

Dear all,

We would like to give you a detailed introduction about our organization and globally about VATSIM.

It all started in 1978, when Bruce Artwick has released Flight Simulator for Apple II computers. In 1982 Microsoft released FS 1.0 for IBM pc's and back then it had 4 colors, instrument table with 8 gauges, new coordinates system, 4 sceneries with 20 runaways and one aircraft – Cessna-182.

Since then, 8 generations of the world's most popular flight simulators has been released. With the new versions, Microsoft has considerably enhanced its flight simulator : better graphics, better flight dynamics, more realistic meteorology, better 3D environment, AutoGen scenarios, virtual cockpits with clickable pit and working instruments, AI aircrafts on airports and in the air, "live" ATC, and the world map has been growing bigger and bigger, that it have with Flight Simulator 2004 "Century of Flight" over 24000 airports all around the globe with complete Jeppesen data base (including VOR, NDB, ILS, low and high ways).

With the important increase of the internet use in the last century, flight sim. enthusiasts and professionals started a fantastic project, which is today a standard for realistic flying in the flight simulator world. The first created organization was SATCO (Simulated Air Traffic Control Organization).

Number of its members increased, and SATCO, due to some difference between their leadership and creators, became VATSIM (Virtual Air Traffic Simulation Network).

Today, this organization is strong of 55000 members, which is composed mainly of real life pilots and air traffic controllers. VATSIM has growing big, that it is now divided into regions (continents), and each continents into divisions. *Each Divisions has as many countries as it is in real life Divisions. Depending on the development of the country and VATSIM members that are coming from that country, vACC's (Virtual Area Control Center) has been created.* Today in Europe region, almost every country has its own vACC, with its own web presentation where you can find all that is needed to fly above it.

MS Flight Simulator became a standard, but also a base for a lot of flight simmer individuals and organizations to create more detailed add-ons, sceneries, flight charts and maps that you can find on different vACC sites and on specialised web page ([www.flightsim.com](http://www.flightsim.com) , [www.avsim.com](http://www.avsim.com)). The aim is to bring the immersion as real as possible.

Finally, our flight enthusiasts have created their own vACC, named Serbia & Montenegro vACC – SCGvACC (SCG = Srbija & Crna Gora = Serbia & Montenegro).

SCGvACC belongs to the European VATSIM region, named VATSIM EUR, which is divided into 3 divisions. One division is related to Great Britain, the second to Russia, and we're part of the one that is related to all other European countries. That division is called VATEUD.

VATSIM network is made of about 10 servers for virtual flights and 10 voice servers.

Flight simmers that are registered on VATSIM, have their own ID and password, that they will need for logging onto the VATSIM network.

Additionally they will need to install few software in order to adjust MS Flight Simulator for this purpose of online flying.

Statistic related to the flight time is done by the association.

When the user is logging on VATSIM, he is connecting to the virtual world with all other users connected at that time, and he will be able to see them if they are in the same sky zone or airport.

Also, some members prefer to be air controllers, and are using a special program called ASRC (Advanced Simulated Radar Client) which is inspired from the real life modern radar systems used in most of the actual airports. They also connect to the VATSIM network and are able to check on their radar screens all the activities of the pilot members that are in the same time flying in their flight zone. ASRC can be downloaded for free on the VATSIM site.

This is explaining why vACC's are needed. Their members ensure the control of the FIR flying in their flying zone (Regional centre and Ground centre). More members a vACC have, more it will be possible to simulate a FIR as it is in real life. If there are not enough controllers, high ranked ones will take responsibilities of the low ranked ones, in order to ensure as much as possible a quality flight control service.

To become a controller on the VATSIM network, it is necessary to pass written and practical exams, which are based on the real life ones but simplified to some extent.

Each vACC is due to provide a Training Department for their new members, and help them to achieve in a best way a sufficient level for the exams.

Also there are few levels for controllers. In order to get to a higher level, it will be necessary to have passed the exams of the lower level and to work a certain time with that responsibility.

Obviously, more higher level you get, more knowledge you get also as well as the time you have passed within your organisation. The highest rank for which you can apply is Senior Controller. To achieve that you'll need a min. of 2 years within VATSIM and 500 hours of controlling the virtual skies.

VATEUD division has created a great Training Department, which is used as a base for all their members, and which is made upon real life documents. It contains all needed information for a successful theoretic flight control support. Same is about to be done for the virtual pilots.

We mentioned here above voice comm. servers and we would like to add some information's about. In the beginning all communications between pilots and controllers were typed, same as usual chat sessions.

Today, a fantastic voice comm. client has been created.

Each controller is connected to one of the 10 voice comm. servers and has the possibility to adjust and personalise his settings, in order to avoid any mix between different controllers. Pilots can connect to the wanted controllers with use of a software that simulate the real life use of radio comms (frequencies) between pilots and controllers.

Local real time wheatear situations are updated to both pilots and controllers trough the METAR & TAF system. The meteo information is updated from the real life meteo situations on approx. one hour delay basis. While you're flying the wheater will change upon the time and the area you're flying.

There are also web presentations that are dealing with the latest AIRAC's. You can check informations there in order to fly according to the real life routes all around the world.

The best proof of how realistic this VATSIM project is, are all the real life pilots and controllers that are members. Many of them that tried VATSIM became addicts, and continue to be virtually active on each occasions.

For the end we would like to present you some main points related to our organisation, as part of VATSIM:

- 1) The complete VATSIM organisation, including all its regions and divisions, and of course the vACC of Serbia and Montenegro, is a non profit organisation, and is not asking any money to its members.**
- 2) SCGvACC is basing its work upon latest and real procedures that are in use in Belgrade FIR.**
- 3) Even if all informations on our site are up to date and mostly in use in real life, a virtual world even done with high details is not REALITY. Trough this project we can help a lot to develop knowledge related to sky controlling and flying, maybe even to help some members that are in real life pilots and controller to enjoy a great flight sim, and in the end we can help in making civil aviation more popular in our country.**

**!!! None of the materials available on our web page cant be used for professional flying or sky controlling. SCGvACC is not responsible in any case if this warning is not respected.**