



Policies and Regulations

Version: 1.3.2017e

Contents

1	VATEUD Organization	4	4.5	VACC Policies	15
2	VATEUD Policy range	4	4.5.1	Activation and revision	15
2.1	Ratification	5	4.6	VACC members	15
2.2	Purpose	5	4.6.1	Active VACC member	15
3	VATEUD Organization	5	4.6.2	ATC VACC members	16
3.1	Organisational Division structure	5	4.7	VACC Visiting Controllers	16
3.2	Division Director	6	4.8	VACC Status Changes	17
3.3	VATEUD Division Teams	7	4.9	Divisional VACC Support	17
3.3.1	VATEUD Structure	7	5	The VATEUD airspace	17
3.3.2	DCRM	7	5.1	Airspace organization	17
3.3.3	Voting in the Division Board	7	5.1.1	ATC Top-Down service	17
3.3.4	Absence from VATEUD duties	8	5.1.2	Flight Service Stations	17
3.3.5	Leaving VATEUD staff	8	5.2	Pilot duties in VATEUD	18
4	Local organizations inside VATEUD	8	5.2.1	Pilot Emergencies	18
4.1	VACC structure	8	5.2.2	Military Activities	19
4.2	VACC organization forms	9	5.2.3	Politically Sensitive Areas (PSA)	19
4.2.1	New VACC	9	5.3	ATC duties in VATEUD	19
4.3	The Official VACC	10	5.4	VATEUD UIR Sectors	20
4.3.1	Tasks of an Official VACC	10	5.5	Active ATC stations	20
4.3.2	VACC Staff	10	5.5.1	ATC Station booking rules	20
4.3.3	Staff setup	10	5.5.2	Frequencies and Squawk Codes	21
4.3.4	VACC administration functions	11	6	ATC requirements	21
4.3.5	Local appeal structures	11	6.1	General ATC requirements	21
4.3.6	VACC Director, ATC Training Director	11	6.2	Examination Guidelines	22
4.3.7	Administrative VACC staff	11	6.3	Controller Rating competencies	22
4.3.8	Member representing VACC staff	12	6.3.1	Tower Trainee (S1)	22
4.3.9	VACC Staff votes	12	6.3.2	Tower Controller (S2)	23
4.3.10	Minimum VACC Staff requirements	12	6.3.3	Approach and Departure (TMA) Controller (S3)	23
4.3.11	Staff working ethics	12	6.3.4	Enroute Controller (Controller) (C1)	23
4.3.12	Data protection	13	6.3.5	Senior Controller (C3)	23
4.3.13	External Communications	13	6.4	Fast Track program	24
4.3.14	Communication to VATEUD	13	6.4.1	Network Transfer	24
4.3.15	VACC Language	13	7	Conflict Resolution	24
4.3.16	Real world legal structures	14	7.1	Conflict regulation policies	25
4.4	The Limited VACC	14	7.2	The DCRM process	25
4.4.1	Requirements of a Limited VACC	14			

8	Open Sky, Senior Roaming	25
9	Additional organizational units	25
10	Virtual Airlines as partner of VATEUD	26
11	Real organization support.....	26
12	Closing and activation.....	26

1 VATEUD Organization

VATEUD, the VATSIM EUROPE DIVISION, is the leading organization for VATSIM local facilities based in Europe. Together with VATEUD, the Divisional neighbors cover Europe: VATRUS is responsible for the members in the Russian language area, whilst VATSIM UK is covering the United Kingdom.

This policy is the basis for all entities within VATEUD. It is mandatory for all VATEUD local facilities in the countries and areas covered by VATEUD, as there are:

Albania, Andorra, Austria, Azores, Balearic Islands, Belgium, Bosnia Herzegovina, Bulgaria, Canary Islands, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Faroe Islands, Finland, France, the Former Yugoslav Republic of Macedonia (FYRoM), Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Moldova, Monaco, The Netherlands, Norway, Poland, Portugal, Romania, San Marino, Slovak Republic, Slovenia, Spain, Sweden, Switzerland and Turkey.

Other European areas, not mentioned in the above list, are covered by our neighboring Divisions VATSIM UK or VATRUS.

A valid and up-to-date list is available at the website of VATEUR: <http://vatsim.eu/index.php/policy>.

VATEUR is one of the Regions that covers the VATSIM network globally. Other organizations of that level are found in Africa/Middle East, North America, South America, Asia and the Oceania region. All Region Directors form the VATSIM Executive Committee (VATSIM EC), organized by VATSIM Vice President Regions, who is member of the VATSIM Board of Governors (BoG).

2 VATEUD Policy range

This document is the obligatory basis for all entities¹ and operations in the area of VATEUD. It is the organizational basis for each member as well as for the local, national, areal or special entities organized in or associated with VATEUD.

The VATEUD policies are following higher VATSIM rules, published here:

- Policies, agreements and codes published by VATSIM, to be found at <https://www.vatsim.net/documents>
- Policies, agreements and codes published by VATSIM EUROPE REGION, to be found at <http://vatsim.eu/index.php/policy>

For any conflicting rules, the one of the higher entity is effective, if not mentioned differently directly by the policy.

¹ An entity can be a VACC, a VA, or any other structure organized within, aligned to or using the services of VATEUD.

2.1 Ratification

This policy is in effect as from 1.3.2018.

2.2 Purpose

The purpose of VATSIM is mentioned in nearly all documents about the network. Our main task and aim is bringing people together who are interested in Flight Simulation and Air Traffic Control. The goal is to present the adventure of aviation as close to the real-world counterpart as possible. However, real world procedures aren't the only measures.

No VATEUD or VATSIM member needs to be a professional pilot or a real Air Traffic Controller. Our VATSIM network was created as a learning environment for everyone interested in Flight Simulation and Air Traffic Control. It is the task of all members and institutions to make this possible.

None of the VATEUD members shall expect to learn what is needed to become a real-world pilot or Air Traffic Controller by this network solely. VATSIM is not created as, nor aims to be, a training camp for real world air traffic procedures. Though we are narrowing to the real aviation world in many items and procedures, we are neither a direct part of it, nor following the real-world setup. Those of us aiming to fly a real aircraft or to do real world ATC might get first impressions here, but VATSIM and all its tools and documents are not made for real world aviation at all.

As mentioned, it is equally important for all VATSIM entities and their members to create, to cooperate and to behave in a manner of friendship and understanding. This spreads out to all members of VATSIM. All kind of actions blocking this aim are certainly not in the interest of our community; even more, they are against the rules and regulations of VATSIM.

All members of VATSIM use the network in their free time. All VATSIM related services are organized and given by VATSIM members. Therefore, they reflect the ability of members to donate their time and passion. Concluding, we are a group of hobbyists and our services will reflect this.

3 VATEUD Organization

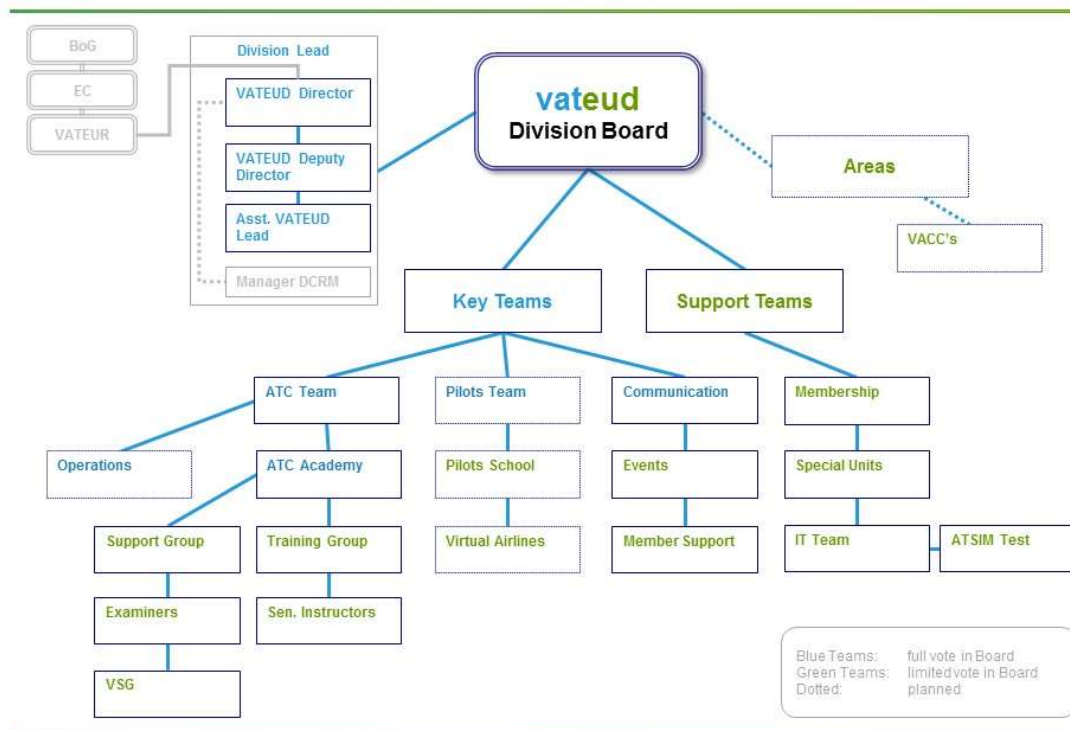
VATEUD is responsible for more than thirty country-like local organizations in Europe.

The main task of VATEUD is to create and hatch a scenario of cooperation, collaboration and friendship among the local organizations and their members across Europe by enhancing the use of the offered network functions, by organizing a setup suitable to carry out e.g. equal training, by organizing all technical topics of a complex airspace like Europe, by communicating events and many more.

VATSIM as highest entity owns the virtual airspace of the network. By the Code of Regulations, the organization of the airspace has been delegated to the Regions of VATSIM. These delegate the airspace into the hands of the Divisions. All the airspace within the area of VATEUD is under the control of VATEUD.

3.1 Organizational Division structure

To carry out that list of tasks, VATEUD holds a Board of teams and specialists. Its structure is organized as shown in this graphic:



1/2017

VATEUD Division schematic structure

VATEUD is organized as a Board with a lead and different teams creating and maintaining the services of the Division. Each VATEUD Manager has seat in the VATEUD Board. This includes all support teams. Voting in the board is set up differently. The Key teams of VATEUD have a seat and full voting rights in VATEUD. The support teams only have voting rights in case of security issues, the VATEUD policy, as well as for decisions directly affecting their departments and tasks.

All teams are single point of contact (SPOC) for the structures in their area of VATEUD. They are also SPOC for the local organizations inside VATEUD.

3.2 Division Director

The Division Director (VATEUD Director) is appointed by VATEUR. He/she recruits a Division Deputy Director. The chair of the board is set up by the VATEUD Lead, manned with the Division Director and the Deputy Division Director. Additional positions might be added to directly support the lead (Lead Support Team).

The Lead Team represents VATEUD in VATEUR, which by extend represents the Europe Region (with its three divisions) in the Executive Committee and to the VATSIM Vice President Regions in the Board of Governors. Furthermore, the Lead Team also represents VATEUD in the local organizations of VATEUD.

The Division Director's task is to create and maintain the VATEUD Board including all chairs down to Team Lead and Specialists level. The director can also dismiss members from Board duties. The director orchestrates the further work of the Division Teams. This shall happen via a policy handed to the teams.

3.3 VATEUD Division Teams

All entities of VATEUD are organized in departments; they are called Division Teams. The Division consists of:

- Operational Teams
- Administrative Teams at Division Board level
- The Division Conflict Resolution Manager.

Furthermore, the Division seeks for a structure to embed

- Local area organizations, called VACC
- Other Division related entities such as e.g. VATSIM Service Providers.

All teams and entities work on a voluntary basis and act as services. None of the services and tasks are professional services, the teams act in their free time. Therefore, service requests might take a bit until they are processed.

3.3.1 VATEUD Structure: Departments and Teams

A Division Team covers an area of interest. All teams and their members are working in close collaboration for the benefit of all. Operational teams cover the training tasks inside the division, while Administrative Teams run the division's technical and administrative areas. All teams form the Division Board. A staff member can be part of numerous teams, but can hold only one department's lead position.

3.3.2 Division Conflict Resolution Manager

As per VATSIM Code of Regulations, the Conflict Resolution Manager remains directly responsible to the Division Director. The function neither holds a seat, nor a vote in the Division Board. The role acts completely autonomously to the Board and is the Division's instance to VATSIM Code of Conduct, VATSIM Code of Regulations and the other agreements and policies steering the life in our network. The DCRM can only be called to action by a VATSIM Supervisor.

3.3.3 Voting in the Division Board

All Division teams of VATEUD have a seat in the board meetings.

- Operational Teams in the Division Board have full voting privileges. Each team has one vote. In case of a dispute inside the teams, the team lead vote counts.
- Administrative Teams don't have full voting privileges. Their vote counts in case of security issues, the VATEUD policy, as well as for decisions directly affecting their departments and tasks.
- Local facilities have no right on a seat in board meetings. They can be invited. With the invitation and if necessary, they might get a vote for special topics.
- If local facilities are combined in a local facility ambassador (see graphic) that person has a seat and one vote in the board.

3.3.4 Absence from VATEUD duties

In the absence of a member of the VATEUD Board, the directly related deputy takes over responsibilities of the staff member in absence. In case there is no deputy, the next higher instance is taking the duty, unless it is organized differently inside the Board.

In case of absence on meetings, a voting member can hand his/her voting privilege to another member with the same privileges. This needs to be communicated, the latest at the beginning of a meeting, by e-mail to the lead of the meeting.

3.3.5 Leaving VATEUD staff

In case that a VATEUD staff team member intends to resign from his/her position, he/she shall inform the next higher instance and furthermore inform his/her deputy (if available). In addition, he/she will endeavor to ensure a smooth transition. This process needs time; therefore, an early notice would be beneficial.

If the Division Director is intending to resign, VATEUD Staff and the Director of VATEUR need to be informed in advance. It is the duty of VATEUR to nominate a new Divisional Director, which can be the Deputy Director of VATEUD. During this nomination process, the Deputy Director will lead VATEUD ad interim.

4 Local organizations inside VATEUD

The airspace of VATSIM is handed to the VATSIM Regions. They ask substructures (Divisions) to organize the airspace. To fulfill its duties inside the area, VATEUD grants parts of that airspace into the managing hands of local facilities.

Inside the range of VATEUD, the local areas and its airspace are covered by local organizations. They are called:

VACC

Virtual Area Control Centre

Although the name VACC suggests to focus exclusively on the local Air Traffic Control, the task of a VACC spreads out to be the local organization for VATSIM pilots and VATSIM controllers of that area.

4.1 VACC structure

A VACC in VATEUD combines all members of the area, regardless if they are local Air Traffic Controllers or pilots. The VACC is a home for every VATSIM member inside the area of VATEUD. It is the main task of a VACC to organize a local group of members, giving them a home and identity.

IMPORTANT:

During the VATSIM enlistment process, each member chooses the area he/she wants to be part of. This selection is free during enlistment and does not need to be the member's real world home area. It is however a commitment to that local area. Those who want to start with ATC training have to choose their VACC wisely. During that training phase, a number of limitations reduce the chances of a transfer.

Currently, VATEUD consists of a number of areas representing either national structures or combinations of different areas. VACCs inside VATEUD are NOT required to follow real world organizational structures like e.g. countries or real world Air Traffic Control Zones. The structures are setup to be the "best fit" for the VATSIM network in Europe and do not intend to mimic real life. Furthermore, none of the structures may intend or is allowed to represent "political" statements by its presence, in its communication or habit.

The VACC is the local organization serving a specific virtual area to cover both, ATC and pilot training for a local community. These areas are bound to real world borders covering at least one country but can also span a zone of e.g. alike languages or other suitable structures working best for the members AND organization.

The creation of a new VACC within VATEUD needs the authorization of the Division Director. Members intending to establish a new VACC should therefore first contact the Division Director.

- A VACC gains official status upon a joint decision by the Division Director, the Division Deputy Director and the Team Lead ATC.
- A VACC can also lose its official status, especially when the structure does not show the performance needed to run a VACC within a certain period. This period will be discussed with the VATEUD Lead Team.

4.2 VACC organization forms

VATEUD grants two different VACC statuses:

- Official VACC
- Limited VACC

4.2.1 New VACC

A new or recreated VACC will start as Limited VACC. If necessary, any operational tasks requiring official VACC status will be fulfilled by VATEUD or, after prior approval of VATEUD, a neighboring Official VACC.

The establishment or reestablishment of a VACC in VATEUD needs an explicit written authorization by the Division Director. Prior to that authorization, a process of quality control will be conducted, covering e.g. ATC competency for that entity.

The decision to grant a Limited VACC status will be taken and published by the Division Director and Division Deputy Director, after consultation of the Team Lead ATC and the Team Lead Membership.

The decision to grant an Official VACC status will be taken and published by the Division Director, the Deputy Director and the Team Lead ATC; representing the minimum requirements in order to become an official VACC.

4.3 The Official VACC

An Official VACC is a fully qualified and manned organization to cover a local area inside VATEUD. The VACC management shall be providing the needed services to the local community.

4.3.1 Tasks of an Official VACC

A VACC is established to perform these roles:

- Create and maintain a local VATSIM community for all VATSIM members of that VACC. This includes (up to a certain level) Visiting ATC members.
- Setup and maintain all needed methods to provide a thriving social life inside the community; this includes also opinion reflecting structures such as discussions, elections etc.
- Embed new members into the community
- Enable all needed management structures to run a local community successfully
- Provide local Air Traffic Control service
- Provide the Training for ATC, including the local ATC competencies, based on the policies of VATSIM Europe Division and its superior structures.
- Provide and publish needed information about the local competencies. This includes charts and software solutions for the ATCs.
- Publish a list of members qualified to fulfill ATC in its area, based on the local competencies. This also includes the limitations on positions the controller is qualified for.
- Communicate all information needed for the progression of ATC members to the Division
- Organize pilot training at VACC level or through cooperation with other entities
- Organize, publish and maintain appropriate training material and information. All published material has to be free of third party rights or in approval with its original publishers
- Organize staff meetings (mandatory) and at least one public meeting per annum.
- Organize events
- Collaborate closely with neighboring VACCs to enhance services for the members
- Build a home for possible Virtual Airlines and collaborate closely
- Communicate the development, challenges and collaboration to VATEUD on a regular basis, normally every three months.

4.3.2 VACC Staff

To fulfill all these tasks, a VACC sets up a leading structure incorporating all needed functions. The minimum requirements are:

- A VACC Director and Deputy Director
- An ATC Training Director and Deputy Training Director
- A managing board capable to fulfill the tasks mentioned above.

4.3.3 Representing and administrative VACC Staff

As in VATEUD, a VACC staff consists of representing staff and administrative staff. The representing staff is the representation of the VACC members, such as regional groups and the coordination of those. The administrative staff is responsible for the services of a VACC such as the web, communication, member listings, rating topics etc.

4.3.4 VACC administration functions

In the VACC Staff, the administrative functions are not to be elected by the members. Most of them have tasks in the organization e.g. working with membership data. Therefore, they are selected or dismissed by the VACC Director. However, if a staff has been formed to run the VACC by the VACC director, the staff has to agree by majority to the selection. In the election process, the staff can revoke a selection of a position once. After that, the director decides solely. In case of disagreements, VATEUD needs to be informed.

To get the local structures aligned with the network, VATEUD has the right to overrule a VACC staff decision. However, this needs to be a reasonable and absolute exception.

All user data sensitive positions need approval by VATEUD.

4.3.5 Local appeal structures

Especially in large VACCs, it might become necessary to create a local board of appeals to get problems between members out of the community. The board of appeals must publish its rules (best practice: in a constitution).

The decisions of local appeal structures have no influence on VATSIM's jurisdiction. Their duties consist of moderation rather than disciplinary actions. Local appeal structures can't decide against the current VACC Director or the current VACC ATC Training Director. However, they can bring the case to the attention of the Division Director and Division Deputy Director, after which VATEUD will follow up on the matter.

4.3.6 VACC Director, ATC Training Director

The director of a VACC and his/her ATC Training director are privileged members. Both are responsible to the Division to fulfil the tasks mentioned above. Both functions have a full vote and seat in the VACC Staff.

While a VACC Director can be selected through an election, the position always needs approval by VATEUD. To hold an election, a local constitution needs to be in place organizing the election process.

In case a VACC Director's nomination is denied by the Division, the VACC needs to find another candidate. If this is not successful, VATEUD will nominate a member as VACC Director ad interim, until a suitable member is available.

The ATC Training Director is nominated and dismissed by the VACC Director and voted by the VACC Staff.

4.3.7 Administrative VACC staff

As in 4.3.4, the VACC Director selects the members who take on administrative tasks. This explicitly includes, but is not limited to, functions working for

- Member services
- Web services
- External communications

Administrative staff members need to fulfill all needed requirements published by both VATSIM rules and local law rules. This especially includes Data Protection and Copyright laws. The responsibility to comply with local laws lays with the VACC.

4.3.8 Member representing VACC staff

In a normal sized VACC the director represents the members of the entity. In large VACCs, the community might be organized in different regional groups or/and FIR's. A Regional Group represents the local community of one area in the staff of a VACC. A Regional Group is equal to a Limited VACC.

A Regional Group team lead has to present the opinion of the community in the VACC Staff. On the other hand: a Regional Group team lead is also bound to the VACC Staff and the progress of the whole VACC community.

In case of a multi community structure in the VACC, the communities shall elect their community lead (and deputy). However, the VACC Director, being responsible for the VACC in whole, has the right to dismiss a community staff member. In that case, the community has to vote again. If there is no solution, the VACC director leads the regional community ad interim and tries to detect a regional team lead out of the community.

4.3.9 VACC Staff votes

A Regional Group Lead has a seat and vote in the staff of a VACC as the lead represents the members directly. Administrative staff members don't need to have a full-qualified vote since the position has a technical, administrative or servicing task. In certain positions (e.g. members, IT), a voting right could make sense.

4.3.10 Minimum VACC Staff requirements

Since staff members are in charge of vital parts of the VATSIM community, there are minimum requirements for all management positions. Unless stated different in superior entity documents, the minimum rating requirements for the different mentioned VACC Staff positions are:

- As VACC Director: C1
- As VACC ATC Training Director: C1
- As Regional Team Lead (Limited VACC Director): S3
- As Regional ATC Training Lead (Limited VACC): C1

It is expected for a VACC ATC Training Director to pass the Instructor course which could lead to the Instructor 1 Rating.

4.3.11 Staff working ethics

Every manager working for a social membership network, such as VATSIM, must be aware of, and willing to invest, the time required to fulfil his/her duties. Depending on the specific duties of the manager, an investment of around 5 hours/weeks can be required. Furthermore, every team always seeks a long-term commitment from its managers.

To fulfill the duties, it is wise to log the work. On every position in our network, a manager has to communicate, give other members feedback, find and communicate decisions. This creates a workload beyond simply replying to emails.

Communication is an absolute requirement for any management position.

It is the duty of each manager to either create or update the guidelines related to his/her tasks in order to facilitate the transfer of knowledge in event of a resignation. In the event of resignation from a staff position, VATEUD expects any VACC manager to brief and handover these guidelines to their successor. Transparency, as long as it does not threaten laws or policies, needs to be the highest goal.

A manager has to brief a deputy, if available, in full. Optimally, the deputy's task-related knowledge shall be identical. Therefore, the deputy, who is the proxy in case of absence of the manager, needs to be involved in the function. The transfer of information goes both ways.

4.3.12 Data protection

Beyond the data required in order to perform the duties of a manager, no further data is to be collected. A manager has no extra rights in this regards as those granted by VATSIM, VATEUR, VATEUD and those according to the local laws of the country the manager lives in. All data collected is strictly used for the working process stated in the role of the manager. In case of resignation, the manager has to handover all data collected to the successor or to the higher entity.

Changes in key management positions (lead, ATC and membership) need to be approved by VATEUD.

4.3.13 External Communications

As in any other organization, it is considered good practice to establish a communications department. The communications manager reports directly to the VACC Director. No other person than the VACC Director or a by the VACC Director selected staff member may speak on behalf of the VACC to structures, media and publication systems. External communications always have to be shared with VATEUD via communications@vateud.net.

4.3.14 Communication to VATEUD

The Official VACC has to file a quarterly report to VATEUD. These reports don't have to be formal, they shall inform VATEUD about the current situation, challenges the local facility faces and its achievements. The report shall also include information on the progress within the VACC Training sections. These reports will be exchanged between the VACCs of VATEUD and partly embedded in the reports provided to VATSIM. The deadline dates are February 1st, May 1st, October 1st and December 1st.

In the event that a deadline can't be reached, a VACC Director can appeal to VATEUD to ask for a deadline extension. If case reports are not delivered on time, VATEUD might take further actions to get the information including e.g. reducing services to the VACC.

Changes in contact data, such as e-mail changes, staff changes, etc. need to be communicated to VATEUD as soon as possible. VATEUD will consider a VACC closed if the staff is not reachable via e-mail, as this is the primary communication tool.

4.3.15 VACC Language

A VACC normally communicates in the native language of the majority of its members. However, the VACC shall be able to communicate with all its members. Therefore, VACC communication, especially the official information, shall be made available in English, the official VATSIM language, as well.

Staff members must have sufficient knowledge of the English language.

Although the official language to be used in VATSIM is English, ATC training or Pilot Training can also be organized in the native language of the area. Training, including the familiarization sessions for becoming a visiting controller, shall also be available in English. No trainee can expect services in the trainee's native language, unless this is English or the VACC native language.

Training is a service for the trainee, not a duty. Every VACC needs to inform new members about the language used in the training sessions.

Communications with VATEUD need to be in English language.

4.3.16 Real world legal structures

In some areas, an Official VACC might need to be organized as formal structure, such as an association, in order to be compliant with the country's local laws. If an association-like structure is necessary, the VACC has to inform the Division prior to its creation.

A VACC, created as a local association, gains no extra rights (not on the airspace, nor any other VATSIM structures or rules) by its formal status. All VATSIM related material, member data and data collected from the VATSIM network are in the hands of VATSIM and its entities.

4.4 The Limited VACC

A Limited VACC can be either a starting point for a local management of VATEUD members in a defined area or a FIR/Regional Group structure inside an Official VACC. In the latter case, it has the function of a local community representation in an Official VACC.

If an Official VACC is not applicable, a Limited VACC superior entity will be the Division or another Official VACC selected by the Division. In the event that the Division is the superior unit, the Division will elect an ad interim VACC staff to meet the minimum Official VACC requirements. In this case, the Limited VACC Director does not hold seat and vote in the VATEUD Staff.

A Limited VACC can obtain "Official VACC" status upon request and by a decision process by VATEUD which includes different checkpoints demonstrating the ability of long-term self-management and sustainability of the entity. This process includes all parts of training and member management, communication and service abilities. This process can be requested by a VACC Director or initiated directly by VATEUD.

In case the Limited VACC is within an Official VACC, VATEUD reserves the right to request its directly superior structure, the Official VACC, to alter the Limited VACC structure in any way deemed necessary by VATEUD.

4.4.1 Requirements of a Limited VACC

A Limited VACC has to meet a basic set of VACC standard requirements. These requirements are at least:

- A Community Leader
- A Community Deputy
- A local ATC Training Lead
- A community

For communication and collaboration, the Limited VACC Community Leader needs approval by the Official VACC Director the Limited VACC is embedded in. On the other hand: A Limited VACC has the right to get support from the Official VACC for the tasks they cannot fulfill.

A Limited VACC follows the policy of the Official VACC it is embedded in.

4.5 VACC Policies

An Official VACC is required to adopt and agree upon an internal policy or constitution to organize its community, voting or other administrative functions inside their community.

The VACC policy should contain procedures on how a VACC Director is nominated, selected, dismissed and replaced, the rights and obligations of its members, information about the setup and structure of the VACC, and any disclaimers required under European Data Protection Acts. A VACC Policy has to abide by superior codes and principles, as stated at VATSIM.NET, at all times.

4.5.1 VACC policy activation and revision

A VACC policy, or any changes to it, needs to be approved by VATEUD Director and VATEUD Deputy Director. For the avoidance of doubt, whilst local language versions are encouraged, an English version will be the overriding and, as a result, the sole official version.

4.6 VACC members

Any active VATSIM member, regardless of whether he/she is a pilot or controller, has the right and should be encouraged to become a member of a VACC. Usually it is the local organization where he/she is living. A member can only choose one VACC to be a VACC member of. When enlisted, the member achieves the full right of a VACC member, if he/she accepts the local procedures of the VACC.

4.6.1 Active VACC member

With the enlistment process to a VACC, the member becomes an “active” member of the VACC. The enlistment process is completed with an email by the VACC to the member. To become official member of a VACC, the member needs to act on an enlistment process designed by the VACC. The member has to communicate his/her full name as stated in VATSIM, the VATSIM ID and an active E-mail address for all correspondence.

Each new member has to be informed about the structure of the VACC, preferably also in English. Especially in situations with changing rules, the member needs the information. It is the task of the VACC staff to reach this goal proactively. A publication on an official VACC website is not enough.

A VACC member also shall be informed about upcoming meetings, events, technical and administrative changes etc. For that, the Official VACC sets up and maintains a circular information structure.

After a period of four weeks after being accepted to a VACC, a new VACC member may participate in elections or other member votes. For this, the date of the confirmation email counts.

After the first three months, a new member can be elected.

To remain an active VACC member, the member needs to use the VACC services and keep his e-mail account active by being responsive to any communication by the VACC. If a member hasn't used the

VACC services for a period longer than six months, the member status will become "inactive". An inactive member can't participate in votes.

After twelve months, a VACC gains the right to close the VACC member's account and to clean the record in the VACC database. This does not affect the VATSIM membership. If a member wants to rejoin after that period, he will be seen as a new member.

A VACC member can be full member of just one VACC. A VACC member can gain guest status in another VACC if that VACC offers the status.

4.6.2 ATC VACC members

An ATC member of a VACC can be a VATSIM member holding the appropriate ratings to provide ATC services and having the local competencies needed for the airspace of the VACC (or parts of it).

A VATSIM member with an appropriate ATC rating can become an active ATC VACC member by showing the competence in either a training or a mentoring process. The rating progression guide is available on the VATEUD website as well as all minimum requirements, as per the Global Ratings Policy, for the examination. He/she can request training sessions to achieve the status.

A VACC has the right to render a controller "inactive" based on published VACC policy (see 4.6.1 for details), and to deny the member to provide ATC within the VACC's airspace until necessary procedures are completed for reactivation of his/her ATC status. It is the controller's duty to fulfill the VACC requirements and to communicate with the VACC in order to regain "active" status. Similarly, it is the obligation of the VACC to assist and support the member wishing to be reactivated by means of Over the shoulder (OTS) checks within a reasonable period of time (best within a month) after a reactivation request being submitted.

The list of active controllers must be published by each VACC, including the facilities each controller is allowed to man. The decision to display the Pilots, or a general members list, rests with each VACC. This list must be up to date at all times for the monitoring and supervision of the network. Names and VATSIM IDs must be displayed.

4.7 VACC Visiting Controllers

Any VATEUD member with an ATC rating, wishing to provide ATC services within an official VACC airspace, without already being a published member, must be authorized by the VACC as a "Visiting Controller". The Visiting Controller status can be achieved after having completed the S2 rating. It should be recommended by the VACC TD, by checking applicant's proficiency. It is the VACC Director who is in charge of accepting or rejecting a Visiting Controller.

A Visiting Controller privilege needs to be published amongst the controller list of the VACC.

After the application for the visiting status the member shall have an introductory session (up to the VACC if only theoretical or with a practical session) within 30 days.

The VACC director is responsible to inform a member if a guest ATC application can't be processed in a timely manner. In this case, VATEUD needs to be incorporated into the dialog.

All Transfers from another Region or Division is subject to the VATSIM Executive Committee Transfer and Visiting Controller Policy as found on <http://www.vatsim.net> webpage.

4.8 VACC Status Changes

All VACC status change requests need approval by VATSIM Europe Division.

A VACC may be rendered Limited VACC by the unanimous decision of the Division Director, Division Deputy Director, and Team Lead ATC. A VACC may lose its status when one or more of the criteria outlined in 4.3.1 is not met for a period of more than three consecutive months.

4.9 Divisional VACC Support

In order to help and assist a VACC, a support system is established on Division level.

The Division Teams are SPOC for any requests and questions inside their working space. Other questions and requests can be sent to the VATEUD Lead.

For special tasks that needs more active hands, a VATEUD Support Group (VSG) is available. The VSG is part of the VATEUD ATC Department, but organized within the ATC Academy. It combines the support of trainings and checkouts with a group of pilots able and willing to fly a checkout.

Since the VSG (as all other units in VATEUD) consists of volunteers, the requesting party should request early. The Division can also call for VSG support. Either the Division Lead or the Team Lead ATC can start a support task. Divisional support requests can also include steps to get underperforming VACCs into working setups by e.g. fast track procedures, by injecting visiting ATC personnel and other management support staff.

5 The VATEUD airspace

By VATSIM and VATEUR structures, the virtual airspace of VATEUD covers the area of the countries covered by VATEUD. The airspace of areas mentioned above is orchestrated by the VATEUD Division.

5.1 Airspace organization

From surface, up to FL660, the airspace in VATEUD is controlled airspace.

5.1.1 ATC Top-Down service

All ATC stations perform a top-down service: Enroute Control and Approach/Departure Stations are covering lower areas unless they are covered by local area stations that are online. It is up to the wisdom of a controller to cover Enroute stations if local ATC is offline.

5.1.2 Flight Service Stations

Flight Service Stations (FSS) are excluded from the top-to-down service. A FSS covers from FL245 to its control ceiling. In VATEUD, the Flight Service Stations are displayed with the callsign “_FSS”. EURM_CTR uses a _CTR suffix as there is no requirement for additional range requiring _FSS suffix. All stations designated as Flight Service Stations within VATEUD provide full radar services. Flight Service Stations in VATEUD are delegated to the Eurocenter VACC (see 5.4).

5.2 Pilot duties in VATEUD

Due to the complexity and the high amount of traffic, the requests to pilots flying in VATEUD airspace differ to those in other areas:

1. Pilots are encouraged to read the charts for the airports they are connecting prior to the flight. They surely will need them in the briefing or if configurations are changing due to weather or traffic. Many VACC offer the charts for the main airports directly on their websites or as reference to the real-world chart providers. For Enroute charts, the pilot can refer to services like skyvector.com
2. All pilots flying NON-VFR need to file an appropriate flight plan. This flight plan needs to inform about the route of the flight, the requested flight level and possible limitations by the chosen aircrafts. Due to situations like traffic and weather conditions, the flight plan might be amended, changed or the flight may be delayed.
3. All flight plans need a clearance. If no local ATC is online, the pilots need to coordinate flight operations via the Unicom frequency (122.80) by text. This communication needs to be brief, including the area of the pilot and the intentions. If the pilot becomes aware of any conflicting traffic, both pilots then shall seek for a solution for the situation.
4. Priorities are equal to real-world priorities in aviation:
 - IFR flight movements
 - Non-IFR flight movements

The basic principle is:

- First flying traffic, then
 - Rolling traffic and then
 - Parking traffic
5. Before starting a flight, a pilot needs to check if an ATC station is covering his/her departure airport. Many ATC station callsigns might differ from the ICAO airport codes. The VACC websites and charts inform about the ATC stations responsible for the area of the flight.
 6. Due to the complexity and traffic density in VATEUD, a pilot needs to be able to react swiftly on contact calls by local ATC. The reaction time shall not exceed five minutes. VATEUD considers its airspace as one.
 7. All pilots have to react on all contact calls by ATC by e.g. tuning in the frequency of the ATC station and inform ATC about the callsign, the Flight Level and the position.
 8. Although text communication is an option to work with the local ATC, voice communication is the preferred and the more realistic method.
 9. Main aviation coordination language in VATEUD airspace is English. VFR traffic may choose native languages if both, pilot and ATC, are able to communicate in that language and the ATC accepts that.
 10. In case of an event, a pilot has to accept holdings, delays or diverts (as in reality). Therefore, especially the fuel calculation needs to reflect that.

5.2.1 Pilot Emergencies

From time to time Pilots may experience an inflight problem causing the need for the Pilot to declare a “Pan Pan” or “Mayday” call. It is important that both Pilots and ATC understand that in accordance with **B8** of the **VATSIM Code of Conduct**, ATC’s have the right to deny the emergency and the pilot is then obliged to resume under normal conditions or to disconnect from the network.

ATC's may deny an emergency, particularly to prevent delays to other pilots, or during periods with heavy traffic loads. Emergencies are usually not welcomed during fly-ins.

In cases of loss of voice communication, the pilot is obliged to monitor TEXT communication in case of general network related messages are being broadcasted.

5.2.2 Military Activities

Military Flights are allowed within VATEUD, as long as they:

- do not interfere with civilian flights
- are not on any kind of combat missions or training for that
- do not interfere with politically sensitive matters / areas in the real world
- do not have a political message passed by their activity
- follow standard IFR or VFR routes, or
- follow different routes / procedures only after air traffic controller's approval (if present) and/or previous consent by the local coordinating authority (i.e. a VACC or VATEUD)
- follow VATSIM Special Operations Administration (VSOA) Policy as stated on the main VATSIM webpage

For example: Aerial refueling, formation flying, precision approach, military cargo and similar flights are allowed. Simulation of combat operations over national territories that are not in line with VSOA policy or the local coordinating authority is not aware of are strictly forbidden.

ATC should/can request the purpose of the flight's mission. If the response from the flight leader does not seem to be in accordance with the above, then records should be taken (VATSIM ID, radar snapshots, callsigns, etc.), and be reported to a Supervisor for further action. Online verbal conflicts must be avoided.

More details are in the VATSIM ATO Policy and Procedures Handbook, available at VATSIM.NET

5.2.3 Flight operations to / from Politically Sensitive Areas (PSA)

In case of real world conflicts, parts of airspace in VATEUD can be declared as PSA Zones. PSA Zones are published on the VATEUD Website (countries).

All members flying from, to or through a Politically Sensitive Area (PSA) must fully comply with the following:

- File a proper flight plan, satisfying VATSIM standards
- Follow the procedures set by VATEUD for the specific airspace

For areas identified as Politically Sensitive Area (PSA) there may be Letters of Agreement (LoA) between local coordinating authorities or directives issued by VATEUD.

Active PSA are published on VATEUD.NET, with possibly further restrictions and procedures.

5.3 ATC duties in VATEUD

Controllers in VATEUD have to take into consideration that the traffic in our airspace is dense. Furthermore, we are part of a learning environment. Therefore, an ATC needs to:

1. Prepare for the shift by e.g. studying the weather conditions.

2. Be friendly to the pilots.
3. Accept the ATC role as service.
4. Think ahead, be there, be awake.
5. Communicate the online time.
6. See ATC booking as commitment.
7. Keep informed about changes in the local setup.
8. Know the charts and where to find them.

It might be wise to close gaps between active sectors when able to ensure a better service to pilots.

5.4 VATEUD UIR Sectors

VATEUD has delegated ATC responsibility for the VATEUD UIRs (Upper Information Region), e.g. the Eurocontrol Sectors, to Eurocenter VACC (EUC VACC). The six UIR sectors are:

- Eurocontrol North - EURN_FSS
- Maastricht Eurocontrol - EURM_CTR
- Eurocontrol East - EURE_FSS
- Eurocontrol South - EURS_FSS
- Eurocontrol West - EURW_FSS
- Eurocontrol Islands - EURI_FSS

For approved callsigns (_FSS or _CTR) and further details, please visit the Eurocenter VACC webpage.

For the avoidance of doubt, Eurocenter is not subject to the same rules governing other “Official VACC” as the status of Eurocenter is unique and specific to Upper Areas only. Amongst other things, Eurocenter does not need to offer full training, but should host familiarization sessions.

Global Rating Policy, number, 7, only allows a further creation of a special center and overland FSS respectively if in the designated area, the traffic volume is considerably less than light traffic. A special center is the only position which does not provide a “top-down” service.

If a lower facility is available for the airspace, higher facilities have to handover the delegated airspace to that facility. “UPPER Centers” just should be manned if traffic situation disallows a proper service by a full Center position. In case of an Upper Center without a Full CTR in his area, the Upper CTR has to give full top-down service as stated in GRP 4.

5.5 Active ATC stations

An Official VACC or VATEUD can create a booking system for ATC service to publish the availability of Air Traffic Control. ATC is as service to the pilots. The booking systems shall communicate the online times for the ATC positions. While the basic principle stated by VATSIM for ATC is “first come, first serve”, an ATC Station booking system overrules this.

5.5.1 ATC Station booking rules

For all bookings organized by a booking system, the following rules apply in VATEUD:

1. Especially during main hours (evening from 1900lcl to 2300lcl), booking is mandatory. If a station is booked, the controller has reserved a right to keep the position for the scheduled time (central bookings from event departments are not affected).
2. Below a time, limit of one hour, booking is not allowed. Pilots need to have the chance to reach and plan with the service.

3. A booked ATC station needs to come online for the scheduled time. He/she needs to be online and ready to control no later than 15 minutes past the booked start time.
4. It is the responsibility of the booking ATC member to be online and give ATC service during the booked time. If a booked member can't fulfill the booked time, he/she needs to find an appropriate substitute.
5. To avoid misuse, ATC station bookings and online hours are to be supervised by the service providing VACC and/or the Division.
6. If a member books a position multiple times without fulfilling the booking, he/she might be excluded from the booking system. In that case a 1st exclusion runs for one week, a 2nd exclusion for two weeks and so forth. An exclusion becomes not countable four weeks after the exclusion. All exclusions need to be communicated by email. In case of wrongful exclusion, the member can appeal by the entity providing the service or by the Division's Team Lead ATC.

5.5.2 Frequencies and Squawk Codes

All frequencies used for ATC need to be approved by VATEUD. For this, a VACC can request a frequency directly through VATEUD. VATEUD will consider a new frequency for an area or station control if: the frequency is published on official charts, no other station in range has already occupied the frequency and the setup makes sense for the VATSIM structure. In case of agreement, VATEUD informs the VACC and publishes the agreed frequency on the VATEUD website.

Squawk code ranges to identify IFR traffic can be also requested from VATEUD following the same rules.

6 ATC requirements

While pilot activities in VATSIM are rarely limited, ATC activities are. The reason for that is simple: an untrained controller simply can't handle the traffic properly and as a consequence ruins the adventure of flying for the pilots in his/her area.

To control on a ATC station in VATEUD, the VACC has to publish a list of controllers who are allowed to fulfill ATC duties inside their VACC according to their ratings and local procedural knowledge. VATEUD ATC is working under the VATSIM Global Rating Policy. Members who provide ATC within Limited VACCs are handled by the VATEUD ATC Team, who oversees their training and authorizes and facilitates the rating procedures.

Since changes in this section are likely, please also refer to <http://www.vateud.net> to read the latest information.

6.1 General ATC requirements

ATC Training within VATEUD is following the published guidelines by VATEUD, stated in the different documents. The ATC rating requirements are primarily guided by VATSIM Global Rating Policy (GRP). Local VACCs are allowed to set up their own policies that are compliant to the GRP and VATEUD requirements. Local ATC policies have to be agreed by the VATEUD ATC Team.

1. VATEUD grants and orchestrates ATC training for the VATEUD members. Each member also needs to be member of a VACC. The VACC is the training location.

2. The ATC rating reflects the capability to man an ATC station. Without an appropriate rating, a VATSIM member is not permitted to give ATC service.
3. ATC Rating upgrades can follow a successfully completed training session. Each session takes an amount of time and normally is completed with a theoretical exam and an test session in the function. This excludes the first rating (S1), for which only a theoretical exam is mandatory.
4. All theoretical exams are hosted by the Division.
5. Once the training phase has been completed, the local VACC ATC Training Department requests a rating update for the trained ATC controller.

6.2 Examination Guidelines

Each VACC in VATEUD has its own and most time different examination guidelines. The following VATEUD guidelines shall lead to a better examination standardization within the division.

1. Each examination shall focus on the respective ATC rating competencies which are described within the GRP.
2. The examination can be performed either on a simulated area (e.g. Sweatbox) or in an online environment.
3. The examination should have duration of minimum 60 minutes but shall not exceed 120 minutes.
4. Examiners can ask other stations or pilots to perform certain procedures in order to create a situation which leads to the possibility to judge certain competencies which wouldn't be possible otherwise.
5. Examiners are not allowed to deliberately influence other stations or pilots if this leads to a predictable intractable situation or conflict for the trainee.
6. Examiners shall guard the trainee from unnecessary, unrealistic and exceeded abnormal procedures by pilots. The trainee has the right to deny such procedures in consultation with the examiner. This cannot be marked negative by the examiners, if the success of the examination would be threatened by accepting these procedures at a high traffic density.
7. Examiners are allowed to cancel the examination if it is obvious that the trainee cannot handle the traffic safely anymore and that the examination would result in a fail.
8. Examiners can question the trainee after the session if certain competencies could not be examined practical due to missing requests / traffic (e.g. IFR pickup).
9. After each examination, a debriefing with the trainee shall take place.
10. The VATEUD examination log has to be filled in for future reference after each examination. When issuing a recommendation for rating upgrade, the examination log has to be uploaded to the member's ATSimTest file.

6.3 Controller Rating competencies

For the respective competencies for each rating see the Global Rating Policy (GRP), Appendix A. The following rating description is an extract from GRP, number 1.

6.3.1 Tower Trainee (S1)

This rating does not cover any particular competencies. A member can use this rating to control no higher than Tower (TWR) subject to local restrictions.

6.3.2 Tower Controller (S2)

This rating includes all airport DEL, GND and TWR control services. Tower positions that provide Procedural Approach services need an S3 rating.

6.3.3 Approach and Departure (TMA) Controller (S3)

This rating includes APP and DEP control services associated with a particular airport/area.

6.3.4 Enroute Controller (Controller) (C1)

This rating is for all Enroute CTR sectors; both radar and non-radar control services.

6.3.5 Senior Controller (C3)

A Senior Controller (C3) rating may be awarded to a controller already certified to provide the six (6) standard VATSIM controller services described above AND who also provides other services NOT related to a control role covered by the ratings for: DEL, GND, TWR, APP, DEP or CTR. The rating of Senior Controller (C3) may be awarded by any VATSIM Division to give recognition of seniority, performance or any additional role beyond that of a normal Controller (C1) as determined by the local Region/Division.

For a C3 rating, these are the VATEUD Requirements: The member ...

- is C1 rated for at least one year.
- must have completed 500 hours as a C1 on any ATC position.
- must have served 75 hours as active ATC within the last 12 months.
- is recommended for promotion by a VACC Director.
- spent 20 hours as a mentor in a C1 position (acknowledged by VACC Director).
- can prove that he/she has made a positive contribution to the development/promotion of student controllers in VATEUD.
- has successfully passed a CPT (to be determined by at least two examiners, with at least one divisional examiner and at least one local examiner).

The Controller Practical Test (CPT) for a C3 will focus on the following:

- Ability to service multiple airports/positions
- Ability to handle IFR and VFR flights sharing the same airspace
- Ability to handle abnormal situations
- Steady traffic-flow
- Traffic awareness
- Keeping “the big picture”
- Ability to coordinate with adjacent controllers
- Ability to use correct phraseology in English

The Controller Practical Test (CPT) must be conducted on a CTR. The Controller Practical Test (CPT) shall be conducted in VATSIM online environment.

If a local VACC Training Department is unable to arrange the CPT within a reasonable timeframe, the member can request VATEUD to step in and to conduct the CPT at a randomly chosen position which is known by the trainee. The divisional examiner’s evaluation will be final.

6.4 Fast Track program

The Fast Track program is available for those VATSIM members, who, through real world training are able to conduct the task of being a VATSIM ATC Controller.

This program is conducted by VATEUD ATC Team Lead. It is applicable for real life Air Traffic Controllers and pilots holding Commercial or Airline Pilot License aiming to reduce the time required for theoretical examination in ATSimTest. In this program applicants are obliged to take the relevant ATSimTest theory test and they only have to perform one practical examination.

A candidate for the Fast Track program applies to his/her VACC Director or VACC ATC Training Manager for the program with the evidence that he/she holds a valid CP or ATP License. The best acceptable evidence is the copy of his/her license². A brief resume explaining the real life aviation experience of the candidate is also required. The VACC Director or Training Manager reports and confirms to the VATEUD ATC Training Lead that the applicant is eligible for the Fast Track program. VATEUD Training Director grants candidate access to the Fast Track program.

The Controllers Practical Test (CPT) for the targeted rating (and any rating level below if deemed necessary), will be conducted by the local VACC ATC Training Department, as stipulated by Divisional Policy and the Global Rating Policy. The respective VACC must prove the candidate's practical abilities for all rating levels up to and including the targeted rating, e.g. skills related to ATC Controller Clients. Practical Tests are to be conducted at the respective VACC discretion.

For candidates with no official VACC, the VATEUD Training Department will assume responsibility for assessing the candidate's proficiency.

Refusal of "Fast Track Upgrade" application is the discretion of VATEUD Training Department if the applicant ...

- fails to submit his real-life licenses and/or relevant documents.
- proves to have bad VATSIM record.
- displays immature behavior.
- fails to understand and comply with the concepts of virtual controlling.
- fails to pass three ATSimTest theory tests.

6.4.1 IVAO Network Transfer

For candidates from our sister network, there are rules in effect to transfer ATC ratings. The transfer is limited to APC and higher ratings. With the transfer, candidates will be set back by one rating. For more information contact VATEUD Staff.

7 Conflict Resolution

As all entities of VATSIM, VATEUD is a membership based network. Amongst human beings, possible conflicts can arise. To the extent possible, VATEUD strives to prevent conflicts and disputes from reaching a point that distracts from our activities, or results in disciplinary action.

² VATEUD ATC Training Team may ask to submit a copy of that license.

It is neither the intention of VATEUD to be involved in "personal conflicts", nor is it the role of a membership based network. However, if disputes do become disruptive in nature, or if specific complaints are brought forward, then the Division Conflict Resolution Manager (DCRM) may intervene. The DCRM will also be called upon in case of a Supervisor suspension of a user, for determination of guilt and suspension application (if required). User cooperation with the DCRM is a requirement for VATSIM membership, and refusal to cooperate may result in suspension.

For further information on disciplinary procedures, please read the VATSIM Code of Conduct (CoC) and VATSIM Code of Regulations (CoR).

Basically, a member may be suspended for 24 or 48 hours by a Supervisor for acting against the Code of Conduct and/or Code of Regulations within the VATSIM Network. The DCRM will automatically be notified for 48 hour suspensions, and soon after that, the suspending Supervisor and the suspended member may be called upon by the DCRM to provide further evidence. The DCRM will then decide the penalty, further suspension or not, and inform all parties involved. If the suspended member disagrees, then he/she still has the right to appeal the decision to the Regional Conflict Resolution Manager (RCRP), who will make the final decision.

7.1 Conflict regulation policies

As usual in a member network of the size of VATSIM, it is necessary to organize the structures if members get into conflict while being connected with the network or acting in its name or design. For this case, VATSIM has created a DCRM process.

7.2 The DCRM process

As Required for each Division, a Divisional Conflict Resolution Manager needs to be appointed. The formalized DCRM process is the jurisdiction as outlined by VATSIM Code of Regulations §6.01 B2 to sanction member conflicts with the Codes of Conduct, Regulations, the User Agreement and other published binding documents by VATSIM. The DCRM process starts by a supervisor's formal suspension on member misbehaviors. The DCRM can't become active on VATSIM member or staff requests. All supervisor suspensions are automatically handed to the DCRM.

The manager has a seat in the Division Board. He might be heard by the board but doesn't have a vote. The DCRM is directly aligned to the written Code of Conduct, Code of Regulations, User agreement. He is responsible to VATGOV8. He is appointed by the Division Director.

8 Open Sky, Senior Roaming

With the enactment of this document, VATEUD ends the Senior Roaming Endorsement and the Open Sky Program.

9 Additional organizational units in VATEUD

Beyond the described processes and structures, VATSIM Europe Division can setup and manage further organizational structures to orchestrate VATEUD. They will be listed on the VATEUD website and find their introduction in these policies as soon as practicable.

10 Virtual Airlines as partner of VATEUD

The different pilot organizations in the hemisphere of VATEUD are partner organizations of the Division. For that, a Virtual Airline can enlist at VATEUD as an VATEUD approved VA. With this, the VA can publish the VATEUD logo on their publications and use marketing tools of VATEUD for e.g. their events. For that, the marketed events need to be open for all VATEUD members.

11 Real organization support

This hobby and all its tools, maps, documents, software and hardware products and even the Division based services are created and by individuals or organizations. It is the aim of VATEUD to deepen the relations to the benefit of our hobby and their supporters. Therefore, individuals and organizations seeking for closer contact or other issues, shall contact the VATEUD Lead via email lead@vateud.net.

12 Closing and activation

The VATEUD policies are in place with publication. However, future changes will become necessary as e.g. our hobby is changing with time. The latest version of the VATEUD policies will be available on the website of VATSIM Europe Division, hosted at <http://www.vateud.net>. The actual version with its activation is published on page 2 of this document. Document changes will be published by VATEUD. The different organizations inside VATEUD will be informed by mail and spread the information to their members.

Before referring to the VATEUD policies, please make sure you have the latest version of this document.

Document History:

First draft: 11/2016

Document: FH 16/11/2016

1st review: AD 17/11/2016

2nd review: CN & EUD ATC 06/12/2016

3rd review: FH 15/01/2017

4rth review: EUD Staff 8/2/2017

Final review: EUD Staff 15/2/2017

End of review EUD: 28/2/2017

Coming up:

EUR Review

EUR/EUD Decision

VACC Review and ratification