

VATSIM Executive Committee Meeting

3rd Quarter – 2008

September 13, 2008

Regional Directors In attendance:

Ilan Jonas – RD Africa/Middle East/ EC Chairperson

Kyprianos Biris – RD Europe

Terry Scanlan – RD Oceania

Non Voting members in attendance:

Roland Collins – VP Regions

Karl Kleiber – Deputy RD North America

Apologies accepted from:

Craig Merriman – RD North America

William Woo – RD Asia/ EC Deputy Chairperson

13:10z – Meeting called to order.

Agenda item #1: uncompleted items from previous meetings

Ilan – Opened discussion regarding incomplete EC requests to the BoG.

Ilan – updated that Richard Jenkins ordered to give EC Chairman access to EC website. It was not completed to date.

Roland – The requests were forwarded to the BoG, with no further developments.

Kyprianos – suggests EC Chairman will address the BoG directly.

Roland – the request for the region transfer process change was forwarded to the BoG immediately after it was ready, and it was explained that the EC sees it as an urgent and long overdue subject. The discussion ended with no conclusion.

Terry –we do what we think would be good for the membership, and it goes nowhere. EC Chairman should ask the BoG that it Either be approved or be explained why it shouldn't.

(EC entering executive session)

Action Item: EC chairman will address all BoG members in writing, with the policy draft attached, and ask what is happening with its approval.

Ilan – I still need to verify that all regional directors' deputies will receive the director's email.

Agenda item #2: Amendment to the Global Ratings Policy

Kyprianos –Hearing opinions from the training departments of VATUK and VATEUD, we motion for this change. Following the GRP, S1 assessment is done fully offline, using offline tools only. Indeed, a new S1 on a non-major airport can't do much "harm" if he messes things up. However we think he needs to be evaluated about his online skills as well – such as text communication, multi-tasking etc. These skills can't be evaluated offline. To conclude – VATEUR requests that S1 will be a rating of two meanings: a Tower controller and a Tower controller in training. We want S1 to come online with a mentor for a few hours (can be one hour, can be five) to judge when he can be left alone online.

Roland – the GRP is a policy which was dealt with for over 5 years. It is based on real world training methods of simulation based trainings. I do fear that people are requesting this change before really trying and understanding the GRP. Remember we are talking about S1 – an entry level into a hobby. It is ridiculous to say that the GRP assessment is not adequate enough for them to get online in a non-major airport. It seems to me that these people are not capable of assessing, and can't accept something new, something different, something more efficient. They request this change even though it is time consuming, it is inefficient, it's demanding of resources.

Karl – it is up for the vACC/ARTCC to give S1, not the division. I can understand where this request comes from, but it comes from the wrong direction. The GRP didn't really change things, it only meant to get people online faster. If you have the training setup efficiently, have a training package ready, it will work very smoothly and I don't really see the problem with it.

Terry – It doesn't take time to see if a controller is ready while going through a sweatbox session. We have a 35 minutes scenario which covers all aspects, and if they do not show competency, they simply don't pass. You actually know straight off if he is ready or if he needs to go back to the drawing boards.

Ilan – This question is not popping up for the first time. It does seem a little strange for me, since I used simulators and simulations to train real world controllers, so why not use it here. The secret is not about controller not making mistakes, but to be able to identify where mistakes can happen and dodge these situations. This can be achieved offline. Practically speaking, VATEUR request will put more people online, and it is good for the network. I would restrict however the time in which an S1 can be without his competency approval. I would like to see that every competency test will be endorsed: VATEUR offer will have S1s passing competency tests and staying at the same level. To conclude, I think it is a very small change which shouldn't make this much of a mess. It might be considered as a part of the divisions' independency of setting up their training methods, and as such – should be allowed under some limitations.

Roland – I am not comfortable with people declaring it will not work, while they didn't even try it. And it does work – it works in many fields. Remember again – it is entry level into a hobby. If something is not perfect with a controller, it will come later. It's only a tower controller in a non-major airport.

Karl – The GRP is working, and we see it online. Just having a controller in your division doesn't mean he has to be a superstar. He works in a non-major airport. Superstars will develop in the major airports. Remember that you can always re-train people when it seems suitable.

Kyprianos – Just to clarify – what they want is to have this first assessment to be done online and not offline, during the first minutes they connect as S1. It is not a huge difference. The GRP is a policy clarifying what we expect from different controller's ratings; it does not define how we do it training-wise. It does not tell you how to assess students. We should not dictate the training departments how to train and assess their controllers.

Ilan – What happens if a new S1 fails his online assessment, then being stuck with his S1 rating and no competency?

Kyprianos – He will be asked to take it easy for a while, and he will do the competency check next week again. The problem is when a controller keeps on failing.

Ilan – so it is a confidence based system – you ask him and hope he will comply?

Kyprianos – yes. But remember it is entry level – he would be able to work as tower at a non-major airport. He can't do much harm.

Roland – What the GRP says is that when you issue an S1 to a controller, it means he can work in a non-major airport without supervision. There is no justification to send in a mentor to watch them, since they already showed competency.

Kyprianos – the question is about giving you the OPTION of assessing someone online.

Ilan – I also think an online assessment is not necessary at entry level. However it seems an issue of small importance and I wouldn't make a fuss about this small request. The question is not which option is more efficient – it is about dictating our preference upon the divisions – yes or no.

Roland – remember that when you do online assessments, you are dependant on traffic arriving. It is time consuming and will hold trainings back.

Karl – I don't think we need to change anything. You can have the trainees online as OBS when a mentor is connected as tower, and have them do the talking.

This discussion is to continue by email, to hear the opinions of RD N. America and RD Asia. The conclusion will be published hereinafter.

Meeting adjourned *Region reports hereinafter**

**** Only VATOCE report is available at this time. Other reports TBA January 2009.***



VATSIM Oceania Region

From: Terry Scanlan

To: EC Chairman

Date: September 30th 2008 (amended)

Subject: OCEANIA REGION REPORT-September QTR 2008

Australia, Fiji, Kiribati, Cook Islands, French Polynesia, Marshall Islands, Micronesia, Nauru, New Caledonia, New Zealand, Niue, Palau, Papua New Guinea, Samoa, Solomon Islands, Tonga, Tuvalu, Vanuatu, Wallis and Futuna.

The
OCEANIA
A
Region

has seen a steady growth of new members since the last report with total membership in the region being 4,579. No details as to inactive members are available and a breakdown of membership numbers is shown in the table below.

DIVISION	PILOT/OBS	ATC	TOTAL
VATNZ	178	43	221
VATPAC	1667	278	1945
TOTAL	1845	321	2166

VATNZ's membership has doubled since June 2007 which is very pleasing to see.

Both divisions have been actively promoting regular events with joint events planned from time to time.

As can be seen in the VATPAC report, a new website was launched in June with better access to training documents and information for members. It is similar to that of VATNZ in that it is a CMS based system which makes it easier for staff members to manage their own content.

DIVISION REPORTS



VATSIM NEW ZEALAND QUARTELY REPORT TO THE REGIONAL DIRECTOR - Q3 2008

It is with much pleasure that I report continue growth in both membership and activities in the VATNZ area in this quarter.

214 VATSIM members are now formally part of VATNZ with many more supporters regularly visiting the Website and participating in the forum discussions.

Since the website went live in December 2006, we have had almost 400,000 visitors and we now have 371 registered users of the Website.

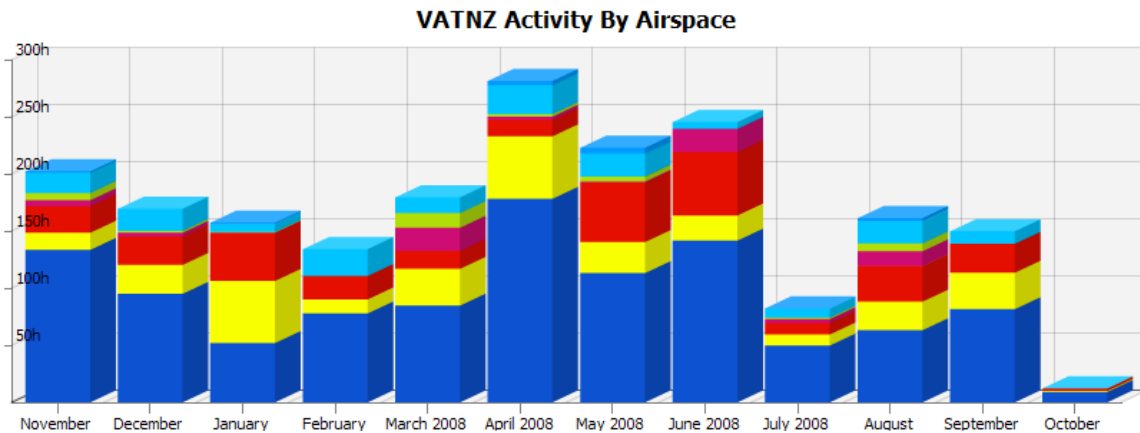
Development of the Website continues on a daily basis with many new initiatives by all members of the VATNZ Board and especially by our Director of IT Nick Johnston who continues to develop more and more tools for our members. Projects worked on this quarter include:

- Contour map for the sector file
- Flight Activity reporting (hopefully live before I head back to work on Monday!)
- Membership management: Automated notification of new members and new NZ-based Oceania Region members
- Membership management: Automated welcome emails to new members (leading to significant uptick in number of users moving from VATSIM registration to joining VATNZ website/forum)
- Membership management: Automated transfer of new NZ-based Oceania Region members with no specified Division into VATNZ (with welcome email)
- VATNZ Activity Animations for GoogleEarth
- Near-Automated Update Process for VATNZ Airspace Ref Charts

Also an extremely valuable tool has been Nick's initiative in creating Controller Statistics which has seen a steady increase in online controlling in NZ. Statistics have been collected since 22 October 2007 but this quarter took a bit of a dip in online activity compared to the previous quarter, but I would suggest this is more seasonal with the cooler weather keeping controllers in front of heaters and fires, instead of their PC!

Top Performers

Top performing controllers and ATC positions within VATNZ airspace.



As expected, the Auckland Sector is the busiest by controller sessions as this is the area that usually sees the highest volume of aircraft movements:

VATNZ Position Report

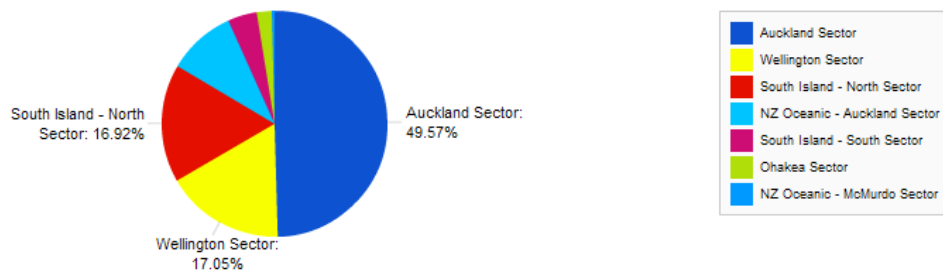
Refine Search
 Q3: Jul-Sep 2008 Go

Airspace Summary

A summary of the recorded controller activity in VATNZ airspace broken down by airspace.

VATNZ Activity by Airspace

Percentage of Logged VATNZ Activity by Time



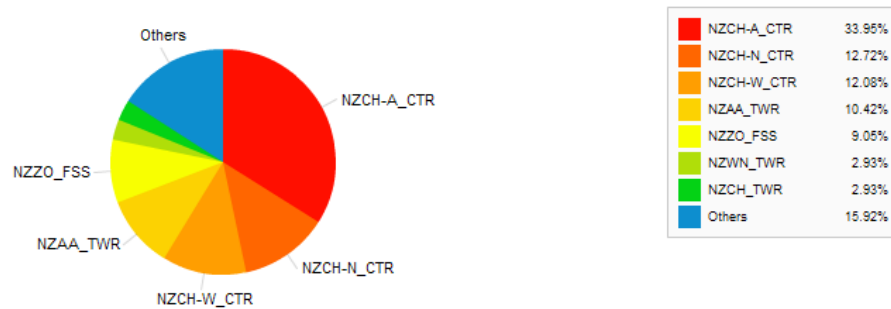
#	Airspace	Name	Sessions	Time Online	%
1	NZCH-A_CTR	Auckland Sector	170	194h 17m	49.57
2	NZCH-W_CTR	Wellington Sector	56	66h 49m	17.05
3	NZCH-N_CTR	South Island - North Sector	44	66h 20m	16.92
4	NZZO_FSS	NZ Oceanic - Auckland Sector	21	38h 09m	9.73
5	NZCH-S_CTR	South Island - South Sector	11	16h 21m	4.17
6	NZOH_CTR	Ohakea Sector	5	8h 24m	2.14
7	NZCM_FSS	NZ Oceanic - McMurdo Sector	2	1h 36m	0.41

Position Summary - Q3 2008

A summary of the positions that have recorded activity in VATNZ airspace.

VATNZ Activity by Position

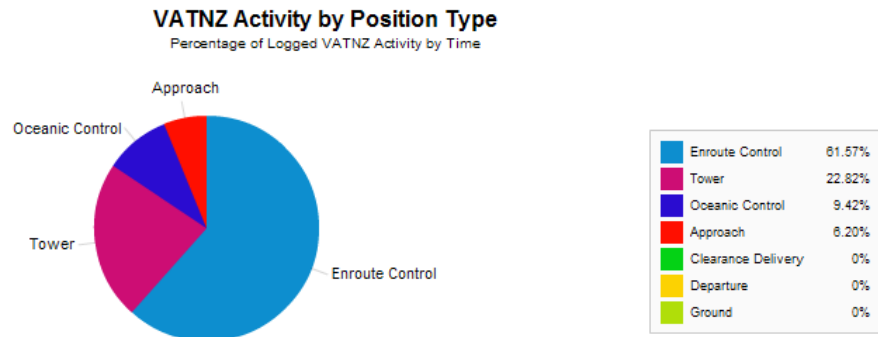
Percentage of Logged VATNZ Activity by Time



Enroute continues to be the most popular position in VATNZ airspace:

Position Type Summary - Q3 2008

A summary of the position types that have recorded activity in VATNZ airspace.



As can be seen, the three main cities of New Zealand are the busiest for flight movements.

Airport Summary

Q3 2008

Refine Search

Q3: Jul-Sep 2008 Go

- **Note:** Flight Activity is only included if the flight passes through VATNZ airspace.
- **Note:** Flight Time Rankings are based upon flight time that occurs within VATNZ airspace; not total flight time.

#	Airport	Flights	% of All Flights	Average Duration	Arrivals	Arr/Dep Ratio	Departures	Internal	Int/Ext Ratio	External
1	NZAA	992	34.54	3h 47m	531	<div style="width: 50%;"><div style="width: 50%;"></div></div>	461	362	<div style="width: 70%;"><div style="width: 70%;"></div></div>	630
2	NZCH	400	13.93	1h 45m	192	<div style="width: 48%;"><div style="width: 48%;"></div></div>	208	311	<div style="width: 60%;"><div style="width: 60%;"></div></div>	89
3	NZWN	332	11.56	1h 23m	160	<div style="width: 48%;"><div style="width: 48%;"></div></div>	172	295	<div style="width: 60%;"><div style="width: 60%;"></div></div>	37
4	NZQN	167	5.81	1h 29m	68	<div style="width: 40%;"><div style="width: 40%;"></div></div>	99	154	<div style="width: 60%;"><div style="width: 60%;"></div></div>	13
5	NZDN	76	2.65	1h 07m	45	<div style="width: 59%;"><div style="width: 59%;"></div></div>	31	74	<div style="width: 60%;"><div style="width: 60%;"></div></div>	2
6	NSTU	61	2.12	3h 18m	33	<div style="width: 54%;"><div style="width: 54%;"></div></div>	28	17	<div style="width: 60%;"><div style="width: 60%;"></div></div>	44
6	NZNS	61	2.12	1h 13m	33	<div style="width: 54%;"><div style="width: 54%;"></div></div>	28	61	<div style="width: 60%;"><div style="width: 60%;"></div></div>	
8	NSFA	54	1.88	3h 44m	32	<div style="width: 59%;"><div style="width: 59%;"></div></div>	22	19	<div style="width: 60%;"><div style="width: 60%;"></div></div>	35
9	NCRG	53	1.85	3h 16m	28	<div style="width: 53%;"><div style="width: 53%;"></div></div>	25	29	<div style="width: 60%;"><div style="width: 60%;"></div></div>	24
10	NZHN	51	1.78	1h 19m	17	<div style="width: 33%;"><div style="width: 33%;"></div></div>	34	49	<div style="width: 60%;"><div style="width: 60%;"></div></div>	2

What is interesting is how many airports in the Oceanic sector make it into that top ten.

And while firing off statistics, the top ten pilots of the month show just how dedicated the VATNZ board is to supporting VATNZ (I only made number 13 on the list!):

Flight Count Summary
Q3 2008

Refine Search
Q3: Jul-Sep 2008 Go

- **Note:** Flight Activity is only included if the flight passes through VATNZ airspace.
- **Note:** Flight Time Rankings are based upon flight time that occurs within VATNZ airspace; not total flight time.

#	Pilot	Flights	%	Most Recent Flight Start/Stop Times	VATNZ Airspace Flight Time	%	Total Flight Time
1	Ray Lang	74	12.65	Tue 30 Sep 2008 19:39 NZDT Tue 30 Sep 2008 20:49 NZDT	121h 28m	14.36	202h 06m
2	Jason Epps-Eades	59	10.09	Tue 30 Sep 2008 17:03 NZDT Tue 30 Sep 2008 20:07 NZDT	83h 17m	9.84	109h 08m
3	Mark Helyar	33	5.64	Sat 20 Sep 2008 15:04 NZST Sat 20 Sep 2008 15:28 NZST	76h 09m	9.00	192h 01m
3	Brian Howard	33	5.64	Sun 28 Sep 2008 20:13 NZDT Sun 28 Sep 2008 21:05 NZDT	60h 28m	7.15	87h 24m
5	Steve Hall	31	5.30	Sat 27 Sep 2008 19:49 NZST Sat 27 Sep 2008 23:19 NZST	35h 30m	4.20	36h 38m
6	David Hansen	30	5.13	Tue 30 Sep 2008 17:45 NZDT Tue 30 Sep 2008 19:37 NZDT	26h 30m	3.13	26h 30m
7	Wesley St George	27	4.62	Mon 29 Sep 2008 21:59 NZDT Mon 29 Sep 2008 22:35 NZDT	16h 08m	1.91	16h 28m
8	Andrew Moseley	23	3.93	Sun 28 Sep 2008 22:13 NZDT Sun 28 Sep 2008 23:15 NZDT	22h 16m	2.63	23h 10m
9	Leon Gibbs	20	3.42	Sun 28 Sep 2008 23:11 NZDT Mon 29 Sep 2008 00:13 NZDT	23h 12m	2.74	24h 28m
10	Nick Johnston	19	3.25	Tue 30 Sep 2008 19:13 NZDT Tue 30 Sep 2008 20:13 NZDT	22h 03m	2.61	25h 30m

Training is coming along slowly with a number of Controllers undergoing training. The skill level and capability of the Controllers is improving all the time and New Zealand ATC is a lot more active now following a dramatic increase in online traffic. We were also fortunate to grant visiting Controller privileges to a NZ Based Controller from VATUSA who has just completed real world ATC training in New Zealand.

We have seen a steady increase in traffic supporting the Sunday night events each week. We continue to advertise the SNOs far and wide and this has also seen a number of international pilots supporting the event each week. Of most note here have been the number who have seen the SNOs announced each week in route.

Overall, VATNZ is progressing well and continues to support the needs of its members.

Mark Richards

DIVISION DIRECTOR

5th October 2008



Division Report – Q3

The last quarter at VATPAC has been very busy, with the introduction of a new logo, website and development of a new organisational structure.

The new VATPAC website (www.vatpac.net) has been in development for several months, and has predominately been driven by Division director, Rob Hooley and Director of IT, Neil Brown.

The website has provided a whole new look and feel, with new features incorporated, in an attempt to both make it easier for users to navigate through the website, but also make information upload much easier, through not requiring directly input HTML code changes to upload data, but rather through an interface called "Joomla", a content management system which allows relatively non-technical minded users to make alterations to the website. This therefore makes it quicker and easier to update information and files (for example Sector files) and frees up IT staff for other duties, and gives more autonomy to individual staff directors for their own WebPages.

The website is also trialing a system where users can comment direct on any webpage, this has been useful during the early days of the website to assist in finding errors, however due to spam appearing, the feature has been disabled in the medium term.

Since the last report, the directors have continued with reviewing an opportunity to restructure to director roles, to incorporate the pilot services director position, but also more align director roles to the core functions of VATPAC and greater assist the needs of our members.

This has resulted in a restructure taking place of roles, and the appointment and resignation of several VATPAC Staff

John Keech and Matthew Dorahy have resigned from the VATPAC board, both John and Matthew have been very dedicated to their roles over a number of years, however mainly due to real life commitments both have had to step down. The board thanks Matt and John for contribution to VATPAC

The board is pleased to announcement of 3 new staff

Sean Harrison for the newly created Pilot Services Director Role

Greg Wilson is the new Director of Airspace and

Jake Saw is the new Director of ATC Operation

Terry Scanlan

VATSIM Oceania – Regional Director.

tscanlan@bigpond.net.au

