

## vZLA Training Syllabus: Local Control 1

Date: 2024-02-12	Version: 1.1	Contact: Training Administrator
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### 1. PURPOSE

The purpose of the Training Syllabus is to provide ZLA training staff an outline of expectations for students, and the minimum criteria for satisfactory performance and certification.

### 2. DISTRIBUTION

Training Syllabi are for use by the ZLA training staff, and are open source to our students as a reference of expectations. For students, this syllabus is an outline of absolute minimum requirements, and is in no way a ticket to certification. Certification minima are ultimately determined by the mentor / instructor, and any shortcomings of the student, as determined by the training staff-member, are grounds for additional training and/or withholding endorsement.

### 3. PREREQUISITES

The prerequisites for LC1 training are outlined in the ZLA Training Summary. The student must hold a minimum VATSIM S1 and have completed the GC1 certification.

### 4. SESSION PREPARATION

1. This training should be conducted on San Diego Tower: reference the ZLA Training Summary
2. Students should:
  - a. Arrive at session with CRC set up by student preference. Students are required to have the following displays open:
    - i. STARS display (Position: SAN Local)
    - ii. ASDE-X (SAN)
  - b. Students are recommended, but not required to have the following displays active:
    - i. Tower Data Link System (TDLS - SAN)
    - ii. Tower Cab Mode (SAN)
  - c. Reviewed the following policies and SOPs:
    - i. [San Diego ATCT SOP](#)
    - ii. [Requirements for Controller Info Template and Voice ATIS SOP](#)

### 5. KNOWLEDGE REQUIREMENTS

1. Demonstrate knowledge and application of the following **separation minima**:
  - a. Same runway separation
  - b. Radar departures and arrivals
  - c. Diverging and non-diverging departures
  - d. Visual Separation
    - i. Tower applied
    - ii. Pilot applied
  - e. Longitudinal separation on final approach between IFR aircraft
  - f. Wake turbulence separation
  - g. Class Bravo separation of VFR aircraft
  - h. Basic traffic advisory procedures

2. Airspace / Geography Familiarization
  - a. Identify lateral and vertical boundaries of position airspace
  - b. Issuing frequency changes to aircraft in a timely manner
  - c. Identify common VFR reporting points depicted on the San Diego FLY and TAC charts
  - d. Identify and describe the 3 Class Bravo transition routes that traverse San Diego Tower airspace.
  - e. Identify the VFR corridor over the San Diego airport.
3. Departures
  - a. Issue departure clearances in an safe, orderly, and expeditious manner.
  - b. Utilize Line Up and Wait (LUAW) to manage departure flow.
  - c. Ensure separation is maintained between departures.
4. Arrivals
  - a. Issue landing clearances to aircraft.
  - b. Ensure separation is maintained between arrivals.
5. Traffic Management Unit (TMU) Topics
  - a. Basic controlled IFR departures “call for release” programs
  - b. Monitoring ARTCC traffic levels and proactively implementing local traffic management initiatives
    - i. This should include ground delays, increased MITs and other techniques to mitigate TRACON and Center saturation as needed.
6. Facility Coordination
  - a. Demonstrate proficiency in the coordination of aircraft or operations between both intrafacility and interfacility CPCs.
  - b. Issue “rolling boundary” calls to the overlying radar sector
7. Automation
  - a. Demonstrate proficiency in issuing Pre-Departure Clearances (PDCs) to aircraft via TDLS.
  - b. Demonstrate knowledge of STARS automation including, but not limited to, the following functions:
    - i. Creating VFR flight plans
    - ii. Starting a track
    - iii. Accepting a hand off
    - iv. Initiating a hand off
    - v. Accepting a point-out
    - vi. Initiating a point-out
    - vii. Dropping a track
  - c. Demonstrate proficiency of ASDE-X features including, but not limited to, the following functions:
    - i. Starting a track
    - ii. Dropping a track
    - iii. Identifying Mode C enabled and disabled aircraft
    - iv. Identifying errant transponder codes
    - v. Use of safety logic