

Virtual Norwegian.net



Virtual Norwegian

Rules and Regulations V9.4

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1 Introduction

Welcome to Virtual Norwegian and your virtual flying career with us.

Virtual Norwegian is based on the Norwegian low cost carrier Norwegian Air Shuttle. Norwegian is the second largest airline in Scandinavia and the third largest low cost carrier in Europe.

Norwegian was founded in 1993 as a regional airline taking over routes in Western Norway after the bankruptcy of Busy Bee. Until 2002, Norwegian operated Fokker 50 aircraft on wet lease for Braathens.

Following the merger of the two domestic incumbents Braathens and Scandinavian Airlines. The Fokker operations deal was cancelled by SAS, and Norwegian was forced to change strategy to continue operations, so they did and became a domestic low cost carrier.

It has since expanded quickly, establishing itself in Warsaw and purchasing the Swedish airline FlyNordic in 2007, and entering the Copenhagen market in 2008. The same year it saw the delivery of its first brand new Boeing 737-800.

Currently Norwegian has around 100 aircraft, which operates over 400 routes to more than 130 destinations. Major orders have been placed for new Boeing 737-8MAX and A320NEO - 100 of each!

From late May 2013, Norwegian began its long haul operations, where the Boeing 787-8 Dreamliners were planned to use. Because of delivery problems, the operations started with two leased Airbus A340 from Hi Fly.

Lots of new aircraft and expansions across the globe makes this airline truly interesting to follow.



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2 A word from the staff

My name is Jan Tore and together with my excellent team members, we will try to give you the best Virtual Airline simulating Norwegian Air Shuttle.

In the summer 2009 I was approached by the former leader of Virtual Norwegian (hereby named vNAS) and asked if I wanted to join the staff. Things changed quickly and soon I became the CEO (Anders took over as CEO officialy 20 November 2013).

vNAS has been around since around 2003 in various configs and staff members, but my intensions was to build up the VA so it could survive when team members change and I believe we have a good base for a continuous stable running of this VA.

Thanks to Anders Moen, our web guru, we can also proudly say that we have one of the better web pages around for any VA, including detailed flight briefings and not to mention the splendid CrewBriefing, inspired by the system real Norwegian pilots use to plan their flights.

The future is looking bright with Boeing 787 Dreamliners, Boeing 737MAX and Airbus A320NEO on order, and lots of new bases for operations. We have a lot of stuff to offer our pilots.

Welcome aboard!



NAX3660 Emil Joensen

3 Staff members

NAX106 Anders Moen anders@virtualnorwegian.net	CEO & Webmaster	Documents, website, as needed
NAX101 Jan Tore Elvheim jantore@virtualnorwegian.net	Owner	Financials, documents, as needed
NAX456 Even Rognlien even@virtualnorwegian.net	Developer	ACARS and web development

The biggest part of our VA is YOU - the pilots! It is the pilots who make the VA!
So welcome to our community - let us climb aboard your aircraft and get into the sky!



4 Administration and Recruitment Policy

- 4.1** vNAS is a Virtual Airline (VA) that supports users of MS FS2004, MS FSX, P3D and X-Plane.
- 4.2** The applicant must be in possession of a legal copy of MS FS2004, MS FSX, P3D or X-Plane.
- 4.3** Windows operating system required. Beta version of VNPC available for Mac. XAcars available for Linux users.
- 4.4** The applicant must be **13 years old** or older at the date of application.
- 4.5** The applicant must be able to make and file their first flight within **10 days** of acceptance.
- 4.6** The applicant must have the ability to fly at least one flight every 30 days.
- 4.7** Pilots who are not able to fly at least once every 30 days, must set themselves on leave (found in the pilot center). All pilots receive a total of 90 days to use on leave each calendar year.
- 4.8** Pilots are automatically removed from the roster **40 days** after the last received PIREP, unless the pilot has set himself on leave.
- 4.9** The applicant must submit their real identity. Failure to do so will result in a permanent ban.
- 4.10** Members of other VAs that simulate Norwegian Air Shuttle will not be accepted.
- 4.11** The applicant must be able to show professionalism and maturity in all aspects of vNAS operations.
- 4.12** Data for previous members will be transferred as far as documentation exists. It is the pilot's responsibility to complete the registration form correctly to retrieve old pilot ID and hours back. It is not possible to retrieve old data once a pilot has been accepted.
- 4.13** vNAS does not accept transfer hours from other VAs.
- 4.14** Any member removed from the roster as a result of an administrative level action, shall be permanently banned from rejoining vNAS.
- 4.15** Time acceleration is permitted. If online on a network, please see their rules for time acceleration.
- 4.16** Pausing simulator is permitted. If online on a network, please see their rules for pausing.

5 Operational issues

5.1 Rank Structure

All pilots accepted by vNAS are assigned the rank of Training First Officer, with zero hours/flights, except for previous members rejoining vNAS. More info at [chapter 4, section 12](#).

5.2 Promotion Scale

- Training First Officer, 0-50 hours
- ■ First Officer, 50-120 hours
- ■ ■ Senior First Officer, 120-200 hours
- ■ ■ ■ Captain, 200-500 hours
- ■ ■ ■ ■ Senior Captain, 500+ hours

5.3 Aircraft Ratings

Any rank can fly these aircraft:

- Boeing 737-800
- Boeing 737-8MAX
- Boeing 737-300*
- McDonnell Douglas MD-82*
- Fokker 50*

* Check 6.1

First Officer, or higher, with NLH entry exam:

- Boeing 787-8*
- Boeing 787-9*

* Check 6.2

5.4 Schedules

Schedules are updated automatically weekly directly from Norwegian's seasonal program. As all flights are subject to change on short notice, we might not be able to include every flight and route offered by the real airline at all times.

You can fly every flight in our system at any time you want, you do not have to fly real time.

Any errors found in our schedules (does not include routes and callsigns) shall be reported in our designated [forum thread for schedule errors](#).

5.5 Diverting to an alternate airport

Flights are to be operated between airports defined by the schedule info. However, sometimes you might have to land at an alternate airport due to unforeseen circumstances. This is allowed, but a comment to the PIREP must be added within 24 hours, otherwise it will be rejected.

6 Fleet

6.1 Short / Medium haul fleet

Boeing 737-800		Allowed on any NAX/IBK route as range permits
Boeing 737-8MAX		Allowed on any NAX/IBK route as range permits
Boeing 737-300	Historic	Allowed on any NAX/IBK route as range permits
McDonnell Douglas MD82	Historic	Preferably on Swedish routes (NAX4###), but allowed on any NAX/IBK route as range permits
Fokker 50	Historic	Only to be operated on routes with prefix NAS or BRA in schedules

6.2 Long haul fleet

Boeing 787-8		Allowed on any NLH routes
Boeing 787-9		Allowed on any NLH routes

6.3 Fleet rules

- Long haul aircraft can only be operated on flights with NLH flight number in our schedules.
- You need 10 hours flying time and a theoretical exam to be eligible to operate NLH flights.
- We only allow exact aircraft types, according to the list of aircraft above. Substitute aircraft will not be accepted.*

* Exceptions:

- When our system lets you select another aircraft, you may use this exact aircraft type.
- Whenever an aircraft has been wet leased, you may use this exact aircraft type within 24 hours after the real flight was done. In order to get your flight accepted, you must include a comment with a link to e.g flightradar24.com in order for us to confirm the flight details.

7 Pilot Client / Logging

The only allowed logging client in vNAS is our own ACARS: Virtual Norwegian Pilot Client (VNPC).

Note: we only support Windows users. We do not have any other options to log flights using Mac etc.

It is only possible to file manual PIREPs by uploading the auto generated .pirep file created by VNPC. If you for any reason forgot to start VNPC, it is not possible to file your PIREP.

Dual logging:

Logging for two VAs on the same flight is not allowed and will result in administrative actions. If severe, it may result in a permanent ban.

Dual logging is only allowed if it is to a logbook type site. Running FSPAX or similar offline is of course allowed. If in doubt, contact our staff members via our support center.

8 General Conduct

8.1 Use of the Virtual Norwegian website

Persons making an application to join the vNAS site are referred to as pilots. This in no way implies qualifications as a pilot of any form of air transport outside of the simulated environment of the Microsoft Flight Simulator/Lockheed Martin P3D franchise.

While using the vNAS website (including Facebook, Twitter, Twitch etc), all pilots are subjected to monitoring, and any offensive posting are liable to be deleted, without notice, by the vNAS administration.

8.2 General Conducts

Comments of an offensive nature, will result in a dismissal without notice by the vNAS administration.

8.3 vNAS Forum, Chat & Facebook

Pilots are reminded that foul and obscene language is not tolerated in any way, and pilots are not to engage in offensive slanging matches of any sort.

Pilots who are unable to conduct themselves in an appropriate manner are respectfully requested to avoid making postings in the vNAS forum, chat and Facebook.

The following items are considered unacceptable on the vNAS forum and Facebook pages:

- 8.3.1 Offensive language of any sort.
- 8.3.2 Pornographic links or materials.
- 8.3.3 Advertising of other VAs. This includes forum signatures and links.
- 8.3.4 Advertising of online streams that are not (Virtual) Norwegian related.
- 8.3.5 Any debates or remarks which may offend anyone.
- 8.3.6 References or links to illegal software.
- 8.3.7 Posts that are of a political nature.
- 8.3.8 Content shall always be related to (Virtual) Norwegian. Other posts will be deleted, ref. 8.1.

8.4 Online flying conduct

When using online Air Traffic Simulation networks (VATSIM, IVAO etc), you, the pilot, is an ambassador of Virtual Norwegian when flying with the NAX/IBK/NRS/NLH callsign. Pilots are to exercise good manners and are not to engage in arguments over the network.

vNAS pilots are not to utilize the UNICOM channel of any network as a chat room and are expected to announce all intentions when operating in the vicinity of any other traffic.

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vNAS pilots are expected to check for ATC at all times.

It is the pilot's responsibility to contact ATC - not the other way around.

If at any time vNAS receives communication from any of the networks about the bad conduct of a pilot, the pilot can be removed from the pilot roster.

8.5 Application information

Providing false information in an application at Virtual Norwegian is prohibited.

Should a pilot's identity fall into question at any time, the vNAS administration reserves the right to carry out our own check to establish that pilot's true identity.

Pilots who are found to have supplied incorrect or false information in order to gain admission to vNAS, are liable to be dismissed without notice, and may subject to a permanent ban.

9 Privacy Policy

Subject to provisions of this policy, we will treat any information about you, arising from your use of the vNAS website as confidential.

9.1 Use by you of the vNAS website constitutes an acceptance of this policy which forms part of the use of the vNAS website.

9.2 This privacy policy only extends to this website and does not extend to the use of, provision to and collection of any data on any website to which may link by using the hypertext links within the vNAS website.

9.3 We do not supply your personal information to third parties and will not do so, except with your consent or where required by law.

9.4 We may edit this privacy policy from time to time. If we make substantial changes, we will notify you through your pilot center.



NAX109 Mauro Gheda

10 Revisions

Version Number	Date	Revision
8.0	20/05/2014	First official release
9.0	17/11/2014	Complete revision
9.1	30/03/2015	Minor changes
9.2	31/10/2015	Updated staff Added IBK Minor changes
9.3	26/10/2016	Updated staff Updated fleet
9.4	26/05/2018	Updated fleet Amended NLH requirements Changed "VNAS" to "vNAS" Updated staff Added time acceleration and pausing