

Minutes of Meeting

VATSIM Executive Committee

12th November 2004 at 2100 UTC

Roll Call

RD VATAME	–	Ilan Jonas	Present
RD VATASIA	–	Bill Reynolds	not present
RD VATCAM	–	David Liberman	Present
RD VATEUR	–	Kyprianos Biris	Present
RD VATNA	–	Chris McCarthy	Present
RD VATOCE	–	Terry Scanlan	Present (Chair)
RD VATSA	–	Paulo Ungar	Present
VP-Regions	–	Roland Collins	Present (minutes)

Executive Committee (EC) Meeting started at 2114 UTC

AGENDA:

1. Minutes from Previous Meeting
2. Matters arising from previous minutes
3. Oceanic airspace boundaries
4. Code 7600 revisited
5. Supervisor Appointments
6. Regions Report
7. Other Business

Agenda Item 1 - Minutes from Previous Meeting

It was noted that these were previously discussed by email immediately following the meeting on the 17th July when they were duly accepted and released.

Agenda Item 2 - Matters arising from Previous Minutes

2.1 Controller Rating C2 - Item 4 from previous meeting.

VP-Regions advised that there was no clear consensus about the proposal that was to be put to BoG so at this time no formal approach to BoG has been made.

Action: VP-Regions to prepare a briefing note for EC so that the exact proposal that is to be put to BoG could be reviewed and then moved forward if appropriate

2.2 Pilot Ratings - Item 6.3 from previous meeting.

VP-Regions reported that the progress of Pilot ratings had been somewhat delayed due to unavoidable delays inflicted on the VP–Pilot Training and there was no further update other than the revised schedule released for the VATSIM 2004 Convention.

Phase 2	-	by the end of 2004
Phase 3	-	by March of 2005
Phase 4	-	by the end of 2004
Phase 5 (ratings)	-	Commence middle 2005.
Phase 6	-	TBA

The status of pilot training was discussed by all present. RD-Europe spoke about projects in Europe that have been geared around the planned introduction of Pilot rating project and how the lack of progress of this is having considerable impact on these plans. EC asked VP-Regions if he would approach BoG to see if there is anything that can be done to get the pilot rating project moving again.

Action: VP-Regions to inquire with BoG.

RD-Europe went on to propose a database for pilot ratings similar to the one for ATC ratings. Pilot Ratings would follow the real world counterpart by having levels relating to PPL, CPL and ATPL. Proficiency would be based on pilot hours together with an appropriate written exam. VP-Regions mentioned that at an earlier time BoG had discussed the potential of the current database to be expanded to contain multi-rating data for each member. It was possible for a member to have a single ID and a separate rating for pilot in addition to the current ability to have a rating as a controller.

Action: VP-Regions to put the proposal to BoG.

Agenda Item 3 - OCEANIC airspace boundaries

RD-Oceania introduced this agenda item and spoke of a situation in the South Pacific involving Oceania and North America in respect of joint use of some airspace.

Action: RD-Oceania and RD-North America to resolve this situation.

There was further discussion in relation to another issue involving Oceanic airspace in respect of Greenland.

Action: RD-North America and RD-Europe to resolve this situation.

VP-Regions tabled a recent matter on which he has been approached in relation to operations in remote Oceanic areas where the sovereign nation is within another region. For the purpose of discussion the case in respect of French Polynesia was used. RD Europe provided the background information and there then followed some discussion by all those present. The overwhelming response from RD's was that they welcome any new pilots and controllers and in this type of situation will do their best to accommodate their needs. It was stated that this was particularly true where pilots and controllers are interested in opening up areas that are presently not being well utilized.

Action: RD's involved in such cases will deal with it either by LOA or by means of the 'visiting controller' status.

At the conclusion of this agenda item on Oceanic airspace VP-Regions suggested that with growing interest in Oceanic Operations the EC might wish to consider developing a framework for it. This EC framework would include, the type of service that must be provided, the standards of those providing the service, and the process for establishing LOA's. EC agreed to look at developing such a policy for Oceanic Operations in order to better promote its use.

Action: To be discussed by email so that a draft policy can be produced.

Agenda Item 4 - Code 7600 Revisited

EC Chairman asked for an updated status report on the reinstatement of Code 7600 since it appeared that it has not been carried out as expected. RD-Europe reported that it has not been carried out and went on to read an extract from the Europe Region Staff List where a question was raised about it on 21st October 2004. This was answered by VP-Development, and in his response stated, *"It is delayed due to security issues, I have no revised schedule at the moment."*

Those present discussed this matter and EC requested VP-Regions to ask VATSIM BoG what has become of Code 7600 since it hasn't gone through as expected. EC also asked if BoG could explain what is meant by the comment in Europe Region Staff list on 21st October 2004 and advise EC of the revised schedule.

Action: VP-Regions to inquire with BoG.

AGENDA ITEM 5 – Supervisor Appointments

RD-Europe asked VP-Regions if he would report on action item 6.4 from the previous minutes concerning any progress in relation to the appointment of new Supervisors.

VP-Regions advised that BoG acted some time ago by taking the preparatory steps in this matter but at the recent BoG meeting there was no list submitted for vote.

There then followed considerable discussion involving all EC members. Discussion mainly centred on the extreme delays and the level of frustration experienced by Regional Directors as a result of this. During the discussion the following points were made:

- This has been an ongoing problem during the past 18 months.
- EC fully supports the removal of inactive Supervisors and the names of SUPs to be removed were agreed on months ago.
- Waiting lists are growing since new names are being added and no one has been appointed.

- Lists submitted by RD's are no longer current since the availability of those submitted 18 months has changed.
- Why haven't those previously submitted been duly appointed in such a simple process.
- On-line supervision is being adversely affected.
- It has been 7 months since the appointment of the new VP-Supervisors and the situation has not eased.
- Why hasn't this moved along?.. What is stopping it?

EC Chairman asked VP-Regions to explain the process in relation to how a SUP receives BoG approval. VP-Regions was also asked how SUP numbers are determined.

At the conclusion of the discussion EC expressed concern about the following:

- The delay in the process to appointment a new Supervisor is totally unacceptable and not workable.
- The lack of action during the past 18 months is totally unacceptable.
- EC does not have a clear understating of the process.
- The status of previous submitted applicants is unclear making it difficult to plan and organise regional matters.
- The lack of SUP appointments is underlining the current lack of on line supervision.

The following motion was put and unanimously agreed by those present.

Motion: That the EC once more approach the BoG for clarification and resolution of this long-standing problem.

Action: VP-Regions to take these EC concerns to BoG.

AGENDA ITEM 6 - Region Reports

It was agreed that to save time these would be circulated by email immediately following the meeting so that they could be appended to the minutes.

Action: Each RD to submit a report by email immediately following the meeting.

AGENDA ITEM 7 - Other Business

7.1 Non-disclosure agreement (NDA)

Concerns were raised about the NDA that must be signed by software developers before any crucial network information is passed on to them. Some EC members

gave examples where they knew of software developers that were discouraged by the NDA.

After some discussion the EC expressed a concern that the terms of the NDA is too restrictive and fears that it may be holding back software development and the emergence of new software developers.

Action: VP-Regions to take these EC concerns to BoG.

7.2 BOG Minutes

The EC Chairman stated that EC would have liked access to the BoG minutes prior to the EC meeting so that they were fully aware of issues to be discussed.

Action: EC will act earlier to ensure that up-to-date BoG minutes are in hand before each EC meeting.

7.3 TeamSpeak

EC members were asked to comment on the quality of voice during the meeting. It was agreed to stay with TeamSpeak but look for a better server.

Action: EC Chairman to follow up.

7.4 World Flight

EC Chairman made several favourable comments in relation to the success of WF2004.

The meeting finished at 2323 UTC on 12th November 2004.

The Regions Report as submitted by;

1. OCEANIA REGION– Terry Scanlan

The OCEANIA Region hosted the annual VATSIM GLOBAL CONVENTION in Sydney in early September with a good representation from overseas. Two from Canada, one each from England, Scotland and Ireland and also from Western Siberia. The convention started on Friday evening September 3rd with an informal dinner held at a local facility. The Saturday saw a full day of presentations from both real and virtual sides of aviation. The banquet was held on the Saturday evening with 63 guests attending. Matt Sheil opened his B747-400 simulator on the Sunday where a barbecue was provided for all those attending.

The EVENTS Team at VATPAC provide an interesting calendar of events each month and these are usually very well attended

One of the VATPAC Staff members, who has Real World experience as an ATCO, has come up with a unique idea for an event and it is based on "Conflict Resolution". Basically he sets up a schedule for pilots to register that requires them to fly a certain a/c

type with a programmed departure time flying a set route and altitude. This is designed to put a/c in conflict and the controllers have to recognise and resolve the conflict before it happens. The 3rd event of this kind will be held on November 30.

2. NORTH AMERICA REGION– Chris McCarthy

VATCAN is doing what they always do...chug along and disturb no one. They are adding new controllers all the time, and have had pretty good staffing throughout their FIRs. No new problems to report. The Greenland issue has been discussed briefly, and Kyp and I will figure out what is best for all in the coming weeks.

VATUSA always has some minor issues, but nothing too serious. ZLA and ZBQ have finally agreed on an LOA that will suit both ARTCCs well. It took some hard work on the part of Dane Pennington and Mike Hayden to bring both sides to an agreement, but they got it done. VATUSA is also in the process of upgrading their training centre, and are instituting a region wide flight planning site. Oakland Oceanic and Miami Oceanic are being worked on. Terry and I can get Oakland squared away without too much trouble (I'm sure), and Miami looks to be nearing a done deal. Some minor details with airspace allocation with Nassau FIR and a potential problem with the Nassau director are all that remains. I'm sure David will be on top of who is in charge of Nassau.

3. EUROPE REGION – Kyprianos Biros

VATSIM EUD <http://vateud.org/> Are constantly expanding their "official" vACC's with ever new members joining the already established vACCs. At the same time the Division's Training Department constantly improves the "Eurotest 3" system through which ATC's take their exams. Scandinavian vACCs joined forces to become one larger merged vACC with increased benefits of service to the members. Also the universal EUD upper airspace vACC known as EUCvACC <http://www.euc-vacc.org/> continues to grow in members who are eager to provide ATC in combined upper sectors of VATEUD airspace.

VATSIM UK <http://www.vatsim-uk.org/> are working on improving upper and lower airspace service. More realism, more member's participation and considerations on Oceanic operations as to improve realism. Still, staff members keep a close monitor on the realism factor so as to not over simulate air traffic operations. There are also large events under plans for December.

VATSIM RUS <http://www.vatsim.spb.ru/> continues with "operations normal" status with always some nice Fly In events for the rest of Europe to join like "Kuzkin's mother", Starry Night of Sochi" , "Open Siberia" and "Moscow" nights.

There is great activity on pilot support projects coming from Vatsim Europe members:

The SAGvACC Flight Plan Center <http://fpc.vacc-sag.org/> is ever improved awaiting some further expansion to connect all vACCs of Europe as DEP & DEST airports. Currently it supports Flight Plans to and from Germany.

Poland vACC surprised us with the announcement of an excellent Flight Plan Center for pilots called "EUroute" <http://www.pl-vacc.org/euroute> that combines most pre-flight work needed by an IFR pilot with great graphic interface and it's very easy to be implemented to any vACC for local operations (not necessarily connected to Poland's operations).

Turkish vACC also announced a similar project with European Flight Plan routes "FSRoute" dynamic database <http://www.fsroute.com/> . Very interesting as well.

Eurobook <http://www.geardown.de/EUbooking/active.asp> is ever improving behind the scenes with better software code and more vACCs, FIR's and Divisions around the VATSIM world joining it; actually installing it. Eurobook is not Europe specific and it displays expected ATC coverage (based on bookings) on ServInfo and local websites.

At the same time we have a team of skilled developers gathered in a workgroup that will develop an ATC software which will combine all needs of the virtual ATC radar display & flight handling console as in real life systems. It will not be necessarily EUR focused but will certainly provide more European radar systems features that are now absent in the sole radar client available for VATSIM network. There are delays with the signing of the Non Disclosure Agreement handed out by VATSIM BoG but all parties involved are closely cooperating right now to overcome initial administrative problems.

Another team of VATEUD developers has already progressed in a project that will enable pilots to have a system similar to ATC booking like the Eurobook. They will be able to book (pre announce) flights and these in turn will be displayed in websites and (hopefully) ServInfo. This will provide traffic load outlook just like in real ACC's for the virtual counterparts. It will be especially useful for areas of reduced activity or VA management as well as pre booking for major events. The team is coordinating with the Flight Plan Center(s) developers so as to have them all combined in one main system for pilots just like the real "Reporting Offices" in airports.

4. AFRICA MIDDLE EAST REGION – Ilan Jonas

It is a sad day for us here - one of our most active members lost his young life earlier today in a plane crash, along with 2 other souls. May god have mercy on their souls.

Life has to go on, and here is our region report.

First of all, VATAME opened its official website. The website contains flight info services for Africa and the Middle East and contact info. During October we had around 6500 exposures to the site pages. There is already a slight rise in activity over the region, mainly at Egypt,

Dubai Madagascar and South Africa.

Monarch air virtual had a fly in to Kuwait - they enjoyed ATC services over mid eastern countries that rarely (or never) has ATC, courtesy of Shadi.

Shadi is also working hard on training ATC in Egypt, stepping toward a vACC in the far future.

There were few first contacts regarding the reestablishment of VATRSA (South Africa), but nothing to more to report at the moment.

Vatil is flourishing with 297 members, and endless activities. There are always local and international events, real life meetings and so on. I appointed Mr. Kobi David as the new division director - Kobi is a very devoted member and I have full confidence in him to help Vatil step forward. Kobi has just elected new staff members, and Vatil goes into a new era :-)
In the development field things move along well: excellent sceneries are in the make and being released all the time. A new website was opened, <http://www.rwy12.com> - worth a visit!
2 great add-ons were released lately: FsStart is a very good program which will help you connect to vatsim with FS2K4, and the award winning rwy12 object placer - a utility for scenery builders (excellent!).

One last thing in the pilot training field: a virtual flight school was opened in Israel, very professional and doing great so far. They offer quasi real world courses like VFR, IFR, ATP Etc. it's in Hebrew, but anyway - <http://www.vfs-il.net> .

All from us for now, hope I didn't forget anything...

Sincere thanks to my deputy Shadi for his devotion and continuous help ;-)