ATC RESPONSIBILITIES

Air traffic controllers' immediate concern is flight safety.

1. What are your main responsibilities? 2. What procedures do you apply in your operations? 3. Under what conditions may vectoring/ holding be required? 4. What information do you need to do your job well?	

Air traffic controllers ***manage movement of traffic*** in the assigned sector. They provide safe, orderly and expeditious flow of traffic. The main task of ATC is to ***provide necessary separation between aircraft***, aircraft and vehicles, aircraft and obstacles.

Air traffic controllers

- keep radio contact with pilots
- coordinate arrivals and departures
- issue landing and take-off clearances
- monitor and direct traffic ***on the ground and in the air***
- give weather updates to pilots
- provide navigational assistance, if required
- alert all necessary units and services in case of emergency

Depending on the area of responsibility controllers ***apply (use) different procedures:*** speed regulation (or adjustment), level change, vectoring, orbiting, holding, off-set procedure and others. For example, vectoring is ***used for spacing and sequencing***. Holding is ***necessary for delays*** and traffic separation. It may be ***required due to*** bad weather, blocked runway, aerodrome equipment failure, traffic congestion, emergency, airspace or traffic restrictions.

Air traffic control is an informational process. Controllers manage traffic ***using different sources*** (e.g. radar screens, communication systems). Controllers permanently receive, analyze and pass different kind of information. Using this information, they make decisions, give recommendations, issue clearances and instructions to pilots.

Air traffic controllers need to know current traffic situation, flight plans, meteorological conditions, aerodrome data, constraints (restrictions), information about non-routine operations, state of equipment and so on. Controllers receive that information ***via different channels***. They get traffic information from radars, restrictions information from the supervisor and military. Meteorological information is ***obtained from meteorological service*** and pilots. Equipment status is given by technical specialists during a pre-shift briefing.