PIREPs (Pilot Reports)

A PIREP is a Pilot Report. It contains the information about the flight you flew and submitted via our ACARS software.

- View My PIREPs
- AutoPIREP
- Manual PIREP
- AutoPIREP Approval Criteria

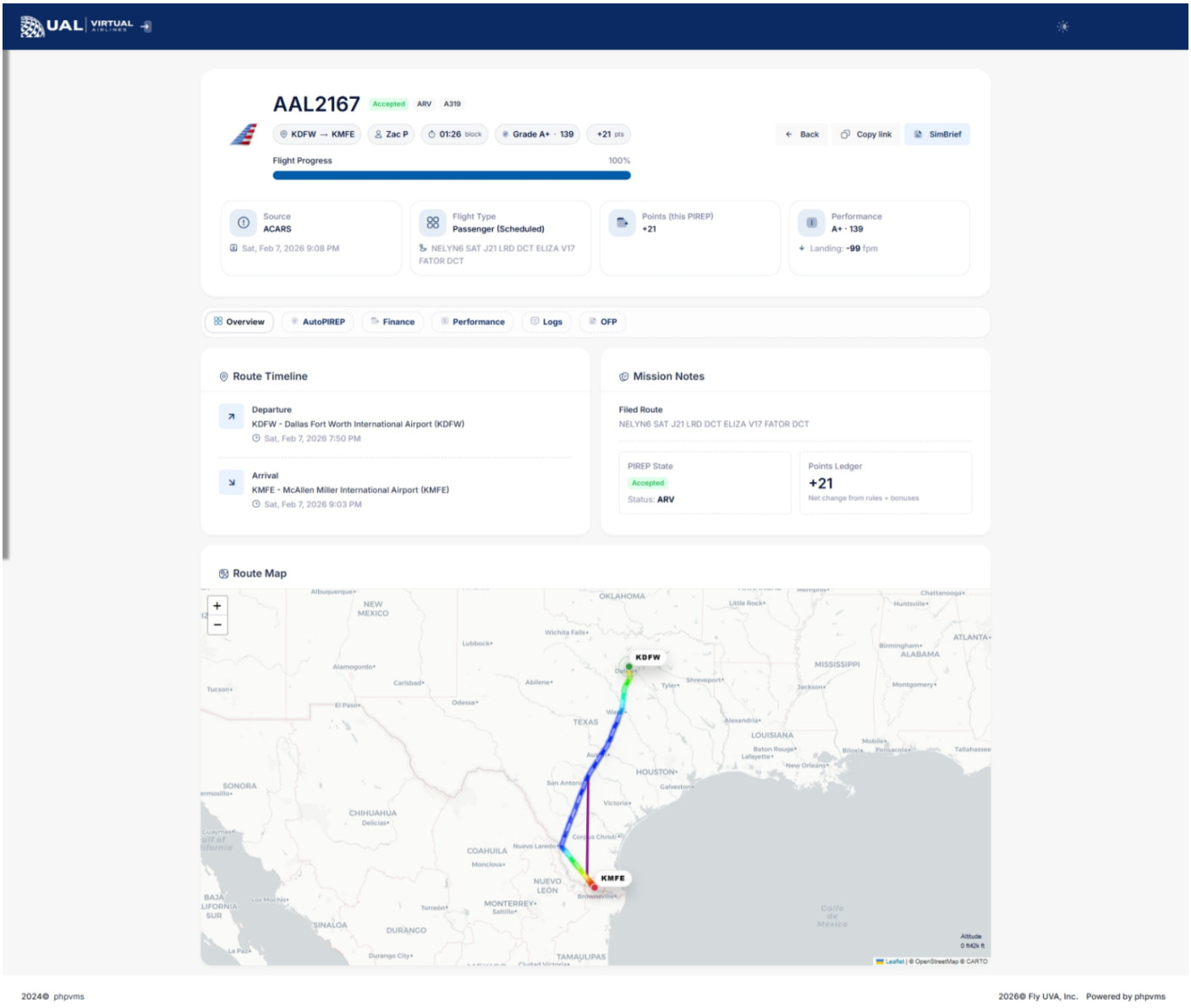
View My PIREPs

What Is a PIREP?

A **PIREP (Pilot Report)** is your official flight record.
After completing a flight and submitting it through ACARS, your PIREP becomes a permanent log of that operation.

This page allows you to review your flight in detail.

What You’ll See on the PIREP Page



Your PIREP page includes a full breakdown of your flight performance and operational data.

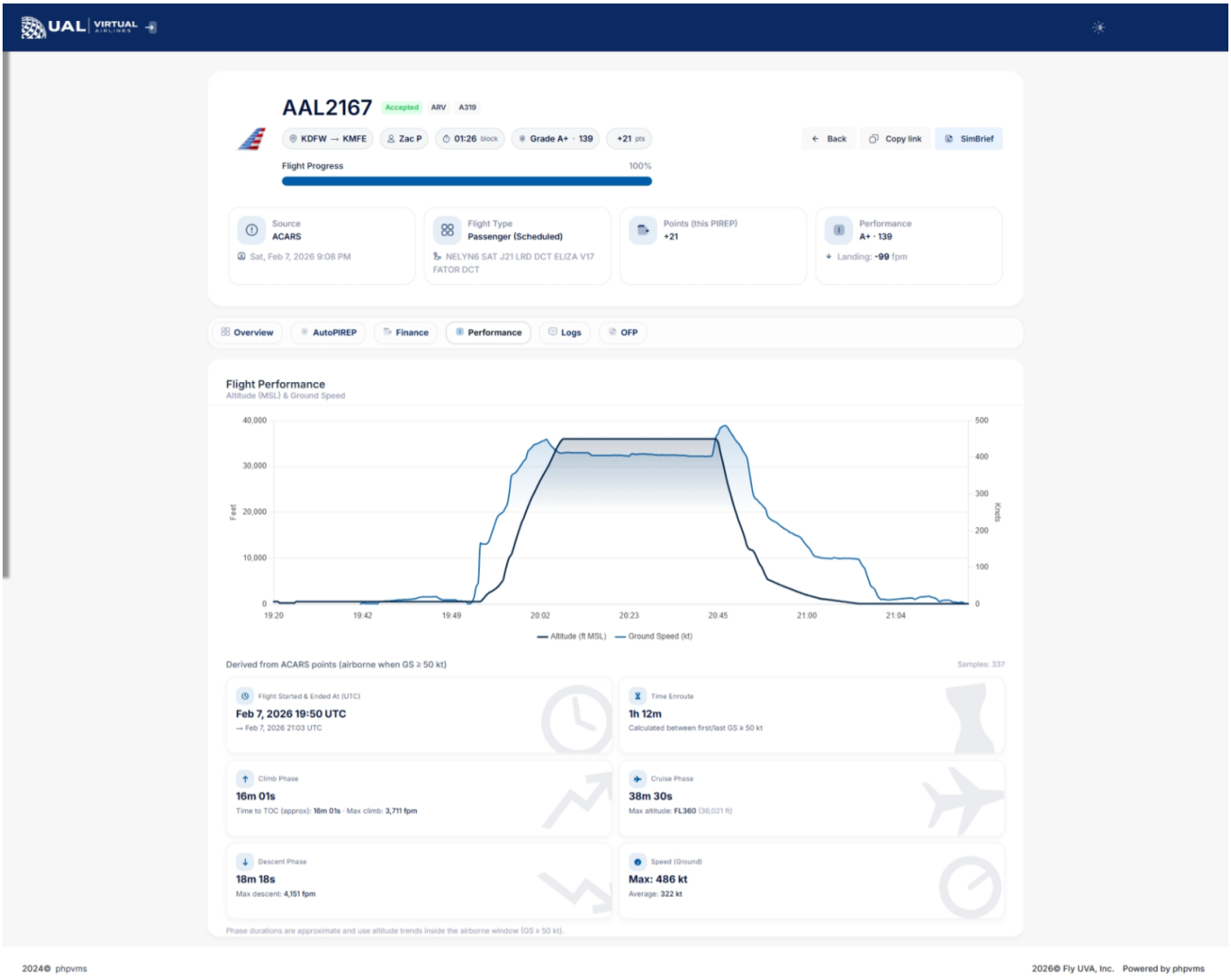
Flight Summary

At the top of the page, you'll see:

- Airline and Flight Number
- Aircraft and Subfleet
- Departure and Arrival Airports
- Block Time
- Route information
- Submission time

This confirms the basic details of your flight.

Performance Overview



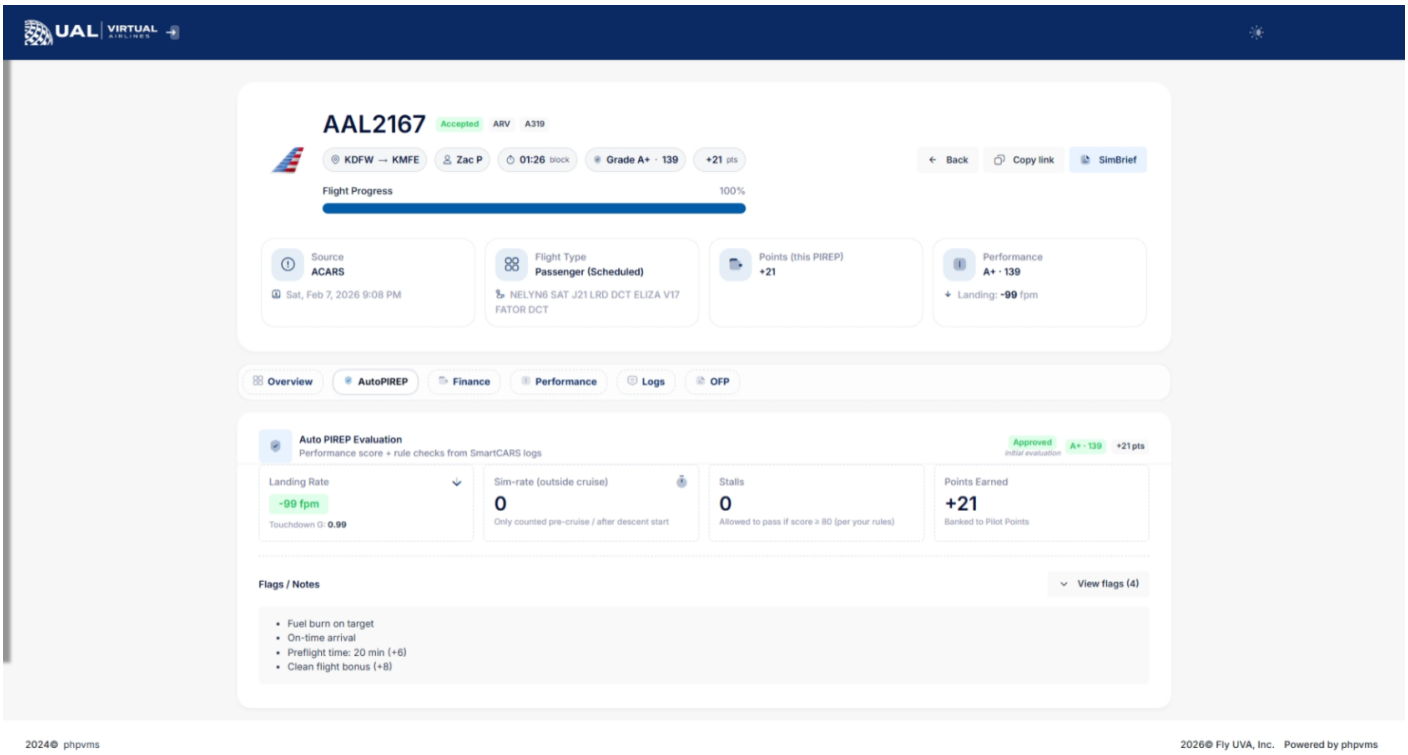
The performance section provides a detailed breakdown of how your flight was evaluated.

Depending on the flight data recorded, you may see:

- Landing Rate (FPM)
- Touchdown G-Force
- Sim Rate Usage
- Stall Detection
- Overspeed Monitoring
- Phase tracking (Climb / Cruise / Descent)
- Maximum and Average Ground Speed
- Maximum Altitude (shown as Flight Level)
- Climb and Descent Rates
- Time Enroute

This gives you insight into how your flight was scored.

AutoPIREP Grade



If AutoPIREP grading is enabled, your PIREP will display:

- Numerical score
- Letter grade
- Decision status (Accepted, Pending, or Rejected)
- Points earned

Flights that meet grading criteria are automatically accepted.

Flights that do not meet criteria may enter **Pending Review**.

Pending Status & Banked Points

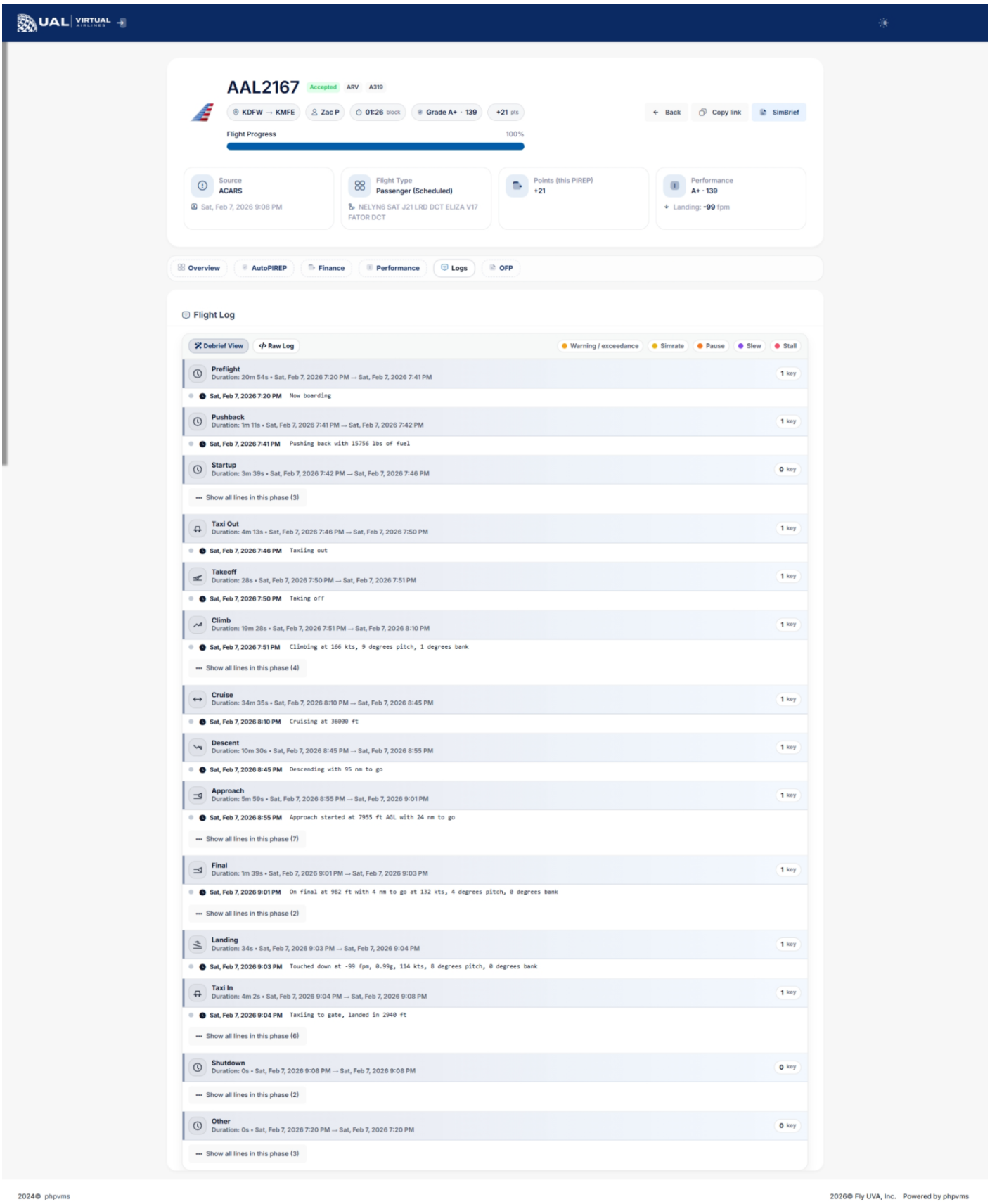
If your PIREP enters pending status:

- It is temporarily locked for review.
- Staff cannot immediately modify it.
- You may have the option to use **Banked Points** to force-accept the flight.

If available, you'll see a button allowing you to use 150 banked points to accept the PIREP.

This system gives pilots flexibility while maintaining operational standards.

Flight Phases & Data Tracking



Your PIREP includes detailed phase tracking:

- Climb phase begins once ground speed exceeds operational thresholds.
- Cruise phase tracks maximum altitude achieved.
- Descent phase tracks descent rates until ground speed drops below taxi thresholds.

This ensures realistic phase reporting and accurate performance metrics.

Status Indicators

Each PIREP will display one of the following statuses:

- Accepted
- Pending
- Rejected
- Cancelled

Status determines whether the flight counts toward hours, awards, tours, and career progression.

Why This Page Matters

Your PIREP page is more than just a record — it is your performance dashboard.

It allows you to:

- Monitor your flying quality
- Track landing consistency
- Improve operational realism
- Build toward awards, career levels, and achievements

Every flight contributes to your long-term record.

AutoPIREP

What Is AutoPIREP?

AutoPIREP is UVA’s automated flight evaluation system.

After you submit a PIREP, the system immediately analyzes your flight data and determines whether it:

- Meets operational standards
- Requires staff review
- Should be rejected

This ensures fairness, consistency, and realism across all pilots.

What AutoPIREP Evaluates

AutoPIREP analyzes multiple performance factors from your flight data, including:

- Landing Rate (FPM)
- Touchdown G-Force
- Sim Rate Usage
- Stall Detection
- Flight Phase Tracking
- Time Enroute
- Ground Speed Monitoring

Each metric contributes to your overall score.

Scoring & Grades

Each flight receives:

- A numerical score

- A letter grade
- A system decision

The decision will be one of the following:

Accepted

Your flight met all required criteria and is automatically approved.

Pending

Your flight did not meet one or more standards and requires review.

Rejected

The flight significantly violated operational limits and was declined.

Pending Status Explained

When a flight enters **Pending**:

- It is temporarily locked.
- Staff cannot immediately modify it.
- A waiting period is applied to allow pilot review.

This window exists to give pilots control over their own outcome.

Banked Points & Force Accept

If your PIREP is placed into Pending status, you may see the option to:

Use 150 Banked Points to Force Accept the Flight

Banked points are earned through normal flight activity.

Using points allows you to:

- Accept a flight that narrowly missed criteria.
- Avoid rejection.
- Maintain continuity in tours, events, or career progression.

This system balances realism with flexibility.

Why AutoPIREP Exists

AutoPIREP ensures:

- Consistent grading across all pilots
- Reduced manual workload for staff
- Transparent evaluation standards
- Operational realism
- Performance accountability

Every pilot is evaluated using the same system logic.

How It Impacts You

AutoPIREP affects:

- PIREP acceptance
- Logged flight hours
- Awards eligibility
- Career Mode progression
- Event credit
- Leaderboards and statistics

Flying within operational standards will almost always result in automatic acceptance.

Operational Expectations

To maintain high scores:

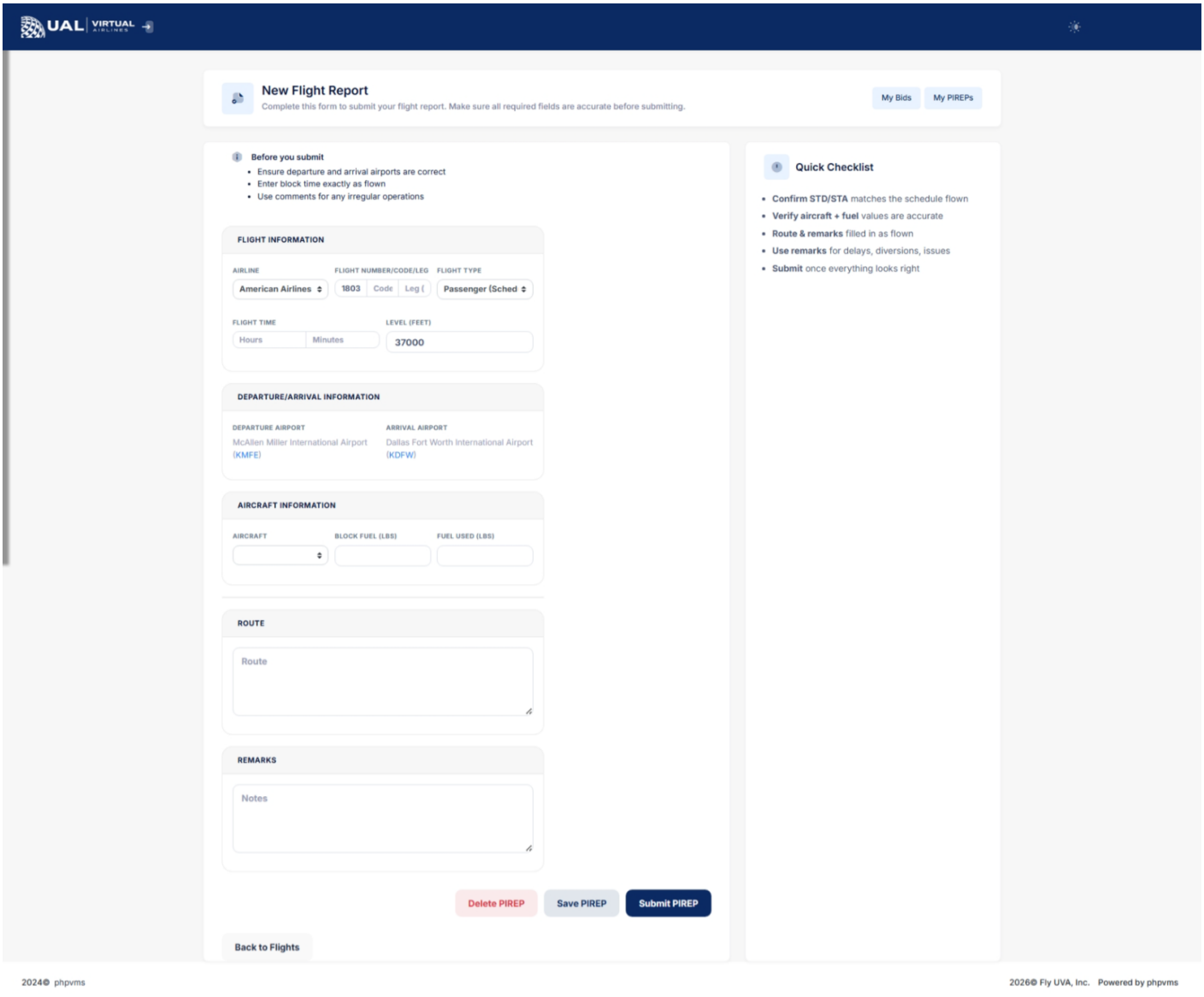
- Avoid excessive sim rate usage
- Monitor landing rate and touchdown control

- Avoid stall conditions
- Follow realistic climb and descent profiles
- Maintain proper cruise altitude

AutoPIREP rewards smooth, realistic flying.

Manual PIREP

What Is a Manual PIREP?



A Manual PIREP is a flight report submitted without using UVAcars.

At UVA, manual PIREPs are **not the standard method** of tracking flights. They exist strictly as a backup option when technical issues prevent UVAcars from functioning properly.

When Manual PIREPs Are Allowed

Manual PIREPs may only be submitted when:

- UVAcars fails to connect
- UVAcars crashes during the flight
- A technical issue prevents ACARS tracking
- A system outage occurs

Manual PIREPs are **not** to be used for convenience or preference.

If UVAcars is functioning properly, it must be used for all flight tracking.

Required Proof of Flight

If you submit a Manual PIREP, you must provide verifiable proof of the flight.

Accepted proof includes:

- A direct link to your flight on VATSIM
- A link to another recognized flight tracking network
- Valid ACARS log evidence
- Screenshot evidence showing full flight completion data

If proof is not provided, the Manual PIREP will be rejected.

Why Proof Is Required

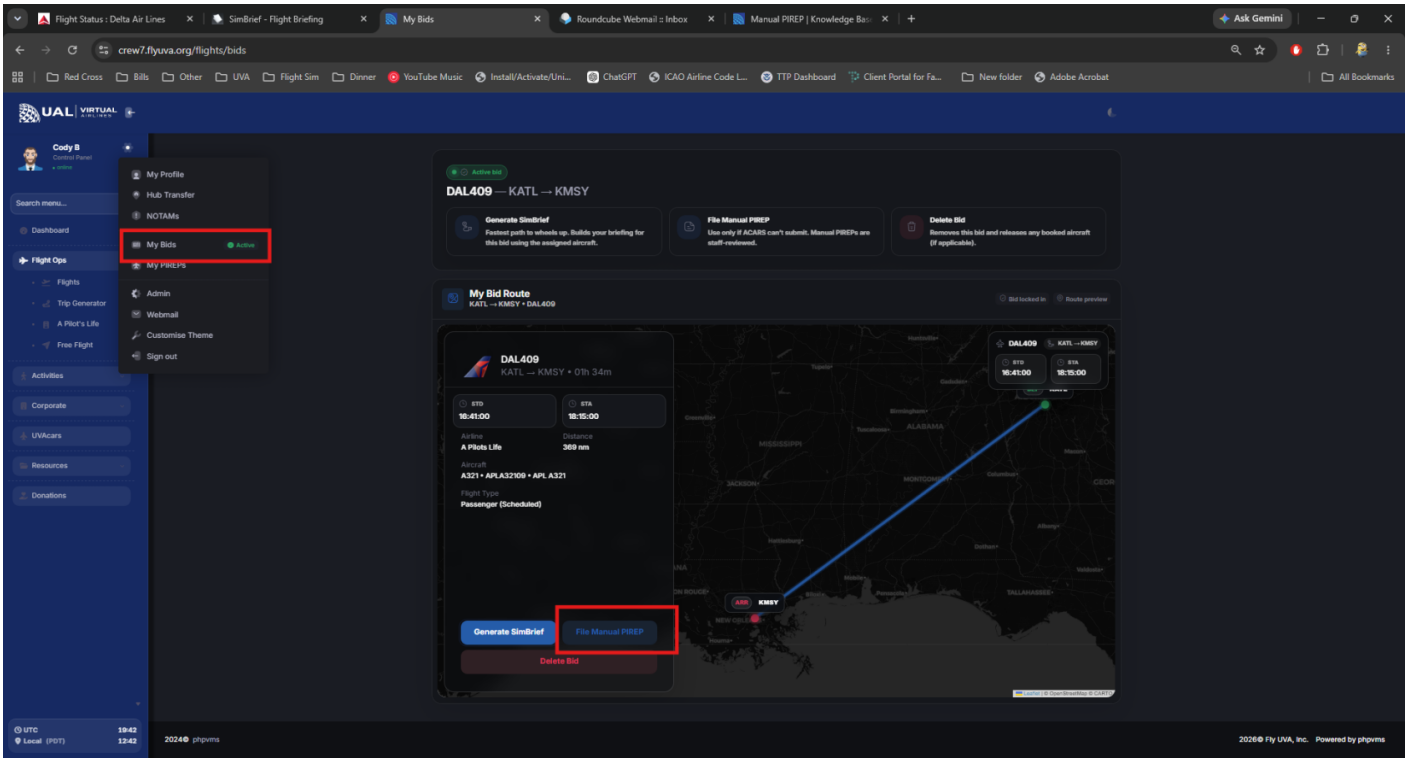
Manual submissions do not contain the full telemetry data that UVAcars provides.

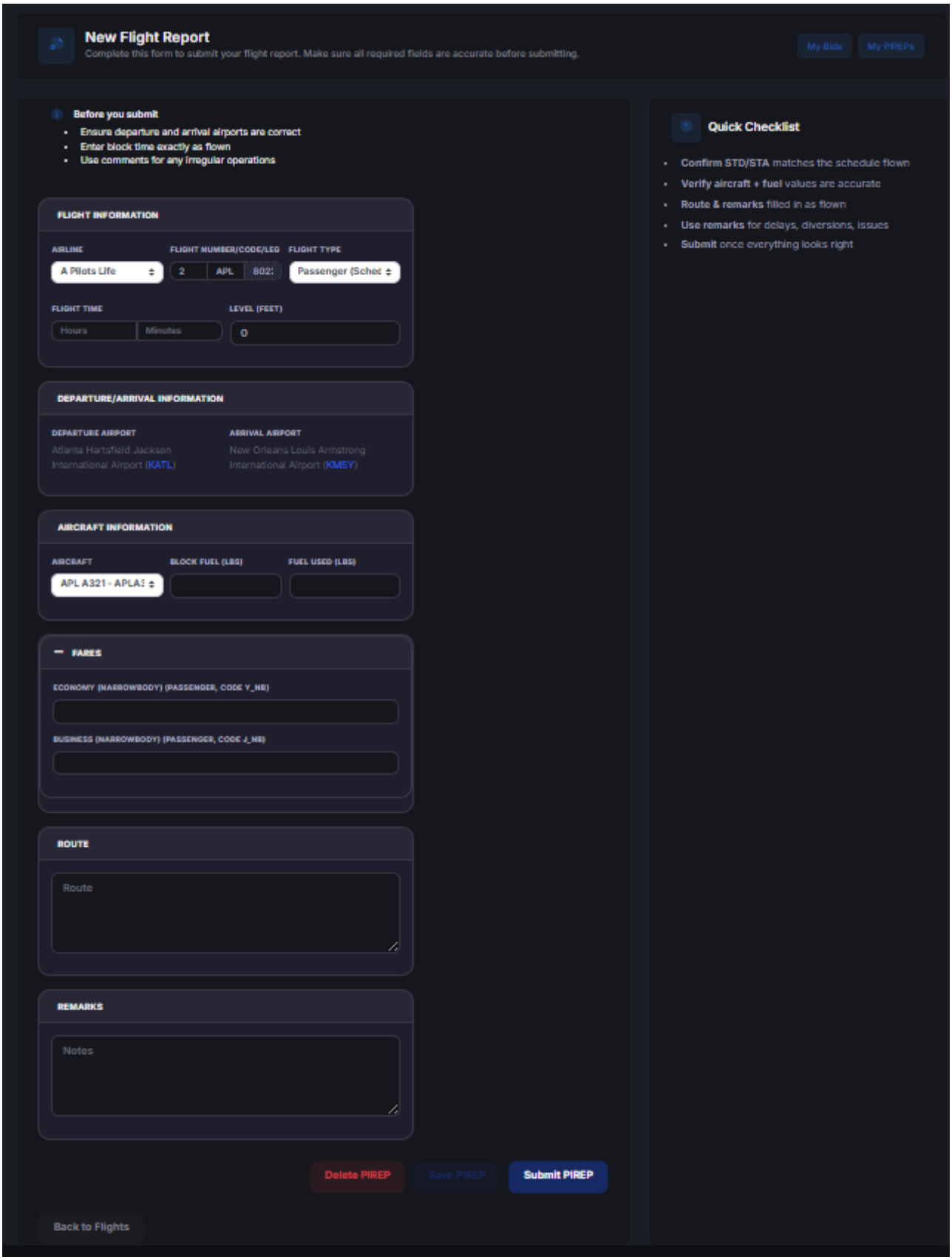
Requiring proof ensures:

- Fairness across all pilots
- Integrity of logged hours
- Accurate tracking of flight performance
- Protection against inaccurate reporting

How to file a manual PIREP

- From the the crew center click the cogwheel on the sidebar next to your profile image
- Select my bids
- Select File Manual Pirep
- Fill in all of the information needed and attach your proof of flight. The priep will not file if you do not fill out all of the needed information.




New Flight Report
Complete this form to submit your flight report. Make sure all required fields are accurate before submitting.
My Bids
My PIREPs
Before you submit
Ensure departure and arrival airports are correct
Enter block time exactly as flown
Use comments for any irregular operations
FLIGHT INFORMATION
AIRLINE
A Pilots Life
FLIGHT NUMBER/CODE/LEG
2
APL
802
FLIGHT TYPE
Passenger (Sched
FLIGHT TIME
Hours
Minutes
LEVEL (FEET)
0
DEPARTURE/ARRIVAL INFORMATION
DEPARTURE AIRPORT
Atlanta Hartsfield Jackson International Airport (KATL)
ARRIVAL AIRPORT
New Orleans Louis Armstrong International Airport (KMSY)
AIRCRAFT INFORMATION
AIRCRAFT
APL A321 - APLA
BLOCK FUEL (LBS)
FUEL USED (LBS)
FARES
ECONOMY (NARROWBODY) (PASSENGER, CODE Y_NB)
BUSINESS (NARROWBODY) (PASSENGER, CODE J_NB)
ROUTE
Route
REMARKS
Notes
Delete PIREP
Save PIREP
Submit PIREP
Back to Flights
Quick Checklist
Confirm STD/STA matches the schedule flown
Verify aircraft + fuel values are accurate
Route & remarks filled in as flown
Use remarks for delays, diversions, issues
Submit once everything looks right

Manual PIREP Review Process

All Manual PIREPs are:

- Reviewed by staff
- Verified against provided proof
- Subject to acceptance or rejection

Manual PIREPs are never automatically accepted.

Important Policy Reminder

UVAcars is the official and required flight tracking system at UVA.

Manual PIREPs are a contingency option — **not a primary method of logging flights**.

Repeated misuse of Manual PIREPs may result in rejection or further review.

AutoPIREP Approval Criteria

How the Scoring System Works

Every PIREP submitted through smartCARS is evaluated using UVA's AutoPIREP scoring engine.

Each flight begins with a **base score**.

As the system analyzes your flight data, points are:

- Deducted for operational violations
- Maintained for compliant behavior
- Awarded toward your final earned points

Your final score determines:

- Numerical grade
- Letter grade
- System decision (Accepted / Pending / Rejected)
- Points earned

Starting Score

Each flight begins with a **base score of 100 points**.

This represents a perfect operational flight.

Deductions are applied based on performance metrics recorded during the flight.

Performance Categories & Point Adjustments

1. Landing Rate (FPM)

Landing rate is one of the most significant scoring factors.

Typical evaluation tiers:

- -1 to -200 FPM → No penalty
- -201 to -400 FPM → Minor deduction
- -401 to -600 FPM → Moderate deduction
- Greater than -600 FPM → Major deduction

Excessively hard landings significantly reduce your score.

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2. Touchdown G-Force

High G-force touchdowns result in additional deductions.

Smooth landings preserve your score.

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3. Sim Rate Monitoring

AutoPIREP monitors sim rate usage.

- Standard 1x rate → No penalty
- Moderate increase → Minor deduction
- Excessive sim rate usage → Larger deduction

Sim rate abuse directly impacts realism scoring.

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4. Stall Detection

Each recorded stall event reduces your score.

Multiple stall detections may result in automatic Pending or Rejection status depending on severity.

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5. Overspeed / Flight Envelope Violations

If the aircraft exceeds safe operational limits:

- Point deductions apply
- Severe violations may trigger Pending review

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6. Phase Integrity

Your flight is analyzed across:

- Climb phase
- Cruise phase
- Descent phase

Unrealistic profiles (extreme climb rates, unrealistic descent rates, abnormal cruise behavior) may result in deductions.

Grade Calculation

Once all deductions are applied:

Your final numerical score is calculated.

The system then assigns:

- A Letter Grade (A, B, C, etc.)
- A Decision Status

Higher scores result in automatic acceptance.

Lower scores may trigger Pending status.

Severely low scores may result in rejection.

Decision Thresholds

While exact internal thresholds may be adjusted over time, general logic is:

- High Score → Automatically Accepted

- Mid-Range Score → Pending Review
- Low Score → Rejected

Flights that enter Pending status allow the pilot to review their performance before final determination.

Points Earned

In addition to scoring, flights may award operational points.

Points earned are based on:

- Successful completion
- Grade achieved
- Compliance with system rules

These points contribute to:

- Banked Points
- Awards eligibility
- Career progression
- Leaderboards

Pending Status & Force Acceptance

If your score places you into Pending:

- The flight is temporarily locked
- Staff cannot immediately override it
- You may use 150 Banked Points to force accept the PIREP

This system provides flexibility while maintaining standards.

What Causes Rejection

Flights may be rejected if:

- Severe landing violations occur
- Multiple stall events are recorded
- Excessive sim rate abuse is detected
- Unrealistic or invalid flight data is submitted
- Required operational criteria are not met

Rejection removes the flight from accepted hours.

Why We Publish This

Transparency matters.

AutoPIREP exists to ensure:

- Fair evaluation across all pilots
- Consistent operational standards
- Objective grading
- Realistic flight behavior

Every pilot is evaluated using the same scoring logic.