

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.

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