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LUVCARS 5 User Guide

Version 1.5 | *Effective*: September 01, 2024



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Changelog

NAME	DATE	CHANGE	VERSION
Braden T	09/01/24	Updates for LUVCARS 5.0.27	1.5
Braden T	03/2 <mark>3/24</mark>	Updates for LUVCARS 5.0.26	1.4
Matt G, Braden T	11/12/23	Updates for LUVCARS 5.0.23/24	1.3
Braden T	06/30/23	Updates for LUVCARS 5.0.22	1.2
Matt G, Braden T	05/12/23	Functionality Updates for LUVCARS 5.0.20	1.1
Ryan F, Matt G, Braden T	04/02/23	Initial Release	1.0

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Purpose

Purpose

This manual is designed to educate the pilots of Southwest Virtual Airlines on the new features and capabilities of LUVCARS 5 and how to operate the new ACARS client.

<u>Scope</u>

This manual is approved by the Executive Team at Southwest Virtual Airlines specifically for the release of LUVCARS 5 install, set-up, and use.

Mission

Southwest Virtual Airlines is dedicated to the highest quality of flight simulation with a sense of realism, warmth, friendliness, and company spirit.





Introduction

When we started looking at updating our ACARS software nearly three years ago, we knew we wanted to do something that would push the limits of what virtual airlines offered. Built upon our proprietary and very successful LUVCARS 4 software, we wanted to take the ease of LUVCARS 4 and add features into the client that other virtual airlines did not offer. The result was LUVCARS 5. I'm confident our pilots will find this new software to be another one of the many reasons that Southwest Virtual Airlines is one of the best virtual airlines out there.

We hope you enjoy the NEW LUVCARS 5! You are now free to move about the country!

Ryan Hynn





New features

LUVCARS 5 introduces many new features that will enhance the flight simulation experience and bring it to the next level. *Updates in latest version

Some new features of LUVCARS 5 (L5) are:

- Non-Normal Landing Configurations
- Tankering Fuel
- Taxiway Markings and Gate Numbers
- Interactive Co-Pilot
- Updated Performance Calculations
- Checklist/Flows integration
- Legs not flown option
- Custom Announcements
- Advanced Audio settings
- Load Dispatch Fuel Option
- SDK Auto Check for PMDG Aircraft
- Cancel Uplink Button
- Bug fixes for WX/Perf Data*
- New Checklist steps for Interactive Co-Pilot*
- Brake Cooling Calculations*

System requirements

For LUVCARS 5 to operate correctly, pilots must ensure that they meet these parameters.

- Valid and updated version of Windows 7+ with .Net 8.0
 - NOTE: LUVCARS 5 is **NOT** compatible with macOS!
- Valid copy of any flight simulator (MSFS, FSX, P3D, XP)
- FSUIPC/XPUIPC, depending on the simulator being utilized.





Initial install and setup

Proceed to the Operations page on swavirtual.com and select the <u>Resources tab</u> on the left side. Here will be the download link to LUVCARS 5 (L5). Once downloaded, run Installer.exe and follow the prompts as required.





Once L5 has been installed, login to the application with the pilot's same SWA ID and Password used to access swavirtual.com

-
4
ign In

Figure 1.1 – LUVCARS 5 Log-In

If the client has an update, pilots will be prompted on the login page of the L5. Clicking on "Yes" will update the client automatically. Clicking on "No" will proceed into the client on the out-of-date version normally.

i
An update is available for LUVCARS. Would you like to update the software now?
Yes No
Figure 1.2 – LUVCARS Update



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Click on the drop down next to the name and select Settings. Review the announcements desired, the alert notifications, and input the SimBrief username of the pilot.

General Audio	Co-Pilot Audio	Announcements	Notifications
Jutput Device	Input Device	Enable Flight Attendant Announcements	Connect Notification Alert
Speakers (Realtek(R) Audio) -	Microsoft Sound Mapper 🗸	Enable Captain Announcements	Disconnect Notification Alert
udio Volume Level	Output Device	Pushback Announcement	Chat Notifications Alert
•	Microsoft Sound Mapper 🗸	Prepare For Takeoff Announcement	Flight Notifications Alert Notification Sounds
udio Noise Level	Audio Volume Level	Cruise Announcement	Chat Sounds
•	•	Descent Announcement Approach Announcement Landed Announcement	Flight Notification Sounds Notification Sounds Disabled Below 10K Chat Sounds Disabled Below 10K
ensker	COPPIOL Settlings Use Co-Piot Procedure Complete Notification	VMLA5 Use PMDG Seatbelt Show Dispatch "Uplink to FMC" Button	Set as Top Most Enable Real World Schedule Times
Realistic PWB Delay Enter Taksoff Weight manually Enter Landing Weight manually Sync Weights with SimBilet Sync Nituke with SimBilet Sync Altuke with SimBilet	Use Physical Hardware to Control Flaps Use Physical Hardware to Control Goar Set PT Clear PTT Calibrate Microphone PTT Set To:	Load Dispatch Payload 'Uplink to FMC' Load Dispatch Fuel 'Uplink to FMC' Show Performance 'Uplink to FMC' Button 'Uplink to FMC' Deley (Shared Cockpik)	Enable Discord Presence
	Button II - I CA YOKE BOEING		

SimBrief username can be found at simbreif.com by selecting account settings.

If pilots do not have an account with SimBrief, pilots can sign up or an account by visiting <u>www.simbrief.com</u>

Here pilots can fill out all their flight information, build a dispatch release, and much more! It is highly recommended that pilots use a SimBrief account for the best user experience. For more information on building and reviewing releases with SimBrief check out this <u>tutorial</u>!

** For use of the Interactive Co-Pilot Feature Check out the Interactive Co-Pilot Guide here! **

LUVCARS Announcements

PMDG Use	rs Only (FS2020 Only)	Non	PMDG Users
Switch/Button	Action/Announcement	Switch/Button	Action/Announcement
Wheel Well Light	Triggers "Welcome Aboard" Announcement		
Attend Button (Taxi-Out)	Triggers "Cleared for Departure" Announcement	Wing Light	Triggers all 3 announcements within same conditions to the
Attend Button (Descent <12k AGL & <70 miles from airport)	Triggers "Final Descent into XXX" Announcement	(οπ, on, oπ)	left

For Custom Announcements reference the Interactive Co-Pilot Guide for more information!





PMDG setup

LUVCARS 5 provides a range of automated features designed to transfer data seamlessly into the Flight Management Computer (FMC) of the PMDG aircraft in MSFS 2020. L5 will automatically verify whether the SDK has been tailored for PMDG Users. If the following steps have not been completed, L5 will notify you that configuration is incomplete. Although this feature is optional, pilots who wish to use it must diligently adhere to the steps provided below:

- 1. Locate your PMDG work folder for applicable aircraft:
 - a. Standalone MSFS
 - i. \AppData\Local\Packages\Microsoft.FlightSimulator_8wekyb3d8bbwe\LocalState\package s\pmdg-aircraft-737\work
 - ii. \AppData\Local\Packages\Microsoft.FlightSimulator_8wekyb3d8bbwe\LocalState\package s\pmdg-aircraft-738\work
 - b. Steam Edition
 - i. \AppData\Roaming\Microsoft Flight Simulator\Packages\pmdg-aircraft-737\work
 - ii. \AppData\Roaming\Microsoft Flight Simulator\Packages\pmdg-aircraft-738\work
- 2. Open the 73(7/8)_Options.ini folder in notepad
 - a. Scroll to the bottom of the document and find the [SDK] section.
 - b. Edit or, if not present, add entire [SDK] section: (Figure 1.4)



3. Close the notepad and click Save on the document.

EnableDataBroadcast=1 EnableCDUBroadcast.0=1 EnableCDUBroadcast.1=1

Figure 1.4 – PMDG Options.ini





LUVCARS pre-flight

Booking a Flight:

Pilots can book a set of flights on either the swavirtual.com website, see figure 2.1/2.2, or via LUVCARS 5, see figure 2.3/2.4. All flights that are booked on the website/L5 timetable will automatically populate in the bookings tab on L5. To book a series of flights in L5 simply right click on the desired leg and select 'Book'.

	5 _									OME > OPERATIONS
Operations	S	earch ⁻	Timeta	bles						
Home										
• Frome	_									
Timetable		Departure	Airport			Baltimore	e, MD (BWI)		~	
Reports		Arrival Airp	ort			Syracuse	NY (SYR)		~	
▶ Map		Tail Numbe	r			-			*	
Resources		Equipment							*	
 Statistics 		Leg Count							*	
 Settings 		Туре				Legs			*	
SVALIfe		Legs Not Fl	nwo			Off			~	
+ Logout										
						Q				
						~				
						3 flights f	found			
	Fligh	t Dep	Arr	Dep	Arr	Dep	Arr Equip	Tail	Duration	
	2883	BWI	SYR	10:45:00	11:50:00	C10	1 73H	N8631A	01:05:00	Book Dispatch
	1292	BWI	SYR	15:25:00	16:30:00	B4	1 73M	N8734Q	01:05:00	Book Dispatch
	275	7 BWI	SYR	22:15:00	23:30:00	A7	1 73W	N427WN	01:15:00	Rook Dispatch
Figure 2	2.1 -	вос	oking	a fligh	I/A means the	gate number	r is currently unar	com	01.13.00	BUX, Uspatch
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Figure 2 uthwe Virtual Airl ations	2.1 – Este lines	- Boc	bking dule Arr Apt	Dep Time	Arr Time	Bate number SWA HO Dep Gate	Is currently una vitual. ME ABOUT • AFT Gate	HR + O	PERATIONS	
Figure 2 Uthwe Virtual Airl ations	2.11 – Este lines Crew Right # Day 1 Day 1	- Boc	oking dule Arr Apt SYR	Dep Time	Arr Time	Bate number SWA HO Dep Gate	Is currently una vitual. ME ABOUT • a Arr Gate	HR O	PERATIONS Duratio 01:15:0	CONTACT () () HOME > OPERA ON
Figure 2 uthwe Virtual Airl ations	2.1 - Este Crew Filght # Day 1	- Boc	dule Arr Apt	Dep Time	Arr Time	Bate number SWA HO Dep Gate	r is currently una vitual. ME ABOUT • 2 Arr Gate 1	HR • O	PERATIONS Duratic	CONTACT f HOME > OPERA DD Dispatch Delete
Figure 2 uthwe Virtual Airl ations ons (2.1 - Crew Filght # Day 1	Boc	dule Arr Apt SYR	Dep Time	Arr Time	gate numbed SWA HO Dep Gate	r is currently una vitual. ME ABOUT • e Arr Gate 1	HR COM	Durations	CONTACT f HOME > OPERA DON Dispatch Delete
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oarch	Timotab		(Departure Airport Baltimore, MD (BWI)					✓ Leç	Legs Not Flown		
	Timetab		,	Arrival Airport					~	Reset		
	mignes out of today	rs 4445 total hights	, 	Aircraft			~					
eparture and 3W = 737-700	d Arrival Times are ir), 73H = 737–800, 73	n local time. M = 737 MAX 8	F	egistration					•			
Flight #	Dep Apt	Arr Apt	Dep Time	Arr Time	Dep Gate	Arr Gate	Flight Time	Equipment	Tail #	Distance		
3234	BWI	DEN	06:05:00	08:20:00	B15	C31	04:15:00	73M	N8715Q	1587		
3446	BWI	BNA	06:10:00	07:10:00	B13	C26	02:00:00	73W	N7861J	600		
723	BWI	IND	06:15:00	08:10:00	C12	B21	01:55:00	73W	N223WN	515		
2104	BWI	LAX	06:15:00	09:05:00	CII	15	05:50:00	73M	N8821S	2342		
259	BWI	MIA	06:15:00	09:05:00	B5	GII	02:50:00	73W	N288WN	970		
263	BWI	FLL	06:20:00	08:55:00	A16	Al	02:35:00	73M	N1808U	929		
2395	BWI	MCO	06:20:00	08:40:00	B14	123	02:20:00	73M	N8714Q	789		
2680	BWI	SAN	06:20:00	09:10:00	A13	6	05:50:00	73W	N7824A	2316		
768	BWI	TPA	06:20:00	08:50:00	A14	C36	02:30:00	73H	N8665D	845		
190	BWI	AUS	06:25:00	09:15:00	B10	19	03:50:00	73W	N567WN	1392		

Figure 2.3 – LUVCARS 5 T	imetable
--------------------------	----------

1 Booked F	lights									
Flight #	Dep Apt	Arr Apt	Dep Time	Arr Time	Dep Gate	Arr Gate	Flight Time	Equipment	Tail #	Distance
3741	BWI	ROC	22:40:00	23:55:00	C14	A2	01:15:00	73W	N291WN	278
Figure 2.	4 – LUVC	ARS 5 Bo	okings							





Loading into the simulator:

Pilots must load into the departure airport in the simulator prior to selecting the flight in L5. Be sure to have the engines off and parking brake set prior to initiating the flight in LUVCARS.

Starting a flight:

To initiate the flight simply double-click the leg desired. There are 2 scenarios listed below for selecting flights within LUVCARS 5.

- **Real World Schedule Times Enabled**: Pilots will only be able to load into the flight in the simulator 1 hour prior to the 'Out' time. Pilots will also not be able to select flights that have already departed. This feature enables realism of flying the real-world flight scheduled times.
- **Real World Schedule Times Disabled:** Pilots can fly the flight at any time and L5 will set your departure time (Out Time) to be 30 minutes after you select the flight.

If pilots do not have Real World Schedule Times disabled and they attempt to fly a flight that is > 1hour away from departure, or has already departed, a prompt will display notifying the user that the selected flight is unavailable.

Search Timetable Displaying 22 flights out of today's 4445 total flights Departure and Arrival Times are in local time. 73W = 737-700, 73H = 737-800, 73M = 737 MAX 8			5	Departure Airport Arrival Airport Aircraft Registration	Baltimore	, MD (BWI)		Legs Not Flown Reset		
Flight #	Dep Apt	Arr Apt	Dep Time	Arr Time	Dep Gate	Arr Gate	Flight Time	Equipment	Tail #	Distance
3234	BWI	DEN	06:05:00	08:20:00	B15	C31	04:15:00	73M	N8715Q	1587
3446	BWI	BNA	06:10:00	07:10:00	B13	C26	02:00:00	73W	N7861J	600
1723	BWI	IND	06:15:00	08:10:00	C12	B21	01:55:00	73W	N223WN	515
		6	<u>}</u>	())				\bigcirc		
		X	9				·	$\langle \cdot \rangle$)	
This flight is not available until one hour prior to departure time with "Real World Schedule Times" enabled.						av	ailable with	eaay depa "Real World enablec	d Schedule d.	Times"

The flight does not start recording until the parking brake is released and aircraft movement is detected.

Once the aircraft has started moving, do NOT reload fuel or aircraft weight.



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Weather:

Here, pilots can get the weather for the expected departure and arrival airports. Pilots can also look up the weather for additional ICAO codes if needed.

Departure Weather Arrival Weather Airport Icco Weather Search Weather Information RETAR		Dispatch	Weather	Performance	Co-Pilot	Checklist	Divert	Cancel Flight	
Vedther Information AETAR KEWI 2305IIZ 08008KT 105M -RA BKN028 0VC036 07/03 A3007 RMK A02 RAB06 P0000 T00670033 AF KEWI 2305IIZ 08008KT 105M -RA BKN028 0VC036 07/03 A3007 RMK A02 RAB06 P0000 T00670033 AF KEWI 23030IZ 2303/24061006KT P5SM -RA DK OVC025 WS020/I8035KT FM230800 12006KT 55M -RA BK OVC008 WS020/I7035KT FM230800 1006KT 35M RA BK OVC003 WS020/I7035KT FM230800 35012e1BKT 55M -RA BK OVC008 FM23100 34014g23KT P6SM 0VC015 FM23100 34014g23KT P6SM 0VC015 FM23100 34014g23KT P6SM 0VC015 TM EWI ATIS INFO B 0454Z. 08008KT 105M SCT028 OVC036 07/03 A3008 (THREE ZERO ZERO EIGHT) RMK A02 RAB15E27 SLP186 P0000 400941017. ARR ACFT EXP VISUAL APCH RWY 10, RWY 15L. DEFG RWYS 15K, I5L. NOTICE TO AIR MISSIONS, RUNWAY 33L IRREGULAR SUBRACE 50 FETT SOUTHAST OF RUNWAY INTERSECTION. TWY T BETWEEN TWY E AND TAXLIANE T2 RESTRICTED TO AIRCHAFT WITH WINGSPAN IIB FEET OR LESS. RWY 10 CONDITION CODES, 5, 5, 5 AT 03272. BIRD ACTIVITY VICINITY ARPT. SIMUL APCHS ARE BEING CONDUCTED TO CNVGG RWYSADVS YOU HAVE INFO B.	Depo	arture Weather	r 🗌	Arrival Weat	her		Airport Io	000	Weather Search
AETAR KBWI 23051IZ 08008KT 10SM -RA BKN028 OVC036 07/03 A3007 RMK A02 RAB06 P0000 T00670033 AF KBWI 230301Z 2303/2406 10006KT P6SM -RA OVC025 WS020/IB035KT FM230600 12006KT 5SM -RA BR OVC003 WS020/I7035KT FM230800 11005KT 3SM RA BR OVC003 WS020/I7035KT FM23103 001016XT 3SM RA BR OVC003 FM23103 0401625XT P6SM AFA BR OVC003 FM23103 0401625XT P6SM OVC015 FM23203 0401625XT P6SM DKN030 ITIS BWI ATIS INFO B 0454Z. 08008KT 10SM SCT028 OVC036 07/03 A3008 (THREE ZERO ZERO EIGHT) RMK A02 RABI5E27 SLPI86 P0000 400941017. ARR AGFT EAP VISUAL APCH RWY 10, RWY 15L. DEFG RWYS 15R, I5L. NOTICE TO AIR MISSIONS. RUNNAY 33L IRREGULAR SURFACE 50 FEFT SOUTHEAST OF RUNWAY INTERSECTION. TWY T BETWEEN TWY E AND TAXILARE T2 RESTRICTED TO AIRCRAFT WITH WINGSPAN 118 FEET OR LESS. RWY 10 CONDITION CODES, 5, 5, 5 AT 03272, RWY 15R. CONDITION CODES, 5, 5, 5 AT 03272, BWY 15L CONDITION CODES, 5, 5, 5 AT 03272. BIRD ACTIVITY VICINITY ARPT. SIMUL APCHS ARE BEING CONDUCTED TO CNVGG RWYSADVS YOU HAVE INFO B.	Veather	Information							
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AF KBWI 230301Z 2303/2406 10006KT P6SM -RA OVC025 WS020/18035KT FM230600 12006KT 56M -RA BR OVC008 WS020/17035KT FM230800 10005KT SSM RA BR OVC008 WS020/17035KT FM230800 10005KT SSM RA BR OVC003 FM23100 36010KT ISM +RA BR OVC003 FM23100 34014623KT P6SM 0VC015 FM23100 34014623KT P6SM 0VC015 FM23100 34014623KT P6SM 0VC015 TIS BWI ATIS INFO B 0454Z, 08008KT 105M SCT028 OVC036 07/03 A3008 (THREE ZERO ZERO EIGHT) RMK A02 RABI5E27 SLPI86 P000 400941017. ARR AGFT EXP VISUAL APCH RWY 10, RWY 15L, DEPG RWYS 15R, IFL, NOTICE TO AIR MISSIONS, RUNWAY 33L RIREGULAR SURFACE 50 FEFT S0UTHEAST OF RUNWAY INTERSECTION. TWY TBE TWEEN TWY E AND TAXILANE 12 RESTRICTE TO AIRCAFF WITH WINGSPAN IIB FEET OR LESS. RWY 10 CONDITION CODES, 5, 5, 5 AT 0327Z, RWY 15R CONDITION CODES, 5, 5, 5 AT 0327Z, RWY 15L CONDITION CODES, 5, 5, 5 AT 0327Z. BIRD ACTIVITY VICINITY ARPT. SIMUL APCHS ARE BEING CONDUCTED TO CNVGG RWYSADVS YOU HAVE INFO B.	KBWI 23	0511Z 08008KT	10SM -RA BKN	028 OVC036 07/03	A3007 RMK A	O2 RAB06 P000	о тооб7ооз	33	
KBWI 23030IZ 2303/2408 10006KT P65M -RA OVC025 WS020/I8035KT FM230600 12006KT 55M -RA BR OVC008 WS020/I7035KT FM230800 11005KT 35M RA BR OVC003 WS020/I7035KT FM23100 09010KT ISM +RA BR OVC003 FM23100 03010KT ISM +RA BR OVC003 FM23100 35012618KT 55M -RA BR OVC006 FM23200 34014623KT P65M BK OVC015 FM23200 34014625KT P65M BK OVC015 FM23200000000000000000000000000000000000	AF								
THS BWI ATIS INFO B 04542, 08008KT 105M SCT028 OVC036 07/03 A3008 (THREE ZERO ZERO EIGHT) RMIK AO2 RABI5E27 SLPI86 P0000 400941017. ARR ACFT EXP VISUAL APCH RWY 10, RWY 15L DEPG RWYS 15R, 15L NOTICE TO AIR MISSIONS, RUNWAY 33L IRREGULAR SURFACE 50 FEET SOUTHEAST OF RUNWAY INTERSECTION. TWY T BETWEEN TWY E AND TAXILANE T2 RESTRICTED TO AIRCRAFT WITH WINGSPAN 118 FEET OR LESS. RWY 10 CONDITION CODES, 5, 5, 5 AT 03272, RWY 15R CONDITION CODES, 5, 5, 5 AT 03272, RWY 15L CONDITION CODES, 5, 5, 5 AT 03272. BIRD ACTIVITY VICINITY ARPT. SIMUL APCHS ARE BEING CONDUCTED TO CNVGG RWYSADVS YOU HAVE INFO B.	FM23060 FM23080 FM23130 FM23180 FM23210 FM23230	00 12006KT 55M 00 11005KT 3SM 10 09010KT ISM 00 35012G18KT 1 00 34014G23KT 00 34018G30K1	 I -RA BR OVC00 +RA BR OVC00 +RA BR OVC00 5SM -RA BR OV P6SM OVC015 P6SM BKN030 	008 WS020/17035KT 13 WS020/17035KT 03 /C008	r				
EWI A ITS INFO B 04942, USUUBLY USWASCI 022 OVCUS9 07/03 ASUUB (IHREE ZERO ZERO EIGHT) RWA A02 ABUISEZ? SLPIBE PO0D0 40094107. ARR ACFT EXP VISUAL APCH RWY 10, RWY 15L DEPG RWYS 15R, 15L NOTICE TO AIR MISSIONS. RUNWAY 33L IRREGUAR SURFACE 50 FEET SOUTHEAST OF RUNWAY INTERSECTION. TWY T BETWEEN TWY E AND TAXILABE 2 RESTRICTED TO AIRCRAFT WITH WINGSPAN IB FEET OR LESS. RWY 10 CONDITION CODES, 5, 5, 5 AT 03272, RWY 15R CONDITION CODES, 5, 5, 5 AT 03272, RWY 15L CONDITION CODES, 5, 5, 5 AT 03272. BIRD ACTIVITY VICINITY ARPT. SIMUL APCHS ARE BEING CONDUCTED TO CNVGG RWYSADVS YOU HAVE INFO B.	TIS					(
SOUTHEAST OF RUNWAY INTERSECTION. TWY T BETWEEN TWY E AND TAXILAB T 2 RESTRICTED TO A INCRAFT WITH WINGSPAN IB FETOR LESS. RWY 10 CONDITION CODES, 5, 5, 5 AT 0327Z, RWY 15R CONDITION CODES, 5, 5, 5 AT 0327Z, RWY 15L CONDITION CODES, 5, 5, 5 AT 0327Z. BIRD ACTIVITY VICINITY ARPT. SIMUL APCHS ARE BEING CONDUCTED TO CNVGG RWYSADVS YOU HAVE INFO B.	BWI ATIS	SINFO B 0454Z.	08008KT 10SN	A SCT028 OVC036 0	158 151 NOTE	(THREE ZERO ZEI	ONS RUNW	MK AO2 RAB15E27 SLI AV 33L IRREGULAR SLI	P186 P0000 400941017.
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BIRD ACTIVITY VICINITY ARPT. SIMUL APCHS ARE BEING CONDUCTED TO CNVGG RWYS ADVS YOU HAVE INFO B.	RWY 10 0	CONDITION CO	DES , 5 , 5 , 5 A	T 0327Z, RWY 15R CO	ONDITION COL	DES , 5 , 5 , 5 AT	0327Z, RWY	15L CONDITION COD	ES, 5, 5, 5 AT 0327Z.
	BIRD AC	TIVITY VICINITY	ARPT, SIMUL A	PCHS ARE BEING CC	NDUCTED TO	CNVGG RWYS.	ADVS YOU	HAVE INFO B.	

Dispatch:

Pilots who generate their dispatch release via SimBrief or with L5 should see a copy of the release under this tab as depicted in figure 2.7. Continue to read below to learn how to create a dispatch in both LUVCARS 5 and SimBrief.

Check out our YouTube channel for videos on how to read a SWA OFP.

Overview Dispatch	Weather	Performance	Co-Pilot	Checklist	Divert	Cancel Eli	aht		
Request Dispatch	Ref	resh	Prefile on V.	ATSIM	Uplink to	5 FMC	Dispatch	Conf	figuration
SOUTHWEST AIRLINES IN FLIGHT 3741	PR DISPATCH	RELEASE-1		JEPP PLA 23/03/2	N# 1069 4 0357z		VATSIM Fit	#	T/O Alternate
							Alternate 1		Alternate 2
DEPART 0427Z ARI KBWI/BWI: 0027L KR	RIVE 0534 DC/ROC: 0134	Z STE/ETE: 00 L	+47/00+59	TAXI OUT: 0 TAXI IN: 0	0+12 0+08		KELM		
2327C	0034	C PROPOSED DE	PARTURE TIM	E: U427Z			Dep Rwy		Arr Rwy
REMARKS :							15R	~	04 🗸
FLT: AC: NOSE:	TYPE:	CAP: ATOG	: LM:				Route		
DEPART: KBWI/BWI (143`) ARR	IVE: KROC/ROC (559`) DI	ST: 0314 NM			TERPZ7 . ULW GIB	IERES . BE	J220 VALLO
T/O ALTN: KJFK/JFK	ALT	N 1: KELM/ELM	AL	TN 2:			Cruise		Tail Number
FMS RTE BWIROCO1: KBWI TERPZ7 JERES J2:	20 VALLOUL	WGIBBEKROC					28000		N291WN
KBWT · N3010 5 W0764	1 1						Cont/Hold		Disp Add
TOC: 280 WIND: 237	/067 TEMP/	DEV: M40/+01	FL CHANGE:	280			15		0
MEL/CDL:							Extra		Taxi Out
NO ITEMS							2500		12
FUE	L TIME	PLAN WEIGHT	STRUC 1	IMIT			Tanker		ETOPS
ENROUTE BURN 005: CONT/HOLD 001.	3 UU+59 3 OO+15	OW 083000 PYLD 036600					0		
DISP ADD 000	00+00	ZFW 119600	MZFW 1	21700			Remarks		
FAR RESERVE 003	L 00+31 L 00+45	TOW 134000	MTOW 1	.54500					
Figure 2.7 –	Dispat	ch Relea	se						





Building a Dispatch Release (via SimBrief):

Log into <u>SimBrief</u> and input all the data for the flight intended to be flown into the appropriate cells on SimBrief's website and click on 'Generate Flight'.

With the desired leg to be flown selected and started, navigate to the 'Dispatch' tab under the 'Flight' tab on L5. Once on the 'Dispatch' tab, click on the 'Refresh' button. Clicking 'Refresh' will import the externally generated flight plan into L5 for easier access and use your externally planned data for performance calculations on the 'Performance' tab.

Check out our YouTube channel for videos on how to read a SWA OFP.



Dispatch Tab 'Uplink to FMC' (MSFS):

Clicking on the 'Uplink to FMC' button on the 'Dispatch' tab will allow for L5 to begin automatically typing Fuel, ZFW, and RTE data into PMDG's FMC Fuel and Payload pages.

0									
			EU					0	
-	-I	OTAL L	BS	G	WZ	MTOP			
	- 50 L	EVEL		89 TOC	.9/1 G	55.6 ZFI			
-1-	- 10	.9%		23.2 FUEL	* DEN	84.9 SIT	? —		
-1-	— <s< th=""><th>ET FUL</th><th>L</th><th></th><th></th><th>6.76</th><th>,</th><th></th><th></th></s<>	ET FUL	L			6.76	,		
	— <s< th=""><th>ET 2/3</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></s<>	ET 2/3							
	— <s< th=""><th>ET 1/3</th><th></th><th></th><th></th><th></th><th></th><th>-</th><th></th></s<>	ET 1/3						-	
	- <r< th=""><th>ETURN</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></r<>	ETURN							
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0_									
3.	INIT REF						BRT +	D	
7.1	MENU		DEP ARR	HOLD	PROG	10	EXEC		
	N1 LIMIT		A		С	D	E	-	
	PREV PAGE	NEXT PAGE	F	G	Н		J	ň	
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	4	5 6	P	Q	R	S	T	Ш	
	7	8 9			W	X		•	
	Cas 1	14 0	7	CD	DEI	1	(10		
				_			_		

Figure 2.9 – 'Uplink to FMC' Fuel Loading



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Building a Dispatch Release (via L5):

Pilots can generate a release through the L5 User Interface. Below is the information that needs to be completed to request the dispatch. The L5 Dispatch page uses SimBrief and SVA specific profiles to give the pilot a release.

1. VATSIM Flt # - Defaults to the Real-World Flight Number. User can change this value in case someone else is using the callsign on VATSIM already.

3. Alternate 1 - Defaults to BLANK. Enter a Destination Alternate either when weather conditions require an alternate or when weather conditions do not require an alternate, but it might be a good idea to do so.

4. Alternate 2 - Defaults to BLANK. Enter a 2nd Destination Alternate either when weather conditions require a 2nd alternate or when weather conditions do not require a 2nd alternate, but it might be a good idea to do so.

7. Cont/Hold- The Cont/Hold (Contingency/Hold) field is TIME BASED. The Cont/Hold field manipulates the CONT/HOLD fuel found on page one of the Dispatch Release. The minimum value for CONT/HOLD at Southwest Virtual Airlines is 15 minutes. The Maximum value is 60 minutes. Normally, 20 minutes is plenty of contingency fuel, but every situation is different.

9. Extra - The Extra field is U.S. POUNDS BASED. The Extra field manipulates the EXTRA fuel found on page one of the Dispatch Release. The minimum value for EXTRA is 200lbs and there is no set maximum value.

11. Tanker – Fuel added to Dispatch release to enable aircraft to carry more fuel to minimize fuel to be added to the aircraft at the arrival airport prior to the next flight.

Dispatch Configuration

VATSIM FIt # T/O Alternate 69 Alternate 1 Alternate 2 Dep Rwy Arr Rwy 31R 26R ~ Route NIITZ3 SSKEE GUP KA30U TURKI JFRYE5 Cruise N8843S 37000 Cont/Hold Disp Add 15 0 Taxi Out 200 12 Tanker ETOPS 0 Remarks

13. REMARKS - The Remarks field will manipulate the REMARKS section found on page one of the Dispatch Release.

2. T/O Alternate (TALT) - Defaults to BLANK. Enter a TALT only if weather conditions do not permit the flight to return to origination. Note a Takeoff Alternate may never exceed the following parameters: More than one hour flying time from the origination airport at normal cruising speed with one engine inoperative. To ensure this regulation is not violated, at Southwest Virtual Airlines, a Takeoff Alternate may not exceed 320NM from departure airport.

> 5. Route AND Cruise - Choose the preferred flight plan route and cruise altitude, inputting the desired value into the altitude box. If changes to the cruise altitude are needed, update the box accordingly. Verify real-world flight details on flightaware.com for best practices.

6. Tail Number – Defaults to the scheduled tail number for the real-world flight. Pilots can change this to match the simulator tail

8. Disp Add - An amount of fuel added (typically by the dispatcher) for expected weather/winds enroute or at the arrival airport, expected ground delays/traffic, De-icing operations, etc. Default = 0 lbs

10. Taxi Out - The Taxi Out field is TIME BASED. The Taxi out filed manipulates the TAXI OUT fuel found on page one of the Dispatch Release. The minimum value for taxi out fuel at Southwest Virtual Airlines is 10 minutes. The maximum value is 20 minutes.

12. ETOPS - Select the ETOPS checkbox for flights to/from the mainland USA to/from the Hawaiian Islands. DO NOT select ETOPS for interisland flights that initiate and terminate within the Hawaiian Islands.





Performance calculator

The Performance Calculator is a new feature to L5 that allows pilots to get their V-Speeds, Runway Stopping Margins, Auto-Brake Settings, Reduced Thrust-TO data, and flap settings.

Ensure the data on the right side of the performance Calculator is accurate for the departure and arrival airport.

Pilots should assume the Runway Condition Code (RCC) is 6 unless NOTAMS/ATIS dictate otherwise for the specified airports. Pilots should default to a Bleeds ON (YES) takeoff with Max Thrust set to NO, unless the departure airport requires Max Thrust. Max thrust may be selected anytime deemed necessary for the safety of the flight by the Pilot in command.

If the RCC is less than 5 or the runway is contaminated, Max Thrust is required and should be set to YES. Engine Anti-Ice should only be selected to YES if there is visible moisture and an OAT of 10°C or less. If windshear is possible at time of departure based off either current report or forecast, consider selecting YES.

Takeoff data will output the Engine Failure Procedure (EFP) and departure notes for each runway/intersection departure for that airport. EFPs are available on <u>SVALife</u>.

For landing performance validate the Runway, RCC, select the appropriate flap setting (15, 30, 40), and if the aircraft has operational reverse thrust (R/T) ensure it is set to OP.

04 121 RWY LDM 5 151 AB2 AB: TEMP LESS THA	990 8.7 12 8.7 12 90 90 90 91 90 92 90 93 80 94 94 94 94 94 94 94 94 94 94 94 94 94	ding Do 29.2 3LW 225 3M	s IMT	U	plink to FMC	AC ZFW 11 Rur It Brk 5 Eng N	ARS TO 9.6 way 5R Act - GOOI 9 Anti-Ice	> Col	Fuel Fuel 14.4 Grad (FT/NM) 200 Grad Top Alt 3000 Bleeds ON V
04 124 RWY LD 5 15: AB2 AB: TEMP LESS THA	8.7 12 W MR 51 32 3 AB	29.2 RLW 225 BM	S IMT			ZFW 11 Rur 16 Brk 5 Eng N	V 9.6 1way 5R Act - GOOI J Anti-Ico IO	• • •	Fuel 14.4 Grad (FT/NM) 200 Grad Top Alt 3000 Bleeds ON ~
04 12: RWY LDN 5 15: AB2 AB: TEMP LESS THA	8.7 12 W MR 51 32 3 AB	29.2 RLW 225 BM	S LMT			II Run Brk Eng N	9.6 1way 5R Act - GOOI J Anti-Ico IO	• • •	14.4 Grad (FT/NM) 200 Grad Top Alt 3000 Bleeds ON ~
04 121 RWY LDN 5 155 AB2 AB2 TEMP LESS THA	8.7 12 W MR 51 32 3 AB	29.2 3LW 225 3M	S LMT			Rur It Brk Eng	Act Act Act Anti-Ico O	* * e	Grad (FT/NM) 200 Grad Top Alt 3000 Bleeds ON ~
RWY LDI 5 15: AB2 AB: TEMP LESS THA	W MR 51 32 3 AB AN +5	225 3M	LMT			IE Brk Eng	Act - GOOI Anti-Ico IO	• • •	200 Grad Top Alt 3000 Bleeds ON ~
5 153 AB2 AB3 TEMP LESS THA	51 32 3 AB	225 3M			-	Brk 5 Eng	Act - GOOI J Anti-Ico IO	• e •	Grad Top Alt 3000 Bleeds ON ~
AB2 AB TEMP LESS THA	3 AB AN +5	3M				5 Eng	- GOOI J Anti-Ico IO	• e •	3000 Bleeds ON ~
TEMP LESS THA	AN +5					Eng	j Anti-Ico IO	•	Bleeds VIII VIII VIII VIII VIII VIII VIII VI
acars ru						N	0	~	ON v
ACARS RU						10/10	1.01		
ACARS RU						VVII	nd Shear	r	Max Thrust
	JNWAYS					N	0	~	NO ¥
ACARS LENG	тн		NOTES			AC	ARS LD	Cor	nditions
5502						ZFV	v		Fuel
8001							9.6		91
5802						Run	iway		Grad (FT/NM)
						0	4	•	200
						Flag	ps		Grad Top Alt
						3	0	~	3000
						Brk	Act		Anti-Ice
	ACARS LENG 8001 5502 8001 5802	ACARS LENGTH 8001 5502 8001 5802	ACARS LENGTH 8001 5502 8001 5802	ACARS LENGTH NOTES 8001 5502 8001 5802	ACARS LENGTH NOTES 8001 5502 8001 5802	ACARS LENGTH NOTES 8001 5502 8001 5802	ACARS LENGTH NOTES AC 8001 5502 8001 5802	ACARS LENGTH NOTES ACARS LE 8001 5502 8001 5802 2FW 19.6 Runway 04 Flaps 30 Rrk Act	ACARS LENGTH NOTES ACARS LD Con 8001 5502 8001 5802 Runway 04 ~ Flaps 30 ~ Rrk Act



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Performance Tab 'Uplink to FMC' (MSFS):

Clicking on the 'Uplink to FMC' button on the 'Performance' tab will allow for L5 to begin automatically typing INIT REF data into PMDG's FMC INIT REF pages.

INIT REF Data Entered:

- ZFW
- Reserve Fuel
 - o If no Alternate Airport entered, 4.4 will be used as minimum reserve fuel.
- Cost Index
 - 40 for -700/-800
 - o 30 for 38M
- CRZ ALT
- CRZ WIND & T/C OAT
- SEL TEMP
 - As necessary, empty for max thrust takeoff.
- T/O FLAPS
- CG
- V-SPEEDS

NOTE: Due to a marginal difference in aircraft performance data between L5 and PMDG, T/O Trim and V-Speeds may slightly differ. Users are recommended to utilize L5 calculations based on L5's integrated SimBrief profiles.

e docton	G 12 P 11 R 6 4 	PE W/CRZ 0.0/23 LAN/FU /5. FW 5.0 ESERVE 0 DST IN 0 DST IN 0 NDEX	RF II .2% EL Ø s DEX	-20 -20 T P	/CRZ /F 286° °F RANS ERF REQU 1 LI	1/2 ALT L260 WINE 290 1 8000 INIT		
	INIT REF			αz	DES		BRT +	d
	MENU		DEP ARR	HOLD	PROG		EXEC	
	N1 LIMIT		A	В	С	D	E	-
	PREV PAGE	NEXT PAGE		G	н			
		2 3	K		M	N	0	
	(4) (5 6	P	Q	R	S	T	
	(7) (8) (9)		۷	W	Х	Y	

Figure 3.1 – 'Uplink to FMC' INIT REF Loading





Non-Normal Landing Configurations:

Non-normal configurations have been added to the ACARS Landing Conditions calculator found within the performance tab of L5. When a non-normal condition is met in-flight, the specified condition is to be selected within the non-normal configuration dropdown menu. Once the condition is selected, and all other landing condition fields are filled out, press 'Request Landing Data' under the performance tab and L5 will generate the performance data for the set conditions to include the non-normal landing computations. A notation of the selected condition will be included in the Landing Data Notes.

Non-Normal Configuration Options:

- Antiskid INOP, Flaps 15
- Antiskid INOP, Flaps 30
- Antiskid INOP, Flaps 40
- One Engine INOP, Flaps 15
- One Engine INOP, Flaps 30
- Leading Edge Flaps 15
- Trailing Edge (TE) Flap Asymmetry, Flaps 30
- TE Flap Asymmetry, Flaps 15 to 25
- TE Flap Asymmetry, Flaps 1 to 15
- TE Flap Disagree, Flaps 30 to 40
- TE Flap Disagree, Flaps 15 to 30
- TE Flap Disagree, Flaps 1 to 15
- TE Flaps UP
- All Flaps UP
- Loss of System A, Flaps 15
- Loss of System A, Flaps 30
- Loss of System A, Flaps 40
- Loss of System B, Flaps 15
- Loss of System A+B, Flaps 15
- Manual Reversion Flaps 15
- Stab Trim INOP, Flaps 15
- Jammed or Restricted Flight Controls, Flaps 15
- Airspeed Unreliable, Flaps 15
- Airspeed Unreliable, Flaps 30
- Airspeed Unreliable, Flaps 40



ZFW		Fuel	
127.9		5.0	
Runway		Grad (FT/NM)	
31R	~	200	
Flaps		Grad Top Alt	
30	~	3000	
Brk Act		Anti-Ice	
6 - DRY	~	NO	
Enroute Ice		HGS AIII	
NO	~	NO	
Rev Thrust		Bleeds	
CREDIT	~	ON	
Non-Normal C	onfiguro	ation	
None			

Figure 3.2 – Non-Normal Landing Configuration



Brake Cooling Schedule:

Brake temperature buildup can occur when operating a series of short flights in hot weather or after performing a high-energy stop during takeoff or landing. LUVCARS 5 will output the expected brake cooling times based on the braking actions provided in the landing PWB. Typically brake cooling can be accomplished at the gate with minimal interference to ground operations. Figure 3.3 outlines what the cooling schedule looks like with a breakdown of what each output is referencing. The next page shows the RTO button and the associated output when pilots accomplish a rejected takeoff (RTO).







Brake Cooling Schedule Continued...

Rejected Takeoffs:

When an aircraft executes a Rejected Takeoff (RTO) press the RTO button (Figure 3.4) on LUVCARS 5. Once pressed, a pop up will display asking for the airspeed in Knots Indicated (KIAS) at which the RTO was initiated (Figure 3.5). After the speed is entered it will output the cooling schedule required (Figure 3.6) While the brakes are cooling, determine if you need to refuel (i.e. Below Min takeoff on Dispatch page) or return to the gate for maintenance. Once the cooling is complete if you are continuing the flight, re-run the Takeoff PWB data and continue to the destination as scheduled.

Overview Dispatch Weather Performance Co-Pilot Checklist Divert Cancel Flight
Request Takeoff Data Request Landing Data Uplink to FMC ACARS TO Conditions RTD
/// TAKEOFF DATA /// TAKEOFF DATA ///
Z1 Z36/Z0320 137/13L Z9.93 01L 542 135.9 130.0 135.0 F OAT WIND COMP QNH RWY STOP ATOG TOW MRTW LMT Runway Grad (FT/NM)
01L 🗸 200
48 89.4 RDCD CLB2 5 125 129 134 6.7 1013 RT H135 Brk Act Grad Top Alt SEL N1 CONFIG CLB ALL ENG FLP V1 VR V2 TRIM CLEAN UP EPF Brk Act Grad Top Alt
Figure 3.4 – RTO BUTTON
DP T
Rejected Takeoff Speed
what was your rejected takeon speed in KIAS?
Enter speed (KIAS).
OK Cancel
Figure 3.5 - KTO FOF OF
SFO BRK COOL
SFO 01L
TO 166 KTS WT 130.0
AUTION-CLEAR RWY. ALERT ARFF. DO NOT SET PARK BRAKE. DO NOT APPROACH GEAR OR
ALL FOR I HOUR.
RK ENERGY 44.1M FT-LB
AREOFF PWB DATA MUST BE RECALCULATED FOR THE NEXT TAKEOFF.
Iguie 3.0 - NTO BRANING SCHEDULE OUTFUT



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Co-Pilot

The Interactive Co-Pilot tab shows you the progress of checklists and procedures. This tab will update based on what has been completed, what is in progress, and what needs to be completed. Reference Figure 4.0 and 4.1 for the Co-Pilot tab and what it looks like with the checklists closed and expanded.

```
Black/White = Not complete yet | Orange = In Progress | Green = Complete
```

Overview Dispatch	Weather Performance Co-Pi	ot Checklist	Divert	Cancel Flight
Checklists				Procedures
Before Start Originatin Before Start Checklist Before Push Checklist Before TakeOff Checklist Climb Checklist Descent Checklist Before Landing Checklist Parking Checklist	g Checklist t			Flight Deck Preparation Through Flight Procedure Start AW Pushback Procedure Start Number Two Start Number One After Start Procedure Control Check Stop APU Set Takeoff Thrust 18,000 Feet Standard Set Engine Shutdown Procedure
Figure 4.0 – (Overview Dispatch	Co-Pilot Tab	lot Checklist	Divert	Cancel Flight
Before Landing Check	klist			Procedures
If needed, say "Set" or cancel the checklist, s Speedbrake Landing Gear Flaps	"Checked" to move to the next ite ay "Cancel Checklist". 	m in the Checklis	t. To	Flight Deck Preparation Through Flight Procedure Start Humber Two Start Humber One After Start Procedure Control Check Stop APU Set Takeoff Thrust 18,000 Feet Standard Set Engine Shutdown Procedure
Figure 4.1 – 0	Co-Pilot Tab – Ch	ecklist E	xpan	ded

Reference the Interactive Co-Pilot Guide for more information!



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Diversions

Diverting is not a new concept in aviation. Diversions typically occur when one of the following happens:

In-Flight Emergency Weather en route Fuel State

Aircraft Malfunction Weather at arrival airport out of limits Passenger incident

To maintain MAX realism at Southwest Virtual Airlines, diversions must be due to one of the reasons listed above.

All Diversions will be treated like a manual report and will be reviewed by a CBM prior to being accepted/rejected. Diversions <u>MUST</u> include a reason for the diversion <u>with proof</u> to justify the need for the aircraft to divert. (i.e., Screenshot of Failure, Link from an addon such as PACX/FsPassengers, FS2Crew, IRL Flight track with diversion, etc.) Pilots will now automatically receive performance data for the selected diversion airport once diversion has been selected.

Diversions will not count as a flight to return the member to active status if the flight was after member was hired/re-hired or returning from LOA. Diversions should be in accordance with the <u>AUTHORIZED</u> <u>AIRPORTS MEMORANDUM</u> on <u>SVALife</u>.

If a pilot diverts, they must set the parking brake and shutdown normally to complete the initial diversion leg. Pilots will then have the option, once on the ground at the diversion airport, to continue with the scheduled flight, referencing figure 5 below.

If a pilot selects "Yes", they can expect for a continuation flight to the original destination to be loaded into the booked legs tab for 1 hour after the "IN" time at the diversion airport. Flying the continuation leg is only optional and can be omitted as desired.

If a pilot selects "No", the continuation leg will be removed from the system altogether.





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LUVCARS post-flight

Ending a Flight:

To end a flight, taxi to a parking location at the airport. The parking location does not need to be the gate that is assigned to that flight in the real world. Pilots may park anywhere at the airport. Once parked, set the parking brake and shutdown both engines. The Flight Review screen will appear, letting the pilot know if the report was held or approved along with a map reviewing the details of the flight flown.

Note:

For MSFS users, if the steps above were followed and the flight did not automatically end, try disengaging and reengaging the parking brake. If a diversion was flown, see the Diversion section above for details on what needs to be filled out before a flight can be submitted.

Cancelling a Flight:

If pilots need to terminate a flight before it can be completed, select the Cancel Flight Tab in L5. A prompt will be displayed to verify the intention to cancel the current flight.







Chat usage

Pilots will have the ability to both communicate in a general chat channel as well as private messages. Included in the chat tab will be an announcements tab and an events tab.

Announcements:

The announcement tab will import news articles from the website and custom announcements from the staff team.

Events:

The events tab will import scheduled events from the website.

Private Messaging:

To begin a private message (PM) with another user, pilots can simply double click on the name of the person they would like to open a PM with. Once a PM has been started, a separate chat box will open on the left side of the client. Pilots can close a PM at any time by pressing the 'x'.

¢	Announcements Channel New announcements		03:18 PM	4	Jeremy Jurman
G.	General Channel Company chat	Greetings		Ţ.	David Ambrose
6	Flight Notifications Pilot updates				Bobby Portway
	Events Channel New events			÷0	Executive Chief Pilot Chad Vandenberg
3	Matt Massey × Executive Chief Pilot				Executive Chief Pilot
				2	Antonio King Senior Chief Pilot
				8	Michael Shelby Chief Pilot
					Matt Massey Executive Chief Pilot
				2	Marvin Aldrich Senior Chief Pilot
				8	Mark Campbell Executive Chief Pilot
		Hello!		<u>¢</u> 0	Aronn Slutsky
Figu	re 7.0 – Chat Window	N			

Chat Expectations:

All pilots will adhere to the <u>SOP</u>'s Code of Conduct for communications on any Southwest Virtual Airlines entity. Chats should remain on topic with simulation and Southwest Virtual while remaining professional in manner. Chat messages are logged and monitored by Southwest Virtual Staff.

Disciplinary Actions:

Deviation from the Code of Conduct in any chats may result in disciplinary action. Based on the severity and number of prior occurrences, the member may be temporarily restricted from using the client. If further incidents accumulate, pilots may be permanently removed from Southwest Virtual Airlines.





Frequently asked questions (FAQ)

To help our staff respond to general inquiries faster, please read the following frequently asked questions to see if they answer any questions before contacting our staff team.

1. Is L5 supported on macOS?

No, we currently do not offer macOS support with L5.

- 2. What if I don't remember my password to sign in? Pilots can reset their password here. Please bear in mind that this will also reset the set password for the website.
- 3. <u>How do I change my profile picture?</u> Pilots can do so on our website under Operations > <u>Settings</u>.

4. Do I need to uninstall LUVCARS 4?

No, LUVCARS 4 will eventually be phased out once LUVCARS 5 has been verified as stable for the VA users.

5. Can I log in while on Leave of Absence or if my account was removed for inactivity? No, only pilots on Active status or Termination Warning status may log into the client. If pilots are currently on LOA or inactive, they must request reactivation per our <u>SOP</u>.

6. <u>Is a SimBrief account required?</u>

No, but it is highly recommended. Sign up for FREE and learn more about SimBrief here!

7. <u>Is a paid Navigraph subscription required?</u> No, but it is highly recommended. Sign up and learn more about Navigraph <u>here</u>!

8. How are aircraft substitutions handled by L5?

If the desired route is scheduled in a 737-800 (73H), pilots may substitute this aircraft per our approved substitutions list in the <u>SOP</u>. For example, a pilot wants to fly a 737-700 (73W) on a flight scheduled for a 73H, L5 and the website will reflect this change upon report submission.

9. <u>Can I use time acceleration on L5?</u>

No, time acceleration beyond 1x speed is still prohibited per our <u>SOP</u>. Reports will be held for review and are likely to be rejected.

10. Can I pause my flight?

Yes, pilots may pause their flight if not flying on an air traffic network such as VATSIM.

11. Can I customize the FA's announcement audio set provided by L5?

No, customization support is currently not available for FA announcements. Pilots can make custom announcements utilizing the new feature outlined in the <u>Interactive Co-Pilot Guide</u>.



LUVCARS 5 User Guide

Version 1.5 | Effective: September 01, 2024



12. Do I have to fly the real world scheduled times?

No, pilots may fly any scheduled leg at the time of their choosing. This is simply available to those looking to follow the real-world scheduled flight times.

13. Why was my account restricted?

If a pilot's account is restricted from L5, they may have been issued a disciplinary restriction from using the client. An email will be sent to the email address provided to us when a pilot initially joined including information about the action and steps to rectify the restriction.

14. If PWB says I cannot takeoff from my desired runway, what should I do?

Follow a similar flow to the real world. Try checking for a longer runway. If one is not available, try increasing aircraft takeoff performance by setting BLEEDS to OFF and MAX THRUST to YES. If these still yield a poor result, then start removing passengers from the aircraft and lowering fuel quantity.

15. Why is my autobrake distance showing '----'?

If the available runway remaining distance is too low, the specified autobrake value will then be inhibited, and the next highest autobrake setting should be utilized. For example, if Autobrake 2 is showing <u>'----</u>', and Autobrake 3 is showing <u>669</u>, then utilize autobrake 3 or manual braking equivalent.

16. When is a Destination Alternate NOT required?

No alternate airport is required if for at least 1 hour before and 1 hour after the estimated time of arrival at the destination airport the appropriate weather reports or forecasts, or any combination of them, indicate:

- (1) The ceiling will be at least 2,000 feet above the airport elevation; and
- (2) Visibility will be at least 3 miles.

Example of weather requiring an alternate: BKN019 and 2 3/4SM OVC019 and 3SM Example of weather NOT requiring an alternate: OVC020 and 3SM BKN020 and P6SM

17. <u>I'm receiving the "System.IO.FileNotFoundException: The system cannot find the file specified. (0x80070002)" error?</u>

Download the following <u>developer add-on</u>. Once downloaded re-launch L5 and it should run as advertised!

18. <u>LUVCARS won't let me select the flight in the timetable or bookings tab?</u>

LUVCARS 5 now has a feature to enable or disable real world times. Pilots with real world times enabled can only select a flight 1 hour prior to the scheduled pushback or 'Out' time. To disable this feature, go into the user settings in L5 and disable "Real World Times" which will then allow users to fly any legs at any time not in accordance with the real-world schedule.

