ZLA LOS ANGELES ARTCC

# Training Progression Realignments

## Adjusting our expectations and clarifying our intentions to better equip our controllers

Presented by the ZLA Training Department

Based on feedback given during the town hall and recent staff meetings, the training department has developed a new training progression in an effort to both streamline knowledge and clarify to mentors and instructors the topics that should be covered at each level of progression. Moreover, this moves the department into the concept of training topics and knowledge areas instead of training just for a position.

Instead of training a student for SOCAL WEST and teaching them radar concepts by virtue of the position, we move to teaching radar concepts as the primary focus, and it happens to start at WEST.

The additional and imminent release of new time management tools and the sustained increase in network traffic have also created demand for a deeper understanding of time-based traffic management all the way down to the S1 level. With those goals in mind, the new classification and order of sessions seeks to realign instruction with the aim of providing new students a better range of tools, and veteran controllers a refreshed foundation on which to rely.

# Existing Progression

## Last aligned several years ago

- GCS1 / SAN_GND “Minor Ground”
- GCS1 / LAX_GND “Major Ground
- GCS2 / SAN_TWR “Minor Tower”
- GCS2 / LAX_TWR “Major Tower”
- GCS3 / SAN_APP “Minor Approach”
- GCS3 / LAS_APP “L30 Certification / SOCAL Single Sectors”
- GCS3 / SCT_APP “SOCAL Combined & LA Finals” *
- GCC1 / LAX_CTR “CPC / Center Certification” *

*Solo/OTS Rec Required

Minimum 11 Training Sessions

# New Alignment

- GC0 “Clearance Delivery and Ground Fundamentals” / SAN_GND
  - Q1 2021 goal of rewriting the Clearance Exam, making it longer and adding ground specific questions in addition to clearances/SOP
- GC1 “Local Control and Introduction to TMU” / SAN_GND + SAN_TWR
  - Minimum 2 sessions, award S2 for SAN_TWR.
  - Increased focus on metering and basic local control procedures
  - Gets student to new position faster, and certifies them for an entire “cab” sooner.
- MC1 “Advanced TMU, Flow/Metering, Advanced Tower Topics “LAX_GND + LAX_TWR”
  - Optional Major Tower solo endorsement for SMT
  - Awarding of Major Tower grants access to LAS_TWR and LAS_GND
  - No more LAX_GND only sessions, work the whole cab from the start of major training

# New Alignment Cont.
## Radar

- GC2 “Radar Fundamentals” / SAN_APP
  - Topics unchanged from existing alignment
  - Awarding of S3 grants SOCAL Single Sectors except LAX_APP/DEP
  - Awarding of S3 grants Minor Approach
  - Optional SAN_APP Solo for students who may benefit from SMT
- MC2 “Finals & Sequencing, Advanced Radar Concepts” / LAS_APP
  - Awarding of L30 opens Mentor Application Eligibility
  - Utilize the existing L30 challenges to emphasize untangling and identifying ties, vectoring to final, and utilizing the 3D airspace.
  - Awarding of L30 conditionally grants LAX_DEP and LAX_APP
    - Student may work LAX “Top Down” as Del Rey (LAX_DEP), but *must* cede control of Feeder and Finals sectors to an overlying SOCAL Combined or LA Center controller.

# New Alignment Cont.
## Combined and En Route

- MC3 “Combined Radar Fundamentals and Strategies” / SCT_APP
  - Instead of using Combined as the first introduction to LAX Finals, students come armed with SMT allowing Instructors and Mentors to focus on conveying strategies and teaching methods to deal with the combined elements more directly
  - Mandatory SCT Solo, Students must still receive an OTS Recommendation
  - Awarding of COMBINED Certification enables the student to sign up for LAX Finals during events
- MC4 “En Route Control Fundamentals” / LAX_CTR
  - Unchanged from existing alignment.
- AC1 “Advanced Topics” / ZLA
  - Establish materials to provide for continuing education and mastery of subtle or advanced topics.

# Comparison

- GCS1 / SAN_GND “Minor Ground”
- GCS1 / LAX_GND “Major Ground
- GCS2 / SAN_TWR “Minor Tower”
- GCS2 / LAX_TWR “Major Tower”
- GCS3 / SAN_APP “Minor Approach”
- GCS3 / LAS_APP “L30 Certification / SOCAL Single Sectors”
- GCS3 / SCT_APP “SOCAL Combined & LA Finals” *
- GCC1 / LAX_CTR “CPC / Center Certification”

11 Sessions Minimum

- GC1 / SAN_GND “Minor Ground”
- GC1 / SAN_TWR “Minor Tower”
- MC1 /LAX_GND + LAX_TWR “Major Tower Cab”
- GC2 / SAN_APP (Single Sectors) “Minor Approach/Radar”
- MC2 / LAS_APP (SMT LAX_DEP/APP) “Advanced Radar”
- MC3 / SCT_APP “Combined Radar”
- MC4 / LA Center “LA Center”

8 Sessions Minimum

(10 Sessions Likely)

# Potential Disadvantages

## Exploring Rearranging Gated Positions

- In general the awards are moved around to be better in line with what a controller’s ability may be at any given level. However, there are pitfalls to consider.
  - Allowing new S3’s on Single Sectors may create issues during busy times
  - Removing specific Major Ground training at LAX after Minor Ground may disadvantage a student who must learn multitasking skills required later.
  - Allowing SMT on LAX Finals is uncharted territory for the facility
- Grandfathering in of Students may require exceptions and waivers
- Additions to the Mentor STM and changes to the Syllabi will be required

# Advantages
## There are many

- Students can move to learning whole topics faster, e.g. the “whole tower cab.”
  - Faster progression at this level may increase retention and increase staffing
- Attaching specific themes and topics to training positions empowers instructors and mentors to ensure students are receiving the necessary skills to be successful later in the program.
  - The imminent addition of Flow/EDCT/TMU to our simulation likewise requires we inject specific topics early on, and requires training staff to be more standardized.
- Better trained S1/S2 controllers will be more successful during events
- Opening LAX_APP for limited SMT lets students who are now more Radar experienced gain insight and familiarity with Zuma/Stadium/Downy/Feeder while not also drinking from the firehose
- Establishing post-C1 education will increase controller retention and create a better knowledge base