

# MINUTES OF MEETING OF EXECUTIVE COMMITTEE

## Saturday January 27th 1200hrs UTC

### **Present:**

RD Oceania – Terry Scanlan – Chairman and minutes  
RD Europe – Kyprianos Biris  
RD Africa Middle East – Ilan Jonas  
RD South America – Jesus Betancourt  
RD North America – Craig Merriman  
RD Asia – William Woo

### **Also Present**

VP Regions – Roland Collins  
Deputy RD Oceania – John Golin  
Deputy RD South America – Rafel Mayer

**Apologies** – RD Central America – Jesus Jacir

Meeting commenced at 1215hrs UTC

### **1. Welcome to Craig Merriman – RD-North America**

The Chairman introduced Craig Merriman to the Executive Committee and gave a brief background on Craig's time with VATSIM.

### **2. Minutes from previous meeting**

It was noted that these minutes had not yet been published on the Vatsim website and that VATSIM had been notified.

### **3. Matters arising from previous minutes**

- a) The chairman brought to the attention of the meeting that there was an outstanding discussion on a revised "Sign Up Process and Regions Transfer Process"

**VP REGIONS** explained that he was still waiting on a response from the EC to proposed changes to the sign up process that he submitted to the EC for comment. He said that there was little comment and that only Kyprianos Biris had some input. He went onto say that some discussions had taken place with the BOG and they were in favor of changes but the EC needed to formalize the submission.

**EC CHAIRMAN** undertook to bring this process forward and to discuss with RDs so that we can finalize the submission. He also undertook to discuss with VP Regions other outstanding matters dating back to last year and to itemize and identify those that need further action.

**DEPUTY RD OCE** expressed his concerns that something so basic as a change to the sign up process could be held up by bureaucracy and would have thought that by all discussions it would have been clear what the EC intended.

**RD AME** was in agreement

**VP REGIONS** acknowledged that there were several facets of the sign up process that needed changing and that he had put some of these before the BOG but needed ratification from the EC with regard to the data base changes.

**DEPUTY RD OCE** suggested that one member of the EC be appointed to approve the proposed changes.

**RD EUROPE** undertook to be the spokesman for the proposed changes and to deal with the final recommendation. Once agreed upon RD EUROPE would put that recommendation to BOG through VP REGIONS.

b) The previous issue of more user-friendly ATC client software was discussed.

**VP REGIONS** advised that the EC's question as to whether there was and further development of a more "user friendly" ATC client under development had been put to the BOG. It has been noted that this matter is now in the hands of the new VP DEVELOPMENT but nothing has been received back yet.

**DEPUTY RD OCE** asked if it was possible for the training tool ATCSim to be made available for OBS to use so that they can practice using the ATC client software.

**RD NA** gave a brief run down on how the training system works in the USA Training Academy.

#### **ACTION ITEMS:**

1. RD EUR to check final VER3 submitted in October 2006 by VP Regions and to sign off on behalf of the EC and request VP Regions to submit it formally to BOG
2. RD OCE to enquire if it is possible for the ATCSim to be made available for OBS rated members so that they are able to have more meaningful session times using the VRC or ASRC software.
3. RD OCE to check back on records to see what other matters are outstanding and raise these with VP Regions to see if any action has or will be taken.

#### **4. Region Transfer policy Document – Amendment Proposal**

**VP REGIONS** raised this issue and explained that while he was caretaking the RD NA position he noted a lot of transfers from one region to another and back again by the same member and thought that this issue should be addressed by the EC to try and make it harder for this to occur since it wasted so much valuable time. VP Regions suggested that there should be a time limit of 90-days before a person can submit a subsequent region transfer request. This should make a member think more carefully before rushing to change region.

**RD OCE** gave examples of members transferring into and out of OCEANIA in a short period of time and clearly they were doing this to suit their own needs.

**RD NA** was in agreement that a mandatory 90 days be imposed before transferring out of a region.

**RD ASIA** raised the point that a new member joining a region may realize he is in the wrong region and would need to transfer out to the correct one.

**RD AME** agreed with RD ASIA and said that he had members experiencing the same problem of an incorrect selection when first joining.

**VP REGIONS** suggested that the initial registration at join up is not counted and that the 90-day ban commences after they make their initial region deployment at registration.

**RD EUR** was in agreement but suggested that the RD could grant an exception under technical circumstances but had a concern that there may be many requests for transfers due to technical reasons. He went on to say that he had suggestions from Divisions that the Region Transfer is not automatic and that the RD has to actually intervene and approve the transfer rather than it being automatic. RD EUR also raised the subject of an outstanding request to BOG that there should be a notice to the outgoing transfer RD so that he can check for a valid reason of transfer. He would also like a free text box so that the member can state a reason for transfer.

**RD NA** was in agreement.

**RD EUR** went on to further expand on the reasons why the automatic process should be dropped and that each transfer must be approved by the RD. The problems mainly occur with an ATC rated transfer where there is a necessary email exchange about selection of Division etc which is necessary where they wish to provide ATC services. In many cases the transfer will go through before the email exchange has been completed. He suggested that perhaps an RD could go into a console on the cert and see which transfers are still pending then attend to them etc.

**RD AME** was in agreement and was also against the automatic nature of the transfer due to time delays in responding to emails, particularly if there was an issue to discuss. He was also of the opinion that the transfer should automatically be rejected after say seven days which would give time for email communication and clarification.

Another option would be for RD's to be able to "pause" the process and reactivate after any issues had been cleared up.

**RD OCE** said that it was not so important dealing with pilot transfers but the main cause of communications etc was when an ATC rated member wished to join another Region. That was when email exchanges take place advising the incoming member that he/she needs to join a Division etc. He was also in agreement that the automatic process should be removed particularly in relation to ATC rated transfers.

**RD ASIA** would also like to see a reason given for both transfers in and transfers out so that RD's can consider these reasons before making a decision.

**VP REGIONS** advised that the email advice to RD's of the region that the member is transferring from would possibly be actioned in March. He was also of the opinion that you could not compel a member to state a reason for leaving on the request to transfer.

#### **ACTION ITEMS:**

1. [RDs to revisit the Region Transfer Policy and come up with a proposal that will cover the concerns of both automated and Region Tourism type transfers.](#)

#### **5. ATIS information in English**

**RD NA** raised the matter of some controllers having their ATIS in their native tongue and thought that this might be a deterrent to pilots flying in their airspace.

**RD OCE** acknowledged that there could be problems in some of the remote European and South American countries where English is not spoken and that local ATC would be providing ATIS in their native tongue, he went on to say that he was unclear on how this requirement to have the ATIS in English should be enforced as it is a sensitive issue.

**DEPUTY RD OCE** recognized the fact that most English speaking countries did not have a second language and that it was perhaps unfair to demand that non English speaking countries must provide an ATIS in English. Perhaps in non English speaking countries where a pilot is flying then a "request" could be made to provide the ATIS in English if possible.

**RD NA** thought that the topic was worth raising just for awareness that some ATC were not providing this service in English but did not have a recommendation that this should be a compliance issue.

**RD SA** was of the opinion that it would cause problems if we made it a requirement that all ATIS must be in English.

**RD OCE** suggested that by education down through the divisions that where ever possible an ATIS in English for those pilots flying in foreign countries without local language skills could be provided on request.

#### **ACTION ITEMS**

[No action required](#)

## **6. SUP RATINGS**

**RD NA** expressed concerns about the lengthy delays in approving SUPS and thought it could be a good idea if the VP SUP were given the authority to approve the SUPS without going through the BOG process.

**RD OCE** recalled the earlier days when SUP approvals were seriously delayed but acknowledged that the system now was a big improvement on the older method of approvals. He went on to say that many applicants sought a SUP rating as a reward for their efforts etc.

**RD NA** advised that he has notified his divisions that he would not accept any further nominations for SUP from Divisional staff members. He advised that this decision was not well received by NA Division Directors.

**DEPUTY RD OCE** pointed out that a SUP was responsible to VATSIM and not his Division or Region and therefore he technically leaves his Region and becomes a VATSIM staff member.

**VP REGIONS** agreed that should someone seek a SUP rating as a reward then in fact this was a good tool to use to eliminate them as a candidate. He went on to say that the SUP rating was not actually a rating as such but a roll that the member performs.

**RD NA** pointed out that he had run a check on the SUPS from NA and found that some had not spent anytime on line and should therefore be removed.

**DEPUTY RD OCE** encouraged VP REGIONS to take this matter up with VP SUPS and assist in fixing up a few of the problems raised by **RD NA**.

**VP REGIONS** was of the opinion that the system is running quite smoothly and that the VP SUPS is active in checking on the performance of the SUPS in his team. He suggested that the RDs should take a more proactive roll in monitoring the SUPS in their region and to directly approach the VP SUPS with their concerns about a particular SUP and ask that remedial action be taken without delay.

### **ACTION ITEMS**

**RDs to take a more active roll in monitoring SUPS within their regions and to consult with VP SUPS with any problems.**

## **7. ATC Requirements and Rating Standards**

**RD EUR** was concerned that there were too many differences in ATC standards within VATSIM and this was a root cause of many of the transfers from one region to another. He drew the meetings attention to discussions on the BOG-EC forum and suggested that we should re open discussions on this and bring it to a conclusion. He compared S1 ratings in EUR and **NA** and identified substantial differences in both regions. RD EUR was keen to see a global standard discussed by EC and implemented with the possibility of some changes in CERT.

**RD OCE** recognized the complexity of bringing into affect a global standard on ratings and pointed to previous discussion on the BOG-EC and expressed disappointment that this did not proceed any further than an opening discussion.

**RD NA** agreed that discussions should be continued.

**RD EUR** suggested that any proposed changes should have a long lead in time so that Divisions can have time to adjust and implement. He also said that it was the roll of the EC to address such issues that may be considered difficult and quite sensitive.

**DEPUTY RD OCE** supported RD EUR statement in regard to the responsibility resting with RDs to identify and fix sensitive issues and in particular the differences with Regions and Divisions of rating standards.

**VP REGIONS** identified that the RDs 'owned' the VATSIM airspace and that it is their responsibility to manage, identify and resolve any issues concerning the VATSIIM Airspace. He pointed to CoC Reg 3.3 which states that a Pilot OBS cannot provide ATC services nor

communicate in anyway as a controller and by deduction this means that any rating above Pilot OBS can control, and that includes those with an S1 rating. There should not be any restriction to prevent an S1 rated person from commencing ATC services as soon as he or she has attained an S1 rating.

**EXECUTIVE SESSION** at this stage the meeting went into executive session for further discussion.

### **ACTION ITEMS**

1. RDs to start work on a common global rating policy
2. RDs to open make more use of the BOG-EC forum for sharing of common ideas relating to a Global Rating Standard.

### **8. Election Of New EC Chairman**

**EC CHAIRMAN** raised the subject of the requirement to elect a new EC Chairman each year. He gave a brief history of this position since it was introduced in 2001. He explained the responsibilities and duties of the EC Chairman.

The EC Chairman stood aside at this point to allow for nominations and voting for a new EC Chairman for 2007 year.

**RD NA** put forward his name for the position of EC Chairman

**EC CHAIRMAN** put the following motion to the EC

“Craig Merriman, RD NA be appointed as EC Chairman for the 2007 year”

The motion was then seconded by RD EUR.

#### VOTING RESULT

RD ASIA – YES

RDOCE – YES

RD EUR – YES

RD SAM – YES

RD CAM – YES by proxy held by RD SAM

RD AME – YES

**RD NA – YES**

The motion was carried and Craig Merriman, RD NA was appointed EC Chairman for the year 2007.

**VP REGIONS** made the suggestion that as the tenure of EC Chairman was only 12 months then perhaps a deputy EC Chairman could assist throughout the year and then take on the EC Chair role at the end of the 12 months tenure.

### **ACTION ITEMS**

Outgoing EC Chairman to transfer ownership of the yahoo group's forum and to advise VATSIM BOG of the appointment.

EC to consider who would follow for the next appointment and this person would then be responsible to assist the EC Chairman throughout the year. This would be a nominal roll and not an appointment as he would have to be 'elected'.

### **9. Region Reports Discussion**

**EC CHAIRMAN** reminded RDs to submit their current region report if not already done, and invited those present to speak briefly about key issues in their report if they wished.

**RD OCE** advised that a new Division has been established in OCEANIA, VATNZ (New Zealand) was established on January 1<sup>st</sup> 2007 and was fully functioning with a full compliment of staff, training etc. He also advised that the OCEANIA Region would host a local Regional Convention in September/October. Details would be released when applications were considered and decided upon the best venue etc.

**RD AME** offered the new EC Chairman all the support he needed from his area and went on to say that his Region had a very good quarter with new activity in all areas of his Region, he gave a brief overview of the activities and advised that all information could be read in his report.

**RD ASIA** announced the opening a fourth Division, SE ASIA and was pleased with the enthusiasm within this Division. He gave an overview of activities within the Region and referred the meeting to his report. **RD ASIA** advised he was still having problems contacting anyone from Russia to clarify certain issues with membership. **RD EUR** said that they could discuss this off line and try to resolve the problem.

## **10. Other Business**

### **a) 24hr Suspensions**

**DEPUTY RD OCE** raised the issue of 24 and 48 hour suspensions that actually turned into longer suspensions due to the time of running of the CRON job on the server. For example a 24hr suspension could turn into a 47hrs suspension depending on the time that the suspension occurred. Discussion on this topic continued for sometime with **DEPUTY RD OCE** saying he found it hard to accept that this situation could not be changed.

### **b) EC Website**

**EC CHAIRMAN** expressed concerns about the EC Website and was of the opinion that the EC should have access to the website to bring it up to date and to allow our own staff to post the minutes and make changes etc rather than having to go through 3<sup>rd</sup> parties. **EC CHAIR** asked that this view be expressed to the BOG.

**VP REGIONS** said that he would pass this on to the BOG

### **c) Pilots Not Belonging To A Division**

**VP REGIONS** discussed the problem of Pilots that do not belong to a division get referred to the EC Chairman when they attract a suspension. He suggested that they could be referred to the DCRM of the SUPS region or Division who reports the suspension.

**RD OCE** suggested that perhaps these suspensions could be referred to the Regional Director where the Pilot was registered.

## **ACTION ITEMS**

1. **VP REGIONS** to table a request from EC that the EC should have access to their website and that one person nominated by the EC to be responsible for changes and updates to the website.
2. **VP REGIONS** is requested to ask that suspensions of Pilots that are not attached to a Division be referred to the Regional Director of the region that the Pilot belongs to. That **RD** would then be responsible to assign a DCRM to handle the suspension. It is the view of the meeting that this should not be the function of the EC Chairman

The meeting closed at 02:40 UTC

## **REGION REPORTS**

## EUROPE

**VATSIM Europe Region Report**  
**www.vateur.org**  
January 2007

Kyprianos Biris VATEUR1  
[director@vateur.org](mailto:director@vateur.org)

### **VATEUD Division report** **www.vateud.org**

#### 1) VATEUD staff changes

The vacant position of VATEUD3 (assistant training director) has been filled with Tom George, who was already serving this duty on a voluntary base. Also, Piotr Nowicki has been appointed as assistant membership director. All staff vacancies are now resolved.

#### 2) vACC staff changes

A complete restructuring of France vACC has taken place in November 2006. A new team around Patrick Fuchez as the vACC director has begun it's work. VATEUD is putting big hopes into this new team, they started with an event weekend in January, and they are highly motivated.

#### 3a) VATEUD training department expanded

The VATEUD training department has been expanded with further people joining the vACC support team. This team supports new and smaller vACC's which have problems organizing practical ATC training on their own, by assigning experienced VATEUD instructors to them.

#### 3b) vACC support team activities

The first vACC support project came to an end in December. The three Baltic vACCs (Estonia, Latvia and Lithuania) have successfully started their common training centre, and are now able to conduct ATC training on their own. New vACC projects are now underway at Belux and Romania, and planned for Cyprus.

#### 3c) VATEUD training department website

The training department website is under continuous revision. New training documents have been released in January, while other elements continue to be revised. During 2006, about 30% of all Eurotest questions have been reviewed and - when necessary - also modified.

#### 3d) Instructor courses

The first "new generation" instructor course has been completed in December, and 6 new instructors have been promoted. The next course is starting right now with another 6 candidates, and the third one is already planned. Marc Riedel, the head of the ATC School, has written an extensive training document for the course, focussing on pedagogic and didactical topics.

Schoene guesses/best regards  
Martin Georg  
VATSIM Europe Division Director (VATEUD1)  
[vateud1@vateud.org](mailto:vateud1@vateud.org)

**VATUK United Kingdom Division.**  
**www.vatsim-uk.org**

1. We are pleased to announce that Nick Cunnington is to leave the UK staff team having secured a position with a UK airline as First Officer. He will no longer be able to maintain his dedication to the UK5 position. The UK division is indebted to Nick for his hard work over his years on the UK staff team and though we are sad to see him go we wish him every success with his new career. Events and PR will now be handled jointly by UK1 and UK2. The UK5 position has been removed.
2. The UK division is currently working on an ATC roster for all UK controllers. This will effectively be viewed as the *virtual* ATC licence of UK controllers. The interface within our excellent RTS system will allow any user to search against a member or control position to see their authorities. This will be particularly useful to SUP's as we are well aware of the complicated nature of UK restrictive ratings.
3. With restrictive ratings in mind we are also working on a fundamental change to the rating structure within the UK division. It is anticipated this will create more S3>C1 controller examinations and upgrades and will wholly simplify the UK RR setup.
4. Plans are in their early stages at this time but the UK division is hoping to run a trial in the near future of an ATC Academy for the training of S1>S3 candidates via TWR Trainer. Plans and arrangements are still in the very early stages but if successful it may prove to be the way forward for S3 progression across the division
5. The AVSIM convention in the UK still plans to go ahead. Details of date and venue remain unknown at this time but VATSIM-UK have expressed an interest in being involved in the event and have received positive feedback from the organisers.

Kind regards,

**Neil Dewson-Smyth**

VATUK1  
VATSIM-UK Division Director  
Europe RCRP Chair  
director@vatsim-uk.org

**VATRUS Russia Division**

**[www.vatrus.net.ru](http://www.vatrus.net.ru)**

VATRUS report

1. A new member- Roman Zimin has joined our staff team as VATRUS6. He will be helping the current events coordinator.
2. More interesting fly-ins are coming in this year. As our community is growing in numbers, we are more and more interested in going wide. Last fly-ins we had were aimed exactly at widening our geographical base:
  - "The bridge of Peace" fly-in to Caucasus.
  - "1/6 of the dry land" fly-in with most of Russian FIRs being covered with ATC.We're also preparing for the joint fly-in with VATSIM Japan.
3. Several new Virtual Airlines have officially registered with VATSIM, including the Russian Air Force Virtual.
4. Several controllers from two FIRs: Moscow and St. Petersburg are doing long shifts in their competition for the IronMic and are currently on their way to 168 hrs non-stop ATC control.
5. The concept of Russian Flight Service Stations are being developed. We're writing technical documentation and uploading it to the website.
6. Andrew Sheyback is continuing to develop his masterpiece: Russian-style ATC-client. He has the original real-life ATC-client documentation and hopefully will release the software... "when it's ready" © Mike Evans ☺

Yuri Trunov  
VATRUS1  
airman@ongp.ru

## NORTH AMERICA

### a. VATNA Region Report

#### i. North America

Both divisions are running smoothly due to the hard work of Jeff Turner, Eric Fortin and their dedicated staffs. Both divisions continue to seek improvement and growth opportunities.

- Will be reopening discussions on the oceanic agreement between Oceania Region and North America Region. My understanding at this point is that there is no official agreement in place. The controllers from outside the US were granted permission to control there as visiting controllers apart from any agreement, this holds true for any US controllers who are granted visiting controller rights in Oceania FIRs. Mr. Scanlan and I will make arrangements to further discuss this and involve others as appropriate.
- VATNA website available at <http://vatna.net>

Membership report (as of 20 Jan. 2007):

	<b>Pilot /Obs</b>	<b>S1</b>	<b>S3</b>	<b>C1</b>	<b>C3</b>	<b>I1</b>	<b>I3</b>	<b>Sup</b>	<b>Adm</b>	<b>Total</b>
<b>VATCAN</b>	1359	163	62	27	12	12	18	4	1	1658
<b>VATUSA</b>	7804	2900	725	317	443	55	20	31	14	12309
<b>Unaffiliated</b>	15367	152	63	25	30	6	11	1	5	15660
<b>Total</b>	<b>24530</b>	<b>3215</b>	<b>850</b>	<b>369</b>	<b>1</b>	<b>73</b>	<b>49</b>	<b>36</b>	<b>20</b>	<b>29627</b>

#### Supervisors:

There is concern about the length of time taken to obtain approval for supervisors, as well as the infrequent opportunity to submit names for approval. It would seem that having to raise members up for a BoG vote slows the process down considerably, when it would seem to make sense that the VP of Supervisors should be able to approve members. Many of the region supervisors are having to handle a large workload due to the lack of support from other region supervisors who are rarely online or only are online long enough to maintain their ratings.

Submitted names for supervisor rating consideration, no staff members from either division were submitted. The goal is to add at least 10 supervisors. The large size of the region allows me to find candidates without burdening the staff members with the additional responsibilities of being a supervisor. Unfortunately there still seems to be confusion among members and staff. There is still a belief that the rating is a status symbol or reward.

## ii. Canada

- Possible expansion of ATC services in Edmonton FIR, undergoing testing and further discussions.
- Steven Black has replaced Phil Knox as Deputy Director for the division, Steven is also the DCRM; Brandon Van Brundt has replaced Kevin Pollock as the events director.
- Matthew Horan is now the Training Director, he is directly involved with the FIRs with respect to updating training material and improving the Online Exam.
- We will be naming a representative from Canada to join the RCRP this quarter.
- Review / validation of division policy to ensure that it is current with respect to VATSIM policy changes since the last review.
- Vacancies in FIR staff positions will be addressed and also will ensure that FIR staff members are committed to continued growth in the division.
- VATCAN website overhaul is being considered. Searching for help with the design and graphics.
- Upcoming Events:
  - February 10: 1800-2300Z - Vancouver FIR Mountain Madness
  - February 17: 2100 - 0100Z - Winter Wonderland in Winnipeg

## iii. United States

- Jason Sutton was named Deputy Director (12/23). Jason has been a driving force in VATUSA, he is very committed and was highly successful as the training director.
- David Kluempers was named Training Director, to replace Jason Sutton. David had been primarily responsible for Academy operations as Deputy Training Director.
- Fort Worth center - New staff in place. Matt Temple was placed in charge of the reorganization. After staff change, website was taken down by former staff members. A new site was quickly established. Matt Temple was also named the Southern Region Director of Air Traffic (1/4)
- VATUSA website completed move to a new host (12/31). New website to be deployed during Q1 2007. The staff is very pleased with the new webmaster and will be provided with a highly functional website to support their ARTCC administrative needs.
- Promotions continue to occur at a high rate. This is driven by the success of

the Training Academy. The promotions from Observer through S3 may inflate the numbers because a member is promoted to S1 upon enrolling in the Academy, then receives an S3 rating upon graduation. The Academy takes from 2-4 weeks to complete. Currently the Academy has graduated 110 students, with 480 currently enrolled. The division will be investigating the progression of students after they graduate, this will help ensure that students are getting the proper training once they arrive at an ARTCC. One previous student is now a Training Administrator for an ARTCC.

- Pilot academy - Still in the planning stages. Best estimates suggest an early Spring launch. The Pilot Academy is being led by a 5-member panel. The idea behind the Academy is similar to the ATC Training Academy. It is in now way intended to replace the PRC, but is intended to expand on the idea. There is a very high frustration level among controllers who feel they are having to spend too much time with pilot training for folks who choose not to visit the PRC and therefore are less inclined to plug in and control.
- VATUSA Convention is March 23-24 in Las Vegas, Nevada, all are highly encouraged to attend. Convention website is at <http://convention.vatusa.org>.
- TGIF Event has been disbanded and joined up with Friday Night Ops (<http://fno.vatusa.org>). Craig Moulton has energized the events department once again and has been impressive in his role.

Respectfully submitted,  
 Craig Merriman - VATNA1  
 North America Region Director

## ASIA

### REGION REPORT – VATASIA – Jan. 2007

#### Membership

Up to 31<sup>st</sup> December 2006, after excluding those members in suspension, VATASIA Region has 3337 members. There is an 11.1% increase in total membership compare with end of September 2006. However, there is only minimal growth in the number of junior ATC of about 2%. There is no growth in the number of experience ATCs. With the establishment of a new division and on going project of developing new VACC/Divisions, we hope to attract more members to join our region.

The following is a break down on the current membership status

Rating	Members*	% of Total	% Change**
Pilot/Obs.	3337 (3005)	90.24%	+ 11.0%
Student	196 (192)	5.30%	+ 2.1%
Sr. Student	72 (71)	1.95%	+ 1.4%
Controller	41 (41)	1.11%	0%
Sr. Controller	18 (18)	0.49%	0%
Instructor	15 (15)	0.35%	0%

Sr. Instructor	13 (13)	0.27%	0%
Supervisor	5 (5)	0.14%	0%
Administrator	1(1)	0.02%	0%
Total ATC	361 (356)	9.76%	+ 1.4%
Total Member	3698 (3361)		+10.0%

\* Members: Total no. (no. at end of September, 2006)

\*\* % Change: compare with the end September 2006

### **Regional Staff changes.**

There is no significant change in Regional Staffs, except the addition of the Division Director of VATSEA to the Regional Staff team.

The Deputy RD position is open for application but still no candidate applies for it yet.

### **Regional Website**

The current official website for VATASIA is [www.vatasia.net](http://www.vatasia.net) It provides a common platform for all members of our region to discuss various matters about virtual flight simulation and obtain relevant information to plan their flight. Flight booking is now linked to the Eurobook system. Pilot can now book their flight using the EUROBOOK and their plan will be listed online.

### **New Development – Establishment of VATSEA (South East Asia Division)**

Beside the steady growth in number of members, the most significant development for Asia in the past months is the establishment of its fourth division – VATSEA (South East Asia Division). This division will cover several South East Asia airspace including, Brunei, Cambodia, East Timor, Hong Kong, Indonesia, Laos, Macao, Malaysia, Philippines, Singapore and Vietnam. However, many of these areas are still undeveloped and under-development with very few activities. Currently, there are 2 established VACCs within this division – Hong Kong and Manila. The third one is Singapore VACC. Although the detail staff structure of Singapore VACC is still under establishment. This new member already contributes significantly for the activities of the division.

Despite its small size and short history as the newest division of VATSIM, Hong Kong and Singapore VACC already won twice the Iron Mic' Tower Award at the end of December and early January. They also consistently score high in the CTR competition.

The division keeps growing under the leadership of the division director Bowen Chau. They are now planning for their first major fly-in event across the whole South-east Asia in early March.

### **Other Divisional Development**

The VATJPN, VATAKOR and VATROC are the remaining 3 active divisions of the region. Unfortunately, all 3 divisions are suffering from lack of active administrative staffs. There is no specific development for these regions although routine fly-in events are still held regularly within respective divisions.

Prepared by:  
William Woo  
VATSIM – Asia Regional Director  
20/01/2007

## **AFRICA MIDDLE EAST**

### **Region report for Vatsim Africa/Middle East**

## **February 2007**

### **General**

- VATAME has **1870** total members (inc. suspended). This is showing a surprising **decrease**, after a long period of growing in numbers.
- While we have a lot to report on the bright side (new initiatives in Iran, Central Africa, Seychelles, Congo, Mauritius, Jordan, Saudi Arabia and more!), we will focus on the difficulties we face in the region, which eventually leads to our membership starting to decrease.

### **Lack of traffic**

It is no secret that Vatsim's main activity takes place in N. America and Europe. though not being too desolated, VATAME has low traffic. In fact, traffic is made only by locals, sporadic visitors from other regions and, when lucky, special events.

The problem does not end there: seeing that the "action" is elsewhere, we are losing locals as well, leaving many places without traffic. Another side of the very same problem is ATC training – no traffic=no training.

While VATAME consists of countries which are unable to create, let's say, enjoyable traffic volume, we fear that the region has no future as a flight destination.

### **Region focus for the next quarter**

It is a good place to mention that the divisions and vACCs have done well in the last quarter, showing a lot of presence on the scopes and training many new ATC members. Having said that, we wish to state that our goal for the next quarter will be the creation of a global plan to increase international traffic. Everything else seems pointless at the moment, unless we are to keep this region for disciplinary actions only ;-)

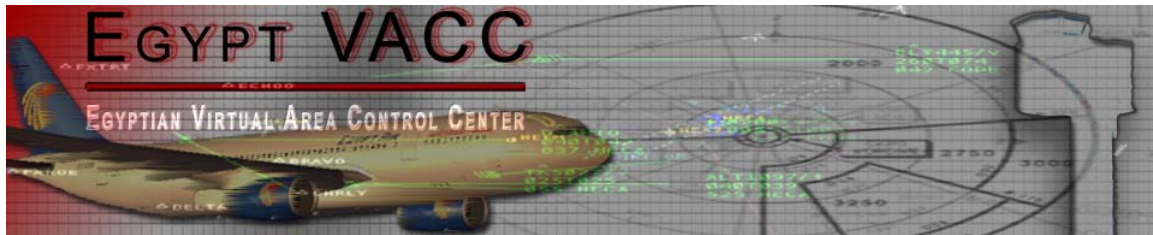
### **About optimism and good will**

This unusual report does not say we are pessimistic or angry. On the contrary: we got this region with zero activity and no divisions, and brought it all together to where it is now. We are determined not to lose it, and hope to get the help we need from outside.

As an example of a great job and the difficulties we face, see the report below for Egypt vACC. It says it all.

Best regards,

Ilan Jonas, VATAME1 [ilan@vatsim.net](mailto:ilan@vatsim.net)



## Egypt VACC Quarter Report

- **Introduction**

Egypt VACC is proud to announce completion of our restructuring plan, we have a rapidly growing team of ATC, and most of them Egyptian.

- **ATC**

I'm trying as hard as I can to keep up and enhance the level of professionalism among the ATC team here at Egypt VACC, and so far we're doing very well.

In the past week, we had 4 students doing ASRC/VRC training and so far one have had their rating upgraded to STU and already started controlling, 1 just finished his ACSim (Sweatbox) session a while ago and another is having his ACSim later today. As for the 4<sup>th</sup> one, he had failed his ACSim session and should be repeating it in the near future .

We have a lot of ATC on the pending list to get their basic training and ACSim sessions and soon we'll have a huge pool of ATCs available at Egypt VACC, and of course growing.

Due to that major growth and my recent observing to the quality of ATC, I've published a NOTAM instructing all controllers to remain on frequency for at least 45 minutes from the moment they begin controlling, that was issued because I found out that most of the controllers here at Egypt VACC get online for a few minutes and leave just to check if there's traffic or to attract traffic. I mention that it's what ServInfo is for (check traffic), or logging in as OBS. Also, I stressed on the point of including until when they're available online in UTC and to announce leaving 10-15 minutes before disconnecting. I've been told by a member that some are not happy with the new 45 minutes rule, but I guess it's for the good of our VACC since it's not a good image if someone finds ATC and decides to make a short flight only to find that when they have their FS loading, that controller is not there anymore. Of course there is some tolerance for those who get disconnected by their ISP or for any other emergency reason.

Also, I've created a mailing list for all ATC members to communicate. On the other hand I've released a new sector file containing Egypt VACC data only and very little from the neighboring areas. The sector file includes airways (we don't have H-L airways in Egypt, so H=airway, L=RNAV or Domestic) and taxiway diagrams for HECA, HEGN and HESH, we're in the process of adding more taxiway diagrams to the sector file. The taxiway diagrams were made by Soenke Shweppe from VACC-SAG who's a guest controller at Egypt VACC, also, might be transferring from VACC-SAG to be a full member of Egypt VACC in the very near future.

- **Pilots**

I'm very much bothered by the level of knowledge our pilots flying in the region have, I can tell you it's in Egyptian people's blood not to read, so they basically don't read anything, and I guess it's the case with most of our new pilots on VATSIM, they're just in a rush to have their engines running and wings flying. In the end, you get a frustrated controller and maybe frustrated traffic as well. An example to that is MEA201 who was flying in my airspace on 29th October during the "Welcome Back Egypt VACC" event. I've written a report about this pilot and sent it to Shadi.

So, my suggestion would be to make a basic exam (MCQ), for anyone before joining VATSIM, I know this could decrease the numbers of people joining a little bit as not everybody likes to have an exam just to join, but I guess the outcome would be worth it. Just some of the questions in the PRC selected randomly for first levels. Basically communication and VATSIM behavior, it's really annoying to have a crowded airspace with multiple aircraft not reading back only to find out they're not sure what to say or they didn't hear you well and too shy to ask again and in some cases just don't know they should read back, you'd be lucky if one of those just called "roger" it's also very annoying for other traffic who've flown a long distance just to have their flight ending with a crash by an irresponsible aircraft and the poor controller would be the one to blame in the end.

- **Upcoming Events**

We're in planning for the following events and added to that our recently announced annual event "Sunny Beaches in Winter" featuring Hurghada (HEGN) & Sharm El-Sheikh (HESH) airports for being the most famous resorts in Egypt and having shining sun most of the year.

1. Cairo Online Day: This event is about having Cairo Intl. (HECA) staffed with at least 3 controllers (including CTR) every Friday night for 2 hours. We hope to start this event going next Friday 2<sup>nd</sup> Feb. 2007.
2. Cairo Real Ops Event: Simulating real operations at Cairo Intl. would sure get a lot of traffic to the airport for that event, however, it's very hard to gather such information here in Egypt, so, we've decided to make our schedule based on a day in the past (same day of the week). We've already visited the airport and the airport's website to get as much information as possible about the traffic on the chosen day, we'll try to do it again to get many more traffic, also, we're trying to be in HECA\_TWR during the data gathering which will help so much for accuracy. During this event, we plan that all controllers be in one room. I've originally planned this event to take place by mid-February, but I guess it would be postponed till March.
3. Monthly event: Every 2<sup>nd</sup> (weekday – to be announced) we'll staff an airport in Egypt to attract pilots and show them the different airports we have.
4. Marsa Allam Airport 5<sup>th</sup> Anniversary: Marsa Allam International Airport (HEMA) celebrated its 5<sup>th</sup> year anniversary a few months ago, and we're planning to celebrate this by an event soon.
5. AVEX2007: As some may know that I have been in the team organizing the air-show for the aviation exhibition AVEX2005 at Sharm El Sheikh Airport (HESH). We're thinking about making an event for AVEX2007 (date(s) to be announced) in which we'll be actually controlling from AVEX ground and we'll have air-shows as well (requiring registration by pilots). A member will be online as aircraft on the ground and a huge screen showing the air-show on VATSIM on their screen; of course the time for the virtual air-show would be different than the real one so that everyone can have fun. This event is still to be discussed with AVEX's organizers, if I'm in the team for organizing the air-show itself (real one), I won't be able to make it for attending ATC, but other member would sure be replacing me.

- **Conclusion**

Egypt VACC has grown so much in the past 4 months and we've already had 2 major events and our ATC is almost online 4-5 days a week in the evenings and sometimes during day time. We're very low on staff members who have experience in certain aspects, for example, the Real Ops. Event being planned above, I'm the only one with PHP & MySQL experience who can make the database for the flight schedules, the booking for the pilots and a web page for the event. Also, I'm the only member who can design a banner for an event, so it increases the work load a lot, which in the end slows things down.

Our growing ATC presence was accompanied by a new addition to our website; an image showing which ATC stations are online, along with controllers' information below the image.

**Ali Abou-Zeid/ACCEG1**  
**Director**  
**Webmaster**  
**Email: [acceg1@egypt-vacc.org](mailto:acceg1@egypt-vacc.org)**  
**[Egypt VACC](#)**

## **OCEANIA**

### **OCEANIA REGION REPORT DECEMBER QUARTER 2006**

The December Qtr for OCEANIA has been an exciting one with the introduction of a new division for the New Zealand area. VATNZ was officially launched on January 1<sup>st</sup> 2007 but commenced operations in December 2006.

On the official opening day, VATNZ hosted a flyin that was well supported by the OCEANIA Region members. VATNZ continues to grow (see separate report) and I am confident that this division will continue to develop under the leadership of Mark Richards and his staff.

The Oceania Region continues to grow at a healthy rate with over 1000 members joining OCEANIA since January 1<sup>st</sup> 2006, a 50% increase in membership during this current year.

ATC promotions within the region continue to grow and Region staff are satisfied that there are no restrictive rules inhibiting a healthy growth in this area.

The OCEANIA Region will hold a conference in Australia later in the year and details of this can be found on the VATOCE website. Invitations for submissions from Brisbane and Melbourne to host the convention are being considered.

#### **DIVISION REPORTS for December Qtr 2006**

##### **1. VATNZ**



## VATSIM NEW ZEALAND INAUGURAL REPORT TO THE REGIONAL DIRECTOR

It is with much pleasure that I write the inaugural quarterly report for VATSIM New Zealand (VATNZ).

Following a feasibility study by a small working group, I submitted a formal recommendation for the establishment of VATNZ on 21st November 2006. The recommendation set agreed timeframes for each step of the process and this was agreed to by the Regional Director.

Between then and the official opening day on 1 January 2007, VATNZ established a Website, called for interested parties to form the first Board of Directors, appointed those directors and launched on time on 1st January 2007.

The response to the expressions of interest for the board was phenomenal making the appointments difficult but after much consideration, the first board was appointed on 10th December 2006 and immediately set about developing their positions.

On opening day, we hosted a Flyin centered on Auckland which was well supported by our colleagues at VATPAC and saw many hours of ATC in New Zealand and a high volume of trans-Tasman oceanic traffic. In addition to the international arrivals and departures, there was a steady stream of domestic traffic giving all controllers a run for their money.

Coinciding with the opening day, VATNZ re-assessed its Airspace and aligned it more with the real world. This saw a change of online callsigns to reflect the fact that all ATC positions in New Zealand are controlled from Christchurch and known as "Christchurch Control". While there has been some initial teething problems getting pilots and controllers used to the new system, overall it is working very successfully and we're getting good reports back on the system. We are fortunate that by choosing the Callsign NZCH\_x\_CTR, our controllers still show up in ServInfo but we are in the process of writing a new ServInfo file with the correct boundaries to show them up properly.

The website has gone forward in leaps and bounds and continues to be updated on an almost daily basis. The decision to go with a Content Management System style of site has meant that all Board members have complete access to add content as they see fit. This has meant that the information on the site is up-to-date and accurate and does not rely on a single webmaster to update the information. We're fortunate to have the skills of our IT Director, Nick Johnston, who has added some excellent tools, including a Who's Online in VATNZ Airspace tool and a VATNZ Weather tool to the site. The website is becoming the place to visit for Flight Simulation in New Zealand and we imagine that this will continue. The discussion forums are very active and very positive about VATNZ.

So far 32 VATSIM users have either transferred to the VATNZ division or have joined since we started and selected New Zealand as their division. This is slowly increasing and I'm trying to encourage Oceania VATSIM users who live or fly in New Zealand to transfer over.

Unfortunately, the VATSIM servers do not appear able to have this automated so all users wishing to transfer to VATNZ have to make a manual request.

2

Training is coming along as we identify assessment criteria and suitable mentors and assessors for the New Zealand FIR. We have our promotion form online and have seven applications for promotion so far. We are prioritising Student and Senior Student assessments ahead of higher rated promotions to get users behind the scope. There is still a lot of work to do in the area of training but the Training Director, Stu Paul is working closely with the board to get things set up correctly. We have all noticed and commented that we have some work to lift the skill level of a lot of the present New Zealand controllers so there is a lot of work ahead.

VATNZ is on track to claim our first Iron Mic this week, although we are going head-to-head with Hong Kong, as some of our keen members staff NZCH\_TWR for as many hours as they can. From last Sunday until late yesterday, we'd amassed over 68 hours in 4 days. Whether it's enough remains to be seen but at least we will see VATNZ on the VATSIM map.

There are exciting times ahead in 2007 and VATNZ will go forward in leaps and bounds.

Mark Richards

DIVISION DIRECTOR

19th January 2007

## 2. VATPAC

### VATPAC Division Report – Q4 – 2006

#### General

The final quarter of 2006 has brought a number changes and consolidations for VATPAC. In addition, we have seen a general increase in online activity associated with holidays.

#### Training

Demand for training services has been fair, with the bulk coming from Student and Senior Student candidates. Current delay for training services is about 1-2 weeks from request to assessment.

In this quarter VATPAC implemented a new software assessment model to support the new Oceanic endorsement. This has been well received and many candidates have successfully obtained an Oceanic Endorsement.

#### Operations

Operational policy associated with rating restriction continues to be looked at. We are seeing an unwelcome trend for Student TWR controllers to provide a pseudo-approach service where no overlying ATC is available and this is causing a number of problems.

#### Events

World Flight 2006 was again a great success and generated much activity in the VATPAC membership.

Planning is also underway for a “centre-style” online event to be held on site at Bankstown Airport during the last weekend of February.

#### VATNZ

New Zealander VATPAC members have come together to discuss the viability of a separate New Zealand division. Organisation for this division has gone ahead with region approval and VATPAC supports this. VATPAC has granted permission to VATNZ to use any materials from our website and offered any assistance it can provide in establishing the new division.

## SOUTH AMERICA

### VATSIM BRAZIL – Report of Activities

#### iv. 4th Trimestre of 2006

#### 1. Training

##### 1.1 – Promotions

Month	Student	Student Senior	Controller	Controller Senior	TOTAL
-------	---------	----------------	------------	-------------------	-------

October	13	19	3	0	35
November	12	8	6	0	26
December	8	8	1	0	17
TOTAL	33	35	10	0	78

The number of promotions is identical to the 3<sup>rd</sup> Trimester. The number of *Controller* and *Student Senior* promotions increased while the number of *Student* decreased. This situation indicates that the quality of the ATC service raised but the Training Department will pay attention to the numbers to see if the total of new controllers will continue to fall or are simply tending to establish.

## 2. Events

Only one major event this time. It was conducted in partnership with *INFRAERO*, a company that administrates most of brazilian airports.



## 3. Iron Mic

A total of 13 editions of the Iron Mic Award were realized during this trimester. VATBRZ won **8 times** during this period of time in *APP/DEP* category. **São Paulo** appeared 6 times as the world's most staffed position and **Curitiba** took the other two trophies.



Since the *TWR* category was created, five editions occurred in 2006. The best brazilian positions were 3<sup>rd</sup>, 4<sup>th</sup> and 6<sup>th</sup> with **Curitiba** and 5<sup>th</sup> with **Guarulhos**.

The goal for 2007 is to achieve better positions in the *CTR* category, the only one in which a Brazilian position was not in the TOP25 every week. The best position was 11<sup>st</sup> with **Curitiba (SBCW)**.

## 4. Flight Activity Evolution

For the first time the Brazilian airspace received more than 10.000 flights on a single month. The complete traffic evolution charts are presented below.

	October	November	December	Total
Number of Flights	9.279	9.132*	10.014	28.425

\*: Problems related to data server noticed on November 8, 9 and 20.

	Number of Flights	Evolution
1 <sup>st</sup> Trimester 2005	5.298	-
2 <sup>nd</sup> Trimester 2005	11.613	119%
3 <sup>rd</sup> Trimester 2005	12.289	6%
4 <sup>th</sup> Trimester 2005	14.687	20%
1 <sup>st</sup> Trimester 2006	17.532	19%
2 <sup>nd</sup> Trimester 2006	20.554	17%
3 <sup>rd</sup> Trimester 2006	22.247	8%
4 <sup>th</sup> Trimester 2006	28.425	28%
TOTAL	132.645	436%

## 5. ATC Coverage Evolution

The ATC coverage evolution charts are presented below.

	October	November	December	Total
Hours of ATC on-line	2.056	1.716	2.207	5.979

	ATC Hours	Evolution
4 <sup>th</sup> Trimester 2005	2.123	-
1 <sup>st</sup> Trimester 2006	2.327	10%
2 <sup>nd</sup> Trimester 2006	2.893	24%
3 <sup>rd</sup> Trimester 2006	4.272	48%
4 <sup>th</sup> Trimester 2006	5.979	40%
TOTAL	17.594	182%

Prepared by:  
 Luiz Henrique Bagatin  
 VATSIM BRAZIL – Divisional Director  
 January 19<sup>th</sup>, 2007