

C1 Training (Center)

General

In the Bremen FIR we offer three sector groups for the center controller Training. These are based on the real model of EBGs (Einsatzberechtigungsgruppe) which cover roughly

- EBG Ost, covering Berlin area
- EBG Nord (Nord A+ Nord B combined), covering Hamburg area
- EBG Süd, covering Hannover area.

For correct sector structure check the [sector overview](#). With your training request state your preferred sector group for training.

Training Steps

Tip: You may and should listen to all kind of training sessions of other trainees. This is highly recommended and expected in all training phases, as the training sessions you actively attend will most likely not be sufficient on their own.

Center Lesson

Requirements

- Experience on Approach stations, especially within the training sector group
- you have controlled at least 25 hours on approach positions
- active Tier 1 Endorsements of covered top-down positions
- self study of:
 - sector structure
 - Letter of Agreement (LoA)
 - route network in the training sector group
- good three-dimensional thinking

Online Trainings

As the center airspace is quite complex and the working methods differ from station to station, the following order of trainings will make the step from approach to center stations easier. The order of training steps may differ as it is only a rough structure.

Lower sectors

The training sessions on lower sectors will help you to gain your first experience on a center position in rather familiar conditions. As the lower sectors provide service up to FL245 (FL285 in EDWW-East) the impact of e.g. higher speeds is compared to approach sectors noticeable however not too great to gain first routine. You will also learn the methods and techniques to control a sector safely and efficiently. One part of this training step is, to learn about short and mid time planning and sequencing.

Upper sectors

As you achieved some experience, some mentored trainings on upper only sectors will follow, where you will learn in addition to achieve adequate spacings within longer periods of time with less impact.

Combined

One of the last steps are training sessions on a combined sector where you control both - upper and lower sectors. These two steps will be harmonized with each other in this training section.

ATSimTest C1

- Open Book test, use your experience, the knowledge base and google to answer the questions.
- The test is open for a maximum of 7 days and there is a 5 days waiting period, if you fail it.

The ATSimTest must be completed and passed before the start of your solo.

The test can be found in the [VATEUD core portal](#) after your mentor has signed you up for it.

Solophase Center

As far as you have a good knowledge of procedures and techniques you will get a solo endorsement for your training sector to improve your controlling by yourself. In this phase some check ups with a mentor will take place, to ensure the training objective will be achieved.

CPT Preparation & Final Training

Final Training

The last regular training session is your pre CPT. In this training a mentor will check under CPT conditions whether you are ready to be signed up for the CPT.

CPT

For your CPT try to search for a relief station in advance. Also, you can ask the event department to request ATC from neighboring sectors.

Tip: control safely and exactly the way you learned it. Don't try to control the traffic overly cautiously, nor do try to get out to all limits and beyond - the examiners only want to see that you can handle the traffic volume well and as confidently as possible. A perfect CPT is therefore very boring for the examiners to watch. If you should have a major mishap or it's just not your day at all, don't be too disappointed about a failed CPT - of course, you have (mostly after a new CPT preparation training) another try.

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