



South African Airways Virtual

Airline Operations and Policies Manual



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Introduction

Welcome to South African Airways Virtual (SAAv). Please take time to read through this manual carefully before applying as it will answer many of the questions you probably have and will help to give you an understanding of what the virtual airline is about. The purpose of this manual is to explain the operations and policies of the airline and provide some necessary information to prospective members.

By applying for membership at SAAv, you acknowledge that you have read and understood this document and agree to abide by the rules and regulations which it contains. These rules are in place to ensure fairness and equality amongst our members and to maintain an element of professionalism and realism within the operations of the virtual airline while ensuring that the environment remains respectful of all pilots.

It is our aim to have an interactive virtual aviation community from which all our members can learn and share their experience. We therefore encourage you to sign up with the forum and take part in the discussions which take place there. We also value our member's input and feedback on the operations of the airline and welcome any suggestions as to how we can improve your experience at SAAv.

Should you have any further questions please feel free to contact me at ceo@saavirtual.org

Dylan Barnes

CEO

Disclaimer

SAAv has no affiliation to any of the real world carriers simulated on our site and all South African Airways logos and trademarks remain property of SAA.

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This site is for flight simulation use only and should not be used for real-world flight bookings, flight planning or navigation.

All applicants and members shall be referred to as “pilots” and this in no way implies any qualifications outside of the virtual airline. Any pilots found to be claiming otherwise in any area will be removed from the airline without warning.

An SAAv administrator reserves the right to dismiss any member at any stage without warning.

Overview

The virtual airline (VA) was founded by Mark Friday in 2009 and is designed for use by flight simulator enthusiasts around the world and currently supports the Microsoft Flight Simulator, Prepar3d and Xplane platforms. The purpose of the VA is to expand and improve the flight simulator experience by allowing users to take on the virtual role of an airline pilot. Using the website, pilots designate their hub, book the flights they want to fly and use the software provided to monitor the flight and file a pilot report (PIREP) which contains a detailed report of the flight.

The pilot's profile maintains a log of all flights flown, including the accumulated hours, number of miles flown and number of passengers carried throughout the career of the pilot at the virtual airline. The pilot is also paid a virtual fee for each flight flown and the total earnings can be viewed in the profile. At present, the virtual earnings are simply an aesthetic feature and cannot be used to purchase anything. All pilots begin with the rank of Student and progress through the ranks by accumulating a certain number of hours. There are limitations as to the aircraft available to pilots based on rank and these are explained in the section dealing with [Pilot Rank and Aircraft Restrictions](#). All pilots are permitted to fly any of the routes available, though we do recommend starting off with short-haul routes until you have gained some “flying experience” and are comfortable with the operations of the airline and software.



Applications and Registration

All applications must be approved by a staff member before the applicant may gain full access to the SAAv website. Applications are checked at least twice a day, please be patient. You will receive an e-mail on acceptance of your application.

There are a few requirements to consider before applying:

- The applicant must possess a **legal copy** of Flight Simulator, Prepar3d or Xplane
- The applicant must provide their real identity
- The applicant must provide a valid e-mail address
- The applicant must be 13 years or older
- The applicant must be able to file their first flight **within 14 days** of their application being accepted

The SAAv admin team reserves the right to reject any applications should they deem it necessary, as well as to conduct their own checks in the event that a pilot's true identity comes into question. Any pilot found to have provided false information for whatever reason will be removed from the airline.

You will be issued a user name based on the airline you chose to register with. Should you at any stage wish to change your airline or reset your password please contact one of the moderators.

Schedule and Hubs

The SAAv route network is based on the real world flights of the following airlines:

- South African Airways
- South African Express
- Airlink
- Kulula
- Mango
- South African Airways Cargo

In order to promote a sense of realism, we try to keep the [schedules](#) and routes as close as possible to the real world operations of the above airlines. However, the real world schedules are subject to constant change and accurate information is often difficult to obtain. For these reasons we are not able to keep the SAAv schedules completely up to date. Schedule updates are a time consuming process and will be conducted as regularly as possible. Pilots will be notified of the schedule updates via e-mail, the News section of the home page, and the forum. Errors in the schedules do occur (we are only human) and these should be brought to the attention of a moderator as soon as possible so that the problem may be addressed. Pilots are expected to fly using the SAAv schedule regardless of any real-world changes until our schedule is updated.

Any of our pilots are free to fly the flights of any of the airlines that are available. Pilots are NOT restricted to the flights of the airline they choose to register with.

The schedules also include codeshare flights for the following airlines:



Codeshare flights are operated by other airlines but under the SAA code.

Air New Zealand	Air Seychelles	Al Nippon Airlines
Asiana Airlines	Egypt Air	Egypt Express
Emirates	Ethiopian Airlines	Jet Airways
JetBlue	LAM	Lufthansa
Air Mauritius	Singapore Airlines	Swiss Airlines
SAS Scandinavian	TAP	United Airlines
Virgin Australia Intl	Air Canada	Air China
Virgin Atlantic Airways	US Airways	TAM Linhas Aereas

Our hubs are as follows:

- [FAOR](#)* (Johannesburg, O.R Tambo International)
- [FACT](#) (Cape Town, Cape Town International)
- [FALE](#)** (Durban, King Shaka International)

*Please note that the ICAO code for Johannesburg O.R Tambo was changed from FAJS to FAOR in 2013. In line with this real-world change, FAOR is used on the website, however, unless you have installed an add-on within your simulator, the code will still be FAJS.

**The new airport, King Shaka Intl (FALE), is not present in the default FS scenery. A “freeware” version is available at www.flightsim.com

Tours and Events

[Tours](#) and Events are special flights which are not always found on the real-world schedules. The purpose of holding these events is to provide our members with some new and interesting destinations and scenarios.

Events are usually special flights which are added to the schedule for pilots to book and fly, for example, delivery flights for new aircraft from overseas. There is no separate section for these flights as there are for the tours, they must be booked like any standard flight from the flight schedules menu.

Tours consist of multiple legs and in order to receive credit for a tour, pilots must **complete all legs of the tour in order**. These flights can be found in the “Tour” tab at the top of the website which shows active tours as well as records of each participating pilot's progress in the tour.

Members will be notified of new tours and events via e-mail, the News section of the home page, and in the forum.

There are dedicated sections in the forum for Tours and Events and pilots are encouraged to make use of these sections to discuss and suggest ideas for future tours.



Call signs

The following call signs, followed by the respective flight number of the flight, should be used for the specified airlines when flying online:

Airline	Flight Number	Call sign
South African Airways	SAA1234	Springbok
South African Airways Cargo	SAA1234	Springbok
South African Express	EXY1234	Expressways
Airlink	LNK1234	Link
Kulula:	MN1234	Comair
Mango:	JE1234	TULCA

Fleet

The current aircraft available at SAAv are listed below:

Main Fleet:

Airbus	Avro	Boeing	Bombardier	British	Embraer
SAA	Airlink		SA Express	Aerospace	Airlink
A340-300/600	RJ85	B737-800 SAA, Mango, Kulula	CRJ-700	BAE J-41 Airlink	ERJ-145MP
A330-200		B737-300F SAA Cargo	CRJ-200		ERJ-135LR
A320			Dash 8-Q400		
A319					

Codeshare Fleet:

Airbus	Boeing	Embraer	Historic
A380-800	B747-400	E190	B727-100
A340-3/500	B777-300ER	E170	B747-400
A330-2/300	B777-200LR		Douglas DC3
A321	B787-8/9		Douglas DC4
A320	B767-300		De Havilland Comet
A319	B737-5/6/7/800		Lockheed Constellation



Historic Flights

A number of flights are offered which use aircraft no longer operated by South African Airways. The purpose of these flights is to allow members to fly these older aircraft and experience the differences in technology between aircraft of different eras. The historic fleet is listed above. Aircraft substitution is not permitted on the historic routes as this defeats the purpose. Historic flights to the UK consist of multiple legs. Each leg will have the same flight number followed by a letter (e.g.: SAH001 SAH001A SAH001B). If you choose to fly one of these routes, you must complete the entire flight number, meaning you must fly all the way to the UK or back, do not abandon the aircraft at one of the en-route stops. You do not have to fly the aircraft there and back, you only need to complete the flight number. You may, for example, fly the legs from Johannesburg to Heathrow in the DC-4, and then return to Johannesburg with a normal (non-historic), non-stop flight. The legs for these flights must be completed in the correct order. Some flights also include overnight stops, this means you must wait for the next day to continue with the next leg.

As the information for these flights are difficult to obtain, if anyone is able to provide details for these flights we would be very grateful. You can post any information you may have in the forum.

Pilot Rank and Aircraft Restrictions

Pilots are ranked based on the number of hours they have flown for the airline. A pilot's [current rank](#) determines which airframes they are permitted to fly. The ranks and available aircraft are as follows:

Student 0-49 hours 	2 nd Flight Officer 50-99 hours 	1 st Flight Officer 100-199 hours 	Captain 200-499 hours 	Flight Captain 500-999 hours 	Senior Flight Captain 1000+ hours 
A319/320s B737s RJ85 CRJs Embraer E-Jets Dash Q400 BAE J-41	A319/320s B737s RJ85 CRJs Embraer E-Jets Dash Q400 BAE J-41 A330s A340s	A319/320s B737s RJ85 CRJs Embraer E-Jets Dash Q400 BAE J-41 A330s A340s Short-haul Codeshare	A319/320s B737s RJ85 CRJs Embraer E-Jets Dash Q400 BAE J-41 A330s A340s Short-haul Codeshare Historic Fleet Long-haul Codeshare excl: A380 B787-8/9	All Aircraft and all Routes	All Aircraft and all Routes



PIREPS

Pilot reports, known as PIREPS, are essentially the whole reason behind a virtual airline. Using flight recording software such as SmartCARS, all the details of a flight are recorded and submitted to the airline in a PIREP. This contains information about the flight such as aircraft type, start time, total flight time, fuel used, route flown, cruise altitude and more. All PIREPS are checked by the SAAV admin team and are approved or rejected based on the data included in the PIREP and according to the Airline Rules as found below. This is to ensure fairness and accuracy.

Upon acceptance of a PIREP, the pilot's profile will be updated to include the information from the flight. PIREPS are checked at least twice a day, so please be patient. If one of your PIREPS is rejected, you will receive an e-mail with a link to view the reason for the rejection. PIREPS also contain a "comments" section for members to include any extra information about the flight. For example: accidental gear extension, overspeeds due to weather, route deviation etc.

Moderators can post comments on PIREPs and will do so when they wish to clarify something with the pilot, to inform the pilot of any errors in his flight, to state the reason for the rejection of a PIREP, or for any general comments to the pilot. Should a pilot wish to reply to the moderator's comment, this **must be done via e-mail**.

Only the pilot will receive a notification when a comment is placed on their PIREP, the moderators do not receive any notification. Any replies to a moderator's comment made by placing another comment on the PIREP will not be seen as we cannot go back and check every PIREP. Please be sure to e-mail the moderator that posted the comment and include the flight number of the PIREP in question, your name and username/call-sign in the e-mail.

Please do not use the website "air mail" feature found in the Crew Centre as the recipient does not receive any notification there is mail in the post-box. The e-mail addresses of the moderators can be found on the website on the [Contact Us](#) page.

On completion of a flight, pilots are expected to conduct their own QA on their PIREP before submitting it. The following are the important aspects that can lead to a PIREP being automatically rejected, regardless of a pilots' rank, without further discussion:

- Flight flown between wrong airports
- Crash detected
- Landing rate >500fpm
- Use of FS time acceleration feature
- Use of the "slew" feature
- Manually submitted PIREP without a VATSIM reference link
- Stalling



Students will be allowed one or two instances of the following errors before PIREPS are rejected if there is no improvement:

- Flight LOG does not start within +/-5mins of the scheduled push-back time
- Alternate route not being sufficiently direct
- Cruising altitude not being reached
- Inappropriate aircraft substitution for the route or schedule
- LOG indicates FS time altered during flight
- Over-speed logged by SmartCARS below FL10 (i.e. >250kts below 10 000ft)
- Flight does not start and finish at the Gate with engines/lights OFF
- Insufficient fuel reserves on landing

By the time pilots reach Second Flight Officer status, they should not be making any of the above errors. New pilots arrive at SAAv with varying experience of Flight Simulation and knowledge of flying. Some have none, some have flown with other VAs and some have PPLs or have worked with ground support operators.

For pilots with no previous experience, it is recommended that they first do the “training lessons” at the FS Learning Centre accessible from the main FS menu. The “FS Missions” will also give an introduction to jets with a “co-pilot” providing assistance on use of flaps, speed restrictions and so on.

Awards

Awards are issued to pilots for various achievements. There are currently three types of awards which can be earned by pilots. They are as follows:

Pilot of the Month: awarded to the pilot who has successfully completed the most flights in a calendar month.

Long Haul Award: awarded to the pilot who has successfully flown the most hours in a calendar month.

Tour Participant: all pilots who successfully complete a tour will receive an award. Individual awards are created for each tour.

Progress for the Pilot of the Month and Long Haul award can be viewed in the “Pilot Statistics” section under the “Flight Operations” tab of the website.

Staff Members

In order to ensure the smooth running of the VA and forum, as well as fairness in the usage of the facilities provided in accordance with the Terms and Conditions, there are several staff members, or moderators/admins, at SAAv. These members have the task of checking and approving all pilot reports (PIREPS) and new pilot registrations as well as maintaining the website, updating the routes for the airline, monitoring the forum and assisting pilots with any matters pertaining to the VA and its operations.

The staff members reserve the right to reject any PIREPS at any stage should they see fit as well as remove any pilot from the virtual airline, without notification. The decision of the moderators is final.

The staff members consist of:

- CEO
- Admin team responsible for checking PIREPs, generate/update flight schedules, compile tours and maintain the website. See [Contact Us](#) page for more info.



Forum

The [forum](#) provides pilots with the ability to contact staff members, ask questions or seek help regarding the VA or any technical problems, discuss various aviation and simulator related topics and provide feedback and suggestions regarding the various aspects of the airline. Forum participation is encouraged. All members are requested to register with the forum using their assigned username. The link to the forum can be found at the top of the webpage under the Forum tab.

You must use your Pilot ID as your username to register on the forum so that we can identify our pilots, failure to do so will result in your registration being rejected. Please read our acceptable forum usage policies below.

Picture Gallery

The [picture gallery](#) is found under the Crew Centre tab of the website and allows pilots to submit their screenshots to be viewed by other pilots. All uploaded images must be approved by a staff member before appearing in the gallery. Only flight simulation related images will be accepted and any irrelevant images will be rejected. Any pilots submitting inappropriate images to the gallery will be dismissed without notice.

General Airline Rules

SAAv has certain rules in place in order to achieve an element of realism and accuracy in our operations, as well as to ensure fairness amongst our members. These rules apply to all flights flown for SAAv and the failure to abide by them may result in the rejection of PIREPS and/or further disciplinary action as seen fit by the moderators.

All flights shall be flown using appropriate recording software to record and submit the PIREP. Manually submitted PIREPS shall be rejected unless flown while logged on to VATSIM and supported by the appropriate VATSIM reference link. The SAAv SmartCARS recording software is recommended and is freely available from the [download](#) section of your profile.

Our supported recording software is:

- SmartCARS

All flights must be loaded in the simulator at a gate of the departure airport, with **engines and lights switched off**, the aircraft fuelled with sufficient fuel for the trip and the time correctly set for the flight **BEFORE** connecting and starting the flight recording software. Engine start must be recorded as occurring AFTER push-back.

The aircraft must be parked at the gate with engines shutdown and lights turned off before ending and submitting the flight PIREP after conducting a QA for possible infringements.

The flight must be flown according to the schedule: from the departure airport to the destination airport, using the provided route or a suitable alternative route and at a suitable cruise altitude for the aircraft and route. E.g. Flying long-haul to Sydney in an A340 at FL240 is not suitable.

As we simulate real world airline operations, all flights are to be flown under IFR conditions. The route given in the SmartCARS flight plan must be flown as accurately as possible. The FSX NAVAID database is old and it is accepted that not all the waypoints and airways can be identified so deviations are acceptable provided that the route flown remains as direct as possible in order that the sector time remains realistic.



Most pilots like to generate their own flight plan using the FS Flight Planner feature but for those having difficulty, a useful link for obtaining FS Flight Plans is www.simroutes.com or www.simbrief.com. The SmartCARS route can be copied and pasted into a "route window" together with Departure and Arrival ICAO Codes and it will generate a flight plan that can be downloaded. A collection of flight plans are also available from our [download](#) section.

Should the pilot decide to use a route different to the one provided, it is up to the pilot to change the route in the SmartCARS "route window" before submitting the PIREP. If this is not done, it will appear to the moderators that the incorrect route has been flown.

As many pilots make use of pay ware add-ons which bring additional real-life situations such as emergencies, failures and severe weather conditions to the simulation, we do allow pilots to divert to an alternate airport and still receive credit for the flight. The reason for the diversion must be explained fully, including the add-on being used, in a comment on the PIREP, and the diversion airport must be stated. In the case of a pilot turning back to the departure airport for whatever reason, the flight will not be accepted as in this case the aircraft will either be repaired or a substitute arranged and the passengers will be flown as usual, with some delay to their flight. In this case, the pilot should land the aircraft, cancel the PIREP in SmartCARS and restart the flight as per usual.

Time acceleration and slew mode are not permitted. If used, this will be picked up by the recording software and the flight shall be rejected. **All flights shall be flown at a max sim rate of 1x.**

Mid-air refuelling is not permitted. This means you may not adjust the amount of fuel on board the aircraft once the recording software has been connected and is recording the flight. Please ensure that you do sufficient pre-flight planning and load enough fuel for the entire flight, providing for an alternate airport and reserve fuel.

Aircraft Substitutions

As we do not expect you to purchase or download any additional aircraft, we do allow aircraft substitutions within some limits:

- The aircraft should be capable of completing the flight without needing to be re-fuelled.
- The aircraft should be a realistic option for the flight: Substituting a B747 on an Airlink JS41 flight is **not** realistic.
- Note that different aircraft can be used on the same route at different times of the day (e.g. FAOR-FACT). If you want to use the A340 on this route, then ensure you choose the correct flight from the schedule
- Specialist aircraft such as Concorde are not permitted
- Military aircraft are not permitted
- GA aircraft are not permitted
- Any aircraft livery is permissible

If you have any questions regarding aircraft substitution and suitable aircraft please post in the forum.

Landing Rate

Ideally, pilots are required to aim for landing rates between -50fpm and -250fpm. Wikipedia defines a hard landing as >2m/s which is approximately 400fpm. As this is a hobby and supposed to be a fun past-time with pilots using desktop PC's, laptops, 2D graphics etc. it was resolved to allow a maximum landing rate of 500fpm.

Landing rates in excess of 500fpm will result in your PIREP being rejected.

Flight Continuity

Although our pilots are not required to fly from their previous destination airport (i.e.: if your previous flight landed in Durban, your next flight should leave from Durban), **we strongly request that you do so.** This adds to the realism as it prevents aircraft from being “stranded” and left at airports without being returned to their hub.



Airline Policies

Use of Our Website

Whilst using our website, your participation in forums and general operations are monitored and offending posts will be deleted without notice by authorised personnel and moderators.

E-mailing our Operations Department

It is required that you identify yourself by the name that you supplied with your application and the pilot ID that was mailed to you when your application was accepted.

Comments of a derogatory nature, which are deemed offensive to our staff, will result in termination of your account without notice.

Online Conduct

Pilots are reminded when using online services that you are an ambassador of SAAv and all the airlines represented here.

Pilots are requested to exercise good manners and should not engage in arguments with either other pilots or ATC over the networks.

Any communication received from networks about the conduct of any pilot, will result in termination of your account without notice.

Applications Information

In order to effectively communicate with pilots a valid e-mail address is required.

Providing false information on the membership application is prohibited.

Should a pilot's identity fall into question at any time then we reserve the right to make our own checks to establish that pilot's true identity.

Pilots who are found to have supplied incorrect information in order to gain admission will be dismissed without notice.

Acceptable Forum Usage

When logging onto the forum, you are subject to a user agreement for the forum.

Pilots are reminded that foul and obscene language will not be tolerated in any way, and pilots are urged to not engage in offensive slanging matches.

Pilots who are unable to conduct themselves in an appropriate manner, should not post items on the forum.

The following debates or posts are considered unacceptable:

Offensive language directed at staff or other pilots. Pornographic links or material. Advertising of other virtual airlines. This includes pilot's forum signatures and links. Any debates or remarks which may offend international pilots regarding religious issues and local customs. References to links for illegal software. Posts that are considered as non-contributory to the general well-being and morale of the members. Any posts that are of a political nature. Member's profiles may not be used for non-flight simulation messages including jokes with sexual content or overtones.

We reserve the right to update or change these policies without prior notice to our pilots or users. Copyright © 2016 - SAA Virtual.



FAQ

Selecting a Flight

How do I find flights to fly?

From the Operations menu select [Flight Schedules](#) and enter your departure and arrival airports. All flights for the day will be listed. You can also limit your search to a specific aircraft or airline.

Can I fly flights for other virtual airlines?

No, only flights operated by SAA Virtual may be flown.

I just arrived in Cape Town. Does my next flight need to depart from here as well?

No, it doesn't, although many pilots like to do so and we urge all pilots to fly from their last arrival airport.

SAA flights to the USA are routed via Senegal/Accra. Do I need to fly both legs?

No, you don't. You may fly as many legs of the flight as you wish, although some pilots opt to fly the entire flight number.

What time zone is reflected in the schedules for departures and arrivals?

All times shown in the flight schedules are UTC/GMT sometimes referred to as Zulu time.

The flight I want to fly only departs on Saturdays. Do I have to wait until then to fly it?

Yes, all schedules are modelled as close to the real world as possible and Saturday flights will only be available for selection on Saturdays.

Flying a Flight

The timetable says to depart at 23:00, but I don't want to have to wake up in the middle of the night to fly?

You don't have to, the only time that has to be the same as the schedule is the GMT time in the flight simulator. Note that all times are GMT and NOT the local time.

Do I have to depart at exactly the scheduled time?

No, but you do have to fly according to the schedule. Note that a schedule time of 14:00 is the time the plane pushes back from the gate not the take-off time.

The start of your recording represents the closing of the cabin door. The plane must be fully prepared and ready for immediate push-back and engine start. You should aim to start your taxi to runway 5 minutes after start of recording and be taking off 15-20 minutes after start of recording. This represents your "departure slot". Allowance will be made depending on the length of time it takes to taxi to the active runway and your sequence in the queue or having to wait for incoming planes to land and clear the runway. These factors will depend on your "traffic" settings in FSX. It's a good idea to include a comment in your PIREP to explain a long delay between the start of taxiing to runway and actual take-off.

SmartCARS records actual flight time (i.e. flight hours) at the start of your take-off roll and stops at the end of your rollout on landing. Gate and taxi time does not accrue to a pilot's overall flight LOG time. You are however expected to depart from a gate/stand and arrive at a gate/stand.



Do I fly from gate-to-gate or from runway-to-runway?

As we simulate real airline operations, all flights and flight schedules are times between the departure gate and arrival gate, or pushback to engine shutdown.

How do I know which gates to use?

We have terminal maps for all destinations we serve in South Africa. Links, subject to availability, are provided for regional and international airports.

Do I need to fly with online?

No, but we certainly encourage it. Once you have flown online and had ATC coverage you will probably never want to be without it again.

Do you allow aircraft substitutions?

Yes, it is not always possible to have all the aircraft in your fleet and there is no expectation from us for you to purchase commercial add-ons. Please see the [Aircraft Substitution](#) section of this manual.

What should my call sign be?

Your call sign should be the airline's call sign followed by the flight number.

Twelve hours is a long time to fly can I accelerate the simulation rate?

No, we do not accept flights that are flown at simulation rates greater than 1x. PIREPS are specifically checked for this and will be rejected without further consideration.

Do I have to fly my flight entirely in one session?

Yes, our flight recording software does not support the saving of flights, once your flight has commenced you need to complete it.

Why do my flights tend to be early?

There are various reasons, low traffic volumes, weather and speed. Our schedules are based on real world schedules which allow for these contingencies.

Is there a maximum number of flights/hours I can fly?

No. In perspective though, FAA regulations allow a commercial pilot to fly no more than 8 hours on one flight, 30 hours in a seven-day period, 100 hours in a calendar month, and 1000 hours in a calendar year.

Can I pause my flight?

Pausing of flights are allowed when the need arises but it should be kept to minimum at all times.



Useful Links

Scenery, Aircraft and Aircraft repaints

There is excellent freeware scenery for South Africa available from Aeroworx at www.aeroworxsa.blogspot.co.za. Pilots are encouraged to visit the site regularly for updates. We also recommend that you download the freeware landclass mesh from the same site. Additional scenery can be downloaded for free at www.flightsim.com.

There are many problem solving information and utilities relating to FSX on the internet. Pilots are encouraged to do their own research to fully enjoy our hobby.

Flight planning

www.simbrief.com

www.simroutes.com.

Thank you for taking the time to read through this manual. Should you have any questions, please feel free to contact us.

Happy flying!



SAA Virtual Management

