

2015



Regional Training Programme

S3 - APP

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Introduction

This is the official VATSIM Scandinavia training programme for students training for the regional approach training in Norway FIR. Each mentor is expected to take his student through these sessions. This is to make sure all students have been through the same core content in their training. The training is now based on multiple simulator sessions before starting to control live. The programme will have a steady increase of traffic and difficulty. This will make it easier for the student to monitor the progress of the student as it is not based on how many pilots are showing up for the training.

Qualifications required to start training

In order to start practical Approach training at a regional approach sector in Norway, a student must meet the following requirements:

- Be an active VATSIM, VATEUD and VACCSCA member
- Passed the official VATEUD theoretical ATSimTest as S1 and S2
- Passed the official *Gardermoen Theoretical Exam*
- Either:
 - Holding an S2, or
 - Be a visiting controller.

Syllabus for regional APP

Training and Assessment

Controller training and assessment in VATSIM Scandinavia is managed and logged electronically in the Norwegian Training System Administration (N-TAS). ATC training is guided by a set of mentoring criteria which are designed to fully prepare the student for an examination (or checkout). The electronic training report criteria are discussed below. When completing a mentoring report, mentor are to grade students on their overall performance in four categories:

1. Communications
 - a. Standard and specific phraseology
 - b. Text communications
 - c. Pace and clarity
 - d. Confirm incorrect read-backs
 - e. Communication priority
2. Coordination
 - a. Correct handoff procedure
 - b. Coordinating with relevant sectors
 - c. Coordinating on non-standard practices
3. Planning
 - a. Flight plan and departure list maintenance
 - b. Missed approach procedures
 - c. Runway change, runway alternation
 - d. Low visibility procedures
4. Controlling
 - a. Airspace understanding
 - b. Appropriate clearances
 - c. Instructions
 - d. Separation and sequencing
 - e. Traffic/weather information
 - f. Vectors

Training reports

After each training session, the mentor will complete an electronic training report in which each of the elements discussed above will be displayed. Topics will be graded as follows:

- *Not covered* – This subject is not covered or not relevant.
- *Work required* – Continuous mentor guidance is necessary in order to achieve higher grade.
- *Satisfactory* – A moderate assistance is required.
- *Good* – Occasional and minor mentor guidance is required in order to achieve *excellent*.
- *Validation standard* – No mentor input is required, candidate is fully competent in this area.

General curriculum

All S3 students training at a regional approach sector shall be competent in the following areas before starting online training:

1. Understand and decode...

- 1.1. METAR
- 1.2. NOTAM
- 1.3. SNOWTAM
- 1.4. TAF

Curriculum for S3 - APP

S3 students shall be competent in the following areas:

1. General

- 1.1. Airspace classification
- 1.2. Airspace restrictions/limits

2. Approach

- 2.1. Comply with relevant runway configuration
- 2.2. Coordination
- 2.3. Departure gap separation
- 2.4. Ensure separation
- 2.5. Missed approach procedure
- 2.6. Speed restrictions
- 2.7. Traffic information
- 2.8. Use of correct climb
- 2.9. Use of correct descend in accordance with Point Merge
- 2.10. Use of correct direct routings
- 2.11. Use of correct military phraseology
- 2.12. Use of vectors in TMA
- 2.13. VFR traffic
 - 2.13.1. In controlled airspace (TMA)
 - 2.13.2. In uncontrolled airspace

3. Special procedures

- 3.1. Emergencies
- 3.2. Military traffic
- 3.3. Low visibility procedures
 - 3.3.1. LVP conditions
 - 3.3.2. CAT II/III operations

Theoretical part

Introduction session

A theoretical session covering the following:

- Terminal Maneuvering Area (TMA)
 - Airspace
 - Airspace limits
 - TMA lower limits
 - TMA ceiling
 - SIDs
 - Direction
 - Initial climb
 - Max. climb
 - STARs
 - Direction
 - Initial descend
 - Transition(s)
- Preferred direct routings on standard SIDs
- Preferred direct routings on standard STARs
- Area of responsibility
- Transition altitude
- Coordination of active runways with relevant sectors
- VFR:
 - Airspace
 - TMA limits
 - Uncontrolled/Controlled VFR
 - VFR entry/exit clearance
 - VFR routes (if applicable)

Online training programme

After the simulator sessions, a minimum of three online sessions are required. If the mentor thinks the student has reached the desired level, the training is finished and he will have his checkout as soon as possible. If combined rating/major airport endorsement training is applied, and the mentor evaluates, that the student is able to handle one combined rating/MA CPT, the student can continue directly to a Major Airport endorsement training programme with the same mentor.

Examination

S3 – APP checkout:

Takes place on a regional approach sector within Norway FIR

Time frame: 90 to 120 minutes