

# 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
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## 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.

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## 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.

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## 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.

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## 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.

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## 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
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## 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.

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## 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.

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# 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.

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