

Minutes of Meeting
VATSIM Executive Committee
22nd July 2006 at 1200hrs UTC

Roll Call:

RD-Oceania – Terry Scanlan (Chairman, minutes)
RD-Europe – Kyprianos Biris
RD-Africa Middle East – Ilan Jonas
RD-Central America – Jesus Jacir
RD-South America – Jesus Betancourt

Apologies: RD-Asia – William Woo
VP-Regions – Roland Collins

Also present:

Deputy RD Oceania – John Golin

Meeting commenced at 1215hrs UTC

Meeting Agenda

1. Matters arising from previous meeting
2. Matters arising from BOG-EC Meeting
 - a) Improving ATC Coverage and Distribution
 - b) ATC Requirements
 - c) ATC Rating Standards
3. Global ATIS Policy Revision
4. Region Reports
5. Other Business

1. Matters arising from previous meeting:

- A) The Proposed Region Transfer Form was agreed upon by all RD's and this form was sent to the BOG via VP Regions for comment and/or approval.
- b) The amended Training Delays document was sent to all RD's by VP-Regions and will be discussed later in the meeting
- c) The LOA between ASIA and EUROPE remains unfinished due to the absence of the VATRUS DD. This will be followed up by both RD-Europe and RD-Asia and if necessary negotiations can be recommenced from the beginning.

2. Matters arising from BOG-EC Meeting:

EC-Chairman explained that the BOG was concerned about many aspects of ATC training and felt that a joint effort was needed by both the EC and BOG to identify areas that had bottle necks and overly restrictive rules that hold members up from progressing. EC Chairman went on to say that the BOG-EC Forum should be used

to exchange ideas between ourselves (EC) and the BOG and encouraged all RD's to visit the forum and post their thoughts.

EC Chairman expressed a need to recruit more staff to each Region to assist the RDs and Deputy RDs in managing their territory. These staff members would be tasked with identifying areas that needed more ATC coverage or to assist in opening up new Divisions within the Region.

RD-Europe said that he had a lot of thoughts that covered all three items in agenda item two and it was agreed to discuss these collectively.

RD-Europe identified problems with the complexities of our ATC software such as ASRC and VRC and that new users found it difficult to learn and was a probable cause for many potential students not taking the step to student ATC. He went on to say that perhaps the new ATC software being developed would rectify this problem and perhaps be more user friendly.

In discussing ATC training RD-Europe said that there were two elements of the training that a student needed to learn, one being the software and the other being the knowledge. The knowledge can be gained from studying the documents but the practical side can only be done on line with Instructors or Mentors within their area.

RD-Europe made the observation that these Instructors and Mentors would only provide a training service within their own area of responsibility and that perhaps the EC could look at ways to encourage authorized personnel to train outside of their regional areas and to assist students that did not reside in a popular area.

On the issue of low ATC coverage, **RD-Europe** commented that sometimes this is due to low volume of pilots online and therefore ATC do not connect.

RD-Europe discussed the issue of training delays and ratings in his region and said that the problem of delays had been recognized and steps have been taken to reduce these delays. The training departments have made the process quicker by looking at the types of questions asked in their examination and have made changes to make them easier to understand without reducing the standard. RD-Europe said that all the DDs in Europe were not in favor of relaxing standards to get more ATC on line.

RD-Europe also identified areas within Europe that lack good internet connections that also had an impact on ATC and pilot activities.

RD-Oceania suggested that RDs have a look at the way in which the training is done in certain areas of Europe such as the UK Division where the transfer from OBS to Student can be as quick as it takes to do the study and complete the on line test. It is important to recognize the willingness of a member to undertake the Student test and to get them on line as soon as possible so that their interest in conducting ATC does not wane while waiting for unnecessary delays.

RD-Oceania said that it would make sense to produce some guidelines for Divisions to follow in relation to recommended waiting times and directed RDs to the VATSIM BOG-EC forum to see a suggested proposed standard.

RD-Oceania also said that having a common rating standard would also assist new students to become more proficient by being exposed to all areas of ATC in a shorter time frame. A suggested common rating standard has been proposed and available for viewing on the BOG-EC forum.

RD-CAM agreed that when a student reaches S3 he should be allowed to control all ATC positions. He was also of the opinion that an area for OBS to practice using

the ATC software should be made available so that they can become more familiar with it before taking the test.

RD-Europe agreed with the proposal to introduce a global rating standard and added that it would assist with Region Transfers where members were transferring to other Regions that had different rating standards.

DRD-Oceania agreed with the notion to provide “sweatbox” type software that an OBS could interact with the targets on the scope, learn to change flight plans, hand off to another controller etc.

RD-Oceania said that “sweatbox” was a great tool to do this function however it required someone with experience to drive the targets whilst the OBS practiced with the software.

DRD-Oceania would like to see the “sweatbox” program automated in such a way that OBS could login to a dedicated server with auto generated targets and practice without the need for an “blip driver” present.

RD-Europe commented that in some areas in his region the ATC strived to be “as real as it is IRL” and this was to the detriment of many pilots who are now not wishing to fly in Europe due to this fact. He gave examples of FPs that were not accepted by ATC as they didn’t comply exactly with the RW FPs and were refused an Airways Clearance by ATC until they corrected them. He was keen to see this requirement relaxed so that pilots could enjoy the experience of flying in Europe.

RD-Oceania was keen to see a common standard for ATC rating and the removal of many of the restrictions imposed on ATC.

RD-CAM supports the view that some common standards are necessary and that the goal of these standards should be to get the new student behind the scope as soon as possible and to quickly progress them to S3 where they can be allowed to control all positions up the Centre.

RD-Europe – General observations on Newbie ATC and Software;

RD-Europe has asked that the EC approach the BOG with some suggestions to make it easier for newbies to get started in ATC and made the following suggestions and observations;

1. A new VATSIM member who wishes to start doing ATC must first D/L the software and start observing. When he wishes to use the “help” function in the client software it normally directs the person to the user manual and then they have to look for the answers in the manual.
2. A suggestion is to have a more user friendly interface incorporated with the software so that when the user clicks on “help” he could be directed to a page that gives him options as to what he needs to know. On this webpage would be a series of question that the member can click on that will lead him to more detailed information about how to provide ATC. E.g. the first line could be “I want to provide ATC” on clicking on that option a further question is presented like “where are you from” and a drop down list of Regions is presented and after selecting the Region the member is directed to the Division responsible for training in that area. If the member comes from an area without any vACC or Division then the page would directed to a generic site that would explain what ATC is all about and who they should contact to start getting some training.

RD-OCEANIA - commented that it may be a good idea to have more help at the VATSIM sign up area and to have two directions for signup, one being for Pilots and the other being for ATC. The Pilot page would have the usual drop down

selection of Regions and optional drop downs for vACCs or Divisions. The ATC drop down would have the full selection of Regions and Divisions etc.

DRD-Oceania would like to see the VATSIM site redesigned so that it is more user friendly and made comparisons to the IVAO site which appeared to be easier to navigate.

RD-Europe – Once again raised the issue of the previously suggested “welcome letter” that would be sent to a new member joining VATSIM. This welcome letter could also have instructions on what to do should you wish to provide ATC services.

ACTION ITEMS :

1. Produce a recommended Standard for waiting times
2. Produce a Common Rating Standard
3. Enquire with BOG re “Sweatbox” type program for OBS to practice with.
4. Enquire with BOG if the ATC software can be made more user friendly with more interactive “help” functions.
5. RDs to utilize the BOG-EC forum to express their views re matters affecting growth of ATC services.

RD-AME – left the meeting at 1325hrs UTC

3. Revision of Global ATIS Policy

EC-Chairman brought to the table a proposal to amend the Global ATIS Policy to bring it in to line with the ATC client software that has “auto tuning” functions. With VRC and the soon to be released ASRC version 1.2 there is no longer a need to use the first line to describe your voice channel and other details.

DRD-Oceania – suggested that during the revision of the ATIS policy it would be a good time to drop the word “ATIS” and replace with “Controller Information” ATIS is an automated broadcast on a discreet frequency and controllers use this information to insert it into their Controller information.

RD-Europe – recommended that any revision of policy be kept very short to avoid confusion.

RD-Oceania – observed that it was the object of the proposal to restrict the “characters per line” to 64 and that the four lines could now follow after the “auto switching” information inserted by the ATC software.

RD-CAM – enquired if the policing of the 4 lines of 64 characters could be checked by the servers and if found to have more than the allowed lines of characters would be rejected by the server.

RD-Oceania – suggested that perhaps the client software could reject the “controller info” if it contained more than the allowable 4 x 64 characters.

DRD-Oceania – supported RD-CAM’s suggestion as it would mean that we wouldn’t have to rely on the software developers to include the check and it would only be one check and that would be by the servers.

ACTION ITEMS:

1. EC Chairman to send out the proposal to amend the Global Controller Information Policy for discussion and comment.
2. EC Chairman to enquire with BOG if it is possible to have the servers check the Controller Info for compliance with the 4 lines x 64 character policy

4. Region Reports

EC-Chairman noted that the Region Reports were yet to be filed and so there were no discussions into matters affecting regions.

5. Other Business:

RD-Europe- raised a question re “Robot Pilots” with some artificial intelligence that could be run in areas that do not have a lot of traffic. These Robot Pilots would operate similar to the blips on ACSimm or SweatBox. EC Chairman said that he had had discussions with Richard Jenkins who was keen to see this project go ahead. RD-Europe went on to say that where pilots were flying in remote areas without ATC then perhaps we could have Robot ATC giving basic separation instruction separating pilots from the robots.

The meeting concluded that this discussion could be pursued with the BOG on the joint BOG-EC Forum

RD-Europe – asked the meeting if they thought it to be a good idea to allow Division Directors to participate in discussions on the BOG-EC forum. The meeting was in favor of this idea and would suggest it to the BOG.

The meeting closed at time 1400hrs UTC

REGION REPORTS QTR JUNE 2006

OCEANIA

OCEANIA REGION REPORT JUNE 30TH 2006

The OCEANIA Region continues to grow at a healthy rate with the following numbers extracted from cert;

OCEANIA Membership 3408 +8.1%

Student Rating – 117 + 8.3%

Snr Student Rating – 72 +3%

Controller Rating – 31 +3%

Snr Controller Rating – 7 -12%

Instructor and Senior Instructor – unchanged

Supervisor – 8 +33%

Division Report – VATPAC Q2 – June 30th 2006

General

VATPAC has spent Q2 of 2006 consolidating and building on training infrastructure, operational policy.

We have taken new data made available by VATSIM to evaluate our performance in terms of net online hours. Whilst VATPAC places relatively well in the ratio of members to online hours, new strategies are being evaluated to stimulate more growth in outer lying areas of the division.

Operations

VATPAC welcomes new Operations Director, Matt Dorahy. Matt has a long history with VATSIM and is charged with the task of bringing new energy to Operations – an area which has stagnated for some time. New special operations and ATIS policies have already been introduced to bring practices in line with global requirements.

Training

Training consolidation continues at VATPAC. Assessment delays remain minimal, usually less than a fortnight between request and assessment events. We will shortly be embarking on a new training program to try and reduce manual labour required by Instructors and Mentors and shift this work onto technology. This will further reduce delays.

Events

VATPAC has continued to draw partner organisations nearer in an effort to maximise online patronage through events. We continue to examine new and exciting ways to draw members to lesser populated areas within the division, such as the “Pacific tour” event.

EUROPE

VATSIM Europe Region Report

www.vateur.org

July 2006

Kyprianos Biris VATEUR1

Chris Dobison VATEUR2

VATEUD Division report

www.vateud.org

1) New vACC's

Not too many news this time, preparations for new vACCs in Romania and Latvia are progressing further. Also, Iceland is planning to become an independent vACC again.

2) VATEUD staff changes

Unfortunately (for VATEUD :)) Nicklas Jansson got a business call to Australia, is preparing his move now and has therefore to stop his involvement as the assistant training director. The position is vacant

at present, and we are on the search for a new person to fill this gap.

3) Training regulations

As promised in the last report, the waiting times between rating upgrades have been significantly reduced. A new INS and INS+ training system is in its final stages, and we hope to have the first new INS trainees entering class soon.

4) Traffic levels

Traffic levels in Europe are very low at the moment, due to several reasons. The soccer world championship has drawn away attention of many members, and some internal affairs at VACC-SAG also prevented them from showing more presence. We will try to establish some new event ideas after the summer to get the people back before their screens :)

Schoene gruesse/best regards

Martin Georg

VATSIM Europe Division Director (VATEUD1)

mailto:vateud1@vateud.org

VATUK United Kingdom Division.

www.vatsim-uk.org

- UK division new website now launched and has been well received.
- During 2006 so far the UK division has hosted examinations as detailed below. The RTS system continues to be a success and allows us to easily extrapolate the information we need from it. We have currently reached a point where in some areas of the UK there is a lack of mentors in comparison to the number of student requests. The staff are looking at ways to increase this and redirecting some resources to assist.

S3 sat	26	
S3 passed	19	73%
S3 failed	6	23%
S3 cancelled	1	4%

C1 sat	7	
C1 passed	3	43%
C1 failed	3	43%
C1 cancelled	1	14%

C3 sat	1	
C3 passed	1	100%
C3 failed	0	0%
C3 cancelled	0	0%

Total exams sat	34	
Total exams passed	23	68%
Total exams failed	9	26%
Total exams cancelled	2	6%

OBS > STU Theory

Attempts	293	
Passes	101	34%
Fails	192	66%

- Our C1>C3 progress is slow but we now have quite a number of C1 candidates who are almost exam ready and we hope to progress these in the near future. This should increase our staffing levels and provide a quantity of new controllers able to mentor at C1 level in the fullness of time.
- The Iron Mic competition is creating an increase in controlling. EGTT CTR positions have begun to appear in the top 10 of the listings and EGBB_APP is working hard to place itself in first position.

Cheers,

Neil Dewson-Smyth VATUK1
director@vatsim-uk.org

VATRUS Russia Division **www.vatrus.net.ru**

1. New Virtual Airlines are joined to our Division: Dobrolet, East Line and Uzbekistan.
2. Kaliningrad FIR was opened. One of the Russian hardest FIR in real life. It's must be very interesting for European pilots.
3. New movements in staff: Alexey lanovsky #838497 now is an ATC subdivision of training Centre (VATRUS8), Artur Abadjan #924443 is a Membership Manager (VATRUS5).
4. New weather add-on for VATSIM online flying is in beta-testing stage.

Yuri Trunov
VATRUS1
airman@ongp.ru

ASIA

REGION REPORT – VATASIA – JULY 2006

Membership

Up to 30th June 2006, VATASIA Region has 4422 members. There is a 13.1% increase in total membership compare with end of 2005. More importantly, there is a significant increase in all level of ATC staffs. The area of coverage is also increase as more trained ATC now start to provide service in various previous unmanned FIRs.

The following is break down on the current membership status

Rating	Members*	% of Total	% Change**
Pilot/Obs.	4080 (3629)	92.26%	+ 12.4%
Student	181 (141)	4.09%	+ 28.4%
Sr. Student	68 (59)	1.51%	+ 15.3%
Controller	39 (36)	0.88%	+ 8.3%
Sr. Controller	20 (16)	0.45%	+ 20.0%
Instructor	15 (10)	0.34%	+ 50.0%
Sr. Instructor	12 (11)	0.27%	+ 9.1%
Supervisor	6 (7)	0.14%	- 14.3%
Administrator	1	0.02%	0
Total ATC	342 (281)	7.73%	+ 17.8%

* Members: Total no. (no. at end of 2005)

** % Change: compare with the end of 2005

There are 3 official divisions in our region, namely VATJPN, VATKOR and VATROC. Currently there is rapid development over several countries and we plan to have at least one more division – VATSEA (VATSIM- South East Asia) establishes in the coming quarter.

Besides, the India and Mainland China (PRC) area now become more active and there are preparations over these areas for new divisions soon.

Regional Staff

There is no significant change in Regional Staffs.

Regional Website

The current official website for VATASIA is www.vatasia.net It provides a common platform for all members of our region to discuss varies matter about virtual flight simulation and obtain relevant information to plan their flight. A cooperation project with the Eurobook system is now under testing and it is expected to be launch in early to mid-August. Pilot can now book their flight using the EUROBOOK and their plan will be listed online.

Divisional Development

The VATJPN, VATKOR and VATROC are the 3 active divisions of the region, Being quite for a while at the end of 2005, all 3 divisions now reemerge and traffics over these 3 divisions appears to increase steadily. The training system is also restarted as evidenced by a steady increase in all level of ATCs from these division.

Besides these 3 divisions, there is steady growth in activity in area not covered by official division. Hong Kong FIR and Manila FIR has steady increase in pilot and ATCs, some other area like Singapore and Malaysia also showed increasing traffics and ATC presence. With the planned VATSEA division establishment in the 3rd quarter, the ATC coverage of the South East Asia is expected to be improved. This probably can attract more pilots to fly into this part of world.

With the help of the Hit Squad Team, there are also significant development of ATC service and hoping a formal division over India. The Pakistan airspace also start to have ATC coverage although the no. of ATC is still too small to provide full coverage most of the day.

The Mainland China area also plans to develop its own division, preparation already start and a number of ATC from local Chinese group is under training in order to enhance service over the PRC airspace.

With the development of various previous unmanned region over Asia, we aim to improve the ATC coverage and attract more pilot to explore this interesting region.

Prepared by:
William Woo
VATSIM – Asia Regional Director
06/08/2006

CENTRAL AMERICA

REGION REPORT – VATCAMC – JUNE 2006

Membership

The VATCAMC Region continues to grow in numbers with an additional 189 new members that joined between March 31st 2005 and June 30th 2006 which represents an 9% increase. By June 30th 2006 the region had 2221 members, 412 attached to VATCAR, 351 attached to VATMEX, 23 attached to VATCA and 4135 unassigned.

The following member distribution by rating existed on June 30th 2006.

Rating	6/30/2006	% of Total	% Change From Q1 2006
Pilot/Obs	1990	89.60%	10%
Student	100	4.50%	5%
Sr. Student	51	2.30%	2%

Controller	42	1.89%	2%
Sr. Controller	15	0.68%	-12%
Instructor	10	0.45%	11%
Sr. Instructor	7	0.32%	0%
Supervisor	5	0.23%	67%
ATC	230	10.36%	4%

Regional Website

The regional website was launched at www.vatcamc.org and the link in the main VATSIM website was updated.

Regional Conflict Resolution Panel

The RCRP was empanelled with the following members:

Chairperson	Ariel Perez	arielperez@cwpanama.net
	Pablo Davalos	pdavalos@mailbanamex.com
	Daniel Pimentel	dpimentel@onelinkpr.net

Supervisors

The performance and number of supervisors attached to the region was revised resulting in the demotion of one member and the appointment of three new supervisors.

SOUTH AMERICA

VATSIM SOUTH AMERICA – VATSA Report of Activities Second Quarter 2006

April – May – June

VATSIM BRAZIL – Report of Activities 2nd Trimestre of 2006

1. Introduction After two trimesters of intense work in structural changes, this trimester the Staff focused to maintain everything running smoothly. Anyway some other projects took place but some problems were encountered too. Everything is detailed below.

2. Training *2.1 - SIVAT* The main training tool in Brazil is “SIVAT”. It’s an automated system in what the member signs in and then receives some training material divided by modules. Each week one module is sent to the user for him to have one week to read, understand and practice on-line. Instructors participate answering questions and scheduling on-line sessions. During the last week of June the SIVAT reached a number of 300 members attended. *2.2 – New Training Director* After almost 7 months of hard and excellent work, Mr. Guilherme Paranhos presented his resignation due to professional reasons. Guilherme led some of the most important and effective training projects of VATSIM BRAZIL and we all from the Division would like to thank him. The new Training Director is Mr. Rodrigo Moreira. Rodrigo assisted Guilherme on the Training Department and is certainly the best person to take care of the Training Department. Welcome Rodrigo and keep up the good work! *2.3 – Problems with the Exam System* From one day to another the automated exam system simply stopped to work. About two weeks were spent trying to discover what happened but unfortunately

the investigation work was inconclusive. The confirmation of registration on the system, delivered by e-mail to the users, started to fail and then users were not able to take their exams. It's believed that the problem is related to SPAM and it's possible that the delivery system was put on a "dark list" as SPAM sender. The next step was trying to use the same system used on other divisions. We asked then VATSIM-SA to help us on that and after some trying VATBRZ was informed that no answer was given by VATSIM on the authentication matter.

As soon as this communication problem took place VATBRZ started to develop a new on-line exam system. By the end of June the preliminary tests started and the system is expected to be fully working until the end of July. This system is running on a new server acquired especially for this purpose.

3. Events The lack of good events is certainly the main problem of the Division. The previous Events Coordinator had to take some time off from virtual environment due to real like problems and his position remains unstaffed. Although it's expected the previous Coordinator to come back, it was decided that the position availability will be announced by NOTAM to the all division members. The main duty of the next Coordinator will be to establish an Events Calendar for the second semester. Interested members will have to present skills on communication and webdesign. English knowledge is recommended too.

4. Special Operations The activities of the Brazilian Special Operations Department are advancing consistently. The main project is the virtual Brazilian Air Force (FABv). A board was established to run the project and the biggest concern was to study all the regulations from VATSIM International Special Operations to full understand then and fully comply with then. Special training standards were defined for both pilot and controller careers and the first training sessions already started, focusing especially to test these new methods by Staff members of Special Operations. FABv is in touch with other virtual air forces and was always very well received and for that we would like to thank everyone involved.

5. Good news from the Real World Two conquests deserve special attention: 5.1 – *From the Civil Aviation Department...* VATSIM BRAZIL was the first and until now unique organization authorized by the Civil Aviation Department to put real charts to download. It's and old dream that becomes true.

5.2 – *From GOL Linhas Aéreas Inteligentes...* The second biggest airline in Brazil, "GOL Linhas Aéreas Inteligentes" authorized VATSIM BRAZIL to create its virtual airline based on the real one. It's the first time a real airline authorizes a virtual organization to use its name. The VA is growing fast and offering virtual pilots that best they can expect. For the division the most remarkable consequence is to have its sky full of traffic.

6. Flight Activity Evolution The traffic evolution charts are presented below. Their results are believed to attributed to quality of material available for new pilots and all the support that is given to them. April May June Total Number of Flights 6.840 7.138 6.576 20.554 Number of Flights Evolution 1st Trimester 2005 5.298 - 2nd Trimester 2005 11.613 119% 3rd Trimester 2005 12.289 6% 4th Trimester 2005 14.687 20% 1st Trimester 2006 17.532 19% 2nd Trimester 2006 20.554 17% TOTAL 81.973 288% **7.**

ATC Coverage Evolution The ATC coverage evolution charts are presented below. At the same time numbers are continually growing, VATSIM BRAZIL Staff believes they could be improved if more Events were realized. As commented above, this is one the Division goals for the second semester. April May June Total Hours of ATC on-line 1.105 953 835 2.893 ATC Hous Evolution 4th Trimester 2005 2.123 - 1st Trimester 2006 2.327 10% 2nd Trimester 2006 2.893 24% TOTAL 7.343 36%

VATSIM South America – Report of Activities 2nd quarter of 2006

1. Introduction In this trimester, VATSAM has not large changes. The online activity has a low increase in this quarter.

2. Projects *Controller Training Center.* The controller test is now in development and we project to have the Training Center finished for December 2006.

3. Current Resources In dialogs with VATSA's directives, the need to implement a NOTAM system for division directors CAME into consideration. We hope this solution takes place in the EC.

4. Events 1) Holy Easter Day in Caribbean April 16, 2006 Countries: Venezuela, Colombia, Panamá, Santo Domingo, Curazao, Jamaica, Piarco and San Juan Puerto Rico. 2) Real Maiquetia 2006 22 de abril de 2006 Countries: Venezuela, Colombia, Curacao and Republica Dominicana. 3) Guayaquil FIR Opening- ECUADOR 14 de mayo de 2006 Countries: Quito, Colombia and Peru. 4) TCA Venezuela South America Tour 2006 From June 14 to June 23, 2006 Participants: All Vatsam's divisions. 5) Real Ops: Real Dominicana 2006! July 01, 2006 Countries: Republica dominicana, Venezuela, Curazao and Colombia. 6) The Route of The Andeans July 22, 2006. Countries: Chile, Bolivia and Peru.

5. Flight activity report per country

	Local flights	In bound flights	Out bound flight
Total flights	Argentina 2,643	1,502	1,497
	5,642	Bolivia 642	376
	335	1,353	Chile 4,173
	1,031	982	6,186
	Colombia 5,709	1,056	1,048
	7,813	Ecuador 220	516
	471	1,207	British
	Guyana 0	31	29
	60	French	Guyana 13
	37	34	84
	Paraguay 3	57	52
	112	Peru 2,578	630
	658	3,866	Suriname 3
	40	30	73
	Uruguay 190	717	760
	1,667	Venezuela 4,351	1,269
	1,389	7,009	

6. Promotions During this period we have the promotion to the rating of Student of 15 persons and to Senior Student the number of 6 persons. We have completed our test for examinations to the rating of Controller and Senior Controllers and we expect to have some promotions for the next quarter.