S1 Training Syllabus - Denmark

Clearances & Phraseology

- Student MUST be able to fluently give clearances, with confidence and ease
    - No insecurities with standard clearances should be observed.
- Phraseology should be to a good standard with only minor faults here and there. Student MUST know following features of phraseology:
    - Conditional clearance, and how it is used.
    - Correct use of the words "Cleared" "Approved" "Cross" "Departure" "Takeoff" and "Landing"
    - When and how to give QNH, at least in theory (Not broadcast, but individually to aircrafts depending on need)
    - Must Be able to know how and where to find answers to uncertainties in phraseology
- Be able to handle NON-Standard & NON-SID IFR departures giving correct departure clearance in coordination with APP
- Be able to handle Touch & Go, and Non-Standard missed approach clearances and handle in coordination with APP, while keeping correct phraseology

VFR traffic

- Student MUST display knowledge of VFR principles and clearances
- Display correct usage of phraseology with only minor mistakes
- Must be able to apply appropriate traffic information when needed
- Should be able to position VFR traffic in behind IFR traffic

Euroscope

- Student MUST master following Euroscope features
    - Correct use of Departure list
    - Correctly Setup an ATIS using vATIS
    - Handling STS either via DEP LIST
    - Be able to use use text area for "contactme", text pilots and chat
    - Know how to call a Supervisor

Coordination

- Student should demonstrate "ability" to coordinate with Approach in at least **some** of the following situations
    - Missed Approach
    - VFR into TMA
    - Non-Standard IFR departures

Inbound and Outbound traffic.

- Student should be able to identify different following types of approaches, how they differ and how to handle them in between each other including:
    - ILS approach
    - Low pass
    - Touch and go
    - Traffic Pattern
- Student must understand the principle of minimum separation on short final and last call for landing clearance (before 50')

Separation

- Student must be familiar with all aspects of wake turbulence categories including:
    - What aircrafts are in what groups of WTC
    - Theoretical differences in minutes for aircrafts following similar SID
    - Phraseology "Caution wake turbulence" should **attempted** to be used accordingly

Priority

- Student must demonstrate healthy priority with taxiing
- Student should have complete control over prioritizing landings compared to rest of controlling
- Student should use phraseology which enhances overview of the situation
- Student should show forward thinking and not seem to get overwhelmed when running into problems, but find good and effective solutions to them

Weather knowledge

- Student MUST be able to appropriately decode a METAR
    - With all basic information such as VIS, Cloud coverage, temperature and QNH
    - Should have a somewhat understanding of TA vs. TL,

EKBI – Session 1

Expectations

- Euroscope is correctly set up, and all features are thoroughly understood. A walkthrough by mentor can assert all insecurities

- Use of Euroscope proficiency (2.5) should require not more than a walkthrough by mentor

- Structure of all Clearances (1.3) from ATC clearance until Take-off clearance is rock steady and should not require much, if any corrections from the mentor

- Basic perception of priority and understanding of traffic flow (2.2) shall be observed by mentor. It does not need to be perfect at this point, but the understanding should be there

- Phraseology for all standard instructions (1.4), including pitfalls highlighted in that chapter as well as conditional clearances (2.3) should easily managed by student

- Understanding of Airspace class C, D, E, G (2.1) should be at a level where briefing from mentor is sufficient to gain full understanding

- Separation (2.4) should in broad strokes be understood, especially in regards to departure separation and runway occupancy

- METAR (3.4) should be decoded to deduct runway in use and other valid items.

- Student should know EKBI airport very well (3.5)

- LAI-ATC Billund should be common knowledge

Briefings

Mentor will go through, and test to ensure theoretical knowledge are up to standard. Student will be given first a chance to ask questions to clarify any weak areas. Following things will be tested as a Q&A format

- Understanding of issuing ATC clearance, pushback with directions, taxi instructions and take-off clearance structure (1.3)

- All basic phraseology examples (1.4), as well as conditional clearance structure.

- Runway occupancy and hold short instructions

- Basic METAR interpretation

- Basic EKBI questions, as well as knowledge concerning all SIDs

- Basic Euroscope questions such as Runway Setup, Departure list etc.

Mentor will brief following areas as more of briefing and conversational style, to achieve full understanding by the end concerning:

- Airspace classes C, D, E, G as well as how to treat them on VATSIM

- Departure separation

- Use of "Conditional Clearances" as well as restrictions on the use of them

Session Progression

Format: EKBI_TWR Runway 27 in use. IFR outbounds and inbounds, no VFR

- To master basic clearance structure and phraseology.

- To introduce management of time, priority and hold short instruction

- To train proficiency in understanding airplane restrictions,

Student proficiencies towards the end

- Having a good proficiency enough to sit online on EKBI_TWR on a day of light traffic, with no VFR and no challenging pilots or situations.

- Phraseology and management needs not be perfect, but a clear progression should be visible to take a leap at next session.

- Demonstrate separating flights on taxiways, pushback and during take-off/landing. A logical thought process of how not to collide

EKBI – Session 2

Expectations

- Session commences after all students has had buddy sessions, but no later than 2 weeks after session 1.
- All phraseology and Clearance structure taught last session is mastered.
- Phraseology has only minor mistakes. Advanced phrases like conditional clearance and "advise" are relatively robust.
- Euroscope skills such viewing flightplans, starting chats, finding next frequencies etc. is well in control.
- Hold short instructions should be used well, and no conflicts should be apparent.
- VFR theory should be relatively proficient and proficient after pre-session briefing.
- VFR practical should have been deeply studied.
- Understanding of Airspace class D should be impeccable, and understanding in regards to VFR in class D should be sound.
- Separation (2.4) should be completely understood as well as Wake Turbulence, Performance separation and Route separation
- vATIS should be understood.
- Non-Standard (NON SID) ATC clearances should be somewhat understood and completely understood after pre-session briefing
- Coordination with APP should be reviewed and of sound understanding

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Briefings

Mentor will go through, and test to ensure theoretical knowledge are up to standard. Student will be given first a chance to ask questions to clarify any weak areas. Following things will be tested as a Q&A format

- Separation (all kinds)
- Phraseology examples questions
- SID questions to be appropriately
- VFR theory such as basic structure, traffic patterns, clearances and phraseology.
- Questions concerning vATIS, Euroscope chats and other things learned during buddy sessions.
- Basic coordination questions should be answered successfully.
- Basic Priority questions

Mentor will brief following areas as more of briefing and conversational style, to achieve full understanding by the end concerning:

- How VFR works in practise in basic terms (Departure, Arrival, into Control zone, sequenced behind 1 IFR flight)
- How Airspace class affects VFR
- How to structure a non-SID clearance or a local flight (EKEB or EKYT example)
- More advanced priority situations should be discussed with students. Talks about go arounds
- Any Clearance or Phraseology items not yet understood as pr. Mentors discretion

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Session Progression

Format: EKBI_TWR Runway 09 in use. IFR outbounds and inbounds, VFR inbounds and/or outbounds for each student

- To build onwards of phraseology and confidence
- To practice management of time, priority and hold short instruction. More challenging situations
- To train basic VFR behaviour and procedures in a relatively calm environment.

Student proficiencies towards the end

- VFR in basic calm situations should be of good understanding and relative good proficiency.
- Phraseology and management needs to be of a very good and at a checkout level proficiency where mentor would trust student to be online
- Coordination should be shown used with EKBI_APP including on Go Arounds.

EKYT – Session 3

Expectations

- Session commences after all students has had buddy sessions, but no later than 2 weeks after session 2.

- S1 VATEUD Core test passed

- Session 3 composed as a mini checkout

- Phraseology and clearance structure should be network standard. No loose items left.

- Priority on frequency should be impeccable, considering regional airport amounts.

- All Euroscope skills as well as online skills taught by buddy system should be ready for online

- No safety infridgement of any kind tolerated

- VFR should be sound, and management with up to 2 VFR and 2 IFR at the same time should be up to standard

- VFR Theory should be very sound.

- Understanding of how to call a supervisor.

- LAI – ATC Aalborg should be known by heart

- VFR points and charts for EKYT should be known thoroughly

Briefings

Mentor will go through, and test to ensure theoretical knowledge are up to standard. Student will be given first a chance to ask questions to clarify any weak areas. Following things will be tested as a Q&A format

- VFR Q&A should show confidence and sufficient knowledge by student

- Questions concerning non-SID clearances should be appropriate.

- Charts, and VFR points for EKYT

- All other areas mentor wishes to test and check of individual students

Mentor will brief following areas as more of briefing and conversational style, to achieve full understanding by the end concerning:

- Noise abatement as part of the non-standard IFR clearance in EKYT

- Particularities of hold short instructions and management in EKYT

- Any other loose items mentor feels the need to address

Session Progression

Format: EKYT_TWR either Runway in use. IFR outbounds and inbounds, VFR both in the air and on the ground.

- To test management for taxi instructions (EKYT complexity)

- To master non-SID clearances.

- To master light VFR load (2 VFR + min. 1 IFR)

- To train everything from previous sessions under the comfort of a mentor that can provide feedback

Student proficiencies towards the end

- Knowledge sufficient for online sitting at either EKBI or EKYT