

Iceland Training Programme

- [S1 + S2 Training](#)
- [S3 Training](#)
- [C1 Training](#)
- [T2 Endorcements](#)

S1 + S2 Training

S1 + S2 Training Syllabus - Reykjavik CTA

Within Iceland, we have two training airports on which you will be initially trained on they are:

- BIKF - Keflavik
- BIRK - Reykjavik

Our S1 and S2 training is combined, so you will do the whole ground and tower syllabus in one split over multiple training sessions.

S1 Training

- You will begin your training on our Moodle page, where you will be taken through the setup of Euroscope and some basic fundamentals needed to know to be a controller.
- Once completed you will then arrange your first session with your mentor. Your mentor will then take you through the basics of the following topics below:

Euroscope

- Confirming setup of Euroscope sector file
- Logging onto the network with the correct callsign
- Setting up an ATIS
- Departure List
- Tag familiarisation
- Assigning SIDS, squawks and flight levels

Procedures

- Understand the basic procedures for delivery/ground
- Issue correct clearances IFR/VFR
- Pushback
- Taxi
- Hand Offs

Phraseology

- Understand the correct phraseology (ICAO)
- Correct understanding of ATIS phraseology (Metars)

All of the above will initially be completed on sweatbox before moving onto online practical training

Theory Exam

Once all is complete, after 2-3 sessions, you will be issued your theory test to obtain your S1 rating so you can then transition onto network training.

Online Practical Training

Once passed the theory, you will then be issued your S1 rating and will progress onto practical online training with your mentor on ground position.

Once your mentor is happy, you will then be released to control GND positions at BIKF and BIRK without your mentor.

That completes the S1 portion of the training

S2 Training

During your S2 training, it will be a mixture of both sweatbox and network sessions. You will be taken through the basics of tower controlling and be assessed in the following standards:

Take-offs + Landings

- Understand the correct time to issue line-up clearances
- Understand the correct time to issue take-off clearances
- Understand the correct time to issue landing clearances
- Understand correct separation timings for arrivals/departures based on the WTC.
- Understand when to issue a go-around
- Understand when to issue late landing clearances.
- Understand what to follow when an aircraft calls a missed approach.
- Understand the meaning of full stop and touch-and-go and missed approaches.

VFR

- Understand how to issue a VFR clearance for circuits (Upwind, downwind, base, final)
- Understand how to issue a VFR clearance for a zone transition
- Understand the circuit patterns for BIKF and BIRK
- Understand how to issue an exit/entry into the CTA
- When to issue orbits to pilots so as not to hinder IFR traffic.

METARs

- Understanding how to decode METARs

All of the above for S2 will be a mixture of sweatbox scenarios and online practical training

Theory Exam

Just before your solo validation, you will be issued with your S2 theory test. Once completed, you can then be placed on your solo validation

Solo Validation

Once you have completed your theory exam and your mentor thinks you are ready for your exam, they will request your solo validation for BIKF tower. The Training Lead will issue this to you, and it will last for 30 days.

Controller Practical Test

Once you have had some time solo controlling, you will then book your CPT with the Training Lead.

This will consist of a 2+ hr practical exam on BIKF tower on the network testing all your S2 skills.

This marks the end of your S2 training you will gain your S2 rating upon passing your CPT

S3 Training

S3 Training Syllabus - Reykjavik CTA

Once you have completed 50 hours at S2, you can then submit a training request to complete your S3 rating.

Your S3 training will be completed on Keflavik Approach, which covers the two airports of

- BIKF - Keflavik
- BIRK - Reykjavik

Our S3 training only covers Keflavik Approach. However, you can read up on the other airports that have a radar station.

S3 Training

- Your training will be a mix of sweatbox and online network sessions
- You will be trained on the competencies below:

Euroscope

- Tag Handling and manipulation
- TopSky Plugin
- Radar Screen
- TopDown of two airports - BIKF, BIRK

Management

- Correct management of airspace
- Correct management of priority
- Correct management of speed control and when to use it

- Correct management of vectors and when to use them e.g IFR circuits
- Correct provision of TOP DOWN services when required

Seperation

- Understand correct separation within your airspace e.g SID/STAR separation (Some types stated above in management)
- Understand knowledge of the different wake turbulence categories and how to manage

VFR

- Understand how VFR operates within your airspace
- Issuing traffic information without prompts from mentor
- Able to resolve conflicts between IFR and VFR

Local Regulations

- Good knowledge of the local regulations for the training area
- Understand the airspace classification for the area in which you are controlling

Theory Exam

As with S2, just before your solo validation is issued, your mentor will request your S3 theory test from the training lead. This **must** be passed before solo validation is issued.

Solo Validation

Once you have compleated your theory exam and your mentor thinks you are ready for your exam, they will request your solo validation for BIKF approach. The Training Lead will issue this to you, and it will last for 30 days.

Controller Practical Test

Once you have had some time solo controlling, you will then book your CPT with the Training Lead.

This will consist of a 2+ hr practical exam on BIKF approach on the network, testing all your S3 skills.

This marks the end of your S3 training. Once CPT is passed, you will be issued with your S3 rating

C1 Training

C1 Training Syllabus - Reykjavik CTA

Once you have gained 50+ hours at S3 level, you can then submit your request to complete your C1 training.

Your C1 training will take place on BIRD however, BICC & BGGL will also be discussed during your training sessions.

Your training will be part theory-based but mainly practical on the network, as by this time you should have sufficient knowledge of all local procedures within the Reykjavik CTA.

To request C1 training, you must have the T2 endorsements for AFIS and Procedural tower. If not, your request will be closed until those endorsements are completed.

You will be expected to complete the following competencies:

Euroscope

- Tag handling and manipulation
- Know how to use top sky effectively to assist you in flow management e.g RVSM
- Master using multiple views of Euroscope e.g Main Scope & Gnd View / Radar View

Management

- Display proficient knowledge of airspace management and order of priority
- Provide top-down services to ALL airports within the airspace
- Good structure in sequencing for each particular airport within the airspace e.g BIKF

- Good knowledge of how and when to put aircraft into a hold if required e.g BIAR airspace full.
- Demonstrate good judgment on when to use STARS fully v.s directs v.s vectors

Procedures

- Good knowledge of AFIS and procedural controlling - and not getting them mixed up
- Able to use/ understand charts effectively so you can have good communications with pilots
- Proficient knowledge of LOA's and when to use them.
- Displaying good flow management of the airspace, ensuring pilots have a smooth transition through or landing.

Phraseology

- Demonstrate competent phraseology for all aspects of C1
- Demonstrate competent phraseology for all aspects of the following: Standard procedures, SIDs, STARS, Vectoring, Speed Control, Directs.
- Demonstrate competent phraseology for all aspects of the AFIS officer
- Demonstrate competent phraseology for all aspects of procedural controlling
- Issue perfect clearances for major airports within the airspace and competent clearances for all the "non-major"

Seperation

- Demonstrate and understand the correct separation within the CTA (RVSM) for transiting and local traffic
- Demonstrate good situational awareness when it comes to separation into a busy airport whilst handling the whole sector
- Demonstrate good understanding of the odd/even flight level rules.
- Demonstrate good use of separation methods e.g directs, speed, vectors

VFR

- Demonstrate good knowledge of local VFR procedures and airspace classifications
- Demonstrate correct use of VFR phraseology
- Demonstrate good conflict resolution between IFR/ VFR

Theory Exam

Once you are close to warranting your solo validation, your mentor will request your C1 theory exam. This **must** be passed before solo is issued.

Solo Endorsement

Once theory has been passed and your mentor is happy, your solo endorsement will be issued for BIRD_S1_CTR only. The Training lead will issue this to you, and it will last for 30 days.

Controller Practical Test

Once you have had some time solo, you will then book your CPT with the Training Lead.

This will consist of a 2+ hr practical exam on BIRD_S1_CTR on the network to test your C1 skills.

Unlike the S2 & S3 CPTs, where there is only one examiner for C1, you will have two.

This marks the end of your controller training within Reykjavik CTA. You have made it to the end. Once CPT is passed, you will be issued with your C1 rating.

T2 Endorcements

COMING SOON
