

JetVA

Jet Track Pilot Manual

Operational guide for booking, SimBrief planning, tracking, reviewing and filing JetVA flights

2026 Edition - Jet Track v2.69 beta workflow and later

For flight simulation use only. JetVA is a virtual airline community and is not a real-world airline. This manual is not for real-world aviation use.

Website: <https://www.jetva.co.uk>

Document status: pilot-facing operational manual for the modern JetVA Jet Track workflow. Interface labels may vary slightly between beta builds, but the operating order and authority model remain the same.

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1. What Jet Track is

Jet Track is the current JetVA flight tracking client for Microsoft Flight Simulator 2020 and Microsoft Flight Simulator 2024.

Jet Track records a JetVA flight from the booked schedule through to the final PIREP. It reads the pilot account, booked flights and SimBrief route context, records simulator evidence through SimConnect, supports live tracking on the JetVA site, and submits the completed flight report for review and logbook entry.

Core rule

Book the flight on JetVA first, generate or confirm the SimBrief plan from that booked flight, then open Jet Track, select the same booked flight, confirm the route and flight level, and press Start Tracking before pushback, taxi or takeoff.

Jet Track handles	Jet Track does not replace
Live simulator connection through SimConnect for MSFS 2020 and MSFS 2024.	The need to book the scheduled flight on JetVA first.
Booked flight selection, route/flight level capture, live position and phase evidence.	SimBrief planning, which remains the flight-planning/OFP step.
Final report preview and staged PIREP submission.	Server-side scoring, analyser rules or staff review authority.
Local evidence capture and clean filing workflow.	Manual judgement where abnormal evidence needs staff review.

Jet Track is the recommended tracker for the modern JetVA workflow. BlueSky remains an older supported route for older simulator setups, but Jet Track should be used for MSFS 2020 and MSFS 2024 unless staff instruct otherwise.

2. System requirements and tracker choice

Item	Requirement / guidance
Simulator	Microsoft Flight Simulator 2020 or Microsoft Flight Simulator 2024 for the Jet Track workflow.
Connection method	Jet Track uses SimConnect. It does not require FSUIPC.
JetVA account	An approved JetVA pilot account with access to schedules, downloads and booked flights.
Flight booking	A JetVA booked flight should be created before using the tracker.
SimBrief	Recommended for planned route/OFP data. Use the SimBrief button/link from the JetVA schedule or booked flight where available.
Internet access	Required for login, booked flight refresh, live flight updates and final PIREP submission.
Install location	Extract the downloaded package before running. Do not run Jet Track directly from inside a ZIP file.
Updates	Use the current package from JetVA Downloads. Old beta builds may fail version checks or miss current filing behaviour.

Tracker	Use case	Technical notes
Jet Track	Recommended for MSFS 2020 and MSFS 2024.	Uses SimConnect. No FSUIPC required. Supports the current JetVA live tracking, evidence and staged PIREP workflow.
BlueSky	Older/legacy simulator workflow.	Requires FSUIPC. Use for compatible older simulator environments or when staff specifically direct you to use it.
Manual PIREP	Fallback only.	Use only for tracker failure, approved exceptional cases or staff instruction. Manual reports do not provide the same automatic evidence.

Do not run two live senders

Only one active tracker should feed the JetVA live flight board for a pilot at a time. Running BlueSky and Jet Track together as live senders can create stale or conflicting live state.

3. Jet Track operating model

Jet Track has a strict authority model. Understanding this avoids most filing and route problems.

Authority	What it controls	Operational consequence
JetVA booked flight	Flight number, planned departure, planned arrival and PIREP schedule context.	Always book the flight first. Jet Track should be pointed at the booked flight you actually intend to fly.
SimBrief OFP	Route plan, dispatch-style planning data and routing information.	SimBrief can populate or support the route, but it does not override the JetVA booked flight.
SimConnect aircraft	Actual simulator aircraft title/model and live flight evidence.	The aircraft actually loaded in the simulator is the authority for aircraft evidence and scoring profile detection.
JetVA server	Scoring, analyser output, accepted PIREP record and final site display.	The client records evidence; the server is authoritative for final scoring and review output.

Route mismatch behaviour

If SimBrief origin or destination does not match the selected JetVA booked flight, the OFP may be retained for audit, but the route should not be blindly applied as the active flight route. Correct the booked flight or regenerate the OFP.

After Start Tracking is pressed, the route and flight level shown at that point become the active session context. Later website refreshes, SimBrief changes or manual edits should not change the active tracked flight.

4. Installation and first launch

1. Download the current package

Log in to JetVA, open Downloads, and download the current Jet Track package. Do not use old saved beta files unless staff specifically ask for comparison testing.

2. Extract before running

Save the ZIP, extract it to a normal folder, then run Jet Track from the extracted folder. Running the EXE from inside the ZIP can break file access, logs and updates.

3. Keep the package together

Do not copy only the EXE out of the folder. Keep the support files, configuration files and runtime files together as supplied.

4. Allow Windows prompts if needed

Windows SmartScreen or antivirus may ask for confirmation on first launch. Use the official JetVA download only and allow it if you trust the source.

5. Log in and refresh flights

After launch, log in with your JetVA pilot account and refresh booked flights. If no booked flights appear, book a flight on the website first.

Runtime note

Use the package provided by JetVA Downloads. If Windows prompts for a missing runtime, install only the runtime/version indicated by the official package or instructions. Do not guess from old forum posts.

5. Booking a flight and SimBrief planning

The cleanest workflow is: Schedules -> Book Flight -> SimBrief -> Jet Track -> Start Tracking.

1. Open Schedules

On the JetVA website, search for the route you want to fly. You can use departure, arrival, airline family, aircraft or distance filters where available.

2. Choose the route

For a first Jet Track flight, choose a short, familiar route. Avoid combining a new tracker, unfamiliar aircraft, new scenery and difficult weather in the same first test.

3. Book Flight

Click Book Flight for the chosen schedule. This links the route to your pilot account and makes it available to Jet Track after refresh.

4. Click SimBrief

Use the SimBrief button/link from the schedule or booked flight. This sends the schedule context into SimBrief so the flight number, departure, arrival and route planning align with the booked flight.

5. Generate the OFP

In SimBrief, check the aircraft and planning options, then generate the OFP. The resulting route is the planned route context Jet Track can fetch or confirm.

6. Open Jet Track

Log in, refresh booked flights, select the same booked flight and use the available SimBrief/fetch route option. Confirm the route and flight level before Start Tracking.

7. Start before movement

Press Start Tracking before pushback, taxi or takeoff. Pre-start simulator readings may appear in the UI, but they should not be treated as active flight evidence until tracking has started.

Check before Start Tracking	Why it matters
Flight number	Must match the JetVA booked schedule you intend to file.
Departure and arrival	Must match the booked flight and generated SimBrief OFP.
Route	This is locked into the active session once tracking starts.
Flight level	This is locked into the active session once tracking starts.
Aircraft	The actual loaded simulator aircraft is recorded and used as evidence.
Simulator position	Start at the correct departure airport/gate/stand before movement.

6. Main Jet Track screen and controls

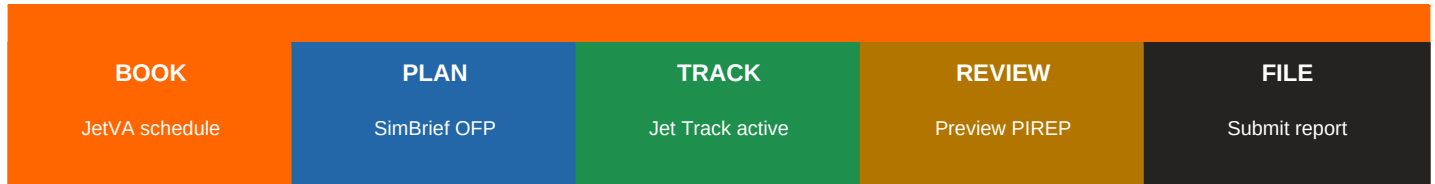
Exact layout may change between beta builds, but the operational controls are consistent.

Area / control	Purpose
Login / pilot state	Shows the active pilot account and allows Jet Track to load booked flights and submit reports.
Refresh Flights	Reloads booked flights from JetVA. Use after booking a flight or generating the SimBrief plan.
Booked flight list	Selects the JetVA booked schedule to track.
Route field	Shows the route fetched from SimBrief or manually confirmed before Start Tracking. Editable before start only.
Flight Level field	Shows the planned cruise level. Editable before start only.
Start Tracking	Starts the active evidence session. Press before pushback, taxi or takeoff.
Live map	Displays aircraft position and route context during active tracking.
Gauges/status panel	Displays current speed, altitude, phase and operational state.
Flight log / event log	Records phase changes, events, warnings, final evidence and filing status.
View/Preview PIREP	Shows the completed report before final submission.
Send/File PIREP	Submits the reviewed report to JetVA.

Route and flight level lock

The route and flight level remain editable until Start Tracking. Once Start Tracking is pressed, Jet Track should lock the then-current values into the active session. Do not expect post-start edits or SimBrief refreshes to change that tracked flight.

7. Standard Jet Track flight workflow



1. Before simulator movement

Book the flight, generate SimBrief if required, load the simulator at the departure stand/gate, open Jet Track, select the booked flight and confirm route/flight level.

2. Start Tracking

Press Start Tracking before pushback, taxi or takeoff. This is the point where the active flight session begins and evidence should start being recorded.

3. Taxi and takeoff

Taxi normally. Jet Track records movement, airport/runway evidence, speeds and phase changes. Do not restart tracking after takeoff unless staff instruct you after a failure.

4. Climb and cruise

Continue the flight normally. Live position, altitude, speed, heading and phase state are captured during the session.

5. Descent, approach and landing

Jet Track records approach/final evidence, speed/configuration events, touchdown/landing data, runway/airport evidence and landing rate where available.

6. Taxi in and park

After landing, taxi to the stand/gate. Stop the aircraft, shut the engines down or move fuel cutoffs/control levers to off, and wait for the client to become file-ready.

7. Finish and review

Use Stop/Finish after the flight is complete. Then use View/Preview PIREP to review the report. This staged review prevents blind filing.

8. Submit once

Submit/File the PIREP and wait for the success confirmation. Do not repeatedly click submit. The client should verify the submission and then clear/reset the completed session.

8. Flight phases and evidence captured

Jet Track captures operational evidence for the server analyser. The client should not be treated as the final scoring authority; it records the source evidence.

Phase / event	Typical captured evidence
Pre-start / selected flight	Booked flight, planned route, planned flight level, selected schedule, SimBrief context and loaded aircraft context.
Start Tracking	Session start point, locked route/flight level, selected booked flight, simulator state and initial location.
Taxi / pushback	Ground speed, position, heading, airport proximity, engine state, brake/parked transitions and movement evidence.
Takeoff	Takeoff airport/runway proximity, speed, altitude, position, aircraft state and transition to airborne.
Climb / cruise	Altitude, speed, position, heading, aircraft title/model, fuel and flight-phase evidence.
Descent / approach / final	Approach/final speed, gear/flaps evidence where available, bank, vertical speed and runway/airport proximity.
Landing	Touchdown position, landing airport/runway evidence, landing rate, speed and surface/location evidence where available.
Taxi-in / parked	Ground speed near zero, engines stopped/cutoff, final fuel, parked/stationary evidence and flight closure.
Final filing	PIREP package, local completion evidence and server submission verification.

Pre-start behaviour

Jet Track may read simulator data before Start Tracking for display/status. That pre-start telemetry should not create active flight evidence, analyser data or PIREP evidence until the pilot explicitly starts tracking.

8.1 Engine and parked logic

Jet Track uses engine/fuel control evidence to decide whether the aircraft is still running or ready for filing. For modern add-ons, residual spool, delayed fuel-flow values or noisy combustion variables can lag behind the cockpit state.

State	Interpretation
Fuel cutoff/control lever OFF	Treat as off/shutting down for parked/file-ready logic, even if residual N1/N2 telemetry briefly remains.
Control lever idle/run with starter/spool rise	Treat as starting.
Control lever idle/run with stable combustion/fuel flow/N1/N2	Treat as running.
Cutoff with residual spool	Treat as shutting down/off, not a reason by itself to block final filing indefinitely.
Parking brake released while stationary	Not a defect by itself if the aircraft is on ground, stopped, engines are shut down and parked/chocked-equivalent evidence is otherwise satisfied.

9. Filing, verification and logbook behaviour

The accepted Jet Track filing workflow is staged. Finish the flight first, preview the PIREP, then submit it. This is deliberate and should be preserved.

Step	Expected pilot action
Stop/Finish flight	Use this only after landing, taxi-in, parking/stationary evidence and engine shutdown/cutoff.
View/Preview PIREP	Check flight number, route, departure, arrival, aircraft, times, landing rate, score/review notes and any warnings.
Send/File	Submit the report once. Wait for the success popup/confirmation and PIREP ID where shown.
Post-submit reset	After a verified successful filing, the client should clear/reset the completed active session.
Website logbook	The accepted or pending report appears in the JetVA profile/logbook depending on server acceptance/review state.

Duplicate prevention

If a local completed flight exists but the website does not show the matching server PIREP, use the supported resend/recovery path only when no matching server PIREP exists. Do not file duplicate manual reports for the same flight without staff guidance.

When the server has an official accepted PIREP and the client has an older local cached copy of the same flight, the official server PIREP should be treated as the authoritative logbook entry.

10. Scoring, analyser and review items

Jet Track captures evidence. The JetVA server performs scoring/analyser logic. This prevents pilots from relying on local client calculations and keeps the accepted PIREP record consistent.

Item	Manual guidance
Scoring authority	Server-side JetVA scoring/analyser is authoritative. The client should not be used as a scoring engine.
Aircraft profile	The actual SimConnect aircraft title/model is the authority for the flown aircraft/profile context. Planned aircraft is audit/context only.
Landing display	Jet Track source should not show pilot-facing G-force. Landing rate and accepted report data are the useful display items.
Overspeed / flap overspeed	May be captured and reviewed/scored depending on the active server profile and policy.
High bank / excessive descent	May appear as review/analyser evidence. High vertical-speed spikes alone do not prove a simulator reset.
Reverse thrust	Reverse thrust is allowed during landing deceleration. Review/penalty should only trigger if reverse remains active below 60 kt.
Fenix speedbrake armed	Known diagnostic limitation: speedbrake armed may report unreliable OFF in some cases. Treat as diagnostic only until a reliable source exists.
Diversion / landing mismatch	If the actual landing airport differs from the booked arrival, Jet Track records evidence for review.

Review markers are not always penalties

Some analyser output is there to highlight evidence for staff or pilot review. Do not assume every review marker is a rejected flight or a direct score penalty.

11. Abnormal operations

Situation	Expected Jet Track handling / pilot action
Rejected takeoff / RTO	If detected, continue safely. Do not stop/restart tracking unless the flight is abandoned. Taxi back or restart as required and file according to the final outcome.
Go-around before touchdown	Continue the flight. Jet Track should retain the active session and record the go-around context.
Touch-and-go or bounce/go-around after touchdown	Continue as required. Final full-stop landing evidence should be the landing used for the filed PIREP where the system supports it.
Diversion	Land safely. Jet Track can record landed airport mismatch/diversion evidence for review against the booked arrival.
Off-runway or grass landing	Do not hide it. The location/surface evidence may be captured for review.
Simulator pause or disconnect	Resume if possible. If tracking fails, keep logs and ask for staff support before attempting duplicate filing.
Crash or terrain impact	If the flight is lost or invalid, stop and report honestly. Evidence availability depends on simulator variables and current build support.

Do not edit reality out of the report

Jet Track is an evidence system. If the flight was rough, unstable, diverted, off-runway or otherwise abnormal, let the report show that evidence and ask staff if review is needed.

12. Troubleshooting

Problem	Most likely cause	Action
No booked flights in Jet Track	No active booked flight, wrong account, or list not refreshed.	Book a flight on the website, confirm you are logged into the same pilot account, then Refresh Flights.
SimBrief route does not appear	OFP not generated from the booked flight, SimBrief user/Pilot ID not set, or dep/arr mismatch.	Generate the OFP from the JetVA schedule/booked flight link, then refetch/refresh. Check origin/destination.
Jet Track will not connect to simulator	Simulator not running, aircraft not loaded, or SimConnect not available yet.	Load into MSFS first, wait for the aircraft to be active, then retry.
Told to install/use FSUIPC	Confusion with BlueSky or older tracker instructions.	Jet Track does not require FSUIPC. BlueSky does. Use Jet Track for MSFS 2020/2024.
Cannot file after parking	Aircraft not fully stopped, engines still detected running, cutoffs not off, or final state not stable.	Stop at stand/gate, set cutoffs/control levers off, ensure ground speed is zero/near-zero and wait briefly for file-ready state.

Flight submitted but website not showing it	Server response pending, browser/session delay, or local/server mismatch.	Do not file duplicates. Check profile/logbook, then ask staff with the Jet Track log and flight details.
Client seems stale after filing	Session did not clear or UI did not reset.	Close/reopen only after confirming whether the PIREP submitted successfully. Provide logs if stuck.
Old version rejected	Server minimum client version moved on.	Download the current Jet Track package from JetVA Downloads.
Aircraft/profile looks wrong	Actual simulator aircraft title/model is what the server sees.	Confirm the loaded aircraft title/model. Planned/scheduled aircraft does not override actual simulator aircraft evidence.

13. Support and pilot expectations

If you get stuck, use the JetVA forum or Discord/support channels. JetVA is a community project, and help is available for new pilots getting started with schedules, SimBrief, Jet Track, BlueSky and first-flight filing.

Need help with	Send this information
No booked flight / wrong flight	Pilot ID, flight number, departure, arrival and screenshot of booked flights if possible.
SimBrief problem	Booked flight, SimBrief OFP status, origin/destination and whether the OFP was generated from JetVA.
Jet Track connection problem	Simulator version, aircraft, Jet Track version/build and exact error text.
Filing problem	Flight number, route, time, final status, any success/error popup and Jet Track log if available.
Scoring/review question	PIREP ID, aircraft, route and the exact analyser/review text.

Community tone

New pilots are welcome. Ask if you are unsure. It is better to ask before corrupting a session, filing duplicates, or mixing old BlueSky instructions with the current Jet Track workflow.

Activity rules still apply: complete your first scheduled flight within seven days of joining, then complete at least one scheduled flight every 90 days unless staff policy says otherwise.

14. Quick reference checklist

Before flight	In flight	After landing
Log in to JetVA and book a scheduled flight.	Do not stop/restart tracking unless the flight is abandoned or staff instructs you.	Taxi to stand/gate and stop the aircraft.
Click SimBrief from the booked flight and generate the OFP.	Fly normally; Jet Track captures the evidence.	Move fuel cutoffs/control levers off and wait for the file-ready state.
Open Jet Track, log in and refresh booked flights.	Let abnormal events be recorded honestly.	Use Stop/Finish only when the flight is complete.
Select the correct booked flight.	Do not run another live tracker sender for the same pilot.	Preview/View the PIREP before filing.

Fetch/confirm route and flight level.	Continue safely if RTO, go-around or diversion occurs.	Submit once and wait for confirmation.
Press Start Tracking before pushback/taxi.	Keep the simulator and client running through the flight.	Check the JetVA logbook/profile afterwards.

One-line workflow

Schedules -> Book Flight -> SimBrief -> generate OFP -> Jet Track -> Refresh Flights -> Select Flight -> confirm route/FL -> Start Tracking -> fly -> Finish -> Preview PIREP -> File.