

Chapter 4 - Operations

4.1 Operational Structure

MODv replicates a variety of operators, including the Royal Air Force (RAF), the Royal Navy Fleet Air Arm, the Army Air Corps (AAC) and various MOD contractors such as Draken and the Empire Test Pilots School. Trained pilots may partake in operations across all organisations once sufficiently trained.

4.2 Royal Air Force Operations

Undoubtedly the most famous operator of military aircraft in the UK, the Royal Air Force (RAF) is the primary defence force for the UK (and overseas territories) air and space. MODv simulates all RAF squadrons, each listed and kept up to date in the discord. RAF operations include reconnaissance (ISTAR), multi-role combat (due to the sensitive nature of real world conflicts and the VSOA PPM, MODv pilots are not permitted to simulate real world engagements), aerial refueling, transport and search and rescue.

4.3 Royal Navy Fleet Air Arm Operations

The Fleet Air Arm is the aviation component of the Royal Navy, operating a fleet of helicopters, fast jets and turboprop aircraft they are effectively able to secure the seas, fight adversaries and aid troops. All Naval Air Squadrons are simulated, each listed and kept up to date in the MODv discord.

4.4 Air Army Corps Operations

The Army Air Corps (AAC) makes up the aviation arm of the British Army. Flying is restricted to helicopters including the Apache attack helicopter, and the Wildcat reconnaissance helicopter. All AAC Regiments are simulated, each listed and kept up to date in the MODv discord.

4.5 MOD Contractors

MODv has elected to simulate a variety of MOD contractors in order to give pilots a larger selection and to aid in our other military operations. At present the following organisations are simulated; Fast Jet Operations at Leeming (Hawker Hunter Aviation and the QEAF Hawks), The Empire Test Pilots School 2Excel Aviations 'Excalibur' Testbed, Government/VIP transport, Draken, Air Tanker, Warton Military Flight Ops and the Lightning Test & Evaluation Squadron based with the USAF in Edwards AFB. All contractors are listed and kept up to date in the MODv discord.

4.6 Aircraft Substitutions

MODv recognises not all aircraft are available in the simulator. In order to keep aircraft accessible to all, the following aircraft substitutions are permitted;

- Hawk T2 and Hawk T1
- AS365 and H160
- MQ9A/B and Elebit Hermes 900
- Puma and Super Puma
- EC35 and EC45
- AW159 and AW139
- Falcon 900 and Falcon 7X, 8X & 50
- Falcon 20 and CJ4 & Falcon 50
- Wildcat and Lynx
- Grob Prefect and Diamond DA50, Marchetti & Tutor
- Merlin & MH60

4.7 Fleets & Ratings

MODv aircraft are split up into the following fleets,

Fast Jet (FJ) - EUFI, F35, TEX2, HAWK, L159, HUNT, PC21

Transport (TSP) - A400, A332, A21N, C17, F900, SC7

Reconnaissance (REC) - B350, R135, MQ-9A/B, BN2P/T, P8, E737, FA20

Helicopter (HEL) - H47, PUMA, H64, A109, A139, AS65, LYNX, EH10, AS50, EC35, EC45

Miscellaneous - SPIT, HURI, DC3, DHC1, LANC, G115, DA42, RJ70, RJ1H, B752, G12T, E50P, FA20

Note:

To fly an aircraft under the “Miscellaneous” fleet, you must first hold at least one of the following ratings;

**Fast Jet,
Transport,
Reconnaissance.**

MODv Operations Administrators reserve the right to revoke any members rating and/or mandate any MODv members to sit a revalidation of said rating if deemed necessary by display of negligence or misconduct by the pilot whilst flying on the network.

4.8 Fast Jet Rating

Due to the complexity & diversity of fast jet aircraft, Fast Jet training is NOT initially available to new MODv members. In order to begin your Fast Jet training you must hold at least one of the following ratings;

**Transport,
Reconnaissance,
Helicopter.**

MODv pilots will ONLY be eligible for Fast Jet training if they have displayed integrity & professionalism in their previous MODv flying.

Operations Administrators (ADM) reserve the right to offer exception to this rule if a member is able to display a sufficient level of prior experience, knowledge and professionalism.

4.9 Special Operations

Some permitted VSOA activities/operations require case by case approval by an Operations Administrator (ADM) before they're permitted to be flown on the network. These activities include the following:

**Low level flying,
Air to Air refueling*
Carrier Operations
Fast Jet QRA / Intercept Missions**

*This includes receiving fuel as an aircraft capable to do so & giving fuel as an aircraft capable to do so. Voyager aircraft are permitted to fly within UK Air to Air Refueling Areas (AARA) for training and/or practice without prior approval during which, you are not permitted to allow other aircraft to join without prior approval.

**Approval to conduct special operations may be given to pilots under training by Wing Commanders if needed for training.
To otherwise obtain approval, please contact an Operations Administrator via Discord.**

4.10 Operational Remarks

All flights conducted in an MODv capacity will wear the following excerpt in their flight-plan remarks:

RMK/MODVIRTUAL.CO.UK MIL VSOA

All MODv training flights will include the following excerpt at the beginning of their flight-plan remarks:

STS/TRAINING

MODv flights that wish to operate within a danger area and/or AARA, will include the following excerpt at the beginning of their flight-plan remarks **before** the "STS/" excerpt if it is included.

These remarks **must** be worn in accordance with any activity activated via the VATSIM UK NOTAM forum.

OPERATING D###/AARA# ####Z - ####Z

- D### - Danger Area designation needed
- AARA# - Air to Air Refueling Area designation needed
- ##:##Z - Times in which the areas are needed | From - To

4.11 NOTAMs

We're able to 'NOTAM' Danger Area & Air to Air Refueling Area activation through official VATSIM channels. All relevant NOTAM's should be created using VATSIM's [V-LARA](#) platform.

A full guide on how to use V-LARA has been provided by VATSIM UK at the following link:

[VATSIM UK V-LARA Guide](#)

4.12 Historic Fleet

A historic fleet has been established consisting of iconic historic aircraft from across all operators. Pilots wishing to fly aircraft from the historic fleet must seek approval from the relevant authority. They must also hold the rank of at least Flt Lt and hold the equivalent modern rating (E.g transport rating to fly a C130-J).

All operations should be to the same standard of modern operations.

When flying aircraft from the historic fleet, you must append 'Historic' to the squadron in your remarks. For example; OPR/ROYAL AIR FORCE HISTORIC 32 SQN SER/ZE700 RTF/Northolt
RMK/MODVIRTUAL.CO.UK MIL VSOA

4.13 PIREPS

All flights conducted on the VATSIM network in a Ministry of Defence Virtual capacity are to be logged via PIREP on the [MODv PMC](#).

Flights not conducted on the VATSIM network are NOT permitted to be logged via PIREP.

The information that should be provided on a PIREP is as shown below;

PIREP Information

Pilot

Aircraft

Callsign

Off Block Time

On Block Time

Mission Type

Departure

Arrival

Notes

Volanta Log

Once submitted, some PIREPS are to be manually reviewed by an Operations Administrator before they're approved, whilst some will be approved automatically. There is a set of parameters that if met, will require the PIREP to be manually reviewed, those parameters are as follows;

Flights over 3 hours

Flights that are over 3 hours long are manually reviewed to ensure that the filed flight time has not been entered incorrectly & to ensure that proper procedure has been maintained throughout the flight.

Training Flights (Under Instruction)

Training flights under instruction are to be manually reviewed to verify that the training has been completed in accordance with published MODv training material & that the exercise has been flown correctly.

Repositioning/Landaway Flights

Repositioning flights are to be manually reviewed to ensure that MODv aircraft are not being flown into areas deemed inappropriate by the administrative team.

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