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 consitis 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 requiered 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 cen 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 throgh 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 resposibility 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 continously 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 wihtin your TMA safely, effiently 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.

Revision #6
Created 15 November 2023 18:16:06 by 1316527
Updated 25 November 2024 16:30:27 by 1583954