

VATUSA – VATPAC
Oceanic Partnership Agreement
Effective March 16, 2006
Revised July 7, 2009

Introduction

With the establishment of the VATNZ division of the Oceania Region on 1 January 2007, VATNZ shall also be included in this partnership. The divisions of VATNZ, VATPAC, & VATUSA hereafter shall be referred to as “the parties” in this document.

“The parties” have a long history in providing Oceanic ATC in the Pacific Ocean through Oakland Oceanic (KZAK) FIR, Nadi Oceanic (NFFF), Tahiti Oceanic (NTTT), Auckland Oceanic (NZZO), Melbourne (YMMM) and Brisbane (YBBB) FIRs (hereafter referred to as “area of operation”), and therefore appreciate the importance of the role. Given the highly similar nature of Oceanic operations occurring within the three divisions, VATUSA, VATNZ and VATPAC have formed this cooperative agreement as a means to share information and develop a common standard. This partnership shall provide a unique arrangement where the controllers of all three divisions can come together and work side by side.

Facility Advisory Board

A Facility Advisory Board (FAB) shall serve as the operational authority for the Oceanic areas covered by this agreement. The members of the FAB shall be:

- Director of VATUSA (VATUSA1)
- Director of VATPAC (VATPAC1)
- Director of VATNZ (VATNZ1)
- One member of VATUSA chosen by VATUSA1
- One member of VATPAC chosen by VATPAC1
- One member of VATNZ chosen by VATNZ1

The FAB will draft and approve all Standard Operating Procedures used by controllers staffing Oceanic airspace.

The non-Director members of the Facility Advisory Board shall serve as the primary contacts for controllers who seek an Oceanic Endorsement within their division. The non-Director members shall have the authority to appoint Instructors and administer any written tests required for an Oceanic Endorsement.

Oceanic Endorsement

Upon mutual agreement of a common certification standard, appropriately endorsed individuals from “the parties” will be recognised and permitted to operate an Oceanic sector in the “area of operation.” For the first time on VATSIM, the political inter-divisional boundaries will be removed.

Controllers who are members of VATUSA will be tested and endorsed by VATUSA personnel, while controllers who are members of VATPAC will be tested and endorsed by VATPAC personnel. Controllers who are members of VATNZ will be tested and endorsed by VATNZ personnel. All controllers, however, shall receive an endorsement in accordance to a common standard.

Centralised Resources

An oceanic website shall become the foundation for a centralised —“one-stop-shop“ for all controllers participating in the Oceanic Partnership. The website will list all controllers who hold a current Oceanic Endorsement, as well as all documentation and training materials that apply to the Oceanic regions covered by this agreement. An authorized member of each Division in “the parties” shall be named and given access to the Oceanic website so that documentation, controller rosters and training materials can be kept up to date.

Note – the oceanic website host is to be determined.

Implementation Plan

The implementation of this agreement will occur in several steps.

- Mutual agreement of this plan and the endorsement criteria by the VATUSA and VATPAC Regional Directors and Division Directors. Regional Directors of VATNA & VATOCE and also including the Division Directors of VATPAC, VATNZ & VATUSA.
- Draft and approval of Oceanic Standard Operating Procedures.
- Appropriate revision of Oceanic resources website by appropriate parties, and the selection of personnel that will maintain the controller roster for each Division.
- Endorsement of controllers certified to staff Oceanic positions.

Identification of Endorsees

Endorsees shall be easily recognisable by two attributes:

- Inclusion of member details on the Oceanic website roster
- Appendage of appropriate comment into the users’ CERT.

Each Division (VATUSA/VATPAC) in “the parties” is responsible for training, testing and endorsing their own member controllers.

Endorsement Criteria

Controllers must meet the following criteria to be eligible for an Oceanic Endorsement:

- The controller must hold an ATC rating of Enroute Controller (CERT rating C1) or higher
- The controller must have logged no less than 50hours at an ATC position

- The controller must have logged no less than 25hours at an Enroute Center position
- The controller shall take and pass any written exam or online OTS evaluation as required by the Facility Advisory Board.

Establishment of Standard Operating Procedures

The Facility Advisory Board shall approve a set of Standard Operating Procedures that shall govern all controllers exercising an Oceanic Endorsement. These Standard Operating Procedures shall be available on the Oceanic Website.

Agreement

The signatories to this document have agreed to the provisions and terms described herein. All signatories, their successors or assigns must approve future amendments to this agreement. This agreement shall be considered in force unless suspended or terminated by the VATSIM Board of Governors, or terminated by mutual agreement of the VATNZ, VATPAC, and VATUSA Directors.

VATSIM:

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VATPAC:

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VATNZ:

Division Director (Mark Richards)
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Mark Richards

Experience

You must have:

- *At least an ATC rating of Enroute Controller (CERT rating C1)*
- *A minimum of 50 hours as an active controller*
- *At least 25 hours as a CTR/Enroute controller*

Knowledge

You should know:

- *What is procedural ATC and how it differs from radar control*
- *Basic procedural separation standards:*
 - o *Time (15 minutes)*
 - *How to determine time difference for aircraft operating on the same track*
 - *How to determine time of crossing/passing*
 - *Fundamental principles of “Time of Passing”*
 - *Where, when and why TOP is used*
 - *How to give time separation instructions to aircraft*
 - o *Distance (30NM – DME, RNAV and other derived means)*
 - *How to determine the distance between aircraft*
 - *How to give distance separation instructions to aircraft*
 - o *Vertical:*
 - *1000ft RVSM*
 - *2000ft Non-RVSM (Above F290)*
 - *3000ft where one or both supersonic*
 - *How to determine the vertical difference between two aircraft*
 - *How to give vertical separation instructions to aircraft*
- *The visibility/network implications of logging in as FSS*
- *What is SELCAL*
- *What is a position report and the correct formatting of*
- *Typical Oceanic airspace classification*

Skills

You should be able to:

- *Initiate communication with an aircraft SELCAL*
- *Receive position reports and identify basic conflicts from*
- *Use constraints and requirements to guarantee separation and maintain efficient sequencing*

Communications

You should be able to:

- *Use voice and/or text in the application of all of the above skills using standard phraseology*
- *Coordinate with adjacent Oceanic and Enroute sectors to ensure efficient sequencing and separation*