

VA NS

** 29 November 2020 **

1. GENERAL PROVISIONS

1.1. Virtual Airline "NS" (hereinafter - VAK) is a non-profit association of aviation enthusiasts. It is not a legal entity and does not engage in any financial activity.

1.2. The activities of the VAK are not directly related to the activities of the really existing airline "NS".

1.3. All materials published on the VAK website are intended only for virtual flights, and in no way can be used in real aviation.

1.4. VA NS is a VAK, which is present on the Internet and officially registered in the IVAO network. Flight simulation takes place in "real time", using flight simulators, IVAO software and VAK software.

1.5. VA NS membership is free.

2. JOINING VAK

2.1. Be at least 13 years old.

2.2. Have a profile on the IVAO network.

2.3. Be an IVAO user for at least 14 days.

2.4. Have an online watch as a pilot for at least 20 hours.

2.5. Have a rating on the IVAO Flight Student (FS2) network.

2.6. Have the "Active User" status in your profile.

2.7. The user is not required to have citizenship in the country where the VAK is located (we are ready to accept foreign users).

2.8. Upon registration, the user agrees with the entire Charter.

3. TRANSFER OF HOURS

5.1. Transfer of watches is prohibited.

4. RATINGS

Name	Badge	Time needed	Comments
Newbie		0	Minimum IVAO Rating FS2.
Student		ten	Minimum IVAO Rating FS2. Minimum hours available.
Advanced student		20	Minimum IVAO Rating FS3. Minimum hours available.
Trainee		thirty	Minimum IVAO Rating FS3. Minimum hours available. Having passed the exam at VA NS.
Advanced trainee		50	Minimum IVAO Rating FS3. Minimum hours available. Having passed the exam at VA NS.
Co-Pilot		100	Minimum IVAO Rating PP. Minimum hours available. Having passed the exam at VA NS.
Aircraft commander		200	Minimum IVAO Rating SPP. Minimum hours available. Having passed the exam at VA NS.
Ground instructor		750	Minimum IVAO Rating CP. Minimum hours available. Having passed the exam at VA NS.
Flight instructor		1000	Minimum IVAO Rating ATP. Minimum hours available. Having passed the exam at VA NS.

There are exceptions for ratings. The rating can be issued by the HQ Department without fulfilling all the rating conditions.

Ratings are issued based on IVAO ratings. TD VA NS examines whether the pilot can fly the route safely, but there are different minima for each rating.

5. TRAINING

- 5.1 You should study the documentation yourself.
- 5.2 Trainings are conducted to prepare for the ranking exam.
- 5.3 This is a test flight and you will learn everything you need to do to pass the exam.
- 5.4 We do not do training, we test your skills.
- 5.5 To complete the training, you must write a letter to the mail td@va-tya.site ...

6. EXAMS

- 6.1 You must study the documentation yourself.
- 6.2 We test your skills in the exam.
- 6.3 To pass the exam, you must write a letter to the mail td@va-tya.site ...

7. CALLS

- 7.1 The callsign is assigned automatically.
- 7.2 The callsign cannot be changed.

8. DELETING ACCOUNTS

- 8.1 To delete an account, you must write a letter to the mail ceo@va-tya.site ...
- 8.2 You may be refused without giving a reason.

9. RIGHTS AND OBLIGATIONS OF PILOTS

- 9.1 The pilot must:
 - 9.1.1. To carry out at least one registered VAK flight every three weeks.
 - 9.1.2. Confidently own a simulator in which he performs flights on the network.
 - 9.1.3. Follow the airline's news line closely.
 - 9.1.4. Respectfully treat other members of the VAK, immediately follow the direct instructions of the staff of the VAK staff / forum moderators to stop abusive actions.
 - 9.1.5. Observe the rules of the flight network in which the flight is made.
 - 9.1.6. Immediately stop flights under the VAK callsign, if a direct and justified instruction of a member of the VAK apparatus is received for this until the reason justifying this indication is eliminated.
 - 9.1.7. Comply with the internal regulations of the Higher Attestation Commission.

9.2 The pilot has the right:

9.2.1. Receive full and maximum possible assistance in mastering the type of aircraft, as well as the most complete theoretical and practical training aimed at obtaining the knowledge necessary for flying in the IVAO network.

9.2.2. Receive the fullest possible consultation on issues of interest to him, if these issues are related to flight operations

9.2.3. Raise any topic on the VAK forum that he considers necessary, if this topic does not contain insults against both the pilots of our VAK and other VAK.

9.2.4. To be a member of other VAK, if this does not contradict the statutes of these VAK and the provisions.

9.2.5. Receive navigational support using the tools available on the VAK website.

9.2.6. Participate in the airline's internal events.

9.2.7. Use any other tools available on the VAK website.

9.2.8. To ask for the protection of his interests in case his rights, in his opinion, were violated by both a member of the Higher Attestation Commission and a third-party participant in the IVAO networks.

9.2.9. To appeal against the unjust, in his opinion, decisions of the members of the VAK apparatus.

9.2.10. Take other part in the life of the Higher Attestation Commission.

10. INTERNAL ORDER

10.1. Our virtual airline is a friendly community of people united by a common idea and love for the sky, aviation and virtual flights. We try to do our best to ensure that participation in the activities of our airline brings maximum joy and interest.

10.2. Flights are operated under the callsign TYAXXX (where XXX is a digital designation or XXXX).

10.3. Interaction of VAK participants outside the forum is carried out through the "Discord" client on the official VAK Discord voice server (<https://discord.gg/GtxcTSU>).

10.4. Discussion of issues, communication, debriefing of flights are carried out in the corresponding sections of the forum on the VAK website and on the airline's voice server. An introductory interview is also held on the VAK voice server.

10.5. The VAK is headed by the General Director of the VAK.

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DISCLAIMER

The content of this documentation is intended for aviation simulation only and must not be used for real aviation operations.