



# ***Pacific Airways***

*ISN'T THE WORLD A SMALL PLACE?*

## **Operations Manual v 2.4**

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Updated by Rich Haney

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## About the Airline

Pacific Airways Was established in 1997. We operate primarily in the United States, with services to Europe, the Pacific Rim to include major Hubs in Seattle, WA (SEA), Miami, FL (MIA), Denver, CO (DEN), Chicago, IL (ORD), Los Angeles, CA (LAX), New York, NY (JFK, KEWR, KLG), with the Pacific Europe Division, connecting with several locations in the European area.

Pacific Airways headquarters is located in Seattle, Washington with offices at the Seattle/Tacoma International Airport.

## Membership Requirements

Anyone over the age of 13 can become a member of Pacific Airways; the best part is that it's completely FREE. You should also have some basic piloting skills (i.e.: take-off, landing, etc.). To join the airline, click on "Join" fill out the new pilot application form, follow the screens, select a Hub of your choice, visit the homepage. It really is that easy. Flight Simulator FS9 or FSX is required for becoming a pilot for Pacific Airways.

## Downloading Aircraft

Pacific Airways has a variety of aircraft ranging from smaller turboprop aircraft for regional flights to a Boeing 747-400 or Airbus A380 for long hauls. Our Fleet is available in FS9 and FSX versions. "Some FS2002 aircraft can be available on Request". You can go immediately to the [Fleet page](#) on the website to start downloading the aircraft when you wish. Most will be in self-extraction format other will be in Zip format.

## Flight Regulations

You may fly any route as long as you follow these restrictions:

Pilots with 20 hours or less.....**Can fly category 1 or 2 aircraft routes**

Pilots with 20 hours or more....**Can fly category 1, 2, 3, or 4 aircraft routes**

Pilots with 40 hours or more....**Can fly any route in our system**

**Flight Lines:** A flight line means a flight destination and then a return, Simple.  
Every flight you log must connect back to your starting point to complete the flight line.

Examples: If your Hub is Seattle (KSEA), you will fly from Seattle to Denver (KDEN), then either return back to Seattle to complete that flight line, or fly from Denver to Los Angeles, from Los Angeles back to Seattle (your starting point) completing your flight line. There are no limits on stops you make as long as they are a designated PAY flight, you will at some time end up back at your Hub to complete the line.

**Jump Seating:** A jump seat, or a dead head, flight is when a pilot rides on a flight as a passenger. **“This is permitted only between Pacific Airways Hubs”.**

You may make one jump seat flight from your Hub to another Pacific Hub to begin a flight line. Once your flight line is complete, you may jump seat again back to your hub to complete your trip. (i.e.: if your home hub was Seattle and you wanted to make a flight line in London, you could jump seat from Seattle to London, make a complete flight line using London routes, then jump seat back from London to Seattle. Jump seat flights differ from regular flights in that they are not logged in your logbook and you do not earn any hours for them.

Instead, when you log your next regular flight; you should make a note in the comments section to explain the gap in your logbook (i.e.: “Jump Seat flight KSFO – KSEA”). Special jump seat flights can be approved by your Regional Director to complete charter and special flights, otherwise jump seating is only allowed once to a Pacific Airways Hub, then once to return to your hub.

**Flight Simulation Time:** ALL flights that are logged are to be flown at 1X Simulation time only. The only exception to this rule is to catch up to where you were after a computer lockup, or during a special flight approved by your Regional Director.

**Inactive Policy:** Pilots are required to log one flight every 30 days to remain active. After 35 days, you will be automatically marked inactive and be removed from your hub's roster soon thereafter. If you are deleted because of inactivity, you must re-join the airline and you will lose your previous pilot ID number (PID) and logbook. If you should decide to re-join the airline after you have been terminated, we will not be able to restore your logbook or give you credit for your previous hours. If you plan to remain inactive for greater than 30 days, you must request an LOA (Leave of Absence).

**L.O.A.'s:** Leave of Absences are approved by Regional Directors for a maximum period of six (6) months and are requested via the Record Maintenance page. After the six-month term, the pilot must contact the regional director and request that the LOA be extended up to an additional six months if necessary. If special circumstance exists like military deployments, illness, schooling etc, longer than 6 month LOA's can be approved by the Regional Director. Any pilot who fails to make contact with their hub staff after the initial six-month period has expired will be changed to inactive status with or without prior notification. After this takes place, the pilot will have 30 days to file a flight report or contact their regional director. In the event that a flight report is not filed in this 30-day period, the pilot runs the risk of being terminated from the airline by the Automated Pilot Report (PIREP) system, unless the pilot makes contact with his or her Regional Director.

## Flights, Assignments, and Inter-Hub Flights

Pacific Airways allows "code share" flights. This means if you belong to Pacific (Passenger) Division, you can fly to any other Pacific Hub then make one of their flight lines or fly to a Cargo Hub and fly their flights (i.e.: a pilot from Seattle could make a flight from Seattle to Denver. Then they could choose one of Denver's flights to a destination, returning back to Denver and finally back to their home Hub in Seattle).

**Please note:** that you must still only fly flights and aircraft that you are ranked for when flying code share flights.

## Pilot Report System (PRS)

Pacific Airways requires every pilot to complete a flight report once they have completed the flight line by filling out a flight report (PIREP) form. Flight reports are fully automated and require that you enter information such as the aircraft flown, departure and arrival airports, Enroute (gate to gate) departure and arrival times. Note: All Flights are logged in UTC time; your comments are also logged at this time. You can access the flight report form by visiting your hub's web page and clicking on the PIREP link. You should be logged in to the system using your Pilot ID (PID, all Caps) and password.

## “VATSIM” and Multiplayer Flights

Pacific Airways encourages the use of [VATSIM](#) (Virtual Air Traffic Simulation Network).

"VATSIM" is currently made up of over 80,000 members and provides real time air traffic control services over the Internet, allowing a pilot to fly online with other pilots and receive ATC coverage.

"VATSIM" flying requires an add on program to connect, vPilot, FSInn or Squawk box. Whilst we strongly encourage the use of "VATSIM" here at Pacific Airways, you are not required to fly online in order to fly for Pacific Airways.

## Pilot Ranks

As a new Hire with Pacific Airways, your First Rank will be a First Officer. The ranking system is based on hours flown, or in other words, experience. For promotions see the chart below:

| <b>Rank</b>                | <b>Hours</b> |
|----------------------------|--------------|
| First officer              | 0-19         |
| Captain                    | 20-39        |
| ATP First Officer          | 40-79        |
| ATP Captain                | 80-299       |
| ATP Senior Captain         | 300 - 599    |
| ATP Commander              | 600 - 999    |
| ATP Senior Commander /MC   | 1000 +       |
| Pacific Elite Pilot Status | 3000+        |

## Pacific Elite Pilot Status

Once a pilot has achieved 3000 hours, you retain the rank of ATP Senior Commander but also achieve the additional status as a Pacific Airways Elite Pilot. Elite pilot status adds certain privileges over and above normal flight restrictions.

An Elite Pilot is allowed to fly any aircraft in the Pacific fleet between any two airports in the world. You are not required to fly or jump seat to the departure airport. These flights can be flown entirely outside Pacific's route system and do not require the airport(s) to be an airport in our system. However, it is required that the aircraft used is realistic for the route (e.g. - no Cessna 404 between London and Hong Kong or Airbus 380 between two cities with 3,000 ft runways). You may fly as many of these flights consecutively as you desire. When you log the flight, log the flight as a Special/Fly-in Flight and put "Elite Flight" in the comments section. However, you are still bound by the flight line rules if you decide to continue your normal flights. You must begin your next normal flight from the last airport you were at before you started your special Elite Pilot flights.

## Contacting our Staff

You can get a listing of our "Pacific Airways corporate staff members" by visiting the [about us](#) page, Here you will find their e-mail addresses. Please feel free to contact the appropriate staff member should you need anything.

Most answers to general support questions can be found in our "[Pilot Forums](#)". If you can't find the answer to what you're looking, feel free to post your question and other pilots or staff members will usually answer your question within a matter of hours.

## **Previous VA Hours**

Pacific Airways Grants a maximum of 100 hours to be transferred from any established Virtual Airline (VA). This brings the experienced pilot to the rank of Captain and will allow them to fly any route and aircraft without restriction. Please contact your regional director with a request for credit of previous hours along with a link to your current or prior VA, this will be verified by your RD.

Past Pacific Airways pilots who are returning to the airline are eligible to receive all their previous hours credited once verified and approved by the Regional Director.

## **Millennium Club**

When a pilot reaches the 1000 hour mark, they reach the rank of ATP Senior Commander and automatically become members of the Millennium Club. The MC club is located in the airline forum. There are a new group of aircraft which will appear on the download page once 1000 hours have been reached. MC Club pilots have the same freedom of flight rules as the Pacific Elite Pilot, but only when flying the designated MC aircraft. Log your flights as Special, add MC club flight or event in the comments section of the Pirep. Selected aircraft which are retired from the main fleet can be flown on MC club flights. Never lose your favorite aircraft again.



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