



SOUTH AFRICAN VIRTUAL AIR FORCE ORGANISATION AND REGULATIONS MANUAL

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Usage: This manual is for the personal use of members In the South African Virtual Air Force.

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Abbreviations:

SAVAF	South African Virtual Air Force
SOCOMM	Special Operations Command
DARB	Disciplinary Administration Review Board
SOFREQ	Special Operations Frequency (ZAV_CC)
RT	Radio Telephony
TS	Team Speak
GAT	General Air Traffic
VFO	Virtual Flag Officer
SOG	Special Operation Group
CO	Candidate Officer
VMP	Virtual Military Police

SOUTH AFRICAN VIRTUAL AIR FORCE (SAVAF) ORGANIZATION AND REGULATIONS MANUAL

FOREWARD

This manual contains information, policies, regulations, and guidance concerning the operation and administration of the SAVAF. These policies apply to the conduct of all SAVAF members who fly anywhere online using an official SAVAF call sign (ZAV). All SAVAF members are required to be familiar with all provisions of this manual, including Staff operations and administrative responsibilities.

The goal of the SAVAF is to provide a realistic simulated environment, and most importantly, to provide a fun environment for everybody to enjoy our hobby, although every effort has been made to prescribe complete information, policy, regulation, procedure, it is impossible to cover every circumstance. Therefore, when a situation arises where no specific procedure, policy, regulation or positions is covered in this document, SOCOMM shall review the situation and provide the needed guidance.

Remember this is the start of a new Operation and we all need to learn to walk first before we can run

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1. INTRODUCTION

Welcome to the South African Virtual Air Force. The SAVAF is a Flight Simulator based virtual organisation and operates as a stand alone and separate entity to the International Virtual Aviation Organisation.

The opportunities available with the SAVAF are limitless, we will expand and room has been left open to allow personnel and members to advance and contribute to the Air Force, either by flying or in some other administrative or technical capacity.

As we move forward and develop the Flight Plans, you get the opportunity to fly more VFR routes and not only use the standard main airport milk run.

1.1 MANUAL PURPOSE

This manual establishes overall regulations, guidance, and procedures governing the conduct of all personnel and activities within the SAVAF.

Supplemented guidance may be prepared as necessary to clarify more specific procedures as deemed necessary by the different SAVAF staff members.

1.2 RESPONSIBILITY

All SAVAF members are responsible for the information contained within this document, and all contents in this manual shall be adhered to at all times.

2. SAVAF ORGANISATION

The SAVAF does not duplicate the 'real' structure of the South African Air Force, but conceived under a Virtual Special Operations Group. The basic SAVAF is structured as such:

Gen Steven Brown
LtGen Willem Clack

Chief of the South African Virtual Air Force (SOCOMM)
General Officer Commanding Air Command (SOCOMM)

SPECIAL OPERATIONS DIRECTOR (SOD-IVAO)

The SOD and the SOAD are responsible for the overall administration and giving of clearances for the different Division SOG'S to host International events, and to make sure that the Rules and Regulations set out by IVAO are adhered to.

2.1 SPECIAL OPERATIONS COORDINATOR

The ZA-SOC is responsible for the overall administration, and is responsible for establishing initial contact with other SOG's and the SOD to create events and training exercises.

3. ADMINISTRATION RULES AND REGULATIONS

Administrative Rules and Regulations provide guidance for items generally related to personnel issues. The Chief of the South African Virtual Air Force and the General Officer Commanding Air Command will be responsible for administration and enforcement of the Administrative Rules and Regulations pertinent to the South African Virtual Air Force and is not managed by the South African Division or any of its Staff.

3.1 ENLISTMENT

Due to the professional nature of virtual military operations and our association with IVAO, enlistment shall be open to anybody. SOCOMM shall be responsible for processing enlistment applications and shall ensure all information is complete and accurate.

The applicant must be able to convince the SOCOMM that they have full control of the type of aircraft they submit with their application. The pilot will be required to complete a check ride to show they have a basic understanding of NDB,DME and an advanced VOR navigation. Upon a successful check ride the pilot will be given His/Her official SAVAF call sign, and be granted the ACTIVE status to have full use of the SAVAF website.

3.2 COMMUNICATION

Communications within the SAVAF is accomplished through the SAVAF Notam, Forum, or email. All personnel and or members shall be respectful of persons at all times. Any comments that are sexist, racist, insubordinate and generally inappropriate shall not be tolerated and shall give cause for immediate removal from the SAVAF. If anybody has a complaint they are to use the 'Contact Us' link on the website and follow the chain of command.

3.3 LEAVE OF ABSENCE (LOA)

Pilots may request a LOA for real-life situations such as illness, vacation, work, computer problems. A LOA may not extend longer than six months, if the Virtual Military Police notice that a member has been flying while on LOA, that member shall be notified, the LOA cancelled and a period of 10 days will be provided for the member to become flight current. Failure to complete currency within 10 days will result in immediate suspension and you will come before the DARB.

3.4 ADVANCEMENTS

SAVAF pilots are enlisted with the rank of Lieutenant once the practical has been passed. SAVAF pilots are able to move up the ranks and receive promotion through the completion of online flight hours, the completion of official division training runs. Promotion will come under review once the MC has been consulted as this person has a better view of the overall conduct of the member's progress within the IVAO concept. This promotion will be awarded by SOCOMM.

FROM	TO	HRS	MISSIONS
Lieutenant	Captain	50	10
Captain	Major	150	20
Major	Lt Colonel	300	50
Lt Colonel	Colonel	600	100

3.5 MERITORIOUS PROMOTION

The SOCOMM reserves the right to promote any pilot or member at any time, which includes waiving the required online hours. Promotion will come under review, and be awarded by SOCOMM.

Once promoted, these persons must satisfy all criteria for the appointed position.

3.6 AIRCRAFT RATINGS

The first aircraft the pilot gets rated on will require 10 hours of online flying, before He/She may think about applying for an upgrade. SOCOMM will advise the pilot when they are eligible for an upgrade. There is no limit to the number of aircraft the pilot can be rated on. If the pilot for eg: has been rated on a King Air B200 and would like to be rated on the Pilatus as the second aircraft, He/She will not be required to re fly the check ride because these two aircraft have a similar characteristic. The pilot must first attain the required 10 hours on the first aircraft before the second aircraft rating be instated.

3.7 MINIMUM FLIGHT HOURS

Failure to fly 3 hours per calendar month per aircraft will result in the pilot losing the rating of that specific aircraft.

3.8 MILITARY CALL SIGNS

Pilots that pass the practical evaluation receive two official SAVAF call signs, (ZAVxxx) the first of which must be used while flying any of the rated aircraft. The second call sign will be used while training in an aircraft the pilot would like to get rated on. These call signs are Person specific and not aircraft related, and remain property of the SAVAF.

SAVAF members taking part in any IVAO Special Operations or just flying on the network must at all times adhere to the IVAO Rules and Regulation and those of the Division air space you may be flying in, SOCOMM require that the SAVAF members use the official SAVAF call sign that was allocated, and fly the rated aircraft or the aircraft the pilot would like to get rated on. This is seen as a prestigious membership and the use of the SAVAF call sign serves as a connection to a professional Virtual Air Force, and the misuse of a SAVAF call sign will not be tolerated.

These call signs are reserved for the exclusive use by registered Virtual Air Force members.

3.9 DISCIPLINE

Disciplinary problems will be handled on a one on one basis at the time of the incident. The MC will play a key role, as he has an overall view of the pilot's performance on IVAO. The levels of handling particular incidents are as follows:

- Espionage *instant dismissal*
- Treason *instant dismissal*
- War Simulation *instant dismissal*

The following scenarios will result in a one on one with the SOCOMM and the MC, if a verbal warning does not work then a written warning will be added to the pilots file. If the offence continues then the pilot will be court marshalled and a fine will be instated. (*Loss of hours and or rank*)

- Interfering with GAT aircraft
- Profound language
- Dereliction of duty
- Conduct unbecoming of an officer
- Leave of absence
- Disciplinary Administration Review Board (DARB)

The DARB shall be made up of the SOCOMM, MC and if the situation is called for then the Division Director.

3.10 MANUAL REVISIONS

It may be necessary from time to time for SOCOMM to revise this manual to provide clarity or additional guidance. Revisions may be proposed by any member through the appropriate chain of command. Such proposed revision shall be provided to SOCOMM for review.

During the next Flag Meeting the proposal will be put on the table, and upon a majority vote the proposed revision shall either be incorporated or rejected. If incorporated, a revised manual shall be posted accordingly and indicate a revision number (e.g. 7.1 would indicate the year 2007 and revision number 1) If an immediate provision is necessary, then said revision shall be drafted and made available for an immediate email vote. Upon concurrence said provision shall be incorporated in the manual and posted accordingly.

4. OPERATIONAL RULES AND REGULATIONS

Operational Rules and Regulations are needed for the overall flying skills of our pilots, and too keep the high standards and professionalism. SAVAF operations fall under the IVAO Special Operations Policy, thus it is extremely important that we utilise airspace correctly and abide by all IVAO rules and procedures, including those of the SAVAF.

4.1 MINIMUM HOURS

A minimum of three hours per aircraft per month must be conducted. This will provide the pilot with an opportunity for interaction with ATC on a regular basis. Only the official flight plans hours can be logged and be submitted via the PIREP on the website.

4.2 UNCONTROLLED AIRSPACE

When you connect in uncontrolled airspace, the COMM1 frequency must be set to 122.800 (Unicom). Transponder set to 2000 (fixed-wing), 2600 (helicopters). It is required that the pilot then creates a manual connection to TS and must monitor one of the frequencies on the ZA Server: SOFREQ (ZAV_CC), UNICOM or the ZA Members channel. The military channel (ZAV_CC) is intended for SAVAF members only. If the pilot is requested to contact ATC then connect via IVAP or tune the COMM1 to the correct frequency and continue all communications with voice rather than text. Pilots should be familiar with the proper use and phraseology during all communications. Any bad language or incorrect use of the frequency will result in a hearing before the SOCOMM.

4.3 CONTROLLED AIRSPACE

All pilots are to connect OFF the active runway. When you connect to the Controller on duty, you must check that the radio is working!! Then continue with the clearance as per normal.

4.4 FLIGHT PLANS

All pilots are to connect OFF the active runway. The flight plan must be correctly filed in accordance with IFR or VFR procedures as required by IVAO.

The call sign to enter will be the ZAV call sign issued. Under Remarks the pilots shall enter the use of charts/FSNAV, state the flight reference nr: and nature of flight, (eg Cargo Transport/Recon/Training/VIP transfer/ Escort)

AIRCRAFT SPEEDS

All speeds indicated are maximum speeds, thus xxxkts IAS or less and the following restrictions are enforced (The speeds here are relative to the South African Air Space)

- 250 KIAS below FL100
 - Inside the ATZ or CTR
- 160kts for reciprocating-engine aircraft
- 200kts for turbine- powered aircraft
- Below any TMA 180kts IAS
- On STAR, comply with published STAR speeds
- Non-STAR speeds
 - 250kts IAS inside TMA
 - 180kts IAS 10nm on the LLZ or from touchdown
 - 150kts until OM or 4nm from touchdown

Exceptions: If minimum safe IAS is greater than above speeds - Unless otherwise instructed by ATC.

4.5 CIVIL AIRPORTS *(SUBJECT TO CHANGE WITH FUTURE DOCUMENT REVISIONS)*

Operating from civil airports must be approved by the ATC on duty. If no ATC is on duty when you commence the flight/training all the above rules must be obeyed. To practice instrument approaches to the missed approach point are authorised, if it does not affect the ATC workload. You must abide by all civil rules and regulations while conducting these approaches.

4.6 UNUSUAL MANOEUVRES

All unusual flight manoeuvres are prohibited at all times except for official SAVAF training flights. Examples are dog fighting, low altitude operations, acrobatics and harassing GAT traffic.

4.7 FORMATION FLIGHTS *(SUBJECT TO CHANGE WITH FUTURE DOCUMENT REVISIONS)*

SAVAF acknowledges formation flights; however, it must not impede, impair, or disrupt any GA traffic. When in formation, formation leader will be in contact with ATC, all other aircraft are to maintain radio silence. The formation pilots will establish a whisper channel with each other to coordinate the formation. When the formation first connect at a field with ATC on duty, each and every pilot will do a radio check with the Controller on duty to establish communication, there after the formation leader will contact ATC for clearance.

4.8 TASK FORCE

Deployments will be sent via the email address submitted when you registered. The names on the Standby list must be ready to deploy within 60 minutes from time of the scramble being sent. Confirmation of the email is required. Standby pilots are not required to be in full flight gear and sitting in the cockpit, but must connect and ready for departure 10 minutes prior to take off time. You will receive a detailed flight plan to be carried out depending on the situation at hand, this information is classified and may not be given to third parties.

4.9 ATC

SAFAV is waiting for the Finance Department to present their budget. Once this is done the ATC department will look at training.

4.10 ZULU TIME USAGE

GMT (Greenwich Mean Time) will be included in all event times for all operations. GMT or ZULU time is also used throughout the military in all day to day activities.