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Pilot Rank

Rank

Walker Air Transport utilizes the smartCARS 3 (Windows/MacOS/Linux) or FlightTrackerXP (Mac) ACARS systems and the company’s proprietary, fully-automated *Flight Data System (FDS)* to log data produced and transmitted to us by your Simulator.

Once you’ve completed your flight and submitted the PIREP, our *FDS* goes to work reviewing it and making a decision on its acceptability. And it’s all done very quickly. Within seconds, you’ll have all of your flight’s data to review, including, though not limited to, these major items:



1	2	3	4	5	6
Aircraft Type Flown	Flight Time	Flight Distance	Landing Rate	Points Awarded	Flight Status (Approved; Rejected; Diverted)












We're pleased and excited to have this system in place because we think it:

- adds more value to the total experience; and,
- by analyzing their performance and applying what they learn from it, our Pilots are challenged to continually improve their flying skills and proficiency.

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

Hours and points do not reset on promotion. They carry over as you progress towards your next 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 Chief Pilot III		15,000	180,000	\$255.00
Walker Emeritus		50,000	300,000	\$300.00

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.

Approved	Rejected	Diverted
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<p>The criteria for an Approved flight are:</p> <ul style="list-style-type: none"> You completed a flight from your planned <i>departure</i> airport to your planned <i>arrival</i> airport; and, The Company's <i>Landing Rate Standard</i> – a landing rate equal to or softer than -800 fpm was achieved. <p>All points, flight hours and pay are awarded.</p> <p>The PIREP is posted to your Logbook as being Completed Approved.</p>	<p>The criteria for a Rejected flight are:</p> <ul style="list-style-type: none"> The Company's <i>Landing Rate Standard</i> – a landing rate equal to or softer than -801 fpm was exceeded; and/or, The total points awarded for your flight equals -15 or more. Your flight time was 00:00 hours (premature landing); and/or, You used more fuel than you left the airport with (in-flight refueling); and/or, You did not fly with a <i>Walker Air Transport</i> livery. <p>No points, flight hours or pay are awarded.</p> <p>The PIREP is posted to the your Logbook as being Completed Rejected.</p>	<p>The criteria for a Diverted flight are:</p> <ul style="list-style-type: none"> You completed a flight from your planned <i>departure</i> airport to an <i>unplanned arrival</i> airport; The Company's <i>Landing Rate Standard</i> – a landing rate equal to or softer than -800 fpm was achieved. <p>All points, flight hours and pay are awarded.</p> <div data-bbox="1050 694 1485 913" style="background-color: #f8d7da; padding: 10px; border: 1px solid #f5c6cb;"> <p><i>If this occurs when flying a Tour leg, you will not be advanced to the next leg. The leg will have to be reflight.</i></p> </div> <p>The PIREP is posted to your Logbook as being Completed Diverted.</p>
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Points are calculated based on log entries from the ACARS client. If your client fails to record all the entries we require you may lose out on points. Flight Operations is unable to modify your log file.

Microsoft Flight Simulator 2020 has a habit of not registering pilots in 'Cruise' phase due to how their altitude is determined. This will impact your log record, [please click here to read our FAQ item on this in order to ensure you get proper points awarded.](#)

Category	Points	How is it determined?
Completed Flight	+5	
Per Hour of Flight	+1	
Per 50 Nautical Miles of Flight	+1	

Completed 20-Minute Pre-Flight	+3	Pre-flight time is calculated between the log entries 'Preflight started, flying' and 'Pushing back with # of fuel'.
Flaps Position Set - Takeoff	+1	Takeoff flaps are determined by log entry 'Flaps set to' that occur before the log entry 'Taking off'.
Flaps Position Set - Landing	+1	Landing flaps are determined by log entry 'Flaps set to' that occur after the log entry 'Approaching'. The 'Approaching' log entry will not occur if you are not properly in cruise phase. Please read note above regarding MSFS 2020 and/or ensure you know how to properly use the ACARS application to set your correct cruise level.
Exceed 250kts under 10,000 ft for more than 2 minutes <i>Only applicable when aircraft MTOW is less than 300,000lbs (136,077kgs).</i>	-5	Aircraft that have an MTOW less than 300,000lbs (136,077kgs). You can view the MTOW of our fleet by visiting Company > Fleet in CrewOps and viewing the MTOW column.
Overspeed <i>Only deducted once regardless of number of instances of overspeeding</i>	-2	Log indicates 'Overspeed'.
Time Compression		Log indicates 'Simulation rate set to'. A 15% penalty will be assessed against the total number of points earned for that flight. EXAMPLE: 46 points earned - 7 point penalty $(.15 \times 46) = 39$ 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 Home Airport	+5	You departed from or arrived at your Hub airport.

The MTOW for the aircraft you are flying can be found at [Company > Fleet](#).
This is the value we use to determine the group below you will receive points from.

Landing Rate	MTOW less than 12,500lbs	MTOW more than 12,500lbs
-800 fpm to -701 fpm	-8	-4
-700 fpm to -601 fpm	-6	-2
-600 fpm to -501 fpm	-4	+1
-500 fpm to -401 fpm	-2	+2
-400 fpm to -300 fpm	+1	+4
-300 fpm to -201 fpm	+2	+5
-200 fpm to -151 fpm	+3	+5
-150 fpm	+100	+100
-149 fpm to -101 fpm	+4	+3
-100 fpm to 0 fpm	+5	+2



If you happen to be lucky enough to land the illustrious -150fpm. You will be awarded with our super special "BUTTER!" badge and 100 points! Now, we must state for legal reasons that a -150fpm is not the holy grail landing you need to aim for in every single aircraft. Doing this can result in gear breakage, spoilers not activating, autobrakes sitting around, and well, the plane not working right. We warned you!

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

1	2	3
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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



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 1



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





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

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
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<p>The criteria for an Approved flight are:</p> <ul style="list-style-type: none">• You completed a flight from your planned <i>departure</i> airport to your planned <i>arrival</i> airport; and,• The Company's <i>Landing Rate Standard</i> – a landing rate equal to or softer than -800 fpm was achieved. <p>All points, flight hours and pay are awarded.</p> <p>The PIREP is posted to your Logbook as being Completed Approved.</p>	<p>The criteria for a Rejected flight are:</p> <ul style="list-style-type: none">• The Company's <i>Landing Rate Standard</i> – a landing rate equal to or softer than -800 fpm was exceeded; and/or,• Your flight time was 00:00 hours (premature landing); and/or,• You used more fuel than you left the airport with (in-flight refueling)• You did not fly with a <i>Walker Air Transport</i> livery. (Patreon program members excluded)• You used slew mode while not on the ground <p>No points, flight hours or pay are awarded.</p> <p>The PIREP is posted to the your Logbook as being Completed Rejected.</p>	<p>The criteria for a Diverted flight are:</p> <ul style="list-style-type: none">• You completed a flight from your planned <i>departure</i> airport to an <i>unplanned arrival</i> airport; and,• The Company's <i>Landing Rate Standard</i> – a landing rate equal to or softer than -800 fpm was achieved. <p>All points, flight hours and pay are awarded.</p> <div><p><i>If this occurs when flying a Tour leg, you will not be advanced to the next leg. The leg will have to be reflight.</i></p></div> <p>The PIREP is posted to your Logbook as being Completed Diverted.</p>
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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*, or *VATSIM* will likely not 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 ($.15 \times 53$) = 45 points awarded.*

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	<p>Your flight will be classified as Diverted.</p> <p>The Starting point for the next flight:</p> <ul style="list-style-type: none">• 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 <i>has</i> those flights available, you'll remain there.• Charter flights: Pilot discretion.	<div>For Aircraft with Autosave</div> <p>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 <i>Flight Data System</i>.</p> <p>Based upon your landing rate and flight duration, the flight will be classified as either Approved or Rejected.</p> <p>The Starting point for the next flight:</p> <ul style="list-style-type: none">• Cargo and Scheduled flights: The planned Arrival airport.• Charter flights: Pilot discretion.
	<p>The flight's hours, distance and points will be calculated from your Departure airport to <i>this</i> airport – not the Arrival airport noted in your Bid.</p> <p>EXAMPLE: <i>If you fly from KJAX to KDAL and land at KATL, you'll only get hours, distance and points for KJAX to KATL.</i></p>	<div>For Aircraft without Autosave</div> <p>Cancel your flight and re-start it.</p>

Enabled	<p>Your flight will be classified as Diverted. The Starting point for the next flight:</p> <p>Cargo, Charter and Scheduled flights: The airport to which you diverted.</p> <p>EXAMPLE: <i>If you fly from KJAX to KDAL and land at KATL, the departure airport for your next flight will be KATL.</i></p>	
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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	<p>Submit the PIREP.</p> <p>As noted above, if your landing has not exceeded the Company's <i>Landing Rate Standard</i> and meets all other flight-related criteria, it'll be automatically approved.</p>
Not Normal	<p>Click Cancel. Manual PIREPS are not allowed under any conditions.</p>

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, Mid-Air Refueling, and Enroute Fueling

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**.

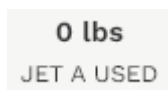
No hours, distance or points will be awarded - and it will not be overridden.

You can identify that unlimited fuel has been recorded by reviewing the log file and your PIREP.

Click on the Financials tab of your PIREP



You will see Fuel Used is 0



Click on the Log tab of your PIREP



Look at the following lines in your log and you will see that each fuel amount is the same as the previous. This indicates that your simulator has unlimited fuel turned on and it must be disabled.

- Taking off: with 42375lbs
 - Climbing: with 42375 lbs
 - Touched Down: fuel remaining 42375 lbs
-

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

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](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.*

You can identify that slew mode has been recorded by reviewing the log file in your PIREP.

Click on the Log tab of your PIREP



Look for the *Slew mode entered* and *Slew mode left* lines between the *Taking off* and *Touched down* lines.