



(Virtual) Kingston FIR Guidelines & Expectations Controller Behavior & Conduct

- 1. No Kingston FIR controller shall send a contact-me to a pilot on the ground unless they are proceeding into a movement area without prior clearance or contact.**
- 2. No Kingston FIR controller shall adjust the quality or content of his service based on the experience level or ability of a pilot. One is either prepared for all VATSIM pilots or prepared for none of them. The only wisdom to which we can hold pilots responsible is the VATSIM code of conduct.**
- 3. No Kingston FIR controller shall terminate ATC contact with a pilot for reasons of continued non-compliance, insufficient articulation of English, or behavioral misconduct without immediately making a supervisor aware. Refusing to serve a pilot is a serious break in the VATSIM ambience, and one should exhaust their compassion and fortitude before ending a pilot interaction. If even one's exaggerated tolerance fails, it has become a disciplinary situation for the eyes of a supervisor.**
- 4. No Kingston FIR controller shall extend their control to another airport or airspace for which they are not responsible. This includes instances in which traffic has appeared at an uncontrolled airport within the radar range of the controller. Examples of this behavior includes a MKJK_CTR controller providing services in the Havana FIR and a MKJP_APP controller providing services for MKJS.**
- 5. No Kingston FIR controller shall demand or coerce another controller into vacating their occupied ATC position so that they may take it.**

