

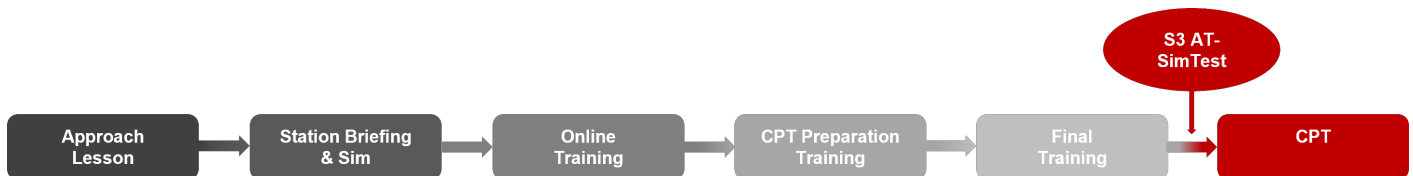
# S3 Training (Approach)

## General

In the FIR Bremen we use the airports Berlin (EDDB), Hamburg (EDDH), Hannover (EDDV) and Bremen (EDDW) for the approach controller training. In order to ensure the highest possible efficiency, you will not change between airports during the training phase. Since these trainings runs independent and parallel, this document is to be applied equally to all three airports. Beside your preferred priority, the final decision on which airport you will get your training is made by the mentor responsible for the Approach Lesson.

The solo phase for approach lasts a maximum of only 60 days up to the CPT with a backup of another 30 days after a failed practical test. 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 solo phase for personal reasons, please inform the responsible mentor during the Approach Lesson, so that we can plan the solo start accordingly.

## 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.

## Approach Lesson

### Requirements

- Experience on tower, especially routine with heavy traffic
- at least 3 months have passed since your S2 CPT

- you have controlled at least 25 hours on your exam position as S2
- A mentor has contacted you regarding an Approach Lesson
- You have carefully studied the Approach Study Guide (german)
- If available, this step can be a Moodle course and online test

## Station Briefing and 1. Sim

### Requirements

- Learned the contents of the Approach Lesson
- Very good knowledge of the relevant SOP
- Very good knowledge of the departure and arrival routes at your training airport
- A mentor has contacted you regarding your training

### Contents

- Theoretical instruction on the training station
- First practical experience on Approach in the simulator

## Additional Sims

### Requirements

- To consolidate learned concepts additional Sims are necessary. Your Mentor decides on the next steps.
- Within this phase of training, you have to prepare advanced theory like:
  - IFR Pickup
  - IFR Cancelation
  - C-Crossing
  - Holdings
  - Low visibility procedures
  - NVFR/SVFR
- Your mentor can decide to push these topics into the online training phase or use a mix of Sims and Online Trainings.

## Online Trainings (multiple)

### Requirements

- A mentor informed you to advance to online trainings

- Experience and confidence in available sim scenarios

## Contents

Together with a mentor, you will occupy the approach position and control under his guidance.

If you have the necessary theoretical knowledge and practical skills to deal with the usual larger traffic volumes and "VFR specials", you will receive the solo phase to practice for your CPT on your own. Otherwise further sessions online or in the simulator will follow until you are ready.

## ATSimTest S3

- 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 Approach

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.

The solo phase for approach 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 S3 rating by the end of the second extension (90 days), your training unfortunately has to end on the current position. The leading mentor will inform you about possible alternatives.

## CPT Preparation Training

### Requirements

- You have a good routine for dealing with "normal" traffic situations
- You have reviewed all theory you have learned throughout your training
- A mentor has confirmed this step

## Contents

Usually, these preparation trainings are conducted in the simulator or online at higher traffic situations. If the mentor is satisfied with your performance and your theoretical knowledge, he will allow you to advance to your final training.

## Final Training

### Contents

You will occupy the examination station under the supervision of a mentor to show that you are ready for your CPT. This training is about recreating the exact situation that you will face in a CPT.

The mentor might notice a few things that you could do better that didn't show up in the previous trainings.

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.

## CPT

### Contents

In the CPT you show two examiners (ATD examiner and local assessor) that you can control the approach position under normal traffic for your training airport. All contents of the approach 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 S3 rating. With the rating upgrade to S3, you get the clearance to occupy the approach position of 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 FIR Bremen airports

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

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