



Virtual United States Coast Guard

Pilot Operating Handbook & Standard Procedures

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Scope

This document provides an outline of the daily operating procedures as well as the written requirements of the Virtual United States Coast Guard (vUSCG). This document is updated frequently to maintain compliance with VATSIM vSOA policy, the VATSIM Code of Conduct as well as the directives of the vUSCG airstaff.

Overview

The virtual United States Coast Guard (vUSCG) is a non-profit and volunteer-run organization. The vUSCG simulates the day-to-day operations of the real world United States Coast Guard by means of the VATSIM network and each member's chosen flight simulator(s).

The vUSCG is in no way associated with the United States Coast Guard, the Department of Homeland Security, or any other real-world organization/entity.

The ability to operate military flights on the VATSIM network is a privilege we do not take lightly. The vUSCG air staff requires a high level of pilot competency and training involving written tests as well as practical flying evaluations. Upon registration, the vUSCG instructor pilots (IPs) expect a baseline understanding of aircraft operation, navigation, and radio communications. With this in mind, new applicants must be at least 15 years of age at the time of registration with the vUSCG.

Along with training, the vUSCG demands the utmost respect between members, administrative staff, our partners, and all VATSIM pilots. All members are expected to be respectful of each other, or face removal from the organization.



Operations

Throughout membership in the virtual United States Coast Guard, pilots will have the opportunity to participate in many different forms of military operation, these include but are not limited to:

- Airlift
- Helicopter transportation
- VIP Transportation
- Low-level formation flying
- Search and rescue
- Marine law enforcement
- Environmental patrols
- Conducting joint training operations with other virtual military organizations around the world

NOTE: The vUSCG is NOT authorized to conduct air to air refueling operations

The wide variety of operations conducted by the vUSCG requires an equally wide variety of different aircraft to complete missions. Pilots are required to complete training courses in any area they wish to operate (Helicopter operations, Fixed wing operations, VIP Transport, Dispatch).

The vUSCG operates throughout the United States and its territories. Pilots are free to move around the nine vUSCG districts at will. Pilots must check the current location of the fleet before beginning a flight. It is the pilot's responsibility to ensure they are departing from the aircraft's current location and that no other pilot is currently utilizing the airframe.

All vUSCG operations must be conducted on the VATSIM network. Mission Reports (MISREPS) are filed using the google form located on the vUSCG website. Air staff will do regular audits to verify flight activity, any pilots found to be filing falsified MISREPs will be removed from the organization.



Requirements

By applying for membership with the virtual United States Coast Guard (vUSCG/ vuscg.com) you affirm that you meet the baseline requirements for membership as well as agree to maintain the currency requirements for continued membership. Due to the advanced nature of military flying, new pilots must:

- Be at least 15 years of age
- Have at least 100 hours logged on the VATSIM network
- Have a basic understanding of how to operate an aircraft under VFR and IFR rules
- Own a copy of X-Plane, FSX, Prepar3d or Microsoft Flight Simulator 2020
- Have knowledge of vPilot/xPilot as well as programs such as Discord

Once accepted to the vUSCG, pilots must commit to performing at least one hour of flying for the vUSCG each month. This hour must be flown online and in an aircraft he/she is certified in. Any pilot who fails to meet this requirement will be removed from the organization and must reapply should they wish to participate in the vUSCG again in the future.

If a pilot does not believe they will be able to complete their monthly requirement, they should reach out to a member of air staff to set up a leave of absence (LOA), further details on LOAs can be found below.

Chain of Command

The virtual United States Coast Guard is a military simulation and thus utilizes a chain of command to keep the organization running. The system is fairly straightforward with the aim to make it as easy as possible for pilots to get the assistance they need.

vUSCG Air Staff

The top-ranking officials in the vUSCG are part of the Air Staff. These positions make the final executive decisions for the organization and are



responsible for overseeing the entire organization. The current staffing is as follows:

Commandant, vUSCG - Sean C
Vice Commandant, vUSCG - Sean H
Training Commander, vUSCG - Ron W

District Commanders

District Commanders are the leadership of individual districts. These positions are held by high-ranking pilots and are responsible for organizing events in their region as well as assisting in leadership of the vUSCG. Individual DCs may be in charge of multiple districts dependent on the current needs of the organization. Pilots should be acquainted with their DCs as they will be their primary contacts for all questions.

Instructor Pilots

Instructor Pilots (IPs) are experienced pilots at or above the rank of 'vLtCommander' - these pilots will be assigned individual recruits to mentor and guide through the training process.

Line Pilots

The lowest tier on the chain of command is that of the line pilot. These pilots' sole written responsibility is to maintain currency and participate in vUSCG events.

VATSIM Policy

VATSIM has a number of specific policies and procedures for special operations groups such as the vUSCG. Pilots should read through both of the attached documents and maintain a decent understanding of both.

[VATSIM vSOA Policy and Procedure](#)

[VATSIM Code of Conduct](#)



Ranks and Positions

Pilots will be promoted through a series of ranks during their membership in the vUSCG. These ranks demonstrate commitment as well as tenure to the organization. Pilots enter the vUSCG as a vEnsign, to upgrade pilots must meet the criteria for the next rank, outlined below:

Rank	Requirements
vAdmiral	Upon selection as Commandant of the vUSCG
vVice Admiral	Upon selection as Vice Commandant of the vUSCG
vRear Admiral (Upper Half)	Upon selection as Chief of Communications
vRear Admiral (Lower Half)	<i>Upon selection to District Commander</i>
vCaptain	12 Months since vCommander promotion
vCommander	12mo since vLtCommander promotion
vLieutenant Commander	6mo since vLt promotion + IP Exam
vLieutenant	Complete MQT in primary class
vLieutenant Junior Grade	Receive Pilot Wings/ Complete Phase I-Phase III of training
vEnsign	Enlist in the vUSCG

Training Procedures

Pilots are required to complete a full training regimen prior to conducting missions for the vUSCG. The training program is split into two tracks.

Phase	Fixed Wing	Helicopter
Initial Flight Assessment	Cessna 172 - Flight Experience Test (1hr)	
Phase I	T6 Texan II - VFR Maneuvers/Cross Country (1hr)	TH-57C - VFR Maneuvers/Cross Country (1hr)
Phase II	BE9L - IFR Cross Country (4hr)	TH-57C - IFR Cross Country (4hr)



Receive pilot wings	
Phase III	Operational Airframe - 4 hours training in class
vLt promotion / Mission ready status	

Leave Of Absence (LOA)

If a pilot is unable to maintain their monthly currency requirements, they should reach out to Air Staff to set up a Leave of Absence (LOA). Typically LOAs are permitted for a maximum of 90 days at a time, but this can be adjusted depending on the situation. Communication with Air Staff is the most important step!

Removal

Pilots can be removed from the organization by the Air Staff for a variety of reasons. The most common is failing to meet the currency requirements. Other reasons include disrespect towards other pilots/staff, promoting piracy on vUSCG channels, or breaching VATSIM policy. This is not an exhaustive list and the Air Staff reserves the right to terminate a pilot's account at any time.

Appeals

If a former pilot wishes to rejoin the vUSCG, they can file for an appeal. Appeals should be submitted to the Commandant of the vUSCG via email or Discord message. It remains up to the Air Staff to determine the outcome of the appeal process.



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