

Do's and don'ts

A small guide on what to do and not to do, always ensure that you follow the [Vatsim Code of Conduct!](#)

| DO | DON'T |
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- **Read VATSIM Pilot Basics before connecting to the network.**

- Understand that VATSIM is a hobby that should be fun for everyone. This includes other pilots and controllers – not just you!
- Understand that you are not alone in the flight sim world when on VATSIM. If you interfere with another aircraft you might ruin the flight for another actual person, not just pixels on the screen.
- Understand that controllers are people too.
- **Connect to VATSIM while parked at a gate** or parking area.
- **Know how to communicate** with text on the radio frequency and via private message.
- **Know how to fly your aircraft.** ATC is not your flight instructor.
 - **File an appropriate flight plan route for your flight.** There are many sources online for routes, for example vRoute.
- **File an appropriate cruising level** for your direction of flight. In most countries this means **even** levels (such as FL280, 300, 320 etc.) for westbound flights (magnetic track 180°-359°) and **odd** levels (FL290, 310, 330 etc.) for eastbound flights (magnetic track 360°-179°). There may be local variations to this rule so expect a small change in flight level if requested by ATC.
- **Know how to fly the route you have filed.** If you file a route via certain waypoints or airways, ATC will expect you to follow this route.
- File a flight plan with a valid aircraft type designator. This ensures your aircraft type is recognised correctly by ATC as well as other pilots. Type designators are published in ICAO DOC 8643.
- Indicate whether you can use voice to

- **Connect to VATSIM on a runway** or taxiway. You may be in the way of other traffic.

- **File a flight plan route that you are not able or don't understand how to fly.**

- **Expect ATC to “baby-sit” you.** Controllers will be happy to help if you have a problem, but are not there to teach you how to use your software or fly your aircraft.

- **Read back a clearance that you don't understand.** It may sound cool on the radio, but you are just creating problems for everyone.

- **Assume you heard** what ATC said. If you are not sure, ask!

- **Leave the flight deck** when in controlled airspace, unless you have prior permission from the controller.

- **Send a text message** if you can't get a word in on voice on a busy frequency expecting to get a quicker service. The controller is only one person and will deal with you as quickly as possible.

Revision #2

Created 23 April 2024 23:06:52 by Jeppe Seier (1602589)

Updated 2 December 2024 20:05:34 by Jeppe Seier (1602589)