

vAAirlines

Standard Operating Procedures & Pilot's Handbook



Document is controlled and intended for vAAirlines Pilots and prospective members only. Approved by the vFAA for electronic updates 11/20/2019. Intended for flight simulation purposes only, not for real world navigation or use.

vAAirlines SOPPHB v2.1	
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Change Log

Date	Information Updates	Authorizing Signature
11/20/2019	Base SOPPHB Created. Updated ToC.	-TH AAL001
03/27/2020	General updates/corrections for final release. Updated ToC.	-TH AAL001
05/13/2020	Added 3.7 Check Airman. Updated Ranking structure. Updated fleet listing to remove CRJ-200, E190, A330, 757, and 767. Changed verbiage in 3.4 Promotions to include Check Airman. Removed Updated ToC. Rev 1.1 Active.	-TH AAL001
06/28/2020	Updated 4.2 and 4.6. Added 4.9 Substitutions. Updated ToC.	-TH AAL001
08/19/2020	Updated 5.6 verbiage to reflect the change to discord.	-TH AAL001
12/27/2020	Updated 4.1 to add B737 MAX 8. Updated 4.6 to add LOA eligibility requirement. Updated 4.9 for clarification. Updated ToC.	-TH AAL001
01/18/2021	Updated 2.1 Organization Structure and Group Chief Pilot description. Updated 4.6 to add note regarding “double PIREPing”. Added section 4.10 Double PIREPing. Updated ToC.	-TH AAL001
02/22/2021	Added 4.11 Shared Flight Deck. Updated ToC.	-TH AAL001
05/07/2021	Updated 1.3 Minimum Crew Requirements. Updated 4.1 Fleet table for clarification of aircraft that are able to be flown per group. Updated ToC.	-TH AAL001
07/25/2021	Added 3.8 Aviator Appreciation Program. Updated ToC.	-TH AAL001
08/09/2021	Updated 4.1 Added ERJ-170. Updated ToC.	-TH AAL001
09/16/2021	Updated 4.1 Added historic fleet aircraft. Updated 3.4 and 3.5 verbiage for exclusion of historic flights counting towards upgrade. Added 4.12 Historic Fleet. Updated ToC.	-TH AAL001
02/19/2023	Updated 3.4 Added 5-calendar day “cooldown” period after unsuccessful written exam before retesting becomes available. Updated ToC.	-TH AAL001
04/02/2023	Updated 2.1 Command Structure to remove VP of Flight Operations, add VP of Strategic Growth and Community Specialist. Reorganized entire structure and added new graphic. Updated 4.1 to move the CRJ-200 to the non-historic aircraft section. Updated 4.8 to remove Mesa Airlines and add Air Wisconsin. Updated ToC.	-TH AAL001



1. Introduction

The purpose of this document is to ensure all pilots have a central place for information regarding the day-to-day operations of vAAirlines including procedures and terms of service that all members of the organization must adhere by. This is a fluid document and will continue to change to fit the mission associated with our operation and will be updated accordingly.

This document has been approved for distribution from the main vAAirlines website (www.aalva.org) and should not be downloaded from any other source without express written consent from an Executive Staff Member of the airline. New revisions will be updated to the main website as they become available and a NOTAM will be sent out to pilots via their registered email address.

All of the information in regard to how the airline is operated should be able to be found in this document, however, please do not hesitate to ask for clarification from fellow pilots, your Chief Pilot, or via a question in the vAAirlines Forum.

1.1 Welcome

For those of you interested in joining us, thank you for your consideration and we hope to welcome you to our ranks soon. For those who have recently joined and are looking for more information about getting started, welcome to the airline and thank you for choosing us. vAAirlines was started in the fall of 2019 by real world airline professionals with a vision to create a virtual airline community based on a very realistic model of the airline operations centered around American Airlines.

With so many other virtual airlines listed as competitors, we knew that we would need to provide something very different from the others to ensure our vision of providing the very best experience for our users. Some of these differences included freedom to fly on various networks with real world callsigns (or offline with/without AI), a strong user interface both on the public end of our website as well as for our pilots, realistic fleet availability, responsive staff members, no “pay to play” of any kind, and progression based upon experience and knowledge, not just hours flown. These principles are the foundation upon which our core values were established to ensure the very best experience for our members as we strive to create an amazing community of aviation enthusiasts.

We hope that you enjoy your time here with us, and that you also are able to find a virtual home with us here at vAAirlines.

1.2 Changes in Policy and Procedures

The latest version of this document as listed on the vAAirlines (www.aalva.org) website supersedes all previous versions of the document as of the “effective by” date listed on the front cover. vAAirlines reserves the right to modify, suspend, terminate, or add any policies, procedures, or information listed in this document without prior notice to crew members. A NOTAM will be sent out to all pilots with each new version with the “effective by” date also listed, providing sufficient time to download the new SOPPHB before the changes go into effect.



1.3 Minimum Crew Requirements

The following are minimum requirements of all crew members of vAAirlines. No exceptions can be made to these without written approval prior to applying from the entire Executive Staff branch.

- Microsoft Flight Simulator 2004, Microsoft Flight Simulator X, Microsoft Flight Simulator 2020, Lockheed Martin's Prepar3D, or Laminar Research's X-Plane
- Must be 13 years of age or older
- Valid and active email address
- Minimum of 1 flight within 14 days of being accepted
- Minimum of 1 website login every 60 days

2. Organization

2.1 Command Structure

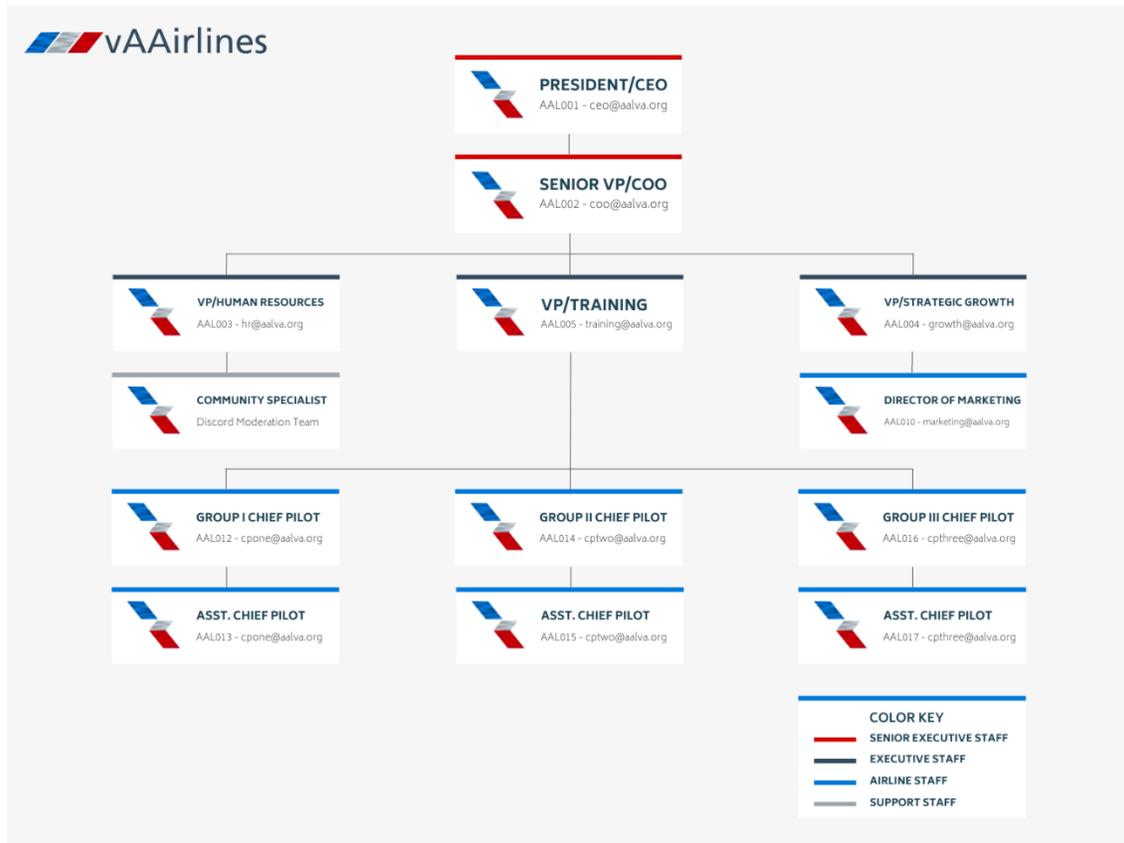
- **President/Chief Executive Officer:** The CEO of vAAirlines oversees all airline operations as well as creating and maintaining relationships and partnerships in the flight simulation community. He/she will sit on the small board of members who are in charge of pending staff applications. This is a Senior Executive Staff position. Reserved ID number: AAL001
- **Senior Vice President/Chief Operations Officer:** The COO of vAAirlines oversees all airline operations. He/she will help to maintain the airline documents and facilitate changes to them as voted on by Executive Staff and Staff Members. He/she will sit on the small board of members who are in charge of pending staff applications. This is a Senior Executive Staff position. Reserved ID number: AAL002
- **Vice President of Human Resources:** The VP of HR of vAAirlines is in charge of handling day to day human resource items including checking the HR email, responding to questions on approved social platforms that have been flagged by the Director of Marketing, processing Leave of Absence requests, as well as processing any new pilot applications. He/she will also be in charge of setting up monthly staff meetings and will set up new staff applicant interviews as necessary. This is an Executive Staff position who reports directly to the Chief Operations Officer. Reserved ID number: AAL003
- **Vice President of Strategic Growth:** The VP of Strategic Growth of vAAirlines is in charge of developing and executing growth strategies for the airline. The primary role is to identify areas of improvement through both community interactions and through collection of data in coordination with other departments. They will oversee the development and execution of marketing strategies in relation to the overall growth strategy and ensure that they remain aligned with the company's overall goals. This is an Executive Staff position who reports directly to the Chief Operations Officer. Reserved ID number: AAL004



- **Vice President of Training:** The VP of Training of vAAirlines is in charge of overseeing the Chief Pilot Group and the programs created by them for airline upgrades. They are also in charge of creating and maintaining a VATSIM ATO approved training syllabus or developing and maintaining a relationship with an established partner VATSIM ATO to provide pilots with an opportunity to gain pilot experience and rankings on the VATSIM network. This is an Executive Staff position who reports directly to the Chief Operations Officer. Reserved ID number: AAL005
- **Chief Pilot (Group Dependent):** The Group Chief Pilots of vAAirlines are the main moderators of PIREPs and can mark PIREPs for review by the VP of Flight Operations to moderate via email if needed. They also serve as the main point of contact for pilots in their group to ensure they are able to be successful with the airline. This is a Chief Pilot's Office position who reports directly to the VP of Flight Operations. Reserve ID numbers: AAL012, AAL014, AAL016 (Assistant Group Chief Pilot reserved ID numbers: AAL013, AAL015, AAL017).
- **Director of Marketing:** The Director of Marketing of vAAirlines is in charge of running the approved social media outlets of the airline as well as creating logos, images, and other promotional materials. The Director of Marketing will also serve as the Events Coordinator and coordinate online events for the airline with other airlines, ARTCC's, and networks. This is a Marketing position who reports directly to the VP of Strategic Growth. Reserved ID number AAL010.
- **Community Specialist:** A Community Specialist for vAAirlines is a non-exclusive role that is appointed by the Executive Staff to help in moderating any official Discord, Forums, or other community spaces by assisting pilots with questions, helping troubleshoot issues as able, and referring items to the correct department if needed for further escalation. This is a Support Staff position that reports directly to the VP of Human Resources. It does not carry a reserved ID number but will appear on the community space as a special role and designation.

Some ID Numbers reserved for future positions.





3. Airline Operations

3.1 Crew Bases

- Dallas/Fort Worth International Airport – Dallas, TX (KDFW)*
- Boston Logan International Airport – Boston, MA (KBOS)
- Charlotte Douglas International Airport – Charlotte, NC (KCLT)
- Washington Ronald Reagan International Airport – Washington, DC (KDCA)
- Los Angeles International Airport – Los Angeles, CA (KLAX)
- New York LaGuardia Airport – New York, NY (KLGA)**
- Miami International Airport – Miami, FL (KMIA)
- Chicago O’Hare International Airport – Chicago, IL (KORD)
- Philadelphia International Airport – Philadelphia, PA (KPHL)
- Phoenix Sky Harbor International Airport – Phoenix, AZ (KPHX)

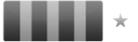
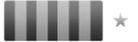
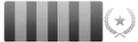
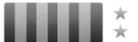
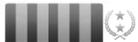
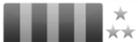
(* - indicates headquarters location, ** - indicates NYC coverage, both LGA and JFK)



3.2 Crew Base Assignment

Generally, pilots will be given the crew base requested in their initial application. During rare instances or to ensure adequate coverage of crew bases, a base may be assigned to you based on seniority and availability. Pilots can submit a request to be assigned to a different crew base with the Vice President of Human Resources provided they have been in their current crew base for at least 60 days, and there are available positions in the new crew base. Since vAAirlines differentiate pilots based on the aircraft group they are in instead of their actual crew base your first point of contact, for all items outside of transferring crew bases, should be your Group Chief Pilot/Assistant Chief Pilot. You are not limited by any means to flying in to or out of your assigned crew base and may fly any route that your rank can hold by group.

3.3 Ranking Structure

Rank Name	Image	Pay Rate	Fleet Restrictions
Group I First Officer	 ★	\$50/hr	Group I only
Group I Captain	 ★	\$76/hr	Group I only
Group I Check Airman	 ★ (★)	\$100/hr	Group I only
Group II First Officer	 ★★	\$90/hr	Group II and lower
Group II Captain	 ★★	\$186/hr	Group II and lower
Group II Check Airman	 ★★ (★)	\$230/hr	Group II and lower
Group III First Officer	 ★★★	\$256/hr	Group III and lower
Group III Captain	 ★★★	\$342/hr	Group III and lower
Group III Check Airman	 ★★★ (★)	\$395/hr	Group III and lower

3.4 Promotions

vAAirlines has decided to take a varying approach from the norm when it comes to promotions in the airline to help promote the core value of measuring by experience and knowledge to help create a truly immersive experience for our members. Your beginning group will be determined on your entrance exam score and will be either Group I or Group II as a First Officer. After completing 15 successful flight legs as a First Officer in your group’s specific aircraft, you will be able to request the written exam for Captain in your group. After successfully passing the written exam you will be promoted to Captain. After reaching Captain in your group and completing 10 successful flight legs as such, you can begin to study for, and request, the First Officer written exam for the next group up if you wish. There is also an optional Check Airman rank available for each group reserved for those who have mastered their aircraft group and would like to remain in that group with a special check airman pay rate and badge awarded to their profile. After successfully completing the exam you can request the practical checkride associated with that group. If you are unsuccessful with completion of any written exam, there will be a



5-calendar day “cooldown” period to allow you to study the material before attempting to take the exam again. Checkrides will be assigned only after successful completion of all flight and exam requirements and will be assigned within 72 hours of request on a first come, first serve basis. See the table below for requirements to change between groups. Please allow up to 24 hours for new ranks to be assigned as they are manually entered into the system.

NOTE: All flights counting towards upgrade must be completed in the aircraft type assigned to the specific group. For example, a Group II First Officer must complete 15 flights in Group II aircraft to be eligible for upgrade. Group I flights do not count towards a Group II Captain upgrade. Historic fleet flights unfortunately do not count towards this flight requirement regardless of their associated group.

3.5 Group Transfer Requirement Table

Group	Requirements
Group I First Officer	Entrance Exam Placement
Group I Captain	<ol style="list-style-type: none"> 1. Completed 15 accepted flights in Group I non-historic aircraft as First Officer 2. Passed the written Group I Captain exam
Group I Check Airman (optional rank)	<ol style="list-style-type: none"> 1. Completed 100 accepted flights in Group I non-historic aircraft as Captain 2. Passed the Check Airman review board 3. Passed the advanced Group I Check Airman exam 4. Passed the advanced Group I Check Airman checkride
Group II First Officer	Entrance Exam Placement -or- <ol style="list-style-type: none"> 1. Completed 10 accepted flights in Group I non-historic aircraft as Captain 2. Passed the written Group II First Officer exam 3. Passed the practical Group II First Officer checkride
Group II Captain	<ol style="list-style-type: none"> 1. Completed 15 accepted flights in Group II non-historic aircraft as First Officer 2. Passed the written Group II Captain exam
Group II Check Airman (optional rank)	<ol style="list-style-type: none"> 1. Completed 100 accepted flights in Group II non-historic aircraft as Captain 2. Passed the Check Airman review board 3. Passed the advanced Group II Check Airman exam 4. Passed the advanced Group II Check Airman checkride
Group III First Officer	<ol style="list-style-type: none"> 1. Completed 10 accepted flights in Group II non-historic aircraft as Captain 2. Passed the written Group III First Officer exam 3. Passed the practical Group III First Officer checkride
Group III Captain	<ol style="list-style-type: none"> 1. Completed 15 accepted flights in Group III non-historic aircraft as First Officer 2. Passed the written Group III Captain exam



Group III Check Airman (optional rank)	<ol style="list-style-type: none">1. Completed 100 accepted flights in Group III non-historic aircraft as Captain2. Passed the Check Airman review board3. Passed the advanced Group III Check Airman exam4. Passed the advanced Group III Check Airman checkride
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3.6 Hour transfers

vAAirlines has been created to measure a pilot's experience by the number of flights in our aircraft as well as the knowledge associated with those flights and general aviation knowledge. We do recognize that you may have flown flights for other airlines or on various online networks before your time here and would be happy to recognize those hours with a verifiable link during the application process. Your previous flight time will not have any influence on your starting aircraft group here or any upgrade but can be added to your profile as we hope you find a new home here with us here at vAAirlines!

3.7 Check Airman

vAAirlines offers a unique program that has not been seen before in any other virtual airline by maintaining our own Check Airman program. Once a pilot has demonstrated a mastery of their aircraft by completing 100 accepted flights as a Captain in their group's specific aircraft, they may apply to be a Group Check Airman. A Group Check Airman may also be nominated by the Group Chief Pilot to assist in the Flight Academy as a mentor or instructor for pilots in their group. This position requires a minimum 4-month commitment to the rank before being able to move on to another fleet group as there is required training that takes place unless the pilot waives any nomination to become a Flight Academy mentor or instructor. Waiving of the ability to be nominated to assist in the Flight Academy must be done by emailing the Chief Pilot for the specific group within 72 hours of passing the Check Airman checkride. Regardless of whether or not a Check Airman decides to participate in the Flight Academy a badge will still permanently be attached to their profile in the form of an award for each group where the Check Airman rank was successfully completed.

3.8 Aviator Appreciation Program

vAAirlines is proud to recognize the real-world aviation accomplishments by our members and utilizes that recognition in a unique way. After applying for vAAirlines you will be awarded an aircraft group (Group I or Group II) based on your entrance exam score. If you score a 90% or better on the entrance exam and are also a real-world certificated aviator, you can earn an automatic advancement to Group III First Officer after providing proof of your pilot certificate (FAA or international equivalent). Proof of your certificate should be emailed to either your Group Chief Pilot, Human Resources, or the CEO with any non-essential information from the certificate (address, birthdate, height, weight, etc.) covered/blacked out. You can either send a scan of your actual certificate or send the downloaded information from the FAA airmen registry for this proof. The Aviator Appreciation Program is extended to any real-world



aviator holding any of the following certificates: Sport Pilot, Recreational Pilot, Private Pilot, Commercial Pilot, or Airline Transport Pilot (ATP). While you cannot view the actual exam itself, you can view your score in the Pilot Portal by clicking on the “Rank Progression” tab.

4. Flight Operations

4.1 Fleet

Group	Aircraft Types Included
Group I	ERJ-145, CRJ-200, CRJ-700, CRJ-900, ERJ-170, ERJ-175 Historic: ATR-72, Saab 340, ERJ-135, ERJ-140
Group II	A319, A320, A321, B737-800, B737 MAX8 + Group I Aircraft Historic: ERJ-190, MD-80, MD-83
Group III	B777-200, B777-300, B787-8, B787-9 + All Group I & Group II Aircraft Historic: A300, B757-200, B767-200, B767-300, A330-200, A330-300

4.2 Fleet Restrictions

Fleet types flown on flights are restricted by the group that you are currently in either by initial assignment or by promotion through the promotions/transfer requirement table listed above. Flights flown in aircraft that you are not rated for, or do not exist in the structure, will be rejected as per the minimum requirements below. So as to not restrict the searchability of our timetable, you are able to see flights for the entire fleet regardless of your rank. It is up to each pilot to ensure they only fly flights in aircraft that they are rated for to avoid their flight being rejected.

4.3 Flight Breaks/AFK

vAAirlines crew members are permitted to take flight breaks when flying offline. Flight breaks should not exceed 10 minutes on flights less than an hour, 20 minutes on flights less than an hour and a half, 30 minutes on flights less than two and a half hours, and 45 minutes on flights less than four hours. For flights over four hours, a break of 75 minutes is approved. Pausing a flight does not count as a break and may be done for extensive periods of time provided that the crew member is not on any Virtual Air Traffic network. If flying online on a Virtual Air Traffic network, flight breaks are to be conducted in accordance with that network’s policy and should be requested from the controlling agency if applicable.



4.4 Fuel Planning

Pilots are asked to calculate fuel for each flight by using either the integrated SimBrief module located inside of the Pilot Portal or a by using the freeware fuel planner (www.fuelplanner.com). Fuel loads are recorded by ACARS, and failure to properly calculate fuel loads will result in being charged for full tanks of fuel on your flights affecting the airlines financial profile. Fuel planning should be done for each flight individually.

4.5 PIREPs - ACARS

vAAirlines utilizes the SmartCARS system created by TFDi Design as the only approved method of tracking flights. Our specific airline's version can be downloaded inside of the Pilot Portal along with the official SmartCARS manual/users guide published by TFDi Design. If you have problems with the system, please contact your Chief Pilot with the issue so it can be directed to the proper source and corrected as soon as possible. Manual PIREPs are not accepted unless a valid VATSIM link is posted in the comments section. The manual PIREP option is meant to be used as a backup in case a crew member forgets to start their flight in ACARS or the ACARS becomes unresponsive during flight. Manual PIREPs will not be accepted without a valid VATSIM link and should be used as a secondary emergency option only.

4.6 Flight Frequency/Minimum Requirements

We recognize that crew members have outside obligations in the real world and may also have obligations to fly for other virtual organizations. We require that crew members fly one flight in the first 14 days of employment. After the initial flight requirement has been met, we no longer hold any further flight requirement and only require that pilots log in to the website at least once every 60 days. If the 60-day login requirement is not met, the system will automatically mark you as inactive and lock your account out as well as remove you from the public pilot roster. To be reinstated as active, please contact the VP of Human Resources by email with your name and pilot ID to be reactivated. Pilots inactive for more than 365 days may be removed from the system entirely unless on an approved LOA. If you are unable to meet the flight frequency requirements as outlined in this document, please contact the VP of Human Resources with your LOA – Leave of Absence request stating the reason for the LOA as well as the timeframe for return to active status. Pilots who have not met the 14-day initial flight requirement are not eligible for LOA. Flights are required to meet the following minimum requirements:

- Land with a landing rate better than -900 fpm.
- Flight must be at 1x sim rate for the entire flight.
- Flight must take off at the scheduled departure airport.
- Flight must land at the scheduled arrival airport.
- Flights must have proper fuel planning.
- Flights must be in approved paint scheme (American Airlines and American Eagle colors only).
- Flights must be in the aircraft assigned to the flight bid.



- Flights must not be flown for another airline or organization without prior authorization (commonly known as “double PIREPing”).

Failure to meet these minimum requirements may cause your PIREP to be rejected by your Chief Pilot. If a PIREP is rejected, a comment will be made on the PIREP as an explanation.

4.7 Charter Flights

Occasionally vAAirlines will be hired to do select charter flights for sports teams, relief efforts, troop movement, or other items. When these arise, a NOTAM will be sent out to all crew members with the specific details of flight number, equipment used, departure airport, arrival airport, and the date that the charter will be available to bid on and fly in the system. These flights will only be posted for the specified date, and then will be removed from the bidding screen.

4.8 Online Flying

vAAirlines encourages pilots to utilize a partner online Virtual Air Traffic network to conduct flights. When flying on the networks, please use this format for your flights:

- AAL followed by the flight number assigned to the route (ie AAL1023 for MIA-DTW in the A319).
- Duplicate callsigns caused by two pilots on the same network flying the same route should be resolved by adding the first letter of your first name (or first letter of your last name if the letters are the same and in use already) at the end of your flight number (ie AAL1023T for Tom also flying MIA-DTW in the A319).
- If more than 4 pilots are online and flying the same flight where only one flight number is available, pilots may then use their ID number to differentiate between flights on the network.
- Spoken callsigns on the network should fall in line with their real-world operator:
 - AAL – American
 - ENY – Envoy
 - JIA – Bluestreak (PSA Airlines)
 - PDT – Peidmont
 - RPA – Brickyard
 - SKW – SkyWest
 - AWI – Wisconsin (Air Wisconsin)

Please also post a link to our main website in the remarks section of your flight plan in the following format “OPR/AALVA.ORG”. This helps controllers identify your flight as well as help promote our airline on the networks.

4.9 Fleet Substitutions

vAAirlines flights are to be completed in the aircraft listed on the schedule and may not be substituted. Fleet substitutions of the same aircraft family but different variant are not allowed regardless of



similarity or real world operation (for example, an A319 flight must be flown in an A319 and may not be flown in an A320 or A321. Likewise, a 777-200 flight may not be completed in a 777-300 or 787-8). The exception to this is only with written approval from the VP of Flight Operations on a rare and case-by-case basis.

4.10 Double Flight Tracking (Double PIREPing)

vAAirlines flights may not be flown for another organization including, but not limited to, other virtual airlines, virtual organizations, or training departments without prior written authorization from your Group Chief Pilot. The exception to this is that you may always utilize your own flight tracking software for personal use only such as SimToolKit or ProjectFly which would be used to maintain a personal flight logbook but not upload to a website or server which has been created as a type of virtual airline or organization.

4.11 Shared Flight Deck Operations

vAAirlines recognizes that teamwork and proper Crew Resource Management (CRM) is vital to creating a safe and effective flight deck environment as well as overall flight operation. vAAirlines has no limits on utilizing any 3rd party application created to simulate another crew member being on the flight deck with you including utilizing features or programs that allow you to fly with another vAAirlines pilot who is rated to also fly that aircraft while both receiving credit for the flight by using the JetNet ACARS flight tracking software. The exception to this rule regarding both AI as well as an Additional Crew Member (ACM) is when the flight being conducted is for a practical examination/checkride flown for vAAirlines unless otherwise stated in the checkride instruction email.

4.12 Historic Fleet

vAAirlines is proud to honor the true legacy of American Airlines and the fleet types that were the workhorses of the route network leading up to where we are today. We currently offer a historic fleet ranging back to the 2007 flight schedules which include many classic and favorite aircraft. These aircraft can be found in section 4.1 above and are still to be flown in accordance with any rank restrictions as well as SOPPHB restrictions for flights flown. This means that a Group II pilot may not operate any of the historic fleet located in Group III but may operate historic aircraft in both Group I and Group II. Historic flights are designated in the ACARS and Build a Line feature with the letter “H” at the end of the flight number to help easily identify the flight. Aircraft in the ACARS as well as the Build a Line feature will have the letter “H” at the end of their title for easy recognition that it is a historic aircraft operating on a historic route. This goes for flights that were in the 2007 historic schedule but are airframes that are still in operation today such as the 737-800, 777-200, etc. The third way to recognize a historic schedule by fleet type is that all historic American Airlines mainline fleet types will end in “AH” for American Historic (ie, N738AH is a 737-800 operating on an American Airlines historic schedule) while American Eagle regional fleet types will end in “EH” for Eagle Historic (ie, N145EH is an American Eagle ERJ-145 operating on an American Eagle historic schedule). For the historic fleet schedules that still had a known



operator you will still be able to see that operator when you book the flight in the route section of the ACARS program. If the operator is unknown for the American Eagle side, it will simply state that it is an American Eagle schedule with the default EGF airline code in the route section. We are committed to continuing our historic fleet schedule and will continue to work backwards in time to add in our historic fleet types and schedules until we have a comprehensive and complete historic timetable ranging back to the first flight on April 15, 1926 with the DC-3. Historic flights flown do not count towards promotion total flight counts.

5. Terms and Conditions

5.1 Resource Usage

All resources available to vAAirlines crew members are property of vAAirlines, unless otherwise stated, and are intended for use by current members only. At no time should any materials received from vAAirlines or its representatives be transmitted to any other person. Also, no material transmitted to vAAirlines Staff or crew members via email, forum post, or any other approved means of communication should include:

- Trademarked or Copyrighted material that is unauthorized to post including logos, files, etc.;
- Abusive material, threats, defamation, or personal attacks based on race, color, religion, creed, sex, sexual orientation, gender identity, national origin, ancestry, age, veteran status, pregnancy, disability, genetic information, military service, or other protected status;
- Profanity, vulgarity, or other obscenities;
- Pornography or pornographic language; OR
- Spam including unauthorized advertising or mailing.

The services provided to all users is completely free of charge and is revocable at any time at sole discretion of the vAAirlines Staff. Any abuse, including but not limited to the bullets listed above, is subject to immediate termination of current and future user accounts for vAAirlines and any associated partners/subsidiaries.

5.2 Misuse/Terrorism

September 11, 2001 was a tragic day that caused heightened sensitivity to commercial aircraft as well as training and security procedures throughout the United States and around the globe. Virtual Airlines exist for hobbyists to enjoy their passion from the comfort of their home while sharpening their aviation knowledge and skills. By joining vAAirlines, you understand that our organization is intended for flight simulation and hobbyist purposes ONLY, and at no time should be used for real world navigation or reference besides basic airman knowledge. Any suspicious behavior will be considered a real and immediate threat to the safety of our country and will be reported directly to the proper authorities in the United States Federal Government.



5.3 Piracy

vAAirlines does not condone the use or distribution of pirated software and takes seriously the use or transfer of such software or materials including login information, serial numbers, passwords, documents, etc., through approved vAAirlines channels of communication. If any crew member is found to have taken part in sending or knowingly receiving/using any pirated information through an approved channel of communication, involved members will face immediate termination and all information regarding the issue will be forwarded on to the content creator and/or authorities as necessary.

5.5 Member Conduct

Crew Members of vAAirlines are an extension of the dedicated volunteer staff team here and are required to uphold the professional standard set on all forums, networks, events, etc. both internal and externally. Any misconduct reported by an outside source or viewed by an vAAirlines member will be investigated and dealt with accordingly with punishment up to, and including, possible termination.

5.6 Social Media Usage

vAAirlines provides Facebook, Forums, Twitter, Instagram, and Discord for means of communication and socialization between members. We encourage the use of some or all of these methods to get the most out of your experience here as the platforms may also serve as a way to receive support or guidance more quickly than via emails. These methods of social media may be changed, removed, or added to as necessary.

5.7 General Terms

Website terms of use are posted on the main website by following links under Operations > Corporate Operations > Terms and Conditions or by clicking the “Full Disclaimer” link at the bottom of the page.

