

# PIREP Approval Criteria

All flights (PIREPs) submitted by TSC Virtual pilots are subject to automated and manual review to ensure the highest standards of realism, compliance, and accuracy. Failure to meet these criteria will result in PIREP rejection and may require the pilot to re-fly the sector.

## I. General Logging Requirements

- Mandatory ACARS:** All PIREPs must be logged using one of the two approved ACARS clients: **Air Transat Virtual ACARS** or **smartCARS 3**.
- Route Integrity:** The flight route submitted via the CrewCentre must be accurately reflected in the ACARS log. Direct airport-to-airport routes (without waypoints or standard SIDs/STARs) are prohibited.
- TSC Compliance:** The flight must utilize a TSC Virtual scheduled route or an officially approved charter route, flown in a TSC-approved aircraft type.
- No Double Dipping:** Pilots may not log the flight time for credit with any other virtual airline or organization simultaneously.

## II. Operational Limits

These limits are enforced automatically by the ACARS system and are designed to reflect realistic airline operations.

Parameter	Limit/Requirement	Notes
<b>Landing Rate (V/S)</b>	Maximum -600 feet per minute (fpm).	This limit applies to the initial touchdown and any subsequent touches.
<b>Overspeed/Stall</b>	Any recorded overspeed or stall event may result in rejection.	Stalls and overspeeds must be avoided. Use of "Active Pause" in MSFS 2020/2024 is known to incorrectly trigger a stall event and should be avoided.
<b>Airspeed Restriction</b>	Maximum 250 knots indicated airspeed (KIAS) below 10,000 feet MSL.	Violations of this standard instrument procedure may lead to PIREP rejection based on duration and severity.

## III. Flight Time and Simulation Integrity

- Simulation Rate (Time Acceleration):**
  - Time acceleration is **strictly permitted only during the CRUISE phase** of flight (from Top of Climb to Top of Descent).
  - Time acceleration is **strictly prohibited** during taxi, takeoff, climb, descent, approach, and landing.

- On online networks (VATSIM/IVAO), pilots **must** obtain explicit permission from Air Traffic Control before engaging time acceleration.
2. **Flight Manipulation:** The use of features that skip flight phases (e.g., jump to next waypoint, jump to descent, or using simulator *Slew Mode*) is prohibited.
  3. **Slew Mode Grace Period:** Slew mode toggled on for more than **3 seconds** after pushback completion will result in PIREP rejection.

## IV. Fuel Management

1. **Prohibited Fuel Settings:** The use of the "Unlimited Fuel" option in any simulator is strictly forbidden. In-flight refueling is also prohibited.
2. **Minimum Landing Fuel:** All passenger transport aircraft must land with a minimum of 2,000 **kgs** of fuel remaining. This is to ensure adequate reserves for emergency or holding procedures.

## V. Flight Discrepancies and Manual PIREPs

1. **Diversions:** In the event of a required diversion due to weather, emergencies, or ATC instructions, the pilot **must** clearly note the diversion airport and the reason in the "Comments" section of the ACARS client before submission.
2. **ACARS Failure (Manual PIREP):** As outlined in the Membership Requirements (Section VI), if the primary ACARS system (TSC ACARS or smartCARS 3) fails, a pilot may submit a manual PIREP. This manual PIREP **must** include verifiable flight tracking proof (e.g., flight log or screenshot) from approved third-party trackers like Volanta or Elevatex.

## VI. Staff Discretion

The TSC Virtual Administration and designated Hub Managers reserve the right to review, approve, or reject any PIREP at their discretion, even if all automated criteria are met, to ensure the integrity of the virtual airline. A clear reason for rejection will always be provided to the pilot in the PIREP comments.

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