



## LOA - Letter of Agreement

FABv - Brazilian Air Force virtual  
VATBRZ - Vatsim Brazil



### Objective:

This letter of agreement (LOA) aims to establish operating procedures between the Military and Civilian controllers of VATBRZ, as well as to define what military flights are, the training for controllers and how FABv members in the VATSIM network should proceed.

These procedures and definitions are of a permanent nature after being approved and disclosed to the network.

As everyone knows, FABv, as a member of the VSOA, is authorized to carry out military activities within the VATSIM network, according to the link below.

**VSO Partner** - <https://vasops.vatsim.net/>

### Distribution:

This Letter will be distributed to all VATBRZ controllers and pilots, as well as published, through the means that are necessary, so that everyone has access to its content at any time. time.

### Definitions:

## Chapter I

### Obligations

Art. 1 - All members of FABv and VATBRZ, controlling or not, must ensure compliance and respect the terms established in this letter.

Paragraph 1 - Any act that violates the terms signed in this instrument will imply a sanction to those who practice it.

§ 2 - The sanctions will be applied by the signatory Organizations, if applicable.

Art2 - The FABv keep updated on its website, in the "[Military Personnel List](#)" the listing of its active members (pilots and students) and controllers in the "[Military ATC List](#)" in order to identify those who do part of your organization and define those with authorization / permission, to carry out flights and controls of a military or special nature described in this letter.



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## Chapter II

### Military Flights

Art. 3 - Military flights are those that are carried out by members of the FABv, and that are listed on the official website or that belong to Organizations homologated to VSO - VATSIM Special Operations, using the air force callsign.

Sole paragraph - Any user of the VATSIM network may connect with an air force callsign (FAB, FACH, USAF, etc.). However, users not belonging to organizations approved by the VSO are prohibited from making flights for military purposes, being their flights classified as CIVIL, and must therefore strictly follow the civil flight standard of VATSIM.

## Chapter III

### Military Operations

Art. 4 - It is considered a military operation, according to the VSOA regulations, to simulate military and / or paramilitary activities (the nature of the flight), the realization of military exercises with other VSO organizations, being among them:

- War games
- Air refueling
- Transport operations
- Low-level military training
- courses Escort missions
- Execution of aerial combat maneuvers
- Interception of other aircraft
- Access to special use airspace
- Search and Rescue
- Fire Fighting
- Humanitarian Aid
- PAR - Radar Approach Precision

Paragraph 1 - Interception Exercises can only be performed with the presence of active Air Defense Control.



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### **Chapter IV**

#### **Military Pilots**

Art. 5 - Military pilots are those who:

I - belong to the cadre of pilots of a military / paramilitary organization approved by the VSOA, even if they are still taking the training course of their Organization.

Sole paragraph - Training is a requirement of VSOA and follows the standard established by it.

### **Chapter V**

#### **Military Control**

Art. 6 - A military controller is considered to be one who fulfills the requirements mentioned in this article, namely:

I - was approved in his training for military controller, applied by FABv, obtaining, at the end of the training, a satisfactory grade and ranking according to the criteria listed in the annex to this letter;

Art. 7 - The student of military controller is forbidden to connect in a military control position without the presence of an FABv instructor. Which will monitor your activities during training.

Art. 8 - The FABv, whenever changes occur, will change the list containing the names of its active controllers, on its official website.

Article 9 - Military control is the exclusive competence of military controllers and can only be carried out at aerodromes considered as military bases, the list of which is found in Annex II to this document.

Sole paragraph - Any type of military control activity outside of military bases is expressly prohibited, except for the position of Air Defense Center.

Art. 10 - Only military controller (C1 and C3) belonging to the FABv active staff can assume the position of Air Defense Center.

§ 1 - The position of military control described in the caput of this article is equivalent, in the military scope, to the ACCI.

§ 2 - The activation of the Air Defense Center is occasional and restricted to events, training and official FABv operations previously scheduled by its Command.

§ 3 - When the Air Defense Center is activated for FABv operational training, it will make the FIR (s)



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involved or the VATBRZ Board of Directors without prior notice; when events and / or joint operations occur, Notam will be forwarded by electronic means, website, email and social media, with a minimum of 24 hours in advance, containing the date and time of activation for their awareness.

Art. 11 - In the ATC positions already occupied by civil controller, in aerodromes considered military bases, when a military controller joins, there will be the division and cooperation of the airspace in civil and military, where the military controller will make the respective control, for facilitate military flights.

§ 1 - When the division of airspace occurs, described in the caput of this article, a communication channel must be opened to facilitate coordination between military and civilian controllers.

§ 2 - At the end of this document, the list of military bases is attached, in Annex II.

Art. 12 - At aerodromes considered to be military bases, when there is only a military controller in the ATC position, it must assume the coordination of the civilian traffic present to avoid conflict with military traffic.

Art. 13 - Where there is only a civilian controller, the military pilot must maintain contact with active civilian control, or with coordination in the free frequency.

Art. 14 - The military controllers must faithfully observe the rating restrictions defined in a special regulation, in order to adequately assume the control and position positions that the military controller is entitled to assume.

Sole Paragraph - This Charter, at the end, presents the Rating Definition Table and the respective Military Positions that are Allowed for it, in Annex I.

## **Chapter VI**

### **The Military Controller's Callsign**

Art. 15 - The approved military controllers will be identified by letter "M" in your callsign.

Sole paragraph: Taking as an example the military approach control of the Air Force Academy in Pirassununga/SP, the military controller, assuming this position, will have the following callsign: SBXQ\_M\_APP.

Art. 16 - Only an approved military controller duly trained and listed on the FABv website, may use the military callsign.



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### **Chapter VII**

#### **Restriction and / or Temporary Closure of the virtual Airspace**

Art. 17 - The FABv, as a member of the VSOA, reserves the right to temporarily restrict and / or close the airspace of a given region and / or aerodrome , provided that it complies with the provisions of this article:

I - communicate, with a minimum of 1 (one) week in advance, the FIR (s) involved and the Brazilian Division (VATBRZ), about the closing.

II - send, in the communication to the FIR (s) involved and VATBRZ, the date (s), time (s) of start and end of the closing as well as the restriction and / or closing locations, so that it has time to inform the entire network.

III - post in the VATSIM Brasil media in your area and in the FIRS area, They announce the operation, date (s) and start and end time, as well as the description and location of the operation.

Art. 18 - During the restriction and / or temporary closure of the airspace, civilian traffic in the demarcated areas will be monitored by the Military and / or Civil ATC, and must be diverted out of the restricted airspace, including landings and takeoffs in case of any conflict for the operation procedures.

### **Chapter VII**

#### **Instruction for Military Controllers**

Art. 19 - The candidate for the military controller course must fulfill the following requirements:

I - have a minimum rating of S2, having previously been approved by VATBRZ for this rating.

II - have a minimum of 50 hours of effective control in the APP (approximation) position, before requesting their enlistment via the FABv website in the menu "[Enlistment](#)".

### **Chapter VIII**

#### **Final Provisions**

Art. 20 - The omitted cases related to the matter dealt with in this Letter shall be resolved jointly by the signatory Organizations.



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### Annex I

List of the ratings and respective positions of Military and Civilian ATC, which they can assume after receiving the approval and due training.

RATING	POSITION ATC MILITARY
S2 (Tower Controller)	Delivery (DEL), Ground (GND) and Tower (TWR).
S3 (TMA Terminal Controller)	Approach (APP) and Departure (DEP) positions.
C1 (Enroute Controller) C3 (Senior Controller)	'Enroute' or 'Area' sectors (CTR); both radar and non-radar control services.
<b>Note: All users (members or guests) who connect as Military ATC, must be properly listed on the FABv website.</b>	

### Annex II

#### List of Brazilian Air Force Units virtual

ICAO	MIL	NAME
SBBR	ALA 1	Brasília Air Base
SBAN	ALA 2	Anápolis Air Base
SBCO	ALA 3	Canoas Air Base
SBSM	ALA 4	Santa Maria
SBCG	ALA 5	Campo Grande Air Base
SBPV	ALA 6	Porto Velho Air Base
SBBV	ALA 7	Boa Vista Air Base
SBMN	ALA 8	Manaus Air Base
SBBE	ALA 9	Belem Air Base
SBNT	ALA 10	Parnamirim Air Base
SBGL	ALA 11	Galeão Air Base



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SBSC	ALA 12	Air Base Santa Cruz
SBYS	AFAv	Air Force Academy

**INTENCIONALMENTE EM BRANCO**

**Command of the virtual Aeronautical**

**Brazilian Air Force virtual**

**Division Directorate**

**Vatsim Brazil**