



Membership Policies
Divisional Policy

Middle East & North Africa Board

Revision 01/2022

13 MAY 2022

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1. Control Pages

1.1. Document Identification

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1.2. Revision Records

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01/2016	01/01/2016	Initial Document	Saad Belouafi
01/2018	15/11/2018	Document Update	Chriss Klosowski
02/2018	23/01/2019	Minor Edits	Maher Abaza
01/2020	27/08/2020	Major edits, VATNAF merge	Chriss Klosowski
02/2020	20/10/2020	References changed from VATME and VATAME to VATMENA and VATEMEA	Sam Julnes
01/2021	15/03/2021		Sam Julnes
01/2022	13/05/2022	Amended all "Northern Africa" references to "North Africa". Amended all "VATME" references to "VATMENA". Amended all "VATEMEA" references to "Europe, Middle East, and Africa". Updated 3.1. Updated 3.2. Updated 3.6. Updated 4.1 removed the requirement of the Regional Director approval for new vACC creation. Updated 4.3. Updated 4.7.1 age limit lowered from 18 to 16 years of age.	Chriss Klosowski

		<p>Removed the position of Division DCRM. This is now handled under the Board of Governors, VP Conflict Resolution. Removed airspace coverage section. Removed pilot duties section. Removed all references to the VATME/VATMENA/VATEMEA HQ. Replaced old VATME/VATMENA HQ links to the VATMENA Helpdesk for contact purposes. Reflected correct updated C3 requirements as per the VATMENA ATC training policy.</p>	
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2. VATMENA Organization

VATMENA, VATSIM Middle East & North Africa Division is the leading organization covering the local VATSIM facilities based in the Middle East & North Africa which falls under VATEMEA – Europe, Middle East & Africa region.

This policy is the base guidelines & regulations for all entities within VATMENA. It is required for all VATMENA vACCs that are covered by VATMENA which are:

Algeria, Bahrain, Chad, Egypt, Eritrea, Ethiopia, Territory of Gaza, Iran, Iraq, Jordan, Kuwait, Lebanon, Libya, Morocco, Niger, Oman, Qatar, Saudi Arabia, Somalia, South Sudan, Sudan, Syria, Tunisia, United Arab Emirates and Yemen.

VATEMEA – Europe, Middle East & Africa is one of the regions that cover the VATSIM Network. The others are VATAMAS – Americas and VATAPAC– Asia Pacific. The three regions are managed by VATSIM Board of Governors (BoG) vice presidents.

3. Divisional Organization

VATME, which was founded in 2007, is responsible for the countries that were mentioned in Section 1. In August 2020, VATME merged with VATNAF becoming VATMENA

The main task of VATMENA is to create local organizations and bring communities together to bring realism to its finest within the Middle East. These organizations provide training for ATC, Events for Pilots and so on.

VATSIM is the highest entity that owns the virtual airspace of the network. By the Code of Regulations, the organization of the airspace has been delegated to the Regions on VATSIM, which then falls in the hands of the Divisions. All airspace within the area of VATMENA is under control of VATMENA.

3.1. Divisional Staff Structure

The VATSIM Middle East & North Africa Division has a staff structure which consists of different departments that maintain the services, policies, and regulations of the division.

3.1.1. Department Head Requirements

Due to the level of maturity required from divisional department heads, it is mandatory that they be over the age of 18 at the time of appointment. The divisional board may make exceptions to this on a case-by-case basis if deemed necessary.

Department head roles are defined as the following:

- Division Director
- Division ATC Training Director
- Division Operations Director
- Division Membership Director
- Division Marketing Director
- Division Technical Director

3.2. Divisional Director

The Divisional Director (VATMENA1) is appointed by the Europe, Middle East & Africa Regional Director (VATGOV4). He/she appoints a Divisional Deputy Director. The Divisional Director is the Lead of the VATMENA Board.

The VATMENA Board also represents local vACCs.

Furthermore, the task of the Divisional Director is to create and maintain the structure of the board as well as the departments. The Divisional Director can dismiss members from their staff position. The Divisional Director also assigns tasks to the Department Teams.

3.3. Divisional Teams

All entities of VATMENA are organized in departments. The Division consists of:

- ATC Training
- Marketing
- Membership
- Technical

All teams and members of the board work on a voluntary basis. None of the services is professional services and the members of the board work in their free time. Any sort of tasks/services may take a bit of time until they are processed.

3.4. Teams in details

The Divisional Department teams take care of an area of interest, for example, the ATC Department will look over everything that has to do with ATC Training, Exams, Instructors etc. The departments work closely with vACC & Divisional levels to the best of their ability. A staff member can be part of different departments but can only hold one leadership position in a department.

3.5. Absence from Divisional Duties

In the absence of a member in the VATMENA Division Team, the deputy director of that department and/or team takes over the responsibilities of that staff member while they are absent. If there is no deputy the next higher instance takes the duty unless it has been adjusted by the Divisional Director.

In case a staff member is absent from meetings, he/she may ask another staff member to vote on their behalf. This needs to be addressed prior to meetings via e-mail.

3.6. Leaving Divisional Staff

If a VATMENA staff member intends to resign from his/her position, he/she shall e-mail the Divisional Director as well as the Deputy (if available). He/she shall also endeavor to ensure that a smooth transition takes place. Due to the time this takes to process, an early notice would be beneficial.

If the Divisional Director intends to resign, VATMENA Staff & the Vice President, Europe, Middle East, and Africa need to be informed in advance. It is the duty of VATEMEA to nominate a new Divisional Director. Meanwhile, during the time that the position is vacant, the Deputy Director will lead the Divisional Teams as the Acting Division Director in coordination with the Vice President, Europe, Middle East & Africa.

4. vACCs within VATMENA

Airspaces in VATSIM are handed to the VATSIM Regions, which is then handed over to the Divisions to organize their airspaces. To make the operations smoother in these areas VATMENA hand over parts of the airspaces to the local vACC.

vACC stands for **Virtual Area Control Center**.

Even though the name seems to focus more on the Air Traffic Control side of things, a vACC also spreads out information to VATSIM Pilots and Controller in the area.

4.1. vACC Structure

A vACC in VATMENA combines all members in the area, even if they are local Air Traffic Controllers or pilots. On VATSIM, a vACC is every member's "virtual home". A vACC goal is to organize a local group of members and giving them a resident status.

IMPORTANT:

When a new member decides to sign up for VATSIM, each member chooses the area he/she wants to be part of as a resident. This selection is up to the members choice and does not have to be a member of real-world residency. However, if the member chooses to start ATC Training, they must choose their vACC wisely. During the training phase, several limitations may reduce the chance of a transfer.

VATMENA Consists of several vACCs representing nations in different areas. vACCs in VATMENA are NOT required to follow real-world organizations. On VATSIM, we try to fit the best organizational structure to simulate real-life general operations. A vACC is not allowed to represent political statements by its presence, communications, or habit.

A vACC is the organization serving specific virtual airspace. It provides both ATC and Pilot training to a local community. These areas, of course, are bound to real-world borders.

The creation of a new vACC in VATMENA needs the approval of the Divisional Directors. Members who wish to establish a new vACC should therefore first contact the Divisional Director.

- A vACC gains official status once the Divisional Director, Deputy Director and the ATC Department Lead reach an agreement.
- A vACC can lose its official status if it does not meet the Divisions activity/performance requirements during a certain period. This is discussed with the VATMENA Board.

4.2. Virtual Area Control Center

A Virtual Area Control Center is an official organization representing a local area within VATMENA.

4.3. Tasks of a vACC

A vACC shall perform these roles:

- Create a local community for all VATSIM Members that are part of the vACC, including visiting controllers, and maintain it on the VATMENA infrastructure or the vACC(s) own local infrastructure.
- Setup and maintain all needed methods of communications to the local community.
- Bring new members to the community.
- Establish a vACC Staff team that can maintain the local community.
- Provide local Air Traffic Control Services.
- Provide ATC Training, including ATC competencies based on the regulations put in place by the Divisional ATC Department.
- Provide & publish local information (i.e. charts) for pilots and software solutions for ATCs.
- Publish a list of qualified ATC members to control in the local area. This also includes positions defined in the VATSIM Global Ratings Policy that are considered “Major Airports” and/or “Designated Airspaces”.
- Update the Divisional ATC Department on the progress of their ATC members.
- Organize pilot training at the vACC with cooperation with other organizations (Regional ATO, VATSTAR, etc...).
- Organize and publish appropriate training material and information (i.e. SOPs). These materials need to be free of third-party rights (Copyright) or have the approval of the original author/publisher and maintained regularly to reflect real-world changes.
- Organize staff meetings (required), at least one public meeting per annum.
- Organize events and publish them on myVATSIM.
- Collaborate closely with neighboring vACCs to improve services for members.
- Build a home and bond with virtual airlines that operate within the area.
- Communicate and update Divisional Board with the status of the vACC which should generally be sent via a report each quarter of the year.

4.4. vACC Staff

For a vACC to run smoothly, it must set-up a team of staff to maintain the local area they are intending to open. The minimum requirements are:

- vACC Director & Deputy Director.
- vACC ATC Training Director (plus ATC Training Deputy Director if needed).
- A board capable of managing the tasks mentioned in §4.3.

4.5. 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 in §4.3.

While the vACC Director can be appointed through a local election, the position always needs to be approved by VATMENA Director. To hold an election, the local organization needs to plan the election process.

If the nominated vACC Director is denied by the Division Director, the vACC needs to find another candidate. If that is not successful, VATMENA Director will then nominate a member as the acting vACC Director until a suitable candidate is found.

The ATC Training director is appointed/dismissed by the vACC Director.

4.6. vACC Administrative Staff

The vACC Director appoints selected members to take on administration tasks such as:

- Operations
- Membership
- Events & Marketing
- Technical Services

Administrative vACC Staff needs to fulfil all the requirements published by VATSIM rules and local rules. This is especially crucial with the General Data Protection Policy (GDPR) & Copyright Laws. It is the responsibility of the vACC to comply with local laws that lay within the vACC.

4.7. vACC Minimum Staff Requirements

Staff members oversee crucial parts within the VATSIM Community, there are minimum requirements put in place for all management positions. The minimum ratings required for different positions in a vACC are mentioned below:

- vACC Director: C1 – Enroute Controller
- vACC ATC Training Director: C1 – Enroute Controller
- Other Staff positions: No ATC Rating required but taking into consideration the member's stand in the network and his competencies, depending on the position.

It is expected from the vACC Training Director to pass the Instructor Theory Exam which leads to the I1 – Instructor rating.

4.7.1. Department Head Requirements

As with division staff, vACC department heads are required to be at least 16 years of age at the time of appointment.

Department heads roles are defined as the following:

- vACC Director
- vACC ATC Training Director
- vACC Operations Director
- vACC Membership Director
- vACC Marketing Director
- vACC Technical Director

4.8. Staff Working Ethics

Every staff working for a voluntary network such as VATSIM must be aware that they are willing to invest their time into our hobby and his/her duties. Depending on the specific position, an investment of around 5 hours a week is required. To fill this requirement, it is required to log onto the network, log and update your work and or communicate with your colleagues.

4.9. Data Protection

Beyond the data required to perform the duties of a staff member, no further data is collected. Staff members have no extra rights in these regards as those granted by VATSIM, VATEMEA, VATMENA and those according to the local laws of the country the staff member lives in. All data collected is strictly for the working process stated in the roles of the staff positions. In case the member resigns, the member must hand over all data collected to the successor or to the next highest position.

4.10. Communications to Divisional

vACCs must file quarterly reports to VATMENA. These reports do not have to be formal. They should inform VATMENA on what is happening in the vACC, problems they are facing, and/or achievements. The report shall include the progress within the vACC training sections. These reports will be exchanged between the vACC and VATME and will be partly embedded in the reports provided to VATEMEA/VATSIM. The general deadline for these reports is generally 1-2 weeks before the end of the quarter.

If the vACC does not meet the deadlines mentioned, a vACC Director can ask VATMENA to extend the deadline. If the reports are not delivered on time, VATMNAE has the right to take further actions to get the information that is required.

Changes in staff members, contact data, and emails need to be informed to VATMENA Staff as soon as possible. It is crucial that we have the most up-to-date communication lines. If a vACC is not contactable with the data provided, VATMENA will consider it "Closed" and it shall become Open Airspace.

4.11. vACC Language

vACC shall generally communicate in their native language to their members however they should be able to communicate with all members. vACC communications, information and all other documents should be available in English as it is VATSIM's official language.

Staff members must have sufficient knowledge of the English Language.

Even though the official language used on VATSIM is English, ATC Training, Pilot Training can also be organized in the native language of the area. This includes familiarities sessions for controllers although as mentioned previously they should be available in English as well. No trainee can expect to be trained in the vACC native language.

Every vACC needs to inform trainees and new members on which language they can expect to be trained in.

4.12. vACC Policies

A vACC is required to adapt and agree upon policies established within the Division. Though, vACCs should create an internal/constitutional policy which consists of:

- How vACC staff are nominated, dismissed, or replaced.
- Information about the setup and structure of the vACC.
- The local rules, rights, and obligations that apply to pilots and ATC.

- Any disclaimers required under the European Data Protection Acts.

A vACC policy always must abide by any superior codes and principles as stated at VATSIM.net.

4.13. vACC Policies Activation & Revision

A vACC Policy with any changes made to it needs to be approved by the VATMENA Divisional Director. The policy is to be created and maintained on the vACCs local infrastructure.

Not to cause any confusion, local language versions are encouraged. However, an English version will override it and be the official version.

4.14. vACC Members

Any VATSIM member, whether he/she is a pilot, or a controller has the right and should be encouraged to become a resident of a vACC. Usually, it is the vACC where he/she resides. A member can only choose one vACC as their “residency” on VATSIM. Once the member joins, they have the full right of a vACC member.

4.15. vACC Active Members

While a member is in the process of the activation of his membership, he will be notified of the completion of this process via the VATMENA helpdesk system. Each new member will get notified of the structure of the vACC and its policies within their vACC on their vACC assignment message.

A vACC member shall be informed about upcoming meetings, events, technical and administrative changes. For that, the vACC must maintain a newsletter with information that should be shared within their community.

4.16. vACC ATC Resident Members

An ATC member of a vACC is a VATSIM member holding an appropriate rating to be able to provide ATC services and having the local knowledge needed for the airspace they wish to control in.

A VATSIM Member with an appropriate ATC rating may become an active ATC in a vACC by showing their knowledge and skills in either training or mentoring sessions. The rating progression guide is available in the Divisional ATC training policy as well as the minimum requirements, as per the Global Rating Policy. He/she can request training sessions to gain this status.

A vACC has the right to change the status of a controller to “inactive” according to their vACC policy. They can also deny a member to provide ATC services within their airspace until necessary procedures are completed to grant his/her ATC status again. It is the controller’s responsibility to fulfil the vACC requirements and to communicate with them to regain the “active” status.

A list of active controllers must be published by each vACC using their own infrastructure including the positions they can control. A vACC may display pilots or general members list in their rosters, rosters must always be up to date and maintained.

4.17. vACC ATC Visiting Members

Any VATSIM member with an S2 rating minimum wishing to provide ATC services in other vACCs within the Middle East & North Africa may be authorized by the local vACC as a "Visiting Controller". This status can be achieved with at least an S2 – Tower Controller rating. A vACC reserves the right to ask the member's local vACC for a recommendation letter from the member's ATC Training Director. A visiting controller has the right to be listed on the vACC active roster.

After the application of the member has been processed, the member shall have 30 days to have an introductory session. If the vACC fails to provide that within 30 days, the vACC director must clearly state the reason behind the delay of processing his application. If the vACC does not provide any means of ATC training, VATMENA has the right to be involved in the matter.

All transfers from another Region or Division is subject to the VATSIM Transfer & Visiting Controller policy found at <https://www.vatsim.net>.

5. Airspace within Middle East & North Africa

By VATSIM and VATEMEA structures, the virtual airspace of VATMENA covers the area of countries that were mentioned in Section 1.

5.1. Airspace Top-Down Service

All stations that perform top-down services: Enroute Control & Approach/Departure stations that are covering lower areas unless they are covered by local aerodrome stations.

5.2. Flight Service Stations

Flight Service Station (FSS) are excluded from the top-down service, an FSS covers from FL245 to its control ceiling. In VATMENA, the flight service stations are displayed with the callsign _FSS.

All stations designated as flight service station within VATMENA provide full radar services in airspaces that provide it and procedural services in certain areas.

The _FSS suffix is designated to East Africa Control (AFRE_FSS), North Africa Control (AFRN_FSS) and Gulf Control (GULF_FSS).

For more details refer to the Africa Control & Gulf Control Standard Operating Procedures for more details.

5.3. Military Activities

Military Flights in VATMENA are allowed if they:

- Do not cause conflict with civilian aircraft.
- Are not simulating combat missions and/or training.
- Do not simulate political matters in sensitive areas within VATMENA.
- Do not project a political message by their activity.
- Follow standard VFR or IFR rules.
- Abide by the controller's instructions (if online) in the local area.
- Follow the VATSIM Special Operations Administration (VSOA) Policy as stated at www.vatsim.net

Simulation of combat operations over local areas that are not in line within the VSOA policy, or if the vACC is not notified about the operation then it is strictly forbidden.

ATC should request the purpose of the flight's mission. If the response from the flight leader is not valid within the rules stated above or not in compliance with the VSOA policy then the records should be taken such as VATSIM ID, Radar Client Screenshots, Callsign, Date/Time etc...) and be reported to a Supervisor on the network for further investigation.

Further regulations can be found at <https://www.vatsim.net>.

5.4. Politically Sensitive Areas (PSA)

Due to some conflicts that might happen in the real world, airspace in VATMENA can be declared as PSA Zones. PSA Zones are published in our policies and websites.

All members that are flying from, to or through Politically Sensitive Areas (PSA) must comply with the following:

- File a valid flight plan that follows the VATSIM Standards
- Follow the procedures that have been put in place by VATME for specific airspaces that are affected

VATMENA may publish Letter of Agreements (LoA) for Politically Sensitive Areas (PSA) between neighboring vACCs. Active PSA list is kept updated on our website. vatsim.me.

5.5. ATC Responsibilities

Controllers in VATMENA should note that in some areas traffic is dense. Also, note that VATSIM is a learning environment, therefore, please take note of these things:

- The controller should be prepared before logging on (i.e. checking the weather, headset...).
- Be friendly and respectful to pilots.
- Think before speaking, be active while connected.
- If you booked a position, see it as your commitment.
- Be informed of any airspace/procedure changes.
- Know where to find accurate charts for your needs.

5.6. Africa Control

VATMENA has established a UIR (Upper Information Region) position called Africa Control. Africa Control consists of 2 positions:

- North Africa Control – AFRN_FSS
- East Africa Control – AFRE_FSS

This position will cover from FL245 to FL660, as per defined in the Global Ratings Policy. Africa control is designated as a special CTR and or overland FSS in an area.

Further details can be found on the Africa Control Standard Operating Procedures.

5.7. Gulf Control

VATMENA has established a UIR (Upper Information Region) position called Gulf Control. Gulf Control consists of 2 positions:

- Gulf Control (Bandbox) – GULF_FSS
- Gulf Control (West) – GULF_W_FSS
- Gulf Control (East) – GULF_E_FSS

This position will cover from FL245 to FL660, as per defined in the Global Ratings Policy. Africa control is designated as a special CTR and or overland FSS in an area.

Further details can be found on the Gulf Control Standard Operating Procedures.

5.8. ATC General Regulations

Controllers within VATMENA are encouraged to utilize the vROUTE ATC booking system during non-events to publish the availability of ATC in the area. The general rule on VATSIM for ATC is "First come, first serve". Further rules regarding the system below.

5.9. ATC Booking Rules

All bookings that are done through our booking system shall follow these rules:

- During main hours (generally evenings 1400z+) booking is highly recommended. If a member books a position the controller has the right to keep the position for the scheduled time (Note that bookings for events are not affected).
- Bookings have a minimum time requirement. A member wishing to book must do so for a minimum period of 1 hour. This gives the pilots the time to reach your airspace within your timeframe and plan their departure/arrival.
- A member who booked a position is recommended to be online 15 minutes before the ATC booking starts.
- It is the responsibility of the member who booked an ATC position to be online and give his/her services during the time they have booked. If the member cannot fulfil his duties according to the booking, he/she must remove the booking an hour before it starts.

5.10. Frequencies & Squawks

All frequencies and squawks used within VATMENA need to be approved by the ATC Department. For this, a vACC can request changes and or new ones directly through VATMENA.

VATMENA will consider a new frequency for an area or position if:

- The frequency is not the same as published on charts.
- The same frequency/squawk range does not cause a conflict with a nearby area.
- The frequency makes sense to the VATSIM Structure or is needed in times of events.

Refer to the Approved Frequencies & Squawk Ranges document.

6. ATC Regulations

While pilots do not generally have restrictions, ATC activities are restricted depending on multiple regulations. The reason for this is simple: Untrained controllers simply cannot handle traffic properly with local procedures in addition to ruining the experience of people flying in an area.

To control and maintain proper controllers, vACCs have to maintain a list of controllers who are allowed to open up specific stations inside their vACC according to their ratings and local knowledge on the vACCs local infrastructure. All ATCs in VATMENA fall under the VATSIM Global Ratings Policy.

6.1. General Requirements

ATC training in VATMENA is followed by the policies put in place by VATMENA, stated from different documents. The ATC rating requirements are generally guided by the VATSIM Global Ratings Policy (GRP). Local vACC can set up their own policies that follow the GRP and VATMENA requirements. Local ATC Policies must be approved by VATMENA ATC Department.

- VATMENA grants and operates the ATC training for members of VATMENA. Members need to be a resident of a vACC. Training takes place in the members vACC.
- ATC Ratings reflects the capability of a member to man an ATC position. Without a rating, a VATSIM member cannot give ATC services.
- ATC Rating upgrades follow successfully completed training session(s). Each session may differ depending on the local vACC procedures. It is generally completed with theoretical exams and a controller practical examination. This excludes the first rating (S1) for which only theoretical exam is mandatory.
- Theory Exams are hosted by VATMENA. Theory exams are required to be assigned to every member training for their next rating. The divisional exams must be assigned at a minimum.
- Once the training phase has been completed the local vACC ATC Department will send an exam report as well as a rating upgrade.

6.2. Examination Regulations

For further information regarding ATC regulations please see the following VATMENA Examination Policy.

6.3. Controller Feedback

In order for the division to maintain a high-quality ATC service, the VATMENA helpdesk includes a ATC feedback category which allows users of the network to keep the staff teams informed of their experience with controllers and any improvements to make their experience better. The link for the ATC Feedback page is obligatory to be included in all events descriptions, as well as the info lines in the sector files of every vACC in VATMENA: <https://helpdesk.vatsim.me/>.

VATMENA will consider ATC Feedback a serious representative of the controller's competence and will investigate every case individually and act where necessary to maintain a good ATC standard across the division.

6.4. 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.

6.4.1. Tower Trainee (S1)

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

6.4.2. 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.

6.4.3. Departure & Approach Controller (S3)

This rating includes APP and DEP control services established within a airport/area.

6.4.4. Enroute Controller (C1)

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

6.4.5. Senior Controller (C3)

The Senior Controller (C3) rating may be awarded to a controller already certified to provide the six (6) standard VATSIM controller services as 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 member to give recognition of seniority, performance, or any additional role beyond that of a normal Controller (C1) as determined by the local Region/Division.

The C3 rating has the following requirements put in place by VATMENA:

- Must be C1 rated for at least one year.
- Must have completed 500 hours as a C1 or any instructor ratings they may hold on to any ATC position.
- Must have served 50 hours as active ATC within the last 6 months.
- Be in good standing within the VATMENA Division.
- Pass the VATMENA Senior Controller Practical Test (CPT).
- Demonstrate good knowledge of ATC procedures and the appropriate practical controlling skillset.
- Demonstrate good command of the English language, both written and spoken.
- Is recommended for the promotion by either:
 - Their vACC Director and ATC Training Director or
 - The VATMENA Divisional ATC Training Director.

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

- Ability to service multiple airports/positions
- Ability to handle IFR & VFR flights sharing the same airspace
- Ability to handle abnormal situations
- Steady and organized 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 their local CTR. The Controller Practical Test (CPT) shall be conducted on the VATSIM Network and not on sweatbox.

If the local vACC cannot arrange the CPT within the timeframe, the candidate going for his C3 can request VATMENA to step in and conduct the CPT at a chosen position which the candidate is comfortable with. The result will be evaluated by the Divisional Examiner.

6.5. ATC Fast Track Program

The Fast Track program is available for members who hold a valid Air Traffic Controller License or a Commercial Pilot / Airline Pilots license. The program is aimed to reduce the time required for theory exams and training time. The applicant is required to pass all VATMENA Divisional exams. Once that is done the member only has to do one practical examination.

A candidate going for the Fast Track Program applies to the vACC Director and vACC ATC Training director for the program to be valid to the member, he/she must provide evidence that they hold a valid CP or ATP license. The best acceptable way of sending us your CP or ATP license is via email as a copy. A resume explaining your real-life aviation experience is also required. The vACC Director or Training Director reports and confirms to the VATMENA ATC Department that the applicant is eligible for the Fast Track Program. Once received the VATMENA ATC Department will then grant 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.

VATMENA has the right to refuse the "Fast Track Upgrade" if the applicant...

- Fails to provide a copy of his/her real-life licenses
- Proves to have a bad VATSIM Record
- Displays immature behavior
- Fails to understand and comply with the concepts of virtual controlling
- Fails to pass the Divisional Theory Exams

6.5.1. Fast Track Program: Procedures

The following procedures will be used when a member is approved for the fast track program.

- Complete the VATMENA S1 theory exam
- Pass a small practical session on sweatbox with local knowledge of your aerodrome as well as a small Euroscope introduction system
- Complete the VATMENA S2 theory exam
- Pass a small practical session on the network
- Complete the VATMENA S3 theory exam
- Pass a small practical session on the network
- Complete the VATMENA C1 theory exam
- Pass a small practical session on the network

All ratings will be issued individually after passing each theory exam and practical exam for the rating. Remember that the purpose of the fast track program is to reduce the training time than a regular member which usually takes around 1-2 years to achieve the C1 rating.

6.6. IVAO Network Transfer

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

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 VATMENA 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. 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 behavior.
- Fails to understand and comply with the concepts of virtual controlling.
- Fails to pass 3 consecutive tests.

7. Open Skies

VATSIM Middle East & North Africa maintains an “Open Skies” policy over airspaces that have not officially been developed by any divisional vACC. To that end, guest controllers who are properly registered with VATSIM Middle East & North Africa as residents or visitors shall be allowed to open any ATC position in airspaces classified as “Open Skies” as per the VATMENA OpenSkies policy. A minimum rating of S2 is required to apply. For purposes of this section, “Open Skies” shall mean any airspace within the jurisdiction of VATSIM Middle East & North Africa which is not subject to the management of an official VATMENA vACC. Visiting applications shall be sent as support tickets via the VATMENA helpdesk.