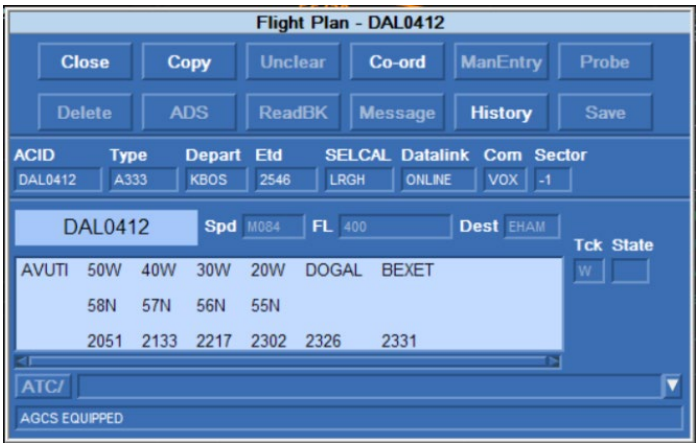
vNAAATS Oceanic Clearance Functions

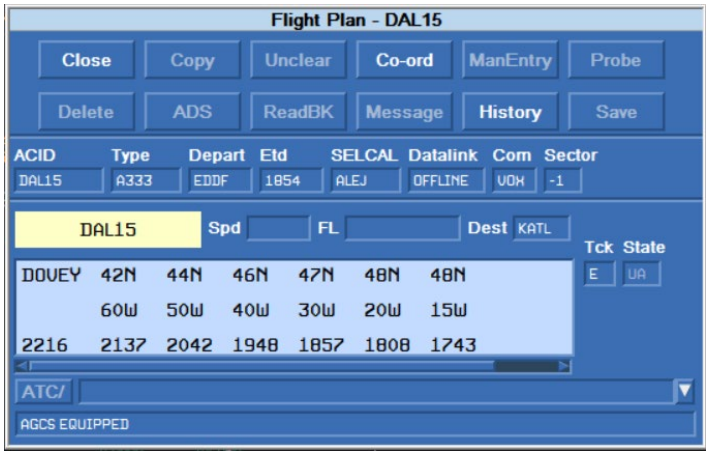
The vNAAATS plugin networks with all other oceanic vNAAATS clients to provide a universal system for handling oceanic clearances. This network exists independently of FSD, the VATSIM server software, and the details of any clearance can be viewed and retrieved by all oceanic controllers using vNAAATS as well as domestic sectors too. Because of the network's independence from FSD, much of the data in the flight plan can be edited regardless of whether the controller is tracking the aircraft. Below is a step-by-step tutorial for processing an oceanic clearance.



The vNAAATS flight plan window.

Step-by-step guide for handling an Oceanic Clearance through vNAAATS.

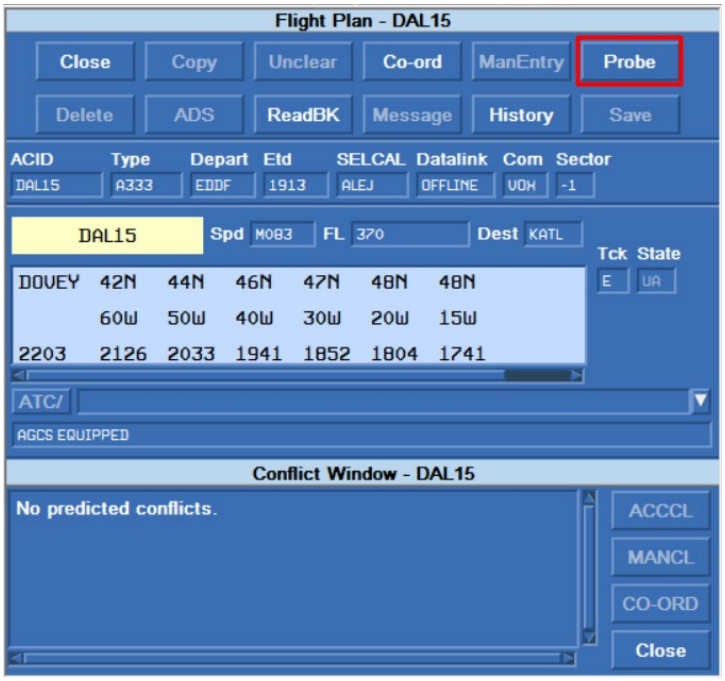
In order to begin entering and processing oceanic clearance details for an aircraft (either voice or from natTrak), select the appropriate aircraft by clicking on the on the aircraft tag or using the search box located on the menu bar, then click "Flight Plan" in the top left of the screen. Aircraft indicating purple callsigns and/or displaying a target that is not an 'airplane' shape do not have a clearance yet and likely require one.



Here, you can enter relevant details about an aircraft's profile, such as their destination, their NAT track or full random routing and their requested flight level and mach number for oceanic crossing. In addition, this window also contains relevant details about the aircraft and the route itself such as the aircraft type, SELCAL and more. When handling an oceanic clearance, input all of these into the window based on the pilot's oceanic clearance request before processing the clearance.

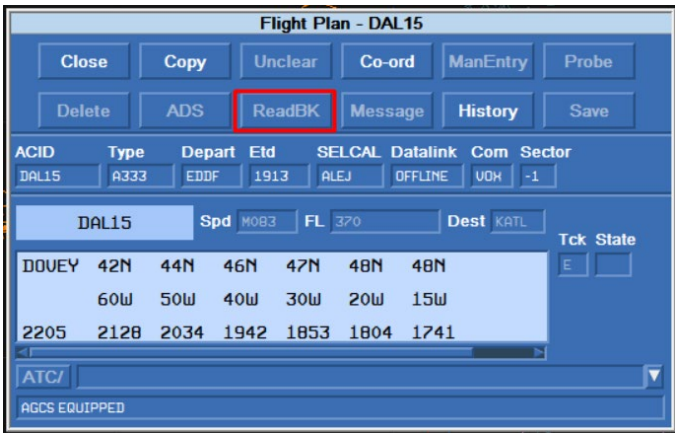
The callsign box is displayed in yellow to demonstrate that the aircraft does not yet have a clearance and no profile is stored with the vNAAATS network. By default, the route and destination will be auto-filled based on the aircraft's VATSIM flight plan details – however the routing from the aircraft's flight plan may not always be accurate so cross-check that the routing is correct. In addition, predicted estimates are displayed for each point within oceanic airspace calculated over the profile using spherical geometry for enhanced accuracy.

To check for any potential conflicts, click on the "Probe" tool. This will display any potential predicted conflicts using a custom Medium Term Conflict Alert (MTCA) mechanic calibrated to oceanic separation minima.



Once you are satisfied with all the information and are ready to issue the clearance, you may issue it to the pilot verbally (or via natTrak). This can be read directly from the flight plan window, as the route, FL and mach number are all displayed as part of the provisional clearance.

Once the pilot has read back the clearance, click "ReadBk" (do not forget this step!). The callsign box will turn light-blue and the callsign on the tag will no longer be purple, indicating that the aircraft has their clearance. This will officially store the oceanic clearance on the vNAAATS system, allowing both other oceanic controllers, and domestic sectors to see the oceanic clearance details. This is essential for interfacility coordination.



This must be done for all aircraft under your control. Even if an aircraft is already inside oceanic airspace without prior clearance, you should still aim to store the details of their profile as part of their current clearance inside the OCA for future reference for yourself, other oceanic operators and domestic controllers. You may additionally view the aircraft's strip by clicking the Flight Data button in the top left of the screen and locating them in the data panel that appears.

If, during any phase of an aircraft's oceanic crossing, their clearance has to be amended (either their route, their FL or mach number), click "Copy". "Copy" will display a second panel identical to the original data entry panel below the active clearance, which is highlighted in yellow, allowing you to edit any parts of the oceanic clearance.

Once you have made relevant changes, you will be able to click "Probe" again, to check for potential predicted conflicts over the amended profile. If you would like to cancel the amendment, click the "Delete" button whilst the copy is active and all amendments will be discarded.

Similar to a standard clearance, once you are satisfied with the amended clearance, issue the amendment to the aircraft and once they have read this back, click "ReadBk" to update their oceanic clearance details stored in the vNAAATS system.

Please join our discord if you require further assistance.