



# Virtual Blue1

## Regulations

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# 1. Overview

## 1.1. Regulations

All pilots joining and flying for Virtual Blue1 must agree to abide by the company rules and regulations. All members must be familiar with the content of this document before starting their career with us. The administration reserves the right to change these regulations at any time. All members should pay attention to the company website where any changes / updates will be announced.

## 1.2. Introduction to Virtual Blue1

Virtual Blue1 is a virtual airline, established in 2007 (AOC / permissions received from Blue1 in 2006). The company's operations were stopped in the summer of 2008 due to technical problems with flight logging. Virtual Blue1 re-opened in the autumn of 2009 with a new website and upgraded pilot services.

Our company operates primarily as a virtual mirror of the real world airline Blue1, operating on their routes within Finland, to Scandinavia and to several other European destinations using the same aircraft as are used in real life. In the autumn of 2010, Blue1 began a major fleet renewal and at Virtual Blue1 we changed our fleet accordingly. Blue1 received nine Boeing 717-200 aircraft, which initially replaced the MD90-30 aircraft and then also the RJ85 aircraft, which left as their leasing agreements came to an end during 2011. In November 2012, Blue1 was merged with the parent company SAS, and the fleet was reduced to just the nine Boeing 717-200 aircraft. In 2014 it was announced that the 717 fleet would be replaced by Boeing 737-700 aircraft from SAS, and that this would effectively mark the end of the Blue1 branding since aircraft would be in SAS colours and operate under SAS callsigns.

Due to the dramatic reduction in fleet aircraft and routes, Virtual Blue1 decided to become more 'virtual' and move away from the real operations of Blue1. The current operations contain flights from the 2009-2011 Blue1 timetables as well as a few extra routes that we have invented. Until their departure from the fleet, we will also maintain SAS operated routes for 717-200 and ATR aircraft which are operated with SK flight numbers and SAS callsigns as they now are in reality. Timetables for these flights are, however, no longer maintained to be current with real airline operations.

The current Virtual Blue1 fleet comprises nine 717-200 aircraft, two ATR72-500 (operated by Golden Air Flyg), seven British Aerospace Avro RJ85, one Bombardier CRJ700ER and two British Aerospace Avro RJ1HQT (these last two being entirely fictional). Our main hub is Helsinki-Vantaa airport, where we normally use gates 12-20 (and sometimes 32-34). We also operate many flights from our 'focus airports', Stockholm Arlanda and Copenhagen Kastrup.

Virtual Blue1 operates and uses logos and names with permission of Blue1. Our normal operations and company business are conducted in Finnish. However, there are English translations of the website and most of our pilot's materials and we are happy to provide support in either language.

### 1.3. Aircraft Type Materials

When applying to become a pilot with us, you must choose which aircraft type you wish to fly – Boeing 717-200, ATR 72-500, CRJ700ER, Avro RJ85 or Avro RJ1HQT. After the basic training course, every new pilot must complete type training on their aircraft type. Currently there are only limited training materials for the CRJ700ER and Avro RJ1HQT. Before starting operations with us, each new pilot must go through the training courses, which are described in detail in the next section.

### 1.4. Belonging to other virtual airlines

Virtual Blue1 pilots may not normally be active in other virtual airlines without special permission from the administration which must be requested as soon as possible where it becomes relevant. While it is not guaranteed, permission will usually be granted as long as the pilot remains active with us.

### 1.5. Materials

Virtual Blue1 materials and documents must never be distributed outside of the company. This restriction also applies to the content of the Pilot's Area of the website web pages and members contact details.

Failure to comply with this rule will result in immediate expulsion from Virtual Blue1 and removal of pilot privileges.

## 2. Training

### 2.1. Basic Training

All Virtual Blue1 pilots complete a basic training course before they can proceed to type training and regular scheduled service. The Basic Training comprises a theory course, after which the pilot must fly a series of practice flights in the Beechcraft King Air 350 aircraft. The pilots finally must fly a short flight exam (and submit a flight video to the training department) after which they will be able to take the theory exam before moving on to type training. The Basic Training also introduces the Virtual Blue1 PIREP system.

When both exams have been completed, the pilot may proceed to type training. If a new pilot is already very experienced and also knows how the PIREP system operates, they may be able to proceed to the type training without completing all parts of the Basic Training course (they must still complete the theory exam). Permission may be requested from the administration.

### 2.2. Type Training

All Virtual Blue1 pilots must complete a type training course on their chosen aircraft type. The course consists of a number of set practice flights in which pilots familiarise themselves with the aircraft. The type training materials are prepared by the aircraft type fleet administrator, and are adapted from real procedures for flight simulator use. Once type training is completed, the pilot may proceed to service on Virtual Blue1's scheduled flights.

Until further notice, CRJ700ER pilots should use type training flights from the 717-200, replacing the third number in the flight codes with 5 eg. KF983x = KF985x. RJ1HQT pilots with type rating on the RJ85 need complete no further type training.

### 2.3. Online Training

Virtual Blue1 does not currently have an official online training course. However, informal training is offered and some limited training materials are available. Members wishing more formal training may contact IVAO Finland' training department or the equivalent on the VATSIM Vacc Finland division. Pilot's may choose to fly on either (or both) network.

### 2.4. Training Development

Virtual Blue1 will seek to develop the training system constantly. As a result, we ask pilots to actively send suggestions for improvements and / or questions regarding the level of training provided. Feedback can be sent to the training department.

### 2.5. Further Training

Virtual Blue1 offers opportunities for interested pilots to received additional training. Many more in-depth type training or aircraft many manuals are available in English. In addition, further training may be arranged tailored to the pilot's needs.

## 3. Simulators and Add-Ons

### 3.1. Supported Simulators

Virtual Blue1 provides full support for Microsoft Flight Simulator FS2004 and FSX, as well as X-Plane by Laminar Research. Although untested, our systems should also work with P3D, but this is not currently supported. Older simulator versions are not supported, but materials / software may still work. Other simulators are not supported and are not compatible with our software.

### 3.2. Use of Add-Ons

Virtual Blue1 does not restrict the use of Add-On software on our flights. Aircraft, repaints and panels can be found in our file library. You do not have to use these, but these files have been tested on both Microsoft Flight Simulator series and should thus function correctly. However, if a problem occurs, please contact the administration.

FSAcars is a system that allows flight time, PIREPs, to be recorded and statistics to be logged to an online database on our website. FSAcars is a freeware program which must be installed before flying Virtual Blue1 flights. In some cases, especially when X-Plane is used, FSAcars logging is not possible, and in this situation, we also allow the use of XAcars which is similar to FSAcars but is more stable while nearly the same level of flight data logging. Further details of FSAcars and XAcars can be found in a later section of this document.

## 4. Contact

### 4.1. Contacting the Administration

The staff can always be contacted via e-mail, and we try to respond as soon as possible. Addresses are of the form `firstname.surname@blue1va.net`. Staff members may offer other methods of contact (for example, a mobile phone number) at their own discretion. The discussion forum is also a good place to ask for information.

### 4.2. Contacting Pilots

Virtual Blue1 pilots e-mail addresses are stored on a secure database and will not be given to third parties. They are only available to Virtual Blue1 staff. If your e-mail address (or any other detail) changes, please contact us as soon as possible or change it using the self-service form on the website.

### 4.3. Discussion Forums

Virtual Blue1 offers its members a forum on the company website. This is also open to outsiders. We will use the forum as a primary method of posting announcements. The forum also contains sections which are accessible only by registered pilots and also a section only for the administration. For this reason, new pilots must notify the forum administrator with their forum ID, so the pilot will have the opportunity to use the restricted section. We also request that pilots use the same email address to register on the forum and to join the virtual airline, allowing changing of forum permissions in an automated way.

### 4.4. Internal News and Announcements system and the Pilot's Representative

The company publishes its own internal news bulletins, information relevant to Virtual Blue1 members, on the Pilot's Area front page (as well as the forums).

Our company has a Pilot's Representative on the administration staff, Currently Pekka Vuori. His job is to be a first point of contact for pilot feedback or improvement proposals.

## 5. Flying for Virtual Blue1

### 5.1. Flight Rosters

Every active pilot receives a monthly flight roster which can be found through the link in the Ops page. The list is marked with all the flights next month. Rosters are produced by an automated system from the timetable database, maintained by Geoff Cooper.

Flight rosters always contain seven round trips, which taken randomly from the Virtual Blue1 schedules. Pilot's flying on more than one aircraft type will receive one list of flights for each aircraft. The lists are always valid for the current month, beginning on the first day and ending on the last. On the first day of every month, the automated system will create new rosters. Flights on the roster must be flown at the indicated time / date (in the simulator) when operated offline. For online flight, you must operate the flights in 'real time' so that the conditions experienced by other pilots and air traffic controllers are the same as those in your simulator. If you have enough time to fly all the flights on your roster before the end of the month, you can contact Geoff and he will build a new roster for you. If you find errors in the flight rosters, or new rosters do not appear automatically on the website on the change of the month, please contact the timetable administration.

#### 5.1.1. Other Flights

Pilots are not obliged to fly only the routes indicated on their roster. In addition to the monthly rosters, Virtual Blue offers the possibility of searching flights directly from our online database. You may choose to let the system choose a random flight for you or you can peruse the whole timetable for each aircraft type / day of the week. This means that you can always find a suitable flight to suite the time you have available. This is especially useful for picking flights for operating online, there 'real time' must be used. Pilots must, however, fly the correct aircraft type for a given route and may not operate an aircraft for which they are not authorised. In addition, any flights operated under callsigns not found in the timetable database will be subject to an additional check before being allowed.

#### 5.1.2. Online Flying

If a pilot wants to fly their flights online, it is entirely possible and indeed encouraged. In this case, the pilot can use the online database to find a flight at a suitable time. Flights should be operated as normal, and logged using FSAcars (or XAcars).

When IVAO (or VATSIM) organize specific events where many pilots fly from one origin to the same destination, flight events from point A to point B, it is possible that several flights Virtual Blue1 with the same callsign to exist simultaneously. This is obviously a problem and so in this situation, the pilot should use their pilot number as their callsign within the online network (the normal flight callsign should still be used in FSAcars). Callsigns would thus be of the form BLFXXXA (outbound flight) and BLFXXXB (return flight), where XXX would be replaced by the pilot's own pilot number. **In all other circumstances, the normal flight callsign should be used.** The normal callsign MUST always be used in FSAcars because otherwise the flight route will not be recognised!

When filing the online flightplan, we ask all pilots to include "OPR/VIRTUAL BLUE1" in

their remarks field as this helps to advertise us to the outside world..

## 5.2. Flying more than one Aircraft Type

If a pilot is very active, they have the opportunity to ask permission to fly two (or even a maximum of three) of our aircraft types. This is at the discretion of the administration and pilots with less than 20 hours logged flight time with their current type should not apply.

If the pilot is permitted to fly a second aircraft type, they will be placed in type training for that type and must fly the type training flights before being allowed to operate scheduled routes. The flight rosters for these pilots will contain one page per type.

Very active pilots who already have three aircraft types but wish to try a different one will be asked to choose which aircraft type to drop from their list. They will then be allowed to start type training on their new aircraft. If the pilot then wishes at a later date to change back to a previous aircraft type, this will be allowed and the requirement to repeat type training will be at the discretion of the administration.

These privileges may be withdrawn if the pilots becomes less active, and the pilot will be asked which aircraft type they wish to fly.

## 5.3. Operating of Flights

Naturally, the aim is to fly all the flights on the monthly roster. However, if a pilot is unable to fly any flights at all, they must inform the administrators.

All pilots must log at least one flight every two months in order to remain active. Breaks and periods of inactivity are allowed, but the administration must be informed in advance. If this does not happen, the administration can deactivate the pilot without consultation. In general, if a pilot has logged some flight hours, but is then not active for more than two months, then they will be moved onto the inactive pilots list. They can make themselves active again by logging a flight as normal. If a pilot remains on the inactive list for more than one year or does not log any flights within two months of joining, they will be retired automatically. Retired pilots are welcome to re-join when we have a pilot recruiting and will be reassigned their previous pilot number where possible. Inactive pilots will not have flight roster updates or online logging privileges.

When flying offline, flights must be operated at the correct times / dates as per the flight roster / timetable. All published times will be UTC time. For online flights, deviations from this are allowed (see Section 5.1.2.)

Flights must be flown in real time, i.e. the 'simulation rate' feature must never be used. The 'slew' and 'pause' functions also should not be used while flight logging is active. Use of these features is recorded in the flight log and if a pilot is found to be breaking these rules, they will be fired from the company immediately.

Flights that are not found in the timetable database will require additional approval before they are logged to the database. More in section 5.5.

### 5.3.1 Callsigns and Flight Numbers

The following callsigns should be used by Virtual Blue1 pilots, depending on the type of flight.

Normal timetable and all other non-SAS roster flights, including any training or events:

IATA flight number prefix :	KF
ICAO flight number prefix :	BLF
Callsign :	BLUEFIN

All SAS flights (timetable or roster for B712 or AT75 pilots):

IATA flight number prefix :	SK
ICAO flight number prefix :	SAS
Callsign :	SCANDINAVIAN

When flights are operated using the dispatcher system with FSACars, these codes should be automatically filled in when the flight data is retrieved from the system. When the dispatcher is not used, or the flight is logged with XAcars or the manual form, the codes must be added manually. Please read the guide for the respective software for details.

### 5.4. Logging of Flights

When they are enrolled in Virtual Blue1, each pilot receives their own three digit pilot number. This number is always used in FSACars (or XAcars) for logging flying hours, and in many other sections of the website and database.

Each pilot must download the BLFXXX\_Log.xls file (it is included in the New Pilot's Pack), and change the XXX for their own pilot number. This spreadsheet works as a personal pilot's log book and as a backup in case the online systems should fail. The log book must always be kept up to date and can be requested at any time by your Fleet Administrator.

If the pilot does not have Microsoft Office Excel, they can also open the logbook using Open Office Calculator (a free program). The log book also works perfectly with this program. However, if a problem occurs, please contact the administration.

### 5.5. Errors in Flight Data

Virtual Blue1 checks all flights that are logged to the database for errors or unauthorised aircraft usage. Pilots may not fly scheduled flights with aircraft for which they are not authorised / have not completed type training. Flights that are not found in the timetable database will not be allowed. Use of aircraft that are not found in the fleet listing is also not allowed – if you make a mistake with this, the system will automatically file your flight for the fleet aircraft that most closely matches your entry. When a flight log is submitted where there is a discrepancy, the flight will not be filed to the normal database but will be stored separately until it can be checked by the administration. They will then either deny or approve the flight, making any necessary modifications to the log when they do so. Pilots will be informed by email the reasons for any changes to their log. In most circumstances, some small changes will be needed and the flight will be approved. Pilots using the dispatcher system correctly can easily avoid any such errors, since any flight already

processed by the dispatcher and sent directly to FSACars (or XAcars) will already have been validated.

Please note that all training flights with callsigns starting 'BLF99', as well as some special event flights, will automatically be sent for administrative approval. This is normal and is to allow the training department to check the flight details.

## 5.6. FSACars and XAcars

Virtual Blue1 uses the free program FSACars to log all company flights. For more information about the program, please read the FSACars Guide which is a downloadable on the files page. Each pilot must read the instructions carefully, because otherwise the program may not behave correctly, if not installed correctly! Report any problems relating to maintenance of FSACars. We will work to correct any problems as quickly as possible.

Flight data will appear automatically on the company's database via FSACars and pilot's flight hours are calculated. At the same time, the front page will show a live list of ongoing flights.

We prefer FSACars for logging of all company flights but we understand that for some users there will be difficulties, especially for X-Plane users. When FSACars is not compatible with your system, we ask that you try to use XAcars instead. If after trying both, there are still problems, there is a manual PIREP submission system, but this is only used as a last resort.

Virtual Blue1 offers the alternative flight logging programme XAcars for those pilots who cannot use FSACars, either due to incompatibility with their operating system or because they use X-Plane. XAcars works in a similar way to FSACars and logs much of the same data. However, there are some disadvantages such as only being able to record real (rather than sim) time and not being able to record landing speeds or give good time-to-destination estimates. For those pilots wishing to use XAcars, there is a comprehensive guide available on the site. Each pilot must read the instructions carefully and must be aware that the use of XAcars is somewhat different to that of FSACars.

## 5.7. Dispatcher System

Virtual Blue1 offers a 'Flight Dispatcher System' for our scheduled flights. This comprises a system which calculates / searches the required details for the flight and makes them available to the pilot in their personal details page of the website and also integrates into FSACars / XAcars. Links are provided on flight rosters and timetables to send flights into the dispatch system. When a flight is sent to the dispatcher, the system calculates and stores the following details for the pilot and stores them (each pilot can only have one active booking at any time):

- **Route** (local database - other routes may be used)
- **Recommended cruise altitude** (based on the aircraft weight and the estimated flight distance)
- **Fuel requirements** (based on normal conditions and may include fuel for return leg of flight)
- **Alternate airport** (the nearest alternative Blue1 destination – you may use other alternates if you wish)
- **Estimated Enroute Time (EET)**
- **PAX and Cargo loads** (randomly generated payloads for your flight)
- **Aircraft loadings** (ready to either add to the aircraft.cfg file manually or enter into the load manager)

- **Weather** (latest METAR and TAF data from the NOAA servers)

Flight Simulator .pln files and Flight Progress Cards (and Takeoff Performance Calculations for the 717-200) are also available for download through the dispatcher. All details provided by the dispatcher are to be used at pilot's discretion for scheduled flights. If you have other / better methods or software for planning your flights, you are welcome to use them instead. When dispatch details are sent for event flights, please use these rather than generating your own. If there are problems with this, contact the VA staff.

## 5.8. FSACars Problems

The entire Virtual Blue1 site (and its databases) is built around FSACars (and to some extent XAcars). When pilots have problems with FSACars, the first response is always to try and fix it, so that they can use the program. Next we try to get them using XAcars, which seems to be more stable but provides less data. However, when all attempts fail and live Acars recording cannot be used, there is a manual PIREP-form in the Pilot's Area of the site. If a pilot needs to submit their PIREPs via the form, they must contact the administrators, in order to obtain the necessary permissions to access this service.

## 6. Aircraft Type Changes

### 6.1. Changes and Promotion

Blue1's aircraft type changes for pilots are based on the company's needs. In practice, Virtual Blue1 pilots may move from one aircraft type to another at any time. However, pilots are expected to fly at least 50 flight hours on their chosen aircraft type before requesting a transfer. Changes should not be requested without good reason, but in most cases, the request will be considered. Pilots transitioning to a new aircraft type are expected to complete type training on their new type before operating scheduled flights – in fact any other flights on that type will be rejected until type training is completed and approved. Flight hours are transferable between types.

Virtual Blue1 pilots are ranked according (mainly) to their flight hours as follows:

- **Training** Basic and Type Training in progress. Less than 4h logged flight time.
- **First Officer** Basic and Type Training completed and more than 4h logged flight time.
- **Senior First Officer** More than 250h as First Officer and administrative approval.
- **Captain** More than 500h as First Officer, 300h in type and administrative approval.

The initial promotion to First Officer will only be approved when type training flights have been demonstrated to a suitable standard.

Promotions to Senior First Officer or Captain are at the discretion of the administration. For the higher promotions, we also prefer that pilots have flown at least ten percent of their logged time online.

## 7. Offers from Software Partners

Virtual Blue1 has joined with Aerosoft GmbH under their new Virtual Airline Offers system, which allows our pilots (limited to members with over 50h flying time logged) a special discount on certain Aerosoft products. The range of products can be viewed on the Aerosoft site at <http://www.aerosoft.com/shop-re/home1.html>.