Pilot's Operation Manual
Version 1.3

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This manual is intended for flight simulation use only and for use with Braniff International Virtual Airways airline systems. Braniff International Virtual Airways may be referred to as Braniff, Braniff Virtual, BNF or BIVA in the following text content of this manual. If you are not a Braniff Virtual pilot, you can join Braniff Virtual for free, visit [http://www.braniffvirtual.org](http://www.braniffvirtual.org) for more details.

All documents, resources suggested and other virtual and non-virtual services are copyrighted by their authors. Use of the name Braniff Virtual is reserved for Braniff Virtual virtual airline and piracy will be prosecuted. All Braniff Virtual pilots are free to use resources provided by Braniff Virtual at no fee from Braniff Virtual. Your internet bills will not account into this.

Use of this manual and described procedures are at your own risk, Braniff Virtual is not responsible for any possible damage to the user, other persons or animals, any hardware or software damage or any damage whatsoever.

**Note: to be a member of Braniff Virtual, you must follow our rules and you must read and comply with every restriction/regulation described in this Operations Manual. Submitting a Join form and/or joining the Forum mean that you have read and understood all these rules and regulations.**
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1 Braniff Virtual Rules

1. If you would like to join our virtual airline, you have to read and agree the following rules and conditions:

2. Our airline is fictional and exists only in the computer world. Any similarity (fleet, livery, logo, name, division names etc) with other companies, real or virtual, is purely coincidental. The aircraft, documents, texts, pictures and other files are copyrighted by their respective authors.

3. You will need Microsoft Flight Simulator X, Microsoft Flight Simulator 2004 or Microsoft Flight Simulator 2002 (Standard or Professional) to fly our aircraft. They will not work in any other program. We don't support FS2000 any more.

4. After registration you will be given a pilot ID (for example BNF221) and a password. You will need the password when you log in and submit flights.

5. The following details of yours will appear on the site: your name, hub, status (e.g. Active, Inactive), date of joining, date of last flight, age, country and statistics based on your flights. The other details (like e-mail address) will not appear on the site.

6. You have to submit at least one flight in a month. Pilots who join and don't fly at all will be deleted after one month from the roster. Pilots who have submitted at least one pilot report and stop flying will be removed from our roster two months after their last flight. If you can't fly for an extended period of time (e.g. you go on holiday or you are too busy) please inform the management of this to avoid your name being removed from the roster. Note that even after you have been removed, your details will be kept in the database and your status will be Active again as soon as you submit a flight.

7. You can submit only flights you are allowed to fly at our company. Please complete the Flight Report Form carefully because we can't accept the following flight reports:
   - You didn't complete all the required fields in the Flight Report Form or you entered invalid data
   - You didn’t comply with the event regulations (if you’re flying a Braniff Event) - A flight was reported more than once

8. Abusing the automated database may lead to instant exclusion from Braniff Virtual.

9. You can fly any flight and plane that is allowed with your rank (it doesn't depend on your hub or on your previous flight, so 'teleporting' between two flights is allowed). You can fly either offline or online. You can fly in any kind of weather conditions and at any date/time. We suggest to set the departure time in Flight Simulator as given in the timetable for the flight, but it is not absolutely necessary.

10. We expect you to be polite and professional. Offensive or foul language, cheating, spamming, or uploading inappropriate pictures to the Gallery can lead to exclusion from Braniff Virtual.

11. Braniff Virtual cannot be held responsible for any damage done by the website or by files downloaded from the website.

2 Copyright Information

Braniff Virtual is a virtual non-profit company. All Braniff Virtual documents, name, logo and livery design are copyrighted by Braniff Virtual and are properties of the virtual airline. Any unauthorized use, reproduction, editing or copying of Braniff Virtual documents will be prosecuted. All documents displayed on the site and all other media made by Braniff Virtual are properties of their respective owners.

Braniff Virtual aircraft, panels, sounds, FDE are not copyrighted by Braniff Virtual, only the special livery made by us is. The aircraft designs, flight and visual models, FDE, panel, sound, packaging, documents and all other associated material are the property of their rightful authors and/or distributors unless stated otherwise.
It is not allowed to upload Braniff Virtual planes or textures to other sites, except when you have the written permission of the Management and of the author of the plane.

The rights and wishes of the authors must always be respected. Making good aircraft or any other add-ons is hard work and authors must be always credited.

3 Braniff Virtual History

The main goal of Braniff Virtual is to provide the most complete and enjoyable flight simulation experience to all our pilots and be one of the leading virtual airlines in the United States. It was founded by Jimmy Settles in early January 2013.

Being born and raised in Dallas, Texas, Braniff has always been a favorite of mine. I can remember, as a child in the 1960's, watching the colorful aircraft departing and arriving at Dallas Love Field. I have had a passion for creating a virtual airline to celebrate Braniff and finally that dream has come true.

Braniff Virtual is administered by FiveDev/PHPvms, the most advanced virtual airline administration system in existence. Computerized flight selections and more, FiveDev offers the VA pilot more control and more fun than ever before. KACARS integration allows for detailed flight analysis and automatic, "one click" Pirep submission. For the virtual airline pilot, Braniff Virtual offers the VA community the opportunity to fly classic aircraft and meet others with similar interests.

Our strategic plan is to bring the classic airline enthusiast the opportunity to fly their favorite Braniff aircraft to their favorite Braniff destinations. Although Braniff is no longer in operation, we here at Braniff Virtual want to emulate both the historical aircraft and the schedules of the time.

Because most of Braniff's aircraft did not have some of the modern navigation capabilities we have today, it is acceptable to upgrade the avionics in your aircraft (see section 6). This is especially helpful for our members to experience flying online with VATSIM.

Any questions, comments or suggestions are welcome. Please contact us at Braniff Virtual Management or use our Forum.
4 Communications

Basic Pilot-Management Communication
Explanation of keywords:

**Pilot** – by “pilot” we mean a Braniff Virtual member, who has joined the airline, has received his/her ID (temporary or permanent) and password and is listed on the roster. The number of flight hours and pilot status are not important.

**Management** – this means the management team (MT) members who are responsible for making executive decisions about Braniff operations. They are listed on the Management page of the Braniff Virtual site and have rank MA on the roster. When you send an e-mail to any MT member, or place a post directed to the MT in the forum this is categorized as “contacting the management”.

Braniff Virtual expects all its pilots to be polite and professional at all times, and this also means when contacting the management team. Here are a few guidelines when contacting the management:

- Please communicate in ENGLISH, avoiding abbreviations or slang.
- Be polite and professional at all times.
- Explain everything you are talking about and make sure your explanation is understandable.
- Please include your name and pilot ID at the end of your e-mails or posts.
- Be patient for answers and wait at least around 48 hours for an answer before contacting us again, the management also has non-virtual lives and might not always be there for you immediately, but we always try to respond within 48 hours. Also, if you receive no answer in 96 hours, ask the person you contacted if he got your previous mail as e-mail can sometimes go missing especially when servers go down.
- You can find a list of our e-mail addresses on the Company > Management page of Braniff Virtual’s website. Make sure you contact the right people to let us respond faster (e.g. if you have problems with your pilot profile you should contact the Director of Development). If you haven’t contacted the right person and you discover this afterwards you don’t have to panic as the management works together and the e-mail will probably just be forwarded to the right person.
- Note that the Management will occasionally send newsletters to its pilots by e-mail, regarding EHM developments, operations, events etc.

Pilot-Pilot Communication
When a pilot of Braniff Virtual is communicating with any other virtual pilots, he or she is expected to be polite and professional. Also, all other language rules as in paragraph 2.1 apply for pilot-to-pilot communication.

Every pilot is free to contact other pilots through e-mail for any questions, remarks or other issues.

Braniff Virtual
It is advisable to include your name and Braniff Virtual ID in your mails or posts when contacting another Braniff Virtual pilot.

It is not allowed for Braniff Virtual pilots to send promotional or advertising material, propaganda or any similar information to other Braniff Virtual members who haven’t requested this. This is called SPAM and is forbidden. If the management gets any complaints with proof of SPAM, the pilot responsible will be removed from the airline immediately without the option of re-joining.

When participating in group-interactive systems like chat, forum, multiplayer flights or flights with online ATC (VATSIM, IVAO), all Braniff Virtual pilots should behave in a mature and professional manner. This means appropriate use of language (no swearing, flaming, or offensive language), correct flight operations (no unauthorized take-offs, no ignoring ATC instructions etc) and no inappropriate behaviour (such as hacking, spamming etc). If the MT receives any complaints of misbehaviour from other pilots or organizations regarding a certain pilot, Braniff Virtual is authorized to suspend or remove the pilot from the airline.

**Privacy Issues**

Any information sent to Braniff Virtual like your IP, passwords, e-mail address etc. will be kept only in Braniff Virtual’s databases that are accessible only for management members and will NOT be given to other people or organizations without your written consent. Your information is securely kept for virtual airline use only and no other purpose.

While we guarantee not to send your details to other organizations, please note that some of your submitted data will be posted on the rosters that are publicly accessible - for example your name, country, hub, flight hours flown & date of joining. This means that other people can view these details about you.

Statistics will also be generated from your pilot reports that can be viewed by other pilots (e.g. which planes you fly most, what countries you like to fly to). If you receive any messages or e-mails from other Braniff Virtual pilots that contain promotional, commercial or similar material that you have not requested (‘spam’), you can contact the management and forward the message(s) you have received and proper measures will be taken to ensure that this doesn’t happen again.

Also, any offensive messages from pilots towards other pilots like swearing, racism, flaming and similar may result in the removal of the offending pilot from the airline. If a pilot gets offended, he/she should contact the management and explain the situation.
Internet Systems

_Braniff International Virtual Airways.org_

(www.winzip.com) or a similar file archive utility to open most of our files.

If you need help with installing the files, read the documents within the archives (usually called "readme.txt"). If you have problems with installing or flying Braniff Virtual aircraft, please refer to Section 4.3 or Section 5.2 of this manual. If you still need help, feel free to contact the management describing the nature of the problem. Please be specific and detailed about the problem and also include details of your computer set-up, operating system, Flight Simulator version and what add-ons you have installed.

These download files should not harm your computer and have been widely tested on a variety of computers, however if they do, Braniff Virtual accepts no responsibility. Use the downloaded files at your own risk.

**Flight Timetable**

As with real-world airlines, we have our own scheduled (and non-scheduled) flights. Pilots may fly only these flights so you have to check the timetable before each flight. You may fly only flights that are compatible with your rank at Braniff Virtual, e.g. if you are a Senior Turboprop Captain, you can fly Class 1, 2 or 3 routes.

The online timetables can be accessed via our homepage, by clicking on Pilots then Timetables. Searching the database is fairly self-explanatory. There are specific flights for each of our divisions. For most of the flights you will find a take-off time and a list of the days when the flight is operated. **You don’t have to fly on the specified day at the specified time in real life;** only set the date and time in FS so the experience will be more realistic.

Note: in the days list 1 means Monday, 2 = Tuesday etc, so "2-4-5" would mean that the flight is operated on Tuesdays, Thursdays and Fridays. Times are always given in UTC (Zulu time). This is the same as Greenwich Mean Time (GMT) and depending on your chosen location, the local time may well be different.
Braniff Virtual Forum

Our Forum gives you the opportunity to be a part of the EHM community. Every pilot is welcome to sign up and participate in the discussions. You can use the forum for:

- Asking questions and solving problems
- Suggesting new improvements and ideas for Braniff Virtual
- Giving your opinion about Braniff Virtual’s operations and systems
- Discussing online events
- General discussion about flying or flight simulation
- Posting screenshots

Regulations to use the forum:

1. All members are required to use a Forum ID that has the pilots identification number and the first name of the member. (for example, Jimmy Settles BNF001)
2. Signature picture must not exceed 180 pixels in height and 40 KB in size
3. Don’t create new topics about subjects that were discussed before in the forum, please make a search before posting if you are a new member; and check the FAQ. Also post topics in the appropriate thread (e.g. if you want to discuss an online event, post it in the Braniff Virtual Online thread)
4. If you have a question about the operations of the VA or about the site, please read the Operations Manual or contact one of the management members instead of creating topics on the forum like ‘How do I log in’, ‘Where can I find the timetable’ etc.
5. Don’t advertise for other virtual airlines, virtual/real companies or teams on the forum (except FS design teams, online events). Similarly, do not advertise for Braniff Virtual on forums of other virtual airlines.
6. Don’t use offensive nicknames, signatures, signature pictures. Don’t post anything that can offend other pilots (e.g. no offensive or vulgar language, swearing, flaming, racism).
7. Don’t post messages about political views; a flight simulation forum is not the right place to discuss politics. There are enough other places on the Internet where you can do that.
8. If the posts of another user offend you, please contact him/her in private or contact the management to explain the situation instead of starting flame wars on the forum. If you fail to comply with these regulations, you might receive a warning, be banned from the forum or be suspended as a pilot with or without the option of re-joining.

You can access our forum via selecting Company then Community or there is a direct link from the ‘Quick Links’ box. The full terms & conditions of use can be read here.

5 Flight Operations

Flying for Braniff Virtual

A virtual airline simulates, to a certain extent, the operations of a real-world one - with its own fleet, livery, divisions and timetables. However the main difference from a real airline is that flights are flown in the virtual world of Microsoft Flight Simulator.
Braniff Virtual is often considered a ‘laid-back’ VA: we don’t require pilots to take exams and gain hundreds of flight hours to get promoted and we don’t assign flights to pilots; you can freely select the flight you want to complete from the timetable (if it’s compatible with your rank).

To fly for us, you have to join our airline first. If you are already a Braniff Virtual member but you are not sure how to fly for us, here is a short summary:

- Check your rank in the roster - this way you can see which planes and flights you can fly
- Download and install a plane (see Sections 4.3 & 5.2) that is compatible with your rank
- Select a flight from the timetable (see Sections 3.4 & 4.4) that is compatible with your rank
- Fly the selected flight with the selected plane in Microsoft Flight Simulator. Please comply with our regulations and restrictions regarding the flights (Section 4.6) and don’t forget to take notes if you are not using the Flight Logger. You can fly either offline (not connected to the Internet) or online (e.g. on the VATSIM or IVAO networks)
- Submit the flight report via the site or the flight logger if you used it. (Sections 4.7 & 4.10) Your hours will be updated and you will advance in rank if you reach a certain number of flight hours.

Note that flights submitted using the Flight Logger will update your hours instantly, but every manually submitted pilot report is checked by members of the management before the hours are added to your total.

Note: your flight does not depend on your previous flight or on your hub! For example, if your last flight was from A to B, your next one can be from C to D. However, *when you use ProPilot, this is different – see Section 7.2 & the ProPilot manual for details.*

**Regulations**

On any Braniff Virtual flight (including flights for the Divisions, Tours and Missions), you are expected to follow the rules below.

We manually check every pilot report that hasn’t been recorded using the Flight Logger and we’ll contact the pilot if we suspect cheating. Please follow these rules to give yourself and other pilots a more realistic experience at Braniff Virtual.

**You will need to note down and report the real world time at startup, takeoff, landing and shutdown - this means the time on your wristwatch and not the time within Flight Simulator.**

It’s permitted to fly at a simulation rate of 2x, 4x... as you have to submit your PC time. For example, if you’ve flown an 8-hour London – New York flight with 4x time compression in 2 hours, please report only those 2 hours! *We’d like to know how much time you actually spend flying for Braniff Virtual.* Note that if you fly online (VATSIM, IVAO), it is not possible to use time compression.

Your flights must not overlap (e.g. you can’t finish a flight at 16:20 and start the next one at 15:50 the same day). Don’t pause your flight for extended periods (more than 10-15 minutes on a flight).
You are not allowed to save a flight and continue it later as flights have to be reported only via one pirep. If you don’t have time for longer flights, use time compression, or fly shorter ones. On long flights, check the status of the plane at least every 10-15 minutes.

We suggest you use the Braniff Virtual Flight Logger which logs the flight time, fuel etc. automatically and it’s very easy to submit the PIREP afterwards (see the Suggested Downloads page).

We hope you are familiar with the basics of flying, navigation and communications with ATC so if possible, fly realistically (e.g. use the FS ATC, use realistic flight plans...)

If you don’t use the flight logger, make notes during the flight (see Section 4.7) so later you can fill in the pilot report easily (we don’t accept pilot reports with missing or invalid data)

If you fly online (VATSIM/IVAO), check Section 4.8 for the rules of online flying.

If you fly a Braniff Virtual Scheduled flight, Mission or Tour on IVAO, report it on the IVAO page too. Please don’t report IVAO Tours or IVAO Division Tours as EHM pireps, even if you flew them with an EHM callsign.

**Online Flying with Real-Time ATC (VATSIM/IVAO)**

Flying online is fun, but you should try it only when you are an experienced FS pilot and you are familiar with things like navigation, SID/STAR charts, METAR reports etc. If you aren’t yet, we recommend checking the Learning Centre and Flying Lessons within Flight Simulator.

Download the Online Flying Manual (a comprehensive and detailed tutorial about flying on VATSIM or on IVAO) and the software needed via our Suggested Downloads page. If you haven’t flown online before, we recommend checking the manual. You can find a step-by-step connection tutorial under the VFA section.

Your callsign when flying online should be: BNF and the last 3 digits of your pilot ID (e.g. if you’re BN-F100).

The accepted voice callsign (for all divisions) is Harmony or Braniff Virtual; so EHMS49 would read ‘Harmony five four niner’.

**Some regulations when flying online:**

- Always log in with your real name to the network
- Connect only when you intend to finish your flight (and not for just a takeoff etc)
- It is not allowed to log on more than once simultaneously (e.g. as a pilot and an ATC)
- Always put your plane at the gates or parking before you connect to the network
- Using the SLEW mode while online is not accepted (except for push-back from the gate; however pushback can also be done with the Shift+P command)
- Do not pause while online as it may disrupt the normal flow of traffic (imagine the approach controller who has just separated all the local traffic at a busy airport, and then someone pauses on final approach)
- You should not leave your computer while flying online, especially in a controlled area as you might receive important information or instructions at any time. If you have to leave the simulator for a short time during the flight, let the ATC know!
- Simulating a hijack is not permitted and may lead to exclusion from the network
Military flights are allowed, but it’s forbidden to simulate war actions
Don’t use vulgar or offensive language, don’t swear or flame or you will be excluded from the network
If you are offended by the messages or by the behaviour of a pilot or ATC, you may contact a Supervisor and explain to him/her the situation
Don’t increase your flight simulation rate when flying online
If you are in controlled airspace, don’t perform flight operations without the approval of the ATC (so no unauthorized taxi, take-off, landing) and don’t leave his/her frequency without his/her permission
Don’t exceed 25 kts while taxiing on the ground
Don’t exceed 250 kts below 10000 ft
Fly a plane that you know well. Don’t experiment with new aircraft or panels while flying online.
If you use voice, don’t interrupt the transmissions of other pilots/controllers! If a controller issues an instruction for another pilot, wait for the pilot to read back before transmitting your message.
If the maximum take-off weight of your aircraft exceeds 300000 lbs, use the word HEAVY after your callsign in voice transmissions, like ‘Harmony one zero five HEAVY’.
You may encounter inexperienced controllers or pilots – be patient and helpful.

Emergency Information
If you had an accident or incident during your flight for Braniff Virtual, you have the option to post it to the forum section “EMERGENCYS/INCIDENTS”. This might help other members avoid the incident in the future. If you choose to report the situation, please include the following data:

- Flight number, aircraft
- Date and time of the accident/incident (FS local time and your PC time)
- Location (nearest airport or coordinates)
- Nature of emergency
- Description of the accident/incident
- Current status of the plane

Of course this is only in fun and realism and never has any effect on your status at BIVA.

Report a flight (PIREP) with an emergency by entering as destination the nearest airport to your final location (if you made an emergency landing) and mention in the Comments box that you had an emergency. You will receive credit for your flight hours.

Submitting the Flight Report
You can submit the flight data manually using the PIREP on our page (if you didn't use ACARS). The hours will be added to your total once the PIREP has been approved by management.

Here's a little help about filling in the PIREP:
Select Airline – Click the dropdown box.

Enter Flight Number – Enter your flight number (without BNF) in numerical characters only. (ie: 556)

Select Departure Airport – Enter your departure airport ICAO code. (ie; KDAL)

Select Arrival Airport – Enter your arrival airport ICAO code. (ie; KLAX)

Fuel Used – Please enter your fuel used as accurately as you can. This ensures that our financial reporting is accurate.

Flight Time – Enter your flight time accurately, this ensures our airline statistical information is accurate.

Route – It is preferred that you enter your route but not necessary.

Comment – You can enter here remarks or suggestions about the flight or about the airplane, problems and difficulties during the flight. Be creative! You could comment that it was an online VATSIM flight here if you like.

Press the “File Flight Report” button to submit.

6 Fleet

Aircraft Information:

Main Braniff Virtual Fleet:

DC-3
Development of the DC-3 traces back to the earlier oneoff Douglas Commercial 1 (DC1) and subsequent DC2 which made their first flights in 1933 and 1934 respectively. In 1934 American Airlines requested that Douglas develop a larger more capable version of the DC2 for transcontinental US sleeper flights. The resulting DC-3 (or DST - Douglas Sleeper Transport as it then was) flew for the first time on December 17 1935.

Lockheed L-188 Electra
The Lockheed L-188 Electra was developed to meet a 1954 American Airlines requirement for a domestic short to medium range 75 to 100 seat airliner. In June 1955 American awarded Lockheed an order for 35 such aircraft. Lockheed’s design, the L-188, was a low wing, four turboprop powered aircraft. Many other airlines shared American’s interest in the L-188, and by the time the first prototype flew on December 6 1957, the order book stood at 144. Service entry was with Eastern Airlines (due to a pilot’s strike at American) on January 12 1959.

Curtiss C-46 Commando
Originally intended as a competitor to the highly successful Douglas DC-3, which was the preeminent airliner of the time, the Curtiss CW20 was designed to operate on routes of up to 1000km (540nm), which at the time accounted for 90% of the US domestic airline system. The CW-20 featured two 1270kW (1700hp) Wright R2600 Twin Cyclone radial engines, twin vertical tails and a pressurised double lobe, or ‘double bubble’ fuselage. Accommodation would have been for 36 passengers plus four crew.

The Convair 240/340
The Convair 240, 340 and 440 was one of the closest designs to come near to being a Douglas DC-3 replacement as despite a glut of cheap DC-3s in the postwar years this family of airliners achieved
considerable sales success.

**Lockheed Constellation L-049**
The Lockheed Constellation ("Connie") was a propeller-driven airliner powered by four 18-cylinder radial Wright R-3350 engines. It was built by Lockheed between 1943 and 1958 at its Burbank, California, facility. A total of 856 aircraft were produced in numerous models, all distinguished by a triple-tail design and dolphin-shaped fuselage. The Constellation was used as a civilian airliner and as a U.S. military air transport, seeing service in the Berlin Airlift. It was the presidential aircraft for U.S. President Dwight D. Eisenhower.

**Boeing 707**
The Boeing 707 is a mid-size, narrow-body four-engine jet airliner built by Boeing Commercial Airplanes from 1958 to 1979. Its name is commonly pronounced as "Seven Oh Seven". Versions of the aircraft have a capacity from 140 to 189 passengers[4] and a range of 2,500 to 5,750 nautical miles (4,600 to 10,650 km).

**Boeing 720**
The Boeing 720 is a four-engine narrow-body short- to medium-range passenger jet airliner. Developed by Boeing in the late 1950s from the Boeing 707, the 720 has a shorter fuselage and less range. The 720 first flew in November 1959 and the model entered service with launch customer United Airlines in July 1960. Two primary versions of the aircraft were built. The original 720 with Pratt & Whitney JT3C turbojet engines entered service in 1960, while the improved 720B with Pratt & Whitney JT3D turbofans entered service in 1961. Some 720s were later converted to 720B specification.

**Douglas DC-8**
The Douglas DC-8 is a four-engined narrow-body passenger commercial jet airliner, manufactured from 1958 to 1972 by the Douglas Aircraft Company. Launched later than the competing Boeing 707, the DC-8 nevertheless established Douglas in a strong position in the airliner market, and remained in production until 1972 when it began to be superseded by much larger designs, including the DC-10 and Boeing 747. The DC-8 design allowed it to hold slightly more cargo than the 707. Some re-engined DC-8s remain in service as freighters.

**BAC-111**
The British Aircraft Corporation One-Eleven, also known as the BAC-111, BAC-1-11 or BAC 1-11, was a British short-range jet airliner of the 1960s and 1970s. Conceived by Hunting Aircraft, it was developed and produced by the British Aircraft Corporation when Hunting merged into BAC along with other British aircraft makers in 1960. The One-Eleven was designed to replace the Vickers Viscount on short-range routes. Following the French Sud Aviation Caravelle, the BAC One-Eleven was the second short-haul jet airliner to enter service. This gave it the advantage of more efficient engines and previous jet-airliner experiences, making it a popular model; over half its sales at launch were to the largest and most lucrative market, the United States. The One-Eleven was one of the most successful British airliner designs and served until its widespread retirement in the 1990s due to noise restrictions.

**Boeing 727**
The Boeing 727 is a mid-size narrow-body three-engine jet aircraft built by Boeing Commercial Airplanes. It can carry 149 to 189 passengers and later models can fly up to 2,400 to 2,700 nautical miles (4,400 to 5,000 km) nonstop. Intended for short and medium-length flights, the 727 can use fairly short runways at smaller airports. It has three Pratt & Whitney JT8D engines below the T-tail, one on each side of the fuselage with a
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center engine that connects through an S-duct to an inlet at the base of the fin. The 727 is Boeing's only trijet aircraft, as well as the only one without a conventional tail.

Boeing 737-200

The 737-200 is a 737-100 with an extended fuselage, launched by an order from United Airlines in 1965. The -200 was rolled out on June 29, 1967, and entered service in 1968. The 737-200 Advanced is an improved version of the -200, introduced into service by All Nippon Airways on May 20, 1971.[93] The -200 Advanced has improved aerodynamics, automatic wheel brakes, more powerful engines, more fuel capacity, and longer range than the -200.[94] Boeing also provided the 737-200C (Convertible), which allowed for conversion between passenger and cargo use and the 737-200QC (Quick Change), which facilitated a rapid conversion between roles. The 1,095th and last delivery of a -200 series aircraft was in August 1988 to Xiamen Airlines. [6][95] A large number of 737-200s are still in service, mostly with "second and third tier" airlines, as well as those of developing nations. In many cases they are being phased out due to fuel efficiency, noise emissions (despite the vast majority having had their JT8Ds fitted with hush kits), and higher maintenance costs than their newer cousins.

Boeing 747

The Boeing 747 is a wide-body commercial airliner and cargo transport aircraft, often referred to by its original nickname, Jumbo Jet, or Queen of the Skies. It is among the world’s most recognizable aircraft,[4] and was the first wide-body ever produced. Manufactured by Boeing’s Commercial Airplane unit in the United States, the original version of the 747 was two and a half times the size of the Boeing 707, [5] one of the common large commercial aircraft of the 1960s. First flown commercially in 1970, the 747 held the passenger capacity record for 37 years.[6]

Aérospatiale-BAC Concorde

Aérospatiale-BAC Concorde (pron.: /ˈkɒkɔrd/) is a retired turbojet-powered supersonic passenger airliner or supersonic transport (SST). It is the second of only two SSTs to have entered commercial service; the first was the Tupolev Tu-144. Concorde was a product of the manufacturing efforts of Aérospatiale and the British Aircraft Corporation (BAC), produced under a joint Franco-British treaty. First flown in 1969, Concorde entered service in 1976 and continued commercial flights for 27 years.

Airbus a320

The Airbus A320 family consists of short- to medium-range, narrow-body, commercial passenger jet airliners manufactured by Airbus. The family includes the A318, A319, A320 and A321, and the ACJ business jet. Final assembly of the family in Europe takes place in Toulouse, France, and Hamburg, Germany. Since 2009, a plant in Tianjin in the People's Republic of China has also started producing aircraft for Chinese airlines.[3] In June 2012, Airbus announced plans to begin building the 319, 320, and 321 variants in Mobile, Alabama.[4] The aircraft family can accommodate up to 220 passengers and has a range of 3,100 to 12,000 km (1,700 to 6,500 nmi), depending on model.

Fleet Notes: We encourage our members to fly online with VATSIM. Because most of the historic jetliners that Braniff flew did not have advanced navigation systems such as Required Navigation Performance (RNP), Flight Management System (FMS), or TCAS. We do allow members to upgrade their aircraft with more modern technology panels. This is especially helpful to fly SID (Standard Instrument Departures) and STAR (Standard Terminal Arrival Route). If you have any further questions please post in the forum.
7 Ranking

You can have the following pilot ranks at Braniff Virtual:

NOTE: Currently ranks are not required to fly any BIVA aircraft. They are only symbolic.

New Hire – Less than 3 hours
Commercial Pilot – Minimum 3 hours
Second Officer – Minimum 100 hours
First Officer – Minimum 300 hours
Captain – Minimum 500 hours
Senior Captain – Minimum 900 hours
Chief Captain – Minimum 1000 hours
Distinguished Captain – Minimum 1200 hours

8 Roster Systems

Roster Information and Pilot Profile

- The roster contains the following data about every Braniff Virtual pilot:
- Pilot ID (temporary or permanent)
- Pilot name (as it was submitted in the Join form)
- Country (represented with a flag)
- Rank (see Section 5.3)
- Hub (see Section 8.2)
- Hours flown for Braniff Virtual
- Pilot Status

The Pilot Status can be:

- Active (a pilot has submitted a flight within the last month)
- Inactive (a pilot hasn’t reported a flight for over a month)
- Banned (a pilot that has been removed from the active roster for actions detrimental to the airline.
- On Leave (after not flying for over two months)

Important Note: The ‘Removed’ status DOES NOT mean that your data has been deleted from the roster. All of your data is kept, and you will be Active again if you submit a flight report with your ID and password, getting back the amount of flight hours you had before.

Using the Roster page, you can view all pilots at a hub, all pilots with a certain status or all pilots who have flown a certain number of flights.
By logging in and clicking on Pilot Operations (via the Home page or via the Log In page) using your ID and password, you can view data about yourself such as flight hours, date of last flight, rank and status. You can also view the awards you won and your submitted flights. By clicking on 'Click here to view/edit your personal profile' you can enter information about yourself that can be viewed by other pilots (by clicking on your name in the roster).

**Submitting Invalid Data**

**We can’t accept join forms if:**
- you didn’t enter a full name, just an abbreviation or a nickname
- you didn’t enter a valid e-mail address (so we can’t send your pilot ID and password)
- you didn’t select a Hub
- We can’t accept Pilot reports if:
  - you entered a wrong ID/password combination
  - you entered invalid times, like 21:15 instead of 12:15 (so the flight seems 9 hours longer)
  - you used a plane or you flew a flight that wasn’t allowed with your rank
  - you used a turboprop on a jet flight or a jet on a turboprop flight
  - you flew a Class 7 plane on a non-Class 7 flight
  - you flew a plane on a flight of another division (e.g. a EuroBusiness plane on a EuroHolidays flight or a EuroCargo plane on a tour)
  - you submitted the same form several times
  - If you submitted invalid data by mistake, and you notice it later, contact the management as soon as possible and explain the situation (otherwise your pilot account might be frozen).

### 9 Braniff Virtual PIREPS

**ACARS**

Braniff Virtual recommends filing PIREPS using one of the available ACARS programs. As opposed to manual PIREPS, your flight is logged for your later review, and your PIREP is automatically submitted to the airline for approval. The ACARS programs that are currently available for use are:
- Xacars
- FSK
- kACARS
- FSPax

You can find the configurations in the Pilot Operations webpage.

### 10 Advanced Procedures

**Hubs & Changing your Hub**

All airlines have Hubs – their regular bases that they operate from. We have seven main hubs (Los Angeles, Boston, Kansas City, Orlando and D/FW). You can make any of these hubs your home base by...
selecting one on the sign-up form or by changing it later via the Change Hub option.
We recommend you register at the closest hub to your home, however it is not mandatory what hub you choose. You may register at any Braniff hub. You may change your hub at any time by selecting the Change Hub option from the Pilots Menu. You will be transferred instantly.

**Pilot Profile, Flight and Hub Statistics**

On the Braniff Virtual site, you can get interesting statistical data from pilot reports submitted by Braniff Virtual pilots. If you log in or click on a pilot’s name in the Roster, you can get statistics of that pilot’s flights (e.g. Favourite routes, aircraft, preferred time to fly). If you click on a flight number in the timetable (the number itself, not the destination/departure), you’ll get a list of filed pireps for that route. The Hub statistics can be viewed from the Hubs page – here you can get information like Pilot of the Week or Hub Demographics. Statistics scripts were made by Emanuele d’Arrigo.

**Awards**

You will receive awards and medals if you meet certain requirements or you have proven to be one of the best pilots of Braniff Virtual. You may receive the following awards and medals:

TBD – The awards system is being developed currently.

**Events Award** - Awarded after completing at least 10, 25 or 40 different Braniff Virtual missions (requested from the Request Mission page).

**Online Award** - Awarded when you have flown at least 1 flight, 10 hours or 25 hours online on the VATSIM and/or IVAO networks using Braniff Virtual callsign and flying Braniff Virtual scheduled flights.

**Screenshot Award** - Awarded every month for the best Braniff Virtual screenshots made by pilots.

**Instructor Medal** - Awarded when you hold at least 1, 5 or 10 sessions as a Braniff Virtual Instructor.

**Dedication Medal** - Awarded by the management for pilots who are constantly active and/or have actively helped the airline.

**Legend Medal** - Awarded by the management for pilots who have been constantly active at the airline for a very long time and/or helped it in its development.

**Medal of Honour** - This is the highest tribute a member of Braniff Virtual can get.

**11 Restrictions**

**Other Virtual Airlines**

Currently there’s no restriction regarding flying for other virtual airlines. You may become part of other virtual airlines, or join Braniff Virtual if you are already part of other virtual airlines.
Flight Frequency

We require at least one flight submitted for Braniff Virtual in a month. If you don’t submit a flight in this period, your status will be Inactive and soon you’ll be removed. However your pilot data will not be deleted from our database if you have flown at least one flight (except if you are excluded from Braniff Virtual). Even if you are Removed, your status will be changed back to Active if you submit a pilot report, and you’ll have the previous rank and flight hours. So there’s no need to worry if you can’t fly for an extended period, or if you want to return to Braniff Virtual as a pilot after a long period of inactivity.

Warnings/Exclusion from Braniff Virtual

- A pilot will get a **warning** or will be temporarily **Deactivated** if he/she:
  - Submits invalid data in the pirep or join form by mistake and does not contact the management in a timely fashion
  - Flies a flight or uses a plane that isn’t compatible with his/her current rank
  - Submits the same pirep several times by mistake and does not contact the management in a timely fashion ends offensive messages on the forum, in the chat, via email or on an online network
  - Advertises for other virtual airlines on Braniff Virtual’s forum
  - Advertises for Braniff Virtual on the forums of other virtual airlines
  - Doesn’t comply with flight regulations when flying online (e.g. unauthorized take-off)
  - Uploads inappropriate pictures in the Gallery
  - A pilot will be **excluded** if he/she:
    - Receives several warnings
    - Doesn’t enter a valid name in the Join form (just a nickname or abbreviation)
    - Submits invalid time data in the pirep on purpose (cheating)
    - Submits the same pirep several times on purpose (cheating)
    - Sends highly offensive or vulgar messages on the forum, in the chat or on an online network

Note that these are only examples; make sure you comply with all the regulations and restrictions in this Operations Manual to give yourself and other pilots a more enjoyable time at Braniff Virtual. The Braniff Virtual Management reserves the right to exclude any pilot of Braniff Virtual without previous warning and without the option of rejoining. Note that it’s the Management’s job to decide if a pilot should get a warning or be excluded from the airline.
12 Management Structure

President/Chairman/CEO: Jimmy Settles

The President/Chief Executive Officer is directly responsible for the continuing development and administrative oversight of the organization. The CEO leads the Executive Management Team that is charged with developing policies and procedures, and responsible for strategic planning of goals, objectives, and operations within the entire organization. Through the Executive Management Team's influence and leadership, the CEO is also responsible for overseeing the implementation of the decisions and programs developed by the corporate leadership, ensuring long term success of the company as a whole. The CEO is responsible for communications between the members of the Executive Management Team to ensure that Virtual Braniff Airways staff members are carrying out their responsibilities as outlined within the SOP. In doing so, the CEO is responsible for providing the tools and resources necessary for staff to succeed in their duties.

Director of Flight Operations: Christopher Lee

The Director of Flight Operations is responsible for running the operations and the organization of Virtual Braniff. The Director of Flight Operations is directly responsible for all of the Hub operations and Hub Managers. The Director of Flight Operations is directly responsible for appointing and assigning Hub Managers with the final consensus of the CEO. The Director of Flight Operations is responsible for working with the CEO to ensure that all the Hubs are properly balanced with personnel, assist in the development of fleet, routes and hubs. He shall evaluate operational restrictions of airfields and publish NOTAMS, possess knowledge of aircraft performance for route development. He shall supervise pilots' records, accounts and status and supervise route structure and schedules and grant pilot awards.

Chief Pilot/Flight Instructor: Tom Esposito

The Chief Pilot/Flight instructor shall supervise the airline's VATSIM presence, manage and organize online flying activities while supervising the orientation and counseling of pilots on line flying. He shall be a mentor to pilots on all aspects of flying in all mediums. He shall also recommend pilot awards to Director of Flight Operations and manage the identification and reporting of any disputes involving airline's pilots.

Hub Manager (DWF, MCI, LAX, BOS, MCO):

The Hub managers will be under the general supervision of the Director of Flight Operations. As such, he will set the strategic direction and recommended policies for the airline’s management needs. The main objectives will be to manage all aspects of the daily operations of a specific hub.

DUTIES AND RESPONSIBILITIES: Review and approve PiReps on a daily basis. Make corrections or deny as necessary. Provide guidance and supervision of pilots to ensure performance and adherence to policies outlined in the Braniff International Virtual Airways SOP. Exhibit leadership by maintaining a high visibility in various Braniff Virtual facilities including forums, teamspeak, Facebook, and Twitter. Participate in bi-weekly Teamspeak meetings with the

Braniff Virtual
management team to ensure continued progress of the airline and the business goals. Participate in monthly staff meetings to stay abreast of strategic changes that may affect the operations of your hub. Promote semi-monthly Hub Competitions, promote event/group flights during the ‘off’ months. Work closely with other Hub Managers, Mentors and Training personnel to identify areas for improvement.
13 Frequently Asked Questions

What is a virtual airline?

It is similar to a real one but only exists in the virtual world of computer flight simulation - we have our own fleet with our special copyrighted livery, our schedule and our pilots. However the flights are flown in Microsoft Flight Simulator X, 2004 or 2002. You download our aircraft, fly scheduled flights and send us your flight report using the Pilot Report form (PIREP). This is a great hobby and everyone is welcome.

How can I join the airline?

This is really simple - you have to complete only our Join form after you have read and accepted the restrictions and regulations described in this Operations Manual. You don't have to pass checkrides when joining and when reaching a higher rank; but please join us only if you have enough experience in flying and Flight Simulator.

I recently submitted a join form, what happens next?

You will receive an e-mail shortly after your registration with your password and temporarily pilot-ID. After you have submitted your first flight your status will change from 'New' to 'Active' and your Pilot ID will change within 48 hours to a permanent one.

Will my previous flight hours at other virtual airlines be added to the roster?

We decided to NOT add previous flight hours because of two reasons: we have a larger and more diversified fleet than most of the other VAs and there aren't much flight hours required to advance in rank (e.g. 4 hours for TC, 10 hours for STC, 20 hours for FC...)

How many hours do I need to advance in rank?

Please check Section 5.3 of this manual.

Which flights can I fly?

You can fly flights which are allowed by your rank. For example if you are a Turboprop Captain you can fly Class 2 flights with Class 2 planes, Class 1 flights with Class 1 planes, Class 2 flights with Class 1 planes, Class 1 flights with Class 2 planes. It doesn't depend on your Hub or on your previous flight.

How do I install Braniff Virtual aircraft?

Braniff Virtual currently do not host aircraft. Aircraft and Braniff liveries can be download in the internet. Some places to look are AVSIM, FlightSim.com, Simviation, and Historic Jetliners Group.
I’ve installed a plane but it won’t show up in my Aircraft List, what should I do?
Here is a tutorial http://www.simairline.net/downloads/tutorials/aircraft_fsx.html

I would like to be transferred to another hub, how do I do this?

To request a HUB change please send a message to jsettles@braniffvirtual.org

I can’t log in…..

Remember that your password is case sensitive. Most of the passwords are written in uppercase characters. If you haven’t changed your password since signing up, you can find it in the welcome letter you got when you signed up. Failing that contact the Management by e-mail and they can confirm your password or assign a new password.

Is your site available in other languages?

No. We expect pilots to have a good understanding of English since English is the language used worldwide in aviation. However, some of our pilots and MT members are fluent in other languages and may be able to help you if you are having real difficulties. If so, try the Forum.

14 Revisions
2/2/2013 – Added management structure
12/29/2013 – Added rank note to Section 7 for clarification.