



Standard Operating Procedures (SOP)

Version 1.0 - 9/29/18 (Cameron Stone)

During every Spirit Virtual flight, pilots must follow these rules. These rules are created to maintain the highest levels of professionalism, and any questions will be happily answered by the Staff. This document is specific only to NKVA, and the rules are expected to be followed (unless an action is specifically stated as **optional**). Failure to follow these rules may result in action after a staff review.



PIREPs

- A screenshot of your aircraft must be taken with the flight time and aircraft visible in the status bar and uploaded to the #pireps channel on Discord
- A report must be filed on the VAM with all necessary fields filled out
- You **must** include anything out of the ordinary in the comments (go-arounds, aborted takeoffs, emergencies, violations and reasons, etc). You will not be faulted for maintaining safety in flight, but violations may lead to more discussion.
- PIREPs should be filed at a minimum of one every two weeks. We understand that commitments exist to other VAs and outside of Infinite Flight, but we expect at least a short flight to be flyable, at least over the weekends. Contact a member of staff if you are not able to for any specific reason.

Line Checks

- Line checks must be completed between 2-3 months of your last one (or of you joining if you are new)
- They are all flown with the Airbus A320 at KFL on Training Server
- They will be judged on overall quality of flying and on these parameters:
 - Takeoff distance, execution, climbout stability, climb rate, “clean” aircraft
 - Pattern altitude, pattern speed, and correction pattern direction
 - Initial approach altitude and intercept
 - Final approach stability, landing/flare execution, centerline



Airplane specific procedures

A321:

Takeoff Flaps 1 (standard) or 2 (if deemed necessary or more practical by the pilot)

Landing Flaps FULL (only)

A320:

Takeoff Flaps 1 (standard) or 2 (if deemed necessary or more practical by the pilot)

Landing Flaps FULL (standard) or 3 (if necessary to maintain Vref boundaries for

Category C - between 121 and 140kts indicated)

A319:

Takeoff Flaps 1 (standard) or 2 (if deemed necessary or more practical by the pilot)

Landing Flaps FULL (standard) or 3 (if necessary to maintain Vref boundaries for

Category C - between 121 and 140kts indicated)

Flight procedures

Before takeoff:

- **Make sure to read any notes about the specific route before you spawn in**
- Beacon lights, navigation lights, seatbelt signs, and no-smoking signs must all be turned on prior to pushback
- All flight surfaces (rudder, spoilers, ailerons, elevators) must be checked prior to taxi



- Taxi at no faster than 25kts. While this is faster than most other VAs allow, we expect you to use it only to cover long distances. Be respectful of other pilots. “Taxi races” **will not** be tolerated.
- Use common sense at taxiway intersections. Aircraft exiting the runway have the right of way over aircraft on straight taxiways, and aircraft on straight taxiways have right of way over aircraft on connecting taxiways
- Landing lights must be used when taxiing. May be turned off when stopped for any reason
- Strobe lights must be turned on for any runway crossings

Takeoff:

- Flaps must be set prior to entering the runway
- Strobe lights must be turned on when crossing the hold short line, not during the entire taxi and not when already on the runway
- **Do not** use TO/GA power unless necessary. Pilots are expected (not required) to have at least a minimal idea of takeoff parameters prior to takeoff.
- Vr - Rotate at approximately 3 degrees per second to 8 degrees (A321) or 10 degrees (A320 and A319) positive pitch until the aircraft is off the ground
- After Vlof (liftoff), gear must be retracted as soon as practical and pitch may be increased
- Climb - Set climb thrust **lower than** takeoff power and climb out to first initial altitude **or** cruise. Retract flaps when deemed by the pilot to be at a high enough speed



After takeoff:

- Clean up aircraft (make sure all flaps and gear are retracted)
- Set vertical speed at or above 1000fpm. Do not climb too fast though - you will get there eventually (2500fpm is the **absolute maximum** unless following a procedure that requires steeper - not recommended for most operations)

Cruise:

- Set cruise speed (No higher than Mach .79 or .80, normal cruise speed is .78 or .77)
- Sit back and relax, step-climb if necessary :)

Descent:

- Descend at a reasonable rate (no higher than -2500fpm unless following a procedure that requires steeper)
- Take time and prepare for an approach - do not go as fast as possible to save time.

Approach:



- Enter the approach procedure or final approach path at no greater than 210kts. 190kts is the recommended speed at 10nm, about 3000 - 2500ft AGL is the recommended altitude
- Descend via the glideslope (be aware some airports have a steeper approach path than others) and follow the localizer unless an ILS approach is not an option for any reason

Landing:

- A soft landing is not always a safe landing. Getting the plane on the ground is priority number 1
- Touchdown at or before 3000ft down the runway. A go-around **must** be conducted if you pass this distance (at most airports it is the final landing marker).
- Use 70% reverser and the minimum brakes required to bring your plane to a stop by your desired exit. In most cases, little to no brakes are required until about 80kts
- Exit the runway at a safe speed, and if there is ATC, switch over to Ground before taxiing

Taxi In:

- Get clearance from Ground if there is ATC
- Retract spoilers, retract flaps, and turn off the strobe lights



- Park at your desired gate and shut off the engine

Most importantly...

While we try as hard as we can to keep it professional, we want you to have fun. If you do your best to follow these rules, you will have a great time! Don't be afraid to ask questions. We understand that flying is no simple task and people make mistakes. This is written to guide your flying and keep it going in the right direction, no matter what your aviation/Infinite Flight goals may be. From all of us at Spirit Virtual, we hope you enjoy your time here!