



# VATSIM Oceania

## Quarterly Report to the Executive Committee

### Q1 2010

Normally a quieter quarter in VATOCE due to fine weather and beaches, the first quarter of 2010 has seen some busy airspace around the Oceania region as locals get away from the stifling heat sitting the radar scope or behind the controls of all manner of aircraft.

It is pleasing to report that both VATPAC and VATNZ have adopted the VATSIM Global Ratings Policy v2.0 effective from 1<sup>st</sup> January 2010. My thanks to the members of both Board of Directors for the smooth introduction of this policy within the Region..

Representatives of each VATOCE Division have been continuing to work with VATSIM USA on the Oceanic Partnership which will eventually see a common Oceanic Endorsement for members of all three divisions able to provide Oceanic ATC services in all three divisions, which will hopefully see more Controllers certified to open the Oceania Stations of Auckland Radio, San Francisco Radio, Brisbane Radio, Nadi Radio, Tahiti Radio etc. Work has progressed well on this during the Quarter, including the establishment of a Website. A formal notification to VATSIM members is expected early in Q2 2010.

The Region continues to work with VATSIM Europe to establish a **South Pacific vACC Pacific Sud** to promote ATC and Flying around the Pacific. It has been particularly important to work with VATSIM Europe due to several areas in the Pacific being under French rule and being French speaking. Work continues to progress on this under the leadership of Dr Jackson Harding, VATPAC's Deputy Division Director, and it is planned that this should be finalised no later than the end of the second quarter of 2010, if not before!

During the quarter 273 members joined VATSIM Oceania. Work began in early 2010 to ensure that all members of VATSIM Oceania are assigned to either VATPAC or VATNZ as a high percentage of the members are not assigned to a Division. This will ensure that a Division looks after them and provides for a clear direction for all members of the Division. It will also ensure that any member being dealt with but the Conflict Resolution processes of VATSIM have their matters dealt with more expediently. All new members joining VATSIM and selecting Oceania, or members transferring into VATOCE are now assigned to one division or the other. Work is still progressing to back capture all current unassigned members.

Of significant achievement this quarter was the agreement by the BoG that trial of Information Regions (UIRs) using FSS to provide Enroute control services covering continental Australia was successful and BoG granted approval for this to be permanent. This initiative saw ATC services available for more pilots flying across Australia. More about this in the VATPAC Q1 Report.

2010 will be a busy year in VATSIM Oceania with a number of new initiatives planned to promote flying and controlling in our part of the VATSIM world.

**Mark Richards**  
**Regional Director**  
**15 April 2010**



# VATPAC Quarter 1 Report

On behalf of VATPAC I wish to report on the following activities/happenings during the first quarter of 2010:

**1. FSS Trial** - During January and February, with the approval of the VATSIM Board of Governors, a trial of the use of FSS for upper airspace (above FL245) was conducted with two stations, YMMM\_FSS and YBBB\_FSS covering the Melbourne (YMMM) and Brisbane (YBBB) FIRs over the Australian continent. The existing Oceanic positions utilising FSS were unaffected. The trial demonstrated that there were no adverse effects on the network as a result of the use of this position and the increased range did not lead to excess network traffic or interference with other positions. The trial also showed that the position effectively covered the Australian continent and provided an increased level of ATC services.

Monitoring the trial VATPAC staff were able to confirm the following:

- Total Aircraft Hrs of Coverage within UIR Airspace
  - 497.5
- Total Aircraft in UIR Coverage Area
  - 621
- Total number of UIR Controllers
  - 34
- Total UIR Hrs of Operation
  - 130.25
- Total Individual Sectors Hrs of Operation (SNO\_CTR etc)
  - 430.75
- Total Aircraft Controlled that were partially covered by another Sector (ML-SNO, APP etc)
  - 203
- Total Aircraft Controlled that were not covered by another Sector
  - 391

The most important aspect of this trial was that service provision to online pilots was effectively nearly tripled with 391 out of a total of 621 receiving ATC services they otherwise would not have. The Board of Governors has now approved the ongoing use of FSS for this purpose within VATPAC airspace.

**2. Staff Changes** - During the quarter there were two significant changes to the VATPAC board. Firstly Mr Steve Ollis was removed as Director of IT for non-performance. Mr Ollis had significant issues relating to internet connectivity and was distracted from his VATPAC responsibilities due to unfortunate personal circumstances which were not revealed to the board until after his removal. Although he had put significant effort in at first in restoring the VATPAC website late in 2009 he had not made significant progress on outstanding IT issues. Mr Greg Wilson has moved from Director of Airspace to Director of IT. No replacement for the role of Director of Airspace has been appointed, nor has any consideration been given to making a new appointment. In the interim the sector file team Mr Wilson assembled has taken over the role of airspace administration under the guidance of Mr Jake Saw (Director of ATC Operations). It is hoped Mr Wilson will bring a significant improvement to VATPAC IT services, this has been an ongoing issue of concern within the Division for a considerable period of time.

Mr David Neil tendered his resignation as Director of Events and Communications. Mr Steve Brown has been appointed to fill this vacancy.

The Divisional Director Mr Shannon Wells informed the board that he would be absent for approximately three months commencing early April to travel abroad with his wife. In his absence his Deputy, Dr Jackson Harding, will be the acting Director.

**3. ATC Training** - A total of 21 controllers were granted new or increased ratings/endorsements during the quarter. The breakdown is as follows:

- TWR Controllers: 8
- TMA Controllers: 6
- ENR Controllers: 1
- Oceanic Endorsement: 3
- Visiting Controllers: 3

**4. Euroscope** - Director of ATC Operations Mr Jake Saw has developed a comprehensive plugin for Euroscope that is a very high fidelity reproduction of the Australian TAAATS console used for real life ATC delivery in Australia. Mr Saw is continuing to develop and enhance the plugin to include such things as flow control simulation and is to be highly commended for the effort he has devoted to the development of TAAATSMOD.

**5 South Pacific vACC Pacifique Sud** - Progress on the proposed vACC to cover the NTTT and NFFF FIRs to be jointly administered with the assistance of VATFrance has stalled due to lack of any response from the French team. This will be followed up by Dr Harding early in the second quarter. The website for the vACC is well developed and only needs a few extra modification and enhancements before it is ready to go live. Pending a response from the French it is hoped that the vACC will become a reality in the next quarter.

**6. Pacific Partnership** - The Oceanic partnership between VATPAC, VATNZ and VATUSA is continuing to progress and will commence operations in April or May 2010. This will allow for a joint roster of all Oceanic endorsed controllers to control any Oceanic positions in the Pacific and Indian Ocean airspace administered by the three divisions.

**Jackson Harding**  
**Acting Director of Division**  
**14 Apr 2010**



## VATSIM New Zealand

# Quarterly Report to the Regional Director

## Q1 2010

The first quarter of 2010 has been a period of continued growth and development within VATNZ. There have been several changes to staffing within the division with the goal of improving our delivery of training and operational services to our membership.

Controller activity remains healthy, while division flight hours are strong. This is traditionally the quietest quarter of the year for our division due to the summer months luring people away from their computers, and with one of the sunniest summers in many years, local pilot and controller hours were down. This was more than compensated for by the influx of flights to and from Antarctica as part of the annual Operation Deep Freeze.

Membership growth has continued, with a number of new controllers joining the division's ranks, and morale among staff and non-staff members alike is good.

## ***Staff Changes***

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### **Deputy Division Director**

In January Leon Gibbs was appointed VATNZ2 – Deputy Division Director. He filled the position left vacant by the resignation of Jason Epps-Eades in late 2009. Leon has many years experience on the VATNZ board, having joined in our first year of operation. He is also a real-world flight instructor and will retain his responsibility for Pilot Training in addition to the Deputy Director role.

## ***Training***

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The division's Training department has seen continued growth and development. ATC Training Director has worked steadfastly to improve our training capabilities through additional and updated training courses in the Moodle testing site, and through the recruitment of additional training and mentoring staff.

## ***Oceanic Partnership***

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Work on the Oceanic Partnership – the joint Pacific oceanic training and endorsement programme with VATNZ, VATPAC, and VATUSA – has again been relatively slow going this quarter but we are finally on the brink of launching this programme.

A new website – <http://pacificoceanic.vatsim.net> – has been developed as a central hub for OP-related materials, and the standardised training syllabus has been updated to reflect changes in the airspace management and controller operations that have taken place during the partnership's long gestation period.

VATNZ continues to strongly support this programme, and hopes to see it become operational early in the new quarter.

## ***Membership***

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There were 21 new members who joined VATNZ and become active during this quarter.

There were 22 VATNZ members who provided ATC in VATNZ airspace during the quarter.

There were 114 VATNZ members who flew in VATNZ airspace during the quarter.

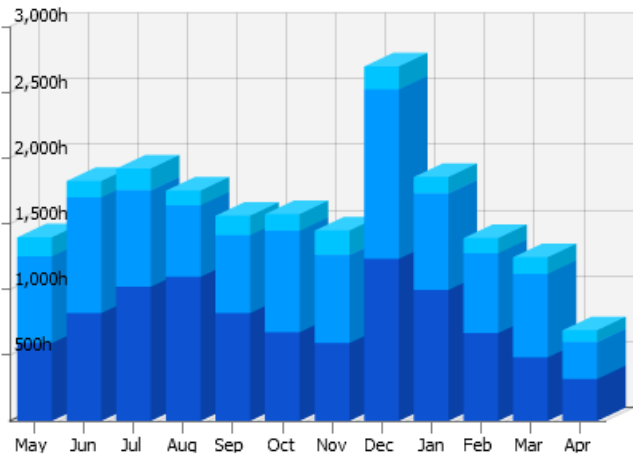
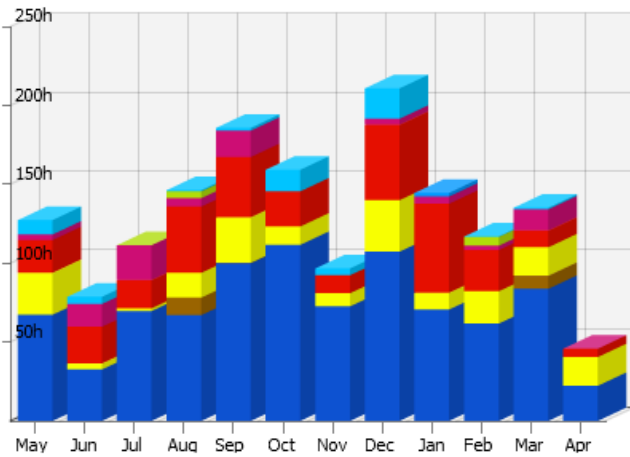
## ***Activity***

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Flight and ATC activity have both remained strong during the quarter. The activity levels in January are particularly high as a result of the Operation Deep Freeze flights that take place in VATNZ's airspace during the Antarctic summer.

VATNZ ATC Activity by Airspace

VATNZ Flight Activity by Category



**Airspace**

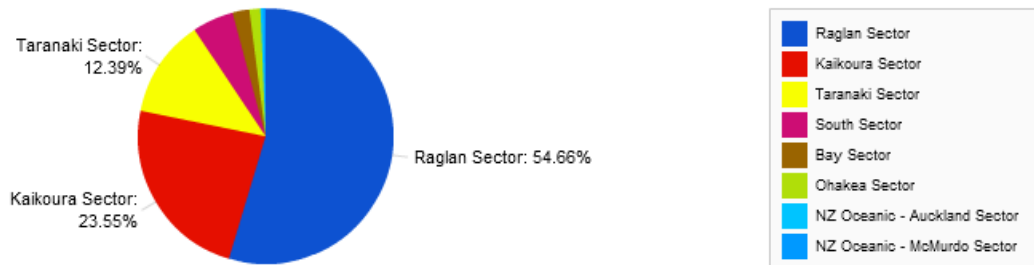
As usual, the Raglan Sector has been the most frequently manned position with Kaikoura and Taranaki sectors in second and third places.

**Airspace Summary**

A summary of the recorded controller activity in VATNZ airspace broken down by airspace.

**VATNZ Activity by Airspace**

Percentage of Logged VATNZ Activity by Time



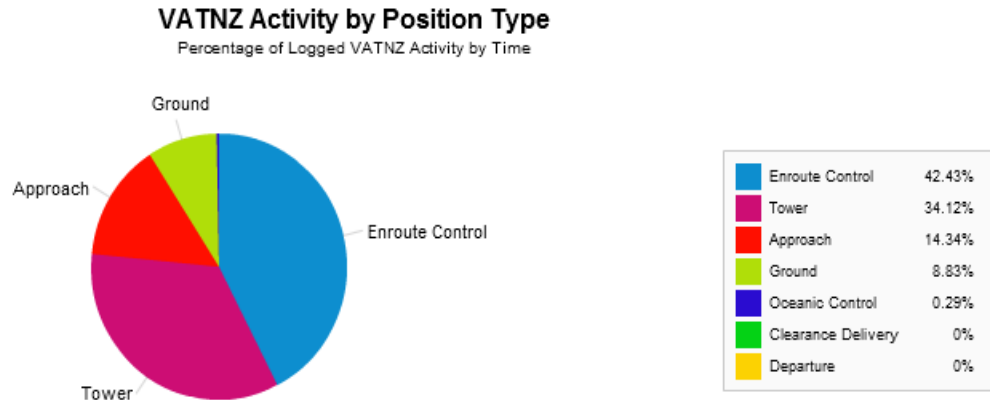
#	Airspace	Name	Sessions	Time Online	%
1	NZCH-R_CTR	Raglan Sector	285	216h 19m	54.66
2	NZCH-K_CTR	Kaikoura Sector	98	93h 12m	23.55
3	NZCH-T_CTR	Taranaki Sector	61	49h 02m	12.39
4	NZCH-S_CTR	South Island - South Sector	17	20h 45m	5.25
5	NZCH-B_CTR	Bay Sector	10	8h 18m	2.10
6	NZOH_CTR	Ohakea Sector	2	5h 37m	1.42
7	NZZO_FSS	NZ Oceanic - Auckland Sector	3	1h 19m	0.33
8	NZCM_FSS	NZ Oceanic - McMurdo Sector	2	1h 11m	0.30
8	airspaces		478	395h 46m	

## Position Type

Enroute Control remains the most frequently staffed position type. However both Tower and Ground have seen significant growth this quarter due to an increased number of junior controllers working their way through the lower grades.

### Position Type Summary - Q1 2010

A summary of the position types that have recorded activity in VATNZ airspace.



#	Type	Sessions	Time Online	%
1	Enroute Control (CTR)	143	167h 56m	42.43
2	Tower (TWR)	208	135h 02m	34.12
3	Approach (APP)	58	56h 44m	14.34
4	Ground (GND)	68	34h 56m	8.83
5	Oceanic Control (FSS)	1	1h 08m	0.29
7	position types	478	395h 46m	

## Flights

The majority of flights continue to involve the three main New Zealand airports. This is a reflection of the real-world traffic levels.

Auckland, Wellington, and Christchurch alone make up nearly 60% of all flight movements for the period.

The Pacific airports were much less busy this quarter than last, with only Rarotonga appearing in the Top Ten. This tends to confirm the previous suggestion that Samoa and Tonga had featured so prominently last quarter due to the Samoan Tsunami generating interest in the region.



- **Note:** Flight Activity is only included if the flight passes through VATNZ airspace.
- **Note:** Flight Time Rankings are based upon flight time that occurs within VATNZ airspace; not total flight time.

#	Airport	Flights	% of All Flights	Average Duration	Arrivals	Arr/Dep Ratio	Departures	Internal	Int/Ext Ratio	External
1	<b>NZAA</b>	180	32.20	3h 37m	111		69	107		73
2	<b>NZWN</b>	89	15.92	1h 43m	37		52	77		12
3	<b>NZCH</b>	66	11.81	3h 28m	41		25	38		28
4	<b>NZQN</b>	34	6.08	2h 05m	11		23	32		2
5	<b>NZNS</b>	17	3.04	1h 48m	7		10	17		
6	<b>NZHK</b>	12	2.15	2h 15m	10		2	12		
7	<b>NZDN</b>	10	1.79	1h 35m	2		8	10		
7	<b>NZWB</b>	10	1.79	1h 02m	5		5	10		
9	<b>NCRG</b>	9	1.61	4h 28m	5		4	6		3
9	<b>NZRO</b>	9	1.61	49m	3		6	8		1

## Summary

Q1 2010 has been another successful one for VATNZ. Whilst the first quarter is typically the division's quietest period, there has been continuing developments in our training programme and organisational growth. VATNZ remains in a strong and healthy position heading into the New Zealand autumn.

Nick Johnston,  
**DIVISION DIRECTOR**

**11<sup>th</sup> April 2010**