

CrovACC Training

Introduction

Welcome to the Croatia vACC. Since there is a huge difference in traffic levels on VATSIM versus the real world, some procedures are simplified in order to keep complexity to a reasonable level for simulation purposes. In addition to the VATSIM training requirements for promotion and Vateud requirements, each controller in the vACC is required to exhibit knowledge of local procedures via completion of training units. They are as follows:

- 1- LDZO Airspace
- 2- Airport Clearance Delivery
- 3- Airport Ground
- 4- Airport Tower
- 6- Airport Approach

In order to advance to a higher unit, the controller must complete an oral and/or written exam, and show they possess the level of practical skill required via live traffic – these are known as CPTs or Controller Practical Tests. Instructors when monitoring a controller are required to submit a training report detailing their observations. Problem areas are identified and documented so that the controller can work to improve their performance. A promotion to the next unit will be granted when the controller passes the minimum standards outlined by the vACC in the exam rubric and meets Vateud standards.

Good luck and we hope you enjoy controlling with the Croatian group.

Unit I – LDZO Airspace

This unit provides an overview of the LDZO airspace and how it has been structured to accommodate a smooth flow of traffic. Basic material that is contained in the VATSIM/VATEUD training will not be repeated here, since the student is expected to already have this information

(www.vateud-td.org)

1-Required Knowledge

Definitions:

Airspace Classifications (A,B,C,D,E,F,G)

VOR, NDB

IFR

VFR and weather minima for VFR flight within a CZ

Decoding of a METAR weather sequence

- Basic software features
- Basic organization knowledge
- What information is presented on the virtual radar screen
- How to log in and start up an ATC position
- What a radar blip/label means
- How to communicate on an ATC channel and Private chat box
- Who is on-line, and frequencies other controllers are using
- Change frequency and monitor two frequencies or all frequencies
- How to hand off or accept hand over's
- How to obtain weather information or ATIS information

Basic Ground traffic movements

- Basic Tower responsibilities

2- Commonly used abbreviations

Adjacent Center Controllers

LJLA – Ljubljana
Budapest

LYBA – Beograd
Roma

LOVV - Wien

LIMM – Milano

LHCC –

LIPP –

Due to the lack of control at Ljubljana and Bosnia, Zagreb Radar covers these areas when the centers are not online. Bosnia does not have a CTR and is split between Beograd and Zagreb generally at the BOSNA intersection.

3 - Local Traffic

Zagreb Radar, unlike areas N. America have lots of local traffic and the amount of spacing between airports makes it ideal for pilots to fly locally. Common local flights are north or south bound and follow the coast. This is mainly because of preferred airports, and the geography of Europe. It naturally happens this way. Popular airports are Split, Dubrovnik, Zagreb, Pula, Beograd and Budapest. Most of the "local flights" happen at these airports.

4 - Airspace

You will notice that the vACC airspaces border the borders of their own countries and this makes it very easy to distinguish Air Traffic Stations. For example, Zagreb Radar controls all of Croatia and Bosnia (with limitations as mentioned above), while Ljubljana Radar covers all of Slovenia. More air traffic positions are mentioned on the vACC website [HYPERLINK "http://www.crovacc.org" www.crovacc.org](http://www.crovacc.org) and click on For ATCs.