad Career Clusters that contain all entry-level through professional-level occupations in a broad industry area. Clusters consist of grouped career areas with similar skill and education requirements.

• Transportation, Distribution & Logistics Services

Occupations that include activities such as planning, management, and movement of people, materials, and goods by road, pipeline, air, rail and water and related professional and technical support services such as transportation infrastructure planning and management, logistics services, mobile equipment and facility maintenance.

Specialties and Similar Occupations

Other occupations that are more detailed or similar to this broad occupation. DOT codes are from the Dictionary of Occupational Titles.

• Air-Traffic Coordinator (DOT 193.162-010)

Coordinates movement of air traffic between altitude sectors and control centers to provide maximum separation and safety for aircraft.

• Air-Traffic-Control Specialist, Tower (DOT 193.162-018)

Controls air traffic on and within vicinity of airport according to established procedures and policies to prevent collisions and to minimize delays arising from traffic congestion.

• Chief Controller (DOT 193.167-010)

Coordinates activities of and supervises personnel engaged in operation of air traffic control tower, station, or center.

• Dispatcher (DOT 912.167-010)

Authorizes, regulates, and controls commercial airline flights according to government and company regulations to expedite and ensure safety of flight.

For More Information

The following organization(s) may provide additional information about this occupation.

- Air Traffic Controller Announcement from the US Office of Personnel Management

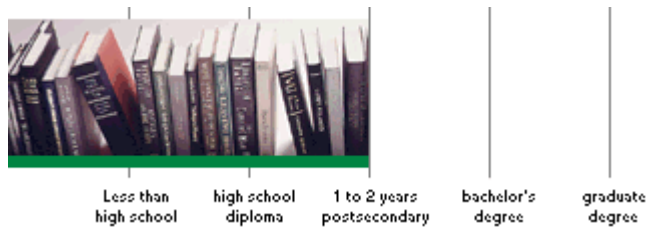
Related Resources

- O*NET-SOC occupation: 53-2021.00 Air Traffic Controllers
- SOC occupation: 53-2021 Air Traffic Controllers

- Occupational Outlook Handbook (2002/2003) page 565
- Military Careers (2001 edition) page 168

Education, Training and Work Experience

Education, training, and experience are required at different levels for success in different occupations. The education level for this occupation:



- **Post-secondary certificate, plus work experience**

National information:

Air traffic controller trainees are selected through the competitive Federal Civil Service system. Applicants must pass a written test that measures their ability to learn the controller's duties. In addition, applicants usually must have 3 years of general work experience or 4 years of college, or a combination of both. For airport tower and enroute center positions, applicants must be less than 31 years old. Those 31 years old and over are eligible for positions at flight service stations. Trainees learn their jobs through a combination of formal and on-the-job training. They receive 7 months of intensive training at the FAA academy.

Related Education Programs and Notes (CIP codes shown with programs):

- Air Traffic Controller (49.0105)
- Federal Aviation Administration (FAA) certification required

Licensure/Certification Information:

Licensure from the Federal Aviation Administration (FAA) is required to maintain employment. For additional information, you may visit the following Web sites.

www.faa.gov/avr/AFS/FARS/far-65.txt

Transferable Work Content Skills

Skills used in this occupation that are used in other occupations:

- **Operating radar equipment (high level)**
- **Operating communications equipment (high level)**
- **Transmitting information electronically (high level)**

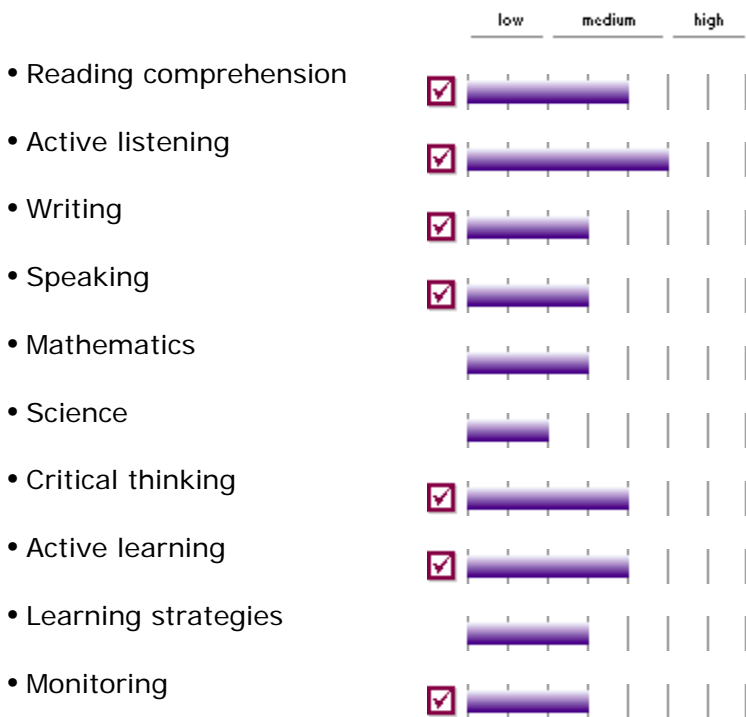
- Giving information on events and procedures (high level)
- Planning and giving information and help (high level)
- Processing data on computers (high level)

Basic Skills / Basic SCANS Skills

Basic Skills information comes from O*NET. Basic skills provide the foundation for learning other types of material. Many of these skills are related to SCANS Skills. For each skill, the level needed to perform the occupation is shown. Skills important to the occupation are checked.

Important Skills

Skill Level Required



General Workplace Skills

Information for General Workplace Skills comes from O*NET (Cross Functional Skills). General Workplace Skills are practiced activities that help workers achieve success in various occupations. The significant skills for this occupation are:

Social Skills

- Coordination ... (medium level)

Adjusting ones own actions in relation to others' actions.

Complex Problem Solving Skills

- Problem identification ... (medium level)

Identifying the nature of problems.

- Information organization ... (medium level)

Finding ways to structure or classify different pieces of information.

- Idea generation ... (medium level)

Generating a number of different approaches to problems.

- Idea evaluation ... (medium level)

Evaluating the likely success of an idea in relation to the demands of the situation.

Technical Skills

- Operation monitoring ... (medium level)

Watching gauges, dials, or other indicators to make sure a machine is working properly.

- Operation and control ... (medium level)

Controlling operations of equipment or systems.

Systems Skills

- Systems perception ... (medium level)

Determining when important changes have occurred in a system or are likely to occur.

- Judgment and decision making ... (medium level)

Suggested School Courses

A course plan is available for the Career Pathway listed below:

- [Engineering and Industrial Technologies](#)

Aptitudes

Occupations with this work value satisfy the need to use your best abilities, see the results of your work, and get a feeling of accomplishment.

- **Support ... (often characteristic of this occupation)**

Occupations with this work value satisfy the need to know the company stands behind its workers and has competent, considerate and fair management.

Interests

O*NET uses six categories to describe work environments and interests (compatible with Holland's Model). The following codes reflect the categories which best describe this occupation:

- **Conventional**

You are an "organizer". You feel comfortable working with details in structured situations and like to keep things neat and organized. You like working with forms, charts, and reports. You are self-controlled and identify strongly with status, authority and power.

- **Realistic**

You are a "doer". You usually prefer physical activities, games and projects rather than socializing. You like to find concrete solutions to problems by trying out various possibilities. You often avoid situations that involve a lot of discussion with other people, and you usually want to go further than working out a problem in theory - you want to see how your solutions work.

- **Enterprising**

You are a "persuader". You like to sell products and ideas and manage other people. You enjoy having power, prestige, and high status. You have good language skills and you like to use them to control and influence other people.

Myers-Briggs Types

The MBTI uses four letters to represent how people like to look at things and how they like to go about deciding things. **E** Extraversion or **I** Introversion, **S** Sensing or **N** Intuition, **T** Thinking or **F** Feeling, and **J** Judging or **P** Perceiving. This occupation is part of the career field:

- **Transportation Operations -- Airway**

in which the type assessment was done. Types commonly found in this field are:

- **ESTP**

Characteristics frequently associated with ESTP
(Extraversion/Sensing/Thinking/Perceptive): Flexible and tolerant, they take a

pragmatic approach focused on immediate results. Theories and conceptual explanations bore them -- they want to act energetically to solve the problem. Focus on the here-and-now, spontaneous, enjoy each moment that they can be active with others. Enjoy material comfort and style. Learn best through doing.

• **ENFP**

Characteristics frequently associated with ENFP (Extraversion/Intuition/Feeling/Perceptive): Warmly enthusiastic and imaginative. See life as full of possibilities. Make connections between events and information very quickly, and confidently proceed based on the patterns they see. Want a lot of affirmation from others, and readily give appreciation and support. Spontaneous and flexible, often rely on their ability to improvise and their verbal fluency.

• **ENTP**

Characteristics frequently associated with ENTP (Extraversion/Intuition/Thinking/Perceptive): Quick, ingenious, stimulating, alert, and outspoken. Resourceful in solving new and challenging problems. Adept at generating conceptual possibilities and then analyzing them strategically. Good at reading other people. Bored by routine, will seldom do the same thing the same way, apt to turn to one new interest after another.

• **ENTJ**

Characteristics frequently associated with ENTJ (Extraversion/Intuition/Thinking/Judging): Frank, decisive, assume leadership readily. Quickly see illogical and inefficient procedures and policies, develop and implement comprehensive systems to solve organizational problems. Enjoy long-term planning and goal setting. Usually well informed, well read, enjoy expanding their knowledge and passing it on to others. Forceful in presenting their ideas.

National Employment and Outlook

Annual number of job openings (2000 to 2010): Very Small

Job Openings	very small number	A total of 1,000 average annual job openings is expected for this occupation between 2000 and 2010. (The National average for all occupations is 8,371 openings.)
Outlook	stable	The employment change from 2000 to 2010 is estimated to be +7.2%.

		(The National average for all occupations is +13.6%.)
Employment	small occupation	This was a small occupation in the United States, employing 26,645 workers in 2000. (The National average for all occupations is 209,487 workers.)
Industries	Large concentrations of this occupation are found in these industries: <ul style="list-style-type: none"> • Federal government, except Postal Service (SIC 910) (89%) • Transportation by air (SIC 450) (5%) 	
OES Occupation	5320211075 Air traffic controllers	

Slower than the average growth. The implementation of computerized air traffic control systems will limit job growth. Keen competition is expected, especially because of a Federal policy allowing eligible retired military controllers to apply for positions.

Florida Employment and Outlook

	2002 to 2010 Outlook	2002 Employment	Average Annual Growth Rate	Average Annual Openings due to Growth	Average Annual Openings due to Separations
Florida Statewide	• Stable	2,036	1.49%	30	84

In Florida, a large concentration of this occupation is found in this industry:

- Federal Government (100.00%)

Military Career Opportunities

Air Traffic Control Managers (Officer)

Opportunities: The services have about 1,800 air traffic control managers. Each year they need new managers due to changes in personnel and the demands of the field. After job training, managers are assigned to air traffic control centers at airfields or aboard ships, where they gain experience in air traffic control management. They may advance to senior management and command positions in the aviation field. To inquire about opportunities with the National Guard and Reserves, click on the hyperlink below.

Training Provided: A 4-year college degree is normally required to enter this occupation. Certification by the FAA must usually be obtained during military training. Military job training consists of 6 to 11 weeks of classroom instruction. Training length varies depending on specialty. Course content typically includes:

- Air traffic control management

- Operational procedures for air traffic control
- Communications and radar procedures
- Aircraft recognition
- Take-off, landing, and ground control procedures

Earnings: Officers in the military can progress through ten officer pay grades during their careers. Pay grade and length of service determine an officer's pay. Most newly commissioned officers begin at pay grade O-1 (\$23,118/year basic pay in 2000). With certain professional qualifications, officers may enter at a higher pay grade. After two years, officers generally move up to O-2 (\$29,077/year basic pay in 2000). After an additional two years, the military generally promotes officers to O-3 (\$40,378/year basic pay in 2000) if job performance and other requirements are met. Cost-of-living increases usually occur once a year. Many officers and their families live free of charge in military housing on the base where they are assigned. Those living off base receive a housing allowance in addition to their basic pay. Officers also receive a monthly food allowance. These allowances, and associated tax savings, are substantial additions to basic pay. Other employment benefits for military officers include free health care, 30 days paid vacation each year, legal assistance, education assistance, military store privileges, and an excellent retirement program.

Services offering this occupation

- Air Force
- Marines
- Navy

Air Traffic Controllers (Enlisted)

Opportunities: The services have about 7,000 air traffic controllers. Each year they need new controllers due to changes in personnel and the demands of the field. After job training, new controllers normally perform duties such as ground control or work in airfields with light air traffic. With experience, they perform more difficult controller duties. In time, they may become supervisors of other controllers. To inquire about opportunities with the National Guard and Reserves, click on the hyperlink below.

Training Provided: Job training consists of 7 to 13 weeks of classroom instruction. Training length varies depending on specialty. Course content typically includes:

- Air traffic control fundamentals
- Visual and instrument flight procedures
- Radar and other landing approach procedures
- Communication procedures

Additional training occurs on the job. Aircraft carrier air traffic controllers receive specialized training.

Earnings: Military pay and benefits are set by Congress, which normally grants a cost-of-living pay increase once each year. Enlisted members can progress through nine enlisted pay grades during their careers. In 2000, most enlisted personnel

started as recruits at Grade E-1 (\$12,067/year basic pay); however, those with special skills or above average education started as high as Grade E-4 (\$14,915/year basic pay). In addition to pay, the military provides many of life's necessities, such as food, clothing, and housing, or pays allowances for them. Other benefits include health care, 30 days paid vacation, legal assistance, recreational programs, education assistance, and military store privileges.

Services offering this occupation

- Army
- Air Force
- Marines
- Navy

The National Guard and Reserves may have opportunities in this career field as well. Click on the hyperlink below to connect to their web sites for further information.

Military Career Opportunities Web Sites www.bridges.com/mcows/military.htm

Other military websites: <http://www.todaysmilitary.com> or <http://www.careersinthemilitary.com>

National Earnings

2001 National average annual earnings for the middle 50% of all workers in this occupation: \$60,000 to \$110,000.

Annual earnings range for middle 50% of all workers in this occupation ... (all information from 2001 OES survey): \$63,939 to \$105,581.

Average annual earnings: \$83,350

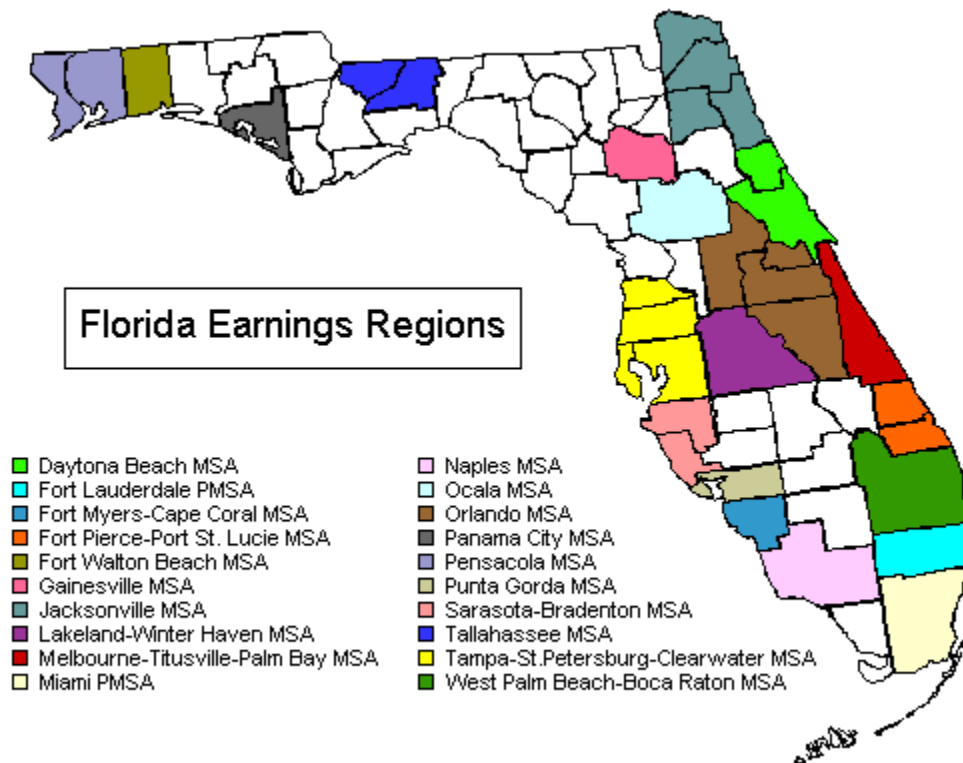
Average hourly earnings: \$40.07

Both the worker's job responsibilities and the complexity of the particular facility determine a controller's pay. For example, controllers who work at the FAA's busiest air traffic control facilities earn higher pay. Depending on length of service, air traffic controllers receive 13 to 26 days of paid vacation and 13 days of paid sick leave each year, life insurance, and health benefits. In addition, controllers can retire at an earlier age and with fewer years of service than other Federal employees. Air traffic controllers are eligible to retire at age 50 with 20 years of service as an active air traffic controller or after 25 years of active service at any age. There is a mandatory retirement age of 56 for controllers who manage air traffic.

Florida Earnings

(2003) Statewide average annual earnings	\$84,261
(2003) Statewide average hourly earnings	\$40.51

(2003) Statewide entry level annual earnings		\$51,750	
(2003) Statewide entry level hourly earnings		\$24.88	
(2003) Statewide experienced level annual earnings		\$107,765	
(2003) Statewide experienced level hourly earnings		\$51.81	
Major Florida Cities Pay By Year	2003 Average Annual Earnings	2003 Entry Level Annual Earnings	2003 Experienced Level Annual Earnings
Jacksonville MSA	\$97,531	\$77,459	\$112,923
Orlando MSA	\$95,222	\$78,250	\$109,366
Pensacola MSA	\$82,077	\$53,685	\$104,582
Tampa - St. Petersburg - Clearwater MSA	\$82,389	\$61,568	\$104,416
Major Florida Cities Pay By Hour	2003 Average Hourly Earnings	2003 Entry Level Hourly Earnings	2003 Experienced Level Hourly Earnings
Jacksonville MSA	\$46.89	\$37.24	\$54.29
Orlando MSA	\$45.78	\$37.62	\$52.58
Pensacola MSA	\$39.46	\$25.81	\$50.28
Tampa - St. Petersburg - Clearwater MSA	\$39.61	\$29.60	\$50.20



Physical Demands

Physical Demands reflect the overall strength generally needed to work in this occupation.

- **Light (10 lbs to 20 lbs)**

You would often handle loads up to 10 lbs., sometimes up to 20 lbs. You might do a lot of walking or standing or you might sit but use your arms and legs to control machines, equipment or tools.

Physical Abilities

Physical Abilities information comes from O*NET. Only those factors that are a significant part of the occupation are listed.

- **Near vision ... (medium level)**

Seeing clearly up close.

- **Auditory attention ... (medium level)**

Picking out a particular sound in the presence of other sounds.

- **Speech clarity ... (medium level)**

Speaking clearly enough to be able to be understood by others.

Work Conditions

Work conditions are taken from O*NET and refer to characteristics of the physical environment for an occupation. The following factors are frequently found in the work setting for this occupation:

- **Sitting**

Work in this occupation involves sitting more than one-third of the time.

- **Indoors**

Work in this occupation requires being inside most of the time.

Work Hours and Travel

- Rotating shift work

The time of work changes. You might work days one week, evenings or nights the next.

- Weekend work

Saturdays or Sundays are work days. On your days off others are working.

The following information is a list of Florida and other US Post-Secondary Schools that offer Air Traffic Controller educational programs.

Click a school to see its report.

[Averett University \(4YR\) Danville, VA](#)

[Community College of Beaver County \(2YR\) Monaca, PA](#)

[Community College of the Air Force \(2YR\) Maxwell Air Force Base, AL](#)

[Daniel Webster College \(4YR\) Nashua, NH](#)

[Embry Riddle Aeronautical University \(4YR\) Daytona Beach, FL](#)

[Miami-Dade Community College, FL <http://www.mdc.edu> \(2YR\)](#)

[Hampton University \(4YR\) Hampton, VA](#)

[Inter American University of Puerto Rico, Bayamón Campus \(4YR\) Bayamón, PR](#)

[St. Cloud State University \(4YR\) St. Cloud, MN](#)

[Thomas Edison State College \(4YR\) Trenton, NJ](#)

[University of Alaska Anchorage \(4YR\) Anchorage, AK](#)

[University of Maryland Eastern Shore \(4YR\) Princess Anne, MD](#)

[University of North Dakota \(4YR\) Grand Forks, ND](#)

Additional Information about the Federal Aviation Administration Air Traffic Control Program:

The Federal Aviation Administration (FAA) implemented partnership agreements with thirteen colleges, including Mt SAC, in October 1997. These partnership agreements were developed to serve as the primary hiring source for FAA air traffic control (ATC) specialists during the next ten years, an FAA projected intense hiring period. Previously, a college degree was not required as part of the ATC hiring process. Mt SAC is the only college serving the FAA's Western Pacific Region in this new program, formally called the Collegiate Training Initiative (CTI). As part of an FAA local-recruitment, local-hiring program, Mt SAC is designated to serve Southern California. Thus, students who complete our CTI program and are subsequently hired by the FAA can expect to be placed in ATC facilities in our area. Primary job assignments are in control towers within Southern California or in radar facilities at Palmdale and San Diego. Southern California is projected to be a continuing intense FAA hiring area for the next ten years. To qualify for hiring by the FAA as an air traffic controller, it is necessary for potential students to meet some fundamental requirements, including U.S. citizenship, age not in excess of 30 years at time of hiring (after completing the Mt SAC program), and successful completion of an FAA aptitude test (to be administered during the student's first semester at Mt SAC). Additionally, during the hiring process, the FAA administers a physical exam, a drug test, and intensive security and background investigations. Our formal degree program, approved by the FAA, is the A.S. degree in Aviation Science. It is a new degree program that is very similar to our A.S. degree in Commercial Flight. Air traffic controllers and pilots require similar academic courses, so dual degrees are possible with minimal extra classes. After completion of the A.S. degree in Aviation Science, students are recommended to the FAA by Mt SAC (to include GPA rankings of each graduating class). If there are periods of minimal hiring, it is expected that the FAA will exercise hiring control via waiting lists, based on GPA and other factors they deem appropriate. Hired students complete their training (after Mt SAC) at the FAA Academy in Oklahoma City. This training is primarily laboratory simulation. FAA Academy training lasts 12 - 15 weeks, depending on the specialty into which the student is hired. Starting salary is approximately \$26,000 per year, including initial paid training at the FAA Academy. Salaries at FAA ATC facility sites include incremental advancement with experience to salaries of \$75,000 - 135,000.

Training at the FAA ATC Program

Your skills training at the FAA academy occurs after the FAA hiring process is complete. This is specialized academic training with intensive laboratory training utilizing ATC simulation equipment. Currently, this training at the FAA Academy requires 12 weeks for the Enroute Option and 15 weeks for the Terminal Option. Upon successful completion of this training, you will be transferred to your specific facility assignment in a control tower, radar approach control, or enroute radar center.

While at the FAA academy, you will receive approximately \$3000/month plus per diem payments of approximately \$40/day per-diem to assist with your living expenses. The

FAA Academy is located at Will Rogers Airport, Oklahoma City's primary airport. Upon completion of this training, you will be required to pass a performance evaluation that consists of ATC simulator exercises. Although this is a challenging and important part of the hiring process, the FAA Academy has the goal of training you to succeed. You will receive a lot of assistance in meeting the performance evaluation standards of the FAA Academy.

Recommendations

The AT-SAT examination should be completed early. We recommend that you take this exam in your first semester and no later than your second semester. Since this exam must be passed to allow you to complete the CTI program, it is important that you attend to this early in your course progression. At present, there is an 18 month waiting period after failure of the AT-SAT exam. So early completion of this exam could also give you a second chance at this exam, with the opportunity to remain in the CTI academic program with retesting on the AT-SAT prior to graduation.

Although the FAA administers its own physical exam as part of their hiring process, we recommend that you take an FAA Class II pilot medical exam early in the CTI program. This exam is reasonably equivalent to the FAA's ATC hiring exam standards. Although we expect you to pass both the AT-SAT and the physical exam, it is best to know of any difficulties early in your academic progression so that you can reconsider your career options. There are lots of careers in aviation besides air traffic control, but they all require different academic preparation.

Since the FAA hiring process involves an intensive security and suitability background examination, you should closely consider your current personal situation. Certainly, a recent or repeat record of driving while intoxicated (DWI) or driving under the influence of alcohol (DUI) is a serious problem during this investigation. Similarly, pay attention to your credit rating and protect it carefully. Your job record will also be looked at closely, so also protect that record. There is nothing you can do about past problems in these areas, but the FAA is especially concerned with your recent history.

Also note that the FAA faces peaks and valleys in hiring in the air traffic control field that are very difficult to predict. When you graduate, there may be more CTI applicants than ATC positions. In such instances, your GPA, CTI Exit Exam score, and overall college activities will be looked at even more closely by the FAA. A high GPA should be your continual goal.

You should also be aware that shift work is the norm in air traffic control. Many facilities operate around-the-clock, and at such locations you will be required to rotate shifts with your fellow controllers on a regular basis. That takes some getting used to, and it certainly isn't for everyone. Even the darkened atmosphere of radar facilities can be problematic for some individuals. It's certainly an unusual environment that you should closely consider before pursuing this unique and exciting career field.

Geographic Preferences

As a local-recruitment, local-hire program, the FAA will attempt to place you in a facility within our local area. However, you are also eligible for nationwide hiring, if desired. In fact, if you limit your 'geographic preferences' (declared at time of successful completion the AT-SAT exam), you will not receive nationwide consideration. But don't declare a region as a geographic preference unless you intend to accept job offers from that region. Once you are offered a specific facility site, you must accept or decline that job. If you decline, you are removed from the CTI program and cannot reapply. Thus, it is important to declare geographic preferences that are realistic for you. You can change your geographic preferences at any time after they are declared.

The A.S. Degree Program - Aviation Science

In keeping with the FAA's goal of hiring air traffic control applicants with a broad-based knowledge of aviation, our CTI program includes a general survey of all areas of the aviation industry. In fact, our previous A.S. degree in Air Traffic Control was considered much too specialized by the FAA during their initial evaluation of our CTI application. The FAA is looking for students who have a broad aviation academic background. They will train you in the specifics of ATC at the FAA Academy, and that also enhances FAA standardization of controller training on specialized equipment. The high-tech environment of the FAA Academy is certainly much better equipped than the individual CTI colleges to handle such specialized training. That explains the emphasis on academics in the Mt SAC CTI program. It also explains the degree name, Aviation Science. The FAA and Mt SAC are concerned with the expansion of your career options. If you are not selected for FAA hiring upon completion of the CTI program, you will be well prepared to continue your career in other fields of aviation. This degree prepares you for transfer to universities in related areas, such as aviation management and flight occupations.

FAA CTI College/University Partnerships

Mt SAC is proud to join some of the nation's leaders in aviation education in the Collegiate Training Initiative:

Purdue University (Indiana)
Embry-Riddle University (Florida)
Dowling College (New York)
University of North Dakota (North Dakota)
Mt San Antonio College (California)
Hampton University (Virginia)
Middle Tennessee State University (Tennessee)
College of Aeronautics (New York)
Miami-Dade Community College (Florida)
Inter American University (Puerto Rico)
University of Alaska (Alaska)
Beaver County Community College (Pennsylvania)
Daniel Webster College (New Hampshire)

AIR TRAFFIC CONTROL CAREER PATH

Facility Supervisor 17–20 years

Facility supervisors are in charge of air traffic operations at an airfield facility. They plan, direct, and organize air traffic control at an airfield. They also inspect airfields and direct air traffic control training programs.

Supervisor 7–11 years

Air traffic supervisors manage the operations of control towers or radar centers. They supervise shifts and brief staff on weather, local field conditions, runways to be used, and other situations affecting aircraft. They coordinate air traffic control with other airfields and inspect runways and airfield facilities.

Controller 4–6 years

Controllers take on difficult or emergency duties in addition to normal flight control duties. They conduct instrument flight approaches in bad weather and take radar control of aircraft during emergencies. Controllers also coordinate search and rescue missions with aircrews and give on-the-job training to new air traffic controllers.

Apprentice Controller

Apprentice controllers work under the direct supervision of an experienced controller. They track air traffic by sight or with radar equipment. Apprentice controllers contact pilots with takeoff, approach, and landing instructions or other vital flight information. They also direct vehicle and aircraft movement on runways and around airfields.