

# **RUSHING TIN**

**“THE GAME OF QUESTIONABLE  
AIR TRAFFIC CONTROL”**

## **GAME RULES**

**- PLAYTESTING -**

**(VERSION 1.0)**

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# WELCOME TO THE FUTURE OF AIR TRAFFIC CONTROL!

## THE SKIES ARE FAR TOO CROWDED!

With the exponential increase of air travel, no longer can one Air Traffic Controller (ATC) monitor a single sector by themselves.

This responsibility is now shared by elite teams of ATCs – each taking control of individual planes – working seamlessly together to ensure the safety of all!

*Or that was the original idea anyway...*

Because with so much competition, the airlines are now paying ATCs big bucks to put their planes at the head of the queue.

Naturally this is frowned upon by the authorities, so it all goes on 'under the radar'.

And now a dangerous culture of corruption and mid-air high jinks has evolved with ATCs competing for the big bonuses awarded by these corrupt airlines...

*Welcome to Rushing Tin!*

## OBJECTIVE

The object of the game is to complete your shift by getting as many planes safely to their destinations as possible – within the specified times for each schedule. And for each schedule you successfully complete you get a cash payment from the airline concerned.

*Sounds easy doesn't it?*

It would be! If the amount of airspace to manoeuvre your planes wasn't so blooming small! So you'll need all your spacial awareness skills to cope with the ever increasing amount of air traffic entering the sector!

But be careful! Because if you have too many near misses or any of your planes collide you're in deep trouble! And your shiny new career will be over before you know it.

*And as if all this pressure wasn't enough!*

The other ATCs on your shift are also competing for the airlines money – and they'll stop at nothing to beat you to it – using every dirty trick in the book to get you fired!

## YOUR SHIFT

Your shift lasts 8 hours and if you're good at your job you should be able to guide at least 8 planes to their destinations within that time.

But remember, although you can accept as many 'Hand-Offs' as the shift allows - don't get greedy or you'll get into some serious trouble!



## BRIBES, BLACKMAIL & PAY-OFFS!

With the employment market as it is, you don't want to lose your job. And neither do your colleagues – so use this to your advantage. If you can *accidentally* manoeuvre a plane so it will cause a colleague to cause a 'Near Miss' you could ask them to pay a small sum to avoid this, and avoid the inevitable 'Deal' which would occur.

**REMEMBER: Deals reduce Schedule Bonuses, and severely reduce your earning potential (oh yeah, and endanger the lives of passengers as well)**

There are no hard and fast rules as to what you can ask money for in Rushing Tin and the following are just a few suggestions to give you some ideas.

- Blackmail an ATC into avoiding a 'Deal'. (Deals are the biggest threat to your career. And you and your *Colleagues* should pay big bucks to avoid them!)
- Buy a 'Hand-off' from another ATC (Maybe to gain extra favour with an airline and increase your Bonus earning potential with them)
- Pay another ATC to take over a 'Hand-off' for you (maybe so you can free up some space to get a more profitable 'Hand-Off')

## REMEMBER, YOU'RE A TEAM

Although anything goes in Rushing Tin, please remember you are a team.

We advise you to agree to limits on blackmailing and how you charge each other for accepting Hand-offs – as a shift can turn pretty ugly if ATCs get too greedy.

**Of course you can all decide to play cooperatively and see how many Commendations and Bonus Payments the whole shift can earn – which surely is a much more noble pursuit! (Naturally this IS the objective if playing solo)**



## SCORING

Scoring in Rushing Tin is made by receiving cash bonuses for each 'Hand-off' you make for the airlines you are helping. Use the freshly laundered cash included to take and make your payments.

You can also make some cash bribing and blackmailing your colleagues (page 3).

And, if you're really lucky, you may also receive a bonus for each commendation you have if the 'Appraisal Random Event' happens (page 35)

## BONUS PAYMENTS

Air Traffic Controllers receive cash payments from the airlines when they make successful 'Hand-off's within certain scheduled times. The Schedule times for each route are listed in the Sector Log for the Sector you are playing (page 38).

The bonus payments are indicated on the 'Hand-off Card' for the Route being flown, and can be modified depending on your relationship with that particular airline (page 5).

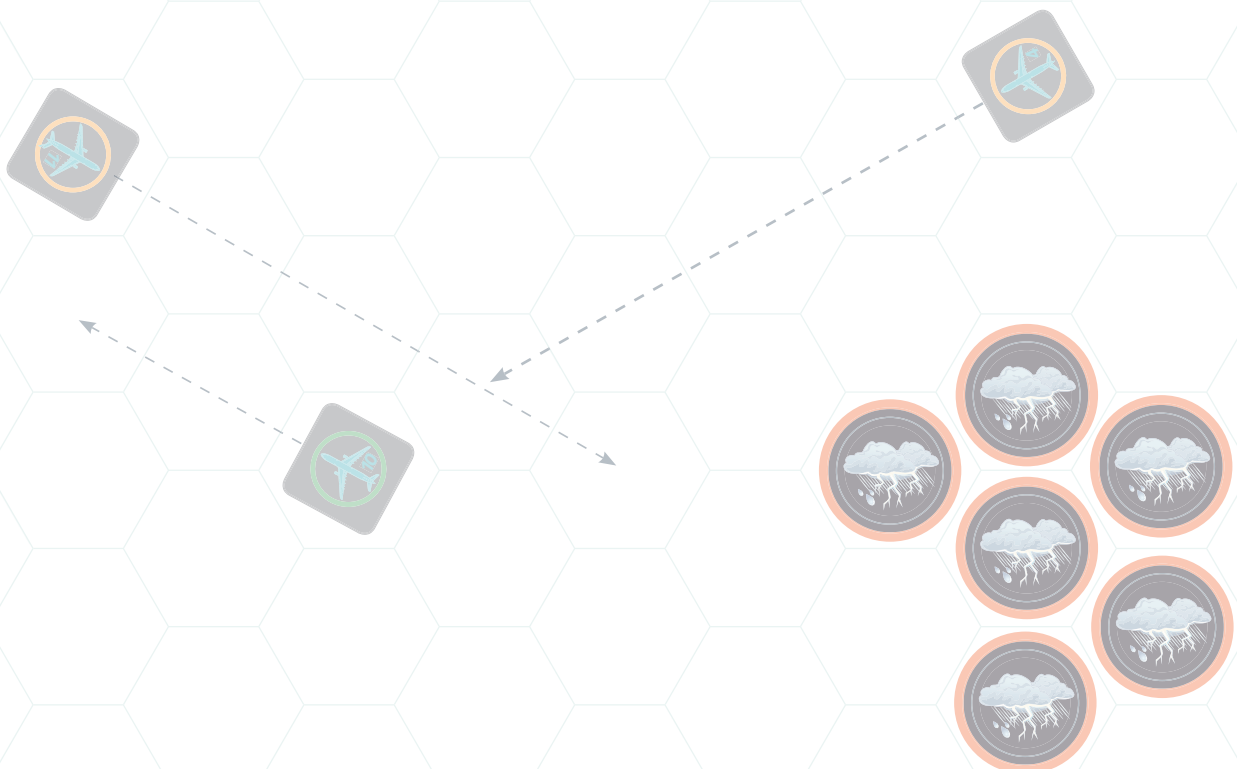
**NOTE: The FULL Schedule Bonus is only paid if an ATC makes a 'Perfect Hand-off' (page 20).**

## PENALTIES

Penalties for 'Imperfect Hand-offs' are deducted from the full bonus amount on the card, depending on how many levels or hexes away from the 'Exit Point' a plane is when it 'Hands Off' (page 20).

The amount for each penalty payment is indicated at the bottom of the 'Hand-off Card' of the Route being flown

- Penalties only apply to Schedule Bonus payments awarded for each 'Hand-off' – so if no Schedule Bonus is awarded, no penalty payment is made.
- If a plane is handed off more than 3 hexes away, either by level, distance or a combination of both, then no Schedule Bonus is paid.



## ATC STATUS

Bonus payments made to you can be modified depending on your current status with each airline. At the start of the game, each ATC has a neutral status with each airline, and bonus payments are paid as per the amount shown on the 'Hand-Off Card'. As the game progresses, an ATCs status changes with each airline depending on how well they are performing. The different status' are: **Key Controller**, **Cautioned Controller**, and **Black Listed Controller**.

### KEY CONTROLLER

'Key Controller' status is awarded to an airlines top performing ATCs, and they are richly rewarded if they continue to perform.

- When an ATC completes a 'Perfect Hand-off' for a single airline, they receive a 'Key Controller' card. The bonus listed on the card is now awarded for all subsequent 'Hand-offs' for the airline (whether Perfect or not).
- The ATC' takes a 'Key Controller' card for the airline concerned and places it face up in front of them.
- When the ATC completes subsequent 'Perfect Hand-offs' for the airline, they receive additional 'Key Controller' bonuses, and take a 'Key Controller' card for each one. All bonuses are cumulative
- If there are no more 'Key Controller' cards available for the airline (airlines don't just give them away!), then the ATC must take a 'Key Controller' card directly from any ATC of their choosing, who has one for that airline (naturally you could ask for a payment instead).
- 'Key Controller' status can only be lost by: losing to another ATC; being 'Cautioned'; or being 'Black Listed'.

### CAUTIONED CONTROLLER

If an ATC has a 'Deal' (page 32), the Airline loses faith in their abilities and gives them a caution

- When an ATC is 'Cautioned' they take a 'Cautioned Controller' card for the airline concerned, and place it face up in front of them.
- When 'Cautioned', the negative 'Bonus Payment Modifier' on the card is applied to all subsequent Schedule Bonuses for that Airline whilst on the caution.
- When a 'Key Controller' is 'Cautioned' they return to a neutral status with the airline and return all their 'Key Controller' cards for that airline. **They do not take a 'Cautioned Controller' card.**

### REMOVING A CAUTION

Once an ATC completes a 'Perfect Hand-off' for an Airline their confidence in the ATC's ability is restored and the caution status is removed for that airline. The ATC returns the 'Cautioned Controller' card to the deck and their status with the airline is now Neutral.

### BLACK LISTED CONTROLLER

If an ATC has more than one Deal with an Airline they lose complete faith in the ATC's abilities and 'Black List' them.

- When an ATC is 'Black Listed' they take the 'Black Listed' card for the airline concerned and place it face up in front of them.
- When 'Black Listed' an ATC may not control that airline's planes for the remainder of the shift.
- When 'Black Listed' by an airline you must offer all your current active Hand-offs for that airline to the other ATC's as per stage 7.0 of the Game Turn (page 15). When playing solo you must complete the Hand-offs – but gain no bonus...sorry.

# GAME PIECE GUIDE

First things first – please check you have all the necessary equipment to play Rushing Tin:

- 01x 'Sector-Map' Game Board**
- 12x Plane Cubes**
- 06x Entry/Exit Point counters**
- 12x Plane ID Counters**
- 48x Weather System Counters**
- 04x Wind Counters**
- 30x 'Single Route' Hand-off Cards**
- 25x 'Multi-Route' Hand-off Cards**
- 25x Random Event Cards**
- 14x Weather Event Cards**
- 05x Key Controller Cards**
- 05x Cautioned Controller Cards**
- 05x Black Listed Controller Cards**
- 01x Time Counter**
- 01x Six sided dice**
- 10,000 Worth of Rushing Tin Cash**



## SECTOR MAP

Opposite is an overview of all the key areas on the Sector Map

### A. Airport's Control Zone

An airports Control Zone consists of the adjacent hexes surrounding the airport and its approach, at Level 3 or below.

### B. Section Boundary

The Section Boundary defines the areas used to determine Random Events and Weather Events.

### C. Sector Map Boundary

The Sector Map Boundary represents the edges of the Sector. This is where planes enter and leave the Sector

### D. Time Counter Track

The time counter is used to track each turn, where each turn represents 15 minutes.

### E. Airport

The Airport is a special Level 1 Entry/Exit point where planes take off and land.

### F. Unmonitored Hand-off Hex Side

A Sector Map Boundary without a coloured Entry or Exit Point marker is not monitored by an ATC.

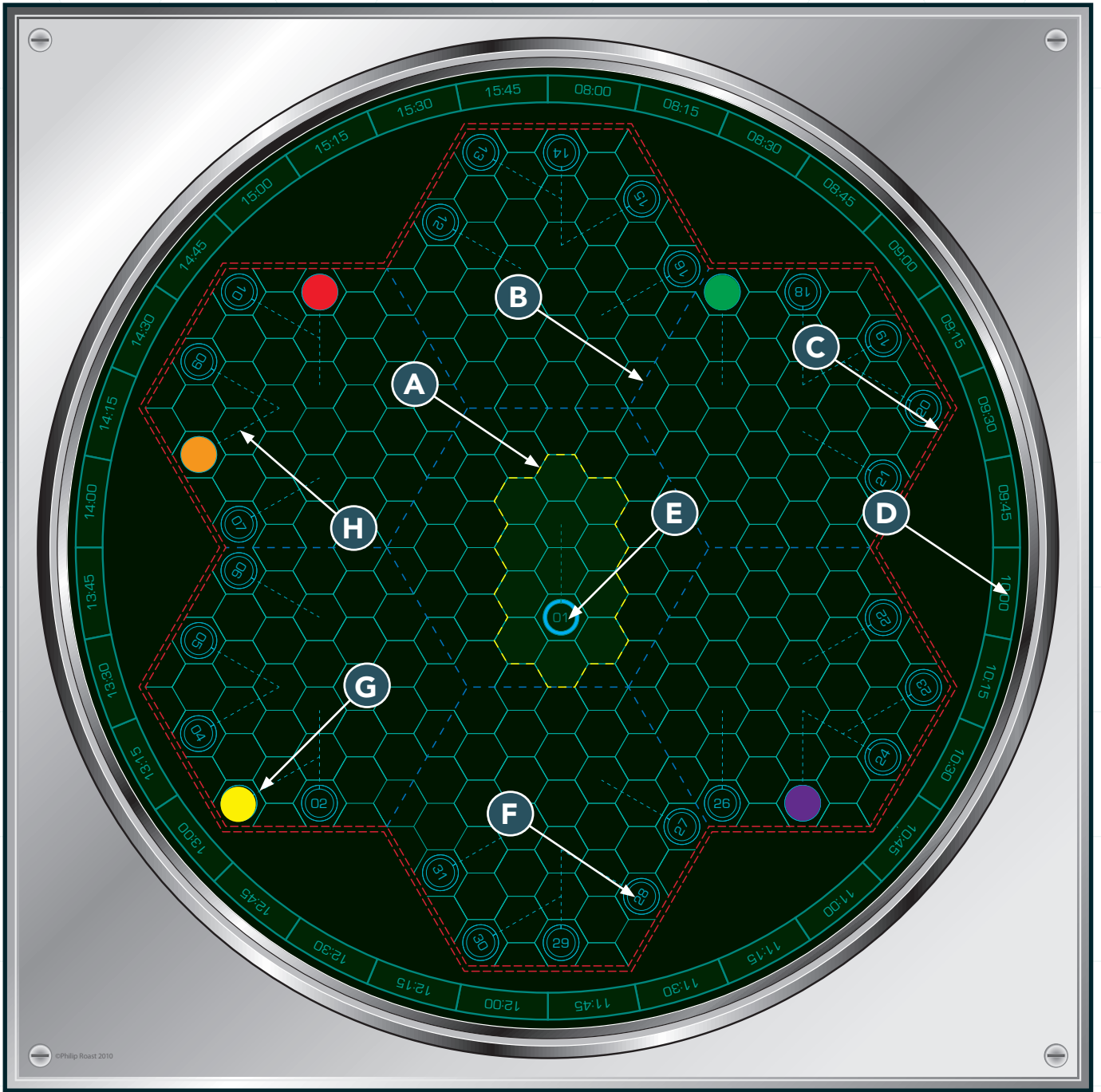
### G. Monitored Exit/Entry Point

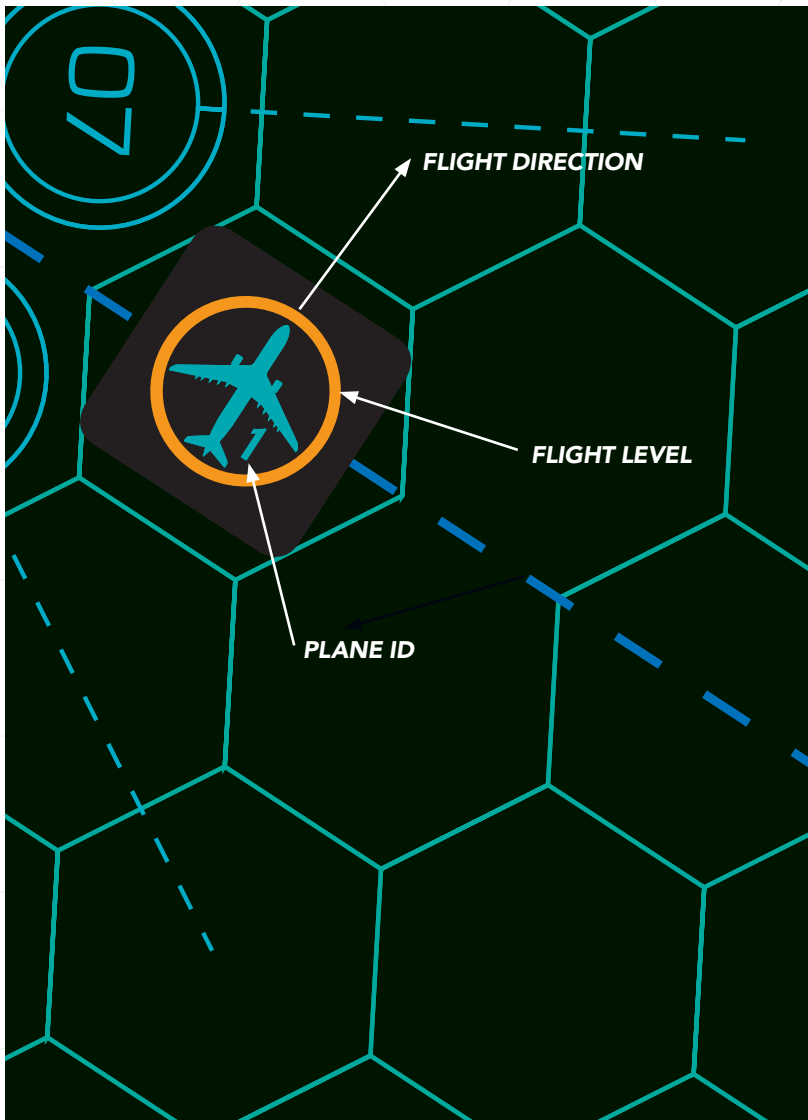
A 'Sector Map Boundary' with a coloured 'Entry' or 'Exit Point' marker is monitored by an ATC and is where planes enter and exit the Sector.

### H. Hand-Off Route

A 'Hand-Off Route' is the direction all planes should follow when entering or leaving the sector. It also helps indicate an unmonitored 'Hand-Off Hex Side'.







## THE PLANE CUBES

There are 12 individual Planes in Rushing Tin represented by the 12 Plane Cubes. Each cube has 6 sides representing the 6 Flight Levels available.

Illustrated below are the six sides of the Plane Cube for Plane ID 1.

The Plane Cubes were created so that it is easy to change from one level to the next by simply 'Pulling Back' or 'Pushing Forward' with the die.

## PLANE IDS

The number in the bottom right hand corner of the Plane Cube represents the ID number of the plane.

## FLIGHT LEVELS

The colour of the ring surrounding the illustration of the plane represents the 'Flight Level' at which the plane is flying. Each Plane has 6 different 'Levels' in which it can fly:

- Level 1
- Level 2
- Level 3
- Level 4
- Level 5
- Level 6

## FLIGHT LEVELS FOR PLANE ID 1



## FLIGHT SPEEDS

The speed at which a plane flies is directly linked to the level to which it is flying:

- +1 hex
- +2 hex
- +3 hex
- +4 hex
- +5 hex
- +6 hex

## FLIGHT DIRECTION

The direction a plane is flying is indicated by the direction the plane illustrated on the Cube is facing.





## PLANE ID COUNTERS

There are 12 Plane ID counters which are placed on the 'Hand-off Card's' when they've been accepted. The number on the counter indicates which Plane ID has been chosen to fly that route.



## ENTRY/EXIT POINT COUNTERS

There are 6 Entry/Exit Point counters which are placed on the 6 Monitored Entry/Exit Points listed for the sector you are playing. Each Entry/Exit Point counter is coloured to represent the Flight Level required for Entry/Exit (page 16)

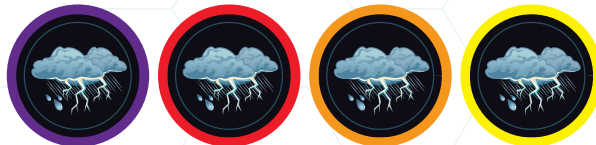


## WEATHER SYSTEM COUNTERS

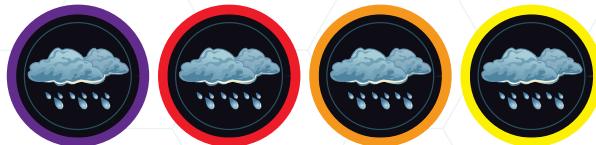
There are 48 double sided Weather System counters. These counters are used when a Weather System is active (page 36).

One side represents a Storm and the other Turbulence. Storms and Turbulence can occur between Flight Levels 3 to 6, and each counter has a coloured ring to indicate which Flight Level is affected.

### STORM COUNTERS



### TURBULENCE COUNTERS



## WIND COUNTERS

There are 4 Wind Counter which are used when the Strong Winds card is in play. Strong Winds affect Flight Levels 3 thru 6 (page 36).

### WIND COUNTERS



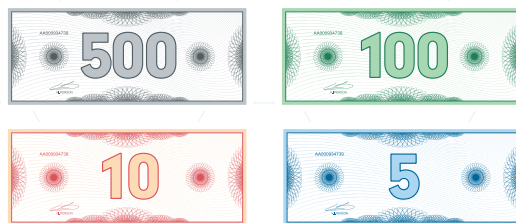
## TIME COUNTER

The Time counter is used to track each turn, which represents 15 minutes of the Shift.



## RUSHING TIN CASH

Rushing Tin comes with 10,000 cash which comes in denominations of 5, 10, 100 and 500 notes. This cash is used to pay ATC's for successful Hand-Offs and for ATC's to pay and bribe each other during the game.



## HAND-OFF CARDS

In Rushing Tin there are two types\* of 'Hand-off' an Air Traffic Controller can accept: **Single Route** and **Multi-Route**.

At the top of each card is the owning Airline's name and the Route Code.

Listed underneath the route diagram is the Schedule Bonus awarded to the ATC if they can complete the route to the Schedule listed in the Sector Log (see page 38).

Underneath the Bonus is the penalty amount for each Level and Hex away the plane is from a 'Perfect Hand-off'.

The direction the route is flown is indicated by the direction the Plane is facing on the card.

*\*Note that 'Celebrity Jet' 'Hand-offs' are 'Random Events' and work slightly differently*

### SINGLE ROUTE HAND-OFF CARDS

Each of the 30 'Single Route Hand-off Cards' represent a flying route from one 'Entry Point' to one 'Exit Point'

### MULTI-ROUTE HAND-OFF CARDS

Each of the 20 'Multi-Route Hand-off Cards' represent a multi-stop flying route from one 'Entry Point' to one 'Exit Point' via an Airport.

A plane flying a 'Multi-Route' must land at the Airport before flying to its final destination.

When landing during a Multi-Route the plane must leave the board before taking off to continue its journey.

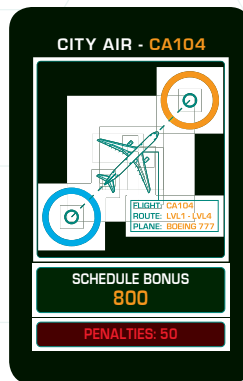
When taking off, the plane must wait until it is clear to do so via the 'Hand-off Route' as if it were taking off from an airport normally (see page 22).

Any waiting time incurred is included within the final route time.

### ROUTE CODES

The Route Code consists of the Airlines initials and the Entry and Exit Points of the Route – the middle number indicates whether the route is a Single Route (0) or Multi-Route (1). Route codes are used on the Sector Log (see page 38).

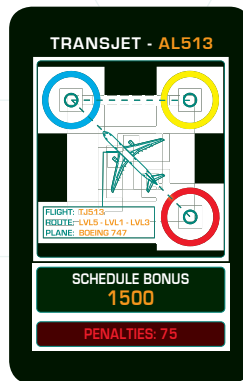
SINGLE ROUTE FRONT



SINGLE ROUTE BACK



MULTI-ROUTE FRONT



MULTI-ROUTE BACK



## SCHEDULES

Every route has a specific Schedule to keep.

If a plane completes a route within the time limit listed for the Schedule the ATC will receive a Schedule Bonus.

The Schedule Bonus amount is listed on the 'Hand-off Card' for the Route.

If the plane is handed off perfectly the ATC will receive the full Schedule Bonus (plus any modifiers to the bonus if any) as well as a commendation (see page 20).

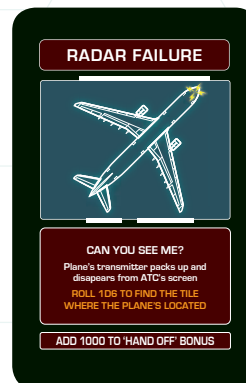
If the plane is handed off imperfectly the ATC will still be eligible for the full Schedule Bonus (plus any modifiers to the bonus if any), but must deduct any penalties due. (see page 20).

## RANDOM EVENT CARDS

There are 25 Random Event cards which represent the different things which can go wrong with a flight (page 33).

Each event has specific rules which range from just altering the flight route to both pilots going down with food poisoning!

RANDOM EVENT FRONT



RANDOM EVENT BACK



## WEATHER EVENT CARDS

There are 14 Weather Event cards which represent the Storm and Turbulence weather systems as well as the Strong Winds event .

These events have specific rules which affect planes that fly through hexes with a Weather System counter on them (page 36) or are affected by a Head Wind or a Tail Wind (page 37).

WEATHER EVENT FRONT



WEATHER EVENT BACK



## ATC STATUS CARDS

There are 15 ATC Status cards which represent the 3 different status' an ATC can have with an individual airline (page 5)

These are:

- Key Controller
- Cautioned Controller
- Black Listed Controller

ATC STATUS FRONT



ATC STATUS BACK



# THE RUSHING TIN GAME TURN

## 1.00 GAME SETUP

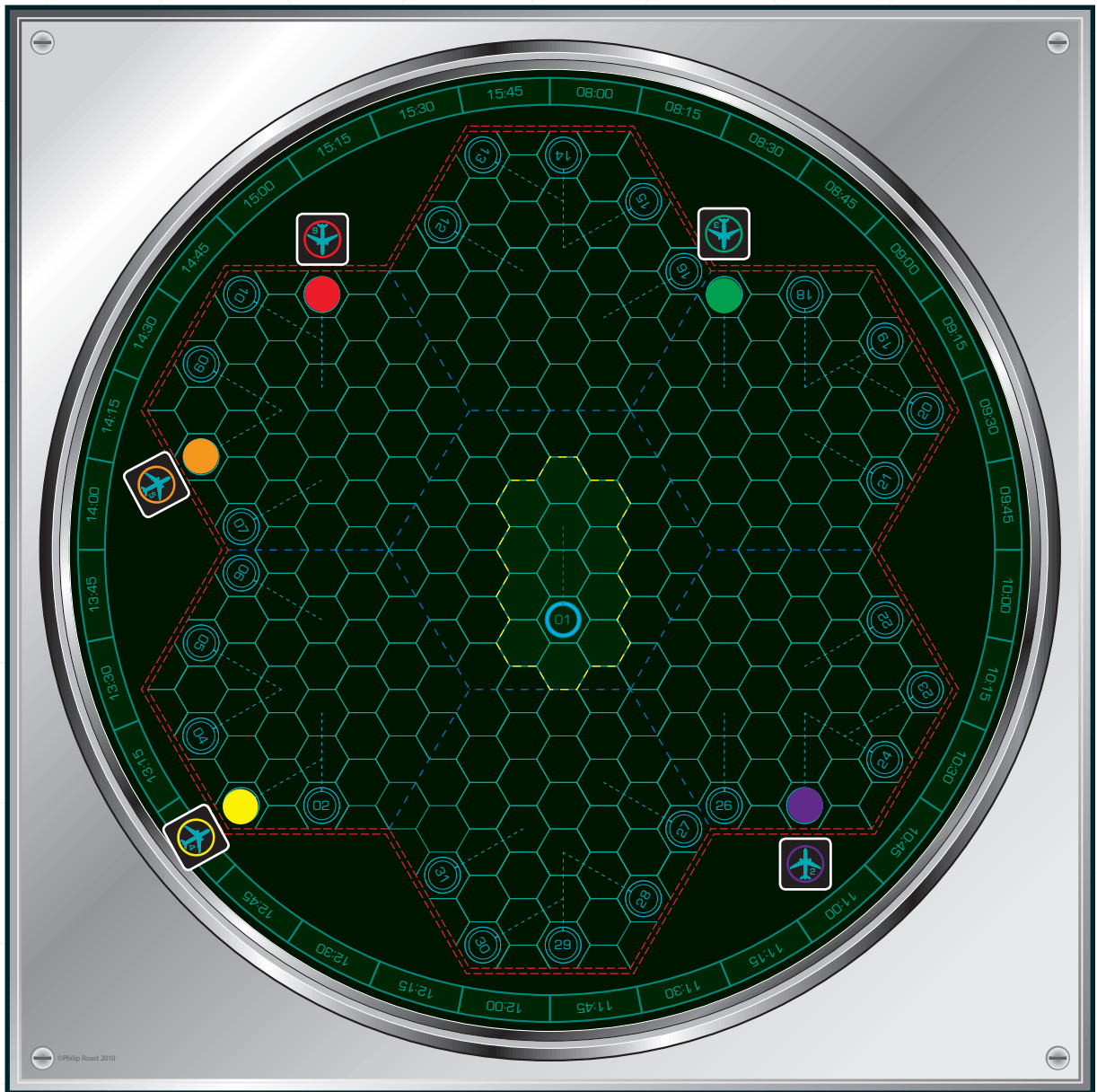
Chose a Sector to play and set up the Sector Map according to the specific instructions for that Sector (page 38).

- 1.00** Each ATC collects one weeks wages which is 500 Rushing Tin Cash.
- 1.01** Shuffle the 'Hand-off Cards' and deal one face-up to each player until all players have 3 Pending Hand-offs. Place the rest of the undealt Hand-off cards face down next to the game board.
- 1.02** Shuffle the 'Random Event Cards' and place them face down next to the 'Hand-off Cards'
- 1.03** Shuffle the 'Weather Event Cards' and place them face down next to the 'Random Event Cards'
- 1.04** Place the 'ATC Status Cards' next to the 'Weather Event Cards'. These don't need to be shuffled as specific cards are selected during play.
- 1.05** Place the correct number of starting Plane IDs for the Sector in the 'Plane Pool', and the correct number of corresponding Plane Cubes next to them.
- 1.06** Each ATC rolls 1d6, and whoever rolls highest (sorting ties by re-rolling) becomes known as **'The Lead Controller'**.
- 1.07** The **Lead Controller** takes the Sector Log and is responsible for logging all activity during the shift.
- 1.08** The **Lead Controller** now *Accepts* one of their Pending Hand-offs and places the card face up in front of them in their Accepted Hand-offs Area
- 1.09** They then place a 'Plane ID' counter from the 'Plane Pool' face up on the 'Hand-off Card'. And place the 'Plane Cube', with the same ID number, behind the 'Entry Point' indicated by the 'Hand-off Card' (see page 10).
- 1.10** The other ATCs (starting from the 'Lead Controllers' left) now take one of their 'Pending Hand-offs' and lay it face up in front of them performing the actions outlined in 1.09.
- 1.11** Once each ATC has accepted one 'Hand-off', all ATCs may now offer any of their remaining 'Pending Hand-offs' to other ATCs as an exchange, gift, or sale.
- 1.12** Once all trades of 'Pending Hand-offs' have been made, all ATCs (starting with the Lead Controller and working to the left) may now *Accept* another of their 'Pending Hand-offs' if a 'Plane ID' is available in the 'Plane Pool' and they haven't exceeded the 'Shift Limit' (see page 15).
- 1.13** ATCs aren't obliged to accept any more of their 'Pending Hand-offs' at this stage, but if there are planes left in the 'Plane Pool' more 'Pending Hand-offs' must be accepted.
- 1.14** If none of the ATCs want to accept any more 'Hand-Offs', then 1d6 must be rolled by each ATC for the remaining 'Plane ID' counters - lowest roll must accept a Hand-off' first, second lowest must accept the next, and so on - re-rolling for ties.

## GAME SETUP EXAMPLE

In the opposite example a player is playing solo so must accept all starting Hand-offs for the Sector (which is 6).

All planes have been placed in position except for Plane ID 1, as it will take off from the Airport (planes taking off, remain off the board until it's their turn to move – allowing landing planes to land safely). So the Plane Cube is placed on the Hand-off card to show it is ready to enter play if safe to do so next turn (see page 22 'Taking Off From Airports')

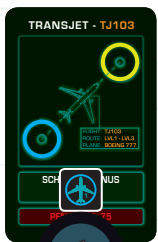


**PENDING HAND-OFF AREA**

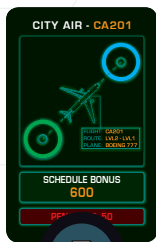
**HAND-OFF AND EVENT CARDS**



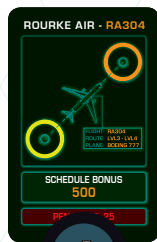
**ACCEPTED HAND-OFFS**



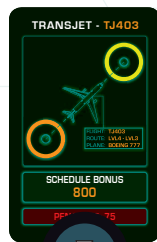
1



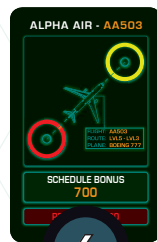
3



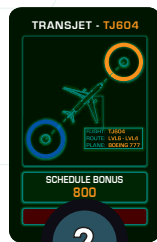
4



5



6



2

# THE RUSHING TIN GAME TURN

## 1.20 ROLL FOR EVENTS

At the start of every turn roll 1d6 to determine if any events occur. An event is resolved by following the instructions listed for that card (page 19-21).

**1.21** A Roll of 1 indicates a Random Event has occurred and a Random Event card is drawn and placed face up on the table. Follow the instructions on the card.

**1.22** A Roll of 2 indicates a Weather Event has occurred and a Weather Event card is drawn and placed face up on the table. Follow the instructions on the card.

## ACTIVE WEATHER SYSTEM GROWTH

**1.23** *If any 'Weather Systems' are already active*, the event roll also determines whether they grow or shrink that turn - an even number it grows, odd it shrinks (see page 21).

**PLEASE NOTE: Some sectors may have different results for the Random Event Roll**

## 1.30 MOVE ALL PLANES

**1.31** A plane is considered 'Active' if it is either on the 'Sector Map', or 'Ready to Enter Play' this turn.

**1.32** A plane is considered 'Ready to Enter Play' if its 'Plane ID' counter is placed on a face up 'Hand-off' card and its 'Plane Cube' is on the edge of the board at the start of the turn (or on the Hand-off card if taking off from the airport that turn)

**1.33** The plane at the highest level is moved first, followed by the plane on the next level and so on.

**1.34** If two planes occupy the same level, the one with the Highest ID moves first.

**1.35** When an ATC moves a plane they turn the ID Counter face down on the 'Hand-off Card' so it's easy for the other ATC's to see it's moved.

**1.36** An ATC accepting a 'Hand-Off' may not move a plane, or change its level in such a way that will cause another plane entering from the same entry point to cause a near miss.

## 1.40 'HANDING OFF' PLANES

**1.41** If a plane is 'Handed Off', the Lead Controller notes the time of the 'Hand-off' on the Sector Log' and awards any Schedule bonus owed to the owning ATC.

**1.42** Before awarding the bonus, all penalties accumulated during the flight are deducted and any airline bonus modifiers applied (see page 5).

**1.43** The ATC may now accept a new 'Hand-off' card from their 'Pending Hand-offs' if they wish (see page 16, '2.0 Accepting Hand-offs' & page 15, Shift Limit) and follow the procedure outlined in 1.09 **NOTE: this plane won't be active until the next turn.**

**1.44** If the ATC doesn't have a Pending Hand-off they may buy or trade one with another ATC and accept it straight away.

## 1.50 WEATHER SYSTEM MOVEMENT

**1.51** If a 'Weather System' is active, each ATC (starting with the Lead Controller and working to the left) may now move one 'Weather' counter (page 36)

## 1.60 MORE PENDING 'HAND-OFFS'

**1.61** Starting with the Lead Controller (and working to the left), any ATC who has less than 3 'Pending Hand-offs' may now (if they wish) take one 'Hand-off' from the 'Hand-off' deck and place it face up in their 'Pending Hand-offs'.

## 1.70 INTRODUCING MORE PLANES

The skies get more crowded as the game progresses, and more Planes are made available in the Plane Pool according to the frequency stated in the Sector Log.

**1.71** If it's time on the next turn to add a new plane, and one is available, the Lead controller may now take any 'Out of Play' Plane and add it to the 'Plane Pool'.

## 1.80 REMAINING HAND-OFFS

All 'Pending Hand-offs' must now be accepted if 'Plane ID' counters are available in the 'Plane Pool'. ATCs may now choose to accept any of their 'Pending Hand-off Cards' or trade with other ATCs for theirs.

**1.81** Hand-offs are accepted one at a time in a clockwise direction starting with the lead controller until all ATC's have had the opportunity to accept one hand-off.

**1.82** If there aren't enough planes available in the 'Plane Pool' for all ATC's wishing to accept another Hand-off, then each ATC must roll 1d6 and only the highest rolls get to choose. (Players may naturally bid or trade for any of the 'Hand-offs')

**1.83** If there are remaining Planes available and no ATC wants to accept another hand-off, then all ATCs must roll 1d6 to decide who must accept.

The ATCs who roll the lowest results must accept the remaining 'Hand-offs' as long as they don't exceed the 'Shift Limit' – lowest roll has first choice, second lowest has second choice and so on - re-rolling for ties.

## 1.90 ACTIVATE THE NEXT TURN

Once all ATC's have moved, events noted on the 'Sector Log', and all payments have been made and taken, the 'Time Counter' is moved forward and the next turn is activated (1.20).

## THE END OF THE SHIFT

At the end of the 31st turn (15:45) the game ends and the winner is the ATC who has 'earnt' the most money from their shift. In case of a tie, the ATC with the most commendations & least deals is the winner.

## SHIFT LIMIT

**No ATC may accept more than the maximum number of 'Hand-offs' permitted for the Shift unless ALL ATC's have planes up to the Shift Limit.**

The Shift Limit is the maximum number of Aircraft permitted to be controlled by an individual ATC depending on the size of the shift.

*1 ATC = 12 accepted / 3 pending*

*2 ATCs = 8 accepted / 3 pending*

*3 ATCs = 5 accepted / 3 pending*

*4 ATCs = 4 accepted / 3 pending*

## BIDDING FOR 'HAND-OFFS'

At any point during the game any ATC may offer money to another ATC to take over one of their 'Hand-off's (following Shift Limit rules)

## 2.00 ACCEPTING HAND-OFFS

### ACCEPTING A HAND-OFF

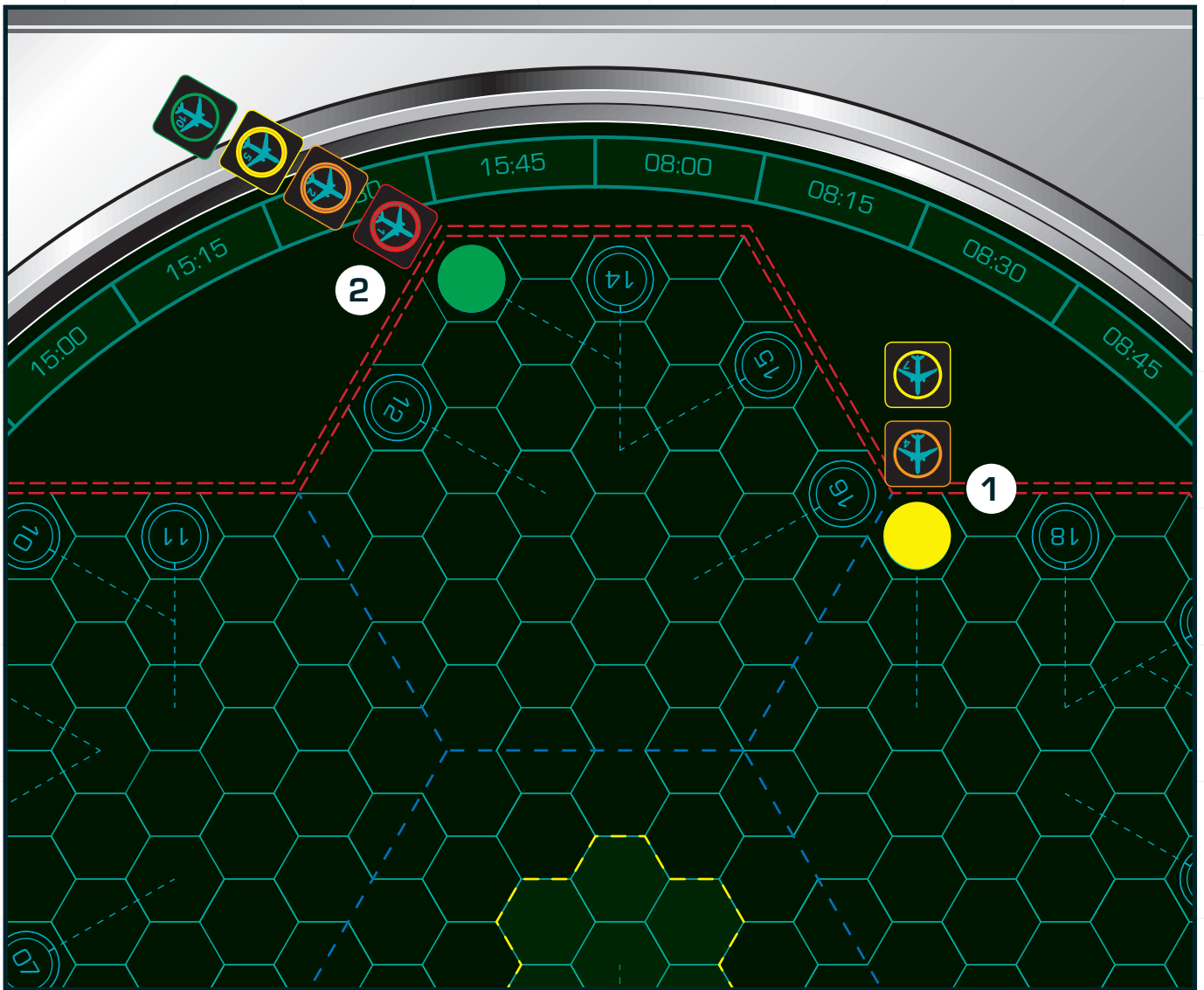
- 2.01** Take a 'Hand-Off Card' from your 'Pending Hand-Offs' (or from another ATC if you have traded) and place face up in your Accepted Hand-off area
- 2.02** Take a Plane ID counter from the 'Plane Pool' and the 'Plane Cube' with the matching ID number.
- 2.03** Place the Plane ID Counter face up on the 'Hand-Off Card' in front of you.
- 2.04** Place the Plane Cube behind the correct 'Entry Point' on the Sector Map (*the one matching the same Level as the one illustrated on the Hand-Off Card*). This plane is now considered 'Ready to Enter Play'
- 2.05** If a plane cannot enter play at the level indicated, because doing so would *immediately* cause an *unavoidable* incident with other planes *entering* the 'Radar Map', the level or entry point must be altered to allow for safe entry.

**PLEASE NOTE: These rules simulate the previous ATC's actions for 'Handing Off' and are beyond the control of the accepting ATC. Therefore planes 'Ready to Enter Play' (With the exception of those waiting to take off from the airport) have no procedural responsibilities towards planes already on the Radar Map and cannot alter their entry level/direction to avoid an incident with any plane currently on the map.**

- 2.06** If more than one plane is lined up to enter play at the same 'Entry Point' on the same turn, then the one with the highest ID number has priority to enter at the correct level.
- 2.07** If a plane must alter its Entry Route, it must follow the choice order below until a safe route is found:
- 1)** Reduce entry level to one level below the lowest plane
  - 2)** Increase entry Level to one level above the highest plane
  - 3)** Enter Map two hexes to the right or left of the 'Entry Point' – as long as the plane enters on the same Hand-Off Hex Side
  - 4)** Any combination of the above in decending order: Eg 1&3 or 2&3
- 2.08** If any of the choices in 2.07 don't allow safe entry, a Plane may enter from the 'Entry Point' in a diagonal direction (*ie from the 'Entry Point but not along the Hand-Off Route*)
- 2.09** When accepting a 'Hand-Off' with an 'Entry Point' at Level 1 (the Airport) you must follow the procedures outlined in '4.0 Taking Off From Airports'

\*Always consider the consequences of the next turn prior to accepting a 'Hand-Off', and be sure no planes are en-route or will be within range of the 'Entry/Exit Point' when the plane enters the Radar Map – unless of course it's an opponents plane and you want to blackmail them into not accepting the Hand-Off.





## ACCEPTING HAND-OFF EXAMPLES

*The following examples illustrate a situation when more than one plane enters the Sector Map from the same entry point.*

**1** *Plane ID 7* enters at Entry Point 3 at the correct level because it has the highest ID.

*Plane ID 4* had to increase its level to level 4 due to rule 2.07 and as such will now move first due to being at a higher level. It couldn't reduce by one level, as reducing to level 2 would have to follow Low Flying Rule 10.04 (page 30) and currently there is a safer option.

**2** *Plane ID 10* enters at Entry Point 2 at the correct level because it has the highest ID and as such will enter the board last.

*Plane ID 5* enters Entry Point 2 at level 3 due to rule 2.07 and as such will move third. It couldn't reduce by one level as this would reduce its level to level 1 which would be in violation of Low Flying rule 10.01.

*Plane ID 2* enters at Entry Point 2 at level 4 due to rule 2.07 and as such will move second (it couldn't reduce by one level as this would reduce its level to level 1 which would be in violation of Low Flying rule 10.01).

*Plane ID 1* enters at Entry Point 2 at level 5 due to rule 2.07 and as such will move first (it couldn't reduce by one level as this would reduce its level to level 1 which would be in violation of Low Flying rule 10.01).

## 3.00 MOVING PLANES

### ORDER OF MOVEMENT

**3.01** The order with which the planes on the Sector Map move is dictated by the level each plane is flying (exception rule 3.08):

- 1) Planes at the highest level move first and planes at the lowest move last**
- 2) If more than one plane is flying at the same level then the plane with the highest Plane ID moves first, and the next highest ID moves next and so on**

### DIRECTION OF MOVEMENT

**3.02** Planes naturally move in the direction their nose is pointing at the start of their turn

**3.03** A plane may not change direction until it has moved the full number of hexes indicated by its speed.

### SPEED/DISTANCE

**3.04** The number of hexes a plane moves is directly related to it's speed.

**3.05** A plane's speed is directly related to the 'Level' it is currently flying:

**Flight level/Speed    Hexes moved**

 **Level/Speed – 1    1 Hex**

 **Level/Speed – 2    2 Hexes**

 **Level/Speed – 3    3 Hexes**

 **Level/Speed – 4    4 Hexes**

 **Level/Speed – 5    5 Hexes**

 **Level/Speed – 6    6 Hexes**

**3.06** A plane must move the full distance indicated by its Speed each turn.

**3.07** After moving its full speed, a plane may now, In any order they choose, turn one hex side to the left or right and move up or down by one 'Level'.

**3.08** The 'Strong Winds' Weather Event does allow planes to fly faster and slower than their level dictates and these cards override rule 3.05

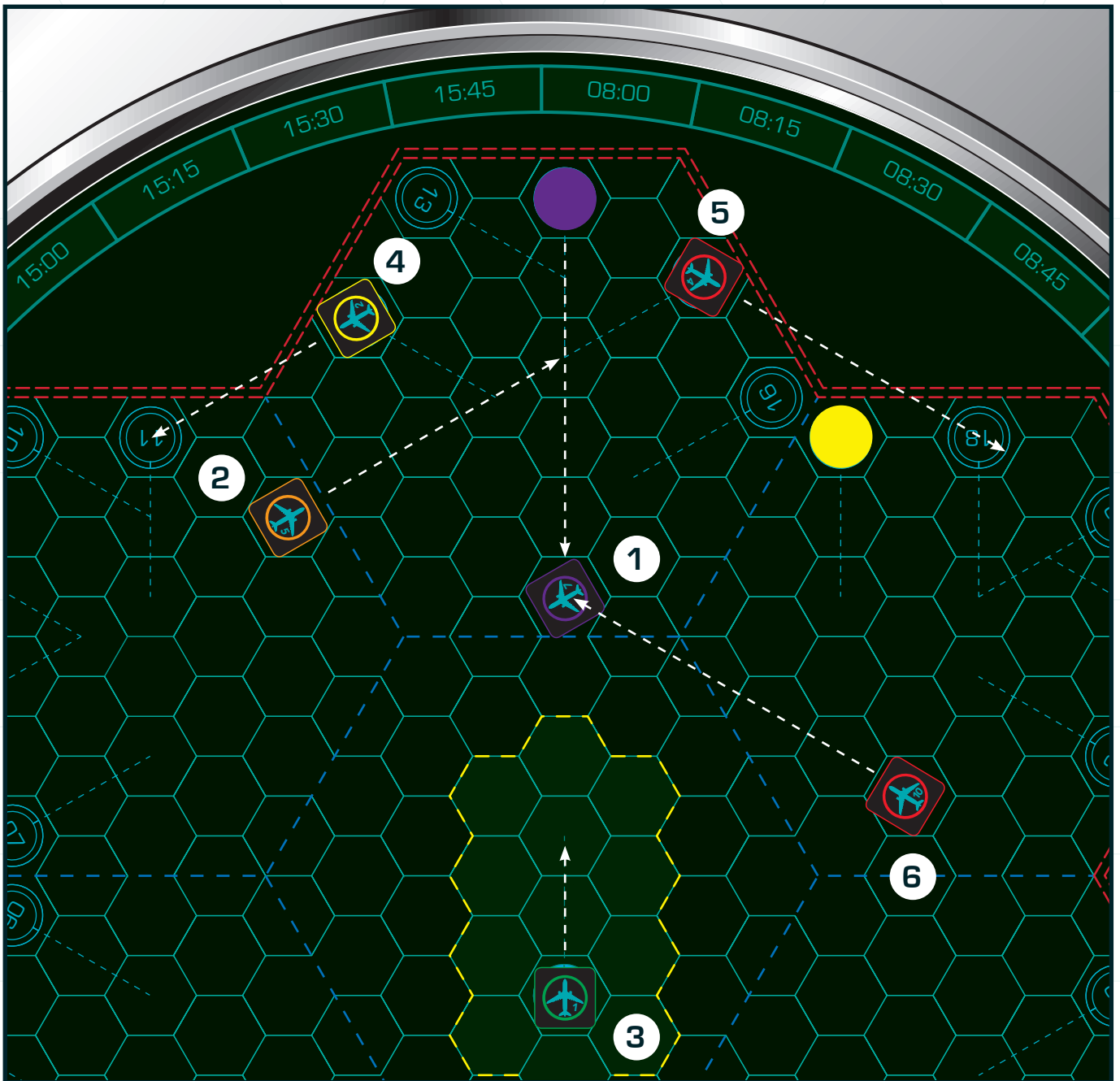
### FLIGHT LEVEL

**3.09** The Level at which a plane is flying is determined by the colour of the ring circling the plane on the 'Plane Cube' (see table on 3.05).

**3.10** A plane may not change 'Level' until it has moved the exact number of hexes indicated by its Level/Speed.

**3.11** A Plane may only ever change level once per turn

**3.12** Although planes change levels over the entire move, it is only on the final hex a plane is considered to be at the new level.



## MOVEMENT EXAMPLES

- 1 **Plane ID 7** entered the Sector Map flying at Level 6 and so moved 6 hexes (the first hex being its Entry Point) before turning to the right.
- 2 **Plane ID 5** is flying at level 4 and so will move 4 hexes on its turn.
- 3 **Plane ID 1** is flying at Level 2 and so will move 2 hexes on its turn.
- 4 **Plane ID 2** is flying at Level 3 and will move 3 hexes on its turn. Note it can move across 2 half hexes without being considered as leaving the 'Sector Map Boundary'.
- 5 **Plane ID 4** is flying at Level 5 and will move 5 hexes on its next turn. However its direction means it will leave the Sector Map via an un-monitored Map Boundary causing a Major Deal.
- 6 **Plane ID 10** is flying at Level 5 and will move 5 hexes on its next turn. However it will be able to avoid a Vertical Near Miss with **Plane ID 7** as it can reduce to Level 4 at the end of it's move.

## 4.00 HANDING OFF

### PERFECT HAND-OFFS

- 4.01** To achieve a 'Perfect Hand-off' a plane must finish its move exactly on the 'Correct Exit Point' for the route it is flying, at the 'Correct Level', and following the direction of the 'Hand-off Route',
- 4.02** The 'Correct Exit Point' is the one indicated as the 'Exit Point' on its 'Hand-off Card'.
- 4.03** A plane is defined as being at the 'Correct Level' when its flying level matches that of the 'Exit Point' on its 'Hand-off' card.
- 4.04** When 'Handing Off' to an 'Exit Point' at 'Level 1' (the Airport) you must follow the procedures outlined on page 22.
- 4.05** For every Perfect Hand-off you perform you receive a Commendation in your work record and this is noted in the Sector Log.
- 4.06** When you make a perfect Hand-off your ATC Status with the airline is updated (see page 5)

### IMPERFECT HAND-OFFS

- 4.07** If a plane finishes its move exactly on the correct 'Exit Point' but at the wrong 'Flight Level', this is called an 'Imperfect Hand-off'.
- 4.08** If a plane finishes its move exactly on the correct 'Hand-off Hex Side' but not on the 'Exit Point', this is called an 'Imperfect Hand-off'.
- 4.09** The 'Hand-off Hex Side' is the side of the Sector Map where the 'Entry/Exit Point' is located. And is determined by the direction of the 'Hand-off Route'.

### OVERSHOOTING HAND-OFFS

- 4.10** If a plane ends its move past the correct 'Exit Point' or 'Exit Point' hex side, it has 'Overshot' the 'Hand-off'.

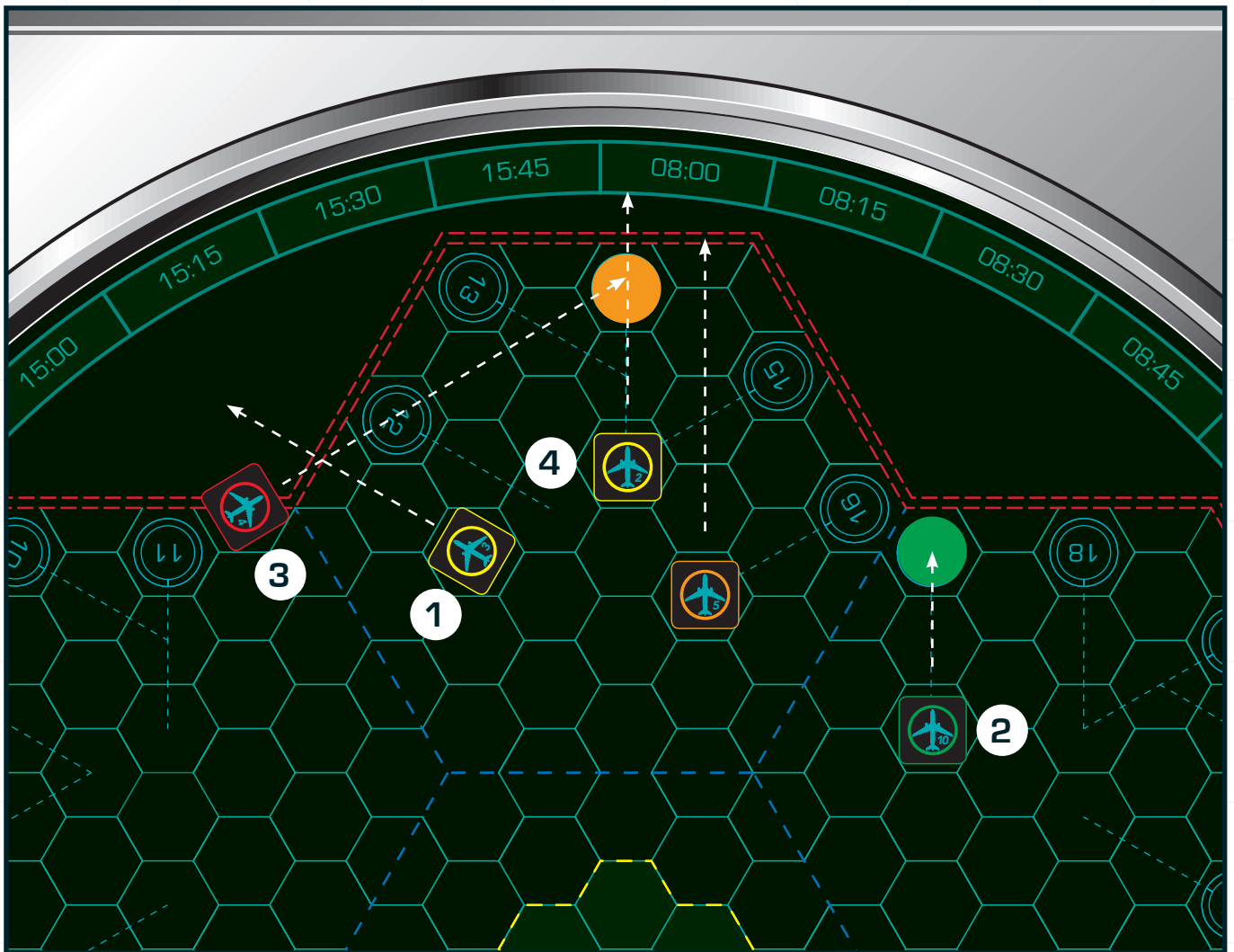
***Not only is this an 'Imperfect Hand-off' but it can cause major problems for the ATC in the next sector. And so the offending Controller has now brought shame to the shift and a commendation is removed from their record. However the Airlines don't really care so long as the plane and passengers are ok. But they do give you a warning and restrict your Schedule Bonus as outlined in 4.13.***

- 4.11** When ending their move, having 'Overshot' the 'Hand-off', the ATC is no longer in control of the Plane and may not change its Level.
- 4.12** Although not considered a 'Caution' from the Airline, the ATC receives a one-off 50% penalty of the Schedule Bonus as a 'Final Warning'. The Lead Controller must make a note of this warning on the Sector Log
- 4.13** If an ATC Overshoots a 'Hand-off' a second time with the same Airline they receive a 'Cautioned Controller Card' for that Airline.

### HAND-OFFS AND DEALS

- 4.14** If a plane 'Hands Off' to an 'Exit Point Hex Side' other than the one listed on its 'Hand-off Route' the player has had a 'Deal' (page 32).
- 4.15** An 'Unmonitored Hex Side' is one without an active 'Entry/Exit Point'. If a plane leaves the Sector Map by an 'Unmonitored Hex Side' this is considered a 'Major Deal' (see page 32).

***PLEASE NOTE: Half hexes on the edge of the Sector Map are considered the same as whole hexes and not 'Off the Map'. A plane may cross two joined half hexes diagonally without being considered 'Leaving The Map'***



## MAJOR DEAL EXAMPLE

- Plane ID 3** has really taken a bad turn! It will finish its move off the Sector Map and leave via an 'Unmonitored Hex Side'. This is a Major Deal and the controller responsible will have to pay a hefty fine.

## PERFECT HAND-OFF EXAMPLE

- Plane ID 10** will be handed off to the Level 2 Exit Point on the next turn. And because it will finish its move exactly on the 'Correct Exit Point', at the 'Correct Level', and following the direction of the 'Hand-off Route' it will be a "Perfect Hand-Off".
- Plane ID 4** will be handed off to the Level 4 Exit Point on the next turn. And because it will finish its move exactly on the 'Correct Exit Point', at the 'Correct Level', and following the direction of the 'Hand-off Route' it will be a "Perfect Hand-Off". (remember it can reduce its level to level 4, and turn to follow the Hand-off Route' at the end of its turn)

## OVERSHOOTING EXAMPLE

- Plane ID 2** will be handed off to the Level 4 Exit Point on the next turn. However it will finish its move 1 hex after the Exit Point and so will have Overshot the Hand-off.

## IMPERFECT HAND-OFF EXAMPLE

- Plane ID 5** will be handed off to the Level 4 Exit Point on the next turn. However it will finish its move 1 hex to the right of the Exit Point and so will incur a bonus penalty.

## 5.00 AIRPORTS

### TAKING OFF FROM AIRPORTS

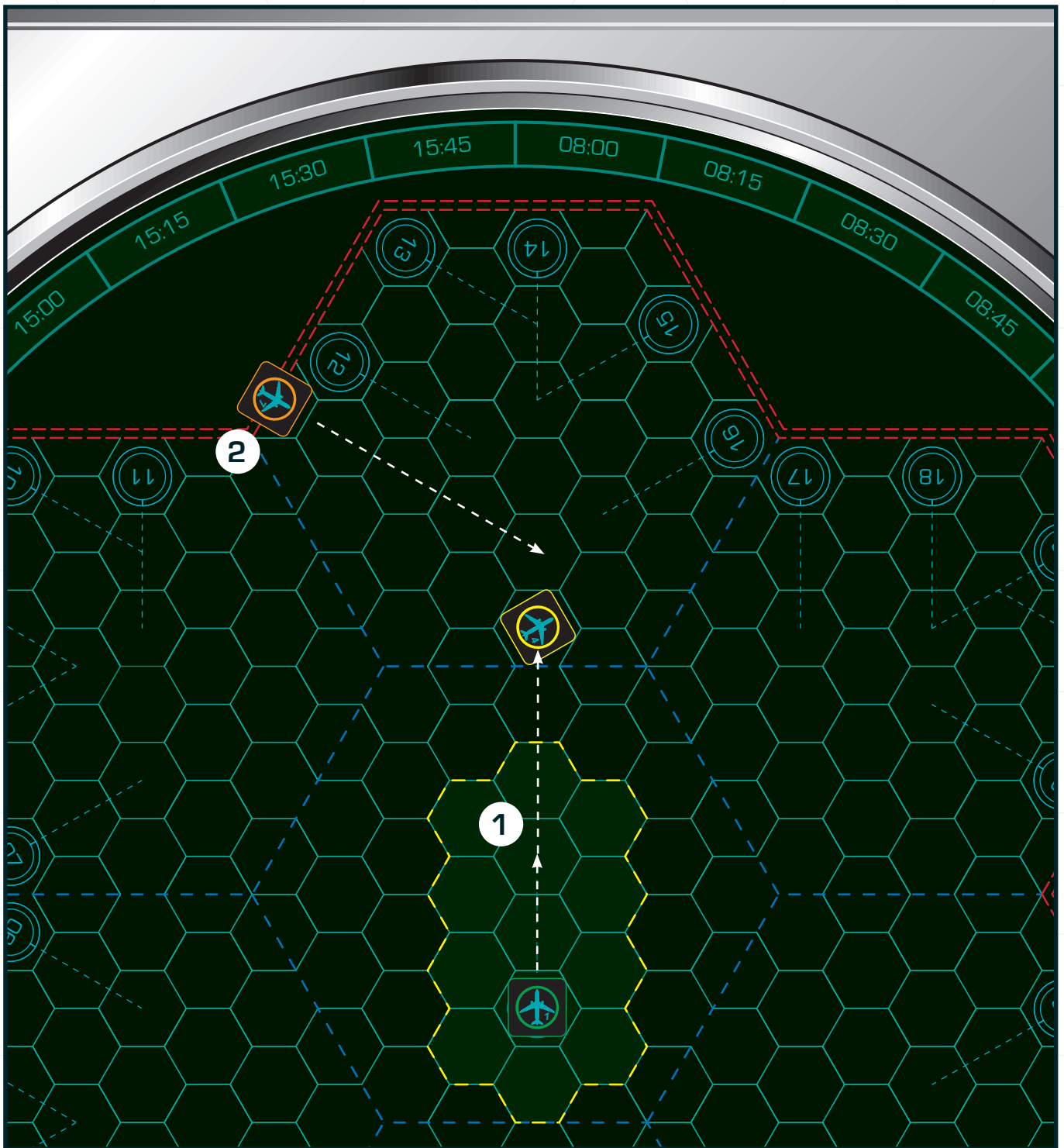
- 5.01** The level 1 'Entry/Exit Point' is an airport and its 'Hand-off Route' is its approach – and has slight variations to the Hand-off rules mentioned in '2.00 Accepting Hand-offs'
- 5.02** When a plane takes off from an Airport it must follow the 'Hand-off Route' all the way to the end and must be at 'Level 3' by the time it is at the end of the Route
- 5.03** Rule 2.07 cannot apply and a plane may not take off if it isn't clear to do so.
- 5.04** A plane which cannot take off must wait until a time is safe for it to do so. However the time the 'Hand-off' is accepted – and not when it eventually takes off – is the time the 'Hand-off' starts.
- 5.05** When more than one plane is waiting to take off, the order with which they leave is determined by their ID numbers, with the highest ID numbers leaving first.
- 5.06** An ATC may ask (and perhaps pay) to jump the Take Off queue (regardless of ID Number) if all the other ATCs in the queue agree.

### LANDING AT AIRPORTS

- 5.07** To successfully land, a plane MUST approach via the 'Hand-off Route' and MUST finish on the 'Exit Point' at Level 1.
- 5.08** If a plane 'Overshoots' a landing the ATC has had a 'Deal' (page 32). And the plane must leave the 'Airports Control Zone' before attempting another landing.
- 5.09** If a plane attempts to land outside the 'Hand-off Route' (unless making an emergency landing) the ATC has had a 'Deal' (page 32).

### AIRPORT'S CONTROL ZONE

- 5.10** An airports 'Control Zone' is defined as the adjacent hexes surrounding the airport and its approach, at Level 3 or below and is indicated by the yellow dotted line.
- 5.11** Any plane entering an airports 'Control Zone' causes the offending ATC to have a 'Major Deal' (page 32). And the plane must leave the 'Control Zone' by the most direct route.
- 5.12** If a plane is making its approach but cannot land due to new air traffic, it may 'Go Around' and retry without incurring a 'Deal'.
- 5.13** A plane is considered to be making its approach if its next move will bring it into the Airports Airspace
- 5.14** A plane may reduce to Level 3 within an Airports Airspace if it is deemed the only option to avoid a 'Near Miss' or 'Collision' on the next turn.



### TAKE OFF EXAMPLE

1 **Plane ID 1** is on its 2nd move of taking off (its first turn starts at Level 1 off the map – when it enters the map it immediately changes to level 2)

**Plane ID 4** is on its 3rd move of taking off

### LANDING EXAMPLE

2 **Plane ID 7** will not be able to complete its landing now due to **Plane ID 4** being in the way. **Plane 7** will move before **Plane 4** on the next turn so it would cause a Horizontal Near Miss if it changed its level to Level 3.

## 6.00 HORIZONTAL NEAR MISSES

### HORIZONTAL NEAR MISS ZONES

**6.01** The 'Horizontal Near Miss Zone' is defined as the 6 hexes surrounding a plane at its current level

**6.02** A plane is said to have caused a 'Near Miss' if it moves through the 'Horizontal Near Miss Zone' of another plane.

**6.03** The player causing the 'Horizontal Near Miss' has had a 'Deal' (page 32).

**PLEASE NOTE: If a plane FINISHES its move ON the 'Horizontal Near Miss Zone' of another plane (and hasn't travelled through it) it can change its level (as per a normal for the end of a move) to avoid the 'Near Miss'.**

**6.04** When a plane causes a 'Near Miss' the ATC must determine whether the pilot panics and takes evasive action or stays calm and carries on.

**6.05** To determine if a pilot takes evasive action roll 1d6 and if the result is a 1 or 2 the pilot takes evasive action. If the result is 3 or above then the pilot stays calm.

**6.06** If a pilot stays calm they carry on their turn as normal with no restrictions.

**6.07 SPECIAL RULE:** The ATC controlling the 'Non Offending' plane may now voluntarily instruct its pilot to take *it's* own evasive action regardless of whether it is necessary to do so or not.

- The plane is now permitted to change level AND/OR direction AFTER the near miss actions have been resolved for the 'Offending Plane'.
- The plane may not go higher than Level 6 or lower than Level 2 when taking voluntary evasive action for a near miss.
- The plane is NOT considered 'Out of Control'

**Basically this rule means the plane is effectively getting a second opportunity to adjust its position on the same turn.**

### HORIZONTAL NEAR MISS EVASIVE ACTION

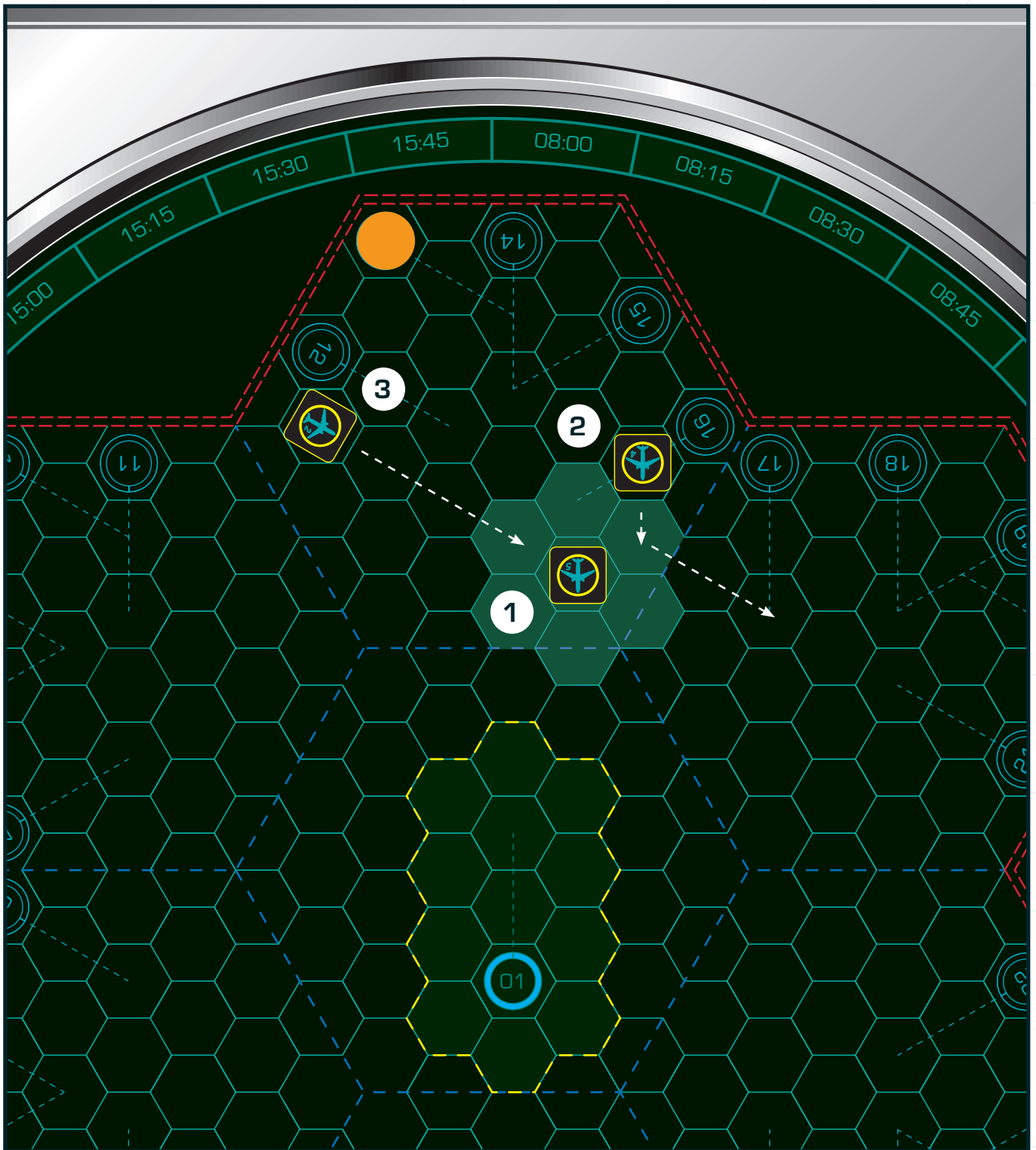
**6.08** The plane causing the 'Horizontal Near Miss' must turn one hex side away from the other plane and continue the rest of it's movement

**6.09** The 'Non Offending' ATC chooses in which direction the offending plane turns.

**6.10** The 'Offending ATC', on completing the planes full movement, may not change its direction nor change level for that turn.

**6.11** Directly after 'Near Miss Evasive Action' a plane is considered 'Out of Control' (see rule 8.00 'Out of Control Planes').





## HORIZONTAL NEAR MISS EXAMPLES

- 1 The shaded area around **Plane ID 5** represents its Near Miss Zone.
- 2 **Plane ID 4** will move through the Near Miss Zone of **Plane ID 5**. The dotted line indicates the Evasive Action route the controller of **Plane ID 5** decided **Plane ID 4** must take (*turning one hexside away*). **Plane ID 4** is now considered 'Out of Control'.
- 3 **Plane ID 2** will finish its turn within the Near Miss Zone of **Plane ID 5**, however because it can change its level at the end of its turn it can avoid the Near Miss by changing to level 4 (but it would have to turn as well due to moving first next turn)

## 7.00 VERTICAL NEAR MISSES

### VERTICAL NEAR MISS ZONES

**7.01** The 'Vertical Near Miss Zone' is defined as the two hexes immediately one 'Level' above and below a plane.

**7.02** A plane is said to have caused a 'Vertical Near Miss' if it enters the 'Vertical Near Miss Zone' of another plane.

**7.03** The player causing the 'Vertical Near Miss' has had a 'Deal' (page 32).

**PLEASE NOTE: If a plane finishes its move on the 'Vertical Near Miss Zone' it can change its level (as per a normal for the end of a move) to avoid the 'Near Miss'.**

**7.04** When a plane causes a 'Near Miss' they must determine whether the pilot panics and takes evasive action or stays calm and carries on.

**7.05** To determine if a pilot takes evasive action roll 1d6 and if the result is a 1 or 2 the pilot takes evasive action. If the result is 3 or above then the pilot stays calm.

**7.06** If a pilot stays calm they carry on their turn as normal with no restrictions.

**7.07 SPECIAL RULE:** The ATC controlling the 'Non Offending' plane may now voluntarily instruct its pilot to take *it's* own evasive action regardless of whether it is necessary to do so or not. Follow the rules outlined in 6.07

### VERTICAL EVASIVE ACTION

**7.08** The plane causing the 'Vertical Near Miss' must immediately pull up or descend one level clear of the 'Vertical Near Miss Zone' if possible. **This is the only time a plane may change Flight Level during a turn**

**7.09** A plane may not go higher than Level 6 or lower than Level 2 when taking evasive action for a near miss.

**7.10** When changing level to avoid a near miss, the movement speed for the new level has no effect on the planes current move.

**7.11** The offending plane, on completing its full movement, may not change direction nor change level for that turn.

**7.12** If a plane cannot clear the 'Vertical Near Miss Zone', the 'Non Offending' player must treat the incident as a 'Horizontal Near Miss' and apply the rules in '6.07 Horizontal Near Miss Evasive Action'

**7.13** Directly after 'Vertical Evasive Action' a plane is considered out of control.

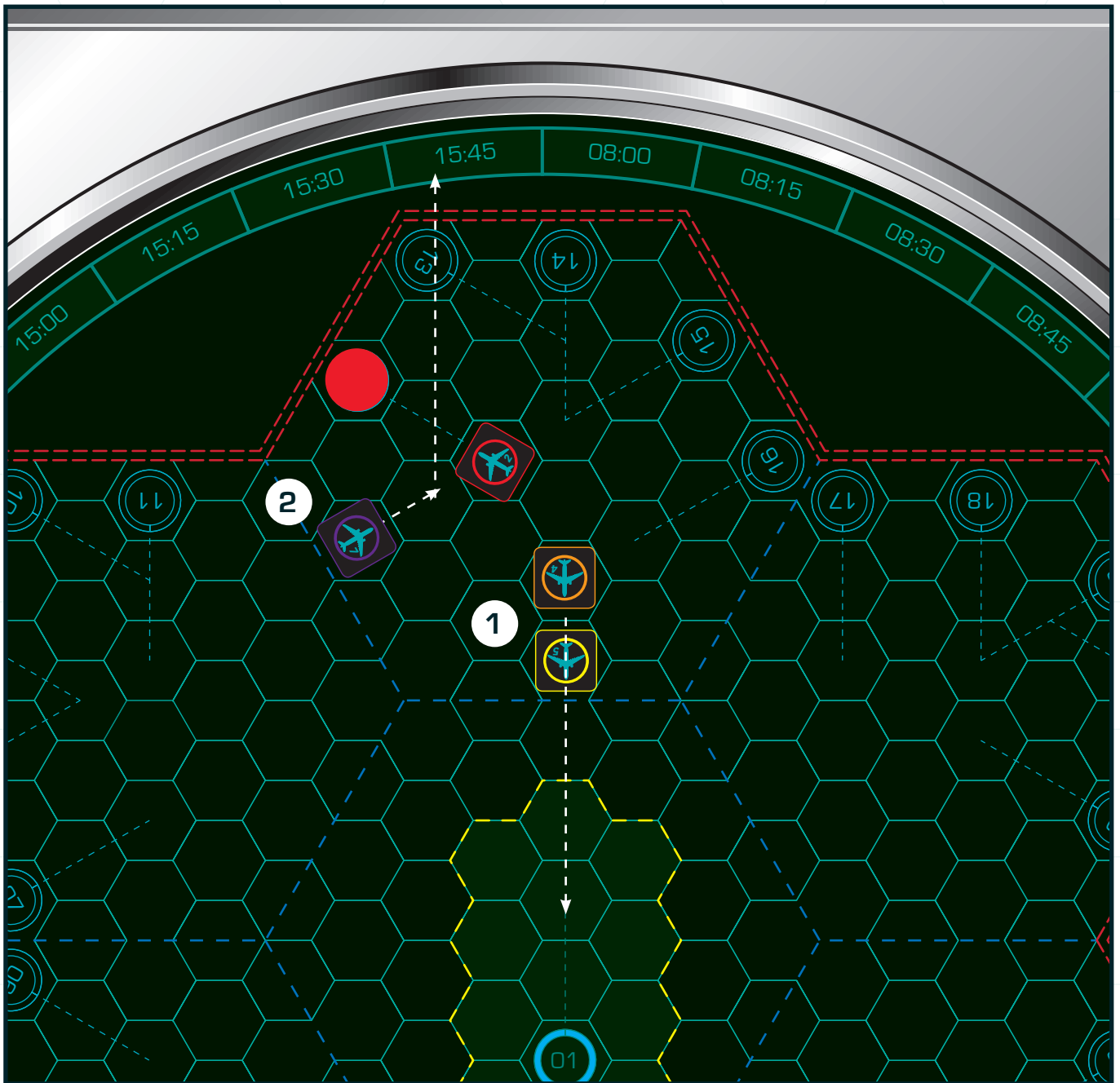
## 8.00 OUT OF CONTROL PLANES

**8.01** A plane is considered out of control while its movement and/or level is restricted due to a 'Near Miss', or Mechanical Failure.

**8.02** An Out of Control plane is exempt from any penalties and bonuses until the time it is fully back under control by the ATC

**8.03** An Out of Control plane is fully back under control by the ATC when it can be proved that any pending incidents can be avoided after the initial 'Near Miss'. An ATC must confirm with the Lead Controller that they believe they have the plane back under control.

**8.04** ATCs causing deals involving 'Out of Control' planes are still responsible for their own actions (i.e. an 'Out of Control' plane causes a Deal for their plane)



## VERTICAL NEAR MISS EXAMPLES

- 1 **Plane ID 4** will move through the Near Miss Zone of **Plane ID 5**. To avoid the near miss **Plane ID 4** takes evasive action and pulls up to Level 5 as per 7.07. On finishing its move it won't be able to change level or direction as per 7.10. **Plane ID 4** is now considered 'Out of Control' see rule 7.12.
- 2 **Plane ID 7** will cause a vertical miss when it travels over **Plane ID 2**. However it cannot pull up as it is already flying at the highest level (Level 6), so it must follow the horizontal near miss procedure according to rule 7.11. This means the owner of **Plane ID 2** chooses which direction **Plane ID 7** must turn to avoid the near miss and **Plane ID 7** may not turn or change level at the end of its move (see rule 6.09). **Plane ID 7** is now considered 'Out of Control' see rule 6.10.

In the example above the owner of **Plane ID 2** decides **Plane ID 7** will turn to the left to avoid the near miss and thus finish its move past the Sector Map Boundary.

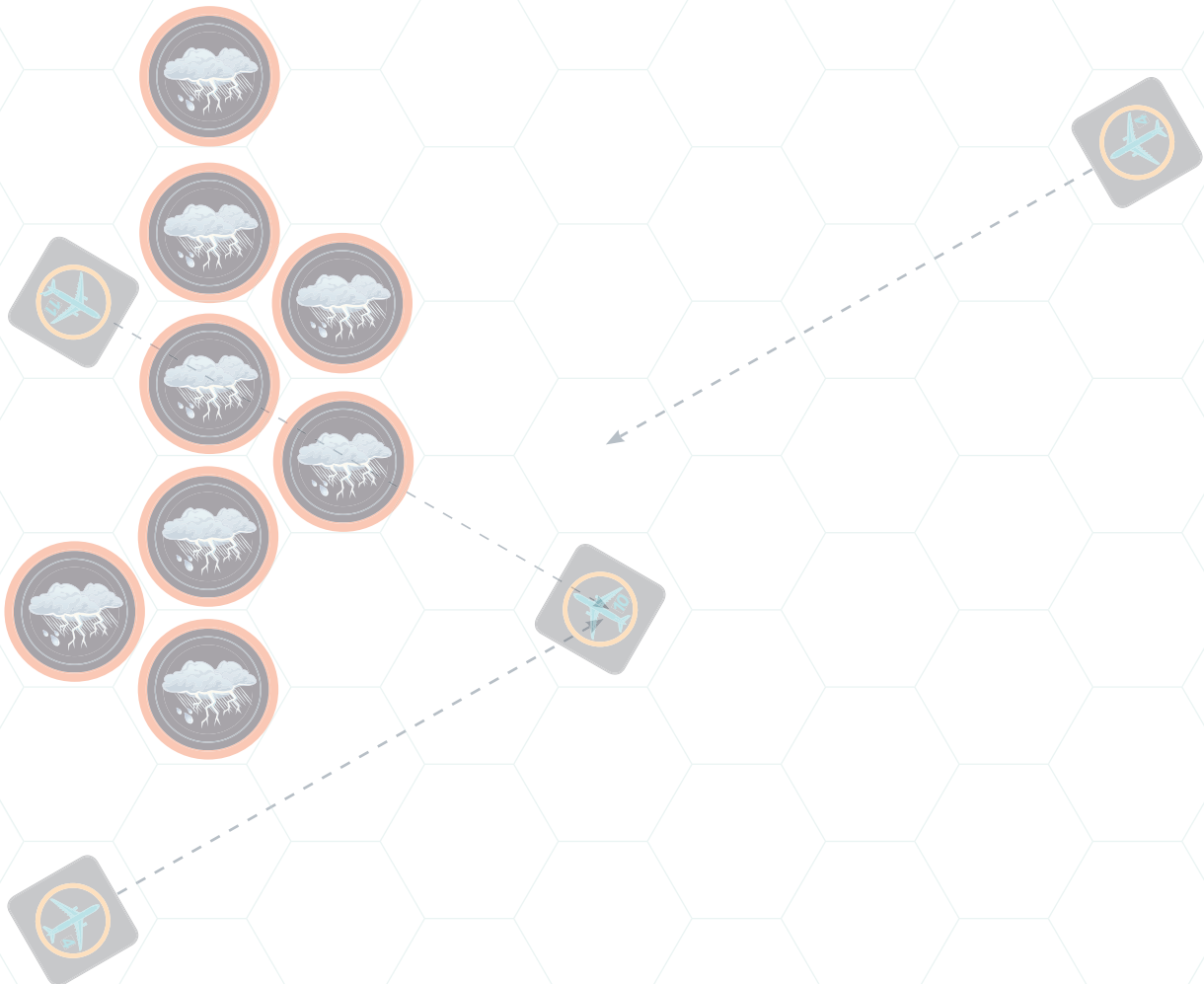
**PLEASE NOTE: This only counts as one Deal as the plane is considered Out of Control when it leaves the Sector Map by an Unmonitored Hexside.**

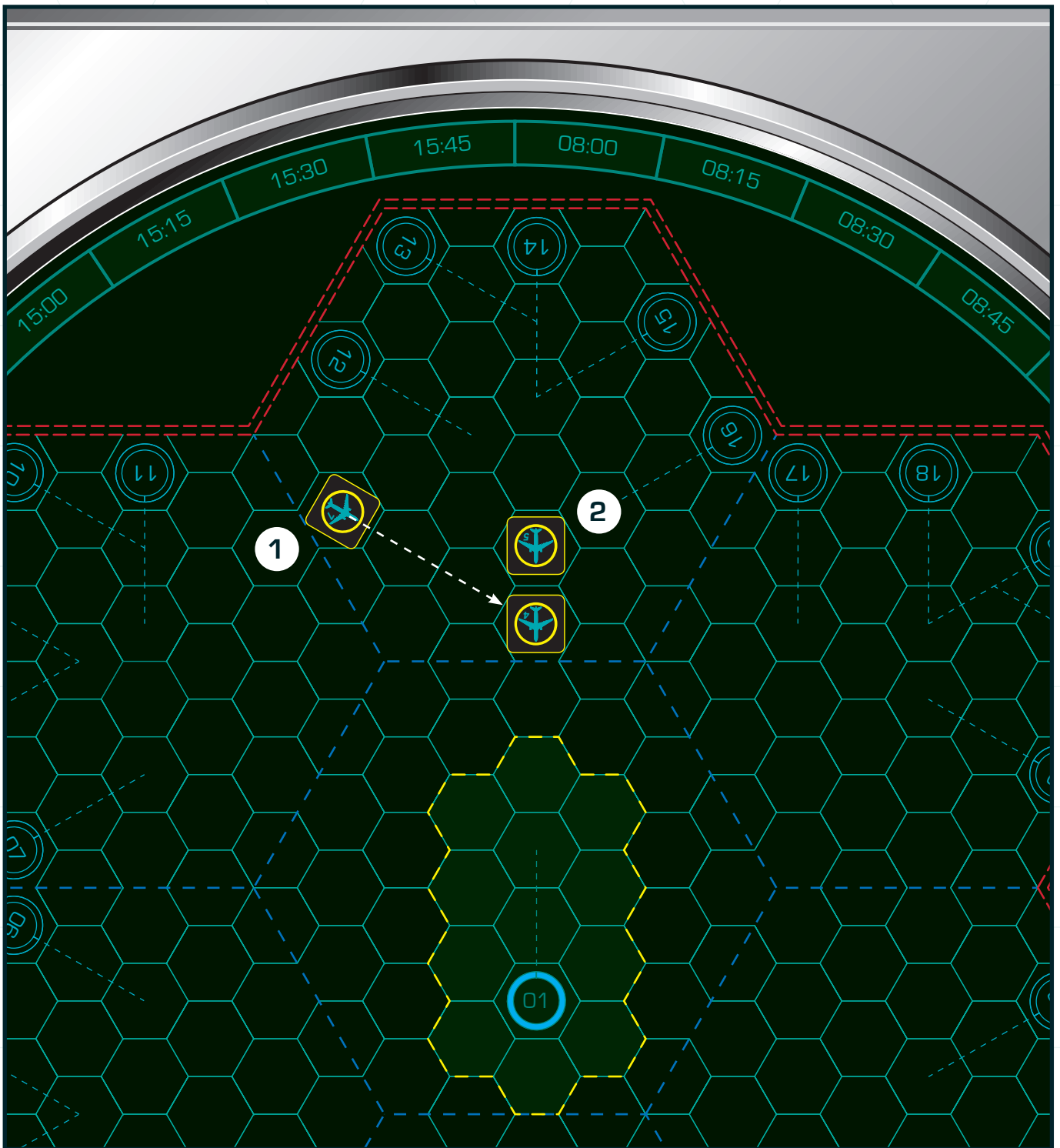
## 9.00 COLLISIONS

### COLLISIONS

- 9.01** A plane causes a 'Collision' when it moves into the same hex as another plane and both planes are on the same level.
- 9.02** The player causing the 'Collision' has had a 'Major Deal' (page 32).
- 9.03** After a 'Collision', both planes and their 'Hand-off Routes' are removed from play.
- 9.04** Both the planes and their IDs are returned to the 'Plane Pool' and are now available to be used again by the other players.

**PLEASE NOTE: If a plane finishes its move on the same hex as another plane, and at the same level, it can change its level (as per a normal for the end of a move) to avoid the 'Collision'. However this action would still cause a 'Vertical Near Miss' and you must apply rule 7.11.**





## COLLISIONS EXAMPLES

**1** *Plane ID 7* will finish its move in the same space as *Plane ID 4* and will need to pull-up to level 4 to avoid the collision. This will now however put it in the Vertical Near Miss zone of *Plane ID 4* and a panic check must be rolled for the pilot as per rule 7.05.

**PLEASE NOTE:** because it has already changed Flight Level this turn any Evasive Action taken for the Vertical Near Miss must be treated as Horizontal Near Miss Evasive Action as per rule 6.07.

**2** *Plane ID 5* will unfortunately collide with *Plane ID 4*, thus removing both planes from play, with the controller of *Plane ID 5* having a Major Deal.

## 10.00 LOW FLYING

### FLYING AT LEVEL 1

**10.01** A plane causes a 'Low Flying' incident if it reduces its altitude to 'Level 1' for any reason other than:

- 1) Landing at an airport and within the Airports Control Zone (page 22)
- 2) Making an emergency landing

**10.02** A player causing a 'Low Flying' incident' is considered to have had a 'Major Deal' (page 32). And the offending plane must pull up to Level 2 at the end of its move.

**10.03** Directly after a 'Low Flying' incident' a plane is considered out of control.

### FLYING AT LEVEL 2

**10.04** A plane may reduce its altitude to Level 2 only if:

- 1 'Approaching to Land' at an Airport and within the Airports Airspace (page 22).
- 2) 'Handing Off' to the Level 2 'Exit Point' and within the 'Level 2 Hand-off Zone' (*The 'Level 2 Hand-off Zone' is the 9 adjacent hexes surrounding the 'Level 2 Hand-off Route'*).
- 3) When it is considered by all ATC's that it is the *only* safe way to avoid trouble on the next turn. (see 10.05).
- 4) When taking evasive action for a 'Vertical Near Miss' (see 7.07).

**10.05** A plane may NEVER reduce to Level 2 to avoid trouble, a Near Miss, or a Collision when within an Airports Airspace.

**10.06** When flying at Level 2 to avoid trouble, a plane may not change direction until after it has returned to Level 3.

**10.07** When an ATC chooses to reduce a plane's flight level to Level 2 in order to avoid trouble, the plane **is not** considered out of control.

## 11.00 EMERGENCY LANDINGS

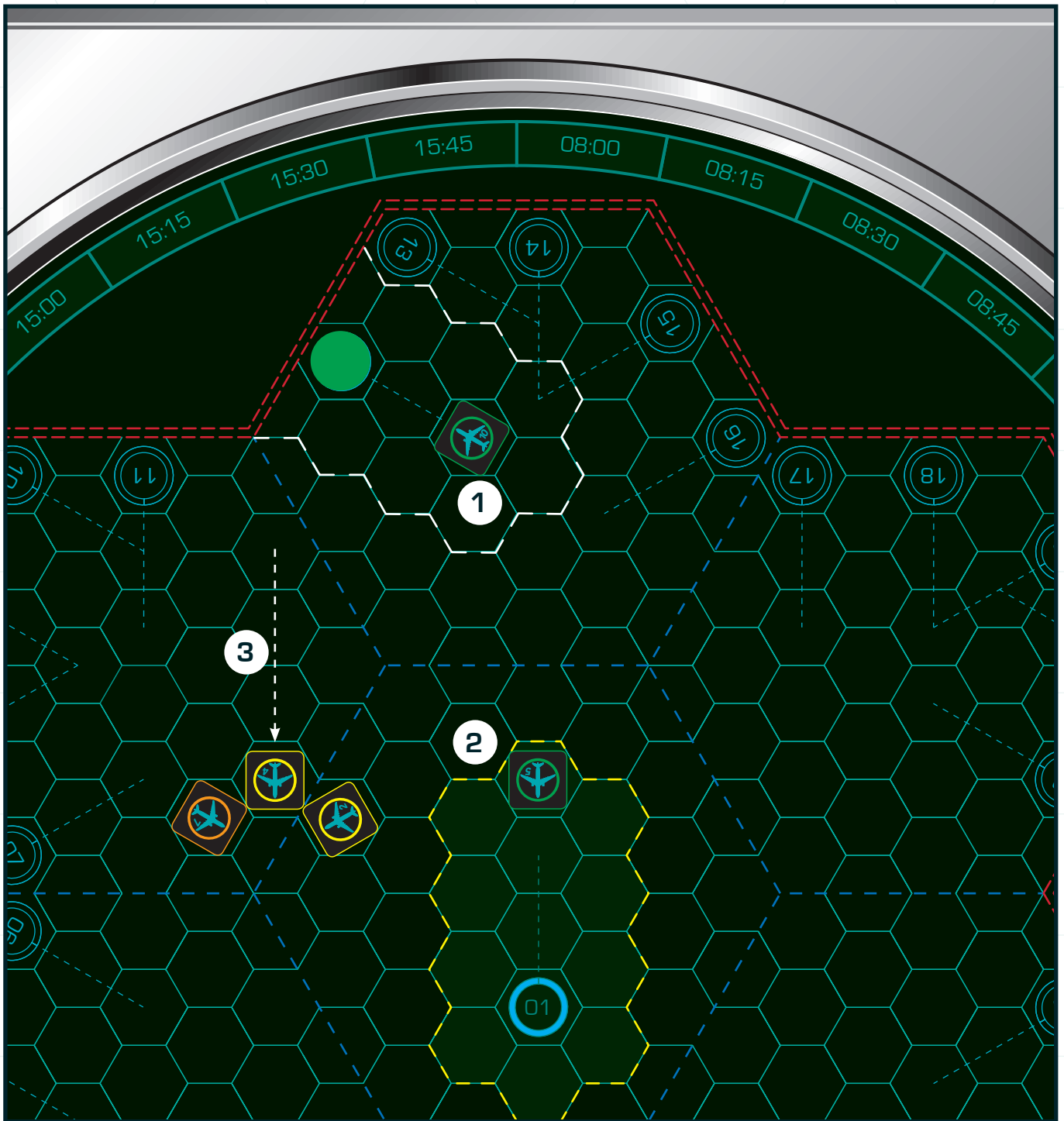
When a random event causes a Plane to make an emergency landing the following rules apply:

**11.01** An emergency landing is considered automatically successful if the plane manages to land *anywhere along* the Airports Hand-off Route (the dotted line which represents the runway).

**11.02** If a plane makes an emergency landing anywhere else on the Radar Map there is a slim chance the pilot will get lucky and manage to land on a deserted road or field. To see whether this is the case, roll 1d6 and if the result is a 6 the pilot manages to land the plane safely - any other result and the plane crashes.

**11.03** A plane making an 'Emergency Landing' is considered 'Out of Control'. Although any Bonus payments are awarded if the Pilot manages to land.

**11.04** Low Flying rules do not apply to a plane making an emergency landing.



## FLYING AT LEVEL 2 EXAMPLES

- 1 **Plane ID 10** is about to Hand-Off to the Level 2 Hand-Off Circle and so is permitted to be at Level 2 within within the Level 2 Hand-off Zone (indicated by the white dashed line)
- 2 **Plane ID 5** is approaching to land at the Airport and so is permitted to be at Level 2 within within the Airports Airspace (indicated by the yellow dashed line)
- 3 **Plane ID 4** has just finished it's move within the 'Horizontal Near Miss Zone' of **Plane ID 2**. The only way it can avoid an incident is to reduce to Level 2 for the following reasons:
  - 1) If it stayed at Level 3 it would cause a Near Miss with **Plane ID 2**.
  - 2) If it changed to Level 4 it would cause a Near Miss with **Plane ID 7**

## 12.00 DEALS

### MINOR DEALS

When an ATC endangers the lives of an aircraft's passengers, or the lives of people on the ground due to negligence, this is called a 'Minor Deal'.

**12.01** When an ATC causes a 'Minor Deal' they are required to pay a fine to the authorities - this fine is £2500 and must be paid by the end of their shift.

**12.02** The offending ATC receives a 'Cautioned Controller Card' for the Airline concerned.

**12.03** If there isn't a 'Cautioned Controller Card' for the Airline available they must take one from another ATC who has one with the same Airline.

### MAJOR DEALS

When an ATC destroys the lives of an aircraft's passengers, or the lives of people on the ground due to their extreme negligence, this is called a 'Major Deal'.

**12.04** When an ATC causes a 'Major Deal' they are required to pay a fine to the authorities - this fine is £5000 and must be paid by the end of their shift.

**12.05** They also receive a 'Black Listed Controller Card' for the Airline concerned.

### GETTING FIRED

Any ATC causing more than 3 'Deals' will be fired immediately and removed from the premises – *NO EXCEPTIONS*

**12.06** A Major Deal counts as 2 Deals

### WE'RE IN THIS TOGETHER PEOPLE!

If an ATC has a 'Minor Deal' or 'Major Deal', they may be able to convince their colleagues to help them out and say there was nothing they could do to avoid it.

They can do this by paying each ATC on the shift to swear the incident wasn't their fault. However this payment must be made immediately (ATCs are an untrusting bunch!) and all of the ATCs on the shift must agree.

**12.07** Even if an ATC convinces their colleagues to cover for them, the Airline involved won't be convinced so easily, and issues the ATC with a 'Final Warning'.

**12.08** When issued with a 'Final Warning' from the Airline, the Lead Controller makes a note of this warning on the Sector Log

**12.09** If this is their second 'Final Warning' with the same Airline they receive a 'Cautioned Controller Card' for that Airline.

If a 'Cautioned Controller Card' is not available for the Airline they must take one from one of their fellow ATCs and that ATC is now back to neutral status



## RANDOM EVENTS

There are 25 Random Event Cards in Rushing Tin. These events cause varying outcomes and affect planes at random.

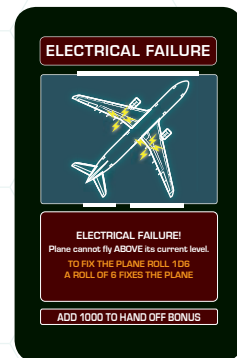
For most Random Events, unless otherwise stated, the method of selecting the affected plane is as follows:

- The lead Controller rolls 1d6 and the result indicates the section whose 'Entry/Exit Level' matches the result.
- The plane with the highest ID number in that section is the affected plane.
- If a plane is on a 'Section Boundary' they are last in line to be considered affected.
- If no planes are in the section then the card is discarded with no action taken.

A plane is considered 'Out of Control' for all Random Events that affect the mechanical performance of the plane (including Pilots but not passengers), (page 26).

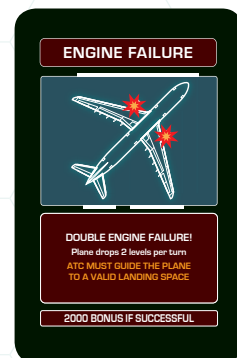
## ELECTRICAL FAILURE

- The affected plane cannot fly above or below (depending on the card) their current level.
- The ATC must roll 1d6 every turn until the plane is fixed – a roll of 6 will fix the plane.
- When 'Handed Off' the bonus on the card is paid **in addition** to any Schedule bonus that may still be due.



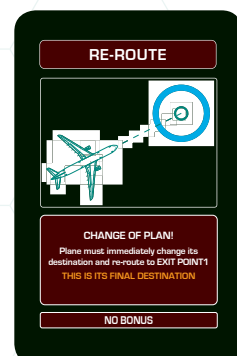
## ENGINE FAILURE

- The affected plane must make an 'Emergency Landing' (page 30) and drops levels at the rate of 1 level per turn (Single Engine Failure) or 2 levels per turn (Double Engine Failure).
- If the ATC makes an 'Emergency Landing' they receive the bonus on the card.



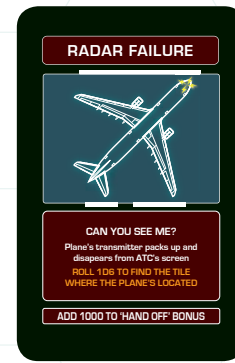
## RE-ROUTE

- The plane to be re-routed must now re-route to the 'Exit Point' indicated on the card. There is no additional bonus awarded for a re-route and the bonus on the current 'Hand-off' card is still paid at the same rate from the time of the original entry.
- A plane can receive more than one re-route instruction per flight.



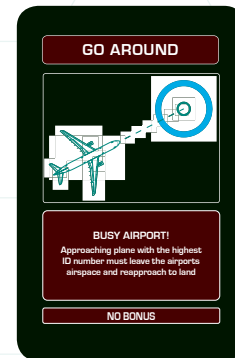
## RADAR FAILURE

- Roll 1d6 and the Section containing the 'Entry/Exit Point' at the same level as the die roll is the new Section location.
- The new Hex location is the hex located in exactly the same position as the hex on the original Section. The direction the plane is facing is the same direction it was facing previously.
- When 'Handed Off' the bonus on the card is paid **in addition** to any Schedule bonus that may still be due.



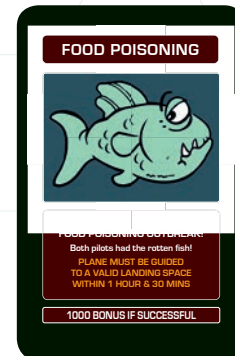
## GO AROUND

- The Plane with the highest ID number which is 'Approaching to Land' at the Airport must leave the airport's airspace by the most direct route and re-approach.
- The affected plane is exempt from any 'Restricted Control Zone' rules while it leaves the airport to make its new approach.



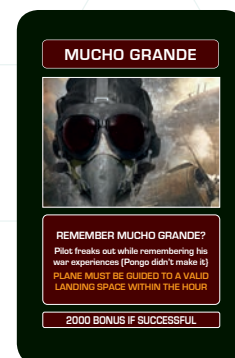
## FOOD POISONING

- The affected plane must now land the plane at the Airport within an hour and 30 minutes to receive the bonus.
- The bonus replaces the Schedule bonus on the planes current 'Hand-off' card. If the plane fails to land in time and a half then no bonus is awarded (**even if the flights original destination was the airport**).



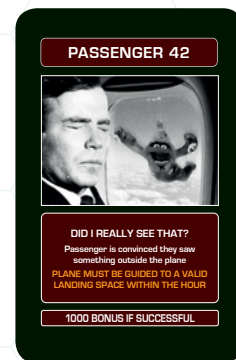
## MUCHO GRANDE

- The affected plane must now land the plane at the Airport within an Hour and 15 minutes to receive the bonus.
- The bonus replaces the Schedule bonus on the planes current 'Hand-off' card. If the plane fails to land in a Hour then no bonus is awarded (**even if the flights original destination was the airport**).



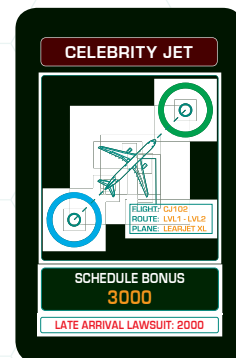
## PASSENGER FREAK-OUT

- The affected plane must now land the plane at the Airport within an Hour to receive the bonus.
- The bonus replaces the Schedule bonus on the planes current 'Hand-off' card. If the plane fails to land in time then no bonus is awarded (**even if the flights original destination was the airport**)



## CELEBRITY ALERT

- To determine the ATC chosen by the celebrity, each ATC rolls 1d6 (re-rolling for ties).
- The ATC who rolls the highest result has been chosen by the celebrity, and must take charge of this 'Hand-off' immediately – regardless if it's their turn or not.
- The plane used doesn't come from the Plane Pool and is independent of the 'Available Plane Rules' – **once handed off it doesn't become part of the plane pool.**
- Although considered as a Random Event the five Celebrity Alerts act as 'Hand-off's' with the following differences:
  - Only a 'Perfect Hand-off' receives the Schedule Bonus
  - If you fail to complete the flight on schedule, the Celebrity sues you for the amount listed as a Lawsuit. If you don't have the amount to hand it is considered a debt and has to be paid by the end of the shift.



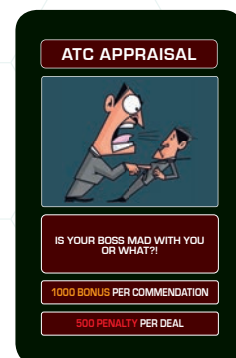
**NOTE: It is usually best to offer to split the bonus with other ATC's for their cooperation on this one.**

## APPRAISAL

- Roll 1d6 to select which ATC has their appraisal. The ATC who rolls the highest result is the affected ATC.

**EARNED COMMENDATIONS** If the ATC has earned any commendations during his shift they are awarded a £500 bonus for each one.

**DEALS** If the ATC has had any Deals during the Shift they are 'docked' £500 per Deal.



# WEATHER SYSTEMS

A Weather System is either 'Stormy Weather' or 'Turbulence'. The rules for each are identical with the exception of 'Lightning Strikes' which only apply to Stormy Weather

To determine the affected section of the Sector Map you roll 1d6, and the result indicates the tile whose 'Entry/Exit Point' level matches the result.

## PLACING WEATHER SYSTEMS

Starting with the 'Lead Controller', each ATC places one Storm/Turbulence Counter (matching the level on the card) anywhere in the affected Section, until there are 6 Counters in the Section. When placing a counter the following rules apply:

- The Counter must be placed adjacent to another Counter of the same type.
- The Counter may cross a Section boundary but may not be placed totally outside the affected Section
- A Counter may not be placed if by doing so it joins two separate Weather Systems together.
- If no more counters are available the weather system doesn't grow that turn.

## ENTERING A WEATHER SYSTEM

If a plane enters the Weather System at the same level indicated by the counter it pays the penalty on the card **every turn** it is in the Weather System. This penalty is deducted from any bonus the ATC may earn when 'Handing Off'.

## LIGHTNING STRIKES - STORMS

Any plane flying within a Storm rolls 1d6 for every hex it passes through to see if it's struck by lightning. If a 1 is rolled the plane is struck and has electrical failure.

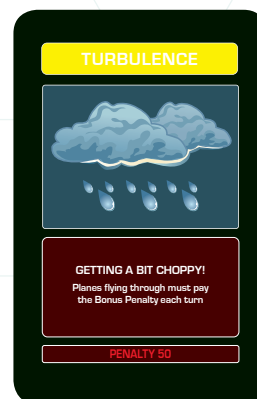
Any plane struck by lightning is now stuck at the level it is on and is considered 'Out of Control'. It must now roll 1d6 each turn hoping for another 1 to fix the problem. Place a Storm Counter on the affected Plane's 'Hand-off' card to indicate it has been struck.

## WEATHER SYSTEM GROWTH

At the start of every turn the Lead Controller rolls 1d6 and if the number is even, they add a counter (if available) to the Weather System (following the placement rules above). If the number is odd they remove a counter from the System. If a 6 is rolled then the entire system changes to its opposite type (i.e. Storm to Turbulence and vice versa) and all counters are flipped accordingly.

## WEATHER SYSTEM MOVEMENT

While a Weather System is active, any ATC during part 4.0 of their turn may move one Weather Counter on the Sector Map and place it anywhere within the same System (following the placement rules above). An ATC may even move a Weather Counter from a central location within the System to an outer location.



## STRONG WINDS

- When a Strong Wind is revealed, place a Wind counter for the appropriate level so that it is somewhere visible for all players.
- Roll 1D6 to determine the direction of the wind as indicated on the card, and turn the counter to face that direction.
- If a second Strong Wind is revealed it replaces the first. There cannot be two active at the same time.

## HEAD-WIND

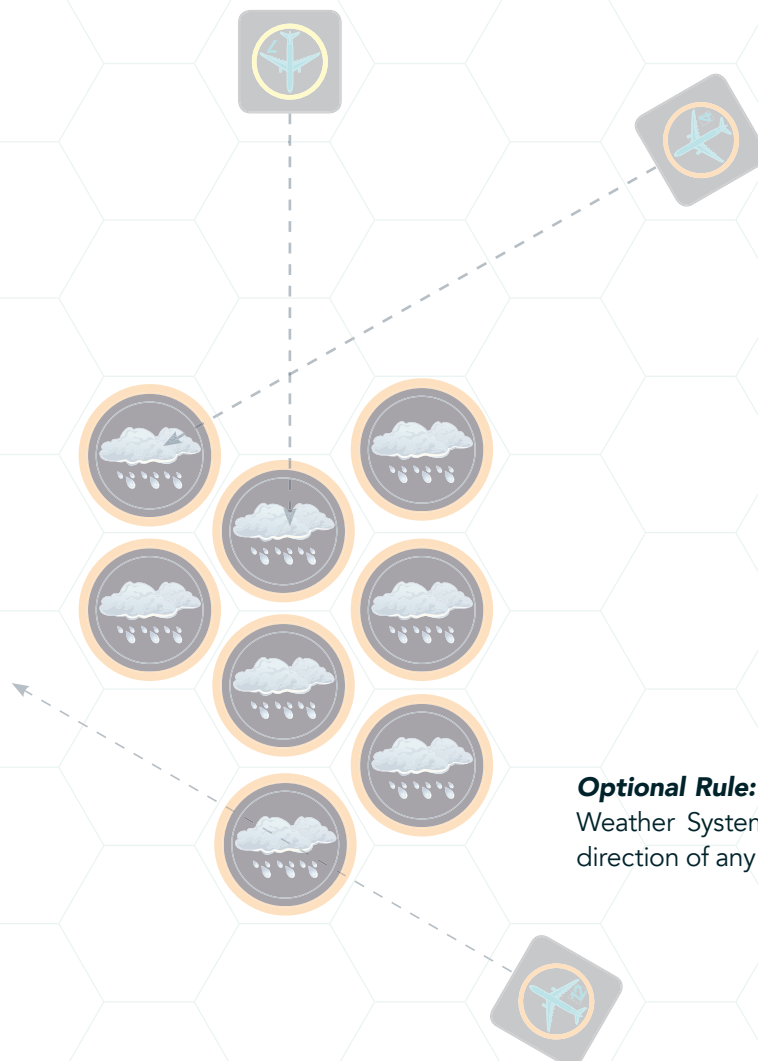
ATCs who allow a plane to fly into a headwind (i.e. *flying directly against the direction of the arrow and on or above the same level as the counter*) the plane receives a movement adjustment of -1 hex.

**Note: this movement adjustment doesn't affect the planes level.**

## TAIL-WIND

ATCS who allow a plane to fly with a tailwind (i.e. *flying directly in the direction of the arrow and on or above the same level as the counter*) receive a movement adjustment of +1 hex.

**Note: this movement adjustment doesn't affect the planes level.**



**Optional Rule:** You could have movement of Weather Systems restricted to following the direction of any Strong Winds in play.

# SECTORS AND THE SECTOR LOG

## UNDERSTANDING YOUR SECTOR

When you've been assigned to a Sector you must familiarise yourself with its daily Air Traffic, their Routes, and the required Schedules for these Routes – all of which is located on the Sector Log (see your Lead Controller for details)

- The top bar (or 'Sector ID Strip') of the Sector Log contains the 'Sector Code' e.g. RT001, RT002, RT003 etc..
- Next to the 'Sector Code' is the frequency of Air Traffic on a normal shift.  
'Starting Planes' indicates the number of Planes to expect at 8am.  
'Frequency' indicates the rate at which new planes arrive.
- Below the 'Sector ID Strip' is the location of all available 'Entry/Exit Points' for the Sector. The 'Entry Point' being the numbered area on the Sector Map and the 'Level' indicating which 'Level Marker' to place on that point.
- Below this 'Entry/Exit Point' information are listed all the Routes available in the Sector along with their assigned Schedule Times

## SECTOR LOG

Overleaf is an example of a Sector Log which shows the recommended flight times for all flight schedules available within the sector.

It also tells you how many Planes to expect at the start of the shift and the frequency new plans arrive.

- When starting a shift the Lead Controller must make sure they have a copy of the Sector Log.
- When an ATC accepts a 'Hand-off', the Lead Controller notes the ATC's initials in the 'Ctr' box next to the appropriate 'Flight ID' on the Sector Log.
- The 'Plane ID' number of the plane flying the route is noted in the ID box.
- The time the 'Hand-off' is accepted is noted in the 'Time Start' box.
- If an ATC receives Final Warning from an Airline it is noted in the box marked 'W' next to the Schedule box.
- After a successful 'Hand-off' the 'Hand-off' time is noted in the 'Finish Time' box.
- Work out how long the flight took and compare it to the Route Schedule. If the flight was within the schedule the award the bonus (minus any penalties)

## PENALTIES

Every Level and Hex away from the Flights 'Exit/Entry Point' is noted in the box marked 'P'. A Bonus Penalty is deducted from the Schedule Bonus for each Level and hex away from the 'Exit Point' a plane is. **Remember if a plane is more than 3 cumulative hexes away from a 'Perfect Hand-Off' then no bonus is paid.**

## DEALS

Any Deals you cause are noted in the box 'D'.

## COMMENDATIONS

If a player performs a perfect 'Hand-off' then they receive a commendation. This is noted next to the 'CM' box.

# SECTOR LOG - RT001

(STARTING PLANES = 6)

(FREQUENCY = 1 EVERY 2 HRS)

ENTRY POINT 02 = LEVEL 2 | ENTRY POINT 24 = LEVEL 3 | ENTRY POINT 09 = LEVEL 4 | ENTRY POINT 15 = LEVEL 5 | ENTRY POINT 21 = LEVEL 6

## SINGLE ROUTES

FLIGHT ID	CTR	ID	TIME START	TIME FINISH	SCHEDULE	W	P	D	CM	FLIGHT ID	CTR	ID	TIME START	TIME FINISH	SCHEDULE	W	P	D	CM
AA105					2:45					TJ403					1:15				
AA204					1:15					TJ502					1:30				
AA306					1:45					TJ604					2:30				
AA401					2:30					AL106					2:45				
AA503					1:45					AL205					1:30				
AA602					1:15					AL301					2:00				
CA104					2:30					AL402					1:15				
CA201					1:30					AL504					2:15				
CA302					1:15					AL603					1:45				
CA405					2:15					RA102					1:30				
CA506					1:00					RA203					1:15				
CA601					3:00					RA304					1:15				
TJ103					2:00					RA406					2:30				
TJ206					1:45					RA501					3:00				
TJ305					1:45					RA605					1:45				

## MULTI-ROUTES & CELEBRITY JETS

FLIGHT ID	CTR	ID	TIME START	TIME FINISH	SCHEDULE	W	P	D	CM	FLIGHT ID	CTR	ID	TIME START	TIME FINISH	SCHEDULE	W	P	D	CM
AA216					4:45					AL214					4:15				
AA315					5:15					AL313					4:15				
AA414					5:15					AL415					5:45				
AA514					5:45					AL512					3:45				
AA615					6:15					AL616					6:15				
CA215					4:45					RA213					3:45				
CA314					4:45					RA312					3:45				
CA413					4:45					RA416					5:45				
CA516					6:15					RA515					6:15				
CA612					4:45					RA614					5:45				
TJ212					3:15					CJ102					1:30				
TJ316					5:15					CJ103					2:00				
TJ412					4:15					CJ104					2:30				
TJ513					5:15					CJ105					3:00				
TJ613					5:15					CJ106					3:00				

