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.

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