

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

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