

# PIREP Approval Criteria

To maintain consistency and uphold standards, United Virtual Airlines (UVA) follows specific criteria for Pilot Report (PIREP) approval. Pilots are required to adhere to the following guidelines:

## Simulation Rate:

### 1. **CRUISE Phase Time Acceleration:**

- Pilots may use any simulation rate (time acceleration) during the CRUISE phase only, from top-of-climb (TOC) to top-of-descent (TOD).
- Time acceleration is strictly prohibited during taxi, take-off, climb, descent, approach, and landing.

### 2. **ATC Permission on VATSIM:**

- Pilots on VATSIM must receive permission from ATC before using time acceleration.

### 3. **Phases Jumping Prohibition:**

- Use of any feature allowing jumping between flight phases (e.g., to the next waypoint, top of descent, slewing) is strictly prohibited.

## Landing Rate:

### 1. **Maximum Landing Rate:**

- Landing rate must not exceed -600 feet per minute (fpm).
- Multiple touchdowns must not exceed -600 fpm each.

## Routing:

### 1. **smartCARS Routing Requirement:**

- Routing must be entered in smartCARS.
- Direct (airport to airport) routes are not permitted.

## Flight Errors:

### 1. **Stalls, Overspeeds, Violations:**

- Stalls, overspeeds, and >250kts below 10,000 ft. MSL violations may lead to PIREP rejection, based on severity and/or duration.
- **MSFS2020/2024 users:** note that using "Active Pause" registers as a stall; avoid using this feature during flight recording.

## Fuel Guidelines:

### 1. **Minimum Fuel at Landing:**

- At landing, fuel must be more than 2000 lbs. for all passenger transport aircraft.

## 2. **Reserve Fuel:**

- Reserve fuel should be added before departure for emergency, holding, or unforeseen circumstances.
- Using "Unlimited Fuel" option in any simulator is strictly prohibited.
- In-flight refueling is NOT permitted and any PIREPs submitted with a logged inflight refueling will be rejected (at Hub Manager/Executive/Admin Staff discretion).

## Staff:

### 1. **Discretionary Approval/Rejection:**

- Staff may approve or reject a PIREP at their discretion.
- A reason for rejection will always be provided in the comments section.
- Any administrative team member may overrule a rejection if found unnecessary.
- Pireps of any staff member must be reviewed by a member of the executive or administrative team.

### 2. **Self-Approval Prohibition:**

- No staff member may accept their own PIREP.

## Diversions:

### 1. **Notation Requirement:**

- Pilots must note the diversion airport and reason in the "Comments" section of smartCARS if flight conditions are unsafe or in case of an emergency.

## Slew Mode:

### 1. **Slew Mode Restriction:**

- PIREPs showing slew mode toggled on for more than 3 seconds after pushback completion will be rejected.

## Double Dipping:

### 1. **Hours Accrual Limitation:**

- Accruing hours for another virtual airline during the same flight is strictly prohibited.
- Violators may face PIREP rejection and possible disciplinary action by the Executive/Administration Team.

## Airline & Aircraft Type Restrictions:

### 1. **General Requirements:**

- Pilots may fly any airline and aircraft type, considering fuel range, appropriate aircraft size for departure and arrival airports, and runway length.
- Substituting aircraft is allowed, but pilots must leave a comment in the "Comments" section of smartCARS before PIREP submission.

# Charter Operations:

## 1. Charters Creation Limitation:

- Charters (also known as **Free Flights**) can only be created for routes not already in the scheduling system.
- Aircraft substitutions can be made through smartCARS, so charters/free flights should not be created solely for changing aircraft type.



---

Revision #11

Created 24 January 2024 22:51:46 by UAL3 Zac P. | CTO

Updated 6 December 2024 23:14:24 by UAL1 Jay D. | CEO