

FEDEX EXPRESS VIRTUAL

FLIGHT OPERATIONS MANUAL

Revised September 29, 2017

Introduction

Welcome to FedEx Express Virtual. This document was designed to: provide new members with the information they need to get started right away; and be a reference for the general operations of our organization.

FedEx Express Virtual (FDXVA) was founded by two ardent fans of the real life FedEx: Garen Evans and Mike Tabb. These two friends founded FDXVA in 2015 because they wanted to share their passion for cargo air operations with others. Mike and Garen have many thousands of hours of flight simulation experience, and extensive experience with virtual airline administration, air traffic control, technical development, and web and software management.

At FDXVA we balance realism with a common-sense approach to flight simulation. For example: our route structure mimics our real life counterpart, yet the system is dynamic and often includes charter and ferry flights; our fleet is based on the same aircraft used by the real life FedEx, yet members have the flexibility to choose any of those aircraft for any flight; we have more than one thousand destinations, and a system that allows our members to jumpseat to new points of departure around the globe.

In short, we have coupled FedEx's real life route structure with common sense approach to flight operations. As a result, our members enjoy a number of features that are unique to the virtual aviation community without an overly burdensome set of rules and regulations. We like it this way, and we hope you will too.

New Member Quickstart!

1. Login to the website. One of the first things you'll see is your own personal home page. Your home page has all of your information, including flight statistics, logbook, an internal messaging system, and your current location.
2. Download FDXVA ACARS. This is accessed via the Resources menu. There is no installer: simply download and unzip the package to a convenient folder on your computer. ACARS requires Windows 7 or higher, the .NET 4.5 framework or higher, and FSUIPC. X-Plane users will also need xconnect or similar.
3. Start your flight simulator and situate your aircraft at Memphis International Airport with the parking brake on. You can use any aircraft that is used by the real life FedEx (eg., MD11, 777, etc.) All new members must start their first flight from KMEM. Be sure to have your plane fueled and ready to go.
4. Start ACARS. The first time you start ACARS do verify that the same FDX ID and password used to login to the website are also used with the ACARS program. Click the Start button on ACARS, and verify that you see a positive response, such "Ready" in the listbox window of ACARS.
5. Fly the aircraft as realistically as possible. Do not pause; do not slew; do not change the aircraft type, fuel, or payload; do not use an accelerated simulation rate (1X only); do not crash; do not press the Stop button. Basically just forget all about ACARS until after you have arrived at your destination.
6. Be sure to fly to an approved destination airport. From Memphis there are more than a hundred different airports to which you can fly, ranging from a few hundred miles to airports that are many thousands of miles distant. You do not need to bid a flight. Simply select an approved destination on the website.
7. After landing, taxi to parking, and set the parking brake. Do not park near fuel stations. In ACARS, press the Stop button.
8. Press the Pirep button. Now you are ready for your *next* flight!

Our Point-to-Point Rule

It is critically important that you understand this fundamental rule: every flight you make must depart from the airport at which you are currently located on the website (i.e., your assigned location).

New members start their career at Memphis, which is where you start your first flight. Your subsequent flight must depart from the location where you most recently arrived. For example, if your first flight was KMEM-CYEG, then your second flight must depart CYEG. From CYEG you can fly to KMEM, KOAK, or CYYC.

There is no exception to this rule. However, by using a jumpseat you can move to another airport without actually flying there.

Jumpseat

After your first flight, you will be given a number of free jumpseats from the website. A jumpseat will instantly move to you to any of the airports in our system. You may use as many jumpseats as you can afford. After you have used all of your free jumpseats, you may purchase jumpseats with your earnings.

Earnings

After each flight you will earn some virtual money, which can be used to purchase items from the FDXVA website, including jumpseats, certifications, and the insignia fees that are required for promotions.

Members are paid according to the following schedule. Note the exceptions: use of historic aircraft and manually submitted flight reports are paid at a reduced rate.

Rank	Wage Rate (v\$)
First Officer	320 / hour
Senior First Officer	320 / hour
Captain	480 / hour
Charter Captain	480 / hour
Senior Captain	720 / hour
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Historic Aircraft Exception	150 / hour (all ranks)
Manual Pirep Exception	150 / hour (all ranks)

Rank and Promotion

There are 3 ranks: First Officer, Captain, and Senior Captain. However, there are certain milestones and certifications that augment this structure. Note that some insignia, and consequently some promotions, may have additional requirements and fees.

Rank	Minimum Requirement
New Hire	Approval of application
First Officer	1 flight
Senior First Officer	100 hours
Captain	500 hours + insignia
Charter Captain	Captaincy + certification
Senior Captain	1000 hours, 2 years of service + insignia

Advancement from First Officer to Senior First Officer is automatic, however other promotions require members to proactively request advancement through the website, and many require an insignia fee.

New Membership

Application for membership is contingent on completing the new member application on the website, and having it approved. Specific requirements are not included with this document, as they are clearly stated on the application form on the website.

Membership Currency, Leave of Absence, and Termination

New members must complete their first flight within 14 days of approval of their application. Thereafter, they must meet the requirements of active membership.

Active membership is defined as one or more approved flight reports in the previous 30 days (i.e., not necessarily in any one month). Active membership is a mandatory requirement to remain on the roster. Members who do not meet the requirements for active membership are subject to termination.

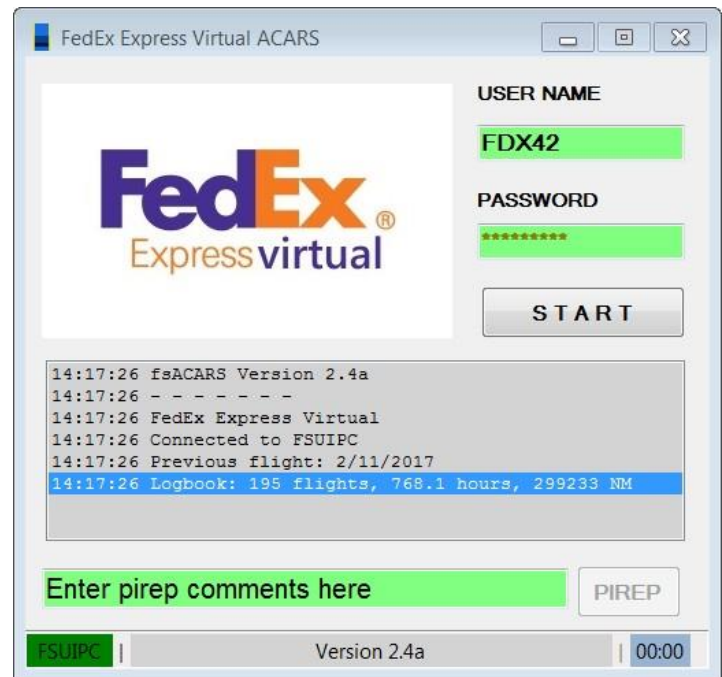
Active members may request a Leave of Absence (LOA), which is valid for 30 days. New members with no flights are not eligible for LOA.

Flight Reporting and ACARS

Flight reports will only be approved if submitted with FedEx Express Virtual ACARS. ACARS is our own proprietary software that has successfully logged thousands of flight reports. This is the only method by which flight reports can be automatically approved.

An occasional flight report that is submitted manually is permitted, however a preponderance of manually submitted flight reports will not be tolerated.

Manually submitted flight report may only be approved on the basis of verification on the VATSIM network.



Easy 3-button automatic flight reporting

Situate your aircraft at the airport that matches your assigned location at fdxva.org

Verify your aircraft is parked, loaded, and fueled at your assigned location.

1. Press the START button on ACARS.

After landing, taxi to the ramp, and set the parking brake. Do not park near a fuel depot.

2. Press the STOP button on ACARS.

Optionally enter a remark about your flight where you see, “Enter pirep comments”

3. Press the PIREP button on ACARS.

Captain Sideways		
Pilot Captain		ZGGG
Quarter Flights	Ferry Flights	Total Flight
0	2	
Quarter Hours	Ferry Hours	Total Hours
0	3.2	19
IFR	Landing Index	Avg Hours
10.0%	67.5	0.9
VFR	Night Landings	Avg Dist
0.0%	4	202.5 NM

FLIGHT OPERATIONS

FDXVA Pilot-in-Command

You are considered pilot-in-command on every flight. This means that you alone are responsible for conducting every flight in accordance with and/or in the spirit of FDXVA rules and regulations. You are also responsible for ensuring the aircraft you have selected is appropriate for your flight – it must be capable of successfully arriving at your chosen destination; fuel and runway length considerations are your responsibility.

Route Structure

System Flights – are based on the real life FedEx route structure, and include more than 1100 routes between hundreds of different system airports (i.e., airports that are part of FDXVA).

Charter Flights – are additional routes that can be flown by any member. They are usually created Charter Captains to highlight a personal preference, or by staff to support a group flight or other event.

Ferry Flights – are authorized only for Charter Captains. They typically represent repositioning flights, and are conducted between system airports.

Diversions – to airports that are inconsistent with the existing route structure may be approved at the discretion of administration, and on the basis of weather, or in-flight emergency. You must communicate with administration the reason for diverting.

All Weather Operations

Low IFR is one of the most exciting ways to operate an aircraft, but it is also the most demanding. The All Weather Operations (AWO) group recognizes active FDXVA pilots who meet the flight crew requirements necessary for Category II, and Category III authorization. Members who have logged 100 or more system hours are eligible for certification. For details, refer to the website and the AWO Manual.

Category	Description of Requirements
CAT I	Default certificate recognizes participation in AWO
CAT II/3+	IFR approaches in past 45 days
CAT IIIa	3+ LIFR approaches in past 45 days.
CAT IIIb	100+ IFR or LIFR approaches, and 3+ LIFR approaches past 45 days.
CAT IIIc	200+ IFR or LIFR approaches, and 3+ LIFR approaches past 45 days.

THE FEDEX FLEET

Members are encouraged to fly the same types of aircraft that are currently in use by our real life counterpart; these are referred to as Contemporary aircraft. But members also have the option to use aircraft from yesteryear; these are referred to as Historic aircraft

Contemporary Aircraft

Airbus A300 Freighter
 Airbus A310 Freighter
 Boeing 757 Freighter
 Boeing 767 Freighter
 Boeing 777 Freighter
 McDonnell Douglas MD-10
 McDonnell Douglas MD-11
 Boeing 747 Freighter (viz., Atlas)
 Avions ATR-42
 Avions ATR-72
 Cessna Grand Caravan

Historic Aircraft

Boeing 727-200
 Boeing 737-200
 Douglas DC-8
 Dassault Falcon 20

LANDING PERFORMANCE

Landing performance is based on vertical speed at or near touchdown. Performance criteria is based on industry data, and adapted for FDXVA as follows.

LANDING PERFORMANCE CRITERIA			
Landing VSI		Aircraft Type	
MIN	MAX	Jets	Turboprops
0	10	TOO SOFT	GOOD
10	50	VERY SOFT	GOOD
50	150	SOFT	GOOD
150	250	EXCELLENT	GOOD
250	350	VERY GOOD	GOOD
350	400	GOOD	GOOD
400	750	HARD	HARD
750	1000	VERY HARD	HARD
1000+		TOO HARD	HARD

VATSIM

Online flying is not required, but it sure is a lot of fun, so we hope you'll log some of your flights on VATSIM.

We encourage are members to fly on the VATSIM network for several reasons: (1) Manually submitted flight report can only be approved on the basis of verification on the VATSIM network; (2) group flights are conducted online, and use of VATSIM is required for recognition of participation in those events; and (3) it is an effective means of sharing our enthusiasm with a vast network of other flight simulation pilots and controllers.

Make Us Proud

- Use your call sign. In cases where your call sign is in use on the network, differentiate it by appending a single letter. For example, FDX123**A**
- Put `FedEx Express Virtual++FDXVA.ORG` in the Remarks section of your flight plan.
- Be courteous and follow the instructions of online controllers, staff, and supervisors.

Feeder Aircraft

ABR "Contract" Air Contractors: ATR42/72, A300, B737, B757 - Ireland
BVN "Showme" Baron Aviation: C208 - Eastern USA
CPT "Air Spur" Corporate Air: C208 - Western USA
CSA "Iron Air" Express Air Cargo: C208 - Midwest USA and Canada
CFS "Empire" Empire Airlines: C208, AT42/72 - Northwest USA
MTN "Mountain" Mountain Air Cargo: C208, ATR42/72 - Southeast USA
SWT "Swift" Swiftair: ATR42/72, E120, B737 - Spain
PCM "Pac Valley" Westair Industries: C208 - California
WIG "Wiggins" Wiggins Airways: C208 - Northeast
MAL "Morningstar" Morningstar Air Express: B757, ATR42/72, C208 - Canada

Termination

Failure to maintain flight currency, or failure to respond to communications in a timely manner, or the perception of any unprofessional conduct are grounds for termination. Members who are terminated will be removed from the roster, and may have all records expunged from our system, including flight logs, achievements, awards, certifications, and promotions.

Non-Discrimination Statement

FedEx Express Virtual does not and shall not discriminate on the basis of race, color, religion (creed), gender, gender expression, age, national origin (ancestry), disability, marital status, sexual orientation, or military status, in any of its activities or operations.

Terms of Agreement

By completing the online application form, you acknowledge that you have read, understand, and will comply with the terms of agreement of FedEx Express Virtual (FDXVA).

You must be 13 years of age or older (viz www.coppa.org)

Maintain an active e-mail address that is checked at least once daily.

You own and will use a legally obtained, and FSUIPC-compatible version of FS9/FS2004, FSX, P3D, and/or X-Plane.

At the time of your application you should have at least 25 hours of verifiable simulation flight time on the VATSIM network, or provide evidence of adequate preparation to actively participate in FDXVA activities.

Newly hired pilots are required to file a flight report using our ACARS system within 14 days of your application being approved.

All members are required to be active flight simulation pilots at FDXVA. Activity is defined as at least one flight report in any 30-day period; failure to do so may result in an inactive status, which is grounds for dismissal.

All members should login to the website at least once per month, and

check messages, and any other notices or revisions that may affect these terms.

You will use the FDXVA ACARS program to facilitate flight reporting. An occasional flight report that is submitted manually (i.e. without ACARS) is permitted, however a preponderance of manually submitted flight reports may be grounds for termination. Manually submitted flight report may only be approved on the basis of verification on the VATSIM network.

The FDXVA network is based in large part on the current real world FedEx air routes. You can choose any of the routes to fly, and in any of the approved airframes, regardless of the route. However, flight reports that deviate from network routes and airframes may not be approved.

All flights must originate from your assigned location (initially KMEM). You can change your assigned location by either: (1) completing a flight in the network from your assigned location; or (2) using a jumpseat.

The entirety of each flight must be completed in real time, without time acceleration, slewing, repositioning, and without excessive pausing.

Inactive members may be removed from the roster, unless on a leave of absence (LOA). We highly encourage the use of an LOA if you find yourself unable to fly. For extended periods of time where a pilot cannot fly, we will accept a resignation and you can rejoin when you do have time to be an active participant. It is crucial that you communicate with staff about your availability.

Each member is issued a pilot id (e.g., FDX123). Please use this pilot id as your callsign during online flights. In cases where the callsign is in use on the network, differentiate it by appending a single letter, or number (e.g., FDX123A, FDX1234), or use one of the following feeder prefixes: ABR (Contract), BVN (Show-Me), CPT (Air Spur), CSA (Iron Air), CFS (Empire), MTN (Mountain), SWT (Swift), PCM (Pac Valley), WIG (Wiggins), and MAL (Morning Star)

Although not mandatory, we encourage members to complete flights on the VATSIM network; during online flights please verify the Remarks section of your flight plan includes the text: "FedEx Express Virtual" and "FDXVA.ORG"

Membership may be terminated for failure to comply with FDXVA terms of agreement, or the rules and regulations as spelled out in the flight operations manual.

These terms may be amended at any time without prior notice.