

Outdated

- [T2 APS \(rdy for rls\)](#)

T2 APS (rdy for rls)

Purpose

This document provides essential information for students currently undertaking or planning to begin their T2 APS training in Sweden. It outlines the entry requirements, suggested preparations, expectations on students, course syllabus, training timelines, and course criteria.

1. Introduction

In Sweden, there are 24 civil regional airports where the Tower controller provides air traffic services in both the Control Zone and the Terminal Area. Since these airports only have a few aircraft movements per hour, a dedicated Approach controller is not required.

Because the Tower controller also covers the Approach position, the T2 APS course introduces you to radar and approach procedures. This makes it a very theory-heavy course, as it covers the same subjects as the entire S3 rating course. The only real difference is the amount of traffic you are expected to handle.

2. Entry Requirements

Before applying for T2 APS training, the following entry requirements must be met:

- Hold a VATSIM, VATEUD and VATSIM Scandinavia membership.
- Hold a permanent VATSIM S2 rating or higher.
- Have an active training request registered in the [Control Center \(CC\)](#).
- Have logged at least 5 hours as active ATC within the last month prior to training commencement, preferably within Sweden.

3. Suggested Preparations

To maximize your chances of successfully completing your T2 APS training, we strongly encourage you to complete the following preparations before your first session:

- **Fly to an APS Aerodrome:** Get an understanding of how APS aerodromes operate and how operations can be streamlined with the low traffic volumes.
- **Fly between ESSA and ESGG:** Get an understanding of how Approach Control works and the phraseology used.

4. Expectation on Students

Theory Studies

Since the theory material is heavy and introduces many new aspects, we have high expectations for you to study the provided material thoroughly. Additionally, the VATEUD Division Training Policy states that there should be no more than one training session. Therefore, we expect you to study the material deeply and focus heavily on the feedback given by your mentors between simulation runs.

Additional expectations as per [Training Overview § 4.](#)

5. Course Timeline

We expect all students to follow the timeline outlined below.

● Apply for Training

Apply for T2 ESAA APS training in [Control Center](#).

● Begin Pre-Training

Once it is your turn in the queue, you will receive an email notification confirming that your training request status has been updated to Pre-Training.

Simultaneously, you will be granted access to the T2 APS Moodle course.

- **Self-Study & Theory Test**

Study the provided theoretical materials independently and complete the T2 APS Theory Test. Detailed information regarding the test can be found within the Moodle.

This self-study phase and the accompanying test must be completed within a timeframe of two weeks.

- **Simulation Exercises with Mentor**

After completing the theoretical exam with a passing score, you may begin simulation training with your mentor. It is your responsibility as a student to suggest times for training.

- **Training Completion**

Once your mentor has determined that you are proficient enough, you will receive your T2 APS endorsement. You may staff all civil regional tower positions.

6. Theory

The Moodle course *Sweden FIR - S3 & T2 ESAA APS* contains the theoretical material required for the T2 APS endorsement within Sweden. The curriculum is divided into the following key subject areas:

WIP!

The training material for the T2 APS endorsement is currently being reworked and is temporarily unavailable.

7. Practical Training

The practical training for the T2 APS endorsement is performed entirely in the simulator. The training is conducted at Umeå Tower, and there is only one simulation file available. However, this simulation can be run multiple times to practice different

techniques and procedures. We highly suggest performing the simulation at least twice: once where traffic follows the published STARs, and once where you vector the traffic to practice your radar vectoring skills.

According to the VATEUD Division Training Policy, T2 APS training should not require more than a single session with a mentor. Therefore, both runs of the simulation must be performed during this single training session, and all feedback must be compiled into one training report.

8. Course Criteria

This is the official training criteria for all T2 APS students. Each mentor is responsible for making sure that the students have a sufficient level on each of the outlined points before considering the training to be complete.

WIP!

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