

IVAO Ecuador – GCA “Guest Controller Approval” Guideline

Summary

People from other divisions who are interested to be ATC in Ecuador must request the GCA based on the next link:

[https://doc.ivao.aero/rules2:regulations?s\[\]=gca#training_department](https://doc.ivao.aero/rules2:regulations?s[]=gca#training_department)

- Minimum ATC rating is ADC (IVAO GCA T.2.1).
- The candidate must approve an oral and practical evaluation in order to get the GCA.
- The candidate could request a training session before the oral and practical evaluations.
- The evaluation will be based on the candidate ATC rating.

Due to the candidate already has an ATC rating (ADC, APC or ACC, the candidate must also have a good knowledge about the local procedures and charts in Ecuador; the information can be found in the next documents:

- “IVAO Ecuador – Local Procedures Information”; division’s website.
- “IVAO Ecuador – QuickView for ATC”; division’s website.
- “DGAC - Manual de fraseología aeronáutica del Ecuador”; division’s website, this document was done by the local aeronautical entity DGAC and it’s mainly Spanish but it has lot of English phraseology examples.
- “AIS Ecuador” - <http://www.ais.aviacioncivil.gob.ec/ifs3/>
- “DGAC Ecuador” - <https://www.aviacioncivil.gob.ec/biblioteca/>

GCA for ADC candidates

- The GCA consists of 2 evaluations, one is oral and other is practical, the candidate can choose which one is first. If the first evaluation is failed, the second will not happen.
- The oral part is about Ecuador local procedures and aeronautical charts.
- The GCA-ADC candidate must control at the Tower level including Clearance and Ground responsibilities.
- We suggest the next airports for the GCA-ADC examination, the candidate can choose on which one the exam will take place:
 - SEGU_TWR - Guayaquil - Aeropuerto José Joaquín de Olmedo
 - SEMT_TWR - Manta - Aeropuerto Eloy Alfaro.
- For this exam, there will a support controller at the Approach level.
- We don’t suggest the “Quito Mariscal Sucre SEQM” airport for GCA-ADC evaluation due to the next reasons:
 - Complex surrounding terrain.
 - Weather is usually cloudy and windy.
 - Airport altitude is a big disadvantage for small general aviation airplanes like C172.
 - Local traffic patterns are restricted in real life due to the terrain constraints, only one traffic is allowed in the local circuit.

GCA for APC candidates

- The GCA consists of 2 evaluations, one is oral and other is practical, the candidate can choose which one is first. If the first evaluation is failed, the second will not happen.
- The oral part is about Ecuador local procedures and aeronautical charts.
- The GCA-APC evaluation will be taken only on the “Quito Approach SEQM_APP” position, therefore the candidate must be familiar with the TMA and the local procedures for 3 airports (SEQM, SELT and old SEQU).
- There are some private airfields inside Quito TMA but those traffics must contact the Approach controller once airborne and crossing 10000ft, they don’t need an initial clearance.
- For this evaluation, there will a support controller at the Center level SEFG_CTR and a Tower only for Quito airport SEQM_TWR.

GCA for ACC candidates

- The GCA consists of 2 evaluations, one is oral and other is practical, the candidate can choose which one is first. If the first evaluation is failed, the second will not happen.
- The oral part is about Ecuador local procedures and aeronautical charts.
- The GCA-ACC evaluation will be taken on the “Guayaquil Control SEFG_CTR” position, therefore the candidate must be familiar with the whole Ecuador airspace including the Galapagos Island.
- For this evaluation, there will be a support controller only at “Quito Approach SEQM_APP”, the ACC candidate must control the rest of TMA, CTR and ATZ airspaces around Ecuador.

Control of changes on this document

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