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- Introduction to Your Career -

Hello fellow commanders and welcome to a new mode of gameplay that we have decided to introduce here at AFKLM. All of you, having now reached the highest (normal) rank in the Virtual Airline, can only hope that at some point you will be promoted to Leading Commander, after which you would have reached the top of the ladder.

However, with this new addition, you will be able to keep flying and having fun with people, while partaking in a realistic environment with different ranks on each aircraft, rating exams, airline ladder progression and so much more.

While all of this will appeal to some, there will be people who would not like to partake in something like this which is why this program is 100% optional. You can fly in your career with the aircraft you operate on, and the next flight you do can be a 30-minute regional with the A380. As long as you state it in your log (more on that later), you can interchange between your career and normal VA flying as much as you want.

Finally, any feedback for the program is greatly appreciated and any ideas you would like to see implemented are as well.
Rating Exams will be the way that pilots can progress/transfer onto another aircraft type. These will consist of both a practical and written portion. The written portion will test your knowledge on the different technical aspects of the aircraft like landing weight, cruise speeds etc. Once completed, the pilot will then progress onto the practical stage, where he will be tested on how he controls the aircraft in flight as well as if he can control the aircraft professionally during critical stages of flight (landing, take-off etc.)

Type Ratings will not be for each individual aircraft. Some aircraft like the 757 and 767 and the 777 and the 787 are alike and so you won’t have to do another one while upgrading.

When you are ready to take the exam, you will be sent some exam material, to help you do some revising as well as the information for how to take it. You will have around 10 questions, which you must answer in the space of 5 minutes.

Once completed, and if in line with all other requirements, the pilot may then start operating the aircraft he has completed his rating exam on.

On the other hand, if you have failed, you must wait 7 days before retaking. Passing mark will 70% or 7/10.
- Operating Aircraft -

With your newly obtained rating, the pilot may then begin operating his aircraft on selected routes i.e. A320 can make it over the Atlantic to the east coast; however, they are not operated on these routes. We currently do not have specified aircraft for each route; as they will be getting added later on. For now though, you can think of it this way:

KLM Cityhopper = E190
KLM Short haul = B737

HOP! = CRJ (when it is released), AF A318s for the time being.

Air France Regional = A318, A319, A320
Air France Short Haul = A319, A320

To switch between aircraft e.g. A320 to A318 you must be at your hub.
While operating flights for AFKLM, you will have a choice on where you want to be based depending on what airline you are flying for (Air France, KLM, HOP! and Transavia).

Hubs that you can choose from, are as follows:

KLM: EHAM
Air France (incl. HOP): LFPG, LFPO, TFFR, LFLL, LFMN, LFML, LFRS, LFBF as well as any other domestic airport that operates flights.
Transavia: EHAM, EHRD, EHEH, EHGG, LFPO, LFLL, LFRS
Martinair: EHAM

You may change hub once every 10 days, however to change you must:

Be Located at your home base

Book a flight from that base to your new desired hub e.g. You are stationed at EHEH but want to switch to EHRD, you will have to book a special flight between the two cities and come as a passenger on the flight (more on that later on).

Make sure that the aircraft you are operating has routes of that hub i.e. there are no routes on the 777 out of Bordeaux.
- Conducting Operations, Airline Info -

Once you have chosen your hub and you have gotten your rating you may begin flying for your selected airline. You have the ability to switch airlines once every 20 days, although we encourage you to stay at one airline for longer periods of time as it is more realistic.

While flying your time will be logged in different sections for example the type of plane you flew, whether you were the PIC etc.

**Route Flying**

When you fly a certain route, you must fly back to your hub. We will keep track of where your pilot is currently located and if you do not continue from where you left off your flight will be voided. There is no time limit for when you should fly back, as long as you do it, you are fine. Example:

Day 1. EHAM-EGLC / Day 2. EHAM-EDDH = WRONG

Day 1. EHAM-EGLC / Day 2. EGLC-EHAM EHAM-EDDH / Day 3. EDDH-EHAM = CORRECT
Multi-Leg Flying while not going back to your hub every time is allowed, but only once every 7 days, you have to start and return to your hub, and finish within 48 hours after you have uploaded your first log (So you will have to screenshot your time and exit the game after each layover upload it and continue. More on that later.). If you fail to complete your legs within 24 hours, or don’t finish at your hub, all previous logs will be voided, and you will remain in the city of your last leg even if it was voided. Example:

**Hub: LFPO**

**Allowed Route:** LFPO-LFLL-LIMC-LFPG-LFMN-LFPO

**Not Allowed Route:** LFPO-LFLL-LIMC-LFPG-LFMN (You will be left at LFMN as well)

A route like EHAM-RCTP-RPLL-RCTP-EHAM does not count as a Multi-leg as the route to Taipei includes the connection to Manilla, and so you are able to fly it.

**Flight Bidding**

In this mode, you will now have to bid on flights, which will then be visible on a ‘schedule’. Once completed, your flight will be marked green meaning completed. You will have to book each individual flight, stating your planned departure date. If your flight has not been started on that date, your flight will be cancelled and you will have to bid again. Please try and only book flights on days, which you are sure you will have time to fly.

**Cargo Operations**

As it is in real life, becoming a cargo pilot is significantly harder than to become a commercial passenger aircraft pilot. Only the most dedicated pilots will be contacted individually about whether they would like to have an opportunity to fly the 772F or the MD11F for Air France Cargo and Martinair respectively.

**Using Historic Fleet**

Sometimes, an opportunity will present itself, wherein you will be able to fly one of our ‘special’ historic aircraft. You will only be able to use this aircraft on a certain route for a certain time. Watch for announcements regarding this, as it will allow you to fly more aircraft!
- Flight Logging-

Flight Logging will work the same as normal except you will have to add in a few more details, depending on what you are doing.

Normal Template:

CALLSIGN / AIRCRAFT / DEP-ARR / FLIGHT TIME

Now it will look something like this:

CAREER LOG (Must be put in, in all caps if you wish, to make sure that it is being logged in your career) / RANK (SO, FO, Cap., S.C etc.) / CALLSIGN / AIRCRAFT / DEP-ARR / FLIGHT TIME / LEG X (If Applicable) / BOOKED FLIGHT (If Applicable) / PASSENGERS (If Applicable)

Before posting please make sure that everything is spelled correctly and done right to avoid further confusion later.
- Ranking System Requirements -

Also, being introduced is a ranking system for each aircraft, as well as a general one for upgrading to a new aircraft. The reason for this is that you are not forced to upgrade to a new plane. You can upgrade through the ranks on one particular aircraft and fly its routes for your career. E.g. flying the 737s for KLM instead of upgrading to a 757,767 etc.

**Embraer**  
Emb190 Second Officer - 1 Career Hour, Type Rating  
Emb190 First Officer - 15 Career Hours, 10 Embraer Hours, Type Rating  
Emb190 Captain - 60 Career Hours, 50 Embraer Hours, Type Rating  
Emb190 Senior Captain - 110 Career Hours, 100 Embraer Hours, 75 PIC Hours, Type Rating

**Boeing 737**  
737 Second Officer - 30 Career Hours, Type Rating  
737 First Officer - 60 Career Hours, 30 737 Hours, Type Rating  
737 Captain - 110 Career Hours, 80 737 Hours, Type Rating  
737 Senior Captain - 175 Career Hours, 130 737 Hours, 115 PIC Hours, Type Rating
Airbus A320 Family

A320 Second Officer – 40 Career Hours, Type Rating
A320 First Officer – 75 Career Hours, 45 A320 Hours, Type Rating
A320 Captain – 130 Career Hours, 80 A320 Hours, Type Rating
A320 Senior Captain – 200 Career Hours, 150 A320 Hours, 130 PIC Hours, Type Rating

Boeing 757

757 Second Officer – 120 Career Hours, 70 Boeing Hours, Type Rating
757 First Officer – 160 Career Hours, 125 Boeing Hours, Type Rating
757 Captain – 215 Career Hours, 165 Boeing Hours, 100 757/767 Hours, 150 PIC Hours, Type Rating
757 Senior Captain – 275 Career Hours, 215 Boeing Hours, 135 757/767 Hours, 200 PIC Hours, Type Rating

Boeing 767

767 Second Officer – 150 Career Hours, 90 Boeing Hours, Type Rating
767 First Officer – 200 Career Hours, 150 Boeing Hours, Type Rating
767 Captain – 275 Career Hours, 230 Boeing Hours, 150 757/767 Hours, 200 PIC Hours, Type Rating
767 Senior Captain – 350 Career Hours, 290 Boeing Hours, 215 757/767 Hours, 275 PIC Hours, Type Rating

Boeing 777

777 Second Officer – 240 Career Hours, 180 Boeing Hours, Type Rating
777 First Officer – 350 Career Hours, 300 Boeing Hours, Type Rating
777 Captain – 475 Career Hours, 410 Boeing Hours, 320 777/787 Hours, 375 PIC Hours, Type Rating
777 Senior Captain – 580 Career Hours, 520 Boeing Hours, 410 777/787 Hours, 480 PIC Hours, Type Rating

Boeing 787

787 Second Officer – 340 Career Hours, 260 Boeing Hours, Type Rating
787 First Officer – 460 Career Hours, 380 Boeing Hours, Type Rating
787 Captain – 570 Career Hours, 500 Boeing Hours, 410 777/787 Hours, 460 PIC Hours, Type Rating
787 Senior Captain – 680 Career Hours, 630 Boeing Hours, 520 777/787 Hours, 590 PIC Hours, Type Rating

**Boeing 747**
747 Second Officer – 470 Career Hours, 400 Boeing Hours, Type Rating
747 First Officer – 610 Career Hours, 580 Boeing Hours, Type Rating
747 Captain – 730 Career Hours, 700 Boeing Hours, 680 PIC Hours, Type Rating
747 Senior Captain – 850 Career Hours, 775 Boeing Hours, 400 747 Hours, 750 PIC Hours, Type Rating

**Airbus A380**
A380 Second Officer – 550 Career Hours, 350 Airbus Hours, Type Rating
A380 First Officer – 675 Career Hours, 500 Airbus Hours, Type Rating
A380 Captain – 800 Career Hours, 600 Airbus Hours, 750 PIC Hours, Type Rating
A380 Senior Captain – 1000 Career Hours, 800 Airbus Hours, 400 A380 Hours, 825 PIC Hours, Type Rating

**Historic Fleet**
**MD-11 and DC-10**
DC-10 – 450 Career Hours, 380 PIC Hours, Type Rating
MD-11 – 500 Career Hours, 410 PIC Hours, Type Rating

Along with title ranks, you will also need to apply a badge icon to your username each time you rank up, which are shown below;

- **Second Officer**
- **First Officer**
- **Captain**
- **Senior Captain**