

# AIR OCEANIC

BRINGING OCEANIA TOGETHER

## ***Air Oceanic Standard Operating Procedures***

*Version 1.1*

*06/04/2026*

### **1. Introduction**

These SOPs outline how pilots are expected to conduct flight operations and interact within the Air Oceanic flight crew group. These procedures ensure realism, safety, and uniformity.

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### **2. Pilot Conduct**

- Maintain professionalism during all flights.
  - Respect staff, ATC, and fellow pilots.
  - Follow VATSIM and Air Oceanic procedures.
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## 3. Pilot Requirements

### 3.1 Pilot Certification

- Receive a pass in the F/O Certification Course

### 3.2 Pilot Activity

- Must log at least one (1) flight every 30 days to remain active.
- Leave of Absence (LOA) requests must be submitted via an email to [operations@airoceanic.org](mailto:operations@airoceanic.org).
- Leave of Absence's have a maximum duration of the three (3) months
- Reinstatement after inactivity is at the discretion of the Chief Operations Officer.

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## 4. Flight Operations

### 4.1 Flight Planning

- Submit realistic, valid flight plans (valid routes, fuel, alternates) + utilising i.e ERSA standard routing where possible.
- Ensure payloads do not exceed aircraft MTOW (Newsky will indicate this)
- Plan additional contingency fuel for known ATS delays, weather phenomenons, network events e.t.c.
- Refer to VATSIM Radar for airport disruptions, and divisions' A-CDM (Airport Collaborative Decision Making) networks for average delay time, queue positions and more
- Use up-to-date SIDs/STARs/APPs where available.
- Weather and Time: Real-world unless otherwise specified.

## 4.2 Aircraft

- Use aircraft suitable for the route as per the fleet guide.
- Only select aircraft that you hold the respective type rating for

## 4.3 PIREPs

- All flights must be logged through ACARS (NewSky) or manual PIREP (Coming soon).

## 4.4 Aircraft Frequency Management (AFM)

- Monitor Emergency GUARD (121.500MHz) throughout all sector operations
- Monitor AO Company (135.355MHz) where possible
- Monitor and transmit on UNICOM (122.800Mhz) or the respective CTAF  
(Common-Traffic-Advisory-Frequency) where deemed necessary

## 4.5 Runway and Approach Type Nomination

### a) Runways

- Where ATS (Air Traffic Services) are not being provided (Either where the VATSIM position is closed, or the airport doesn't actually have ATS accessible), refer to the airport METAR, and nominate a runway that attains the best winds. (Headwind>Headwind/Crosswind> Tailwind/Crosswind>Tailwind)
- Ensure your runway nomination does not conflict with pilots also operating at the aerodrome.

### b) Approach Type

- **VMC** - Visual Approaches are preferred to reduce track miles and air time. Commence the approach on any of the 5 legs of the circuit. A straight in final or oblique base is preferred.
- **IMC** - RNP AR (Authorisation Required) Approaches are preferred to reduce track miles and air time. If you're not authorised to conduct an RNP AR Approach, select the next applicable approach available that best aligns with your flight plan route (ILS, RNP/RNAV, GLS/GBAS). VOR and NDB approaches are not recommended due to their operational complexity and lack of GS capability.

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## 5. VATSIM Operations

- Comply with all VATSIM policies and regulations.
- Use proper phraseology and etiquette.
- All flights must be conducted on the VATSIM Network.

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## 6. Promotions

- See Constitution > Rank & Progression.
- Promotions are granted based on logged hours and performance.

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## 7. Advanced Training

- Available for specialised ops: cargo, bush, charter.
- May be mandatory for some events or roles.
- Approval must be gained by the Training Administrator to commence Advanced Training

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## 8. Special Operations

- Follow separate SOPs provided for special events and operations.
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## 9. Disciplinary Action

Breach of SOPs may lead to:

- Warning
  - Remedial Training
  - Suspension
  - Termination
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## 10. Amendments

SOPs may be revised by the Operations Team. Pilots must review and be up-to-date on the latest version.

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## 11. Acknowledgment

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All pilots agree to follow these SOPs while operating under Air Oceanic.