

Training program for EKCH_TWR MA

Introduction

This is the official Vatsim Scandinavia training program for students training for the EKCH_TWR Major Airport Endorsement. Each mentor is expected to take his student through these sessions. This is to make sure all students have been through the same core content in their training. The training is now based on multiple simulator sessions before starting to control live. The program will have a steady increase of traffic and difficulty. This will make it easier for the student to monitor the progress of the student as it is not based on how many pilots are showing up for the training.

Qualifications required to start training

In order to start practical Tower Controller training at VATSCA, a student must meet the following requirements:

- VATSIM, VATEUD and VATSCA member
- Passed VATEUD theoretical ATSimTest at S1 level
- Either:
 - Holding an S2 rating, or
 - Completed training to S2 level and approved for combined S2/EKCH_TWR MA checkout
- EKCH_TWR MA training request sent to and accepted by VATSCA training department

Theoretical part

Intro session

A theoretical session covering the following:

- Active rwy selection
- SIDs:
 - Naming (A=04L, B=04R etc.)
 - Prop/jet/both types
 - Different initial climb for rwy's 04/22 and 12/30
- Gate assignment (domestic, SAS, heavies, cargo, south-apron, VIP etc.)
- Taxi routes (Z for departures, Y for int. arrivals, rwy 30 for domestic arrivals)
- Responsibilities when position split between DEL, GND and TWR
- Area of responsibility for Apron and Tower
- Transition altitude
- Coordination of active rwys with EKCH_APP/EKDK_CTR
- Coordination of active rwy for arrivals with Sweden Control (ESOS_CTR/ESOS_1_CTR, ESMM_CTR, ESMS_APP)

- VFR:
 - CTR limits
 - reporting points
 - VFR routes
- Information on default scenery deviations

The simulator training program

The first practical sessions will be in the simulator. The simulator will offer the student a steady increase of traffic level, to allow a steady learning-curve. All exercises have controller above online.

Simulator exercises

IFR DEPARTURES AND ARRIVALS, RWY 04R/L

The exercise starts with a lot of departing aircraft at the gates.

Subjects covered:

- Provide standard IFR clearances and non-standard clearances.
- Push-back
- Taxi
- Takeoff
- Landing clearance
- Gate assignment + taxi clearance to gate
- Separate aircraft taxiing in from aircraft taxiing out

IFR DEPARTURES AND ARRIVALS, RWY 22R/L

Subjects covered:

(as for RWY 04R/L)

VFR TRAFFIC

- VFR Clearances (circuit, traffic leaving CTR sometimes using the VFR routes)
- VFR in the circuit
- Clearing inbound VFR into the circuit, sometimes using the VFR routes

Online training program

After the simulator sessions, a minimum of two online sessions are required. The students online sessions should preferably include:

- be online as EKCH_TWR without GND/DEL online
- be online as EKCH_TWR with EKCH_GND online

- be online as EKCH_GND with EKCH_TWR online, no DEL

Examination

EKCH_TWR MA check-out:

Takes place on EKCH_TWR.

Time frame: 60 to 90 minutes

Supporting ATC: on approach or area/enroute sector above, no apron/delivery. In case of very high traffic level, GND can be opened on examiners request, during parts of the checkout. It is then acceptable that the candidate after some time switches to GND, also on examiners request, to validate, the he/she is able to man both positions.

Required performance to pass:

- Select active rwy according to local procedures. Coordinate runway in use with EKCH_APP/EKDK_CTR/Sweden if necessary.
- Departures: assign correct SIDs based on filed route, aircraft type and active rwy
- Arrivals: assign gate based on type of flight (domestic/international), type of aircraft (small/medium or heavy), and optionally: airline (Star alliance) and/or Schengen/non-Schengen.
- Issue taxi clearances according to local procedures
- Handle at least one IFR departure and one IFR arrival satisfactory
- Handle at least one VFR departure and one VFR arrival satisfactory