

# S2 Training (Tower)

## General

In the Bremen FIR we use the airports Berlin (EDDB), Hamburg (EDDH), Hannover (EDDV) and Bremen (EDDW) for the tower controller training. In order to ensure the highest possible efficiency of the training, you will not change between airports during the training. Since the training runs independent and parallel, this document is to be applied equally to all four airports.

The training on Vatsim requires a high level of **self-study, self-reflection and commitment**.

For each training, you have to prepare yourself using the published information in the knowledgebase. It is important that you read the documents but also understand and learn the content. **While studying ask other controllers, research and observe on frequency.** If a training reveals that you do not meet the requirements, the training can be canceled immediately.

Mentorships guide you in your self learning journey. You are responsible for your own progress and rating approval.

The solo phase for tower lasts a maximum of only 60 days up to the CPT with a backup of another 30 days after a failed practical test, not including the Ground/Apron Endorsement. Since this period is very short, it is important to use the solo phase efficiently. If you know that you will not be able to use parts of the tower solo phase for personal reasons, please inform the responsible mentor as soon as possible, so that we can plan the solo start accordingly.

## Training types and abbreviations

Every training will take place on the Vatsim Germany TeamSpeak server, in the Bremen FIR section.

- **Introductions:** Together with a mentor, you will go through local procedures and specialties, as well as discuss any open questions regarding your self-study. As this is just theoretical knowledge, it will most likely be combined with a Sim-Session. If available, this step can be a Moodle course and online test.

- **Sim:** Vatsim hosts a so called "sweatbox" server where sim sessions can be run. This has nothing to do with the live traffic on the network and is used for training special situations or making the first steps at bigger airports. The aircrafts are controlled by a mentor and the "radio transmissions" are done via TeamSpeak.
- **OTS (Over-the-shoulder):** During an OTS you will control a station on the live network. A mentor will always be by your side to help you, answer you questions and take over the station if necessary.
- **Solophase:** The so called "Solo" allows you to control at our training airports without having the required rating. The Solo is limited in time and allows autonomous training before an exam.
- **AT-SimTest:** The AT-SimTests are web-based multiple choice tests which you already know from the S1 (Minor) Training. They need to be passed before your CPT. They can be found [here](#).
- **CPT (Controller practical test):** A CPT is a practical exam where you show an examiner and a local mentor what you have learned.

After every Training there will be a Debriefing in which you and the Mentor will discuss the session. The Mentor will also tell you where you can improve and give you tips for your next 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.

## Training Steps

This is only an outline of the training steps to the S2-CPT. As the personal speed of learning and progress varies greatly between trainees, there may be individual variations. There might be extra steps at certain airports due to the complexity and extra trainings might be possible at any time, taking into account the availability of mentors.



## Training Airport Ground Endorsement (Theory + Sim)

### Requirements

- You controlled at least 10 hours on S1 minor airports of the Bremen FIR
- You hold a minimum of 10 hours activity in the last 2 months on minor airports of the Bremen FIR
- You have requested an online training in our trainings forum
- A mentor has contacted and assigned you to one of our training airports depending on your desired airport priority
- You worked through the **SOPs** of your training airport up to Ground
- **You prepared yourself for the training and observed other controllers at your new airport**
- If applicable, you prepared available Moodle training steps
- You worked through/repeated the "Lehrbuch Basics of Controlling", "Lehrbuch Delivery" and "Lehrbuch Apron/Ground" in the Knowledgebase

## Contents

Together with a mentor, you will go through the SOP and discuss any open questions regarding your self-study. The better prepared you are, the shorter we can keep the theoretical part. If you are totally unprepared, the mentor can postpone this training.

### EDDB/EDDH

In a sim session you will control the apron position with delivery top-down. If your mentor is satisfied with your performance, you will receive your ground endorsement. If not, a second session (Sim or Online) may be required or your self-training may continue for now on S1 Minor airports.

### EDDV/EDDW

As these are unrestricted airports, you can control as S1 on GND/DEL with a passed SOP Check. Beside the mentioned requirements, you will directly skip to the next step of requesting a Ground Checkout after a minimum of 25h on your training position.

Although it is not prohibited, we **strongly recommend** that you only control at your training airport. An exception to this is the preparation for the tower introduction. This can be best practiced on S1 towers before.

## Ground Checkout

### Requirements

- You have controlled at least 25 hours on your training positions, including higher traffic situations
- A mentor has contacted you regarding your checkout request

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Together with a mentor, you control the ground position in the evening. The mentor checks if you are applying all procedures correctly and how you handle the situation online. This is followed by a detailed debriefing.

If the checkout is rated positively, you can apply for your Tower Introduction. If not, more Sims or OTS trainings might follow, in general or with specific topics.

It is very important that you stick exactly to the learned procedures and phrases during the whole training process, as they will give you confidence and only this way you will become ready for the first exam in that short time.

## Tower Introduction (Theory + Sim)

### Requirements

- You passed your Ground Checkout successfully
- You worked through the "Tower" section in the Knowledgebase, including advanced topics
- You worked through the **SOPs** of your airport up to Tower
- **You prepared yourself for this station and observed other controllers at your airport**
- If applicable, you prepared available Moodle training steps
- You have arranged a training with a mentor

### Contents

Together with a mentor, you will go through the SOP and discuss any open questions regarding your self-study. The better prepared you are, the shorter we can keep the theoretical part. If you are totally unprepared, the mentor can postpone this training.

In the Sim session you will control the tower position with top-down service. If your mentor is satisfied with your performance, you can proceed with online trainings. If not, more session may be required.

## Tower OTS Training

Together with a mentor, you control the tower position in the evening. The mentor checks if you are applying all procedures correctly and how you handle the situation online. This is followed by a detailed debriefing.

If your mentor is satisfied with your performance, you will receive your tower solo. If not, more sessions (Sim or Online) are required.

## ATSimTest S2

- 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.

## Solo Phase

During your S1 solo phase you will independently control your training airport and prepare for your CPT. The controller practical test will take place on the tower position of your training airport.

The solo phase runs for **only 30 days!** Towards the end of these 30 days, you should have gained enough experience, also with larger traffic volumes, to request a CPT preparation training. One extension of 30 days will be granted which should include the controller practical test (CPT) at the end of this extension.

## CPT Preparation

### Requirements

- You have controlled at least 25h on the exam position
- You have a good routine for dealing with "normal" traffic situations including top-down service
- You have reviewed all theory you have learned throughout your training
- You have arranged a training with a mentor

### Contents

Together with a mentor, you will either control the Tower in the evening or in a Sim Session during high traffic. The mentor checks if you are applying all procedures correctly and how you handle yourself online.

If the mentor is satisfied with your performance and your theoretical knowledge, he will give you the "go" for your final training.

## Final Training

This training is about recreating the exact situation that you will face in a CPT. You will control the Tower including top-down service in the evening with your mentor silently watching you. If the mentor agrees, relieve stations can be allowed during the training and after approx. 60min other positions can be staffed again.

If the mentor is satisfied with your performance, the next step will be your CPT. He then makes an appointment with you and applies for your CPT. With your application, the ATSimTest will be activated.

The solo phase for tower lasts a maximum of only 60 days up to the CPT with a backup of another 30 days after a failed practical test. If you have not earned an S2 rating by the end of the second extension (90 days), your training unfortunately has to end on the current position and a waiting time of 12 month will be applied. The leading mentor will inform you about possible alternatives.

## CPT

In the CPT you show two examiners (ATD examiner and local assessor) that you can control all ground positions under a normal traffic amount for that airport. All contents of the tower training are relevant for the exam.

**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.

After passing the CPT, you will be recommended for the S2 rating. With the rating upgrade to S2, you get the clearance to control all unrestricted airports in Germany and the possibility to apply for endorsements of tier 1 airports. Additional trainings for the Tier 1 endorsement may apply.

## Endorsements at Bremen FIR airports

In case you did your Training at a tier 1 airport (EDDH, EDDB), you will receive the endorsement automatically.

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