

# North Africa Division Policy

## Introduction

The VATSIM North Africa is a Division of Africa Middle East Division. It maintains exclusive jurisdiction over the countries of Morocco, Algeria, Tunisia, Libya, Sudan, Eritrea, Ethiopia, Somalia, DR Congo, Chad, Cameron, Niger, Nigeria, Senegal, Cote d'Ivoire, Mali, Mauritania, Cape Verde, on the VATSIM Network. Commonly abbreviated as "VATNAF" the Division endeavors to accurately and realistically simulate all air traffic operations in the region on the VATSIM Network.

This document shall outline the policy and structure for the division and shall apply to all members fully, equally and without reservation.

## 1.0 - Division Policy

For purposes of this document, VATSIM North Africa shall here in after be abbreviated as "VATNAF"

### 1.0.1 - Staff Structure

VATNAF shall maintain the following offices to ensure the proper operation of the division: (1) The Office of the Division Director; (2) The Office of the Deputy Director; (3) The Office of the Membership Director; (4) The Office of the ATC Director; (5) The

Office of the Events Director; (6) The Office of the Pilot Training Director.  
VATSIM (<https://www.vatsim.net>) | VATAME (<https://vatame.vatme.net>) | VATSEA | VATAME HQ v3.5.3  
(<http://vat-sea.com>) | VATWA (<http://www.vatwa.net>) | HQ System by Syam Haque (1161585) (/view/user/1161585)

All VATNAF Staff Members shall maintain their offices indefinitely unless removed by the Division Director.

#### **1.0.3 - The Office of the Division Director [VATNAF 1]**

The Division Director shall act as an oversight position. All staff appointments must come through this office and the Division Director shall be appointed pursuant to all applicable VATSIM Rules and Regulations Governing the Appointment of Division Staff Members and shall report to the VATAME Regional Director and his/her deputies. The Division Director must at minimum be rated as Controller (C1) and must be in good standing with the VATSIM Network. The Division Director shall also appoint all vACC Directors and shall confirm all vACC Staff Appointments made by vACC Directors.

#### **1.0.4 - The Office of the Deputy Division Director [VATNAF 2]**

The Deputy Division Director shall be appointed by the Division Director, and shall assist the Division Director in maintaining smooth and proper operations in the Division. The Deputy Division Director must maintain at minimum a Controller (C1) rating and must be in good standing with the VATSIM Network.

#### **1.0.5 - The Office of the Membership Director [VATNAF 3]**

The Membership Director shall be appointed by the Division Director and shall be responsible for maintaining accurate records of all Division Members on the VATSIM Certificate Server, hereinafter "CERT". The Membership Director shall act as a liaison between the Division Membership and the Division Staff Offices.

#### **1.0.6 - The Office of the ATC Training Director [VATNAF 4]**

The ATC Training Director shall be appointed by the Division Director and shall be responsible for the oversight of all Training Activities in the Division. The ATC Training Director shall also create and maintain a suitable testing platform for all controller practical and theoretical examinations.

#### **1.0.7 - The Office of the Events Director [VATNAF 5]**

The Events Director shall be appointed by the Division Director and shall be responsible for planning, executing and providing assistance to vACCs for all Division Events. The Events Director shall also oversee all public relations materials, Division Website and online Media Resources, and ensure the Division is marketed properly.

#### **1.0.8 - The Office of the Pilot Training Director [VATNAF 6]**

The Pilot Training Director shall be appointed by the Division Director and shall be

responsible for the planning and implementation of the Division as a rated ATO on the VATSIM Network. The Pilot Training Director shall also be available to assist Division Members for all aviation operational needs.

#### **1.0.9 - The Office of the WebServices Director [VATNAF 7]**

The Web Services Director will be responsible for all information technology related areas of VATNAF website <https://accnaf.com>

These duties will include:

Creation and maintenance of the VATNAF website

Maintenance of VATNAF Discord server

Negotiation and management of relationships with hosting providers

Investigation and advisement of new technological platforms that may be of benefit to the rest of the members.

#### **1.0.10 - HQ Web Services**

- VATNAF shall use the <http://hq.vatme.net> and all VATNAF members and vACC Staff shall be required to use said website.
- VATAME Region Site System MUST BE USED per CoR.

#### **1.1.0 Policy Retroactivity**

This policy shall be retroactively applied from the date of the founding of the VATSIM Africa North Division.

## **2.0 - Pilot and Controller Online Conduct**

### **2.0.1 - Flight Navigation**

“Direct GPS” routing is not encouraged as a valid flight plan. Pilots are encouraged to use real world navigational techniques and resources provided by the Division vACCs and the Division Pilot Training Office. No controller shall be allowed to forbid “Direct GPS” flight plans and shall assist new members in ensuring safe and proper flight navigational operation. Controllers shall assist new pilots and provide all reasonable assistance within workload constraints.

### **2.0.2 - Navigation Resources**

All Division vACCs shall and must maintain accurate and updated navigational materials for pilots, and such documents must remain easily accessible and public. The Division shall maintain a master database of all navigational materials provided by the Division vACCs.

### **2.0.3 - Controller Assistance**

All Division Controllers shall suggest a valid flight plan for intended routes to and from all facilities in the Division. However, if workload constraints make this task difficult, pilots shall be patient in receiving suggested flight plans and advice from the air traffic control officer on duty.

### **2.0.4 - Flight Plan Remarks**

To enable a higher quality of service, pilots are encouraged and reminded to add one of the following to their flight plan remarks section: (1) /T/ - Text Only Pilot; (2) /V/ - Voice Transmit and Receive; (3) /R/ - Voice Receive Only.

## **3.0 - Voice Communication**

### **3.0.1 - Requirement**

All Division air traffic control officers are highly encouraged to use the primary means of communication on the VATSIM Network: voice. Division air traffic control officers are expected to comply with all applicable real world local and international procedures for voice communications and all training policies and documents provided by the Division ATC Training Department.

### **3.0.2 - Text Communication**

The use of text as a communication tool remains an essential part of a controller's skill set. All controllers will be examined on their ability and competence in the use of both voice and text in all practical examinations. Text is still used by a considerable number of pilots and is a primary means of contact for a Network Supervisor (SUP). Text messages must always remain under monitoring by air traffic control.

## 4.0 - Global Ratings Policy (GRP)

### 4.0.1 - Standards

All Division Air Traffic Control Training Regulations and Programs shall comply with the Global Ratings Policy (GRP) in its most recent and accepted form.

### 4.0.2 - Major Airports

The Global Ratings Policy allows divisions to designate airports as "Major Airports." The following are to be considered Major Airports within the Africa North Division:  
(None)

## 5.0 - Military & Diplomatic Flight Operations

### 5.0.1 - Overview

Please refer to the VATSIM Special Operations Policy

## 6.0 - Login Callsigns

### 6.0.1 - Approved Suffixes

Only the following ATC Call Sign suffix are authorized for operation in this Division: (1) DEL; (2) GND; (3) TWR; (4) APP; (5) CTR; and (6) FSS. The DEP suffix may be on a per-vACC basis depending on need.

### 6.0.2 - Observer Suffix

The OBS suffix must be used by all members connecting as Observers who do not provide any air traffic control service.

### 6.0.3 - Instructor Suffix

The INS suffix may only be used by members of the rating Instructor (INS/INS+) performing instructor duties.

### 6.0.4 - Flight Service Station Suffix

The FSS suffix may only be used by the Africa North Control position.

## 6.0.5 - Supervisor Suffix

The SUP suffix is for VATSIM Supervisor on Supervisor duty.

## 6.0.6 - Division Staff Prefixes

The VATNAFXX prefix is for Divisional Staff only.

## 6.0.7 - Student and Mentor Designations

When receiving mentoring, a student must use the following callsign format: XXXX\_T\_XXX, except for unique callsigns, unless the mentor instructs otherwise. A mentor must use the callsign format of XXXX\_M\_XXX except for unique callsigns. All examiners must abide by all Division training requirements and the GRP2.

# 7.0 - Air Traffic Controller Policy

## 7.0.1 - Visiting Controller Policy Overview

The purpose of this document is to clarify the requirements of a visitor controller within the VATSIM North Africa (hereafter "VATNAF") division. VATNAF operates in accordance with the VATSIM Executive Committee Policy Transfer and Visiting Controller Global Policy.

## 7.0.2 - Controller Rating Guidelines

The VATNAF Division develops and administers core competencies in which a controller should show proficiency before receiving the following ratings: Ground Controller (S1), Tower Controller (S2), DEP/ APP Controller (S3), and Enroute Controller (C1)

## 7.0.3 - Certification

A vACC assigned endorsement of a controller's proficiency toward additional expertise that must be demonstrated for operations at positions requiring controller competencies beyond those required for the basic ratings (e.g. Major facilities and Special Centers).

## 7.0.4 - Major Facilities

A designation for airport facilities that have significantly high traffic levels or airspace complexity that requires additional training and certification to be effectively managed.

## 7.0.5 - Visiting Controller

A VATSIM-rated member who requests, and is approved, to provide ATC services at a particular vACC who is not otherwise affiliated with that particular vACC.

### **7.0.6 - Visiting Controller Status Granting**

Visiting controller is a status granted by a vACC to permit controlling for a controller from another vACC  
who is operating outside of their home vACC.

### **7.0.7 - vACC Provisions For Visiting Controllers**

The vACC shall approve all visiting controller requests with the following exception  
(i) A vACC whose training department cannot adequately and efficiently handle new visiting controllers may apply to temporarily suspend the acceptance of all applicants for a specified period of time. The application must be submitted to the ATC Training Director of VATNAF and be approved by the Division Director of VATNAF or his designee. The vACC to which a controller has applied for visiting status may provide training and assessment for the purpose of granting visiting controller status but is not permitted to alter a controller's rating. Only the home vACC can alter a controller's rating. If the controller is found lacking in proficiency, he/she may be refused visiting status. Such determination shall be reported to the ATC Training Director of VATNAF and the Division Director of VATNAF or his designee. Visiting controllers will be expected to read, understand and follow all local operating procedures established for the facilities in which they provide ATC services. All local operating procedures (LoAs, SOPs, Major facilities, etc.) and other pertinent documents shall be publicly available on each vACCs' website. For the purpose of network supervision and VATSIM Supervisors, a vACC should make a list of visiting controllers available on its website.

### **7.0.8 - Approval To Conduct Visiting Services**

Controllers must apply for Visiting Controller status and must be accepted before they can provide ATC services within the vACC to which the application for visiting status has been made.

### **7.0.9 - Visiting Controllers And Major Airports**

Visiting controllers wishing to provide ATC services at any major facility or Enroute Center positions must successfully complete the visiting vACCs established certification training courses and assessment procedures for the appropriate major facility. In the case of the Enroute Center positions, this shall include all MAJOR facility certification training courses and assessment procedures. AFRN\_FSS

controllers are exempt from this requirement and are allowed to provide ATC services at FL 245 (24,500 feet) and above when controlling inside major facilities.

AFRN\_FSS position is allowed for VATNAF resident controllers only.

### **7.1.0 - Transfer Controller Policy**

Members who have just transferred Regions with previous ATC rating and joined VATNAF for provision of ATC services, must select an official vACC or allow the VATNAF Training Department to oversee their possible training needs. This is done by contacting the vACC's Training Manager, or VATNAF4 (VATNAF ATC Director), for further instructions. 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.

### **7.1.1 - Controller Performance Monitoring**

Controllers must be active in their vACCs and must help during events if able to.

### **7.1.2 - Controller Bookings**

(None)

### **7.1.3 - Use of Guard Frequency and Chat Channels**

The use of guard channel/ATC Channel within VATNAF is discouraged. This is a VATSIM policy defined in the "CODE OF CONDUCT" and it applies to any guard transmission, and ATC transmissions including announcements of position openings and closings. This restriction is the result of misuse and excessive transmissions heard by all pilots and ATC. Guard has commonly been used as a way to make announcements in the past, and it has been determined by VATSIM that other resources are available which make such announcements unwarranted. When necessary, broadcasts will be made by supervisory personnel using the privileged ".WALL" function. If you cannot reach a pilot by the use of a private message, it is unlikely that guard will work either. Use of the ATC Channel is limited to extreme emergencies only. Loss of voice or text is an example of when not to use it or when you are unable to contact a pilot. If you feel you must use the guard frequency, contact a VATSIM staff member or supervisor before transmitting on 121.500. If you are flying in uncontrolled airspace, tune to the UNICOM frequency (122.800).

### **7.1.4 - Emergencies**

Emergencies in VATNAF are subject to the SOP (Standard Operating Procedure) at the local vACC. However, if the vACC does not have an applicable SOP that states

what is the procedure during emergencies then the following VATNAF rule will apply: If the controller is able to handle the emergency based on the situation and traffic level, then the controller will continue to provide ATC services to the aircraft and treat the emergency as any other airplane in their airspace. If the controller is unable to handle the emergency for any reason, then the controller will request the pilot in command of the aircraft in distress to either disconnect or cancel the emergency. The pilot MUST abide by this and is not negotiable. If the pilot refuses to abide the controller's instruction, the controller will contact a VATSIM Supervisor for further action.

### **7.1.5 - OpenSkies Guest ATC Policy**

VATSIM Africa North Division maintains an "OpenSkies" policy over airspaces that have not officially been developed by any divisional vACC. To that end, guest controllers who are properly registered with VATSIM North Africa shall be allowed to open any ATC position in airspaces classified as "OpenSkies" to the extent that their rating allows. For purposes of this section, "OpenSkies" shall mean any airspace within the jurisdiction of VATSIM North Africa which is not subject to the management of an official VATNAF vACC.

### **7.1.6 - OpenSkies Resident ATC Policy**

The Provisions of § 7.1.5 shall apply, in full, to any and all resident air traffic controllers of VATSIM North Africa.

### **7.1.7 - Language of ATC Services**

ATC services shall be provided in compliance with all VATSIM, GRP2, ICAO, and local regulations and adhere to the local custom and usages of the real world counterpart of the ATC facility being operated.

## **8.0 - Division Training Policy**

### **8.0.1 - Overview**

(None)

## **9.0 - Division Instructor Policy**

### 9.0.1 - Overview

This page will discuss what is expected from you as an ATC during your exam. These are the same guidelines the examiners and instructors will apply when giving you the practical/theoretical exams. We have outlined what is required from you, the controller, at each of your ratings. Each rating will have a theoretical exam and, once passed, a practical test before you are allowed to control.

These requirements are the basic VATNAF Requirements set forth by the division. In addition to these requirements, your vACC may add any other requirements, such as local procedures, policies, etc.

For every rating you will need a recommendation from your vACC. Your vACC will then proceed on the training and give you the materials that you will need to control in your local area. Every vACC has their own local procedures and policies in addition to the division policies listed below. Your vACC will determine if you are eligible for examinations and will issue you to take the exams accordingly.

You must be registered in VATNAF before you can request any trainings or examinations for ratings. Visitor controllers must follow the policies listed on each vACC website or contact the vACC director. If you are not registered in VATNAF, your upgrade request will be rejected!

Before your S1 rating you must have at least 5 hours of observer time.

Solo validation must be given after reaching each rating requirements (see below), this solo is given by vACC Director or vACC ATC Training Director.

**Controller Trainee Solo Validations** - In order to allow a trainee to develop confidence and improve the mentor-trainee time ratio, solo endorsements can be used by an Approach Controller Trainee or an Enroute Controller Trainee as follows:

#### (a) APPROACH CONTROLLER TRAINEE

A candidate who is nearing their Approach/Departure Controller Practical Test, and who has been deemed competent in any theory assessment as part of their Approach/Departure Controller training, can be given temporary permission to practice solo on an Approach/Departure position with the rating of Student 2 (S2). Such validations shall:

1. Be limited to one training airport, and
2. Be clearly listed on the local facility's website, detailing the member's name, VATSIM ID and the position(s) that they are validated on, and

3. Have a maximum period of validity of 30 days, and
4. Be subject to regular review, and
5. Not be renewed/extended unless the candidate has made good use of the facility and has shown improvement over the period of validity of the solo endorsement, and
6. Renewable for a total period of up to 90 days, with each renewal only to have a maximum period of validity of 30 days

(b) ENROUTE CONTROLLER TRAINEE

A candidate who is nearing their Enroute Controller Practical Test, and who has been deemed competent in any theory assessment as part of their Enroute Controller training, can be given temporary permission to practice solo on an Enroute position with the rating of Student 3 (S3). Such validations shall:

1. Be limited to one training Enroute sector and not approved to extend coverage to adjacent Enroute sectors, and
2. Be clearly listed on the local facility's website, detailing the member's name, VATSIM ID and the position that they are validated on, and
3. Have a maximum period of validity of 30 days, and
4. Be subject to regular review, and
5. Not be renewed/extended unless the candidate has made good use of the facility and has shown improvement over the period of validity of the solo endorsement, and
6. Renewable for a total period of up to 90 days, with each renewal only to have a maximum period of validity of 30 days

Such endorsement should not be considered as a substitute for proper, timely advancement of a trainee.

No such endorsement shall be given to any other Controller position other than as specified in Sections (a) and (b) above.

**Theoretical exam only for S1**

*2. Tower Requirements*

The following competencies are required to receive the Student 2 (Tower) rating. These competencies are cumulative, i.e. a competent Student 2 must also demonstrate the competencies of a Student 1. A theoretical and practical exam will follow which will determine that you meet these requirements. It is possible to upgrade directly to S2 with the approval from the instructor

*General*

- Selects suitable Duty/Active Runway
- Generates ATIS
- Issues appropriate TWR instructions where/when required (as issued by Area Controller)
- Issues takeoff clearances (as cleared by APP, if online)
- Issues landing clearances
- Applies correct runway separation
- Handles missed approaches
- Manages circuit traffic
- Correctly transfers aircraft to next ATC unit
- Able to handle emergencies efficiently
- Maintains coordination with other ATC Units when and where required
- Able to read, understand and memorize contents of local charts for efficiency.

### *3. TMA Controller (S3) – APP/DEP Requirements*

The following competencies are required to receive the Student 3 (Approach/Departure) rating. These competencies are cumulative and the student must demonstrate compliance with all previous rating requirements. A theoretical and practical exam will follow which will determine that you meet these requirements.

#### *Departures*

- Correctly identifies departing aircraft
- Cancels SID and vectors aircraft for sequencing or separation
- Issues amended 'maintain' level where necessary for positive separation
- Correctly transfers aircraft to the Enroute controller

#### *Arrivals*

- Ensures pilot is in receipt of correct ATIS information

- Cancels STAR and vectors aircraft for sequencing or separation
- Issues descent and provides runway assignment or reiteration
- Provides position and distance to run to aircraft
- Correctly positions aircraft for approach type
- Correctly issues the approach clearance
- Correctly transfers aircraft to the TWR controller

### *Traffic Management*

- Verifies mode C level of aircraft when commencing radar service
- Issues appropriate TMA instructions where/when required
- Provides suitable vectors to aircraft when required
- Initiates holding when necessary to regulate traffic flow
- Adjusts aircraft speed or track to achieve sequence
- Maintains separation of circuit traffic from other traffic

### *Separation*

- Applies appropriate vertical separation between aircraft
- Applies appropriate lateral separation between aircraft

### *Airspace Services*

- Passes traffic information where required
- Provides additional information or navigation service
- Correctly processes aircraft entering CTA from Class G airspace

- Correctly processes aircraft leaving CTA into Class G airspace
- Implements flight following procedures when requested
- Able to read, understand and memorize contents of local charts for efficiency.

#### 4. *ENROUTE Controller (C1) – CTR Requirements*

The following competencies are required to receive the Controller 1 (Center) rating. These competencies are cumulative and the student must demonstrate compliance with all previous rating requirements. A theoretical and practical exam will follow which will determine that you meet these requirements.

##### *Traffic Management*

- Issues appropriate CTR instructions where/when required
- Applies advanced altimetry concepts
- Provides suitable vectors to aircraft when required
- Initiates holding when necessary to regulate traffic flow
- Adjusts aircraft speed or track to achieve initial sequencing for arrival
- Correctly transfers aircraft to next ATC unit

##### *Separation*

- Provides separation service appropriate for class of airspace
- Applies appropriate vertical separation between aircraft
- Applies appropriate vertical separation to aircraft operating in the RVSM band
- Applies time separation between aircraft in non-radar environment
- Applies separation between aircraft in radar environment
- Pre-emptively applies separation assurance to avoid rather than resolve conflicts

##### *Airspace Services*

- Provides traffic services appropriate for class of airspace
- Provides additional information or navigation service
- Issues airways clearance to aircraft entering CTA

- Terminates services for aircraft leaving CTA
- Issues STAR Clearance where necessary
- Provides services appropriate to VFR aircraft
- Able to read, understand and memorize contents of local charts for efficiency.
- If you need any assistance please use this Link: <http://support.VATNAF.net/>

#### *Optional Roaming Endorsement*

If the Candidate wishes to get a “Roaming Endorsement” the candidate can opt for the CPT to alternatively take place at a non-known and random FIR/vACC. In this case the CPT will take place at a non-known or random airport to be chosen randomly by the local home vACC examiner and a VATNAF examiner giving 30 days' notice from the date of the CPT. The candidate can submit a list of preferred CPT areas not to exceed 5 but there is no guarantee that the chosen CPT area will be amongst the wish list.

#### *5. Senior Controller (CTR+) – Option 1*

Whilst No ATC position within any VATNAF vACC can require a higher rating than Enroute Controller (C1) including the special AFRN\_FSS position, endorsements can be required in certain areas as defined and allowed for by GRP.

However the Senior Controller Rating whilst not directly linked to an ATC position as such is considered to be the highest rating recognizing the knowledge, skill and seniority that a member can achieve within the Division and as a non-Administration rating once attained remains a permanent rating and is not subject to the Region Transfer downgrade rule in reference to the Global Rating Policy of VATSIM.

A Senior Controller (C3) rating is required in order to apply for and be accepted as a Senior Instructor (INS+).

#### **Senior Controller (CTR+) – Option 1**

- Actively controlling at least from 6 months to 1 year
- Must have served at least 200 cumulative hours as a C1 on any ATC position (Pilot, ATIS and OBS hours are not counted)

- Must be in good standing with the community and VATSIM's Network.
- Must spent 200 hours as a mentor in C1 position and acknowledged by vACC Director.
- Must have made positive contribution to student controllers in VATNAF.
- Understand ATC software "Euroscope" very well
- Must have three vACC Directors as referees
- Must have one region referee
- Must be approved (i.e. actual recommendation issued) by VATNAF1, VATNAF2 and VATNAF4.

The test 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 the "unexpected" situations
- Steady traffic-flow
- Traffic awareness
- Keeping "the big picture"
- Ability to coordinate with adjacent controllers
- Ability to use correct phraseology in English

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**These requirements may be updated accordingly at any time by the VATNAF Director and by his Deputy Director with the former's approval. If you have any questions or concerns please direct them to the VATNAF Director and Deputy Director using the Contact us link found at the top of this page.**

<https://vatame.org/division/NAF>

## 10.0 - Division Instructor Policy

### **10.0.1 - Overview**

Should issues occur in the VATSIM North Africa Division, they should immediately be referred to any available and online supervisor. If none are available, all relevant information should be recorded and transmitted via email to the Division Director and Deputy Division Director. They will ensure the process of conflict resolution will be properly carried out.

### **10.0.2 - Suspensions**

Where a member is subject to removal or suspension, the procedures specified in Article VI of the VATSIM Code of Regulations shall apply. Where a member believes that they have been unfairly subjected to any disciplinary action not involving removal or suspension, reflect for conflict resolution should be made to the Division Director and Deputy Division Director via email.

## **11.0 - vACC Policy**

### **11.0.1 - Naming**

vACCs in this Division shall not use the "VAT" designation for their staff titles or official vACC name. Acceptable names include the vACC Designation preceded or followed by the country or primary position name, or VATSIM [Name of Country]. Website designations with VAT are acceptable.

- *MAvACC*
- *ALGvACC*
- *SUDvACC*
- ...etc.

### **11.0.2 - Sector Files**

*All vACC and sectors under NAF division, can be found here: <http://files.aero-nav.com> (<http://files.aero-nav.com>)*

vACCs in this Division shall submit all sector files to the VATNAF Staff for compilation and availability on the VATNAF Sector File Page. All vACCs shall ensure sector files are available to the public. vACCs may not claim any copyright or intellectual property right of any kind on sector files made and created for the vACC, VATNAF or VATSIM. All intellectual property rights, if any, that may have existed, are considered

property of VATNAF.

#### ***11.0.3 - vACC Chief/Director***

The vACC Chief/Director must maintain a Controller 1 (C1) rating or higher with at least 100 hours on their combined C1 or higher ratings. The vACC Director represents their vACC towards VATNAF and is the leading person for the vACC community. The vACC Director is appointed by the VATNAF Director and may be removed by the VATNAF Director for cause or no cause. vACC Directors must be in good standing with VATSIM, have at least 50 hours as C1 on any CTR position, must have at least 30 hours as active ATC within the last 6 months, must be a member of the VATNAF Division for at least 6 months, and must be fluent in English (written and spoken).

#### ***11.0.4 - vACC Training Chief/Director***

The vACC Training Chief/Director must maintain an Instructor 1 (I1) rating or higher and have at least 150 hours combined on C1 and higher ratings. The vACC Training Chief/Director shall be appointed by the vACC Director. They must be in good standing with VATSIM, take and pass the VATNAF instructors examination and be at least an I1, have at least 150 hours as C1 on any CTR position, at least 30 hours as active ATC in the last six months, be a member of the VATNAF Division for at least 6 months, and must be fluent in English (written and spoken).

#### ***11.0.5 - vACC Events Chief/Director***

The vACC Events Chief/Director shall be appointed by the vACC Director. They must be in good standing with VATSIM and have at least a Student 3 (S3) rating. The vACC Events Chief/Director shall coordinate events with other vACC event departments and the VATNAF Events Department if required.

Events Director can be the middle man between two or more vACCs having an event to make sure things are organized and to coordinate the ATC and/or AFRN\_FSS station if necessary.

#### ***11.0.6 - vACC Membership Chief/Director***

The vACC membership Chief/Director shall be appointed by the vACC Director. They must be in good standing with VATSIM and have at least an activity in the network weekly. The vACC Membership Chief/Director is responsible for membership requests in his/her vACC and must coordinate with the VATNAF Membership Department and/or the VATSIM Membership department for new members who are having issues related to joining the network. The vACC Membership Chief/Director

must also maintain the controller roster for their vACC on both the vACC's website and the internal VATNAF HQ vACC roster.

#### ***11.0.7 - vACC Website Requirements***

Per CoR 3.05(a), the division will be moving ahead with the regional goal of creating one website to maintain all divisions and vACCs under VATAME.

The division policy section 11.0.7 will change to the following:

"The VATSIM North Africa Division requires the use of the HQ system developed by the VATAME Region. The HQ system controls both the internal administrative aspects of vACC management and the front end website for each vACC."