Napulevola VA Rules and Regs.

1 Sommario

1.Begin a career pilot

To start a career as a pilot NPV is simple! Register and choose your callsign clicking on this page. At this point, the new Pilot NPV becomes part of the VA becoming Pilot Student of Napulevola VA. At this point it may start to fly not only for the VA but also in VFR and IFR with free flights. The planes of the company on which the pilot can, throughout his career as a pilot, flying are:

1.1 Company aircrafts:

• *Airbus A320*

• *Boeing 737-700*

• *ATR 72-500*

• *McDonnell Douglas MD82*

• *Boeing 767-300*

1.2 Aircraft for VFR flights:

• *Cessna C172*

• *Diamond DA20 Katana*

• *Piper J3 Cub*

2.Flying with the VA

2.1 The Flight Data Recorder: NRS

NRS stands for **Napulevola Report System** and is a program that records the parameters for each flight that a NPV pilot perform for the VA. Through this program, every pilot can load the company flight or freeflight chosen by him during the booking process, run it and be rated according to the criteria described below in the section points. NRS can be downloaded for pilots registered in the "Download" -> "NRS" and is compatible with FS2004, FSX and P3D

2.2 The Network Company

The Network of the company are a structured sequences of flights divided between Domestic, International and Intercontinental. The company owns a certain number of aircraft allocated to each network. Each aircraft in its life cycle, performs the flights of the network to which they belong according to the Hub & Spoke model. This model provides a reference Hub (Naples Capodichino) and a number of airports that can be reached only from Naples, that all the flights back to Naples before leaving for the next destination.

eg. The network provides domestic arrivals to the airports of Linate, Lamezia, Rome.

The sequence will be: LIRN-LIML, LIML-LIRN, LIRN-LICA, LICA-LIRN, LIRN-LIRF, LIRF-LIRN

From the personal page of every driver "MyNPV," the pilot chooses among the available air assets, book the flight you want and run it with the simulator.

On each flight, VA (excluding freeflight) the pilot will run the boarding of passengers and cargo load (indicated in flightsheet on the website) and make the flight itself (by registering with NRS).

Each flight will be 'assessed (in an automatic) the receipt of the report sent by NRS.

2.3 Passing grade

The purpose of the pilot of the VA and 'increase its degree. For this and 'need to accumulate flight hours and points estimation.

The growth path of the grades and 'shown on page degrees pilot. The passing grade is automatically when it reaches the hour and the points provided.

2.4 Flight time calculator

Are only those in which the aircraft is actually in flight (calculated per minute), from the moment the plane off the wheels off the ground as instructed by remittances. It is not considered in the calculation, the time taken for the operations on the ground and for the taxi.

TIP: In order to start and stop the recording of the flight with NRS, and 'necessary that the engines are turned off (% N1 = 0) and that the aircraft is properly loaded (ZFW corresponding to that shown in flightsheet +/- 1%)

3 Status of the flight
3.1 validated

After sending the report to the server via Napulevola NRS, the system evaluates the flight (usually within seconds) and sets it as "validated".

The pilot at this point can 'continue with a choice of one of the flights of the network.

3.2 removed

The flight can 'be deleted from the VA staff as a result of subsequent checks, an irregularity is detected'. The flight must be eliminated rebooked if you want to rerun

3.3 on hold

The flight is put on hold by the system, if the parameters received from NRS is not within the expected limits.

The VA staff will provide as soon as possible 'to unlock your flight, validating it by rejecting it.

TIP: Speed Simulation

It is not permitted simulation speed different from 1 NRS automatically resets the speed 'of simulation to x1 if this is changed.

4 Point calculation
4.1 Point components

Each pilot to pass grade within the company, in addition to accumulate flight hours, must earn the respect of the company as a driver. It must then accumulate the so-called "points estimation."

Several parameters contribute to the calculation of the estimated points. Each type of flight allows you to gather various points estimated according to different evaluations depending on whether you're flying to the VA or you're running a flight FreeFlight.

The following are the different components of the score and the context in which they are applied according to the following abbreviations:

• VA → Flight operating or maintenance for the VA

• FFIFR → Free Flight IFR

• FFVFR → Free Flight VFR

4.2 Wind (VA, FFIFR, FFVFR)

Any take-offs and landings with crosswind, are rewarded with points estimation.

The formula for the calculation is as follows:

inclination of the wind compared to the bow * Wind speed / 90

Ex: take-off from runway 24 of LIRN with wind from 200 ° 20 knots

237-200 = 37

20 * 37 = 740

740/90 = 8 (rounding to the whole school 'below)

In landing points are doubled. If the wind is less than 10 knots (5 for B200) points are not awarded.

For example, if the direction of landing 237 and the wind is blowing from 230 at 40 knots, and 'allowed to land. In fact, the component perpendicular to the plane and 'equal to (237-230) * 40/90 = 3 nodes minor lateral component of any certification.

In the same way in which you earn points if the landing takes place crosswind, you can lose points if the landing takes place rather than upwind over.

The calculation is the same as the case of positive points.

If the tailwind component is less than 10 knots (5 for the Beechcraft B200) are not considered negative points.

It's not allowed to land or take off with the wind whose component perpendicular to the direction of flight and' greater than the maximum allowed by the aircraft for certification. In that case, should be used if an alternate aerodrome or to be delayed takeoff.

4.3 Stress engines (VA)

Are the points that are lost while keeping the percentage of the compressor of low level (% N1) outside of the range that guarantees reliability and efficiency of the engines. The motors should therefore not be made to work at a percentage level of N1 (low-pressure compressor) exceeding a preset limit. And 'allowed to use, in cases of emergency, a power greater than the limit of N1 for a maximum of 10 seconds.

es: Max N1 expected 100%

If you surpass this limit for 10 seconds my point estimate decreased by a value equal to the time in seconds in which the engines are over the limit

The limit% N1, for each aircraft, is communicated during the booking of the flight.

4.4 TouchDown (VA, FFIFR)

A touchdown run in accordance with the safety standards are awarded a point estimate. Too far above or below a mean value (-300ft / min) are lost points because too high values stressed out the airframe while too low values (much below of a descent rate of 3%) landings indicate non-standard and therefore dangerous for the passengers on board.

4.5 Ratio Fuel / Time (VA)

The company rewards those who navigates aircraft keeping them constantly in a state of optimal fuel consumption. The figure of merit that is being considered is the average fuel consumption of the aircraft calculated in kg / min. Consumption that deviate too far above or below this mean value have the effect of eroding points

The formula used by NRS to calculate the score is:

Fuel Points = 100 Points - (% deviation)

Ex: The company fixed the Airbus A320 for an average consumption of 2000 kg / h. If our flight we consumed 3000kg / h we consume in excess of 33%, so the total points will be 100-33 = 67

Even in the case of a too low consumption penalty is incurred in that it indicates an incorrect handling of the aircraft and its consumption.

Ex: If we consume only 1,500 kg / h have a deviation of 25% in negative so the total points will be 100-25 = 75

The closer you get optimal use, the more points you get. It is apparent that the maximum score for the fuel consumption is 100 points

4.6 Fuel Cost / tankering

The fuel does not have the same cost in all airports. Fill in an airport rather than another has different costs for the company, which falls in the allocation of points estimated by the pilot. It may therefore be more convenient to charge where fuel costs less, but taking into account the extra cost of transporting a heavier weight. A special table published on the website of Napulevola indicates the fuel cost factors. It is assumed that a LIRN the cost of fuel is 100

The definition of "Fuel tankering" is the following:

4.6.1 tankering fuel

When fuel prices differ between airports, it might be worth putting in blackberries fuel where it is cheap, even taking into account the cost of extra trip fuel needed to carry the extra weight. A flight planning system can work out how much extra fuel can profitably be Carried. Note That two discontinuities to changes in flight levels That can mean a difference of as little as 100 kg (one passenger with luggage) in zero fuel weight or tankering fuel can make the difference between profit and loss.

You earn a point estimate each 50kg of fuel you can carry, adjusted for the cost factor of the airport of departure. Below is an example of calculating a score for fuel tankering from Linate to Capodichino.

Flight LIML-LIRN: Total Fuel planned by the dispatcher: 5100 Kg to 2000 Kg where the Trip Fuel

Cost Index fuel LIML: 90 (10 cheaper than LIRN)

I choose to buy 1,500 kg of extra fuel to carry more because it costs less to LIML. Then the blocks of delivery LIML with a total fuel load of 5100 + 1500 = 6600 Kg.

Upon arrival to the blocks in LIRN I consumed 2000kg of fuel for which I remain in the aircraft 6600-2000 = 4600 Kg

Tankering = (Fuel to LIRN) - (Planned Fuel - Consumed) -> 4600 - (5100-2000) = 1500 Kg

Score = (tankering / 50) / 10 = 3-point estimate

4.7 Flight online (VA, FFIFR, FFVFR) (VA, FFIFR, FFVFR)

Make your flight online (both on IVAO that on VATSIM) allows you to earn points equal to the duration in minutes of the flight.

Sample a flight that lasts 50 minutes made online allows you to earn 50 extra points. The flight must be made online in its entirety. The verification that you are doing online is made by NRS, which controls every second that you are flying online. If you log more than once the flight is considered offline.

Note: The network is supported IVAO and VATSIM with the client and IVAP Squawbox and verification is automatic. Not supported by other clients or other networks (eg,. X-IVAP or FSInn)

4.8 Flight Transfer (VA)

When the aircraft exceeds the number of hours such that enters service in some cases it is necessary to take him to the Capodichino airport with a transfer flight. The pilot who follows this flight is awarded 500 points estimation. Below is a table of check maintenance. The flights are recognizable in the dispatcher as the state of the aircraft is in "Replacing".

Status Check Threshold Maintenance Stationary Machine

No Check 100h 24h

A1 Check 200h 24h

A2 Check 300h 24h

A3 Check 400h 24h

A4 Check 500h 24h

A5 Check 600h 24h

4.9 Time of flight (FFVFR)

Only for Free Flight VFR the number of minutes of flight become point estimate. The time is calculated from takeoff to landing, taxiing operations are excluded.

4.10 Visibility 'landing (VA, FFIFR)

If in the process of landing visibility 'and' less than 100 meters, you will earn points according to the formula:

(100 - landing visibility in meters) / 10

Es with 30 meters of visibility 'you earn 7 points

4.11 Boarding performed in time (VA)

A flight whose departure time is part of the timetable timetable plus 30 minutes, 30 points is awarded estimate.

eg. The flight as estimated time of departure (visible on the timetable) the 10.30UTC. If the time you leave the blocks and begin to roll is less than the estimated departure time + 30 minutes (for example 10.55UTC), then gain 30 extra points.

4.12 Flight landed on time (VA)

A flight whose landing is part of the scheduled arrival time plus 30 minutes, they will be awarded a maximum score of 30 points is estimated depending on how many minutes you were late

eg. Il Volo has as landing time hours 10.00UTC. If I land I will have to 10.25UTC delayed 25 minuiti that earn 30 - 25mins = 5 points estimation. If I land at 09.55UTC earn 30 points esteem (do not add points if you are in advance)

4.13 Stress passengers from excessive Vertical Speed (VA)

The company wants to carry passengers on flights comfortable. We do not want to annoy you so that vertical velocities are too high. You lose 1 point for each second estimate in which the aircraft exceeds the limits of V-Speed both uphill and downhill over 5 seconds.

The VA Napulevola sets these limits +/- to 5000 ft / min

4.14 Stress passengers from excessive G force (VA)

Even maneuvers too much "pull" annoy passengers. Maneuvers that cause a G-Force exceeding preset limits (both positive and negative), they lose points for each second estimate in which you exceed these limits.

The VA Napulevola sets these limits as 1G and 2G + flying by company

4.15 Overspeed (VA, FFIFR, FFVFR)

You lose a point every second when the overspeed indicator is on after 5 seconds.

4.16 Stall (VA, FFIFR, FFVFR)

You lose a point every second that the aircraft stalls

4.17 Landing lights (VA)

What if IFR flights are not turned under 9500 feet, you lose 1 point estimate. You will lose 5 points if you are out on takeoff or landing.