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Pilot Rank

We use a combination of required **hours** *and* **points** to determine *and* award Rank.

In order to be promoted to the next **Rank**, you must meet **both** of the requirements noted below for minimum *hours* **and** *minimum* points.

Rank

Rank	Title	Insignia	Minimum Hours	Minimum Points	Pay Rate (Hourly)
Flight Student		0	0	$15.00
First Officer		25	300	$35.00
Senior First Officer		75	900	$45.00
Captain		100	1,200	$65.00
Flight Captain		300	3,600	$85.00
Senior Flight Captain		500	6,000	$105.00
Chief Pilot I		1,000	12,000	$115.00
Chief Pilot II		2,500	30,000	$135.00
Chief Pilot III		5,000	60,000	$165.00
Senior Chief Pilot I		7,500	90,000	$192.00
Senior Chief Pilot II		10,000	120,000	$225.00
Senior Pilot Emeritus		15,000	180,000	$255.00

Points

Points are awarded for each completed flight receiving an 'Approved' designation.

The number of points you earn will depend on several factors – as you can see from the categories and points awards in the chart below.

Category	Points
Completed Flight	**+5**
Per Hour of Flight	**+1**
Per 50 Nautical Miles of Flight	**+1**
Completed 20-Minute Pre-Flight	**+3**
Flaps Position Set – Takeoff	**+1**
Flaps Position Set – Landing	**+1**
Exceed 250kts under 10,000 ft for *more than* 2 minutes *Only applicable when aircraft MTOW is **less than** 300,000lbs (136,077kgs).*	**-5**
Overspeed *Only deducted once regardless of number of instances of overspeeding*	**-2**
Time Compression A 15% penalty will be assessed against the total number of points earned for that flight. **EXAMPLE:** *46 points earned – 7 point penalty (.15 × 46) = 39 points awarded.*	
Bonus Multiplier The bonus multiplier helps equalize flights in all Fleet aircraft regardless of distance flown and/or cruising speed by using a proprietary algorithm and applying it to those with cruise speeds of 250kts or less *and* cruise speeds between 251kts and 400kts.	
Pilots Hub Airport You departed from or arrived at your Hub airport.	**+5**
Landing Rates (Aircraft MTOW < 12,500lb)	
-800 fpm to -701 fpm	**-8**

-700 fpm to -601 fpm	-6
-600 fpm to -501 fpm	-4
-500 fpm to -401 fpm	-2
-400 fpm to -300 fpm	+1
-300 fpm to -201 fpm	+2
-200 fpm to -101 fpm	+4
-100 fpm to 0 fpm	+5
-150 fpm	+100
Landing Rates (Aircraft MTOW > 12,500lb)	
-800 fpm to -701 fpm	-4
-700 fpm to -601 fpm	-2
-600 fpm to -501 fpm	+1
-500 fpm to -401 fpm	+2
-400 fpm to -301 fpm	+4
-300 fpm to -101 fpm	+5
-100 fpm to 0 fpm	+2
-150 fpm	+100

Here are some examples illustrating how these category points factor into each flight.

1	2	3

## Card 1

FLIGHT INFORMATION

A21N AIRCRAFT
08:38 FLIGHT TIME
3,254 nm DISTANCE FLOWN
-118 fpm LANDING RATE
88 AWARDED POINTS

POINTS

5 COMPLETED FLIGHT
8 8 HOUR FLIGHT TIME
65 3254 NM FLOWN
5 -118 FPM LANDING RATE
3 COMPLETED 20 MINUTE PREFLIGHT
1 FLAPS SET FOR TAKEOFF
1 FLAPS SET FOR LANDING

Card 2

FLIGHT INFORMATION

BE35 AIRCRAFT
00:19 FLIGHT TIME
25 nm DISTANCE FLOWN
-181 fpm LANDING RATE
15 AWARDED POINTS

POINTS

5 COMPLETED FLIGHT
5 -181 FPM LANDING RATE
1 FLAPS SET FOR TAKEOFF
1 FLAPS SET FOR LANDING
3 BONUS MULTIPLIER ℹ

Card 3

FLIGHT INFORMATION

E55P AIRCRAFT
03:30 FLIGHT TIME
1,271 nm DISTANCE FLOWN
-32 fpm LANDING RATE
44 AWARDED POINTS

POINTS

5 COMPLETED FLIGHT
3 3 HOUR FLIGHT TIME
25 1271 NM FLOWN
5 PILOT'S HUB AIRPORT
2 -32 FPM LANDING RATE
3 COMPLETED 20 MINUTE PREFLIGHT
1 FLAPS SET FOR TAKEOFF

Flight Classification

A completed flight is classified as being **Approved**, **Rejected** or **Diverted**.

> *A flight is classified as being Completed when it was:*
> *(1) flown from a departure airport to an arrival airport, and,*
> *(2) documented by our ACARS-based Flight Data System.*

> *The Company's Landing Rate Standard is -800 fpm or softer.*

Approved	Rejected	Diverted
✔	✖	⚠

The criteria used to make that decision is as follows.

Approved	Rejected	Diverted

The criteria for an **Approved** flight are:

- You completed a flight from your planned *departure* airport to your planned *arrival* airport; and,

- The Company's *Landing Rate Standard – a landing rate equal to or softer than -800 fpm* was **achieved**.

All points, flight hours and pay are awarded.

The PIREP is posted to your Logbook as being Completed | **Approved**.

The criteria for a **Rejected** flight are:

- The Company's *Landing Rate Standard – a landing rate equal to or softer than -800 fpm* was **exceeded**; and/or,

- Your flight time was 00:00 hours (prematurelanding); and/or,

- You used more fuel than you left the airport with(in-flight refueling)

- You did **not** fly with a *Walker Air Transport* livery. (Patreon program members excluded)
- You used slew mode while not on the ground

No points, flight hours or pay are awarded.

The PIREP is posted to the your Logbook as being Completed | **Rejected**.

The criteria for a **Diverted** flight are:

- You completed a flight from your planned *departure* airport to an *unplanned arrival* airport; and,

- The Company's *Landing Rate Standard – a landing rate equal to or softer than -800 fpm* was **achieved**.

All points, flight hours and pay are awarded.

> *If this occurs when flying a* ***Tour*** *leg, you will* ***not*** *be advanced to the next leg. The leg will have to be reflown.*

The PIREP is posted to your Logbook as being Completed | **Diverted**.

If you think your flight was categorized incorrectly or you'd like to ask a question about it, submit a **Help Ticket**.

Flight Logs

You will only receive credit for a completed flight by using our automated, ACARS-based *Flight Data System*.

Manual PIREPS are not are permitted. ***No exceptions.***

Departure & Arrival Times

Scheduled flight times shown in *Crew Ops* are displayed in UTC. This is simulator time, **not** real-world time.

While **not** mandated, we still encourage you to fly those scheduled times within your simulator.

In summary – if a flight departs at 1600 UTC, you do **not** have to fly it at the real-world time of 1600 UTC.

Pausing Your Sim

As long as you're flying offline and don't do anything to interrupt the operation of ACARS, you may pause your flight and resume it at any time afterwards *without* penalty.

If you're flying online in a simulated, real-world environment, though, the Controllers at *IVAO*, *PilotEdge* and *VATSIM* will **not** likely be as accommodating. They typically do **not** allow flights to be paused.

Time Compression

Time compression – changing the simulation rate during a flight – **is** permitted as often as desired; however, a 15% penalty will be assessed against the total number of points earned for that flight if its use is detected by ACARS.

EXAMPLE: *53 points earned – 8 point penalty (.15 × 53) = 45 points awarded.*

*Time Compression is **not** permitted on any **Tour** flight.*
*If you changed the simulation rate in any way during the flight and submit a PIREP, you'll be required to re-fly that leg in order to advance in the **Tour**.*

Diversions & Emergencies

If you experience an in-flight emergency, or you simply *have* to divert to another airport, treat it as a real life experience.

You may find the information below helpful in your recovery planning.

Worldwide Persistence	If You Stop ACARS and Submit PIREP	If You Do Not Stop ACARS
Divert to Departure Airport		
Cancel your flight and re-start it.		
Divert to Any Other Airport		
Disabled	Your flight will be classified as **Diverted**. The Starting point for the next flight: • **Cargo** *and* **Scheduled** flights: The nearest airport to where you landed having Cargo and/or Scheduled flights. If, however, the airport at which you landed *has* those flights available, you'll remain there. • **Charter** flights: Pilot discretion. The flight's hours, distance and points will be calculated from your Departure airport to *this* airport – **not** the Arrival airport noted in your Bid. **EXAMPLE:** *If you fly from KJAX to KDAL and land at KATL, you'll only get hours, distance and points for KJAX to KATL.*	**For Aircraft with *Autosave*** Settle what needs to be done, restart the SIM and continue to your planned **Arrival** airport. ACARS will reacquire your simulator and continue pushing data to our *Flight Data System*. Based upon your landing rate and flight duration, the flight will be classified as either **Approved** or **Rejected**. The Starting point for the next flight: • **Cargo** and **Scheduled** flights: The planned **Arrival** airport. • *Charter* flights: Pilot discretion. **For Aircraft without *Autosave*** Cancel your flight and re-start it.

Enabled	Your flight will be classified as **Diverted.** The Starting point for the next flight: **Cargo**, **Charter** *and* **Scheduled** flights: The airport to which you diverted. **EXAMPLE:** *If you fly from KJAX to KDAL and land at KATL, the departure airport for your next flight will be KATL.*	

Once you arrive at your final destination and land, take a moment to review the **Flight Log** to ensure its entries appear to be normal *and* logically sequenced.

If Log Entries appear...	Action Step
Normal	Submit the PIREP. As noted above, if your landing has **not** exceeded the Company's *Landing Rate Standard* and meets all other **flight-related criteria**, it'll be automatically approved.
Not Normal	Click **Cancel**. ***Manual PIREPS are not allowed under any conditions.***

PIREP REVIEWS: *We certainly sympathize with you if something appears abnormal in your PIREP. However, we do not have any control over the operation and functionality of your computer, the stability of your flight simulator and addons, the performance of your Internet connection or any other operational factors affecting how data is collected and transmitted to us. As a result, we must trust the data your flight simulator generates and transmits to us via ACARS to be an accurate representation of what occurred during your flight. After that transmission occurs, we do not have the ability to change or alter any flight data nor will we ever do so.*

Afterwards, if you review the PIREP *and* flight tracker **Map**, you'll see you landed at an interim airport and subsequently continued on to your final destination.

If you experience difficulties with this process or *ACARS,* submit a **Help Ticket** for assistance.

Make it a habit to check your Flight Log immediately before and after takeoff – and regularly throughout your flight – in order to avoid time-wasting instances like this resulting in rejected PIREPS.

Sim Crashes

If entries in your **Flight Log** file are determined to be improperly sequenced as a result of a SIM crash, the PIREP will be removed from your **Logbook**.

Manual changes cannot and will not be made.

PIREP Flight Time 00:00 Entry

If you see a **Flight Time 00:00** entry in your PIREP, then, to ACARS, it means you triggered a landing *before* you took off.

It can happen in a number of ways while flight logging is taking place – for instance, by moving the plane or rolling across bad airport mesh during your taxi to the runway or on takeoff.

If you see this entry, the PIREP will be automatically **rejected**.

Manual changes cannot and will not be made.

'The Flight May Now Be Ended' Line Entry In ACARS

It's wise to monitor your **Flight Log** periodically throughout your flight to ensure its data is being logged/recorded *and* transmitted correctly.

If, at any time *before* you land and taxi to a stop at the end of your flight, you see the entry below in your **Flight Log**, your PIREP will be **Rejected**.

[xx:xx:xx] The flight may now be ended

No hours, distance or points will be awarded – and we will not be able to fix it.

Unlimited Fuel

The use of *unlimited fuel* – a PIREP indicating no fuel was consumed during a flight – is **not** permitted.

If the use of unlimited fuel is detected, your PIREP will be **Rejected**.

No hours, distance or points will be awarded – and we will not fix it.

Mid-Air Refueling

The use of *mid-air refueling* – manually adding fuel to your aircraft while in flight to extend its range – is **not** permitted.

If the use of mid-air refueling is detected, your PIREP will be **Rejected**.

No hours, distance or points will be awarded – and we will not fix it.

Enroute Fueling

The use of *enroute refueling* – landing at an airport not noted in your Bid and refueling to extend the range of your aircraft – is **not** permitted.

You will be required to submit your flight and it will be treated as a diverted flight. You can read more about the diversion system by clicking here.

> *smartCARS 3 and FlightTrackerXP does not support the ability to conduct enroute refueling and is the reason we do not allow it. You will be forced to submit your flight by the application.*

Aircraft Substitutions

Our flight modules are built in a way substituting aircraft isn't necessary. We do **not**, therefore, accept substitutions.

If a PIREP documents a *different* aircraft than what was initially selected for the flight *after* ACARS was started, it will be **Rejected**.

No exceptions.

Virtual Money

When you complete a flight and it's **Approved**, you're compensated in virtual currency – what's referred to as our *Virtual Money*. The amount you make per hour – and subsequently, for each *completed* flight – depends on the Pilot Rank you hold.

Your *Virtual Money* can be used for:

1	2	3
Purchasing Jumpseat Tickets when you wish to move from one location to another for **Cargo** and **Scheduled** flights. Purchasing a Jumpseat for **Charter** flights if *Worldwide Persistence* is **Enabled**.	Changing your **Home**.	Re-Flying a **Tour** you've already completed.

Any virtual money you earn with us has no real world value. As such, it can't be redeemed, exchanged or otherwise used.

IVAO, PilotEdge & VATSIM

While we do **not** require you to fly online, it's strongly encouraged. To assist you in doing so, we've partnered with *PilotEdge* and *VATSIM*.

> You can fly on the IVAO network, however Walker Air Transport is not partnered with this company nor will we be due to their unnecessary requirements.

Whenever flying online, enter the following information in the remarks section of your pre-file.

CALLSIGN = WALKER // VISIT US AT HTTPS://WALKERAIR.US

Unlike other Virtual Airlines, when flying for us, your Callsign will *always* be your *Walker Air Transport Pilot ID*.

EXAMPLE: *If your Company-assigned Pilot ID is WAT 300...*	
Your call sign is **WAT300**.	*Depending on your Region of the world, when making radio calls, you say* **Walker 300** *or* **Walker Three Hundred** *or* **Walker Three-Zero-Zero**

And a final note...

When using any of these online networks *and* the WAT Callsign, you're considered a Company Ambassador. As such, *at all times*, you're expected to:

- be professional;
- be courteous and respectful of others;
- exercise good judgment; and,
- engage in behavior that could **not** be interpreted as being argumentative or disruptive.

Additionally, in order to maintain a sense of professionalism, general chat with other Company Pilots while flying online should only be conducted on our *Discord*, **not** on an active network frequency.

If, at any time, we learn about a Pilot's questionable or disruptive behavior while flying on an online network, the matter will be fully investigated and, if deemed appropriate, they'll be formally disciplined.

Usage of Slew Mode

Use of **slew mode** while on the ground to adjust your parking position or whatever purpose you need it to be is allowed. Other usage of slew mode will lead to your PIREP being immediately rejected.

*Unlike **time compression, slew mode** is not allowed in flight for all flights, regardless if tour or not.*