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## Air traffic controller salary uk

Alternative job title & related: Air traffic controllerOfficer, Briefing assistant, service, traffic, air officer, control, traffic, air controller, radar, aircraft planner area controller, flight officer, control, space (airport) Assistant, service, traffic, Air controller, movement, ground planner (airport), traffic, Air controller, traffic, air We cannot find an internship vacancy in the UK for air traffic controllers right now. The Find internship service can help you with your search, send alerts when new internships are available and have advice on how to sign up. Air Traffic Controller Salaries - DistributionAmong air traffic controllers, Air Traffic Controllers trainees have the lowest salaries, while more experienced Senior Air Traffic Controllers tend to have the highest salaries. Air Traffic Controllers - Salary DifferenceJobSalaryDifferenceSenior Air Traffic Controller£82K/year+57% RAF Air Traffic Controller£48K/year -9%Trainee NATS Air Traffic Controller££17K/year -67%Air Traffic Controller - Pay by Experience LevelAn Entry Level Air Traffic Controller with less than three years experience can expect to get an average total compensation of £37,200 per year. A mid career Air Traffic Controller with 4-9 years of experience gets an average total compensation of £49,700, while an experienced Air Traffic Controller with 10-20 years of experience earns an average of £82,300. Air Traffic Controllers with more than 20 years of experience on average earn £102,400. How Work Experience Affects AirLate Career Traffic Controller Salaries: +95%+57%Average Salary£52,400/yearMid Career ▼ -5%Entry Level ▼ -29%Gender BreakdownAir Traffic Controller - Salary Related Salary Information presented on this page is based on all Air Traffic Controller jobs published on Jobted in the last 12 months. Usually based in the Control Tower at the airport, aerodrome controllers (sometimes referred to as Tower Controllers) are responsible for the safety and movement of aircraft around the airfield. They issue permits to take off and land and route aircraft around the airfield so they can taxi safely between runways, stands and other areas they need to travel. Usually based in the Control Centre (such as those in Prestwick and Swanwick in the UK), Area Controllers manage aircraft at higher altitudes (often five thousand feet and above). They are in charge of the aircraft in the phase of climbing, disembarking, and in the course of flight. Area Controllers emit levels, titles and speeds to separate aircraft, providing safe and fast routing through the airspace sector Manage. Approach controllers are usually based at airports, but those managing large London airports are based in Swanwick. They manage planes approaching airports putting them into the most efficient to land. They also manage those who have just left the airport in the early phases of their flight. Approach Controllers can also manage transit flights in the airspace around the airport. £50,888Avg. Basic Salary (GBP)The average salary for Air Traffic Controllers is £50,888EXPLORE BY:An entry-level Air Traffic Controller with less than 1 year's experience can expect to get average total compensation (including tips, bonuses and overtime payments) of £30,000 based on 5 salaries. An early career Air Traffic Controller with 1-4 years experience gets an average total compensation of £42,000 based on 23 salaries. .... Read moreAll air traffic controllers direct traffic in the air and on the ground. Air traffic controllers warn pilots about barriers that may be in their path, such as other aircraft and bad weather. Air traffic controllers sometimes have to divert aircraft routes when bad weather conditions exist. Air traffic controllers also assist the aircraft with landing and takeoff instructions. Air traffic controllers will carry out these tasks with the help of radar... Read moreAir Traffic Controller TasksMonitors flight delivery, basic operations, ASR radar, PAR radar, PAR radar and approach control. Train and supervise other employees. Use appropriate inter-coordination techniques and intra facilities. Schedule and watch the airspace. Tell us about your work and pay for factors such as skills and educationKing your market value with a report tailored to your SalaryNegotiate with confidence Carlos Beneto Turner has worked at Heathrow Airport as an air traffic controller for almost seven years. Here, he explains some of the surprises - and some of the more general situations - that come as a regular part of an often misunderstood job... 1. It is a role that, like an astronaut or a train driver, a little boy dreamed of doing me was born and raised in Spain. But half my family is from England, and my grandfather was in the RAF. Every time we used to come and see him, we used to fly to Heathrow. I was off the plane by then. I would look at the control tower as we passed it, and think that it would be a great job to have. So, since I was 10 years old, that's what I wanted to do. I would look at the control tower as we passed it, and think that it would be a great job to have 2. The application process is very intense... I applied through the NATS (National Air Traffic Services) website. There are three phases to the selection process. The first is a series of spatial awareness and mental dexterity tests, with a personality test to measure how you react in certain situations. The second is a more complex phase one version – more directed to air traffic control. The third phase is a full interview – and a group workout to see how you work as part of the team. 3. ... and you go to college If you succeed in the third phase, you you nats training college. That's where the hard work begins. Lots of presentations, briefings, and simulator exercises. Time off is really important. When I was resting, I wasn't even allowed to check my e-mails. You should have decided your mind completely from your air traffic before you started: you were allocated discipline – either working in an airport tower, or in a further control centre. I'm taking the airport route. After college, you start your training at your destination airport. It's taking a while. I was in college for seven months - then it took me an extra 13 months to qualify at Heathrow tower. 4. You have a helping hand for a while Once you arrive at the airport, you do an initial simulator training program to get you up to speed. But the real on-the-job training is your instructor's guidance. They can always put you aside on the radio. On the first day, the instructor does most of the transmissions for you. But they lead you to the point where they step less and less. The obvious goal is that at the time of your final assessment, they do not need to intervene at all. And how much do they get paid? 5. Your final assessment is very stressful... All the work you do until then depends on one assessment. It's like a driving test. You need to know every procedure. And you can fail. This is rare but there are examples. 6. ... but your first day as a qualified controller is pretty ordinary The first day feels a little different, because you don't have your instructor's safety net. You are operating under your own license for the first time. But from a practical point of view it is no different. You already feel ready for it, you never feel you are behind the curve. Confession of an airline pilot 7. This job is not stressful. It's really not about stress. It's about pressure. Some people might say that words mean the same thing, but I don't think that's the case. It's definitely a job that keeps you on your toes, and you can't afford not to notice. But it's not stressful. People have this idea that it's all a split-second decision, but there's more time to do things than people think. There are miles of separation between planes People are always surprised when they come to the tower and see how quiet it is. They imagine this very busy place where people shout and throw things at each other. It's a picture that has perpetuated him for years. But it's a quiet room, a control tower. 8. The work is not Ada's film was a few years ago with John Cusack and Billy Bob Thornton, Pushing Tin. This has nothing to do with reality. It's a fun movie to watch - but I've always thought that images that, and other fictional depictions, are sent out - air traffic be something busy and permanently on the edge – pathetic and un helpful. I think this might deter potential applicants; people who would otherwise be good controllers. 9. Takeoff is more difficult than landing There is more to consider with departure than there is with arrival. Think of a typical picture of a line of planes coming over London. At Heathrow, they were put in line by our control centre in Swanwick. They were transferred to us once they were on that line. We just need to make sure the distance is right, and take corrective action if someone misses the approach. It's a very routine arrival. As for departures, you have to make sure you set the correct order. It's more direct. It was one of the key decisions - getting the right departure order - that made the airport tick. If the plane does not depart at its supposed rate, that has a knock-on effect - not available, delays etc. It takes a lot longer to be proficient on departure than arrival. It's very routine to do migrants. Whereas with departure, it's more direct Credit: Travelpix LTD/ Travelpix Ltd 10. Large aircraft can make small children shake planes of different sizes, causing different levels of turbulence behind them at takeoff. You should take into account this effect on smaller aircraft after the larger one, and apply additional time before you clear the plane for departure. We also separate the aircraft by route - ideally departures to the north will be followed by southern departures. 11. The most common problem is small children Like when the plane returns to the gate after pushing - because someone is unwell or needs to disembark, or because of technical problems. But this is an inconvenience rather than a great difficulty. Diverting planes on the way to the runway is part of the job. Confession of an air hostess 12. Bad weather can make a tiring day the Plane is very resistant to the weather, but we obviously have to deal with the testing conditions. It can be annoying when we have storms around it. Planes don't like to fly through storms, so you have to think more. Planes usually follow standard departure routes, but when the route is directly through the storm you need to reconsider. So you have to coordinate alternative routes with your radar colleagues. The days of strong winds can be interesting - especially when you get a cross wind, and an aborted landing occurs. 13. Cancelled landings need not be worried about Passengers seeing a missed approach – as we - as a case something is not right from a safety point of view. But it's a daily occurrence. And if your plane goes around again, it's a standard procedure that's completely safe. There's a good reason for that to happen. Happen, never worry about missed approaches. 14. You have to be ready for whatever I am lucky. I don't have to deal with major emergencies in my career. The worst possible incident was a 767 that landed and one of its brake discs shattered. I had to get the fire service out to make sure the plane was still safe - the brakes were left hot after landing. The biggest workload in that situation is having pieces of brake discs on the runway, so it is no longer safe for landing. That's when you start having to send your next arrival, so you may have two or three missed approaches in a row. 15. Time moves slowly in the control tower There is more time to do things than people think. There's miles of separation between the planes. People have this idea that it's all a split-second decision, but between sending one plane around and having to deal with the next, you have plenty of time to think about your next move. It's obviously a more high-pressure situation if you have to send in the fire service. But in reality you have plenty of time to think I've done this, what's next? 16. Break time is really important At Heathrow, we can only operate up to 90 minutes at a time - and then we should have a minimum half hour break. When you have a busy session, your brain knows that it has done the task of hard work – even though you have been in a comfortable chair. We have convenient facilities for rest. And they must be free of responsibility. I did some office work on the spot as well. But when I was on break, I wasn't even allowed to check my e-mails. You should have decided your mind completely from air traffic. We had a quiet room where we could go and watch a movie, read a book or just have a coffee. We take rest seriously – you want your brain as brief as possible when you get back to the top. One of the attractions of work for many is that you don't have to take it home with you 17. Your work ends when your day ends After your shift is complete, it's done. There's no extra work to worry about. You hand over your position to the incoming watch, grab your coat and go home. Which is one of the attractions of work for many people. You don't have to take it home with you. 18. Everyone speaks excellent English All pilots are required to speak ICAEA – International Civil Aviation English Association – English level. Some nationalities - not for lack of knowledge, but from pronunciation - can be a little more difficult Understood. But you're used to dealing with people from all over the world that it's never been a problem. My first language was Spanish! 19. You don't need permission to be the air traffic controller that I was lucky with – I had a 20/20 vision, but there were a lot of people in the tower who didn't. It's not a hindrance. It's going to be A lot of people in the unit wear glasses. 20. Being an air traffic controller makes you happy on my plane more than comfortable on the plane. This is more interesting for me, especially when I go to other airports. I want to see how they operate. When you're a controller, you can know pretty much anything just looking out the window. Interview by Leadbeater Chris Leadbeater

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