

# Langen FIR (EDGG)

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# Contact / Ansprechpartner

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# Curriculum FIR Langen

# Contact Person

The **mentor team of the FIR Langen** is always available for all questions concerning your training. The team is led by the Lead Mentor and the Chiefs of Training (CoTs), who also organise the training. If you have any questions regarding your training, you can contact your CoT at any time. (or any other mentor, of course).

The FIR leadership has nothing to do directly with the controller training, but can of course help you with it and answer questions that arise, or forward them to the responsible mentor.

Mentors			
Lead Mentor	<u>Julian Lüders</u>	--	<u>1439600</u>
Chiefs of Training (CoTs)	<u>David Zeiger</u>	S1	<u>1238939</u>
	<u>Markus Schwendtner</u>	TWR DUS/CGN	<u>1488616</u>
	<u>Julian Lüders</u>	APP DUS	<u>1439600</u>
	<u>Christian Frings</u>	APP CGN	<u>1433041</u>
	<u>Erik John</u>	TWR FRA	<u>1583954</u>
	<u>Julian Lüders</u>	APP FRA	<u>1439600</u>
	<u>David Dürr</u>	TWR Minor	<u>1627359</u>
	<u>Lukacs Schmeing</u>	APP Minor	<u>1336219</u>

For all inquiries to our LM (Julian Lüders), Erik John may also be contacted on our Teamspeak-Server or in the Vatsim-Germany Forum.

You can contact us either directly via the forum or by e-mail: [\*\*atd.edgg@vatger.de\*\*](mailto:atd.edgg@vatger.de)

# S1 Training

## Welcome to the S1 training!

Since May 2024, the S1 training is no longer held by the FIRs but instead, there is one vACC-wide training. This ensures more capacity, more efficiency and a standardized training and knowledge all over Germany.

## Requirements

- You created a Vatsim account and the account is assigned to the vACC Germany, see also the [registration tutorial](#).
- You signed in for the [waiting list for the first module](#)
- You downloaded and installed Euroscope successfully according to the [manual](#)
- You downloaded and installed [Audio for Vatsim](#) successfully
- You downloaded and installed [Teamspeak](#) successfully and linked your Vatsim account to it according to the [manual](#)

## Procedure

For the actual procedure, please read the [threads in the S1 forum](#).

## Further steps

If you would like to continue your training and obtain a S2 Tower Rating, you can apply for further training after 10 hours on our FIR Langen minor airports. You will be put on the waiting list for our training airports (EDDF, EDDL, EDDK, EDDS). For more information please read "[Training requests for all training phases](#)" and follow the formalities listed in the thread.

Once you are on the waiting list for the S2 rating, we still expect you to continue controlling. When it is your turn to start further training, you must have controlled at least **10 hours within the last two months at the S1 training minor airports within FIR Langen**,

otherwise, you will be skipped until you have completed your hours. After 1 year of inactivity, you will be removed from the waiting list.

# S2 Training (TWR)

## General

The S2 training in the FIR Langen takes place at the following airports. We hereby differentiate between Tier 1 and unrestricted airports:

Tier 1	Unrestricted
EDDF, EDDL, EDDK	EDDS, EDSB, EDLW

To start your training at a Tier 1 airport, you must apply for a Ground Endorsement in our forum:

This is where you will practice your skills on ground. This level of training is accompanied by a Moodle course and is mainly self-study. It is important that you not only 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.

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

If you choose to do your training at an unrestricted airport, you will start active training from the Tower Introduction.

After a minimum of 25 hours and 3 months, you can register for a tower introduction. As well as theory lessons, your mentors will teach you how to work in a tower position through simulations and online training.

Once your mentor gives you the go-ahead to control by yourself, you will be given a 30-day solo clearance. At the end of the solo phase, you must complete at least one CPT preparation course. If you complete this successfully, you will be granted a further 30-day solo clearance, at the end of which the CPT will take place.

If you fail the exam on your first attempt, you will have another 30 days of Solo Phase to prepare for the retake.

If you have not received your rating at the end of the 90 days, the training will be paused for 1 year.

We expect you to use your training efficiently because it requires a lot of mentoring hours. If we have the impression that you are not using the solo phases and/or trainings for your learning progress and you are showing little to no activity, we reserve the right to withdraw the solo or even your training position at any time. Exceptions may be made in agreement with the lead mentor.

## Training types and abbreviations

Every training will take place on our Teamspeak server in the channel "Training".

- **PEW (*Positionseinweisung*)**: During a "PEW" you will get all the necessary information for controlling at the corresponding airport. This contains local procedures and specialties only. 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.
- **ATSimTest**: The ATSimTests 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 each training session there will be a debriefing session where you and the mentor will discuss the session. The mentor will also tell you where you can improve and give you tips on how to do this. Of course, there will be time for you to ask any questions you may have had during the control.

**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.



## Tier 1 Ground Endorsement

### Requirements

- You have controlled at least 10 hours during the S1 training
- You have requested an introductory session on our forum for the airport you wish to train at
- If applicable, you prepared available Moodle training steps
- If you have been placed on a waiting list, you have controlled at least 10 hours within the last two months at the S1 training minor airports within FIR Langen

### Contents

Together with a mentor, you will go through the theory for your endorsement and practice staffing the position during a simulation session. If your mentor is satisfied with your performance, you will receive your ground endorsement. If not, a second session may be required or training may continue at an unrestricted airport.

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 practiced on an S1 tower shortly before.

## Ground Checkout

### Requirements

- You have controlled at least 25 hours on the ground endorsement
  - **EDDF only: You have controlled at least 20 hours during the last 2 months at Frankfurt Apron**
- A mentor has contacted you regarding your checkout
- You have booked the station with Training=Yes as soon as the training date is confirmed.  
If there is a booking conflict, contact your mentor

### Contents

In this checkout, you show one mentor that you can apply the skills you have learned on ground. To do this, you occupy the position for at least 1 hour. This is followed by a detailed debriefing.

If the checkout is rated positively, you can apply for your Tower Introduction.

The Checkout has to be done only on Tier 1 airports.

## Tower Introduction

### Requirements

- A mentor has contacted you regarding your training
- You have completed and passed the chapter "TWR Introduction" in the Moodle course
- You have completed and passed the chapter "Advanced Tower Handling" in the Moodle course

### Contents

After the theory lesson, the introductory session is held in two parts. Depending on the training airport, the theory and simulation sessions may take place on the same day.

After successful instruction, you will continue your tower training. During your S1 solo phase (30 days in the standard case), you will independently control your training airport and prepare for your CPT, which you will also complete there.

Please apply for an over-the-shoulder training after **2 weeks**. You should have controlled at least **10 hours** by then.

## OTS Training

### Requirements

- You have controlled for at least 10 hours
- Your introduction was 2 weeks ago
- A mentor has contacted you regarding your training
- You have booked the station with Training=Yes as soon as the training date is confirmed.  
If there is a booking conflict, contact your mentor
- You have completed and passed the chapter "OTS Training" in the Moodle course

### Contents

Together with a mentor, you control XXXX\_TWR (and all stations below) in the evening. The mentor checks if you are applying all procedures correctly and how you handle yourself online.

After another **2 weeks**, you should apply for your CPT preparation training.

# CPT Preparation Training

## Requirements

- You have controlled at least 25 hours at your exam airport
- 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 contacted you regarding your training
- You have completed the chapter "Advanced & Final Training" in the Moodle course

## Contents

Usually, two CPT preparation trainings are conducted in the simulator. Take the opportunity to listen to other trainings!

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

If you successfully complete the first CPT preparation training, you will be given a further solo phase of **30 days**.

## Final Training

### Requirements

- Your mentor has given you the "go" for the final training
- You have booked the station with Training=Yes as soon as the training date is confirmed.  
If there is a booking conflict, contact your mentor

### Contents

You will occupy the examination station under the supervision of a mentor. GND and DEL are blocked, so this training shows if you are ready for the CPT.

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

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

## ATSimTest S2

### Requirements

- Your mentor has given you the "go" for your CPT

- You can find the test on the following webpage: <https://www.atsimtest.com>
- If you have further questions about the contents of the ATSimTest, please contact one of the mentors, before you submit the exam

The ATSimTest must be completed and passed before starting the CPT. Otherwise, the exam cannot take place!

## CPT

### Requirements

- Your mentor gave you the "Go" for the CPT.
- You have passed the ATSimTest
- You have booked the station for a duration of 1 hour (times in UTC!)
- In the **[STAFFING/BOOKING]** Thread you have left a note that you want to do a CPT at that time.
- Your mentor or the Leading Mentor will request an examiner at the ATC Training Department. If your CPT can take place, you will see this in the thread **Bestätigte Controller CPTs**.
- All CPTs held on a day other than the weekly event must be advertised. You can request your advertisement in the following thread: **[CPT] Request für CPT-Werbung** (The Leading Mentor/CoT has the final say on whether the CPT should be advertised).
- Please organize a replacement yourself, e.g. by creating a thread in the forum section of the FIR Langen or by asking for it in the Staffing/Booking Thread.

### Contents

During the CPT, you will demonstrate to two examiners (an ATD examiner and a local examiner) that you have mastered all ground positions. All tower and ground training content is relevant to the exam. You will control your airport top-down, but we will give you a relief station if the traffic load becomes overwhelming.

**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 receive your S2 rating. By upgrading your rating to S2, you will be allowed to staff all unrestricted airports and, subject to your mentor's approval, your training airport. For Tier 1 or Tier 2 airports, you must undergo an introduction prior to controlling there.



# S3 Training (APP)

## General

The S3 training in the FIR Langen takes place at the following airports. We hereby differentiate between Tier 1 and unrestricted airports:

Tier 1	Unrestricted
EDDF_APP, EDDL_APP, EDDK_APP	EDDS_STG_APP, EDFH_APP, EDLP_PAL_APP

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

To start your training you have to request the approach lesson within the vatsim-germany forum (ATC-Trainings-Department).

Your training consists normally of 3 parts: Pre-Solo, 1st Solo to get familiar, 2nd Solo as CPT preparation. After a successful CPT, you will receive your rating and training ends.

If you fail the exam on your first attempt, you will normally have another 30 days of Solo Phase to prepare for the retake.

If you have not received your rating at the end of the 90 days, the training will be paused for 1 year.

We expect you to use your training efficiently because it requires a lot of mentoring hours. If we have the impression that you are not using the solo phases and/or trainings for your learning progress and you are showing little to no activity, we reserve the right to withdraw the solo or even your training position at any time. Exceptions may be made in agreement with the lead mentor.

## Training types and abbreviations

Every training will take place on our Teamspeak server in the channel "Training".

- **PEW (Positionseinweisung):** During a "PEW" you will get all the necessary information for controlling at the corresponding airport. This contains local procedures and specialties only. 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.
- **ATSimTest:** The ATSimTests are web-based multiple choice tests which you already know from the S1 (Minor) and S2 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 each training session there will be a debriefing session where you and the mentor will discuss the session. The mentor will also tell you where you can improve and give you tips on how to do this. Of course, there will be time for you to ask any questions you may have had during the control.

**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 S3-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.

## Approach Introduction

### Requirements

- You have controlled at least 25 hours since you received your S2 rating.
- You have requested an introductory session on our forum for the sector you wish to train at
- If applicable, you prepared available Moodle training steps

- If you have been placed on a waiting list, you have controlled at least 10 hours in the last two months

## Contents

Together with a mentor, you will go through the basic approach theory. This session covers basics of identification, vectoring, airspace structure, coordination, national legislation and separation.

The first session will be performed by one of our approach mentors in the scope of a power point presentation. This presentation is not sector-specific and can be held with trainees from other sectors together.

## Pre-Solo

### Requirements

- Completion of moodle course (if not available, do not hesitate to ask one of our mentors)
- Approach Introduction session

## Contents

One mentor will normally guide you through the whole process until you receive your Solo.

The Pre-Solo training does not have a specific amount of sessions, however you should have performed at least:

- Sector introduction (Power Point 45min)
- Introduction SIM with both westerly and easterly runway configuration
- Feeder SIM
- Online Session
- Solo Checkout (either Sim or online session)

If the standard Solo length of 30 days is not suitable for you because of e.g. holidays within this time period, ask our mentor to slice up your Solo into more pieces.

## 1st Solo (or first 30 days)

When issuing the first solo appointments for the next OTS (over the shoulder) trainings shall be agreed. One of them should be done on a weekly event day (e.g. Düsseldorf Monday or Frankfurt Friday). In the first SOLO at least to OTS should be done. The trainee should take responsibility to contact our mentors if he wants to do more training sessions. We try to ensure at least two within the first solo.

## 2nd Solo and CPT-Preparation (30-60 days)



Before issuing the second solo an appointment for the CPT has to be found. With the second solo advanced sim sessions with more traffic should be done on a regular basis. Usually one mentor will guide you through that process and issues the second solo. The advanced part should be done with a different mentor than the pre-solo part as each mentor has his own strengths and own point of view. However, if you are distracted by too much opinions on one topic, do not hesitate to contact the CoT and ask for clarification.

## Final Training

One mentor that has preferably not seen you yet, shall do a final training session with you on the network simulating a CPT. This session should take place about 10-14 days prior to the CPT. If this session is not successful there shall be enough time to arrange a second final training session.

Within the final training session the mentor will not talk to you continuously and should remain in the background. However, you should still ask him if you are uncertain. Normally, if the mentor gives you a "go" the next session will be your CPT, individual training plans such as advanced sims shortly prior to the CPT may be conducted by you and one of our mentors.

If you did not receive a "go" from any mentor and the CPT session is too close to do another final training, the CPT has to be done without it. However, this should not be the standard procedure!

## CPT

### Requirements

- Your mentor gave you the "Go" for the CPT.
- You have passed the ATSimTest
- You have booked the station for a duration of 1:30 hours (times in UTC!)
- In the **[STAFFING/BOOKING]** Thread you have left a note that you want to do a CPT at that time.
- Your mentor or the Leading Mentor will request an examiner at the ATC Training Department. If your CPT can take place, you will see this in the thread **Bestätigte Controller CPTs**.
- All CPTs held on a day other than the weekly event must be advertised. You can request your advertisement in the following thread: **[CPT] Request für CPT-Werbung** (The Leading Mentor/CoT has the final say on whether the CPT should be advertised).
- Please organize a replacement yourself, e.g. by creating a thread in the forum section of the FIR Langen or by asking for it in the Staffing/Booking Thread.

### Contents

During the CPT, you will demonstrate to two examiners (an ATD examiner and a local examiner) that you are able to control the traffic within your TMA safely, efficiently and orderly. All previously obtained knowledge is important for the CPT.

**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 receive your S3 rating. By upgrading your rating to S3, you will be allowed to staff all unrestricted approach sectors and, subject to your mentor's approval, your training sector For Tier 1 or Tier 2 airports, you must undergo an introduction prior to controlling there.

# C1 Training (CTR)

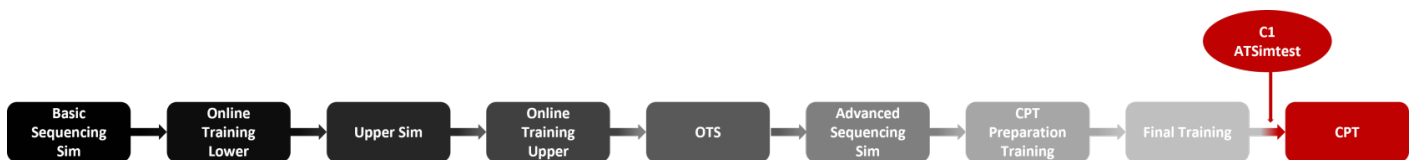
## General

The Center Controller training takes place at either the Gießen (GIN), Paderborn High (PADH) or Dinkelsbühl (DKB) sector. Compared to tower and approach training, there is relatively little theory involved.

For online trainings, you must find a controller who can staff the approach for you.

The solo phase for center lasts a maximum of only 3 months. 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 part of the solo phase for personal reasons, please inform the responsible mentor before your first training, so that we can plan the solo start accordingly.

## Training Steps



## Basic Sequencing Sim

### Requirements

- You have controlled at least 10 hours during the last 2 months
- You have controlled at least 25 hours on your exam position
- A mentor has contacted you regarding your training

### Contents

During the first 30 minutes, you and your mentor will discuss the key differences between Approach and Center.

Thereafter you will staff your respective training sector on our training server (sweatbox) and receive an introduction to sequencing in a center environment. The sim takes around 30 minutes.

After the sim, the next step is the online training, which can be held on the same day as the basic sequencing sim.

## Online Training Lower

### Requirements

- A mentor has contacted you regarding your training
- You have carefully worked through the LoAs
- You have booked the station with Training=Yes as soon as the training date is confirmed.  
If there is a booking conflict, contact your mentor

### Contents

About 30 minutes before the start of the booking time, you will meet with your mentor and discuss the LoA.

Together with your mentor you will occupy the respective lower sector and control independently under his guidance.

## Upper Sim

### Requirements

- A mentor has contacted you regarding your training
- You have carefully worked through the LoAs

### Contents

This sim focuses primarily on vertical movement and the use of appropriate rates. There will be a lot of conflicting traffic that you will have to climb and descend through. Don't worry, the sim can be paused at any time to discuss your plan and calculate rates with time.

You will be staffing the TGO sector (EDUU) on our training server (sweatbox). The sim lasts about 30-45 minutes. The following online training should be held on a different day.



## Online Training Upper

### Requirements

- A mentor has contacted you regarding your training
- You have carefully worked through the LoAs

- You have booked the station with Training=Yes as soon as the training date is confirmed.  
If there is a booking conflict, contact your mentor

## Contents

About 30 minutes before the start of the booking time, you will meet with your mentor and discuss the LoA

Thereafter you will occupy the upper sector and control independently under his guidance.

If you have the necessary theoretical knowledge and practical skills you will receive the S3 solo phase. Otherwise, further online training will follow until you are ready.

The solo phase runs for **only 30 days!** Towards the end of these 30 days, you should have gained enough experience to request a CPT preparation training. The Solophase can be extended a **maximum of two times** for further 30 days. This period cannot be extended even after a failed CPT.

## OTS

### Requirements



- You have an initial routine for dealing with "normal" traffic situations
- About 2 weeks have passed since you received your solo
- You have been contacted by a mentor regarding your training

## Contents

Together with your mentor, you will occupy your exam sector and control it independently. There will be no new theoretical input. A detailed debriefing will take place after your session.

## Advanced Sequencing Sim

### Requirements



- You have a good routine for dealing with "normal" traffic situations
- About 3 weeks have passed since you received your solo
- You have been contacted by a mentor regarding your training

## Contents

In this sim, you will staff your respective training sector on our training server (sweatbox) and handle arrivals to EDDF (GIN/DKB) or EDDL (PADH). The traffic load is very high and you will need to use a good mix of vectoring and appropriate rates. Your mentor will guide you through the simulation, pausing at appropriate times to discuss your plan and different solutions for handling the traffic.

## CPT Preparation Training

### Requirements



- You have reviewed all theory you have learned throughout your training
- A mentor has contacted you regarding your training

### Contents

Together with your mentor you will occupy your exam sector and control it independently.

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

## Final Training

### Requirements

- You have controlled at least 30 hours at your exam station
- Your mentor has given you the "go" for the final training
- You have booked the station with Training=Yes as soon as the training date is confirmed.  
If there is a booking conflict, contact your mentor

### Contents

You will occupy the examination station under the supervision of a mentor to show that you are ready for your CPT.

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



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

# ATSimTest C1

## Requirements

- Your mentor has given you the "go" for your CPT

Please also note that the ATSimTest C1 is much more comprehensive and demanding than the ATSimTests completed so far. If you have any questions, please contact a senior mentor or the lead mentor of the RG Frankfurt. They will be happy to help you and can discuss the tasks set there with you. For questions about aircraft performance, you **HAVE TO** look [HERE](#). Aircraft performance deviating from this list is not considered correct for the ATSimtest. The ATSimTest should be completed **at least 5 days before your CPT**.

## CPT

### Requirements

- Your mentor gave you the "go" for the CPT
- You have passed the ATSimTest
- You have booked the station for 1 hour (times in UTC!)
- In the **[STAFFING / BOOKING] FIR Langen Coverage Thread** you have left a note that you want to do a CPT at that time.
- Your mentor or the Lead Mentor will request an examiner at the ATC Training Department. If your CPT can take place, you will see this in the thread **Bestätigte Controller CPTs**.
- All CPTs held on a day other than Friday must be advertised. You can request your advertisement in the following thread: **[CPT] Request für CPT-Werbung** (The leading mentor has the final say in whether the CPT should be advertised).
- Please organize a replacement yourself, e.g. by creating a thread in the forum section of the RG Frankfurt or by asking for it in the Staffing/Booking Thread.

### Contents

In the CPT you show two examiners (ATD examiner and local assessor) that you have mastered the center position. All contents of the center 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 CPT, you will apply for the C1 rating.



# End of training

## **Congratulations! You have completed the entire controller training as a vATCO in the FIR Langen**

and you are allowed to control Langen Radar and all other stations for which you have endorsements, as long as you don't become inactive in between (then you cannot lose your rating, but you can lose your station clearances). Possibly lost endorsements due to inactivity can usually be recovered by training on that station. In these cases please contact the respective mentor in charge.

What happens now? Well, the C1-Rating entitles you to control all stations VATSIM-wide after appropriate introduction. In addition, you can still strive for the C3 rating. However, the C3 rating does not lead to any further approvals or authorizations and very few mentors and VATSIM officials have this rating.

Now that you have completed the entire training in the FIR Langen, think about whether you can find a field at VATSIM Germany and/or in the FIR Langen where you can get involved in the community. The cooperation with NAV, Events, Tech, the PTD and the ATD (just to name a few examples) is very welcome - although Tech, the ATD, and the PTD like to address suitable candidates themselves. However, asking will certainly not hurt.

All that remains is for us to wish you a lot of fun and a good time controlling, flying, and chatting in the VATSIM community!

# Training restart

Since controllers often drop out of training and come back a short time later to rejoin, we see ourselves forced, also under the aspect of fairness to all those who are on the waiting list, to make the restart via a new training request.

If you have discontinued your training through your fault, you must apply to resume your training and will be placed on our waiting list.

We make exceptions here if the solo phase expires after repeated failure to pass the CPT. In this case, you can start again after 1 year with your training.