

Virtual Royal Air Force



Standing Orders

Contents

1.0	MEMBERSHIP	2
2.0	COMMAND STRUCTURE.....	5
3.0	TRAINING	6
4.0	OPERATIONS	8
5.0	INACTIVITY	10
6.0	RANKS AND PROMOTION.....	11
7.0	DISCIPLINARY ACTIONS	13
8.0	STANDING DOWN	15

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 undertake an element of training before being transferred to an active squadron.
- 1.5. All successful applicants must register for the vRAF forum with their real full name (do not include any reference to rank) within 30 days of acceptance. All applicants must also request a Teamspeak ID Token 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 organisation until they have been issued with an RFR number and commence their 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 will occur on a yearly basis.
 - 1.7.2. It is the responsibility of the pilot to ensure they are aware 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 take the priority.
 - 1.7.4. The notice period between posting and the orders becoming effective will be no less than 1 week.

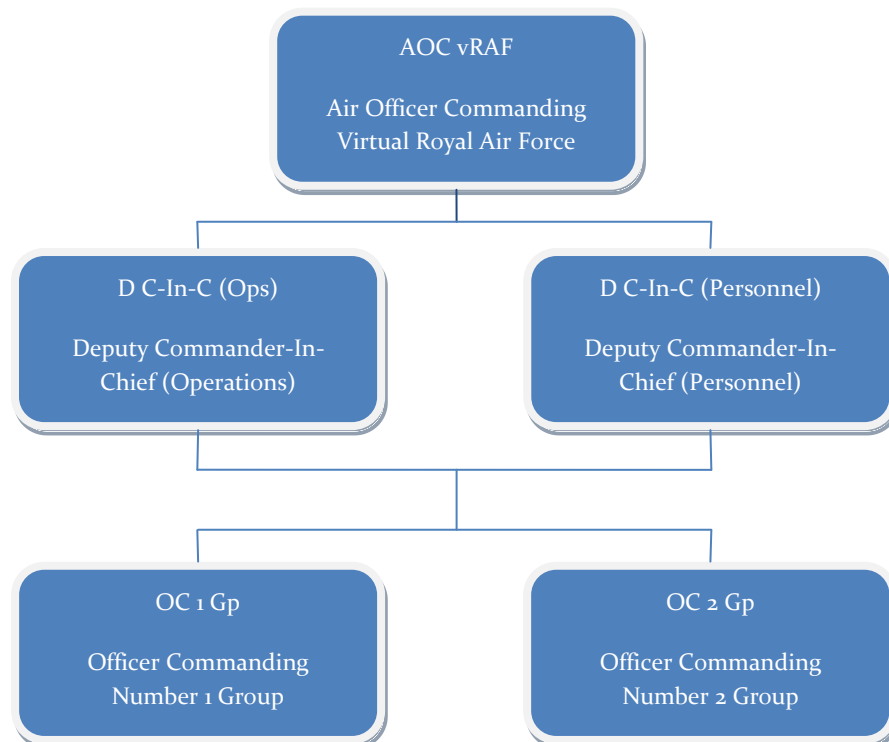
- 1.7.5. A record of the changes to the Standing Orders shall be kept in the forum topic for the supplementary instructions from this issue forwards.
- 1.8. Members will not use any of the information, names, images or logos for any reason without permission from the Air Officer Commanding vRAF.
- 1.9. 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.
- 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. This includes, but is not limited to, software, material not suitable for minors and links to software sharing sites distributing payware.
- 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 cannot 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][Nickname][Surname] e.g. Wg Cdr Fred "Bloggsy" Bloggs. Shortening of names or omission of the first name is permitted if the entire name is too long for the data entry box.
- 1.18. Members are not permitted to create their own Teamspeak rooms.
- 1.19. Server admin for Teamspeak are identified by a shield with an "S" inside to the right of the login name. If there is no rank associated with the name, it means the SA is not on

duty as a vRAF member, or is not a vRAF member.

- 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 gold light against their name. When a gold 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 gold light. Any person breaching this rule will be subject to disciplinary procedures.
- 1.21. Scenery and aircraft available on the vRAF Pilot’s 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 constructed as follows:



- 2.3. Air Command consists of AOC, D C-In-C (Ops) and D C-In-C (Personnel).
- 2.4. Squadron Commanders are responsible to their respective Group Commander.
- 2.5. Events can be suggested by a pilot, ideas should be submitted to the D C-In-C Ops who shall approve or deny the event. Once an event is approved, the D C-In-C Ops 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, unless deemed otherwise by Air Command. Upon successful completion of the advanced flying training, 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 reassign pilots to training at any point during their vRAF career with valid reason.
- 3.3. Members requesting a transfer of squadron will be required to undertake further flight training. The training required will be proportionate to the differences and experience will be taken into account.

EG. Transfer from 617 Squadron (Tornado) 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 the 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 flying training must complete all of their Basic and Advanced Flying Training modules before flying outside these modules is permitted.
- 3.6. Pilots authorized for solo flight shall have an endorsement on their pilot page. Pilots will be authorized 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 authorization to participate in any operational exercises.

- 3.7. No overseas flights can occur unless express permission of D C-In-C (Personnel) is given.

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 D C-In-C (Personnel) 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 MARSAs (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. Pilots are required to follow vRAF Flying Order Book regulations at all times. **Failure to adhere to Flying Order Book regulations will result in disciplinary action.**
- 4.8. 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. WWI, WWII, Korea, Vietnam, Iraq, Afghanistan, Bosnia etc.
- 4.9. In the interest of political correctness, pilots are prohibited from carrying weapons of mass destruction in any form when participating in a vRAF Flight.
- 4.10. Flight Plans
 - 4.10.1. 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 operations 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...”

- 4.11. The opening of Fighter Control, Range Control, Forward Air Control and providing an AWACS service is only permissible if the member has approval from the vRAF air Command and VATSIM-UK.
- 4.12. 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 airframe can only log hours when in a training session with a qualified instructor. Pilot ratings are defined in the pilot ratings document.
- 4.13. Multi crew operations via the FSX Shared cockpit function are permitted, and both pilots are allowed to log the hours for a flight undertaken. In the event of any incidents or queries, the person who is logged on to the network is considered the responsible Pilot in Command.
- 4.14. Pilots wishing to operate more than one type of aircraft may do so, as long as they have undertaken appropriate training. The use of secondary airframes is limited to two additional airframes. Pilots may spend no more than 1/3rd of their time on their nominated secondary airframe(s). Exceptions apply to Air Force Board members, and specifically requested / authorised sorties in support of training and exercises. 100 Sqn operations are not covered under this rule, but are governed by the 100 Sqn Flying Orders.
- 4.15. 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 require to fly a minim 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 1st and December 31st 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 D C-In-C (Personnel).
- 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 D C-In-C Personnel. **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 Code	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	Pilot on Squadron	Pilot
Squadron Leader (Sq Ldr)	OF-3	Flight Commander or Senior Pilot	Pilot
Wing Commander (Wg Cdr)	OF-4	Squadron OC Rank	Squadron OC
Group Captain (Gp Capt)	OF-5	Senior Squadron OC	Squadron OC
Air Commodore (Air Cdre)	OF-6	Very Senior Squadron OC	Squadron OC
Air Vice Marshal	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	Automatic
Flight Lieutenant	50 Flying Hours logged	Automatic
Squadron Leader	As required or by experience (Must hold an SAQ to be eligible)	Squadron OC
Wing Commander	Acceptance of OC Position	Air Command
Group Captain	Experience	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

6.3. Promotions Board

6.3.1. Promotions 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

6.4.1. 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 of 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 on 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 Officers 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 Martial's are conducted by the appropriate Group OC. 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. Group OC 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
- 7.8. Air Command Disciplinary is conducted by D C-In-C (Personnel)
- 7.9. Air Command can issue sentences as they see fit and can include, but is 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 Group OC
- 7.10.2. Appeal for sentences issued by 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 fashions
 - 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 their Group OC stating their intention to step down from the post giving 2 calendar months notice.
- 8.3. Pilots who wish to retire should email D C-In-C (Personnel) 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 its 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 any other 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 rejoin 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 rejoin 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 any other vRAF related paraphernalia in any forum signatures, websites or any other way.
 - 8.6.1. A pilot who is dishonourably discharged will not be allowed to rejoin the organisation.