

April



Pacific Airways

isn't the world a small place?

THE PACIFIC JOURNAL

April 2024

Pacific Airways Virtual Airline

Welcome to the second edition of the Pacific Journal. Thank you all for the positive feedback. If anybody has anything to add to the newsletter, send it to me at ceo@pacificairways.net.

NEWS: The big news for this month is the opening of our new website. As you know, we switched to vaBase a few months ago and it has been working very well for us. The default website that vaBase offered lacked some of the features we were used to and runs slow sometimes. Our programmer Serenity decided one day to completely re-write the site to look better and interact with vaBase more efficiently. After 400 hours of programming time over a 3-month period, the site is live and online. As you can see, it just changed over like magic, and everything is there. It works identical to the old site as far as how you make your flights, just looks different. There are a couple of differences I will go through. The public splash page is similar and has more general information for the public to see and some stuff that the public shouldn't see was removed. When you enter the "Crew Center", it's the same logon and password you used on the old site. When you log in, you can see that the Dashboard has changed. The old site had your profile, news, events, and Dashboard on one page. The Dashboard now shows more airline statistics, and the other pages are separate now. At the top, you can now find your profile, news and events and the new Operations Center.



Here, when you have a new internal message or there is a new news item or event, there will be a counter flag next to the shortcut, so you will have to watch for that when something new comes out. Everything else is on the left side menu. It's pretty much the same as before. The pages may look different, but all work the same as the old site with a few exceptions.

Operations Center – On the dashboard top right side, there is a new link for the Operations Center. This is a new feature for Pacific. The Op's center is where you will find the Op's manual, legal stuff, memorial page and more. Eventually, things like Training videos, merchandise etc can go here. This is the area that works like a bookshelf. You choose a book, then view the pages. Very clean and easy to use.

Fleet Download: The fleet download is new. On the left side navigation from the dashboard, choose "Fleet". All the main fleet will be listed along with which sims have liveries available. When you choose a plane, it gives you all the info on the aircraft and a new link called "Browse Liveries". Choosing browse liveries takes you to the download folders where you choose your sim and file you need. Only the main Pacific Fleet will be available for download under fleet. The other aircraft like Silverjet, Millennium Club, other planes are in the new **Downloads Center**. From the Dashboard on the left side navigation, choose Downloads Center. All other programs like ACARS, CSL, VIP files will all be there now



Events and Tours: The Events and Tours are now separate pages. On the Dashboard navigation area, choose Events and Tours, there is now a dropdown for Events, Tours, and Awards. This is where you will need to go to dispatch your Event or Tour flights. The new

developed a state-of-the-art website that is feature rich and specific for Pacific Airways.

Some of the features include, Simbrief Integration, Awards, Events / Tours, Operations Center System, and a lot more.

their request. All LOA and Lifetime pilots who return will be granted all their hours
Terminated pilots will not.

Good Email Address – All pilots are required to maintain a good email address so they can be contacted by the airline. We would like to get into using the internal messaging system as the primary way to communicate with pilots. Periodically, we send out email to all pilots like this newsletter. When we do this, we can see what email addresses come back as bad. We will make every effort to contact pilots with bad email addresses through the internal messaging system. If we are unable to contact a pilot, they will be removed from the roster. From the Dashboard, you can click on your profile (Top right corner), then choose settings. There you can change your email address, passwords, upload an avatar picture and enter info about yourself. No need to contact anybody to update your info.

Landing Rates, Rejected Pireps - Our previous system flagged landings at -600, and rejected pireps above that. For the new site, here is how it is going to work. Pirep landing rates and performance scores will be reviewed. Landings from -600 to -700 are considered "Hard Landings". There are no penalties for hard landings other than what ACARS deducts from your performance scores and XP points. Too many hard landings will mess up your overall landing average if that is important to you. Landings between -700 and -800 are excessive landings causing damage to the aircraft and injuries, but we will still accept your pirep. Excessive landings will have a penalty of the loss of your income and XP for the flight, and a charge for repair of the aircraft. Landings above -800 are crashes. Your pirep will be rejected and we will call out the airport equipment for you.



The Expo this year is June 21st – 23rd at Rio Las Vegas. We have created a chat

in Discord for anybody wanting to discuss or make plans to attend. Here is the website for more information.

[Home | FlightSimExpo 2024](#)



Here is something you don't want to see. Real World Airlines have had a bad week. I guess Pacific will have to add "Check your Lugnuts" to the checklist..

New CTAF Requirement with Vatsim: The VATSIM United States (VATUSA) division will be trialing real world Common Traffic Advisory Frequency (CTAF) starting March 1st 2024 a New CTAF Requirement with Vatsim lasting up to 6 months. Pilots not under air traffic control will review charts and/or the VATSIM AIP to identify the correct CTAF for their airport.

How is CTAF different from UNICOM?
VATSIM has traditionally used the term UNICOM to indicate a common frequency (122.800) that all pilots are expected to utilize to coordinate intentions with other pilots. In the real world, UNICOM frequencies are used to communicate with non-ATC ground stations such as Fixed Base Operators (FBOs) at an airport. The correct terminology

for the frequencies used by pilots to coordinate amongst themselves is CTAF.

You can generally find the CTAF frequency for your airport on the charts. If the CTAF is not published, it is often the tower frequency.

Since not long after our airline was formed, Pacific has a weekly event every Sunday, our VATSIM Sunday. For those of you unfamiliar with this event, we fly (online) into a chosen destination every Sunday, landing between

category. These may include semi-annual events like Cross the Pond and events we fly with other airlines like FedEx and UPS Virtual.

So, where do we go from here? Recently, we instituted an award for pilots who complete all VATSIM Sunday events in a month, a participation award. In February, 4 pilots achieved this award and in March, so far, 5 pilots are on track to receive the award. Flights do not have to be flown online but you must dispatch the flight and fly it using the ACARS system to get credit. Information on flying these flights can be seen by clicking on the Tours/Events section on your Dashboard at the Pacific website.

As far as down the road, here are some ideas. As Events Director, a job I have held for over 20 years, I am open to suggestions from any pilot. I have, with rare exceptions, tried to line up airports that are within a 2-hour flight from the last airport we visited on Sunday. But this is not set in stone by any means. Maybe there is a particular airport that you would like to see us visit. It can be due to personal preference or maybe even the airport in or near your hometown. We had a pilot last year that offered up a shirt, via random drawing of participants, to a lucky pilot when we visited the airport in his home town. Perhaps, as we do occasionally, you'd like to see us fly as a group from one airport to another airport instead of all of us just flying into an airport from different places. Maybe you'd like to see us fly into an airport that is engaged in a VATSIM event on a particular day, not just Sundays. It can be a Special Event.

There are so many possibilities out there for our airline to keep our pilots engaged and also keep our airline visible to the rest of the VATSIM world. In some ways, despite our penchant for events, we have just barely scratched the surface. As pilots, you certainly have the right to suggest ideas for future events. Get involved in the process and get excited when we visit somewhere you

suggested or helped arrange. It's all about the thrill of online aviation!

From the desk of the Chief Operations Officer

Pacific Airways is in its 26th year of operation. We're one of the oldest VAs and still going strong. Since I became COO many years ago, we have been accomplishing many tasks behind the scenes that line pilots are probably unaware of. So far, we have filled all the positions needed at this time and made sure all jobs have somebody doing it and a backup plan for each.

A few changes in Executive and Senior staff were also necessary. I can tell you that Pacific Airways now has the most experienced staff in its history. Over 150 years of combined PAY experience for the executive and Senior staff exist. What VA can say is that there are not many, I am guessing.

Because most of our accomplishments have been made at the staff level, line pilots may think nothing is happening.

That is far from the truth. Our new newsletter, "The Pacific Journal," will bridge the information gap we have had between staff and pilots. Thanks to Rich Haney for pulling this all together. I encourage all pilots to send stories, screenshots, and anything else for the newsletter. Not only is it a great place for information, but it needs to be fun, too.

The airline's status is good. We are steadily increasing the number of new pilots, pilots are participating more, and our online presence has increased. Pilots and controllers are retaking notice of Pacific Airways. We have made ourselves noticed by becoming partners with VATSIM, and New to us is having a partnership with SimBrief / Navigraph. I'm working on getting us our status as partners with Seattle ARTCC; we are still in the process with that one.

If you are still not flying online, please consider this a possibility! It not only adds significantly to the realism of flying, but it's also a great way to learn many aspects of flying. It is much easier than most people think, and Pacific Airways has many online pilots

and don't move until I tell you to. You can expect progressive taxi instructions in about a half hour, and I want you to go exactly where I tell you, when I tell you, and how I tell you. You got that?" Naturally, the frequency went very quiet until an unknown male pilot broke

AWARDS

Crashes in March



PAY8642 – Kevin Sergeant – Fenix A320 into KDTW

PAY8436 – Roger Flitter – 738 Zebo into PAJN

PAY8436 - Roger Flitter – Citation X into PAHO

PAY6660 – Matt Radek – 787-10 into RPLL

PAY6257 – Dwyan Miller into VTSP



Best Landing Award for March

3/6/24 PAY2776 Caleb Fabian

With a -18fpm landing rate into TXKF in the CL650

Great Job, Congrats Caleb

Pilot of the Month – March 2024



Pilot of the month again goes to PAY3236 Michael Kline who made 38 flights and 216 hours in March

Congratulations Mike, that's two in a row

Honorable Mention

#2 Glen Clason PAY1996 **129hrs**

#3 Ben Purdue PAY5650 **128hrs**

#4 Mitch Clason PAY1992 **119hrs**



CEO Screenshot picks for March.

Both by Scott Gray

