

# Global Controller Ratings Guideline

## Background

Historically, VATSIM inherited numbered ATC ratings, reduced these from six to four, and for the first time gave them names; Student, Senior Student, Controller and Senior Controller. The roles and duties associated with each of these were left for local determination.

Without global control there was no uniformity in the requirements to become a controller and also no uniformity in the use of controller ratings. Over time these elements contributed to a wide variation of ATC standards that was not in the best interest of VATSIM.

The VATSIM Board of Governors and the Executive Committee undertook a joint project to address these concerns by developing global standards for ATC ratings and also simplify and standardize the processes for becoming ATC without adversely affecting controller standards.

These steps were considered essential so that any member wishing to become ATC, no matter where located, could readily do so and be presented with the same equal opportunity.

## Purpose

The purpose of this change is to standardize the ATC ratings so that:

- Each rating has a common meaning in terms of knowledge and skill in relation to the Air Traffic Service that is delivered.
- The standards for controller ratings are appropriate for adoption within a hobby environment.

In selecting a suitable model, the following features were important:

- The rating should directly relate to the Air Traffic Service.
- There should be three progressive rating steps to reach Center.
- A rating should be based on basic knowledge and skill.
- Assessment should be competency-based.
- The training and assessment processes should facilitate streamlining.
- The new scheme should provide wider ATC coverage and not reduce it.
- No existing controller would lose their rating.
- There should be opportunity for advancement beyond the new global scheme.

A general model that satisfies these requirements can be seen in the three distinct types of real world Air Traffic Service.

- Local Control (TWR)
- TMA Radar (APP/DEP)
- En-Route Control (CTR)

Aligning this with VATSIM ATC ratings was much more difficult since it had to bring together the various schemes that had arisen from quite different ideologies in relation to training, education, assessment, testing and rating.

## **The Global Controller Ratings Model**

The VATSIM Executive Committee determined that the only model able to achieve this outcome and satisfy all of the requirements is:

Tower Controller (TWR) = Student (S1)

TMA Controller (APP/DEP) = Senior Student (S3)

Enroute Controller (CTR) = Controller (C1)

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.

## **Implementation**

No existing controller will lose their rating.

Some controllers may have their rating adjusted in a positive direction, and there may be a few instances where it is necessary for a controller to receive additional training before this occurs.

Local rules may be implemented to establish a designated \*major airports\* that is off-limits to a new controller. The number of designated major airports should be kept to a minimum.

A new controller is able to provide a service at any airport except one that is designated as a major airport. This allows a controller new to the airspace to consolidate their rating away from the demands of a complex major airport with heavy traffic.

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.

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

## **Completion Date**

The completion date for the change is 31st December 2007 so that the new Global Controller Ratings will be fully implemented by 1st January 2008. This provides a considerable period of lead time for training department to adjust their current schemes.

Further consultation and assistance in implementing these changes is available from your local Regional Director or VP Regions.

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