



vistawings

**Standard Operating
Procedures**

Version 1.2

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1. Purpose

The purpose of this SOP is to establish a reasonable set of procedures and provide useful information for all Vistawings Virtual pilots.

2. Pilot Eligibility & Conduct

2.1 Pilot Requirements

- Registered on the FlightLinq platform
- Use a supported flight simulator platform (MSFS, X-Plane)
- Submit an application to join Vistawings
- Complete at least one flight within 30 days of joining

2.2 Conduct

Fly with a reasonable level of care and realism. Don't be a jerk, and have fun!

2.3 Ranks

Pilots can achieve 5 ranks based on experience with Vistawings. Previously VA experience may be considered in case by case examples. Pilots must hold the rank of Captain or higher to operate widebody aircraft.

Rank	Hours	Flights	Aircraft Eligibility
First Officer - IOE	0	0	E175, A20N, A21N
First Officer	2	2	E175, A20N, A21N
Captain	50	25	E175, A20N, A21N, A339
Senior Captain	100	50	E175, A20N, A21N, A339
Check Airman	200	100	E175, A20N, A21N, A339

2.4 Roles & Responsibilities

Each member is assigned to the Pilot role upon joining, which enables you to start flying right away. If you are interested in joining a staff role, please contact the admin staff via Discord.

Role	Description
Pilot	Enables member to fly for Vistawings
Event Manager	Create and manage events for the Vistawings community
Hub Manager	Manage pilot and aircraft positions throughout the network
Airline Admin	Manage routes, fleet operations, and personnel operations

2.5 Pilot Statuses

Pilots may be in one of three statuses with Vistawings. Pilots in Active or Leave of Absence status are considered in good standing.

Status	Description
Active	Pilot is eligible to fly for Vistawings
Suspended	Pilot is suspended for violation of Vistawings rules
Leave of Absence	Pilot is not currently flying for Vistawings, but is in good standing

3. Aircraft & Liveries

3.1 Fleet Usage

- Pilots must fly aircraft that are part of the Vistawings approved fleet:
 - Airbus A320neo (A20N)
 - Airbus A321neo (A21N)
 - Airbus A330neo (A339)
 - Embraer 170/175 (E170, E75L)

3.2 Liveries

- Use Vistawings liveries when available. Liveries may be downloaded from vistawingsva.com

4. Flight Planning

4.1 Route Selection

Flights should be operated on published Vistawings routes. Charter or free flights are permitted via FlightLinq, but may not count towards events, stats, or ranks.

4.2 Dispatch & Planning

Pilots are encouraged to use the built-in briefing function within FlightLinq, which includes a SimBrief integration. This includes route generation, weather briefing, and a basic loadsheet.

Pilots are allowed to book a flight up to 24 hours in advance to reserve a specific airframe. After 24 hours, the aircraft is released and may be used by other pilots. Continuous “no-show’s” may result in administrative action in order to ensure pilots have equal opportunities to fly.

Callsign Prefix	Pronunciation
ICAO: VVVV, IATA: VV	“Vista Wings”

5. Flight Operations

5.1 Simulator Settings

Pilots should avoid the following to prevent manual PIREP review:

- Time acceleration exceeding 4x during cruise - note that pilots hours are based on a real world clock, and not the accelerate sim rate
- Pausing for more than 120 minutes
- Usage of slew mode in an unreasonable manner, such as skipping to destination

5.2 ATC Usage

ATC usage is completely optional - only FlightLinq is required to track your flight hours. Should you choose to use ATC services, follow these guidelines to ensure the callsign is recognized:

- **BeyondATC** - file SimBrief flight plan using “VWV” airline code
- **SayIntentions** - Type “VISTA WINGS ONE TWO THREE” in the phonetic pronunciation
- **VATSIM** - Add a remark for your callsign of VWV = “VISTA WINGS”
- **IVAO, PilotEdge** - To Do

5.3 Ground Operations

As a low-cost carrier, pilots should, if able, take steps to reduce operational costs to the airline

- Utilize air-stairs over jetways, especially if not at a base or focus city airport
- Utilize suggested cost-index values from FlightLinq generated SimBrief flight plan, within reason
- Single engine taxi if long taxi time or delays are expected
- Within reason, attempt to use the preferred gates as indicated in FlightLinq

5.4 Takeoff

To ensure your FlightLinq ACARS score is not impacted, pilots should:

- Ensure beacon, strobes, and landing lights are enabled
- Ensure XPDR is in TA/RA and Mode C
- Ensure landing lights are operated below 10,000’
- Avoid exceeding 250 kts below 10,000’

Pilots are encouraged to perform PACKS OFF takeoffs to preserve engine life.

5.5 Landing

To ensure your FlightLinq ACARS score is not impacted, pilots should:

- Avoid landing rates greater than -500fpm, as measured by FlightLinq
- Ensure landing lights are on below 10,000’
- Avoid exceeding 250 kts below 10,000’
- Ensure the aircraft is configured for landing before 500’ AGL

5.6 Diversions

You may divert to your alternate airport on your SimBrief flight plan while using FlightLinq. If you must divert to a different airport as the result of an emergency, ensure you update your alternate in FlightLinq once on the ground to ensure you can record your flight.

6. Flight Logging & Reporting

All flights must be logged through the FlightLinq software. When the aircraft is stopped and engines are off, the flight may be submitted via PIREP (Pilot Report) through FlightLinq. Any flight which has a score <70% may require manual review by admin. Generally, PIREP's below 70% have no impact on pilot status nor standing unless the aircraft was clearly crashed or flown unreasonably.

7. Operational Rules & Location Management

Vistawings operates with a location-aware pilot and fleet system to enhance realism. Pilots should avoid leaving aircraft at non-base airports for extended periods of time to ensure other pilots have a fair opportunity to fly.

7.1 Pilot Location Requirement

- Pilots are required to depart from the airport where their avatar is currently located
- Pilots must reposition themselves before booking flights from a different airport

7.2 Aircraft Location Requirement

- Aircraft must be physically located at the departure airport to be assigned to a flight
- If no aircraft is available at the origin, the flight cannot be booked

7.3 Pilot Repositioning

- Pilots may update their own location without flying a positioning leg when permitted
- This feature may be used to return to a hub or correct errors without staff intervention

7.4 Aircraft Repositioning

- Fleet managers may manually reposition aircraft as needed

7.5 Jump Seating

- FlightLinq allows pilots to request jump seat repositioning between airports with other Vistawings pilots, or via other virtual airlines on the FlightLinq platform
- Jump seat requests are fulfilled automatically when a matching flight is operated by another pilot