

# ZLA GCS3 CHECKOUT SYLLABUS

## 1. PURPOSE.

Establish the required criteria to pass the ZLA S3 Checkout session. Students must demonstrate proficiency in the elements listed below in accordance with FAAO 7110.65 prior to receiving an S3 rating.

## 2. REQUIREMENTS.

Checkout requirements are organized broadly by topic. Students are expected to be familiar these subject areas prior to requesting a training session. Training staff do not expect students to be experts on every subject, but to at least be able to answer basic questions about each and to be prepared to ask questions about areas in which they are having difficulty.

### 1. Radar Identification

References:

- <https://laartcc.org/stm/radar-identification>
- FAAO 7110.65 5-3, 5-1-12, 5-1-13

Demonstrate understanding of:

- How to inform aircraft of their radar identification status.
- The six methods of radar identification.
- Radar position verification.
- How to use multiple methods to remove doubt as to an aircraft's identification.
- Requirements for altitude verification, and when it is necessary.

### 2. Radar Separation

References:

- <https://laartcc.org/stm/radar-separation>
- <https://laartcc.org/stm/merging-target-procedures-and-safety-alerts>
- FAAO 7110.65 5-5, 7-2, 5-1-8, 2-1-6

Demonstrate understanding of:

- IFR-IFR, IFR-VFR, and VFR-VFR vertical and horizontal separation requirements in the various classes of airspace.
- Wake turbulence separation requirements in the terminal environment.
- Application of vertical separation.
- Requirements for and application of visual separation.
- Merging target procedures and traffic callouts.
- Issuance of safety alerts, including terrain/obstruction alerts and traffic alerts.

### 3. Minimum IFR Altitudes (MIA)

References:

- <https://laartcc.org/stm/altitude-assignments>
- FAAO 7110.65 4-5-6, 2-7
- P/CG M-3 to M-4

Demonstrate understanding of:

- The definition of and where to find the following minimum altitudes: MVA, MEA.

- The importance of providing the current altimeter setting to aircraft operating within the TRACON.

#### 4. Vectoring

References:

- <https://laartcc.org/stm/vectoring>
- <https://laartcc.org/stm/altitude-assignments>
- <https://laartcc.org/stm/speed-adjustments>
- FAAO 7110.65 5-6, 4-5, 5-7

Demonstrate understanding of:

- Requirements that must be met prior to providing vectors.
- The three rules of vectoring.
- Methods for vectoring.
- Reasons for vectoring.
- When it is ok to vector below the MVA.
- Methods for assigning altitudes.
- Methods for assigning speeds, including assigning speeds and altitudes at the same time.
- Minimum assignable speeds.

#### 5. Departure and Arrival Procedures

References:

- <https://laartcc.org/stm/arrival-procedures>
- [https://www.nbaa.org/ops/cns/pbn/climb-via/2014\\_CV\\_Phraseology\\_QRC\\_Ver\\_1\\_00.pdf](https://www.nbaa.org/ops/cns/pbn/climb-via/2014_CV_Phraseology_QRC_Ver_1_00.pdf)
- FAAO 7110.65 4-5-7 (h), 4-7-1
- Current KSAN charts ([www.skyvector.com](http://www.skyvector.com), [www.airnav.com](http://www.airnav.com), etc.)

Demonstrate understanding of:

- Requirements for the use of “Climb via SID” or “Climb via SID except maintain” instructions.
- Profile vs. non-profile STARS.
- “Descend via STAR” instructions; altitude and speed crossing restrictions.
- How to vector for the following STARS at KSAN: COMIX, HUBRD, LUCKI, BARET.

#### 6. Approaches

References:

- <https://laartcc.org/stm/naming-approaches>
- <https://laartcc.org/stm/means-of-navigation-on-an-approach>
- <https://laartcc.org/stm/approach-clearances>
- <https://laartcc.org/stm/visual-approaches>
- FAAO 7110.65 4-7-10, 5-9-1 to 5-9-4, 4-8-1, 7-4-1 to 7-4-3, 4-8-6, 4-8-9 to 4-8-12
- Current [KSAN](#), [KCRQ](#), [KMYE](#), [KSEE](#), [KSDM](#), [KRNM](#), and [L18](#) charts

Demonstrate understanding of:

- Types of approaches, including precision vs. non-precision and the different forms of navigational guidance.
- Direct and vectored approach requirements and phraseology.
- Requirements and phraseology for visual approaches.
- Procedure turns/hold-in-lieu-of-procedure-turn and when they are required; straight-in approach clearances.
- Circling approach instructions.
- Missed approach procedures.
- San Diego sector instrument approach procedures.

## 7. Controller Coordination

References:

- <https://laartcc.org/stm/coordination-pointouts-and-handoffs>
- FAAO 7110.65 5-5-10, 5-4-1 to 5-4-7, 5-4-10

Demonstrate understanding of:

- Airspace separation requirements (i.e. distance to airspace boundaries).
- Methods for handoffs.
- Methods for pointouts and when they are required.

## 8. VFR Operations

References:

- <https://laartcc.org/stm/basic-radar-service-to-vfr-aircraft>
- <https://laartcc.org/stm/terminal-radar-service-area-trsa>
- <https://laartcc.org/stm/class-c-surface-area>
- <https://laartcc.org/stm/class-b-surface-area>
- FAAO 7110.65 7-6-1, 7-6-3 to 7-6-8, 7-6-11, 7-7, 7-8, 7-9, 4-8-11 to 4-8-12

Demonstrate understanding of:

- Basic VFR radar services, including separation, traffic advisories, limited radar vectoring, and sequencing:
  - Within the context of Class B, C, D, and E Airspace.
  - During flight following.
- Practice approaches.

## 9. Pop-up IFR Clearances

References:

- <https://laartcc.org/stm/pop-up-ifr-clearances>
- FAAO 7110.65 4-2-8

Demonstrate understanding of:

- How to provide a pop-up IFR clearance.

- What to do if an aircraft requesting pop-up IFR is below the MVA.

## **10. Non-Towered Airport Operations**

References:

- <https://laartcc.org/stm/uncontrolled-airport-operations>
- FAAO 7110.65 4-3-4, 4-8-6 (a), 4-8-8, 4-2-10

Demonstrate understanding of:

- IFR clearance on the ground vs. departing VFR and receiving IFR clearance in the air.
- Methods for providing departure releases, including immediate release with clearance void time, delayed release with release time, and hold for release.
- Reporting instructions for departures.
- Communication release and IFR cancellation.
- The one-in-one-out rule.

## **11. Holding Procedures**

References:

- FAAO 7110.65 4-6-1 to 4-6-5

Demonstrate understanding of:

- Charted vs. impromptu holds.
- Holding instructions.
- Expect further clearance times.
- Updated clearance limits if required.