

# Virtual Royal Air Force



## Standing Orders

Only for use on the VATSIM Network

[www.vraf.org](http://www.vraf.org)

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## 1.0 **Membership**

1.1 All applicants must be at least 13 years old on date of application.

1.2 All applicants must provide a valid email address and VATSIM PID in their application. Failure to do so will result in the application being rejected with no further communication.

1.3 All applicants must provide valid information in their application. Provision of false or ambiguous information at any time may result in disciplinary action.

1.4 All applicants must go through training before being transferred to an active squadron.

1.5 All successful applicants must register for the vRAF forum and Teamspeak with their real full name (do not include any reference to rank) within 30 days of acceptance. The forums and Teamspeak are the primary methods of communication.

1.6 Acceptance into the vRAF is at the discretion of the staff. Air Command reserves the right to reject an application without stating a reason. New pilots when signing up are prohibited from flying with the vRAF organisation until they are issued with a RFR number and begin CFS training.

1.7 Applying for membership indicates that you have read the rules, regulations and codes of conduct as set out by the vRAF. Acceptance of membership constitutes an agreement that you will comply and follow the rules, regulations and codes of conduct.

1.7.1 Updates to the Standing Orders shall occur on a 6 monthly basis.

1.7.2 It is the responsibility of the Pilot to ensure they are abreast of the latest amendments to the Standing Orders

1.7.3 Amendments to the Standing Orders shall be posted in the Air Force Board communications Forum depending upon the nature of the amendment.

1.7.3.1 Amendments to the Standing Orders which are long term shall be posted in the topic "Standing Orders - Supplementary Instructions"

1.7.3.2 Temporary amendments shall be posted in the topic "Standing Orders - Temporary Operating Instructions".

1.7.3.3 If there is a conflict of orders between the above forum topics and this document, it is the FORUMS that supersede this document.

1.7.4 The notice period between posting and the orders becoming effective will be no less than 1 week (7 Days).

1.7.5 A record of the changes to the Standing Orders shall be kept in the forum topic for supplementary instructions from this issue forwards.

1.8 Members will not use any of the information, names, images or logos for any reason without permission from Air Officer Commanding-in-Chief.

1.9 New members are required to begin CFS training within the first 14 Days of acceptance.

1.10 Users may not have multiple accounts. Users found to have multiple accounts will have one account deleted.

1.11 "Posts" are any messages transmitted through communications provided by the vRAF, be it Teamspeak or the forum.

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1.12 Posts (Including private messages) are not to be used to post offensive, vulgar or obscene material.

1.13 No posts shall include any material or links to materials which are unlawful and this includes, but is not limited to, software, material not suitable for minors and links to software sharing sites distributing pay ware.

1.14 Posts encouraging the breaking of any rules, regulations or codes of conduct be it VATSIM, VATSIM UK, vRAF or any other relevant codes of practice will be removed. The author of the post will be subject to disciplinary at the discretion of Air Command.

1.15 Posts shall not be used for advertisements nor promote other organisations, products or any items for sale or purchase.

1.16 The Forums have a user warning system. Any user accumulating more than one warning in 90 days shall be subject to disciplinary actions. A warning is active for 90 days and can not be revoked once issued. When the warning expires, it will still be recorded in the user's history.

1.17 Teamspeak nickname is to be in the format of [Shortened Rank] [First Name] [Surname] e.g Wg Cdr Fred Bloggs.

1.18 Members are not permitted to create their own Teamspeak rooms.

1.19 Server admin for Teamspeak are identified by the SA initials in brackets after their log in name. If there is no rank associated with the name, it means the SA is NOT a member of the vRAF and may only offer assistance with regards to Teamspeak.

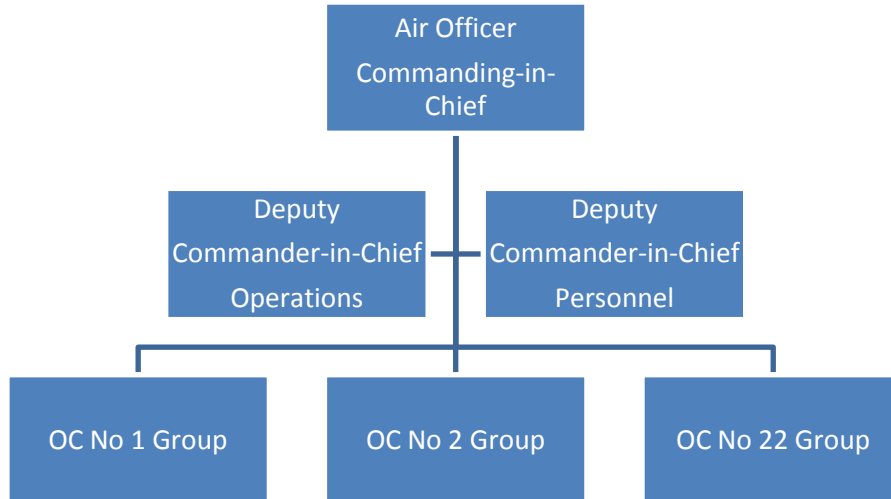
1.20 When in vRAF Training, Meeting or Briefing rooms during an active session, the senior officer in the room is to select the "Channel Commander" option, thus enabling a red light against their name. When a red light is on a Training session, Meeting or Briefing is in progress and entrance into the room is strictly prohibited, except with the express permission of the senior officer displaying the red light. Any breaching of this rule will subject the user to disciplinary action.

1.21 Scenery and aircraft available on the vRAF Pilot Centre is available as a privilege and not a given right. These files must not be uploaded anywhere, nor distributed outside of the vRAF. Anybody found uploading or distributing them will be immediately court martialled and dishonourably discharged. If a pilot leaves the vRAF, all downloaded sceneries and aircraft must be removed from the system.

## 2.0 Command Structure

2.1 The command structure is in place to ensure that the vRAF stays within the agreements it holds and to provide a forward moving organisation. The chain of command is to be followed and “orders” obeyed.

2.2 The Air Force Board is as follows:



2.3 Air Command consists of AOC-in-C, DC-in-C Ops and DC-in-C Personnel.

2.4 Squadron Commanders are responsible to their respective Group Commander.

2.5 Events can be suggested by any pilot, ideas should be submitted to the DC-in-C Operations who shall approve or deny the event. Once an event is approved, the DC-in-C Operations has responsibility for planning the event and will assign resources as appropriate.

### 3.0 **Training**

3.1 All members are required to pass through Central Flying School. Upon successful completion of the basic check ride, pilots will be assigned to the advanced training school of appropriate to their chosen squadron. Upon successful completion of the advanced check ride, pilots will be posted to their chosen squadron for OCU training providing:

- 3.1.1 The squadron is listed as active within the vRAF and
- 3.1.2 There is space within the chosen squadron.

If the squadron is full, you may be temporarily posted elsewhere until either

- 3.1.3 A slot becomes free in your chosen squadron or
- 3.1.4 The squadron is split and an additional squadron is formed.

The choice of which temporary squadron and when to form additional squadrons remains with the Air Force Board.

3.2 The Air Force Board maintain the right to send people back through training at any point during their vRAF career with a valid reason.

3.3 Members requesting a transfer of squadron will be required to undertake further flight training. The training required will be proportional to the differences and experience will be taken into account. E.g. Transfer from 1 Squadron (Harrier) to XI Squadron (Typhoon) will most likely consist of XI Squadron OCU training.

Transfer from 617 Squadron (Tornado) to 101 Squadron (VC10) may involve a return to CFS for advanced multi engine training.

The decision for this rests with Squadron OC's.

3.4 For members who need training and/or cannot pass the necessary tests to meet vRAF/VSOA standards a minimum of 25 hours is required and this includes OCU training but excludes AAR operations.

3.5 All new members going through basic flight training must have at least 1 dual session (with an instructor) before starting solo sorties.

3.6 Pilots authorised for solo flight shall have an endorsement on their pilot page. Pilots will be authorised by the training instructor the level of independence; these are

- 3.6.1 Solo circuits
- 3.6.2 Training routes
- 3.6.3 Nav Ex's – self planned cross country flights in the UK.

This is NOT authorisation to participate in any operational exercises.

3.7 No overseas flights can occur unless express permission of OC CFS is given.

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#### 4.0 **Operations**

4.1 All members must abide by the VATSIM Code of Conduct as all flights are to be conducted on the VATSIM Network.

4.2 Members in the Central Flying School squadrons are not permitted to fly in military operations unless they have written permission from the Commanding Officer of the squadrons and 22 Group OC prior to taking part.

4.3 Members are not permitted to fly in active military exercises with other special operations organisations until they have completed at least half their OCU for the active squadron they are assigned to.

4.4 Members are not permitted to fly in military operations abroad until they have completed their OCU training for the squadron they are posted on, unless exemption is granted by both, squadron OC and the scenario commander.

4.5 vRAF members are not permitted to interfere with VATSIM civilian event operations or traffic.

4.6 Aircraft separation **SHALL** be maintained at all times.

Exceptions for the maintenance of separation:

4.6.1 Formation flying – All parties involved must agree before the formation departs and, where necessary, ATC must be informed that MARSA (Military Accepts Responsibility for Separation of Aircraft) rules apply.

4.6.2 Operational exercises – Predetermined operations

4.6.3 Air-to-Air refuelling – Permission must be sought from the tanking aircraft to reduce separation.

4.6.4 Interception and escort duties.

4.7 Interception and Escort of aircraft

All pilots when flying for the vRAF are valid interception targets. Pilots are required to follow the Rules of Engagement at all times.

**Failure to adhere to the Rules of Engagement shall result in a pilot Court Martial.**

4.7.1 Interception Reports

All interception activity should be reported via the Mandatory Occurrence Report system which is available from the Pilot Pages of the vRAF website once logged in.

4.8 Non vRAF Pilot interaction. If a “rogue” pilot approaches your aircraft and attempts to engage in any form of activity restricted under the VSOA, they are to be treated as a civilian flight. Any behaviour of pilots that interfere with your flight whilst under the vRAF should be reported via a Mandatory Occurrence Report (MOR). vRAF Pilots who engage with out following the Rules of Engagement shall be suspended from active duties and be subject to Court Martial. MOR's can be found once logged in to the vRAF website.

4.8.1 Exception

When participating in an exercise, exercise specific Rules of Engagement shall apply.

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4.9 vRAF members are forbidden to simulate any operation which portrays a past or ongoing real world operation whereby loss of life or property has resulted to further political, social or religious objectives e.g. WW1, WW2, Korea, Vietnam, Iraq, Afghanistan, Bosnia etc.

4.10 In the interest of political correctness, pilots are prohibited from carrying weapons of mass destruction in any form when participating in a vRAF Flight. Weapons of mass destruction include but are not limited to nuclear, biological or chemical weapons.

#### 4.11 Flight plans

Members are required to file flight plans and the remarks section must have the following:

##### OPR/vRAF BRITMIL

In the route section of the flight plan, you must indicate whether you are operating as Operational Air Traffic (OAT) or General Air Traffic (GAT). To do so, file the following:

In the case of operating wholly as OAT or GAT:

“OAT/GAT DCT DVR...”

In the case of starting as OAT and ending as GAT (reverse is also true):

“OAT DCT MAM DCT DVR GAT UL176...”

4.12 A minimum of 48 hours notice must be given to the military director (VATUK10) for the use of military operating areas which are **not** operational 24 hours real world, this includes AARA, MDAs, MTAs, TRAs.

4.13 Members are not permitted to carry out special operation duties outside published military operating areas. If the operation is outside of normal military airspace, permission is required for the operation. e.g. if using airspace in Scotland outside a mil operating area you would need permission from VATSIM-UK. You must also submit a NOTAM to carry out such operations.

4.14 The opening of Fighter Control, Range Control, Forward Air Control and providing an AWACS services is only permissible if the member has approval from the vRAF Air Command and VATSIM UK.

4.15 All aircraft are limited to a maximum of 450 KIAS below 2000ft AGL unless carrying out a practice ground attack run on a defined target when a maximum limit of 550 KIAS applies. Above 2000ft AGL, a maximum speed limit of M0.98 applies over land and within 20nm of the coastline. Formation flights are subject to the above restrictions but the maximum formation speed may be decreased at the discretion of the formation leader.

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#### 4.15.1 ATC Speed Restrictions

When flying as OAT *and* under a **Radar Control** Service from ATC or flying as GAT speed restrictions should be complied with when issued. Military Flights are not subject to the 250KIAS under FL100 restriction unless specifically issued to the flight.

4.16 Pilots shall at all times remain above a height of 500 ft and keep clear of objects by 500ft. The exception to this is an active low flying area or weapons range where the minimum obstacle and terrain separation is reduced to 250ft. Inside an active tactical training area (TTA), the limits are further reduced to 100ft (150ft for Hercules aircraft).

Helicopters are cleared down to 100ft in all operations.

4.17 Before pilots can log solo hours in an airframe, they must be type rated for that airframe – type ratings are listed on the pilot's page. Pilot's not type rated for an air frame can only log hours when in a training session with a qualified instructor. Pilot ratings are defined in the pilot ratings document.

4.18 Pilots can not log hours that are flown before being granted membership.

4.19 All aircraft operating above FL245, whether OAT, GAT or DAT must be under positive radar control, where a controller is online. This applies to either a military or civilian controller.

### 5.0 **Inactivity**

5.1 All members not on Leave of Absence will be required to fly a minimum of 2 sorties a month accumulating a minimum of 45 minutes flying time to maintain current status.

5.2 Failure to maintain current status will result in automatic referral to Court Martial.

5.3 All members are given a maximum of 2 months flexi leave of absence this can be taken at any time between January 1<sup>st</sup> and December 31<sup>st</sup> of the current year.

5.4 Applications for leave must be made through your Squadron OC.

5.5 The 2 month leave of absence may be extended at the discretion of 22 Group OC.

5.6 A maximum of 1 week of leave can be carried over to the following year of operations.

5.7 Pilots who are inactive will have their accounts disabled without warning. If a Pilot fails to make contact within 2 weeks of account deactivation, they will be served with an AWOL discharge and their accounts will be deleted without notice. Contact should be made with Personnel (personnel@vraf.org). **It is the responsibility of the Pilot to maintain active status.**

**6.0 Ranks and Promotion****6.1 The Following Ranks are available:**

Rank	NATO Level	Description	Level
Officer Cadet (OCdt)	Student Officer	Initial joining rank, held throughout CFS Training	Pilot
Pilot Officer (Plt Off)	OF-1	Pilot yet to complete OCU/OEU Training	Pilot
Flying Officer (Fg Off)	OF-1	OCU/OEU Training Completed	Pilot
Flight Lieutenant (Flt Lt)	OF-2	Senior Pilot of a Squadron	Pilot
Squadron Leader (Sqn Ldr)	OF-3	Flight Commander within a Squadron or a very Senior Pilot	Pilot
Wing Commander (Wg Cdr)	OF-4	Squadron OC Rank	Squadron OC
Group Captain (Gp Capt)	OF-5	Senior Squadron OC, OC for CFS	Squadron OC
Air Commodore (Air Cdre)	OF-6	Very Senior Squadron OC	Squadron OC
Air Vice Marshal (AVM)	OF-7	Group OC	Air Force Board
Air Marshal (AM)	OF-8	Senior Group OC	Air Force Board
Air Chief Marshal (ACM)	OF-9	Air Command	Air Command

**6.2 Promotion is via the following Authority**

Rank	Promotion Requirements	Promotion By
Officer Cadet	Joining vRAF	Automatic
Pilot Officer	Graduation from CFS	Automatic
Flying Officer	Graduation from OCU/OEU	Automatic
Flight Lieutenant	50 Hours Completed on Squadron	Automatic
Squadron Leader	As required or by experience	Squadron OC
Wing Commander	Acceptance of OC Position	Air Command
Group Captain	Experience or CFS OC	Air Command
Air Commodore	Experience	Air Command
Air Vice Marshal	Acceptance of Group OC	Air Command
Air Marshal	Experience	Air Command
Air Chief Marshal	Promotion to Air Command	Air Command

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### 6.3 Promotions Board

Promotion Boards are held on a regular basis and Air Command will issue promotions as it sees fit for the Ranks of Squadron Leader or above. Individuals promoted by this board are not eligible for review for the next three boards.

### 6.4 Special Promotions Board

A Special Promotions Board will be called when it is deemed necessary. These are separate to the Promotions Board and as such, all candidates are considered.

6.5 Promotions shall be announced via the Website.

## 7.0 Disciplinary Actions

7.1 Breach of the Rules, Regulations or Codes of Conduct will result in Disciplinary Actions being carried out against the Pilot in question.

7.2 When a complaint is raised, or a rule broken, the Pilot it concerns will be informed of the complaint and any restrictions temporarily imposed to their duties.

7.3 An investigation will be carried out and a decision given to the Pilot accused.

7.4 Squadron OC's are responsible for discipline within their Squadron.

7.5 Squadron Officer Commanding can issue the following sentences:

#### 7.5.1 Verbal Warning

A verbal warning will be issued and a record kept.

#### 7.5.2 Written Warning

A written warning will be issued to the Pilot and a record kept.

#### 7.5.3 Squadron Commanders Report (Up to and including 7 Days)

All Flying Operations will need Sqn OC's approval or flown alongside the Squadron OC.

#### 7.5.4 Suspension from Flying Duties (Up to and including 14 Days)

The Pilot is suspended from flying duties and is grounded. Flight during this suspension will automatically be referred for Court Martial.

#### 7.5.5 Referral to Court Martial.

7.6 Court Martials are conducted by OC No 22 Group. Court Martial is by Teamspeak and those required to attend should present themselves to the vRAF Admin Room where they shall be moved to a closed room.

7.7 OC 22 Group can issue the following sentences:

#### 7.7.1 Squadron OC Sentences (ref 7.5).

#### 7.7.2 Demotion of Rank (Associated Post may also be lost).

#### 7.7.3 Suspension (Up to and including 30 Days).

#### 7.7.4 Referral to Air Command Disciplinary.

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7.8 Air Command Disciplinary is conducted by the DC-in-C Personnel.

7.9 Air Command can issue sentences as they see fit and can include but not limited to:

7.9.1 Any of the Squadron (ref 7.5) or OC Group (ref 7.7) sentences.

7.9.2 Suspension (Up to and including 90 Days).

7.9.3 Discharge (Details will be forwarded to VATSIM UK DCRM at Air Command's discretion).

7.9.3.1 AWOL Discharge

7.9.3.2 Bad Conduct Discharge.

7.9.3.3 Dishonourable.

7.10 Appeal

7.10.1 Appeal for sentences issued by a Squadron OC is to 22 Group OC.

7.10.2 Appeal for sentences issued by 22 Group OC is to Air Command.

7.10.3 Air Command sentencing is final and cannot be appealed against.

## 8.0 **Standing Down**

8.1 Pilots can stand down in the following degrees

- 8.1.1 Post
- 8.1.2 Retirement
- 8.1.3 Discharge
  - 8.1.3.1 AWOL
  - 8.1.3.2 Bad Conduct
  - 8.1.3.3 Dishonourable

8.2 Pilots who wish to stand down from a post should email OC 22 Group stating their intention to step down from the post giving 2 calendar months notice.

8.3 Pilots who wish to retire should email OC 22 Group with 2 calendar months notice.

- 8.3.1 When an individual retires from the vRAF for any reasons, they are permitted to use their last reached rank in forum signatures / websites as long as they annotate (Ret.) after it's use.
- 8.3.2 If a pilot wishes to re-apply for the vRAF, their service history will be taken into account and positioned within the organisation accordingly. The Pilot will have to complete a refresher course and an OCU Check Ride.

8.4 AWOL Discharge is issued by Air Command and the Pilot is forbidden to use any vRAF insignia, rank names, or other any vRAF related paraphernalia in any forum signatures, websites or any other way.

- 8.4.1 A Pilot who wishes to return to the vRAF may apply **3** months after the discharge. Permission to re-join the vRAF will be decided by the Air Force Board.

8.5 Bad Conduct Discharge is issued by Air Command and the Pilot is forbidden to use any vRAF insignia, rank names, or other any vRAF related paraphernalia in any forum signatures, websites or any other way.

- 8.5.1 A Pilot who wishes to return to the vRAF may apply **12** months after the discharge. Permission to re-join the vRAF will be decided by the Air Force Board.

8.6 Dishonourable Discharge is issued by Air Command and the Pilot is forbidden to use any vRAF insignia, rank names, or other any vRAF related paraphernalia in any forum signatures, websites or any other way.

- 8.6.1 A Pilot who is Dishonourably Discharge will not be allowed to re-join the organisation.

Compiled By: Air Command  
Effective as of: 16<sup>th</sup> November 2009

**DOCUMENT END**