PILOT RULES AND REGULATIONS

1.   Before Connecting

6.1.1 - As a minimum, pilots must be able to take off and land at an airport.

6.1.2 - Pilots must be able to comply with basic air traffic control instructions such as being instructed to turn onto a particular heading or being given a level to climb or descend to.

6.1.3 - Pilot users must connect only with the approved software and have a basic understanding of how to use it.

6.1.4 - Pilot users shall not connect to the network while positioned on a runway or taxiway as this may cause conflicts with other aircraft.

6.1.5 - Pilot callsigns should be either three letters (ICAO) with numbers/letters to represent Commercial Carriers, e.g. NWA1014 "Northwest Airlines Flight 1014" or represent a typical country registration, e.g. Germany DAAYA, where the "-" is not used. In the case of a military flight, callsigns are country specific and the country military callsigns should be consulted. For more information on typical callsigns by country, please go to this link: http://en.wikipedia.org/wiki/Aircraft_registration.

2.   Connecting

6.2.1 - For the enjoyment of all members, it is strongly recommended that you connect as a pilot user only if you intend to complete your entire flight. Exceptions are given to "long haul" flights where a pilot user may choose to only complete a portion of a flight and return later to complete the remaining portion. In this case, pilot users are encouraged to disconnect and reconnect while over the ocean where the possibility of a conflict is minimal. This rule does not apply to any tour which has its own rules.

6.2.1a - If disconnecting during a flight to connect at a later time (as described in 6.2.1) , the user should check to see if any ATC is online in the vicinity. If ATC is online, the user should inform the controller the position they wish to connect in before doing so.

3.   On-line

6.3.1 - Pilot users must have transponder activated whilst in the air.

6.3.2 - Prior to each flight, all pilot users are required to file a flight plan through the approved pilot software.

6.3.3 - If you are a new or inexperienced user, it is recommended that you place a remark indicating this in your flight plan so air traffic controllers know to provide you with extra assistance if required.

6.3.4 - In areas without air traffic control, pilot users must monitor "UNICOM" 122.800 on their communications radio.

6.3.5 - In areas without air traffic control, pilot users should check for air traffic control on a regular basis and contact the appropriate air traffic control station when requested to do so.

6.3.6 - Never use the Emergency (also known as GUARD) frequency of 121.500 for anything other than an emergency situation.

6.3.7 - Pilots should always read back and follow ATC instructions unless doing so could endanger the operation of the aircraft.

6.3.8 - Simulation of a radio failure (i.e. squawking 7600) is not cause to ignore ATC instructions in case of a conflict or requests from supervisors.

4.   Special Operations

6.4.1 - Coast Guard operations, search and rescue missions, and military aircraft are examples of "Special Operations". As Special Operations are a part of real-world aviation, they are also a part of the simulation, however, certain aspects of special operations are prohibited on the network including simulation of terrorism and acts of war. Although armed conflicts do exist in the real-world, we do not allow the simulation of any form of aggression or violence on the network. For further information regaring our policy, please see the rules and regulations for the special operations.

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