



Regolamento generale

Rules and regs

- 1.**
All the materials and the information that concern the simulated flight are to exclusive use for the virtual flight on the net IVAO and you/they cannot absolutely be used for the real flight.
- 2.**
The Virtual Airline Aeroservice doesn't respond of damages or malfunctions of any apparatus used by the consumer to develop our activities of flight, responds of it of due damages to the employment of utility of our creation and free that you/they can be unloaded by our site.
- 3.**
All the pilots that desire to forward application of registration to the company Aeroservice Virtual Airline, have to be already members affiliate to IVAO (International Virtual Aviation Organisation, also it association without thin of profit) with a minimum of 8 hours of flight recorded as he/she pilots on the servers Ivan (Server of Ivao).
- 4.**
All the details of the present active pilots in our site mirror those that are had in IVAO (degree, times of flight, gives personal, is of activity / inactivity and / or suspension). Every pilot is kept to adjourn the really state of IVAO also on the site Aeroservice, through the special present tool in the MEMBER CENTER.
Particularly, in the case of passage of the state he/she pilots on Ivao in "Suspended or Inactive", the Pilot has to immediately communicate to the Company to half e-mail his/her own change of state (without need to specify its motive); each Pilot that passes to the state of "Inactive" or "Suspended" on Ivao he will see also changed on Aeroservice his/her state from "Pilot" to "Suspended or Inactive" with the subtraction of points 100 from the Output Pilot if the really state has been changed in Suspended on IVAO and obligation of application of ri-admission in service, always for half e-mail to the company, not as soon as its status returns in "Active" on Ivao and the pilot you desire to return operational. Only the pilots members of Aeroservice VA will be inserted in the Database of IVAO reserved to the virtual aerial companies (IVAO VA-System) and in our Database of Company.
- 5.**
Every affiliate, to the moment in which it receives the confirmation to half e-mail of happened registration to the virtual aerial company Aeroservice, it receives a CALLSIGN (code formed by three letters followed by three numbers) of Company, that is always and only following to the number of CallSign of the last affiliate.
There can be cases of assignment of callsign with non sequential number when antecedently an enrolled pilot abandons the company without to have ever flown following his/her registration; this ago him that its callsign will be assigned to other pilot new affiliate (you also see art. 7 of this rule).
- 6.**
The aspirant pilot has to introduce registration using the special form and only from his/her own address personal e-mail, cannot be therefore enrolled from another pilot or from other address e-mail that is not of the applicant and / or of reference to whom

represents him/it in case of minor.

7.

Every new pilot enrolled with "degree pilots on IVAO Equivalente or Superior to that of Flight Captain (FC) it " has Direct the right to the activities of flight of the company and it is kept to perform its first flight of maintenance / activation for the company (flight with code OEACTIV) within 31 days (1 month of time) from the date of registration, otherwise he/she is seen to cancel away from the company with relative notice e-mail and loss of the callsign that you/he/she had been assigned him and that it will become therefore usable for the registration of another pilot.

A pilot new affiliate that a 20° day from the date of registration you/he/she has not completed the first flight of activation yet / maintenance for the company, receives an e-mail of notice of imminent cancellation, departed then the 31° day without to still have completed the first flight, he/she is seen cancelled by the company with relative communication through e-mail.

After a total of n° 3 registrations without to have ever completed the flight of activation, every possibility of future will be blocked entry to the pilot in the company.

Every new pilot enrolled with "degree pilots on IVAO Inferiore to that of Flight Captain (FC) it " has obligation of Indirect access, that is it will be enrolled in the Database of company, but it won't be also immediately also affiliate in the database of IVAO (VA-System), this actually to that you/he/she won't have dispatched the preliminary meeting with one of the trainers of the company.

To the pilot to which is not judged fit the preparation and / or the knowledge of the on-line instrumental flight on the net Ivao, will be in demand to sustain a period of obligatory training to see the registration been confirmed.

The not acceptance of the period of training for the new pilots enrolled with Inferior degree to that of Flight Captain (therefore with degree he/she pilots SFO, FFO and C) it blocks the access to the pilot to the company and the pilot that it abdicates the training offered by the company the cancellation you/he/she will be notified from subsequently the same one.

They are subject to the above you quote rules of access to the company dependent from the degree he/she pilots on Ivao, also the ex pilots of the company that have suffered automatic cancellation for long inactivity and they intend to forward new application of ri-admission in service.

Every Pilot already affiliate and asset (or rather that you/he/she has performed at least the first flight of activation / maintenance with code OEACTIV), that for a superior period to 4 months and 15 days (136 days from the date of his/her last flight) you/he/she has not performed anymore and / or recorded flights through the Pireps (Pilot Reports of end flight), you/he/she will be cancelled by the company.

A 121° day (or rather after 4 months the date of the last flight) it receives to half e-mail the first notice of imminent cancellation from the company.

If the pilot, within the following 15 days, it doesn't return to fly for the company, spent the 136° day (or rather after 4 months and 15 days the date of his/her last flight) you/he/she will automatically be cancelled by our database always notifying the cancellation of it to half e-mail.

In the case the pilot intended to again return to fly for the company you/he/she can do him/it in any moment filling out a new form of registration that will allow him to see him recognized the hours of flight, the effected flights, the points in the output and the state of the assigned flights, that you/he/she actually had to the date of his/her preceding cancellation.

The pilots that following cancellation for maximum beginning of the inactivity or discharged by the company for them wish that has not totaled at least 50 hours of flight, you/they can lose the right of the maintenance of the CALLSIGN assigned during the first registration or following ri-admission.

And' guaranteed instead, also for these pilots, the historian's maintenance on the effected flights, the mountain flown times and the points in the output.

8.

The CallSign "OSE" for the flights of AEROSERVICE VA it is to obligatory use but not exclusive for the pilots of the company.

You/he/she cannot forbid the use to consumers not affiliate to Aeroservice for tied up reasons to the rule of IVAO, but the callsign used by these pilots doesn't associate them of it it absolutely connects them to our Aerial Company, so much less such pilot can draw benefit of it in how much not recognized as she pilots Aeroservice because not inserted in the VA-System of IVAO.

Of that pilot some activity won't be recorded from the company.

The pilots Aeroservice can also fly with other Callsign and / or for other virtual aerial companies.

9.

The Pilots of the virtual aerial company that desire to fly using a "callsign" different from that assigned to the registration, you/they can do him/it, (for example flights for other companies, flights military or of exhibition etc.), but their times of flight effected won't be recorded in the Database of the company, therefore they won't be approved PIREPS (Pilots Report of end flight) for flights with different callsign from that assigned by the company. Military flights will be approved with the callsign of company, only for the simulation of understood military flights as transport and logistics, not for military activity of other type as missions / flights with hunting military, supersonic aircrafts of any type (to exception of the In agreement one following only the rules of supersonic flight on sea and not on earth) and / or Pirep sent for flights of exhibition, flights in formation military and similar.

The use of any aircraft and / or military helicopter also for simple flights not simulated you of military actions (you see Special Operation Tours of Ivao) you/he/she must be required to the company before effecting such flights and to be able to record them to them with the pireps.

Flights won't be approved to sail (you see alianti / glider), flights with hot-air balloon, flights of service for parachutists (parashooting), flights with ULM (Ultra Light Model, sees deltaplani), drawing gliders and similar.

They are accepted instead without restrictions you fly always performed in Multicrew and only with aircrafts with which you/he/she is allowed to fly for the company and realistic for the flight performed in Multicrew.

The company reserves him to cancel all that flights performed with aircrafts not granted by the same one.

10.

They are admitted, during the on-line flights, disconnections from the net Ivao of the maximum duration of 20 consecutive minutes; then for problems to the servers of IVAO it causes turning off and / or maintenance and / or reset or for disconnections of your connection internet, the time of disconnection never has to be superior to the 20 minutes, otherwise the flight is him to consider void as it regards its recording through the Pirep, that won't have to be late to the company or if forwarded it will be the refusal anticipated of it.

They accepts where Pireps you/they are also signalled more disconnections, always that these don't overcome the 20 minutes of duration every and there are relative comparison in the VA-System of Ivao, punishment her not acceptance of the flight.

11.

All the pilots are kept to compile the Pilot Report (Pirep) of end flight through the service of Dispatch Pirep foresees in the Member Center of the site of Aeroservice to have visible the data and the statistics on the effected flights.

The dispatch of the Pireps of end flight allows the pilot to see in real time his/her own flight on the site Aeroservice, not as soon as a Pirep Supervisor will have checked and accepted the flight.

The Pireps have to be envoys within and not over 15 days from the date of execution of the corresponding flight.

Also the Pireps that have been rejected (that is in status Not Accepted) with application of change you date, they have to return to the company (that is modified and again passed in status Pending), within and not over the 15 days from the application of change; in case I cross the pilot he/she will see rejected the Pirep because not modified within the time maximum expectation.

12.

They are not approved, for obvious reasons for realism, single Pireps that brings superior flights to 18 hours of duration, independently from the total duration of the connection to Ivao. Then a flight for the company cannot overcome never the 18 hours.

13.

Pireps don't be accepted for inferior flights to 15 minutes of route among two different airports and inferior to 35 minutes of route in the case of flights with departure and destination on the same airport (you see flights local VFR and training on circuits of traffic).

The flights with inferior duration to 15 minutes of route among two different airports and the inferior flights to 35 minutes with departure and destination in the same airport, cannot be recorded as you fly for the company through the Pireps.

Exception is made for the flights of the Tour of Ivao and / or of Division and / or of

Company, where draws her to fly they foresee indeed inferior times of flight to 15 minutes among two different airports.

14.

Pireps don't be accepted (Pilots Report) that they don't find comparison some on the VA-System of Ivao.

If for a problem to the system of Ivao (server of Ivao) it won't be possible to check a flight because not recorded on the servers of Ivao, the flight is able not to be approved, even if indeed developed by the pilot.

Every flight therefore it has to categorically have a comparison on the VA-System to be approved.

The company doesn't answer in some way of losses of data on the flights and therefore missed assignment of points and times she pilots for the missed or defective operation of the VA-System of Ivao, that is as the black box of every aircraft used by the pilots for the Company and without which is not able to verify the correct execution of the flights, even if really performed.

You/he/she is made exception when the pilot both able to show that in the timeframe in which its trace of the flight was not present on the servers of Ivao, certified problems has also been found by other pilots or inspectors of flight and can prove then happens him execution.

15.

All the flights, independently from the type of activity and the correctness of the data inserted in the Pirepses, that will introduce errors in the compilation of the codes ICAO reported to the airports of departure and / or arrival in the plan of flight of IVAP (fields "Departure Aerodrome" and "Arrival Aerodrome" of the window of dispatch of the plan of flight with Ivap), they will have to adopt the code "No Tails" during the recording of the pirep of end flight; the code "No Tails" it only foresees the recognition of the hours of flight to the pilot but any in partnership score to his/her output for that flight.

The company will also hold valid only that flights where the pilot, not later of the moment of the take-off, you/he/she has performed the change and / or correction of the plan of flight on Ivap.

For the recorded flights as "No Tails", the company will be able in any moment and without some warning to the pilot, to eliminate such flights from his/her own database, for everybody or part of the flights accepted by the same one but that they introduce plain of flight not correspondents in the airports indeed involved as departure and arrival, therefore plain of flight compiled and sent through IVAP that introduces errors in the fields "Departure Aerodrome" and "Arrival Aerodrome."

Changes of the plan of flight will also be admitted after the take-off, only when the pilot has indeed definite to change the final destination of his/her flight (case of the change of "Arrival Aerodrome" in the plan of flight of IVAP during the flight) and decides therefore to hijack indeed toward other airport.

Any flight has suffered a change of final destination in the plan of flight after the departure he can entirely record as I fly generic (therefore with exclusive use of the code OE3000 in the field Flight N° of the Pirep of end flight).

In the case of landing on alternated airport the pilot is not kept to change his/her own plan of flight, but only to insert the code Icao of the used alternate airport, in the field "Landed Airport" of the Pirep of end flight, having to only record also in this case his/her flight with the code OE3000.

16.

All the pilots are kept to respect the norms vigenti on the flight to sight or instrumental, in all of his/her forms.

17.

All the Pilots of the company are kept to respect the specific rules of the flight on IVAO and it have to maintain a correct behavior in all the situations of flight, also when he is not under control radar, declaring away text and checking on the frequency Unicom 122.800 the situation of other possible present traffic in the proximities, collaborating with them for the management of the separation, of the take-offs and of the landings.

18.

All the Pilots of AEROSERVICE VA have to use the MTLs (multiplayer traffic library) of company during the flights as you pilot Aeroservice, when these exist for the aircraft that the pilot intends to use.

19.

All the Pilots and members of the Staff that enter to belong to the Aerial Company will see only published on the site internet www.aeroservice-va.it the proper Callsign, Name and

declared Last name (and not verified by the company if really existing) and his/her own Code Ivao ("VID" number to six figures of the enrolled pilot to the network Ivao) as from data furnished during the registration and compared on the page you detail personal of Ivao of the pilot.

Of all the data that will be in demand during the compilation of the form of registration, only those just quoted will be inserted and visible in the site www.aeroservice-va.it. The other data presents on the site will be alone reported to the flights and the activities developed for the Aerial Company by every Pilot, mirroring the sent data and declared voluntarily through the Pireps (Pilot Reports of End Flight).

20.

All the Pilots and members of the Staff that discharge him from the Virtual Aerial Company Aeroservice have to do him/it through application to half e-mail to the Staff and they will see railing their position on the site of Aeroservice and in the VA-System of IVAO, the Company will proceed then to the destruction from his/her own file of the personal data, inclusive addresses of mail electronics and how much of other respects the Pilot and / or Member Staff that discharges him or you/he/she is discharged.

Of the presence of the Pilot and / or of the Member Staff that discharges him or you/he/she is discharged, will be visible only the CALLSIGN in anonymous form because followed by Name and Last name not anymore, but followed by the wording "Ex Pilot"; Á. the same way the CALLSIGN of the Pilot and / or Member Staff that discharges him or you/he/she is discharged, won't be assigned anymore to other future member Aeroservice in the case the pilot has flown at least the first flight of activation / maintenance (flight OEACTIV).

They will remain also you introduce the data on the effected flights (always in anonymous form) because they make part of the historian of the activities developed by the Company and voluntarily envoys / declared by the pilot during his/her activity in the same one, as from approved rule during the registration.

The application of resignations will force the pilot to an attended least of months 3 for the reentry in company.

21.

All the Pilots e/o Members Staff that you/they adopt a little correct behaviors towards the other members of the company and / or towards all the other members of the net IVAO, can be suspended by the company for indefinite time and you/they can receive penalty in our Career you Pilot through subtraction of scores from his/her own Output, up to the cancellation from the Virtual Aerial Company in the cases held serious from the administrators of the same one.

22.

All the Pilots and / or Members Staff that offend, denigrate, they insult, they are compared with rudeness, they don't respect differences of religion or race, they adopt a little civil behaviors and / or they don't respect in any way towards one or more members of the Aerial Company and / or other member of the net IVAOs, will immediately be low from the Company.

Every member, over himself, it also represents the Aerial Company Aeroservice during his/her on-line flights, company that founds him on the mutual respect and the civil behavior towards all the other members of the net IVAO, both during the on-line flights, both in I exchange him/it e-mail, both in the messages written on the Forum, both in the vocal communications, and in all the other usable forms from every member to join in conversation / to communicate with the other members of the network.

23.

All the enrolled members are kept to respect every specific rule for the single activities developed by the virtual aerial company, because each of these activities foresees different formalities of execution and different single and specific rules that cannot be listed in the general rule because they belong to activity optional offers to the Pilots and / or Members Staff, that will accept the specific regulation of it to the moment in which you/they will intend to participate you.

24.

They are approved, from the pilot that it will proceed to the registration all the points of this General Rule,