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
- Approved/Rejected
- Manual PIREP

View My PIREPs

Accessing PIREPs and Logbook

To review and access your PIREPs (Pilot Reports), navigate to your profile on the crew website. Follow the sidebar navigation by going to 'Pilot Ops' and selecting 'View My Profile'.

Upon reaching your profile page, locate your logbook stored at the bottom section. Here, you can conveniently review and manage your PIREPs, providing a comprehensive overview of your flight history and accomplishments.

📋 Pilot **Logbook** //

	Flight Number	Departure	Arrival	Load	Aircraft	Flight Time	Landing Rate	Date Submitted	
	UAL3906	🛫 KORD	🛬 KEWR	👤 209	✈ B764	🕐 1.51	🛬 -158 fpm	📅 01/24/2024	✓
	UVT4442	🛫 KSEA	🛬 PAKT	👤 160	✈ B738	🕐 2.04	🛬 311 fpm	📅 01/23/2024	✓
	SWA1857	🛫 KFLL	🛬 MYNN	👤 143	✈ B738	🕐 0.49	🛬 -70 fpm	📅 01/19/2024	✓
	SWA2629	🛫 KBWI	🛬 KORF	👤 151	✈ B738	🕐 0.54	🛬 -118 fpm	📅 01/18/2024	✓
	UVA2592	🛫 KCLE	🛬 KBWI	👤 176	✈ B752	🕐 0.57	🛬 30 fpm	📅 01/18/2024	✓
	AAL237	🛫 KSDF	🛬 KDFW	👤 151	✈ B738	🕐 2.24	🛬 -84 fpm	📅 01/14/2024	✓

Reviewing Logbook Entries

In your logbook, each row of the table corresponds to information about your past flights. If you wish to delve deeper into a specific flight, clicking on the flight number will redirect you to the associated PIREP (Pilot Report). This feature provides a more detailed and comprehensive overview of the selected flight, offering insights into various aspects of your aviation experiences.

✓	PIREP was *accepted*
⚠	PIREP is *pending* review by a staff member. This is usually the result of either a stall being recorded during your flight, or a hard landing in excess of -600 feet per minute.
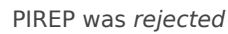
PIREP Details

PIREP Details: ASA253 Example

Examining the recent flight ASA253 in our logbook, the top-left of the screen highlights crucial details of the flight, including Aircraft, Airline, Distance, and Landing Rate.

Adjacent to this information is the flight map, providing a visual representation of the journey. The yellow dots signify various waypoints or fixes that were entered into the route box in SmartCARS. The green line accurately depicts the flown route during the course of the flight. This graphical representation enhances the understanding of the flight path and waypoints for a more comprehensive review.

Financials

Financial Breakdown: Revenue and Expenses

For every flight completed, a financial outcome is determined, indicating either a revenue gain or loss. To access a detailed breakdown of these financials, toggle the "Finances" option located in the upper-right corner of the page. This feature provides valuable insights into the financial aspects of each flight, contributing to a comprehensive understanding of your overall economic performance

as a pilot.
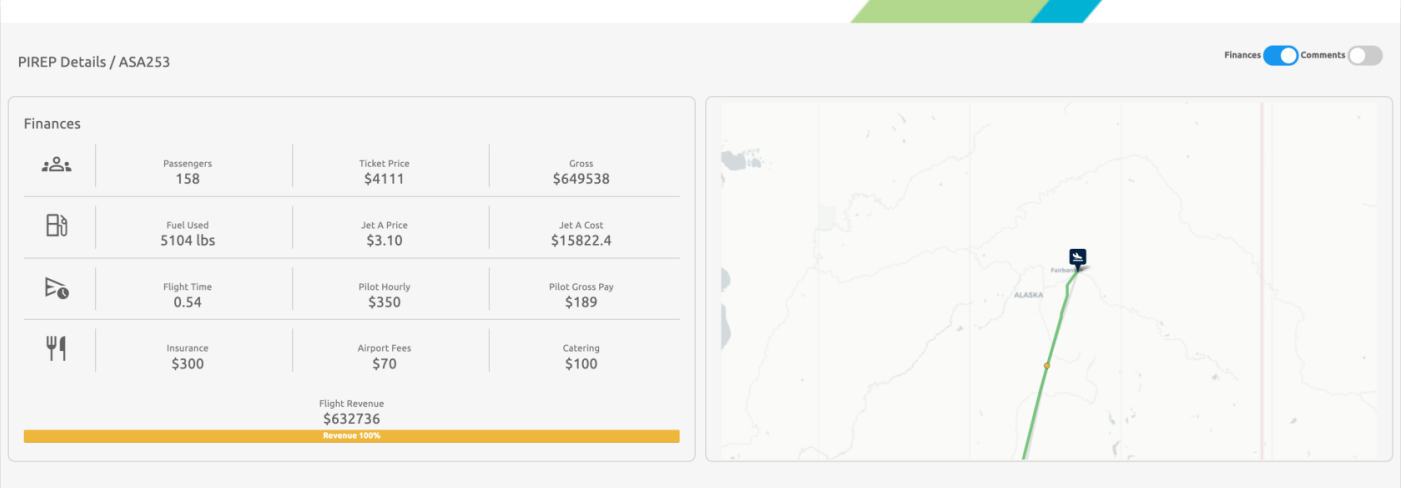
Financial Breakdown: Revenue Details

Within the "Finances" section, you'll find a breakdown of your revenues. This detailed breakdown includes information about the number of passengers carried, ticket prices per passenger, and fuel consumption for the specific flight.

To close this popup window, simply click on the coin icon again.

> It's important to note that realistic financial outcomes may vary. Flights can generate losses or gains based on factors such as aircraft type, flight duration, passenger count, and fuel consumption. For example, flying a B777 on a long-haul flight with a low passenger count may result in a loss due to substantial fuel consumption and comparatively lower passenger revenue.

Additionally, clicking on the tablet icon under the Route section will open a pop-up displaying a detailed log of your flight. This log encompasses all the information sent by SmartCARS to our system, providing an in-depth overview of your flight's data.

✳ SmartCARS **Log**

2024-01-24T14:10:33.229Z - Using X-Plane
2024-01-24T14:10:33.229Z - Flying Boeing767-300ER-FPDS 764 United
2024-01-24T14:10:33.230Z - Now boarding
2024-01-24T14:10:33.230Z - COM1: 122.800, COM2: 124.800, NAV1: 110.20, NAV2: 100.01, Transponder: 2122
2024-01-24T14:13:56.084Z - Pushing back with 32840 lbs of fuel
2024-01-24T14:14:35.267Z - Engine 2 On
2024-01-24T14:15:21.701Z - Engine 1 On
2024-01-24T14:16:17.384Z - Flaps set to 17%
2024-01-24T14:18:07.490Z - Taxiing out
2024-01-24T14:24:06.158Z - Taking off
2024-01-24T14:24:31.527Z - Climbing at 152 kts, 8 degrees pitch, 0 degrees bank
2024-01-24T14:24:34.063Z - Gear lever raised
2024-01-24T14:25:28.674Z - Flaps set to 17%
2024-01-24T14:25:40.993Z - Flaps set to 0%
2024-01-24T14:35:27.274Z - Descending with 575 nm to go
2024-01-24T14:35:34.476Z - Climbing at 300 kts, 4 degrees pitch, -1 degrees bank
2024-01-24T14:38:48.439Z - Cruising at 37000 ft
2024-01-24T15:27:14.314Z - Descending with 104 nm to go
2024-01-24T15:29:05.784Z - COM1 active frequency set to 134.820
2024-01-24T15:32:33.190Z - COM1 active frequency set to 122.800
2024-01-24T15:36:08.299Z - Approach started at 8296 ft AGL with 41 nm to go
2024-01-24T15:47:01.544Z - Flaps set to 17%
2024-01-24T15:49:23.215Z - Flaps set to 33%
2024-01-24T15:51:21.904Z - Flaps set to 50%
2024-01-24T15:56:39.075Z - Flaps set to 67%

Clicking anywhere outside of this popup will close it.

Graphs

Flight Graphical Representation

In addition to detailed financial breakdowns and logs, a graphical representation of your flight is available on this page. This visual representation provides an intuitive and illustrative overview of your flight's trajectory, and key data points. This graphical feature enhances the comprehension of your flight experience, allowing for a more immersive and informative review of your aviation endeavors.

Ground Speed
Altitude
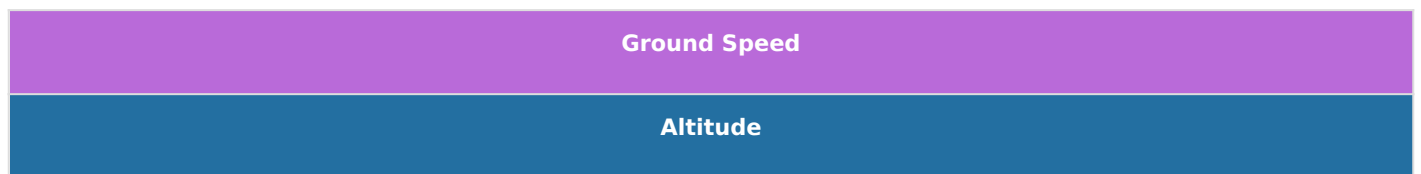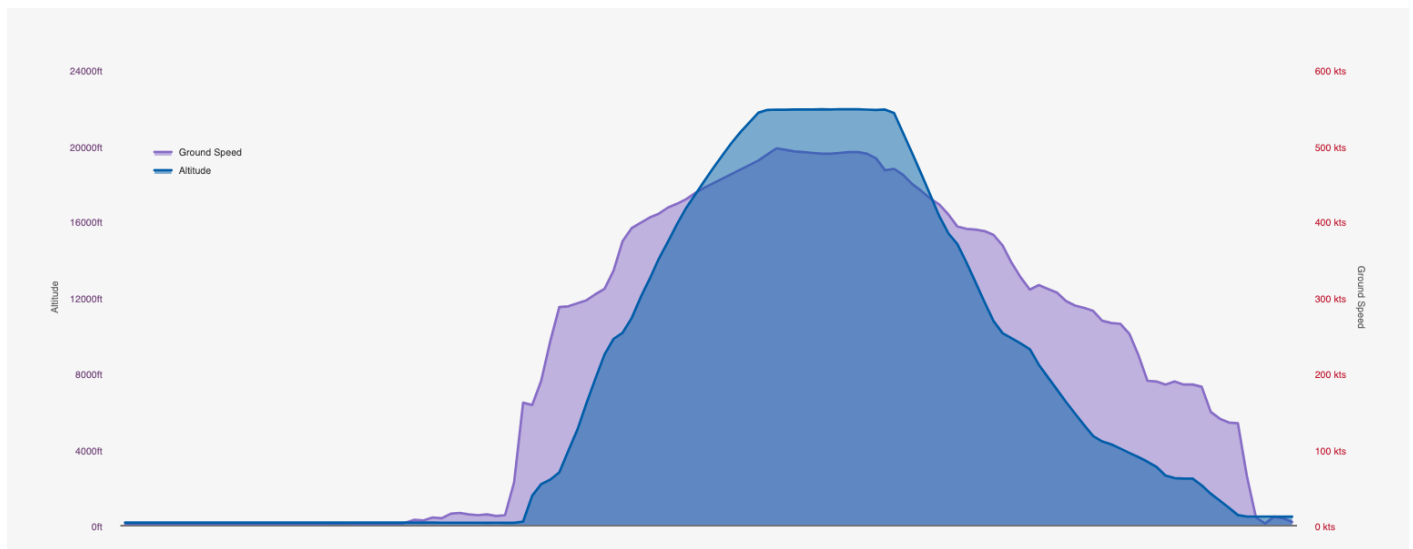
Flight Graphical Representation: Ground Speed and Altitude

Within the graphical representation of your flight, ground speed is visually represented by the purple color, while altitude is denoted by the blue color. This color-coded display offers a clear and concise visualization of how ground speed and altitude varied throughout different phases of your flight. Analyzing this information adds depth to your understanding of the flight dynamics and can provide insights into specific events or milestones during the journey.

PIREP Comments Section

The final section on the PIREP page is dedicated to comments. To view comments, toggle the "Comments" option in the upper-right corner of the page. Any comments left by staff members will be visible in this section.

In the event that you receive a comment on your PIREP, you will also receive an email notification. This ensures that you stay informed about feedback and comments provided by the staff, contributing to a transparent and collaborative pilot experience.

Visibility of PIREP Comments

The comments section also lists any comments you've made in the SmartCARS application in the comments field. It's essential to note that comments are only visible to yourself and staff members. This restricted visibility ensures privacy and confidentiality for the communication exchanged

within the comments section of the PIREP, fostering a secure and professional interaction between pilots and staff members.

Approved/Rejected

All flights will categorized into three categories.

| Approved	Pending	Rejected
✓	⚠	✗

The criteria used to determine these categories:

Approved	Pending	Rejected
To qualify as an approved PIREP, the flight must meet the following criteria: 1. The flight successfully departed and arrived at the scheduled airports. 2. The landing rate during the arrival was above -600 feet per minute (fpm), adhering to United Virtual's standard for a safe and satisfactory landing.	A PIREP is categorized as pending if it meets one or more of the following criteria: 1. The landing rate of the aircraft exceeded the standard of -600 feet per minute (fpm). 2. The flight log indicates that a stall was experienced at some point during the flight. 3. The flight log indicates that the flight landed or diverted to an airport other than the scheduled arrival airport. 4. A manual PIREP was filed by the pilot. These criteria help distinguish PIREPs that require further review or additional information before approval.	The rejection of PIREPs is at the discretion of our Hub Managers. PIREPs may be rejected for the following reasons: 1. The aircraft landing rate exceeded the standard of -600 feet per minute (fpm). 2. The flight log indicates that a stall was experienced during the flight. 3. The flight log shows that the flight landed or diverted to an airport other than the scheduled arrival airport. 4. The pilot did not enter a route into SmartCARS. 5. The pilot is/was abusing the Charter system. If a flight is rejected for a Tour leg, the pilot will not proceed to the next flight until an accepted PIREP is received. This ensures adherence to standards and fair play within the aviation community.

If you think your PIREP was rejected for the wrong reasons, please reach out to your Hub Manager, or submit a ticket on Discord.

Manual PIREP

Manual PIREPs are utilized when SmartCARS is unable to automatically submit a PIREP on your behalf. This option allows pilots to manually provide the necessary flight information and details to ensure that the flight is appropriately recorded, even in situations where automatic submission is not feasible. Manual PIREPs serve as a convenient and effective solution for reporting flights when the standard automated process encounters challenges.
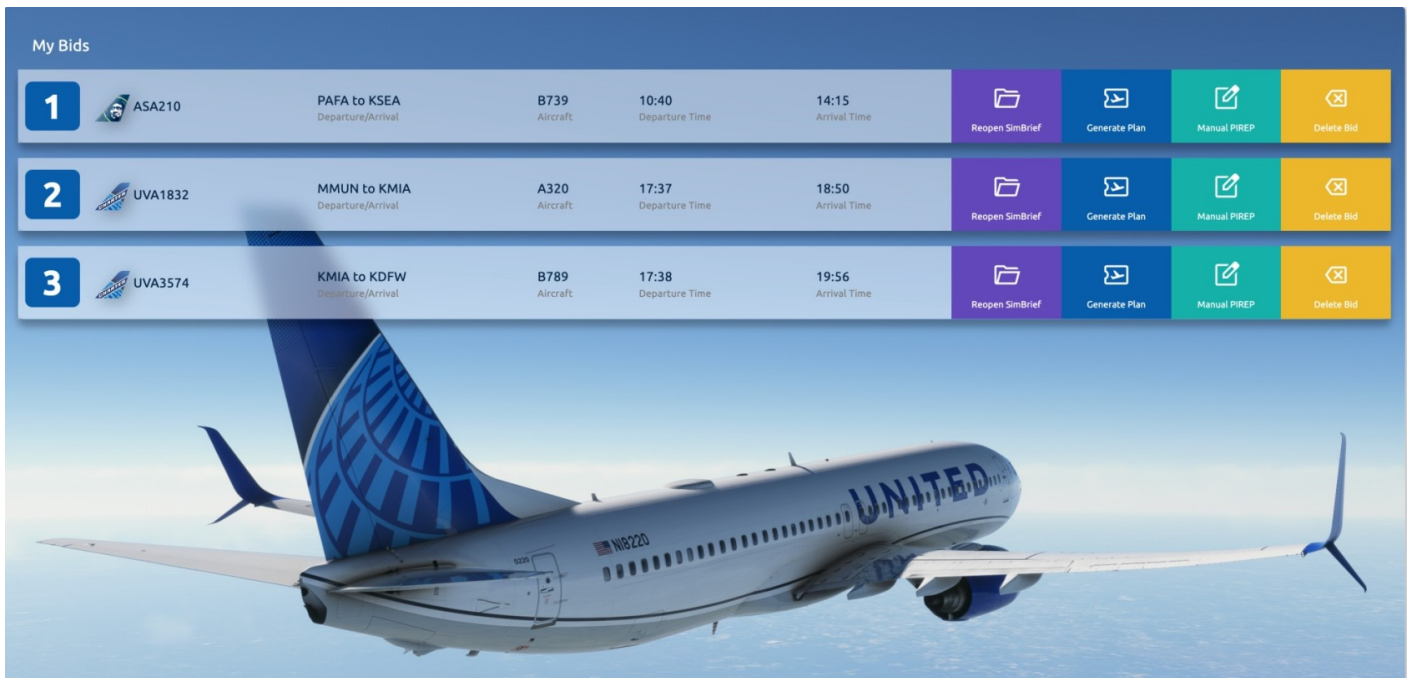
Accessing Manual PIREP Page

To access the Manual PIREP page, follow these steps:

1. Utilize the sidebar navigation on the crew website.
2. Navigate to 'Flight Ops' and select 'My Bids'.
3. On the My Bids page, locate the aqua blue button situated to the right of the flight information.
4. Click on the aqua blue button to initiate the process of submitting a Manual PIREP.

This straightforward procedure ensures easy access to the Manual PIREP page, allowing pilots to promptly and efficiently provide the required flight details.

Manual PIREP Guidelines

Please adhere to the following guidelines when using the Manual PIREP system:

1. Manual PIREPs are only intended for use in the event of an error during normal SmartCARS filing.
2. Proof of the flight being flown must be indicated in the appropriate box.
3. Abuse of the manual PIREP system may lead to removal from United Virtual. It should only be used for reporting errors with SmartCARS.
4. Complete all required fields on the form before submission.

Form Field Instructions:

- **Flight Time:** Enter in a decimal point format (e.g., 5.5).
- **Route:** Include only the route without departure and arrival airports.

Submission Process:

- Manual PIREPs will display as 'Pending' in your flight log until reviewed by a staff member.
- Allow up to 48 hours after submission to receive an 'Accepted' or 'Rejected' status.
- Once all fields are filled out, click on the 'File Flight Report' button to complete the submission.

These guidelines ensure that the Manual PIREP system is used appropriately and efficiently for accurate flight reporting.