



OPERATIONS MANUAL PART A  
**OM-A**

ISSUE 1 – REVISION 2  
**10 MAY 2026**



# APPROVAL PAGE

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## Operations Manual – Part A

vWZZ

10 MAY 2026

### ISSUE 1 – Revision 2

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# 1 GENERAL INFORMATION

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## 1.0 vWZZ Mission

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Our mission is to provide you with an unparalleled, true-to-life Wizz Air operating experience. We are dedicated to delivering the highest level of realism and immersion, ensuring that every aspect of your virtual aviation journey mirrors actual real-world airline operations. To support this, we equip our pilots with comprehensive, detailed, true-to-life documentation, including the FCOM, FCTM, and OM-A, B, and C manuals. Furthermore, our dedicated Flight Data Monitoring (FDM) Team continuously reviews operations to ensure all pilots maintain the highest standards, strictly adhering to our Standard Operating Procedures (SOPs) and company limitations.

## 1.1 Flying with vWZZ

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At vWZZ, we proudly open our doors to aviators of all backgrounds - from real-world airline Captains to complete flight simulation novices. Regardless of the simulator platform you fly on, if you have successfully passed our entry exam, an exciting opportunity awaits you here.

Before taking to the virtual skies with us, please ensure you meet our basic requirements:

- Age Requirement: You must be at least 16 years of age.
- Communication: All vWZZ pilots are required to join our community Discord. Registration is free, and the invite link can be found on our vAMSYS dashboard.
- Entry Exam: All applicants must complete our entry exam and achieve a minimum score of 75%.









### 1.1.1 Pilot Termination

- Resigning in Good Standing: Pilots who provide advance notice of their intent to resign are considered to be in good standing. These pilots retain the option to return to the virtual airline in the future, though their previous rank may be subject to change upon their return.
- Disciplinary Termination: Pilots who are terminated from vWZZ due to any disciplinary action are permanently prohibited from re-joining the airline at any time.

### 1.1.2 Initial Activity Requirements

- Pilots who join must complete and file a pirep within the first 30 days of joining. Claims or invalidated pireps will not count. You may join again if you are removed for not completing a flight in 30 days.

### 1.1.3 Pilot Ranks

Display Image	Name	Abbr	Hours	Points	B-Pts	PIREPs
	WAPA Cadet	CDT	0	0	0	0
	Line Flying Under Supervision	LIFUS	20	0	0	0
	First Officer	FO	0	0	0	60
	Senior First Officer	SFO	150	12,500	0	0
	Captain	CPT	350	25,000	5,000	200
	Mentoring Captain	MCPT				
	Line Training Captain	LTC				
	Staff Team	STAFF				

## 2 PILOT REQUIREMENTS

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### 2.0 Active Status

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- There is no minimum requirement for flying for vWZZ.
- vWZZ members are required to join the Pilot Forums (Discord) and at least read announcements latest document updates, FDM topics and FAQ..

### 2.1 Forum Requirements

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As a result of the large amount of information that is placed within the vWZZ discord, the airline requires you to become a member of our pilot forum. Membership in our discord provides you an ability to interact and benefit using all the information you find.

Each member of vWZZ who posts in the Discord, VATSIM, or any Flight Simulation Forum, shall be required to always maintain a professional manner. All cases of racism, rude or discourteous comments, harassment, profanity, and anything else deemed questionable by forum moderators reported to the virtual airline will subject the member to disciplinary action to include suspension or termination from vWZZ.

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## 2.2 Operational Documentation Control

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### 2.2.1 Policy

All pilots **SHALL** operate in accordance with the **latest published revisions** of vWZZ operational documentation. The use of outdated manuals, procedures, or checklists is **NOT PERMITTED**.

### 2.2.2 Pilot Responsibilities

Prior to **each** flight, the Pilot SHALL:

- a) verify that all required documents are current;
- b) comply with vWZZ SOP, callouts, stabilised approach criteria, go-around policy, and all limitations; and
- c) ensure understanding of any active Company NOTAMs.

### 2.2.3 References

Operational documents (including, FCOM / OM-B / FCTM / Checklists) are made available via the **Resources HUB**. OM-C is available on our community Discord.

## 2.3 Company Communications and NOTAMs

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### 2.3.1 Purpose

Company communications are used to promulgate operational changes, temporary procedures, safety information, and administrative notices.

### 2.3.2 Company NOTAMs

Company NOTAMs form **an extension of the Operations Manual** and may be issued for immediate effect where operationally required.

### 2.3.3 Publication and Access

Company NOTAMs are published through the official company channels, including:

- a) vWZZ Discord (NOTAMs channel/Announcements); and
- b) vAMSYS NOTAMs page


### 2.3.4 Compliance Requirement

All pilots **SHALL** read and comply with all active NOTAMs prior to flight. “Not seen” or “not aware” is not considered a mitigating factor.

### 2.3.5 Company NOTAM Removal

A Company NOTAM may be removed when:

- a) the NOTAM has expired; and/or
- b) the content has been incorporated into a published Operations Manual revision.

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## 2.4 Flight Recording, Flight Conduct, and PIREP Standards

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### 2.4.1 Flight Recording

All vWZZ flights **MUST** be recorded using **Pegasus (vAMSYS ACARS)**.

### 2.4.2 Flight Authenticity and Integrity

- a) The aircraft shall operate from the booked departure location and complete the flight as filed unless a diversion is mandatory.
- b) Any action intended to manipulate the recorded outcome, flight profile, or flight time is prohibited.

### 2.4.3 Prohibited Simulator Actions

The following are NOT PERMITTED during an active vWZZ flight:

- a) Slewing (except positioning at the correct gate/stand before starting Pegasus and before connecting to any online network);
- b) Time acceleration;
- c) Pause beyond the company limit. Any PIREP showing pause time in excess of 5 minutes is subject to invalidation.

### 2.4.4 Manual Review / Flight Data Monitoring (FDM)

- a) vWZZ applies Flight Data Monitoring to promote standardisation and professionalism.
- b) Flights may be reviewed without any reason given by FDM.
- c) Where deviations are identified, follow-up action may include coaching, points adjustment, or PIREP invalidation.

## 2.5 PIREP Claims and Evidence Standard

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### 2.5.1 General

PIREP claims shall be factual, specific, and supported by evidence where required. Only one Claim can be filed per month, unless it's necessary due to problems with Pegasus.

### 2.5.2 “Forgot to Start Pegasus” Claims


Any claim stating or implying “forgot to start Pegasus” (or equivalent) is NOT VALID and will be rejected.

### 2.5.3 Evidence Standard

Where evidence is required, pilots shall provide sufficient and verifiable proof, such as:

- a) clearly time-relevant screenshots showing the applicable data; and/or
- b) Volanta/Elevatex/Vatsim radar link; and/or
- c) VATSIM/IVAO tracking data.

Screenshots showing only Pegasus “not loading / not starting” are not considered sufficient evidence on their own.

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## 2.6 Livery Policy

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### 2.6.1 Policy Objective

vWZZ liveries are controlled to ensure realism, correct fleet representation, and consistent operational standards.

### 2.6.2 Aircraft Type Must Match the Booking

- a) The **booked aircraft type must be flown**. Example: if an A320-232 is booked, an A320-232 must be flown.
- b) Operating any other type (e.g., A321, A320 NEO, A321 NEO, etc.) against the booked type will result in **PIREP invalidation**.

### 2.6.3 Registration Flexibility

Registration matching is generally not required provided the aircraft type matches the booking (e.g., booking one A321 registration and flying another of the same type).

### 2.6.4 Livery Must Reflect Real-World Current State

- a) Liveries must represent the current real-world state of the aircraft.
- b) Outdated special stickers, discontinued liveries, and non-current markings that are no longer present on the real aircraft are not accepted and will result in PIREP invalidation.

### 2.6.5 Aircraft Must Be in the Current Wizz Air Group Fleet

- a) Liveries/airframes that have left the Wizz Air Group fleet are not accepted.
- b) This includes airframes that have been transferred or re-registered inside the group. Example: HA-LJA is not accepted if now operated under another registration (e.g., 9H-WBW).

### 2.6.6 Simulator-Specific Livery Restrictions (FSLabs PW NEO / XLR)

- a) Where an XLR aircraft/route is flown, the correct XLR variant must be selected.
- b) If a real-world sector is operated by a type and the corresponding option is not yet available in vWZZ, pilots shall open a ticket so that the sector/approval may be added.
- c) Operating the XLR on a non-XLR route without approval may result in invalidation.

### 2.6.7 AOC Registration Restrictions


- a) Aircraft bearing G-WXXX registrations are assigned to Wizz Air UK (WUK) operations only and shall only be used on flights operated under the WUK operator.
- b) Aircraft bearing HA-XXX or 9H-XXX registrations may be used on Wizz Air (WZZ) or Wizz Air Malta (WMT) flights, provided all other livery and aircraft type requirements are met. However, HA-XXX and 9H-XXX registered aircraft shall not be used on WUK flights.
- c) Use of an aircraft registration outside its permitted AOC/operator assignment is not permitted and will result in PIREP invalidation.

## 2.7 Online Network Professional Standards (VATSIM/IVAOPilotEdge)

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### 2.7.1 Representation

When operating online using vWZZ remarks/callsigns, the pilot represents vWZZ. Conduct shall meet professional airline standards at all times.

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## 2.7.2 Conduct Requirements

The following are mandatory:

- a) timely response to ATC;
- b) standard phraseology and appropriate radio discipline;
- c) no inappropriate language;
- d) compliance with the VATSIM Code of Conduct (or equivalent network rules);
- e) operation in a manner that does not bring the airline into disrepute.

## 2.7.3 Complaints and Investigation

Complaints alleging missed calls, poor communication, non-compliance with ATC instruction, inappropriate language, or breaches of network rules may be investigated. Proven violations may result in disciplinary action up to and including removal from vWZZ membership.

## 2.7.4 Callsigns / Flight Identification

When flying online, pilots shall use the approved identifiers with flight number as appropriate: WZZ, WUK, WMT.

# 2.8 Mandatory Operational Compliance and Safety Reporting (MOR / ASR)

## 2.8.1 Policy

vWZZ operates a safety-driven culture. Strict adherence to aircraft limitations and company limitations is mandatory to maintain consistent, realistic, and safe operations.

## 2.8.2 Introduction of Reports

Two reporting methods are implemented:

### 2.8.2.1 MOR - Mandatory Occurrence Report

An MOR MUST be submitted when an occurrence meets any of the following criteria:

- a) aircraft limitation exceedance or undesired aircraft state (UAS);
- b) abnormal or non-standard event including system failure or loss of control;
- c) runway/taxiway incursion, rejected take-off, significant hard landing, level bust, stall warning/protection activation, flight envelope exceedance, engine failure/shutdown in flight, loss of communications, TCAS RA, severe turbulence;
- d) any event requiring declaration of MAYDAY or PAN.

### 2.8.2.2 ASR - Air Safety Report

An ASR SHOULD be submitted for:

- a) any company limitation violation (e.g., taxi overspeed); and/or
- b) events that could affect safety (e.g., continuing to land after an unstabilised approach).

ASRs are encouraged and non-punitive, intended to support safety awareness and continuous improvement.


## 2.8.3 Submission Method

MORs and ASRs shall be recorded in the PIREP comment section for the affected flight.

## 2.8.4 Minimum Content (MOR/ASR)

Each report shall include:

- a) what happened;
- b) why it happened (including whether the deviation was intentional and why); and
- c) corrective/mitigating actions taken.

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### 2.8.5 Failure to Report

Failure to submit a required MOR or ASR may result in PIREP rejection/invalidations and/or additional review action.

### 2.8.6 Monitoring and Corrective Action

vWZZ may apply increased point deductions and closer monitoring for repeated exceedances or procedural non-compliance, particularly where limitation adherence and engine/taxi procedures are concerned.

## 2.9 Operators and Identifiers (AOCs)

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vWZZ operates a multi-operator structure aligned with the Wizz Air Group:

### 2.9.1 Wizz Air

Base: LHBP and multiple European bases  
 Callsign: WIZZ AIR  
 ICAO: WZZ  
 IATA: W6

### 2.9.2 Wizz Air Malta

Bases: Romania and Italy etc.  
 Callsign: WIZZ MALTA  
 ICAO: WMT  
 IATA: W4

### 2.9.3 Wizz Air UK

Bases: EGGW (Luton) / EGKK (Gatwick)  
 Callsign: WIZZ GO  
 ICAO: WUK  
 IATA: W9