



NETHERLANDS
TRAINING DEPARTMENT

Rating Briefing

Approach Controller (APC)

@IVAONL





1. Introduction

This briefing was made to provide clarity about achieving the APC Rating within the Dutch Division.

This document contains additional rules and guidelines with regard to the HQ Exam Briefings and is therefore only applicable within the Dutch Division.

2. Approach Controller

The Approach Controller Rating is the second Advanced Rating at IVAO. Within the Dutch Division, we have additional rules and guidelines for achieving the APC Rating.

To achieve an APC Rating in the Dutch Division, the following activities must be completed with positive results:

- APC Theoretical Exam
- APC Practical Exam

For questions about this briefing, please contact the [Dutch Training Coordinators](#).

3. APC Training Material

The training material is available on the IVAO HQ-TD MediaWiki or the Dutch Division website following these links:

https://mediawiki.ivao.aero/index.php?title=ATC_Student_documentation

https://mediawiki.ivao.aero/index.php?title=Aerodrome_Controller_documentation

https://mediawiki.ivao.aero/index.php?title=Approach_Controller_documentation

<https://nl.ivao.aero/training/atc>



4. APC Theoretical Knowledge

The overview below is a detailed overview of the theoretical knowledge that an APC Controller must have in the Dutch Division.

- Decode METAR / TAF including knowledge of RVR
- Knowledge of controller altimetry including TRL/TA, QNH, QFE.
- Ability to explain the charts for APC
- Knowledge of airspace structure including CTR, CTA, TMA and FIR around the airport including airspace classifications, also related from the point of view of separation, information, responsibilities of pilots versus controller
- Explain I, V, Y and Z flight plan including procedures for giving the appropriate clearance
- Knowledge of VFR rules including Special VFR, Night VFR and controlled VFR. (as applicable in the division), cruise altitudes and flight levels, semi-circular rules, VMC minima
- Knowledge of IFR rules including initial IFR clearance, cruise altitudes and flight levels, semi-circular rules, IFR separation in TMA
- Wake turbulence separations
- Important aerodrome phenomena (wind shear) and how to inform the pilot about it
- Knowledge of the approach procedures (ILS, VOR, NDB, RNAV approaches, Holdings and performance at low speed)
- Knowledge of MRVA, MSA and surveillance radar approach and relevance between different ILS categories, missed approach handling



5. APC Exam

6.1. Requirements

Before applying for this exam, you shall meet the following requirements:

1. You shall have your Aerodrome Controller rating (ADC) since more than 60 days and,
2. You shall have at least 100 hours of logged time on IVAN as an ATC (pilot hours are not taken into account).
3. You shall have passed your APC PreCheck.

6.2. Applying for the Exam

The theoretical and practical exam can be requested by directly accessing your exam status page.

The exam has two parts which shall be successfully validated in this order:

1. Theoretical exam: complete successfully the APC online test
2. Practical exam: examiner will check your theoretical knowledge and your proficiency in the approach position.

Once your exam has been registered, the examiner will contact you via your e-mail address given on your details page. Before requesting for the exam, check that this e-mail address is valid since it is the only way for the examiner to get in touch with you.

We recommend you to do a practical training prior to applying for this exam. It is recommended that an exam does not take place on the Tower and Approach positions at the same time.

6.3. Theoretical Exam

All theoretical exams consist of 20 randomly selected multiple-choice questions (MCQ).

- Each question includes 3 to 5 proposed answers among which only one is correct.
- You have a maximum of 45 minutes to fill in the examination paper, and should you exceed this limit, the exam will be automatically recorded as failed (default failed score = 0/100).
- These MCQ exams are automatically corrected (each question will be marked 0 for a wrong answer or 5 for a right answer).
- The pass-mark for the exam is 75/100 (corresponding to at least 15 correct answers)

The theoretical questions are mainly extracted from our training documentation and software manual.



All questions are based on ICAO/EU-OPS Rules and Regulations if not stated otherwise in the question.

Note that you can submit your answers as often as you want during the 45 minutes of the exam. Only the last submission will be taken into account. We greatly recommend you submit your examination paper on a regular basis in order to avoid being marked 0 if you are disconnected or if you exceed the 45 minutes limit.

After your successful theoretical exam, you can directly apply for the practical part of the exam.

Warning: Our system does not allow the resetting of theoretical exams, as in this case the same exam will appear again. Consequently, the Training department will always refuse to reset unfilled or timed out exams. In order to shorten the time for applying again, members should save their answers on a regular basis so as to avoid the exam being marked 0 if a disconnection or a time out occurs.

6.4. Practical Exam

The ADC exam is a series of tasks to appreciate your basic ATC theoretical knowledge and controlling skills. The practical exam is done only at the division level.

6.4.1. IVAO Software, Connection and Communication Modes

You shall only use an IVAO ATC client approved by the HQ training department for the exam. A list of such approved software can be found here: [Approved software for exams](#).

The examiner will check your ability to correctly use the main functions of the software, mainly:

- establish a text and/or voice communication with pilots,
- fill out a correct ATIS,
- be able to transmit by text on your ATC frequency and privately, and hold a conference in the chat tab
- retrieve a distant station's ATIS, METAR and TAF

Your ATIS must always contain the following remark: "Exam in progress – no unauthorised Emergencies".



You must connect to the network using the requested position only using the ICAO_POS format (eg. EHAM_W_APP).

The examiner should connect to the network using _X_ suffix to the examined position (eg. EHAM_X_APP)

6.4.2. General Requirements

1. You have to log on as approach controller. No separate departure controller is permitted during the exam.
2. There must be a radar controller who is responsible for the airspace above during the exam.
3. There must be a tower controller as the exam does not test the controllers ADC capabilities
4. The airport, where the exam will take place must have IFR procedures available.
5. Using IVAO approved software is required.
6. The examinee will be expected to find the necessary charts himself. However, in countries where charts are not easily and freely available, it is the responsibility of the examiner/division to provide the necessary material and/or links so that both examiner and examinee can work on the same charts.
7. To evaluate an approach controller exam, the minimum traffic required is as follows:
 - at least 8 departing IFR aircraft (with or without SID)
 - at least 10 arriving IFR aircraft successfully vectored onto final approach (ILS, VOR, NDB...)
 - at least 3 arriving IFR aircraft simultaneously to the same airfield
 - at least 1 emergency (Emergency calls made on another frequency do not count)
 - at least one missed approach,
 - at least one text only aircraft.
8. If the weather is not suitable for VFR traffic the examinee may apply Special VFR rules. The examiner can ask a pilot to fly in VMC. The examinee has to be informed about that.
9. We strongly recommend voice communication on all exams. We do not recommend a 'text-text' or 'text-voice' communication method due to the increased level of difficulty and incompatibilities with certain tasks. Should a member be unable to use voice or the voice / text method, please contact the HQ Training Department before requesting the exam in order to establish an individual procedure. For some exercises, the examinee possibly has to transmit in text mode.

Note: Emergencies and/or radio-communication failures during the Exam will ONLY be done on request of the examiner



6.4.3. Practical performance during the exam

1. Fill out ATIS correctly
2. Good SSR identification
3. Suitable and sufficient traffic information and traffic management
4. Observance of MRVA, MSA, MEA during radar vectoring, procedural or direct routes
5. Ability to provide radar vectors and/or procedural control (in function of the airspace)
6. Ability to monitor and assist pilots (if they ask for information)
7. Ability to use holding stacks and passing of EATs (if situation is applicable)
8. Perform correct handoffs to the next unit (TWR / CTR) including correct flight strip marking
9. Suitable and sufficient coordination with adjacent ATC units in all necessary situations
10. Handle miscellaneous emergency situations
11. Have and maintain a good overview of the radar situation all the time

6.4.4. Evaluation and marking method

The examiner will score separately all required tasks (including both theoretical questions and practical exercises) on a dedicated marking sheet.

Each score will reflect the exactness and range of your knowledge (for theoretical data) and your ability to accurately execute the exercises (and your performance in doing so).

The maximum score is 100 points. The pass mark is 75/100.

In all cases, your examiner will give you the detailed results during the debriefing, so as you can identify your errors and correct them in case the exam is failed.

Some special situations may result in an automatic exam failure (maximum score = 51/100):

- Radio Communication proficiency failure
- English Communication proficiency failure
- Insufficient theoretical knowledge
- Poor theoretical knowledge
- No charts
- Loss of separation
- Landing/Take-off clearance while another aircraft is still on the runway
- Landing/Take-off clearance if another aircraft is cleared to line up on the runway ahead
- Landing/Take-off clearance if another aircraft is cleared to cross the runway
- Inability to manage VFR in the circuit pattern
- One task marked "0"
- Keeping or Clearing an aircraft into or through an area it should not be allowed to enter due to restrictions (prohibited, VMC loss ...)
- Issuing altitude clearance below MSA for IFR. (example in go-around clearance)
- Control instructions that will lead to controlled flight into terrain (CFIT)



NOTE: In those airports where MRVA is not available (not published in real life) the MSA should be considered as the reference for radar vectoring. As the MSA could be different depending on the chosen approach plate, both examiner and examinee should agree which MSA is going to be used during the exam.

We know that the MSA is not a real parameter to be used on radar vectoring but it is the only value we consider to be feasible for virtual purposes. An exam is considered as failed and the practical part will stop immediately or will not be performed if:

- Examinee has extremely poor theoretical knowledge (score shall be at or below 10/100)
- Examinee makes any violation against IVAO Rules and Regulations (score shall be 0/100)
- Examinee does not turn up for the exam and a valid reason is not given within 48 hours. This will cause the exam to be considered as failed (score shall be 1/100 or 0/100 depending of examiner)
- Examinee decides to stop the exam at any time after it has begun (score shall be 1/100 or 0/100 depending of examiner).
- In case of any cheating during a practical exam, regardless whether during the theoretical or the practical part, the result will be 0/100 and a blocking of 6 months for exams will be appointed to the examinee.

If the examinee fails to arrive for the exam at the time organised, the examiner should wait for 15 minutes. After that period, the examiner can log off the network. The examinee then has 48 hours to provide a valid reason for the failure to attend by e-mail. If no e-mail is received in time the exam will be marked as failed.

Should a PC crash occur which is out of the applicant's control, the exam will have to start again or will be rescheduled for another day, the decision being up to the examiner.

6.4.5. Validation of the Exam

After evaluation, your examiner will send his evaluation to the training director who will assign a validator.

The validator will verify the marking based on the comments and marking sheet of the examiner.

If your exam is validated as a success your rating will be updated at 1200Z the following day.



The validation process needs a validation delay estimated from one day minimum to an average maximum of one week.



Changelog

Ver sio n	Date	Change	By
V1. 0	31-07- 2020	First draft	Ozan Komurcu
V1. 01	31-07- 2020	Editorial suggestions	Rene Pluijmers
V1. 02	02-08- 2020	Initial release of V1.02	Ozan Komurcu
V1. 03	09-03- 2022	Deleted Precheck	Cristian Schrik



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