

Rules for "Vectors to Copenhagen"

Below are rules and guidelines for Vectors to Copenhagen. These must be adhered to and followed by every member to ensure a smooth event.

Booking

1. Do NOT crossbook

- This means if somebody has booked two positions (one early and one late) you shall NOT book the same two positions in reverse order
 - This is because it would leave a gap inbetween changes

2. Do NOT book similar positions every week

- Controllers may **not** book the same position two weeks in a row, unless no other positions are available or directed by a staff member for operational reasons
- Controllers **shall aim** not to book a position they have had on the same shift the last two weeks, unless no other is available or for operational reasons.

3. Booking etiquette must be strictly observed

- If you cancel your booking less than **48 hours** before the event (Saturday evening) Please write in the VTC staffing thread to make other members aware, so that they may rebook.
- If you cancel your booking less than **24 hours** before the event, take whatever actions needed to make sure your position is covered. Talk to people yourself, or suggest movement of roster.
- While force majeure can happen you must be confident you can show up when you book a position. If you are not completely sure, book a less critical position (A_TWR, A_GND, W_APP, F_APP are critical)

- If a position opens up, show consideration to people on other booked positions and be just a tad respectful to people who booked before you.
 - EXAMPLE: D_TWR, A_TWR and non-essential C_TWR is booked. A_TWR cancel their booking. Give the two other booked controllers a chance to staff this position, and take their secondary position.
 - If in doubt? Write on the VTC thread to sort it out.
- Be ready to control at the time you have booked. Be 10 minutes early, not 5 minutes late. Inform others if you will be delayed

4. "ALL" event bookings

- EKCH_O_APP, EKCH_F_APP, EKDK_A_CTR, EKCH_C_TWR, EKBI and EKYT are "all event" bookable positions
- Any EKCH rated controller shall not occupy the regionals until all essential positions in EKCH are filled.
- Any controller who wish to begin each of these positions earlier, are free to do so, and shall write their intention in the chat.
- Any position not in any list of bookable positions, which a controller would like to sit on shall be advised via the chat. This shall only be done if all essential positions has been staffed.

Controlling

1. Rules and Procedures

- Be properly familiar with the LAI for your position.
- Ensure you are not only qualified but also capable for the position you control
 - EXAMPLE: If you are fresh checked out followed by 3 months of inactivity, EKCH_F_APP on late will not be for you. use common sense
- Show up in time to be briefed before your controlling time start (If on LATE or ALL positions only)

2. Switching of positions

- If your position closes after you switch, consider switching early (10 min before) to have everybody changed at 20.30
- If you sit at a less busy position be the one who take initiative to begin the changing 5 minutes before (20.25). It is a chain reaction and it must be started somewhere. Identify if you are in the best position to be that person.

- relieving a controller should be done with the callsign XXXX_X1_XXX. Do not take priority over the frequency until relieved controller is ready

Time of Closure

1. Booking time

- Ending time of the booking on LATE must be respected unless it is clear that the position is not needed with the current traffic flow

2. 15 minute buffer period

- All controllers MUST be able to stay a minimum of 15 minutes after their booking expire.
- This period shall be used to redirect any traffic still in the airspace
- ACC positions must
 - Clear the holding, or agree with another controller to take over.
 - Divert and re-clear as directed.
 - Mark last airplane which will be released from the sector by writing in the TAG
- APP and GND positions must
 - Coordinate with all adjacent positions.
 - Try to find a controller to take over if traffic load is high

Software

1. Euroscope

- All controllers must have the latest sector files installed with the latest "approved" version of Euroscope by VATSIM-Scandinavia.

2. Plugins

- vStrips must be installed and used by all ground controllers
- VaCDM plugin is encouraged to use
- vATIS must be updated before each use

