

AMERICAN LUFT GROUP

PILOT HANDBOOK

Operating Procedures and Pilot Expectations

Four airlines. One pilot account. Complete freedom to fly.

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American Luft Group is designed to provide a realistic airline environment without unnecessary restrictions, pressure, or complicated qualification systems.

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1. Welcome to American Luft Group

American Luft Group brings American, Lufthansa, Etihad, and Cathay Pacific together under one global virtual airline experience. Pilots use one account to explore the group network, fly a broad Airbus fleet, complete tours, earn awards, and progress through experience based ranks.

Our operating philosophy is simple: provide enough structure to make every flight feel meaningful, while preserving the freedom that makes flight simulation enjoyable.

Pilot ranks recognize experience, not permission. Every pilot has full access to the network from the first day.

2. Getting Started

Create your pilot account and select a home hub. Your home hub is part of your profile and does not restrict where you may fly.

Choose any published flight in the system. You do not need to begin from the location of your previous flight.

Select any aircraft listed as eligible for the route. Aircraft home hubs are organizational only.

Complete the flight using your preferred supported simulator, either offline or on an approved online network.

Submit the flight through the approved tracking and PIREP process.

3. Choosing Flights and Aircraft

Pilots may fly any published route in any airline division available to them.

Published departure times create a realistic schedule, but pilots may operate the flight at any convenient time.

Pilots may choose any aircraft listed as eligible for the route.

No type ratings, check rides, written tests, or rank restrictions are required.

Aircraft should have sufficient range and be suitable for the departure and arrival airports.

The recommended aircraft is a realism suggestion, not a mandatory assignment.

4. General Flight Expectations

Pilots are expected to make a reasonable effort to operate flights in a believable and responsible manner. Perfect airline procedure is not required, but flights should reflect genuine simulator use.

Use reasonable fuel, payload, routing, and aircraft weight planning.

Complete the route from the correct departure airport to the correct arrival airport.

Avoid impossible speeds, teleporting, or deliberate manipulation of flight data.

Record accurate aircraft, registration, departure, arrival, and flight information.

Missed approaches, holds, weather deviations, and operational changes are welcome when they occur naturally.

5. Offline and Online Flying

Important: Pause and time acceleration should not be used while connected to an online network unless that network specifically permits it.

6. PIREP Approval Standards

A PIREP should normally be approved when the route exists, the correct airports were used, the aircraft was eligible, the flight time is reasonable, and the recorded data shows that the flight was genuinely completed.

A PIREP should not be rejected because:

- The flight was operated outside the published schedule time.
- The pilot used a different eligible aircraft than the recommended aircraft.
- Pause or time acceleration was used during an offline flight.
- The pilot completed a missed approach, go around, hold, or weather deviation.
- The pilot did not begin from the location of the previous flight.

A PIREP may be reviewed when:

- Flight time is significantly shorter or longer than expected.
- The aircraft lacks sufficient range or airport compatibility.
- The flight begins or ends at the wrong airport.
- The route does not exist in the published network.
- The data suggests teleporting, impossible speed, or deliberate manipulation.
- The same flight appears to have been submitted more than once.

Rejection standard

PIREPs should only be rejected when there is a clear and meaningful issue. Examples include an incomplete flight, an impossible flight time, an invalid aircraft choice, an unexplained wrong airport, a duplicate submission, or intentionally falsified flight data.

7. Diversions and Irregular Operations

Reasonable diversions are accepted and may receive full credit. Pilots should add a short PIREP comment explaining what happened.

- Weather or airport closure
- Fuel concern
- Technical problem
- Medical event
- Air traffic control instruction
- Other realistic operational reason

A continuation or recovery flight may be flown from the diversion airport. Staff will use reasonable judgment when reviewing diverted flights and tour legs.

8. Ranks and Progression

Ranks are based on approved flight hours and advance automatically. Ranks do not unlock aircraft, routes, tours, events, or airline divisions.

Verified hours from another established virtual airline or recognized tracking platform may be imported with staff approval. Imported hours may determine starting rank, but they do not automatically complete ALG specific flight, fleet, hub, tour, or network awards.

9. Awards and Tours

Awards recognize milestones such as approved hours, completed flights, international operations, hub visits, aircraft experience, long haul flying, and tour completion.

Most milestone awards should be granted automatically when supported by the system.

Tour legs must be completed in the published order unless the tour description states otherwise.

Any eligible aircraft may be used unless a tour specifically requires a featured aircraft.

There is no general deadline for completing a tour.

A reasonable diversion does not automatically invalidate a tour leg.

10. Activity and Membership

There is no minimum monthly flight requirement.

Pilots are welcome to fly as often or as casually as their schedule allows.

Extended inactivity may be managed administratively to keep records current, but pilots should not feel pressured to fly.

Staff roles are separate from pilot ranks. A staff member earns pilot rank through approved hours like every other member.

11. Community Standards

American Luft Group expects pilots and staff to treat one another, air traffic controllers, and members of online networks with respect.

Harassment, discrimination, deliberate disruption, cheating, and falsified flight data are not permitted.

Disagreements should be handled respectfully and privately whenever possible.

Staff decisions should be consistent, reasonable, and focused on helping pilots enjoy the airline.

Repeated abuse of the system or community may result in corrective action or removal.

12. Quick Reference

Operating Mode	Allowed	Expectation
Offline	Pause and time acceleration are permitted	Use them responsibly and complete the flight normally.
VATSIM	Follow VATSIM rules	Network rules take priority over ALG policy.
IVAO	Follow IVAO rules	Network rules take priority over ALG policy.

Pilot Ranks

Rank	Minimum Approved Hours
Cadet	0
Second Officer	10
First Officer	25
Senior First Officer	50
Captain	100
Senior Captain	250
Command Captain	500
Senior Command Captain	750
Global Captain	1,000
Global Command Captain	2,000

Frequently Asked Questions

Question	Answer
May I fly any route?	Yes, any published route available in the group.

Question	Answer
May I use any aircraft?	Yes, any aircraft listed as eligible for the route.
Must I follow the published departure time?	No. Published times are for realism and schedule structure.
Must I continue from my previous airport?	No. You may begin from any published departure airport.
Is VATSIM or IVAO required?	No. Offline and online flights are accepted equally.
May I pause or accelerate time?	Yes during offline flights. Online network rules take priority.
Is there a monthly flight requirement?	No.
Do ranks restrict aircraft or routes?	No. Ranks recognize approved flight hours only.

Closing Statement

**Fly what you enjoy. Fly when you have time. Treat others with respect.
Keep the operation believable, and keep it fun.**