



Operations Policy

Revision History			
Version	Date	Author	Notes
1.0	01 AUG 13	EE	Initial Release
1.1	22 NOV 13	EE	Grammar / Spelling Corrections
1.2	28 MAR 14	LW	Merge B717, DC95, MD80 & MD81 in the Aircraft Substitutions table and add DC93, MD82, MD83, MD88 & MD90 to this category.
2.0	08 OCT 15	LW	Major change/update to route bidding and substitute aircraft.

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Introduction

This document outlines operational policies in effect within NDB Air. Changes & updates will be published via Notices to Airman (NOTAMs) in the relevant section of the NDB Air forums.

Operational Oversight

Overall management of the operations of NDB Air is the responsibility of the Board of Directors. The Board of Directors as of this update consists of Lance Williams, Richard Walsh, John White, Don Desfosse and Chris Smith.

Flight Reservations and Scheduling

Flights are required to be bid on through the reservation system prior to conducting the flight.

All schedule times are in Zulu (Z) time.

Pilots are NOT required to depart from their previous arrival airport. However, only flights/routes in the database may be flown (i.e. there are no “Charter Flights” or free flights). Pilots may substitute aircraft as long as the bid upon route/airline uses the substituted aircraft and the pilot is eligible to fly the aircraft being used as a substitute (*e.g. Southwest Airlines does not fly a 777 so I may not substitute a 777 when bidding on any Southwest route*).

PIREP Standards

PIREPS to be submitted only by VA approved flight tracking methods (currently only NDBAcars, FSFlightKeeper, and FSPassengers).

Manual PIREPS will not be accepted as a matter of routine. In rare circumstances where an automatic PIREP submission fails, a manual PIREP may be accepted by the pilot's respective Regional Manager. This ability is reserved for server-side issues, and not simulator crashes.

Flights are to be flown from the currently bid flight's origin to destination using the bid aircraft (or approved substitution).

Diversions are allowed, however PIREP will not be automatically approved. Pilots are required to submit a PIREP comment on the nature of the diversion. A PIREP containing a diversion will be subject to approval by the pilot's respective Regional Manager.

All IFR flights 25NM or greater shall have appropriate routing filed (i.e. Not GPS DIRECT). While pilots may request direct when available by ATC, appropriate planning shall be conducted prior to the flight.

Any flight with a landing rate worse than -500 fpm will be rejected.

Any pilot discovered filing a PIREP for a flight conducted as part of NDB Air, and a PIREP for the same flight for another Virtual Airline, will be immediately dismissed and placed in a permanent "no hire" status.

Callsigns

When conducting flights on an online ATC network, pilots are encouraged to use the airline callsign (of the flight they are conducting) and their pilot number. For example, if flying flight BAW238 in the schedule, and the pilot's NDB number is 123, they would fly online as BAW123.

At their discretion, pilots are also authorized to connect and fly online as NDBXXX (where XXX is their pilot number).

Simulation Rate

All flights shall be conducted at normal (1x) simulation rate. PIREPS with any increase in simulation rate, or slewing detected will automatically be rejected.

Pilots are authorized to pause flights as necessary (provided they are not flying on an online network).

Fleet

Due to the global nature of NDB Air, encompassing dozens of airlines and airframes, fleet requirements are broken into categories based on relative airframe performance and pilot rank.

Specific airframe types are discussed in detail in the following section.

Aircraft Substitutions

Scheduled aircraft for a route may be substituted by any aircraft as long as the substitute aircraft meets the following three criteria:

1. Your rank allows you to fly the aircraft (e.g. a first officer may fly any aircraft up to a B737/A320).
2. The airline for the route bid on, has the type aircraft you wish to substitute in their fleet (*or had it at one time*).
3. The route flown is in our flights database (*e.g. no charter flights*)

Example: I bid on Southwest Flight #1017 from KLAX to KPHX. The scheduled route uses a 737-300. I may fly that flight with any 737 that Southwest uses today, or has used in the past. I may NOT fly the route in an aircraft Southwest does not use, such as a 777-200.

Bonus Time

At this time, all flights are credited with real-time hours flown. Outside approved tour bonuses, there are no bonus hour programs (i.e. double-hours or triple-hours events).