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Pages	Last Edition	Edited by
1 to 7	08/13/2022	Pedro Klen
1 to 7	03/24/2023	João Costa

1. Company

1.1 Atlantic Virtual Airlines is a non-profit organization for virtual flight simulation, and does not represent or maintain any connection with any real company.

- a. There are 50 pilots available for admission. Upon filling the 50 vacancies, the registration of new pilots will be suspended until a vacancy is released, or it is decided to increase the number of available vacancies..
- b. Entrance, use and stay in Atlantic Virtual Airlines are free, and it's up on the user to participate in any type of contribution for improvements or quotation of resources for the maintenance of the company, without any type of differentiation of the user motivated by his participation or non-participation in those cases.
- c. A The operation of Atlantic Virtual Airlines is subdivided into four operating groups, which are:
 - i. Atlantic Airlines: Passenger transport aircraft operating group.
 - ii. Atlantic Express: Cargo transport aircraft operation group.
 - iii. Atlantic Business: Executive aircraft operating group.
 - v. Atlantic Link: Regional Aircraft Operation Group.

2. Conceptions

2.1 From now on, the following acronyms will be used, according to the meaning expressed below:

- a. VA: Virtual Airline.
- b. IVAO: International Virtual Aviation Organization, flight simulation network.
- c. VATSIM: Virtual Air Traffic Simulation network, flight simulation network.
- d. Pilot Area: Page restricted to Atlantic Virtual Airlines pilots, where flight reservations, monitoring and operational progression are made.
- e. Atlantic: Atlantic Virtual Airlines, including all operating groups.
- f. Type certification: Certification for the pilot to fly a certain type of aircraft in the fleet. Example: A Boeing 737 type-certified pilot can fly the 737 family aircraft (737-600/700/800/900).
- g. SOP: Standard Operations Procedures: Standard Operating Procedures, manual that contains the specific procedures of an aircraft or that define the operation in the company in general.
- h. Callsign: Code used to designate an aircraft flight. At Atlantic, the Callsign is composed of the ICAO designator ATL plus four numbers (ATLXXXX).

- i. Atlantic ID: Individual identification number of each Atlantic pilot, unique, composed of the ICAO ATL designation plus four numbers (ATLXXXX). This ID will be generated when the user enters the VA.
- j. Ranking: VA hierarchical organization.
- k. Touchdown rate: Landing ratio, vertical speed of the aircraft when touching down on the runway. Used as one of the parameters to measure landing quality.
- l. PIREP: Pilot Report.

3. Registration

3.1 To be an Atlantic Virtual pilot, you must:

- a. Have an active registration on IVAO and VATSIM, with at least 10 hours of flight time on one of the two networks.
- b. The registration request can be made through the "Register" form on the main page of this site.
- c. Pilots must not be registered with other VAs.
- d. Be at least 16 years old.

3.2 Pilots can transfer up to 200 flight hours from VAs that they participated in previously, proven through the website with the number of hours in the profile.

3.3 Pilots may transfer up to 150 flight hours from the VATSIM and IVAO networks, upon presentation of a profile to prove it.

3.4 Transfer of hours from previous VAs and simulation networks are not cumulative. The number of hours with the highest amount at the time of enrollment will be transferred.

3.5 Transferred hours, from simulation networks or previous VAs, will only be counted after the user's first Type Certification.

3.6 When joining Atlantic, the pilot who does not yet have any Type Certification can only fly with the Cessna C152 aircraft.

3.7 Atlantic encourages the entry of novice users, and all the necessary help will be provided for this novice pilot to reach the required levels of flight quality.

4. Permanence

4.1 After joining, the user will be able to login in the "Pilot's Area" and start the operation through VA.

4.2 To keep your registration active, 2 flights must be performed every 30 (thirty) days. Failure to do so will result in the registration being temporarily suspended.

4.3 After the suspension, the user must request the reactivation of the registration and carry out 2 flights in 30 days.

- 4.4 The user may have his registration suspended only twice. If it is suspended for the third time, it will be permanently deleted.
- 4.5 If the user is suspended for 30 days, his registration will be permanently deleted.
- 4.6 If the user needs to be absent from VA operations for a period that prevents him from taking flights to keep his registration active, he must notify the Staff and justify his absence. In this way, if deemed opportune, he can keep his registration active, even if he is not present.
- 4.7 It is not allowed, in any of Atlantic's means of communication, the transmission of information of any type of partisan political, religious, pornographic content or any content that offends other users, under penalty of exclusion from VA in case of recurrence or resistance at given.
- 4.8 Offenses against other users will not be tolerated, under penalty of exclusion from VA. It is everyone's obligation to maintain a healthy and friendly environment, which is one of Atlantic's pillars.
- 4.9 It is not allowed to discuss, complain, or make any disrespectful comment about any flight controller of any simulation network. It is important to remember that the image that other network users will have about Atlantic is the image that its pilots will pass on. Therefore, always maintain cordiality and respect with all users of any network.
- 4.10 Atlantic users cannot be registered in another VA simultaneously, under penalty of exclusion.
- 4.11 Registration at Atlantic is personal and non-transferable, under penalty of exclusion to the offending member.

5. Flights

- 5.1 Atlantic pilots must fly on the simulation networks with the Callsign of the flight reserved by the "Pilot's Area", composed of the ICAO designation ATL plus four numbers (ATLXXXX).
- 5.2 In case of a joint flight with other members, if the callsign with the flight record is already being used, the pilot can use his Atlantic ID.
- 5.3 It is mandatory to use the Atlantic MTL, corresponding to the aircraft to be flown, except in the case where the MTL is not yet available.
- 5.4 Users can fly with Atlantic aircraft liveries that are available in the "Downloads" tab of the "Pilot's Area". Upon prior request to the Staff, users

can repaint the aircraft they use, regardless of developer or simulator platform, as long as it does not change the VA paint scheme, and maintains the quality of the textures provided by the VA itself, with the only requirement being that the painting is made available to Atlantic after its completion, so that it is also offered on the website, so that other users can use it.

5.5 The user can only fly the aircraft in which he has a certificate, with no restriction on the Pilot's Ranking.

5.6 The flight recording software used by Atlantic is vmsACARS, which is available for download in the "Downloads" tab of the "Pilot's Area".

5.7 The parameters that will invalidate the flight will be:

- a. Pause: It is not allowed to pause the simulator while flying online via VATSIM or IVAO. During an offline flight, breaks longer than 2 minutes will not be allowed, with a maximum limit of 3 breaks per flight, in these cases, the PIREP will undergo analysis before approval.
- b. Slew: It is not allowed to speed up simulator time as well as slow it down.
- c. Excessive touchdown rate: If your touchdown rate is greater than -600 fpm, the PIREP will be rejected.
- d. Flying with an aircraft that is not in Atlantic's fleet: PIREPs with aircraft that are not in our fleet will not be accepted.

5.8 Flights simulating accidents of any kind are prohibited.

5.9 In the event of an aircraft breakdown, emergency procedures must be adopted, and the PIREP will be accepted, with only the comment describing the breakdown.

6. Type Rating

6.1 The pilot may request a check flight at any time, for any aircraft in the Atlantic fleet, simply by scheduling the flight with an aircraft check instructor.

6.2 The certification check is not eliminatory, it is only intended to maintain a high operational standard of knowledge and skill.

6.3 Before starting the check flight, the checking instructor will present the flight evaluation form to the trainee, which contains all the items to be checked in the exam.

6.4 If the checked pilot does not reach a minimum standard for certification, it is up to the checking instructor to point out the failures and present the necessary corrections, providing instruments for improvement to the student,

such as manuals, explanations, and any other didactic means that allows the student to reach the required standards.

6.5 In case of failure in the check flight, the pilot may request a new check flight after 15 days of the last exam. This minimum time aims to guarantee the pilot time to study the exposed faults and improve the techniques efficiently.

6.6 The SOP of the aircraft in the fleet will be made available, and knowledge of this document is mandatory for the aircraft in which the pilot is certified.

7. Career plan

7.1 Atlantic's career plan is made up of:

- a. Student Pilot: From 0 to 20 flight hours.
- b. Airline Co-Pilot: from 20 to 150 flight hours, upon first Type Certification.
- c. Commander: From 150 to 350 flight hours.
- d. Senior Commander: From 350 to 800 flight hours.
- e. Master Commander: From 800 flight hours.
- f. Senior Commander: Upon approval by the operational board.

7.2 As these are moments of transition in the user's operational life, PIREPs will not be automatically accepted for Private Pilot and Airline Transport Pilot Ratings. This measure aims to ensure the most careful assessment of pilots in transition, to identify possible points to be corrected.

7.4 Upon reaching the required hours for promotion, pilots will automatically be promoted.

7.5 instructors must, obligatorily, have a minimum rank of Full Commander, except in cases of proof of actual operation of the aircraft proposed to be an instructor.

8. Final Considerations

8.1 This regulation is mandatory for all members of VA, and any changes will be informed on Atlantic's communication channels.

8.2 Excepted cases, not foreseen in this regulation, will be appreciated by the members of the VA Staff, and the resolution is discretionary.

8.3 By joining Atlantic Virtual Airlines, the user agrees to all the terms set out above, and assigns the right to use any type of media shared on VA's official communication channels.

8.4 This regulation may be changed at any time, without prior notice, by the Atlantic Staff, being made official through a meeting and consent of the majority of the members of this Staff, and sanctioned by the majority decision of the CEOs of VA.

Signs:

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