SINGAPORE VIRTUAL AIRLINES GROUP

Sharing a great way to fly

OPERATIONS MANUAL

Revision 5.1
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Introduction

The Singapore Virtual Airlines Group was established to bring together flight simulation aviation enthusiasts who are passionate about commercial aviation, Singapore Airlines and its operations. Since our inception in 2009 we have grown to cover the entire real-world network served by the Singapore Airlines Group. Our virtual airline places a strong emphasis on realism and community, and our goal is to make flight simulation even more fun and meaningful for virtual pilots worldwide.

We are pleased to welcome you into our family, where everyone can enjoy and learn all about flying. We believe you want a greater purpose to your flight simulation pursuits and we are here to give you just that – a rich, fulfilling and realistic environment, you'll even make new friends along the way.

Welcome aboard and have a pleasant flight.

As our community grows so have our channels of communication. Currently you may use the following resources to interact with staff or other members of the Group;

The Lounge discussion forums: http://www.singaporevirtualairlines.org/lounge

The Facebook Group: https://www.facebook.com/groups/singaporevirtualairlines

Discord lobbies: http://discordapp.com/invite/aZ4TaSj

Instagram account: https://www.instagram.com/singaporevirtual

WhatsApp group chat: approach any staff member to be added to the group

The website http://singaporevirtualairlines.org and forums should be your first destination for administrative affairs. There you can find the latest news, staff contact information, flight information, pilot resources, downloads, leave application, bonus application and other event participation. Should you have any questions, you're encouraged to seek advice through any of these channels and we will be more than glad to help you.

Before Applying

To begin your virtual flying career with us, there are 3 steps; read this document in its entirety as it contains important and useful information, take the Admission Test and submit your application from the website. The following are conditions that may disqualify an application:

1. Applying multiple times
2. No accompanying Admission Test result
3. Mismatching email addresses
4. Hasty and/or haphazard entries in submission
5. Incoherent content in self-introduction

We allow pilots from other virtual airlines to continue their virtual careers with us. Our carry-over policies are as follows:

1. Pilots from other non-SIA Group airlines may carry over up to **250 hours**
2. Pilots from other official partner airlines may carry over up to **500 hours**
3. Pilots from other SIA Group airlines may carry over up to **550 hours**

SIA Group includes the following carriers:

1. Singapore Airlines
2. Singapore Airlines Cargo
3. Scoot
4. NokScoot
5. Tigerair
6. SilkAir
7. Vistara

Carry-over is only valid for new pilots and is subject to verification. Hours information must be publicly available from the previous virtual airline. VATSIM hours are not eligible for transfer.

Basic Pilot Requirements

As a pilot your primary obligation is of course to fly. However, we understand that this being a hobby, real world commitments sometimes prevent us from doing so. If such a situation arises, inform us of your situation either through the forums or directly contacting Management. You will be granted Leave of Absence until your return. New pilots cannot apply for Leave of Absence before they complete their training sorties, which must be within 28 days of their admission to the Group.

All pilots not on Leave of Absence are obligated to fly at least once a month.

All pilots should aim to carry out their flights as professionally as possible. As we are in the business of flight *simulation*, we like to take our operations pretty seriously. All effort should be taken to ensure that flights are carried out in a realistic, safe and cost-efficient manner. Dangerous and reckless flying resulting in injured passengers and/or damage to cargo and airframes will not be tolerated as they *permanently* affect the Group's ratings and reputation. Just like you wouldn't crash a real plane, please don't crash our planes too.

Before you can begin flying, you will need the following:

1. Microsoft Flight Simulator, Lockheed Martin Prepar3D or Laminar Research X-Plane
2. Variable axis input device such as controller, joystick, or yoke and rudder pedals
3. FSUIPC interface app for MSFS & P3D, XPUIPC for X-Plane
4. VAFinancials Pilot Client

Please make sure you obtain the FSUIPC version appropriate for your version of MSFS. P3D users may need to run the SimConnect installer at %P3Droot%\redist\Interface\FSX-SP2-XPACK\retail\lib\

Training Flights

All new pilots must complete a series of training flights to certify that they are proficient in handling their aircraft and fit to handle revenue flights. Pilots with excessive infractions must also be recertified with training flights. These are marked with the call sign SQT, and **must not** be flown by regular pilots as they are non-scheduled, non-revenue routes. Additionally, SQTs can be flown on the VATSIM network but a valid callsign (ie. SIA) should be used instead of SQT as it is an internal designation and not internationally recognized. For example, SQT1 SIN-KUL may use the real world callsigns SIA116 or SIA118.

Pilot Ranks

As with any airline, you will progressively move up the ranks as you fly.

Rank Name	Rank Img.	Hours Low	Hours High	OT Hours	Pilot Salary
Second Officer		0.0	50.0	50	300.00
Junior First Officer		50.1	200.0	75	500.00
First Officer		200.1	600.0	100	700.00
Captain		600.1	1200.0	125	900.00
Senior Captain		1200.1	10000.0	150	1300.00

You are given virtual pay and credits after each flight, both of which can be used to **purchase items in the Pilot Center to boost your ratings and pay**. Think of these items as multipliers to your score for every flight. These items have limited lifespans varying from several days up to a month. If you are expecting to fly more during the active period, these items represent a significant boost for yourself and the airline and also improved our ratings as it means our pilots are doing well, so please do it.

Pilot Performance and Bonus Information	Click to collapse / expand		

Penalty / Bonus Description			Penalty / Bonus
Passengers are pleased for a good departure in bad weather.			5.00
Passengers are pleased for a good departure in poor visbility.			5.00
Passengers are pleased for a good arrival in bad weather.			5.00
Passengers are pleased for a good arrival in poor visbility.			5.00
An outstanding landing made your passengers very happy.			5.50
Pilot Rating			**125.50**

Bonus Description	Base Amount	Bonus Percentage	Total Bonus	Final Amount
Pilot Pay	17055.00	0.00	0	17055
Pilot Performance	125.50	8.82	12.48	137.98
Pilot Credits	6761	0.00	0	6761

Access the Pilot Center here: http://www.vafinancials.com/v5/pcenter_login.php

Ratings

Each flight has a base rating of 100. Inflight errors will deduct from that and commendable airmanship will add to that. Your rating at the end of the flight will be multiplied by the bonus from your Pilot Center, which becomes your final rating. This will affect your pilot rating as an average, and your pilot rating will go on to affect the Group's rating which is an average of all our pilots which will then be compared against other virtual airlines. The Chief Pilot inspects the Roster and Flight Logs on a regular basis. Pilots with an average rating of less than 100 will have 60 days from the date of notification to remedy the situation.

The following is an exhaustive list of events that will either positively or negatively affect your rating:

1. Departure in inclement weather
2. Departure in poor visibility
3. Arrival in inclement weather
4. Arrival in poor visibility
5. Gentle touchdown (-300FPM or less)
6. Very gentle touchdown (-200FPM or less)
7. Extremely gentle touchdown (-100FPM or less)
8. Hard touchdown (-500FPM or more)
9. Hard touchdown with fragile or hazardous cargo (-300FPM or more)
10. Extremely hard touchdown (-750FPM or more) – note that this constitutes a crash
11. Fragile or hazardous cargo damaged (bank angle over 30 degrees)
12. Fragile or hazardous cargo damaged (pitch more than +- 20 degrees)
13. Passenger distress (bank angle over 30 degrees)
14. Passenger distress (pitch more than +- 30 degrees)
15. Passenger distress (sustained G-force of over 2.0Gs)
16. Landing gear damage (deployed above 250kts)
17. Flaps damage (deployed above 275kts)
18. Severe flaps damage (deployed above 300kts)

Infractions

Infractions are incidents which result in compromised safety, significant financial or reputational losses to the airline and/or damaged cargo and injured passengers.

1. Exceeding 300kts below 10,000ft
2. Flying a direct GPS route, wildly inappropriate cruise level or cruise speed
3. Flying without any cargo loaded
4. Flying a codeshare flight that duplicates one already served by our own routes ^ on next page
5. Flying a codeshare flight without an aircraft of sufficient capacity* on next page **(zero tolerance)**
6. Aircraft damage due to flaps/gear over-speed
7. Aircraft damage due to hard landing or crash
8. Running out of fuel
9. Excessively low flight rating

Each pilot, with effect from June 1, 2012, will be allowed 3 infractions before he/she is subject to review and recertification. Repeat offenders will be dismissed from the airline. These revised policies are in place to improve our flight safety standards in view of astronomical maintenance and repair costs caused by several high-profile cases of careless or reckless flying. It is in the interest of everyone in the Group that flights are flown to the highest of standards.

If you have any questions regarding flight or fuel planning, please approach any of the staff who will be happy to guide you. It's okay to make mistakes, as long as you learn from them. **In the event of a major technical issue with the simulator that jeopardizes your flight, or a serious error you've made, you are strongly advised to use the *Cancel Flight* function on your Pilot Client.**

Cargo

When starting a flight, you can and must choose what cargo to load your aircraft with. Apart from Singapore Airlines Cargo division, passenger flights also carry freight. Depending on what you load your aircraft with, cargo can be a very lucrative commodity and should be taken seriously. As you spend more time with us you will be offered fragile and hazardous cargo. Revenue from these are significantly higher but extra care has to be taken to ensure that they are not compromised. Cargo are of varying weights and revenue and it is in our interests to load cargo that have an advantageous weight-to-revenue ratio. If you are expecting difficult conditions such as a challenging approach, it is advisable to avoid carrying fragile or hazardous cargo.

Codeshares

^ The Group has codeshare agreements with other virtual airlines which allows you to fly to many more destinations that are not directly served by the Singapore Airlines Group. However, we do not receive the full revenue from codeshare flights even if we are the ones operating it, therefore please do not fly a codeshare flight that duplicates an existing one on our own schedules.

*Such a situation may arise when a codeshare flight calls for an aircraft seating configuration that differs from what we have. Aircraft operating a flight must be able to carry all booked passengers; leaving passengers behind incurs serious penalties for the airline. Although we have several dedicated aircraft on standby with the most common codeshare configurations installed, it is not possible to cover every possible one. **If unable, VAFS will give you a warning prior to starting the flight – do not ignore this.** Management must be informed so that the appropriate configuration can be applied before that route can be flown. The average response time for a reconfiguration request is under 10 minutes via WhatsApp text message and 30 minutes via Facebook message.

With effect from April 23, 2018, codeshare infractions are now a zero-tolerance policy. Any pilot who commits a codeshare infraction will be immediately and permanently banned in addition to having his name and email blacklisted across all our VA partners.

Aircraft

Your aircraft is the most integral part of any flight simulation. Once you are familiar with or have outgrown the basic default aircraft, we recommend investing in at least one quality payware aircraft with highly realistic systems to enhance your flying experience. This should be one that you really like, that you will fly very often, learn thoroughly and achieve complete mastery of its mechanics and systems. This is best done with what's known as "study-level" planes such as those from PMDG and FSLabs. Basically, if you master one of these, you're likely capable of flying the real one as well. If unsure, use any of the Group's communication channels to discuss which option best suits you as there is a lot of incredible payware out there. We have partnered with Aerosoft for discounts on certain products, these will change from time to time so check the forums for more details.

While you are not strictly required to, it is advisable to use an appropriate aircraft for each flight. The tracker will list the aircraft type used for each route. For example, if a flight calls for an Airbus A320 you may replace it with a Boeing 737 because it is of similar size. For pilots who are flying with a flight computer (FMC/CDU) onboard, these are the recommended cost index and cruise speeds for the various aircraft types the Group operates. If unsure, seek advice.

The following are real-world Cost Index figures. Use these on your flights for the best fuel economy.

Aircraft Family	Cost Index	Cruise Speed (Mach)
Airbus A319/320	30	0.78 to 0.79
Airbus A330	60	0.80 to 0.82
Airbus A350	70	0.85 to 0.89
Airbus A380	80	0.84 to 0.86
Boeing 737	30	0.78 to 0.79
Boeing 777-200	65	0.83 to 0.85
Boeing 777-300/300ER	70	0.83 to 0.85
Boeing 747	100	0.84 to 0.89
Boeing 787	65	0.85 to 0.90

Flying Online

The Group has a close partnership with the Virtual Air Traffic Simulation Network (VATSIM). This means that we regularly organize and receive invitations to events on the network. Such events take place at a predetermined date, time and location so that everyone, pilots and controllers alike can congregate for a few hours of highly realistic operations. As a virtual pilot, this will be the closest you can get to a real world pilot's experience. There will be other (real) people flying and there will be certified air traffic controllers guiding you around and about. You will communicate using real-world ICAO phonetics and phraseology and follow real world navigation procedures.

In order to connect to VATSIM you need one of the following:

1. Squawkbox – FS2004/FS9
2. XSquawkbox – X-Plane
3. VPilot – FSX/P3D

A decent microphone is strongly recommended for the full experience, although you may also communicate with air traffic control using text. Upcoming events are announced through all communication channels. Major events will be features on the website's home page. Use http://www.vattastic.net to see who's online and visit the official site https://www.vatsim.net to register an account.

Rewards

Featured Flights, Groupflights and regional events qualify for double hours.

Major international events qualify for triple hours and double pay.

Occasionally, some events will also offer payware prizes for the top pilot(s).

We have to verify flights on the network before bonuses are awarded. In order to more efficiently log your VATSIM activity, you should register for free at http://www.vataware.com. After each event, post in the Events sub-forum a link to your Vataware flight report. Please be patient as verification and sending out bonuses is a manual process, as long as a flight report has been submitted you won't be left out. With the exception of Featured Flights (also known as Flight of The Month), all events should be flown on the VATSIM network. Your event flight should also be tracked by VAFS. Charter schedules or extra slots will be set up before the event so that everyone can fly.

Featured Flights do not need to be verified as they are already tracked by VAFS. Your hours will be manually calculated at the end of the month and credited to your account. Each month's Featured Flights can be found on the website, as will the previous month's top pilot.

Software

Flight simulation can be an intensive endeavor especially if you wish to attain higher levels of realism and fidelity. A large part of the experience is the software; your aircraft, scenery, weather and a myriad of other mods that build upon the base sim. While we can advise on viable freeware alternatives, provide basic technical support, advise on commonly-faced issues with certain products and training for payware airliners (under the Singapore Virtual Flying College), for product-specific issues you are still advised to approach the developers for the fastest and most accurate support.

In addition, the Management does not condone or support software piracy in any form. Questions and issues that have arisen from the use of pirated software will not be entertained.

As follows is a small list of useful utilities and freeware resources:

Weather: https://www.fsrealwx.net (requires registration and login, ignore 20-day notification)

Fuel and flight planning: https://www.simbrief.com (requires registration and login)

AIRAC: http://freenavdbgroup.com/?page_id=228

Posky FB links: https://arealityofmyown.wordpess.com/2010/11/30/project-opensky-has-closed

Airbus: http://www.pafs.wf

FMC: https://sourceforge.net/projects/vasfmc

WSSS charts: https://fpl-1.caasaim.gov.sg/eaip.html

Additionally, our Lounge includes a download section that contains in-house content.

Standard Operating Procedures

The following are procedures for a typical flight. These may vary depending on geography, weather or traffic conditions but is generally a good basis to start with.

1. STARTUP

Prior to starting the VAFS tracker, ensure that your aircraft is parked at an appropriate gate at your departure airport. Your simulator time and weather should be set to replicate real world conditions. Hint: use FSInn's Timesync utility if installed. Use http://everytimezone.com to find out local times around the world. FS9 and FSX have built-in utilities to download real-world weather and there are third-party solutions available as well. Set up your aircraft's payload and fuel carried onboard. You should always fly with an appropriate amount of fuel. Pilots who fly with excessive amounts of fuel reflected in their flight logs will be notified. Some aircraft come with their own realistic fuel and load calculator. Use them. For those without, http://fuelplanner.com is a great place to start.

2. FLIGHTPLAN

Plan your flight. This is an important step. While the built-in flight planner utility does the job of getting you from A to B just fine, it does so using a navigational database that is more than a decade old. Online flight planning utilities rely on up-to-date navaid databases and you should use them. There are also many planning apps that will export flight plans and routes. If you need help updating your database, feel free to ask. Reset your aircraft barometer by pressing 'B' or obtain and apply the current QFE setting from VAFS, charts, METARs or terminal ATIS services. Turn on your **navigation lights** to indicate that the aircraft is being manned.

3. PUSH AND START

Start the VAFS tracker, select your flight and load your cargo. At this point it is advisable but not required to enter an alternate airport. This is the airport you will fly to if there are adverse conditions preventing you from landing at the scheduled destination. Press the Start Flight button. If all goes well you should now see a message stating that VAFS has started tracking and is awaiting engine start. Turn on your **beacon lights** and **wing lights** (if available) to warn ground crew that engines are about to be started. Commence pushback, start your engines, extend flaps to takeoff setting and turn on **taxi lights** after pushback is completed.

4. TAXI TO RUNWAY

Taxi to and hold short of the runway. Check that the autopilot control panel (MCP) is already set to the values that you will require immediately after takeoff; runway heading, airspeed, vertical speed and altitude. Arm the auto throttle but do not engage the autopilot until passing the reduction altitude, typically 1500ft. These are generic instructions for simple airliners. For detailed explanation on how to operate a specific aircraft, read the manual that came with it, post on the forums or approach our staff. Now turn on your **strobe and landing lights**, set your trim if not already done so and line up your aircraft on the runway. Set your TCAS to TFC (Traffic) if available and your **transponder to Mode Charlie**.

5. TAKEOFF

Stop and apply the parking brakes, increase engine N1 to 50%. Check that all engines are stable and equal on the EICAS display, then release the brakes. Once you reach rotation speed, gently pull back on the stick and pull up the aircraft to a maximum of 10 degrees pitch to prevent tail strike especially when heavy, up to 20 degrees once airborne, keeping wings level and maintaining runway heading until reduction altitude. Once you have confirmed positive rate (your aircraft is climbing safely away from the ground) retract the **landing gear** without further delay.

6. CLIMB

Now that you are airborne, watch your speed and heading. Systematically let the autopilot take over to reduce workload and concentrate on other things such as tuning communication radios, flying the SID procedure or adhering to ATC instructions. Retract your flaps incrementally as your pick up speed. Do not exceed 300kts. You are advised to maintain an optimal 275kts to accommodate wind direction changes and turbulence. On passing 10000ft, turn off your **landing, taxi and wing lights**. You can now accelerate to cruising speed while continuing to climb.

Quick physics lesson; as you climb higher, the air becomes thinner and less dense. Understanding this concept is critical to your safe handling of aircraft. As you climb higher your rate of ascent must be gradually reduced to account for this decreasing air density. At the same time, your groundspeed relative to airspeed will increase. It is therefore important to constantly monitor your aircraft if it does not have a VNAV or FLCH feature and decrease the rate of climb to maintain speed and sufficient lift. As you climb higher, the air is also much colder and there is possibility of a frozen pitot tube or wing icing. Monitor the outside air temperature and turn on your pitot heat, window heat and de-icing systems when required.

On passing transition altitude (this can be obtained from SID charts, usually FL180), change your altimeter to Standard Air Pressure (29.92inHg or 1013.25hPa QNH) and continue climbing until your initial cruise altitude. Upon reaching cruise altitude you can now relax. However, stay alert for situations that may arise such as a sudden change in wind direction, frozen pitot tubes (the airspeed reading drops to zero) or wing icing. If ATC has given you a route deviation or if your weather radar detects major thunderstorm cloud formations you may need to fly around it to avoid passenger discomfort, as such it is also necessary to be familiar with how to edit your enroute waypoints with the built-in GPS500 and your aircraft's FMC if available.

On longer flights you will need to step-climb. This is because as you burn fuel the aircraft gets lighter and can fly higher and faster. Some payware aircraft will calculate this for you or even do this automatically. Each step is usually the RVSM minimum of 2000ft or 1000ft on oceanic tracks. If ATC is online, you will need permission to climb, and a **climb rate of at least 500FPM** is expected.

7.   DESCENT

As you approach your destination, you must prepare your decent and approach if not already done so by a flight computer's VNAV function. This is typically 100 to 200nm out. A quick formula to calculate distance to start descent and rate of decent is as follows. You should use them in lieu of an FMC's VNAV.

Top of Descent = 3 x altitude difference in Flight Level (000's)
(e.g. FL400 to 4,000ft MSL = 36 x 3 = start descent 108NM from destination)
Rate of Descent = 5 x Groundspeed (e.g. 500kts x 5 = 2500 FPM Descent Rate)

You must re-check your progress at regular intervals (every 5,000' advised) on the way down and adjust your vertical speed due to air density. Descend too quickly and you have to waste time and fuel crawling to your destination at low altitude. Descend too slowly and you end up too high to make a safe approach. On descending past the local transition altitude, set your altimeter back to the prevailing air pressure by pressing 'B' or setting your destination's QFE. This altimeter setting can be obtained from ATC, VAFS, charts, METARs and terminal ATIS services. Around 11~12000ft, slow to less than 300kts. Again, max 275kts is recommended to account for wind direction changes. On passing 10000ft, turn on your **landing, taxi and wing lights**.

8.   APPROACH

You must now prepare for final approach and landing. This involves slowing even further and deploying flaps to maintain a maximum pitch of 5 to 10 degrees. Remember that beyond 20 degrees of flaps there will be more drag than lift being generated, these, in addition to the landing gear once you are on final approach, will be useful in helping you slow down the aircraft. Deploy speedbrakes if you need to reduce speed more rapidly. Be mindful **not to exceed the speed limits for flaps and gear**, usually stated on a placard near the landing gear lever.

9. FINALS

Once you are on final approach and established on the ILS localizer, arm your **speedbrakes** (spoilers) and **autobrakes**. Slow to your final approach speed, this varies between different aircraft and also depends on aircraft weight at that point in time. Generally you want to maintain a pitch of 0 to 5 degrees with full flaps deployed. This will be in the range of 130kts to 160kts for large airliners. Prepare for go-around by setting the go-around altitude and heading on the MCP. A go-around is essential to the safety of the entire aircraft and is necessary if you are too high, too fast, unstable, not lined up or there is imminent danger such as a runway incursion or wind shear. Go-around procedures are found in the approach plates of all airport charts.

10. LANDING

Upon nearing and establishing visual contact with the runway, you can **disconnect the autopilot when ready** and take full control of the aircraft. **We do not endorse the use of autoland systems** as they often result in hard landings and defeat the point of flying – learn to fly your aircraft. Thrust will still be handled automatically until you **disconnect the autothrottle**. Do this no later than when crossing the inner marker. Failing to do so will, on simpler aircraft, result in thrust being applied even after landing. Take note that in most cases the PAPI/VASI lights become inaccurate as you near the runway threshold and should no longer be used for vertical guidance. You should aim to cross the runway threshold (piano keys) at 50ft and touchdown before the end of the two large white strips straddling the centerline. Maintain a steady descent rate until 20ft, at which point you should reduce thrust to idle and gently flare the aircraft. Overdoing this results in ballooning", whereby the aircraft rises back up into the air. If the "ballooning" exceeds 30ft it is dangerous to attempt to land again and you must execute a go-around. If you "grease" the landing too much and are still not firmly on the ground after the landing zone, you risk running out of runway and must execute a go-around. Runway excursions are detected as excessive G-force when your aircraft ends up in the dirt.

11. TOUCHDOWN

After the main gear is firmly on the ground, immediately engage **reverse thrust** to slow the plane while continuing to track the centerline. Gently lower the nose of the plane and let it settle. Engines must be returned to idle when the plane slows below 80kts to prevent ingestion into the engines the dust or debris blown forward. Once the aircraft has slowed to a safe speed (which varies depending on the angle of your exit taxiway), clear the runway as soon as possible. Disarm the autobrakes once you near taxi speed and **apply taxi thrust**. Failing to do so may bring you to a full stop on the runway which is unprofessional and causes delays in a high traffic situation. After exiting the runway, return flaps to zero, retract the speedbrakes, turn off the **strobe and landing lights**, start the APU and set the **transponder to standby mode**.

12. ARRIVAL

Once you have come to a complete stop at the gate, apply your **parking brakes** and shut down your engines. Turn off your **taxi and beacon lights** and switch aircraft power source to ground power if available. Your passengers can now disembark. When leaving the plane, turn off the **navigation lights**. Congratulations, you have completed your flight. Verify that your flight has submitted correctly in VAFS. In the rare event of a failed submission, manual submission is possible through the forums. Check the appropriate thread for more details. It is not advisable to replay in the simulator before VAFS has shut down; since it constantly tracks your aircraft position, even after landing, replaying may cause problems with your flight log when it thinks you have "landed" a second time.

A friendly tip: after shutting down, do not exit the simulator yet. Go to the File menu (press ALT key if not visible) and save the flight. Give it a title such as "Last Shutdown 777" and tick the "default flight" option. The next time you start the simulator, simply load this flight to go back to the location where you last shut down. Complex aircraft may also need you to separately "Save Panel State". You may also fly multiple flights in one simulator session. In this case, after shutting down, do not quit VAFS or the simulator. Simply start a new flight in VAFS and begin preparing for the next leg. Again, please do not run replay functions as long as the tracker is connected.

If you would like to discuss something or have screenshots and stories you'd like to share with us we welcome you to do so via any of our communication channels. Thank you for taking the time to read this manual and for choosing to fly with Singapore Airlines, a member of Star Alliance.

www.singaporevirtualairlines.org

SINGAPORE VIRTUAL
AIRLINES GROUP
Sharing a great way to fly