

VATSIM Executive Committee

Global Controller Ratings Policy

Effective: 11 June 2007

Full Implementation: 01 January 2008

This global policy from the VATSIM Executive Committee forms part of a joint Board of Governors and the Executive Committee project to standardize VATSIM controller ratings and ensure that each rating has a common global meaning in terms of knowledge and skill in relation to the Air Traffic Service (ATS) associated with that rating, also to remove unnecessary restrictions so that it is easier to become a controller without adversely affecting controller standards.

After considering all of the available options, the VATSIM Executive Committee has formulated the following policy in respect to Global Controller Ratings.

Global Controller Rating Scheme

Each Regional Director shall ensure that all training departments and those responsible for rating assessment within their region align their rating scheme to the following Air Traffic Service (ATS) scheme covering the six (6) standard VATSIM controller positions:

Tower Controller = Student (S1)

This rating includes all local airport control services; DEL, GND and TWR.

TMA Controller = Senior Student (S3)

This rating includes APP and DEP radar control services associated with an airport.

Enroute Controller = Controller (C1)

This rating is for enroute CTR sectors; both radar and non-radar control services.

Note: For the three (3) controller ratings described above, the essential knowledge and skill components for each Air Traffic Service (ATS) position shown are the required elements of competency for that rating. A Training Department must determine its own tests and assessment methods in order to establish competency in respect of each rating level. A person must demonstrate all elements of competency before the rating is awarded and are allowed to operate on-line without supervision.

Senior Controller (C3)

Senior Controller (C3) provides a service beyond that of a normal Controller (C1). The Senior Controller (C3) rating is outside the scope of the global ratings scheme and therefore unchanged; being left for local determination.

Graduated Controller Ratings

A VATSIM rating is part of a graduated scheme where a person cannot get a higher rating without having first completed the requirements for the lower rating/s. Graduated ratings are essential within the VATSIM on-line environment since on-line ATC must provide a "top-down" service and cover for any missing positions beneath them; this applies to all positions from CTR down.

Local Rules

On-line operations require a controller to be flexible and versatile. Local rules must be carefully considered to ensure that they do not impair these important on-line qualities.

One objective of this policy is to make it easier to become a controller by removing excessive restrictions and unnecessary local rules without adversely affecting controller standards. To that end, local rules may be used to establish a designated *major airport* that is off-limits to a new controller. There is no provision for the designation of airports other than establishing a permanent major airport.

The term "major airport" expressly applies to an airport and relates to any controller providing an Air Traffic Service to that specific airport, namely DEL, GND, TWR, APP and DEP. An enroute sector does not relate to a specific airport therefore the concept of *major* cannot be applied to any CTR position

Establishing designated major airports is an option to be taken up only where necessary. There is no requirement to put in place designated major airports.

Designating an airport as major creates a significant restriction to new controllers therefore the number of designated major airports should be kept to a minimum. A designated major airport should be an exception being established only where it is considered a requirement and justified as being in the best interest of on-line users.

A new controller is permitted to log-on and provide a service at any airport other than a designated major airport in order to practice his or her skill and quickly gain access to operate at the major airport.

Before operating at a major airport, a controller may be required to complete an endorsement for that specific major airport. A major airport endorsement is in addition to the Air Traffic Service rating scheme described above and applies to a new controller or a visiting controller new to that specific major airport.

Each division should complete a list of permanently designated major airports and this list must at all times be readily available to on-line controllers. Should it become necessary, the list may be updated from time to time by adding or removing a designated airport.

Note: Designating a permanent *major airport* is a local rule permitted under CoC C(6). Under this same rule it is permissible to temporarily apply a restriction to any other on-line control position for the purpose of an advertised major event.

Implementation Timeline

There is no restriction on the commencement of the Global Controller Rating Scheme however, there is a requirement for all training departments and those responsible for rating assessment to complete the transition and be fully compliant to the Global Controller Rating Scheme by 01 January 2008.

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