

Morocco vACC ATC Policy

ACCMA is an organization within VATSIM and therefore strictly complies with the VATSIM Global Rating Policy 2.0 herein mentioned as GRP.

1-ATC Ratings

As per the GRP the ATC ratings that ACCMA issues are as follows:

- S1 controlling delivery and ground
- S2 controlling delivery, ground and tower
- S3 controlling delivery, ground, tower and approach
- C1 controlling all of the above, En route Control (CTR), Oceanic and FSS Stations
- C3 controlling all of the above
- I1/I3 controlling all of the above and having a supervisory role in the mentor training program

2-FSS Stations and Oceanic

Flight Service Stations on VATSIM are sectors that give en route control above a certain flight level covering numerous FIR's. ACCMA consists of one FSS station on mainland North Africa. The station on mainland Africa is AFRN_FSS (Northern African Control).

2.1 – Requirements for FSS certification

- Minimum C1 rating
- Completing the online training session and approved by an Instructor

2.2 – Requirements for Oceanic Certification

- Minimum C1 rating
- Completing the online training session and approved by an Instructor

3-ATC Training

All training coordination and requests must be directed towards the mentors or the ATC director, but always keep the ATC Director in CC in the email.

- Omar Ait Taleb : Mentor (**omar.ait.taleb@accnaf.com**)

(mailto:omar.ait.taleb@accnaf.com))

- Hamza Moum : Mentor (**hamza.moum@accnaf.com**)

(mailto:hamza.moum@accnaf.com)irector@vatmorocco.com) (All Africa North FIRs)

- Daniel Eli : Mentor (**daniel.eli@accnaf.com** (mailto:daniel.eli@accnaf.com)) (South Part of Africa FIRs)

- Mehdi Bennis : ATC Director (mehdi.bennis@vatmorocco.com) (Morocco FIR)

The ATC Training Director is responsible for the scheduling of training for new and existing students as well as the co-ordination of mentors. Any training that takes place without knowledge of the ATC Training Director or the vACC Director/Deputy Director will not be recognised as official and sanctioned training. vACC staff have the right to terminate any unscheduled or unsanctioned training.

3.1 ATC Training Progress & Exams

Once a training request is received by the ATC Training Director, they will assign the student to a mentor.

After this initial step, it will be the responsibility of the student to contact their respective mentor and arrange further training sessions.

The training sessions will start with theoretical lessons and then move on to Sweatbox or online sessions. The student will need to complete the respective

theoretical tests in the HQ.

To accelerate basic ATC training, students may begin training directly as a tower controller at the discretion of the student's mentor/instructor.

On completion of the training syllabus, a controller practical test (CPT) will be arranged to test the competency of the controller. On successful completion of the CPT, the controller will be upgraded to the relevant rating.

Before requesting a CPT a training session is mandatory.

3.1.1 Rating Progression

There is no minimum hours to be performed online before a CPT can be attempted.

3.1.2 Solo Validation

3.1.3 The aim of the solo validation is to give students the opportunity to control a position above their current rating, without a mentor being present, to prepare them for their Controller Practical Test.

3.1.4 The Solo Validation is issued with the recommendation of the students' mentor and approval of the ATC Training Director. The duration of the solo validation will be no longer than 60 days and commences as soon as the validation is issued.

3.1.5 The student is responsible for the usage of this validation. If, for whatever reason, the student is not able to make use of this facility within the stipulated time period, the solo validation will not be extended and will be withdrawn. It is therefore important that the student and mentor ensure the correct planning and usage of the solo validation.

3.1.6 Once a validation is issued, this information is shared with VATSIM and thus cannot be amended (removed or extended) after issue.

3.1.7 Any abuse of the validation is subject to penalty in accordance with VATSIM CoC, CoR and GRP.

Continuous abuse of this validation will be dealt with internally and with referral to the DCRM.

3.2 EXAMINATION GUIDELINES

ACCMA vACC introduces the following guidelines which shall lead to a better examination standardization within the division.

3.2.1 Each examination shall focus on the respective ATC rating competencies which are described within the GRP.

3.2.2 The examination can be performed either on a simulated area (e.g. Sweatbox) or in an online environment, we highly recommend online environment.

3.2.3 The examination should have duration of minimum 60 minutes and shall 90 minutes not exceed.

3.2.4 Examiners can ask other stations or pilots to perform certain procedures in order to create a situation which leads to the possibility to graduate competencies which wouldn't be possible without taking that influence.

3.2.5 Examiners are not allowed to take deliberately influence on other stations or pilots if this leads to predictable intractable situations or conflicts for the trainee.

3.2.6 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.

3.2.7 Examiners are allowed to cancel the examination if it is obvious that the trainee cannot handle the traffic save anymore and that he cannot pass the examination anymore.

3.2.8 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).

3.2.9 After each examination a debriefing with the trainee shall take place.

3.2.10 The ACCMA examination log has to be filled out for documentation after each examination. When issuing a recommendation for rating upgrade the examination log has to be uploaded to ACCMA server and stored.

3.3 ATC Training Mentor's Role

3.3.1 An ATC Training Mentor is a person authorized by the ATC Training Director to teach and aid students in their virtual ATC career within ACCMA.

3.3.2 The mentor must hold a minimum of an S2 rating

3.3.3 Mentors with S2 and S3 ratings will be able to instruct and aid all students who request training for positions equivalent to one position below their (the mentor's) rated position.

3.3.4 To ensure the smooth operation of the ACCMA ATC Training Department, students must ensure that all training requests are routed through the ATC Training Director initially, and furthermore through the HQ.

3.4 Examiners

3.4.1 The Examiners role is to conduct ATC Controller Practical Exams. Examiners are selected by the ACCMA staff and sent for approval to the VATSIM Africa Division. Examiners must hold a minimum of an C1 rating.

3.4.2 An Examiner will monitor the exam and marks the respective fields of the ATC Exam Marking Sheet. Upon completion of the examination the examiner must send the ATC Exam marking Sheet to the ATC Training Director.

3.4.3 The ATC Training Director will issue a recommendation for an upgrade if the student has passed the exam. Should the student be unsuccessful however, another exam will be scheduled for no less than 30 days later.

4-Fast Track Policy

The Fast Track Policy is an initiative introduced by VATSIM that allows members that have a real world pilot or ATC qualification to be fast tracked through the ATC examination process.

A member that would like to participate in the Fast Track Programme must provide proof of their real world occupation. When this proof is provided the member will be eligible to enter an exam that includes all ratings from S1 to C1.

After passing the theoretical exam they will undergo a controller practical test.

Refusal of "Fast Track Upgrade" application is the discretion of VATNAF 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 Fast Track theory tests.

4.1- Transfers from IVAO

Controllers who have transferred from IVAO, are eligible to be fast tracked directly

to the equivalent VATSIM rating, provided they have held their IVAO rating for at least 6 months.

Controllers holding ACC (Centre Controller)] level and above are eligible for a C1.

All IVAO members holding APC (Approach Controller) level are eligible for a S3.

All IVAO members holding ADC (Aerodrome Controller) level are eligible for a S2.

Since INS level is not a controller rating but a functional rating a transfer shall usually take place to a C1 at the discretion of the ATC Training Director.

All transferring members will need to pass the relevant VATAME HQ theory test as well as a controller practical test for the required rating.

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

In order to process a transfer application the followings are also required:

- Proof of IVAO Rating being claimed by the transferring member.

Refusal of transfer of last held rating with IVAO is at the discretion of the Divisional Training Department if the applicant:

- Fails to submit evidence of the claimed IVAO rating.
- Fails to meet the set rating requirements.
- Proves to have a bad VATSIM record.
- Displays unacceptable behaviour.
- Fails to understand and comply with the concepts of virtual controlling.
- Fails to pass 3 consecutive tests.

5-ATC Booking

The ATC booking procedure is based on a first come first serve basis. If a controller has made a booking for a particular facility, members are urged to honour this booking and give way to the controller who has booked the position.

6-Visiting Controllers

VATSIM supports the movement of ATC's between vACC's and divisions to maximize the enjoyment of the hobby and to allow controllers to experience different airspaces and challenges.

In view of this policy ACCMA also accepts visiting controllers that hold a minimum of an S3 rating.

All Visiting Controllers must undergo familiarization training on the specific sector they wish to control. ACCMA is not responsible for further training, examining and upgrading visiting controllers. Visiting controllers are expected to return to their home vACC for training and rating upgrades. Once a visiting controller has been upgraded by their home vACC, ACCMA will conduct a further familiarization session for the respective sector or facility and make a practical or theoretical check with the candidate.

Remark: At least 10 Hours/month of activity in certified position, is required in order to keep holding the visiting controller status.