

Rules - Air Pacific

1.) Hiring conditions

- 1.1.)** You must be at least 15 years old on the date of your registration request.
- 1.2.)** If you are an IVAO member, you must have at the date of your registration request an experience of a minimum of 5 hours of flight on the IVAO network as a pilot.
- 1.3.)** You cannot be part of the staff of another virtual airline if you wish to integrate Air Pacific staff.
- 1.4.)** If you are an IVAO member, you must master the use of IVAP and Team Speak.
- 1.5.)** Your experience as a virtual pilot on other networks than IVAO (VATSIM, FPI, etc.) will not be taken into account when you are hired.

2.) Admission

- 2.1.)** After validation of your registration request the staff will grant you a callsign which will be sent to you by email.
- 2.2.)** You can then start flying with Air Pacific

3.) Obligations

- 3.1.)** All Air Pacific pilots undertake to make a minimum of 1 flight per month, in order to maintain their skills and ensure a minimum presence.
- 3.2.)** A derogation may be granted in the event of long-term leave or travel.
- 3.3.)** You will have to join our discord server: <https://discord.gg/VeZpy4E>
- 3.4.)** Only flights carried out with an PFxxxx callsign on IVAO can be the subject of a flight report. If you are flying for other virtual airlines (under another callsign), these hours cannot be counted and should not be reported.
- 3.5.)** Any flight carried out on behalf of Air Pacific must be done as close as possible to reality:
 - 3.5.1.)** Flights carried out on behalf of Air Pacific must imperatively be carried out

in 1x (simulation rate),

3.5.2.) Any IFR flight must be the subject of a filed flight plan respecting ICAO formalism (ICAO code of the departure airport, SID, VOR, NDB, fix, airways, STAR, ICAO code of the arrival airport). The planned flight levels must respect the semi-circular rule and / or follow the restrictions of airways as published on the High / Low altitude En-route maps.

3.5.3.) Use of real weather

4.) Network flight

4.1.) Air Pacific wants to be a virtual airline that respects network flight, for network flights on IVAO or VATSIM, Air Pacific pilots agree to follow IVAO's rules of conduct. Any breach of these rules of conduct may result in immediate exclusion.

5.) Termination / Suspension / Modification

5.1.) The pilot may at any time and upon request resign from his position as pilot.

5.2.) Air Pacific reserves the right to refuse registration or to remove any pilot who does not comply with these regulations.

5.3.) Air Pacific reserves the right to modify these rules. In the absence of termination by the pilot within 15 days of the modification date, he will be deemed to have accepted these new regulations.

6.) Flights Validation

6.1.) the flight plan is validated if there are :

- The flight number
- DEP/ARR and alternate airport ICAO
- Cruise alt/FL and IAS
- PAX/Payload (verify if it's correct with the plane used)
- EET
- Route et RMK (with PBN if RNAV).

6.2.) Critical Events detected by SIMACARS :

- We don't take in account refuels before pushback.
- The "landing lights" are wrongly detected by SIMACARS with QW787 and Toliss planes, not taken in account.
- Landing stalls should be ignored if landing VS <750ft / min (especially at 1ft AGL!)
- **Any flight report with more than 5 critical events will be rejected (therefore a maximum of 5).**

6.3.) Landing VS :

- 0 à 200ft/min: Excellent landing"
- 200 à 350ft/min: "Good landing"
- 350 à 600ft/min: "Classic landing"
- 600 à 800ft/min: "Hard landing"
- 800ft/min: "Very hard landing"

7.) Aircraft qualifications

7.1.) When you join Air Pacific according to your preference you will be qualified either on Boeing 737 or Airbus A320.

7.2.) Your flight reports will be analyzed with precision and after a few flights done for Air Pacific, you will have the opportunity to take a short exam: QT VFR or QT IFR on the aircraft of your choice. This short exam has a theoretical part (general knowledge) and practical part (small flight, procedures ...). If you pass the exam you will get the qualification of the chosen device.

7.3.) You have already taken an exam for a QT VFR or QT IFR and you want an exam for a QT of the same type you will only have the practice exam again. Otherwise, if you have already taken an exam for a QFR VFR or QT IFR and you want an exam for a QT of another type (ex: you have taken a QT VFR and you want a QT IFR) you will have to pass the theoretical and practical part for this new

exam.

7.4.) If you want to take an exam please go [here](#).