Leidos Flight Service (LFS)

Web User Guide

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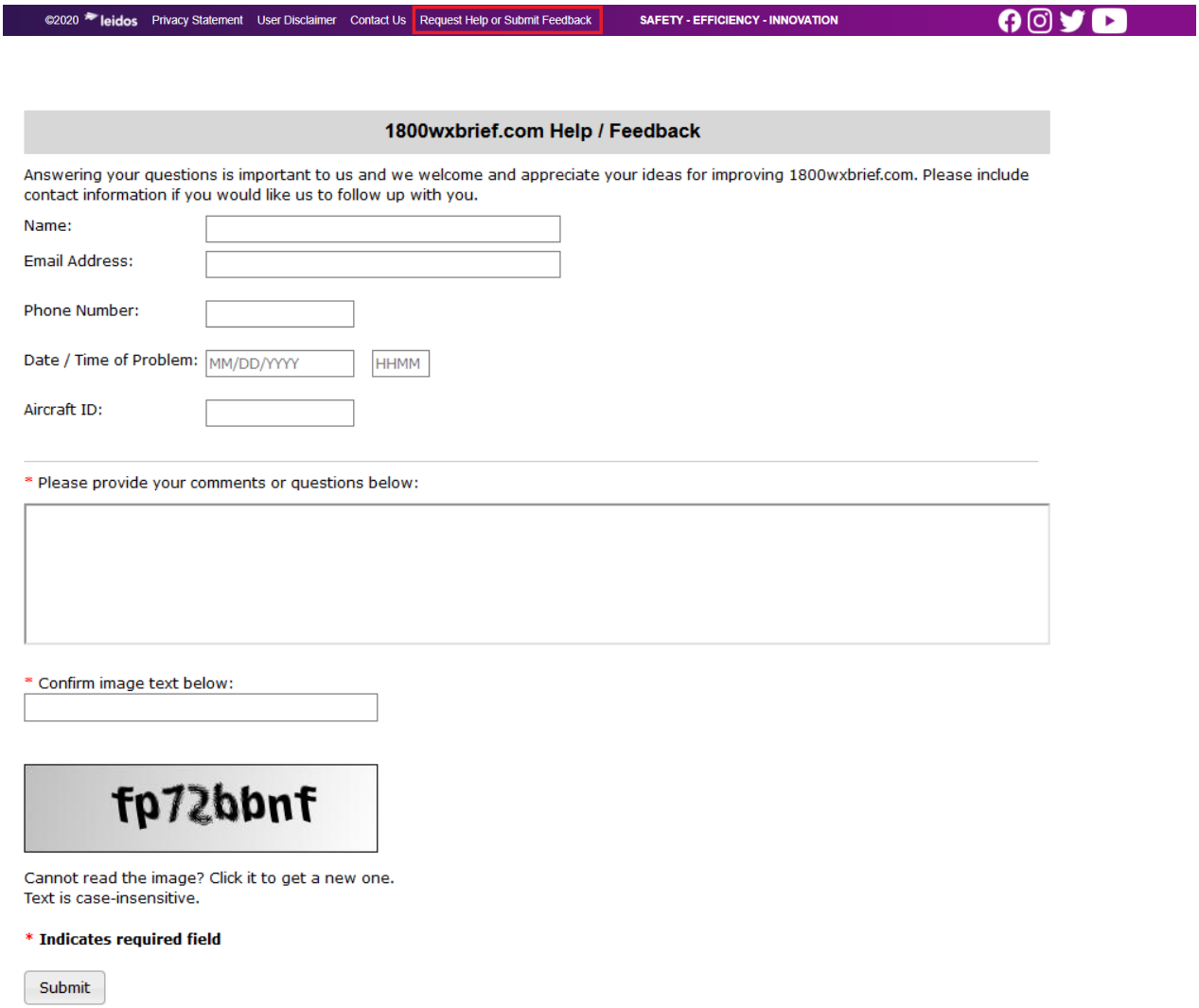
LFS Web User Guide

1. Feedback

Leidos Flight Service encourages all users to provide feedback so that we can continue to enhance the service offerings and user experience of our website.



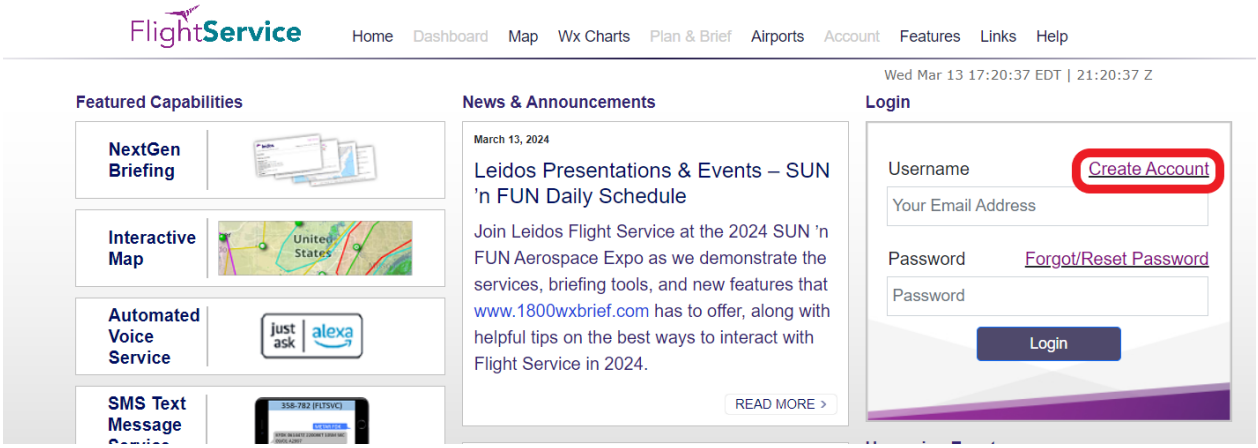
Please perform the following steps to provide feedback.

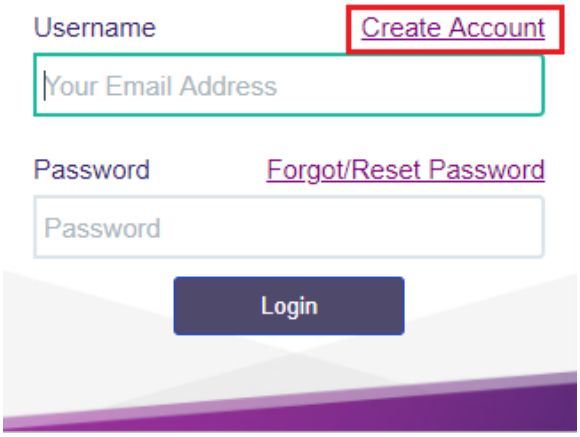
a. Select Request Help or Submit Feedback link near the bottom of the Home page
b. Provide answers to feedback questions
c. Click Submit button

2. Account Registration, Password Management, and Login

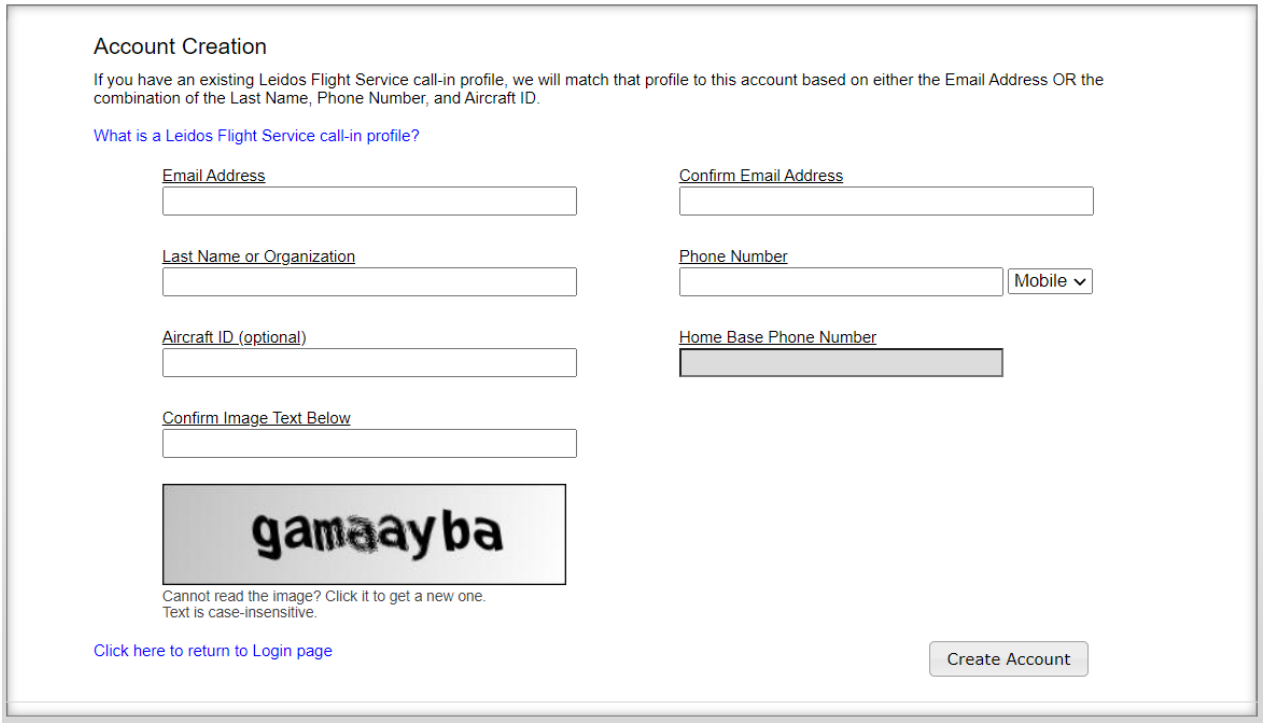
a. Account Registration

To register for a new account, simply select the Create New Account link in the Leidos Pilot Web login box near the top right of the Home page.


FlightService
Home
Dashboard
Map
Wx Charts
Plan & Brief
Airports
Account
Features
Links
Help
Wed Mar 13 17:20:37 EDT | 21:20:37 Z
Featured Capabilities
NextGen Briefing
Interactive Map
United States
Automated Voice Service
just ask
alexa
SMS Text Message
News & Announcements
March 13, 2024
Leidos Presentations & Events – SUN 'n FUN Daily Schedule
Join Leidos Flight Service at the 2024 SUN 'n FUN Aerospace Expo as we demonstrate the services, briefing tools, and new features that www.1800wxbrief.com has to offer, along with helpful tips on the best ways to interact with Flight Service in 2024.
READ MORE >
Login
Username
Create Account
Your Email Address
Password
Forgot/Reset Password
Password
Login


Username
Create Account
Your Email Address
Password
Forgot/Reset Password
Password
Login

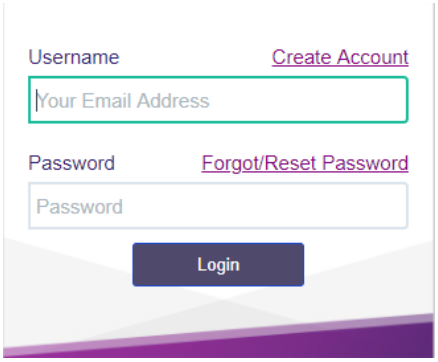
If pilot has an existing call-in profile with LFS, the system will link the web account and profile when web account is created.



When you are finished creating the new profile, a temporary password will be sent to the email listed on the account. Please be aware that if you do not update the temporary password within 48 hours of the creation time your account will be deleted.

b. Login

The Leidos Pilot Web login box appears near the top right of the Home page when you are not logged in. Your username is the email address associated with your account. Once you have logged in, the login box is no longer displayed.

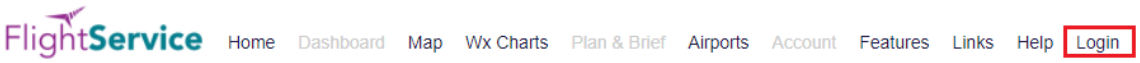


If the user is not logged in, "Login" link appears at the right corner of the menu bar from the following pages.

- Weather

- Airports
- Announcements
- Contractions Lookup

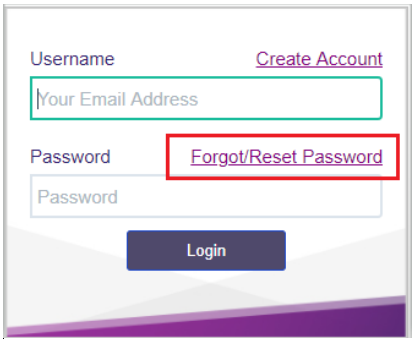
When the Login link is clicked on, the user is navigated to Home page.



Some functionality on the website is not available if you are not logged in. These items will appear grayed out in the menu bar (see graphic below), and clicking them will have no effect. Once you have logged in, they will not be grayed and will be clickable.

c. Forgotten Password

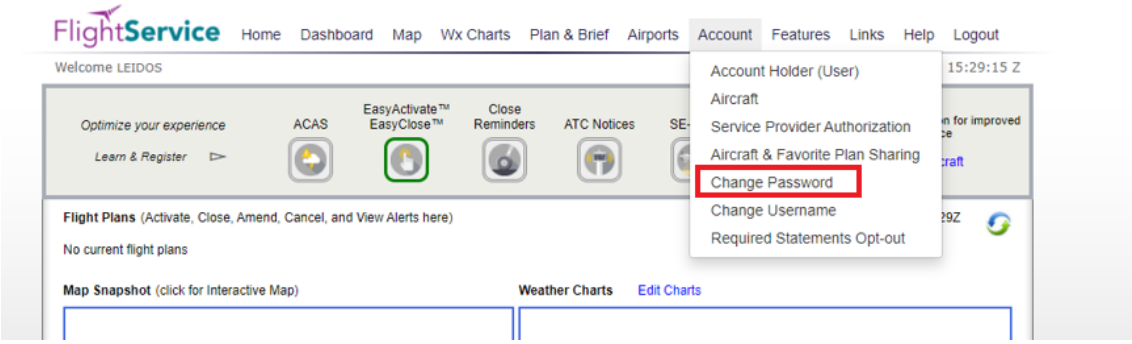
If you have a need to reset your password for an existing account, select the Forgot/Reset link in the Leidos Pilot Web login box near the top right of the Home page.



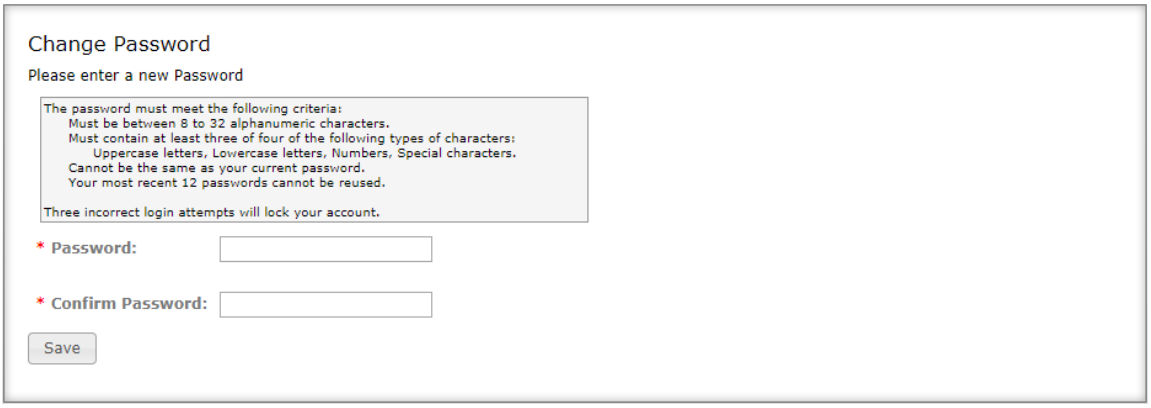
A new temporary password will be sent to the email account associated with the existing account. The next time you sign in using this account, use the new temporary password from the email. The system will immediately display the Change Password and Acknowledge Terms of Agreement page before allowing any other action. If not, you will need to change your password using the Account Tab.

d. Change Password

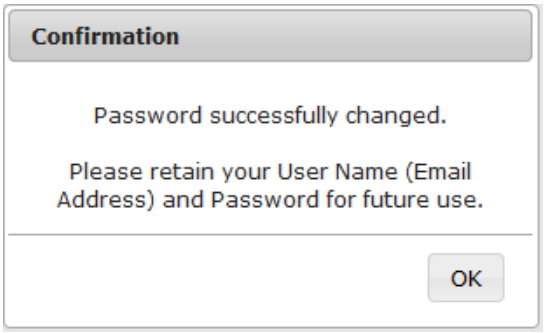
Hovering over the Account tab on the menu displays the Change Password link, as shown below.



Once clicked, the change password page is displayed where users can enter a new password. The password criteria are also listed on the page.



Users have to enter the new password twice to confirm the spelling. If the new password entered matches, users have to click the Save button. If successful, the change password page remains displayed with the password input fields blanked out, and a password changed confirmation dialog displayed. When OK is selected in the dialog, the change password page remains displayed.

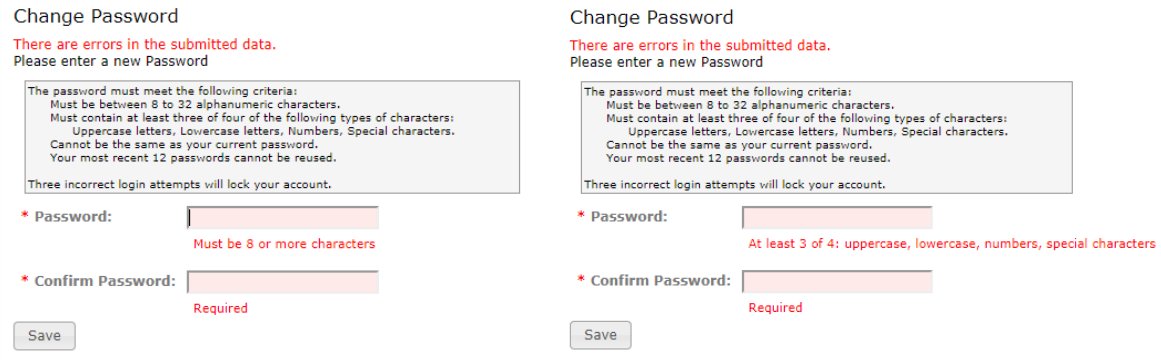


From there users can navigate to anywhere on the site.

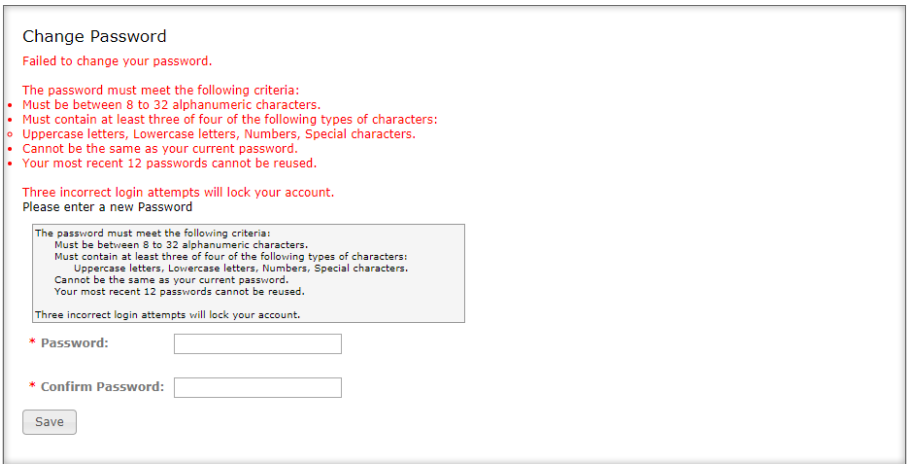
Users can change their passwords as many times as they want/need as long as the following criteria are met:

- Passwords must be between 8 to 32 alphanumeric characters.
- Must contain at least three of four of the following types of characters:
  - Uppercase letters, Lowercase letters, Numbers, Special characters.
- Cannot be the same as your current password.
- Your most recent 12 passwords cannot be reused.

Three incorrect login attempts will lock your account.
If the passwords do not match or fail validation, the screen will remain the same with a failure message.

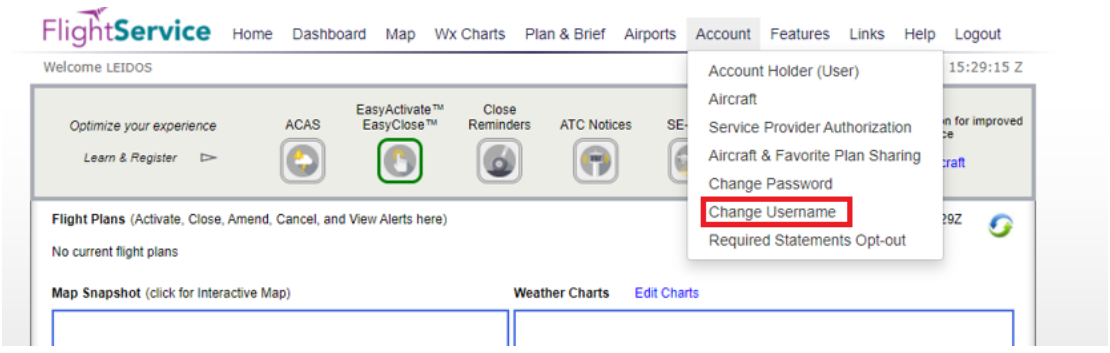


If the password criteria are not met, the screen will remain the same with a failure message and the password rules.

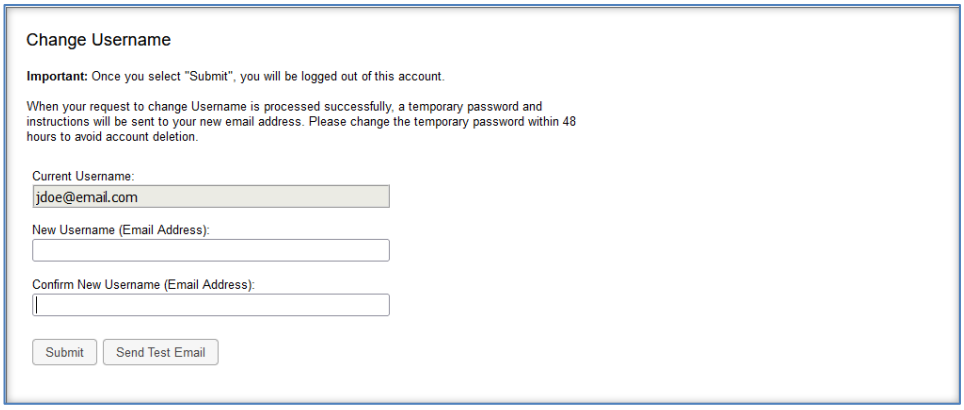


e. Change Username

Hovering over the Account tab on the menu displays the “Change Username” link, as shown below:



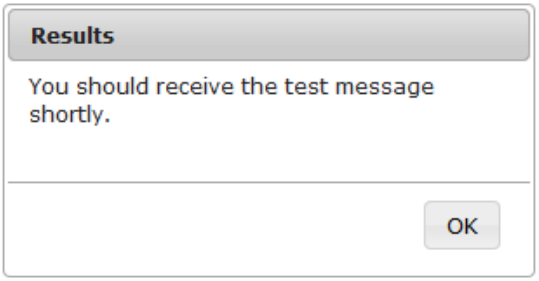
Once a user clicks the “Change Username” link, the change username page is displayed. This is where a user can change their current username to a new username. The username criterion is a valid email address.



Users have to enter the new username twice to confirm the spelling. The users have the following options:

- Click the “Send Test Email” button.
- Click the “Submit” button.

If the user clicks the “Send Test Email” button, the following “Results” dialog is displayed:



Then an email is sent to the user for contact verification:

From: DO_NOT_REPLY@afss.com with the Subject:

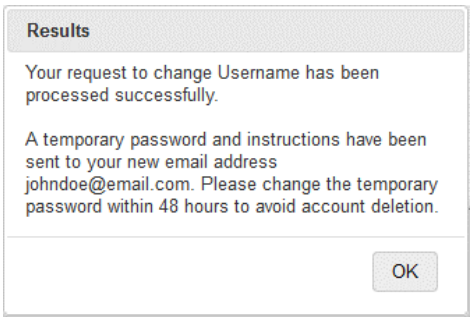
- Leidos Flt Svc Notification

Message received will be similar to the following:

- Leidos Flt Svc Contact Verification Message 092108--Thank you for selecting Leidos Flt Svc

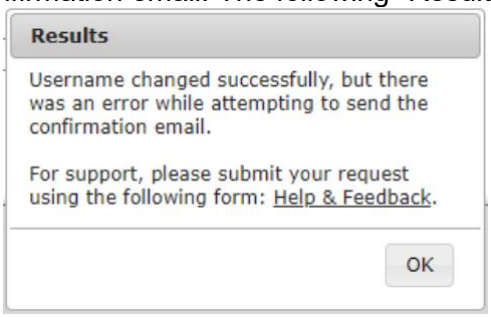
When the “OK” button is selected in the dialog, the change username page remains displayed.

If the user clicks the “Submit” button, and the username changed successfully, the following “Results” dialog is displayed:



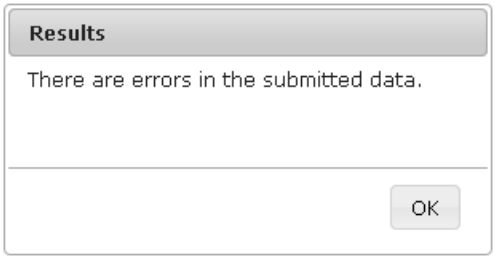
The user is sent a confirmation email containing a temporary password and further instructions. When the “OK” button is selected in the dialog, the user is logged off his or her session, and redirected to the home page where the user may log in using the new username and temporary password sent via email. Please be aware that if you do not update the temporary password within 48 hours of the username change time your account will be deleted.

If the user clicks the “Submit” button, and the username changed successfully, but there is an error sending the confirmation email. The following “Results” dialog is displayed:



When the “OK” button is selected in the dialog, the change username page remains displayed.

When either the “Test Email” button or “Submit” button is selected, if the usernames do not match or fail validation, the following “Results” dialog is displayed:



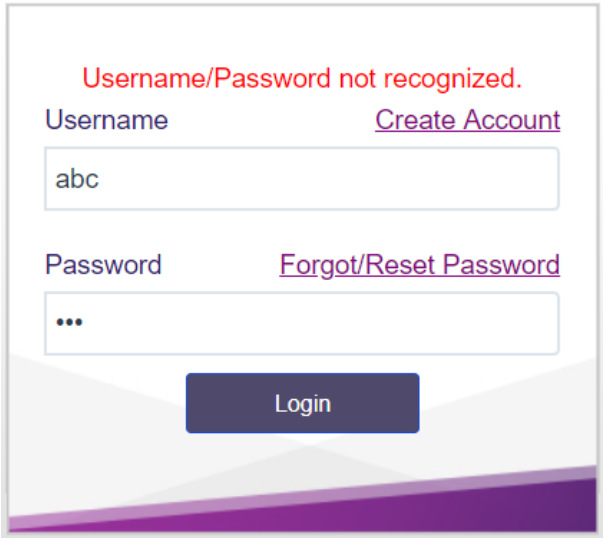
When the “OK” button is selected in the dialog, the change username page remains displayed with one of the following failure messages:

- Cannot reuse current Username
- Username already exists
- Mismatched
- Required

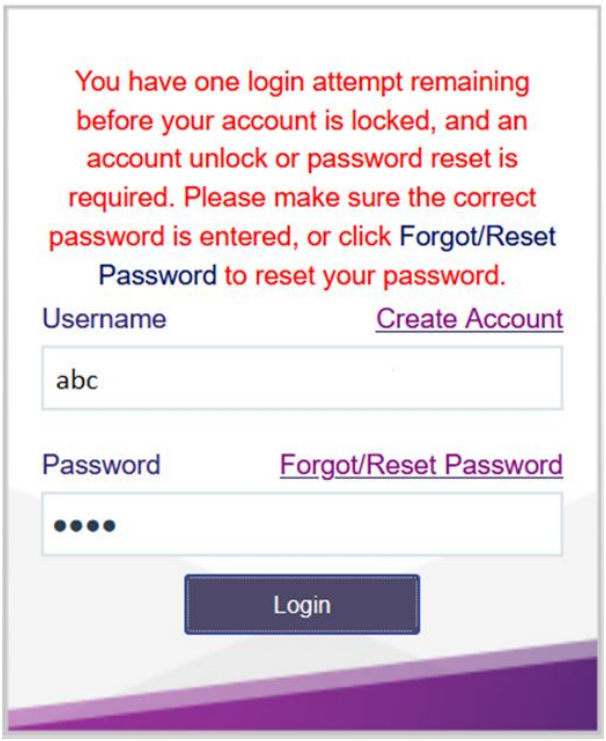
- Invalid

f. Unlock Your Account

If you enter an invalid username or password on login, you will see the message "Username/Password not recognized" displayed above the Username field. For example:

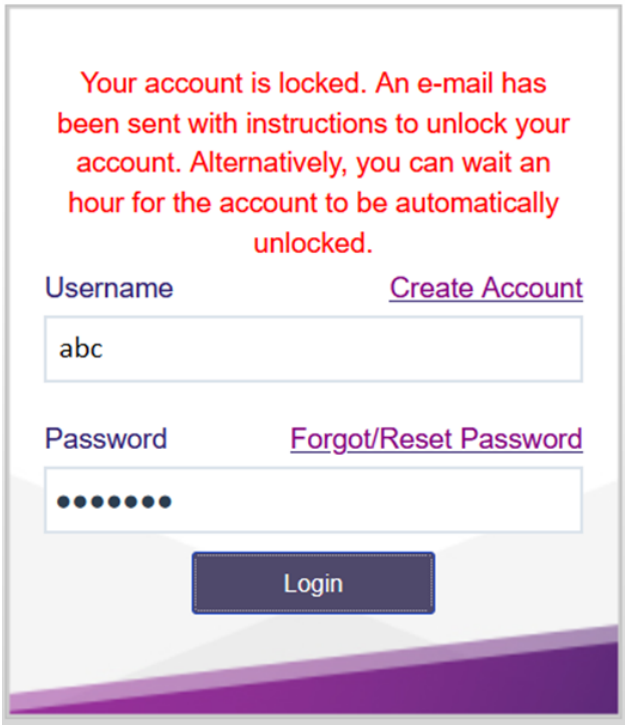


If you are using a valid Username with an invalid password there is a limit to the number of consecutive login failures. When the next failure will cause your account to be locked, the message above the Username entry will be:



After receiving this message, you must enter the current password correctly on your next login attempt or your account will be locked. Using the “Forgot/Reset” link will change your password and provide a temporary password in an email. Before making your third attempt, you may opt to use the “Forgot/Reset Password” link to change your password to avoid having your account locked. This will result in a new temporary password being sent to you via email.

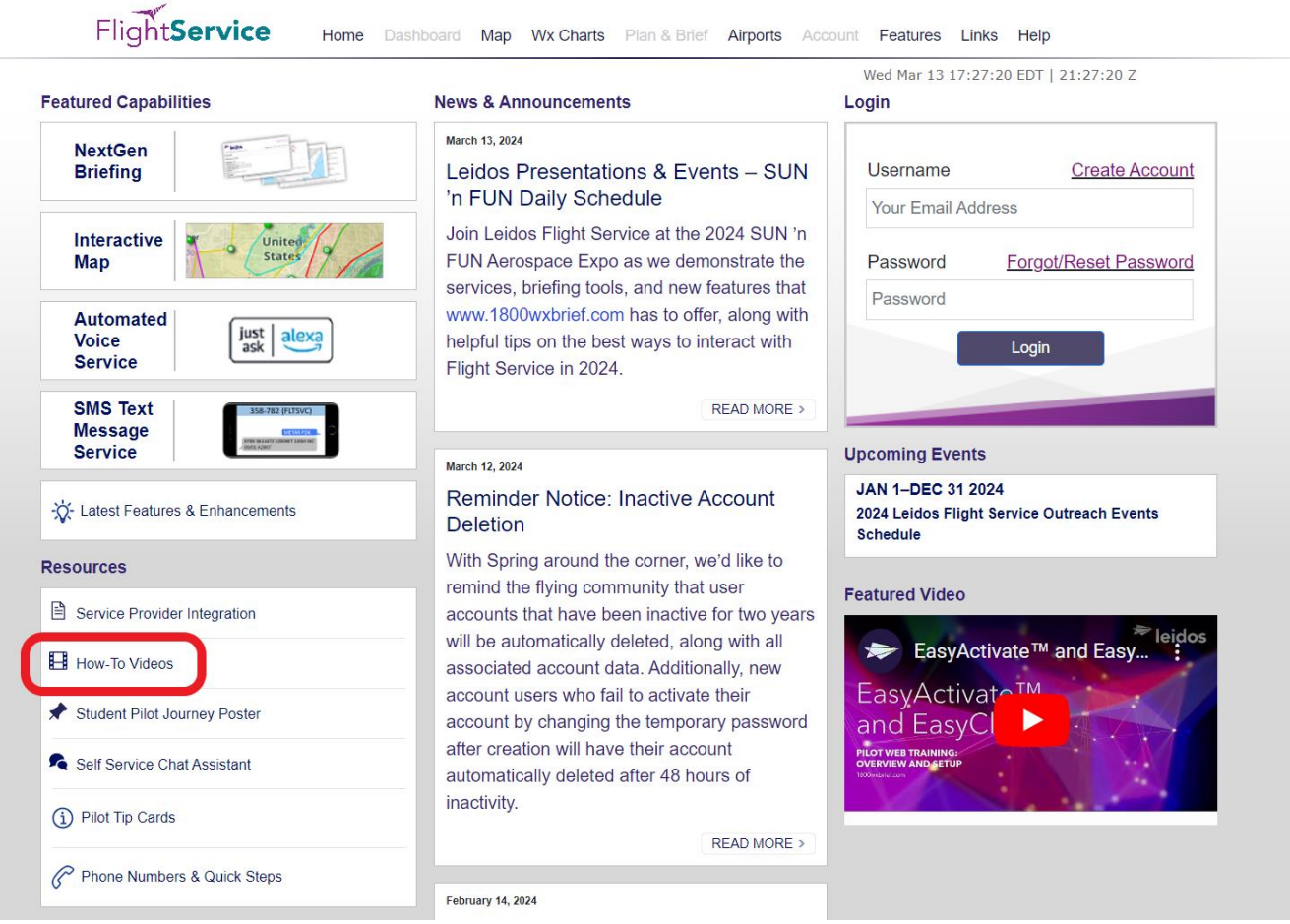
However, if you enter the incorrect password for a third time, your account will be locked and the following message is displayed above the Username field:



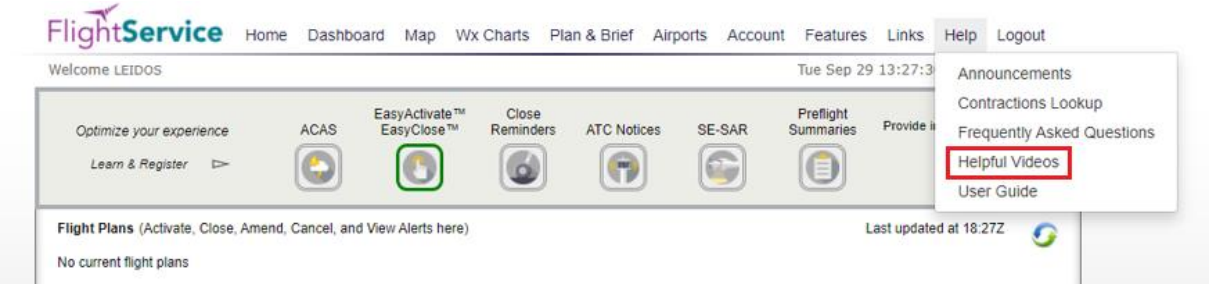
After seeing this message, you may either wait one hour and then attempt to log into your account again, or you can follow the instructions in the e-mail message to unlock your account.

3. Helpful Videos

To view the Training Videos, select the How-To Videos link under Resources on the Home page.



You can also select Helpful Videos from the Help menu.



4. Contact Us

The contact information for Leidos Flight Service can be found on the website's footer menu by selecting the Contact Us link.

- For flight services support, please contact Leidos Flight Service: 1-800-WX-BRIEF (1-800-992-7433).

- For all other support needs, including technical support, please click on the Help & Feedback link in order to access the Request Help or Submit Feedback form per section 1 of this document.

Contact Us

To provide feedback or suggestions, or to request Website support, please use the following form: Help & Feedback

To receive flight plan and weather briefing services from a Specialist, call Flight Service: 800-WX-Brief (800-992-7433)

Specialist support is available 24 hours/day, 7 days/week.

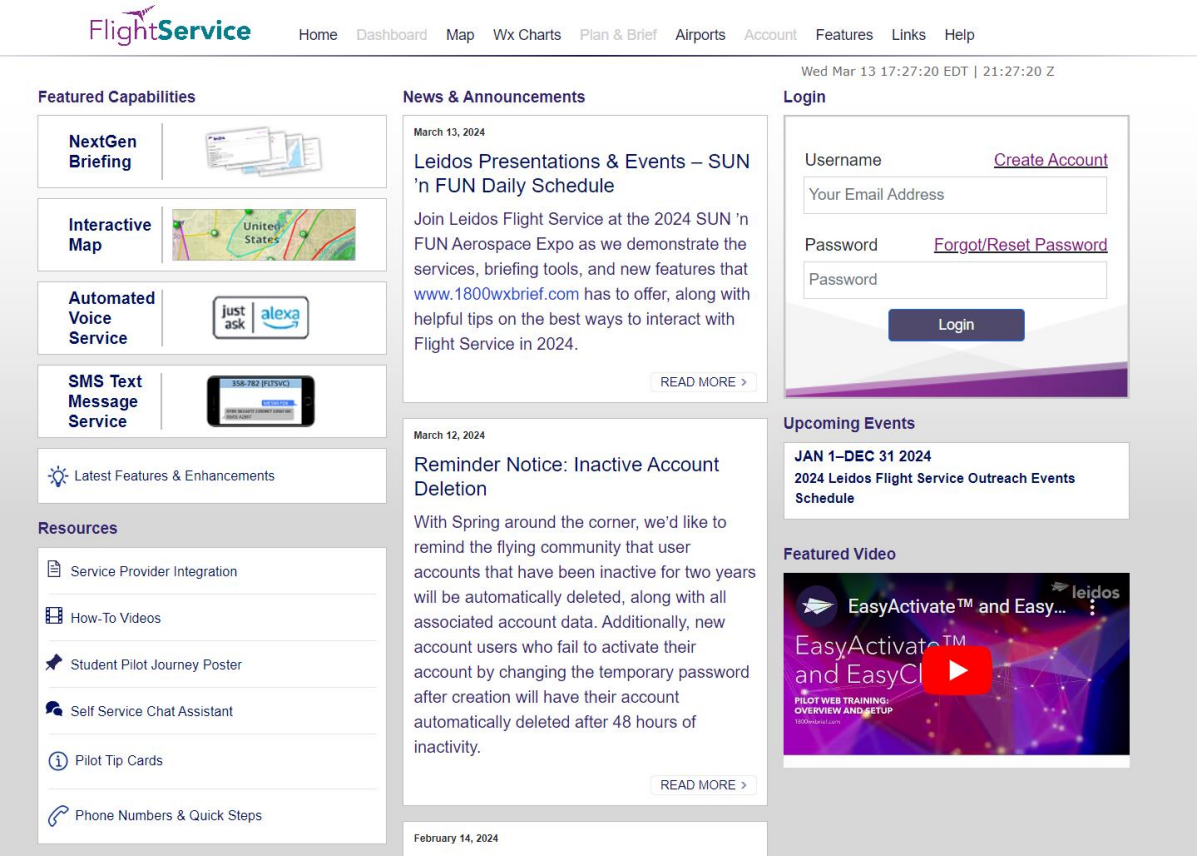
Server: RKP001
Release: fs21.FltScape Server - Nightly
Build.trunk.2599.2020-07-17T03:00:00.938Z, pw.PilotWeb - Nightly
Build.trunk.1792.2020-07-17T07:40:03.517Z

OK

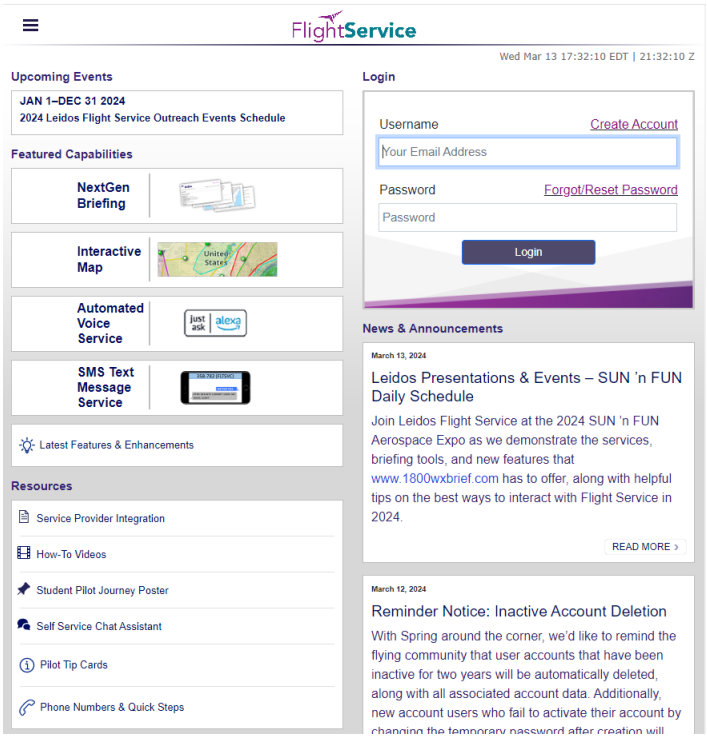
5. Home Page

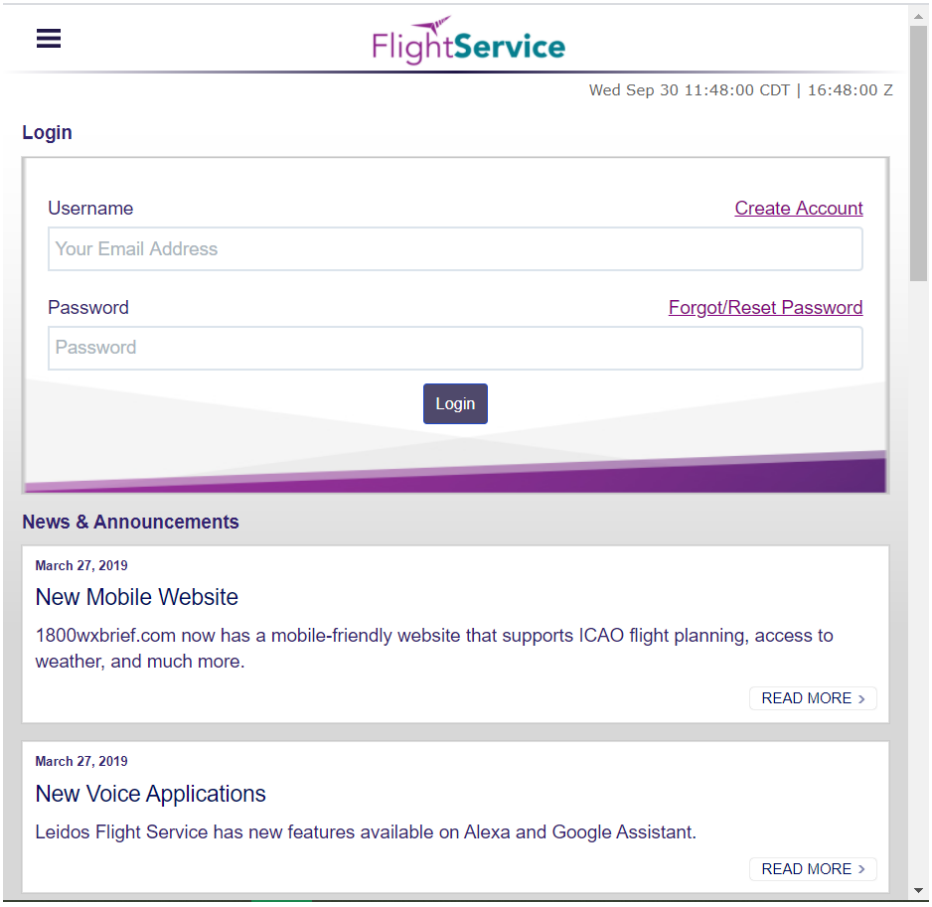
a. News and Information

The Home page contains news and information about Leidos Flight Service. On this page are Featured Capabilities, Resources, News & Announcements, Upcoming Events, and Featured Video. If you are not logged on, the Leidos Pilot Web login box appears on this page. For more information about logging in, see the “Account Registration, Password Management, and Login” section of this guide.



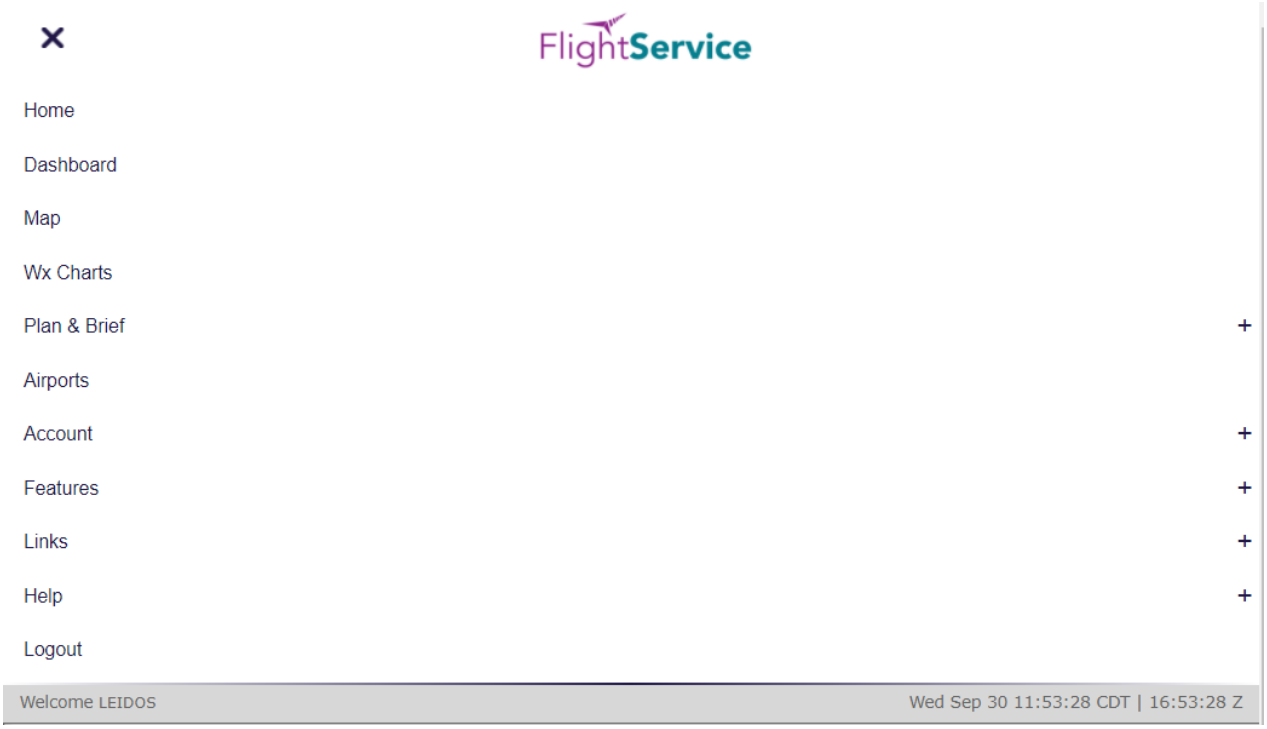
Additionally, the home page has 3 different column layouts depending on the size of the browser window. If the window is full size, it will show all 3 columns as seen in the graphic above. If the browser is shrunk slightly smaller, it will bump down to a 2 column layout, and will bump down once more to a single column if the window is made even smaller. Note that all of the Home page content is still available, it is just pushed down the page in order to fit the smaller column layout. You can see examples of the 2 and 1 column layouts below.


FlightService
Wed Mar 13 17:32:10 EDT | 21:32:10 Z
Upcoming Events
JAN 1–DEC 31 2024
2024 Leidos Flight Service Outreach Events Schedule
Featured Capabilities
NextGen Briefing
Interactive Map
Automated Voice Service
SMS Text Message Service
Latest Features & Enhancements
Resources
Service Provider Integration
How-To Videos
Student Pilot Journey Poster
Self Service Chat Assistant
Pilot Tip Cards
Phone Numbers & Quick Steps
Login
Username
Create Account
Your Email Address
Password
Forgot/Reset Password
Password
Login
News & Announcements
March 13, 2024
Leidos Presentations & Events – SUN 'n FUN Daily Schedule
Join Leidos Flight Service at the 2024 SUN 'n FUN Aerospace Expo as we demonstrate the services, briefing tools, and new features that www.1800wxbrief.com has to offer, along with helpful tips on the best ways to interact with Flight Service in 2024.
READ MORE
March 12, 2024
Reminder Notice: Inactive Account Deletion
With Spring around the corner, we'd like to remind the flying community that user accounts that have been inactive for two years will be automatically deleted, along with all associated account data. Additionally, new account users who fail to activate their account by


FlightService
Wed Sep 30 11:48:00 CDT | 16:48:00 Z
Login
Username
Create Account
Your Email Address
Password
Forgot/Reset Password
Password
Login
News & Announcements
March 27, 2019
New Mobile Website
1800wxbrief.com now has a mobile-friendly website that supports ICAO flight planning, access to weather, and much more.
READ MORE
March 27, 2019
New Voice Applications
Leidos Flight Service has new features available on Alexa and Google Assistant.
READ MORE

There is also a layout for thin window sizes across the entire PilotWeb website. If the window size goes below a certain pixel threshold, the header will collapse into a hamburger menu located on the top left side of the window, shown below.

Here is a graphic of the hamburger menu once opened.



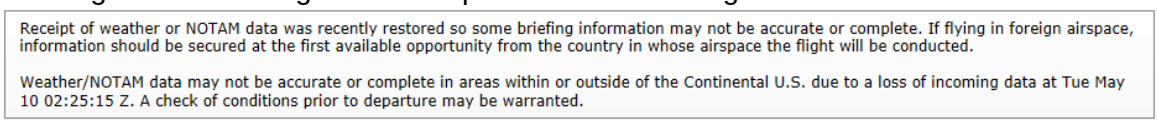
The footer collapses into a stacked bank of links on the bottom left of the window as seen below.

b. Links

At the bottom of the Home page are links for Feedback and Contacts. Reference the Feedback section of this document for more information on leaving feedback.

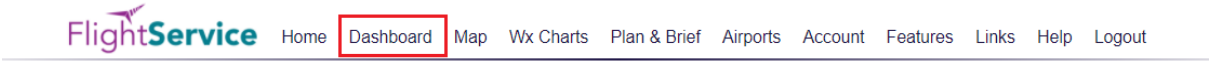
c. System Alerts

If Leidos Flight Service is experiencing temporary technical difficulties, a message will be displayed on the Home page to notify users of the issue. For example, if there is a US NOTAM Service Interruption, a notification will be displayed below the “Welcome…” message. The following is an example of such a message.



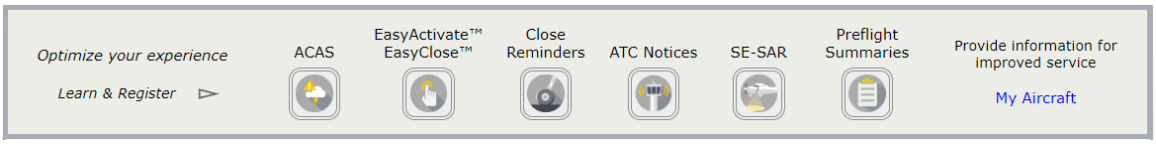
When the Service is resumed, the message will not be displayed.

6. Dashboard Page

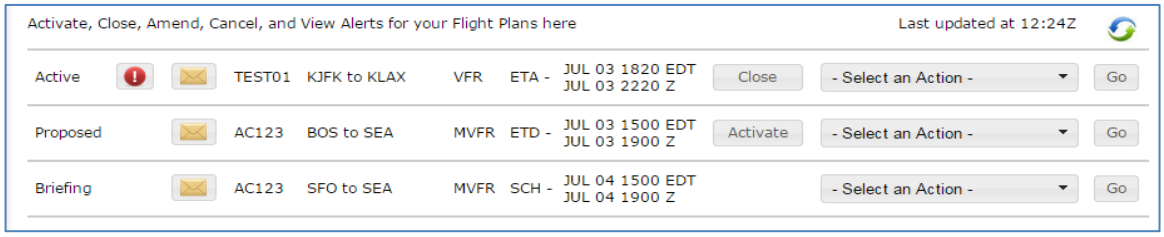


Once you have successfully logged in, the default webpage is the Dashboard page, which can also be selected at any time by clicking on the tab towards the top of the page labeled Dashboard.

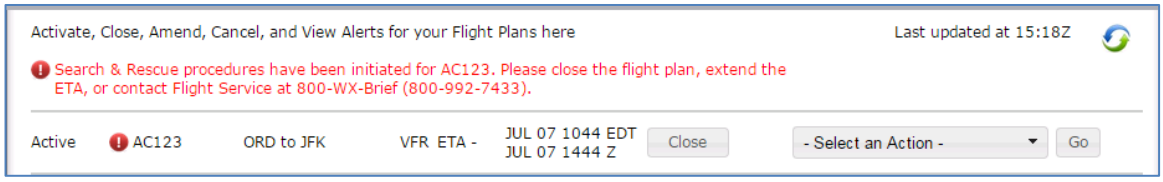
The Advanced Services Dashboard allows the user to register for alerts and notifications.



Any Active or Proposed Flights associated with your profile can be found here along with any charts, if configured in the Edit Charts popup, or METARs, TAFs, and NOTAMs if configured in the Edit Airports pop-up.



If any Active flight has gone into Search and Rescue status, then a red exclamation icon will be displayed to the left of the flight’s aircraft ID and an alert message will be displayed at the top left of the Dashboard page.



a. Flight Plan List

i. The Flight Plan list is read-only.

ii. It is displayed in the following order:

a) Active flight plans

b) Proposed flight plans

c) Scheduled email briefs (Reference section **Briefing Output** for more details)

iii. The primary sort for the Active Flights list is the ETA column in ascending order. The secondary sort is the ACID in ascending order. The primary sort for the Proposed Flights and Scheduled Email Briefings is the ETD column in ascending order. The secondary sort is the ACID in ascending order.

iv. The flight plans display the following data (from left to right):

a) Flight state: Active, Proposed, or Briefing

b) Alerts: An icon is displayed when there are alerts for the flight plan. This is only applicable to active and proposed flight plans.

c) Email icon: An email icon is displayed if there are scheduled email briefings associated with the flight plan. A scheduled email briefing can be associated with an active flight plan, proposed flight plan, or other scheduled email briefings. It is matched with another flight plan if it shares the same ACID, Departure, Destination, Route, and ETD.

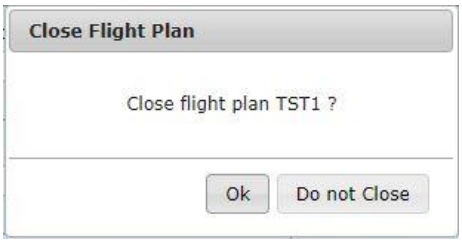
d) ACID: The Aircraft Identifier

e) Departure to Destination: The departure point will be displayed, followed by “to”, followed by the destination point.

f) Flight rule: The flight rule for the flight plan

g) ETA or ETD: For active flight plans, the ETA in the user’s time zone and UTC time zone will be displayed. For proposed flight plans and scheduled email briefings, the ETD in the user’s time zone and the UTC time zone will be displayed.

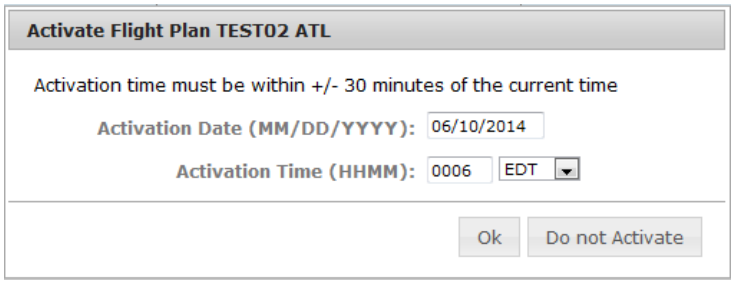
h) Action Button: The Close button is displayed for flights in the active state. When the user clicks the Close button, the system displays the Close confirmation dialog with Ok and Do not Close buttons. This helps ensure every opportunity is available to avoid accidentally closing an Active Flight Plan prematurely.



Reference **Closing an Active VFR Flight Plan** for more details on closing a Flight Plan.

The Activate button is displayed for flights in the proposed state.

The user can activate a proposed flight plan by clicking the Activate button from the Dashboard page. When a user clicks on the Activate button, the flight plan is validated. If there are validation errors, the user will be redirected to the Flight Plan & Briefing page. If no errors exist, an activation dialog is displayed to allow the user to change the activation time (HHMM) to +/- 30 minutes of the current time.



Reference **Activating a Proposed VFR Flight Plan** for more details on activation of proposed flight plans. Reference **Flight Planning Restrictions** for restrictions on activating proposed flight plans.

i) Drop down menu: A drop down menu will provide several options depending on the flight plan type.

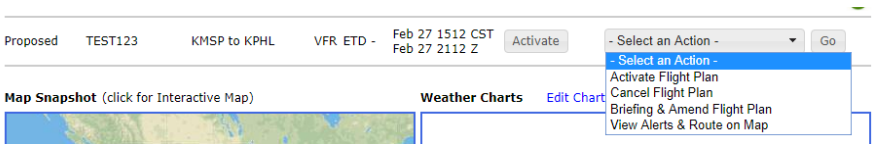
(1) Active flight plans will have the following options:

(a) Activate the flight plan

(b) Cancel the flight plan

(c) Briefing & Amend Flight Plan redirected to the tab Plan & Brief

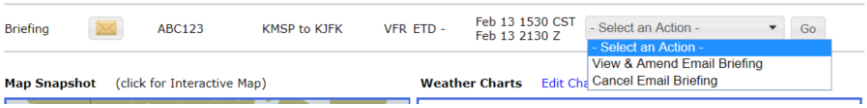
(d) View the alerts (reference Route alerts for details) for the flight along its route



(2) Scheduled email briefings will have the following options:

(a) Amend email briefings (if any are associated with the flight)

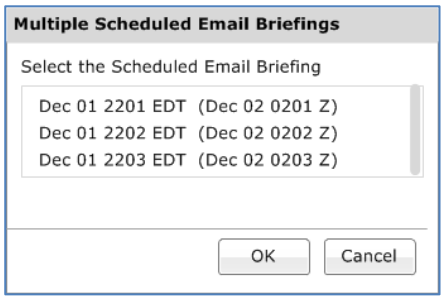
(b) Cancel email briefings. Reference section **Multiple Scheduled Email Briefings Dialog:** for details on trying to amend/cancel email briefs when there are multiple associated scheduled briefs with a flight plan.



j) "Go" button: The Go button activates the action that was selected from the drop down menu.

v. Multiple Scheduled Email Briefings Dialog:

If the email icon or the amend/cancel email briefing action is selected and there is more than one scheduled email associated with the flight plan, the following dialog is displayed:



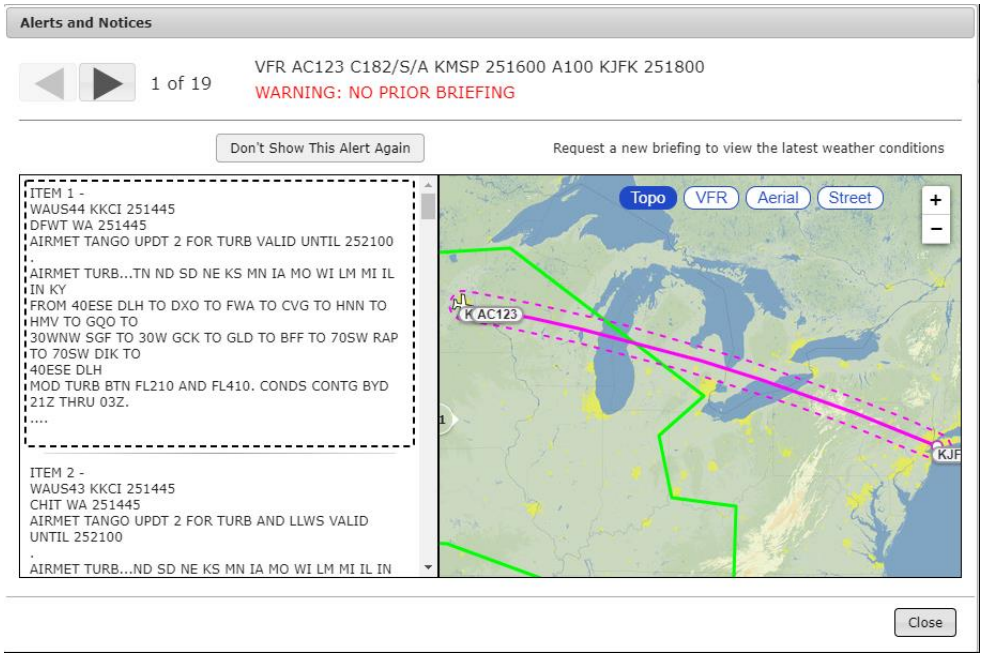
The briefing time for each scheduled email brief is displayed in chronological order. The format for the briefing time is the system time, followed by the UTC time in parenthesis. The user can select one of the times and then press "OK". At this point the appropriate dialog (View & Amend Email Briefing or Cancel Email Briefing) will be displayed. The user can then follow the usual steps for amending or canceling an email briefing.

b. Route Alerts

Alerts for Flight plans are available on the Dashboard page if configured in accordance with pilot's Dashboard -> Advanced Services Dashboard.

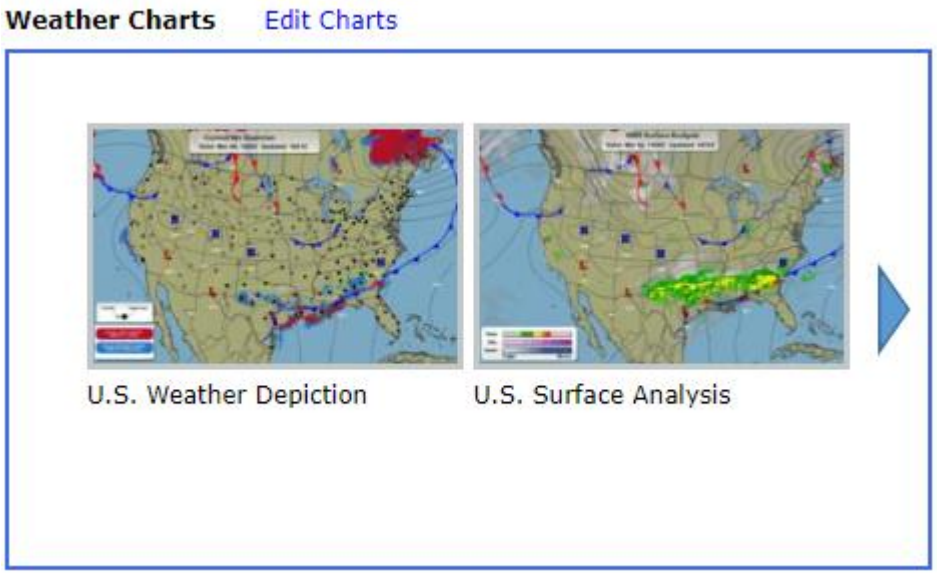
Notices for ATC route changes are available on the Dashboard page for users that have registered to receive ATC Notices. For more information on registering for ATC Notices, see the "Advanced Services Dashboard" section of this guide.

The  is displayed when there are alerts for a particular flight plan. Clicking on the button displays a dialog from which the alerts can be viewed and acknowledged. The alerts and notices window presents text alerts on the left and a map area on the right, with previous/next controls to step through the alerts. When the "Don't Show This Alert Again" button is clicked, the text added next to the alert number indicates that the alert has been acknowledged. The acknowledged alert will remain in the dialog while the dialog remains open and is still selectable via the arrow buttons, but the alert will be suppressed when the dialog is opened in the future.



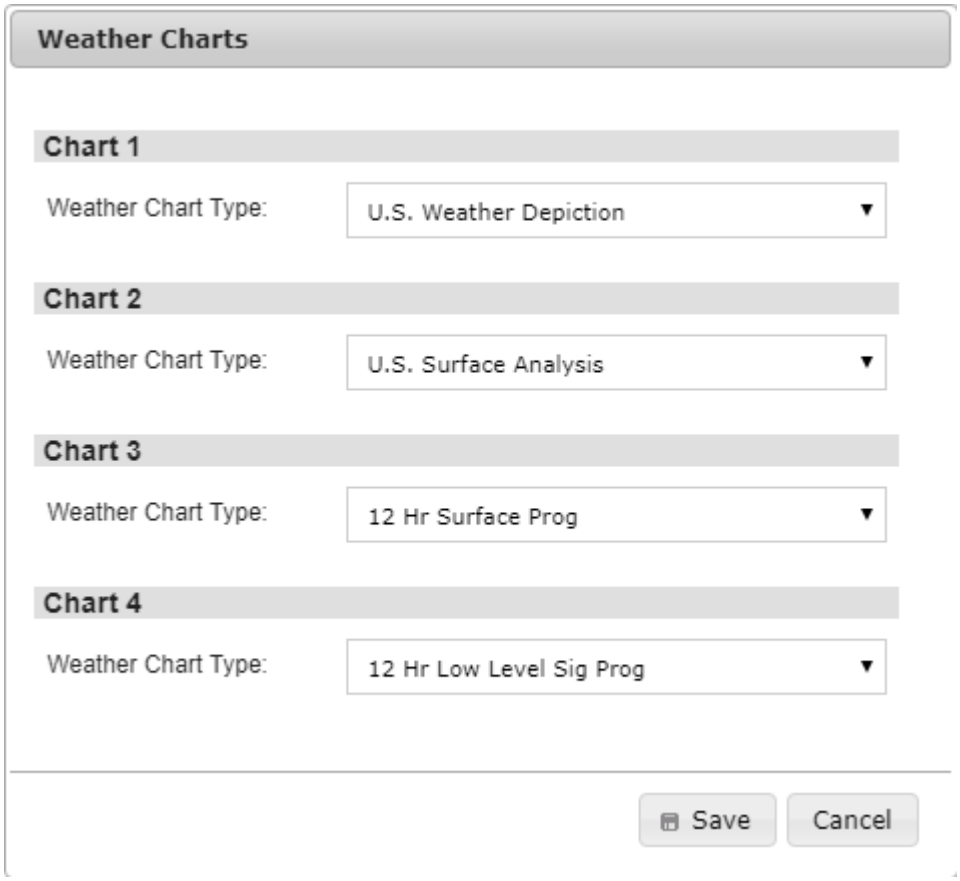
c. Weather Charts

The Weather Charts section displays small versions of your favorite weather charts as shown below. As a new user, the system will provide you with four default weather charts, two of which are shown. The default charts show the most recent versions of US WEATHER DEPICTION, US SURFACE ANALYSIS, 12 HR SURFACE PROG, and 12 HR LOW LEVEL SIG PROG. Selecting an image will open a new popup window with a larger version of the chart. Only two charts will be shown on the dashboard at a time. You may click the blue arrows next to the charts in order to scroll through the four chart options.



You may change the weather charts to your own personal selection from the Weather Charts pop-up window by selecting the Edit Charts link on the Dashboard page. Each Weather Chart dropdown includes charts for both CONUS and Alaska.

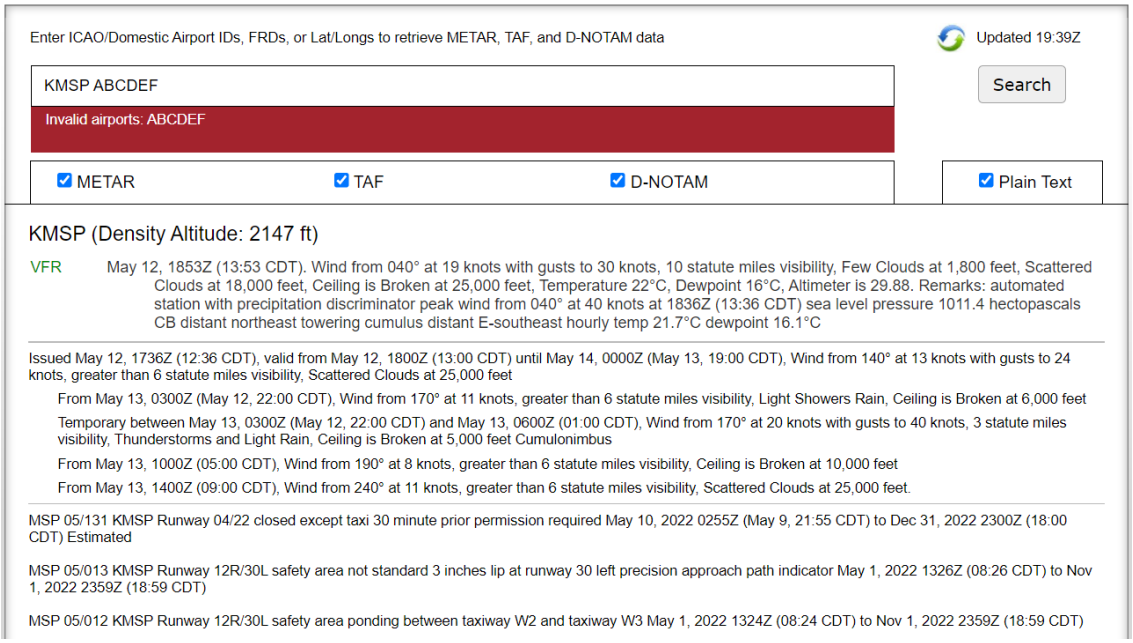
Weather Charts pop-up window.



d. Quick Search – METARS, TAFs, D-NOTAMs

The Quick Search section allows location entry of multiple Airport Ids, FRDs and Lat/Longs where METAR, TAF, and D-NOTAM data can be requested on-demand. When entering text into the search bar the Search button will be enabled. Once the Search button is clicked the Quick Data Results page will open and is displayed showing METAR, TAF and D-NOTAM information based on the selected checkbox type ☑ METAR ☐ TAF ☐ D-NOTAM. Also, as a new user, the METAR, TAF, and D-NOTAM text is shown by default in plain-text translation. Users also have the ability to view the METAR, TAF, and D-NOTAM text without plain-text translation by deselecting the ☐ Plain Text checkbox on the data results page.

The following image shows data return from a search using a valid location and invalid location with all data types selected including 'Plain Text'.

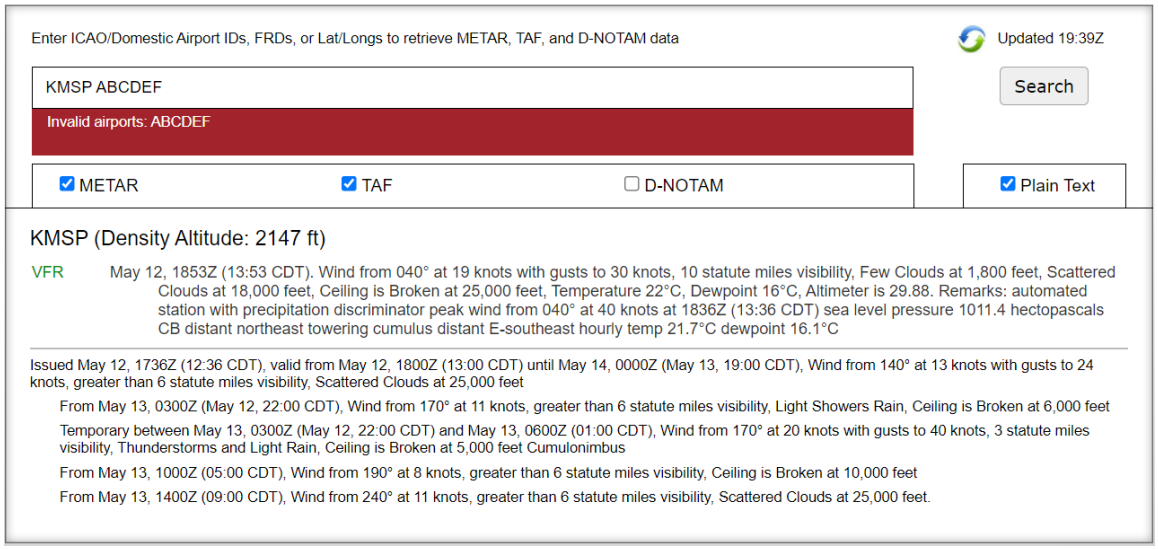


All valid locations will still return data and will be displayed. If any entered locations are determined to be invalid after submitting the request, an error message “Invalid airports:” will appear below the input field and all invalid locations will be listed.

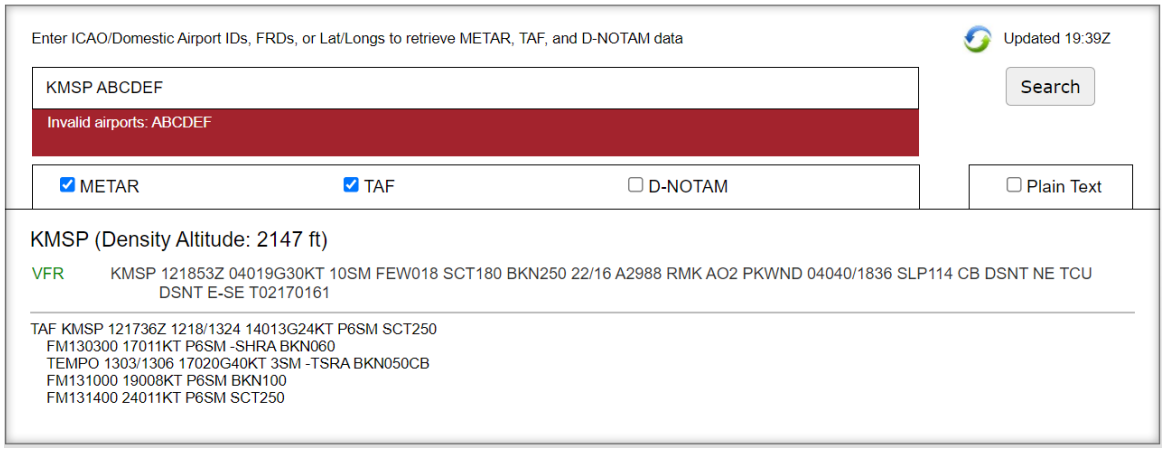
From the Quick Search data results page, the user has the ability to refresh the current displayed location information by clicking the button. The user can edit and enter new locations, select plain text translation and type of information to be displayed. Clicking the Search button then performs the data request. Note that all data types are returned but only the selected data types will be displayed.

After returning from the location search the display of associated data for the different data types can be toggled on/off independently by selecting the METAR, TAF and/or D-NOTAM check boxes. The display of data will be toggled on or off based on the data type selection. If no data exists for a selected data type, then an entry “No data available for airport” will be displayed for that data type. There is no need to perform another search based on only changing plain text translation or changing data types selections. Note only when updating the input field will a new search have to be initiated.

The following image shows ‘D-NOTAM’ data type toggled off, from the original search.

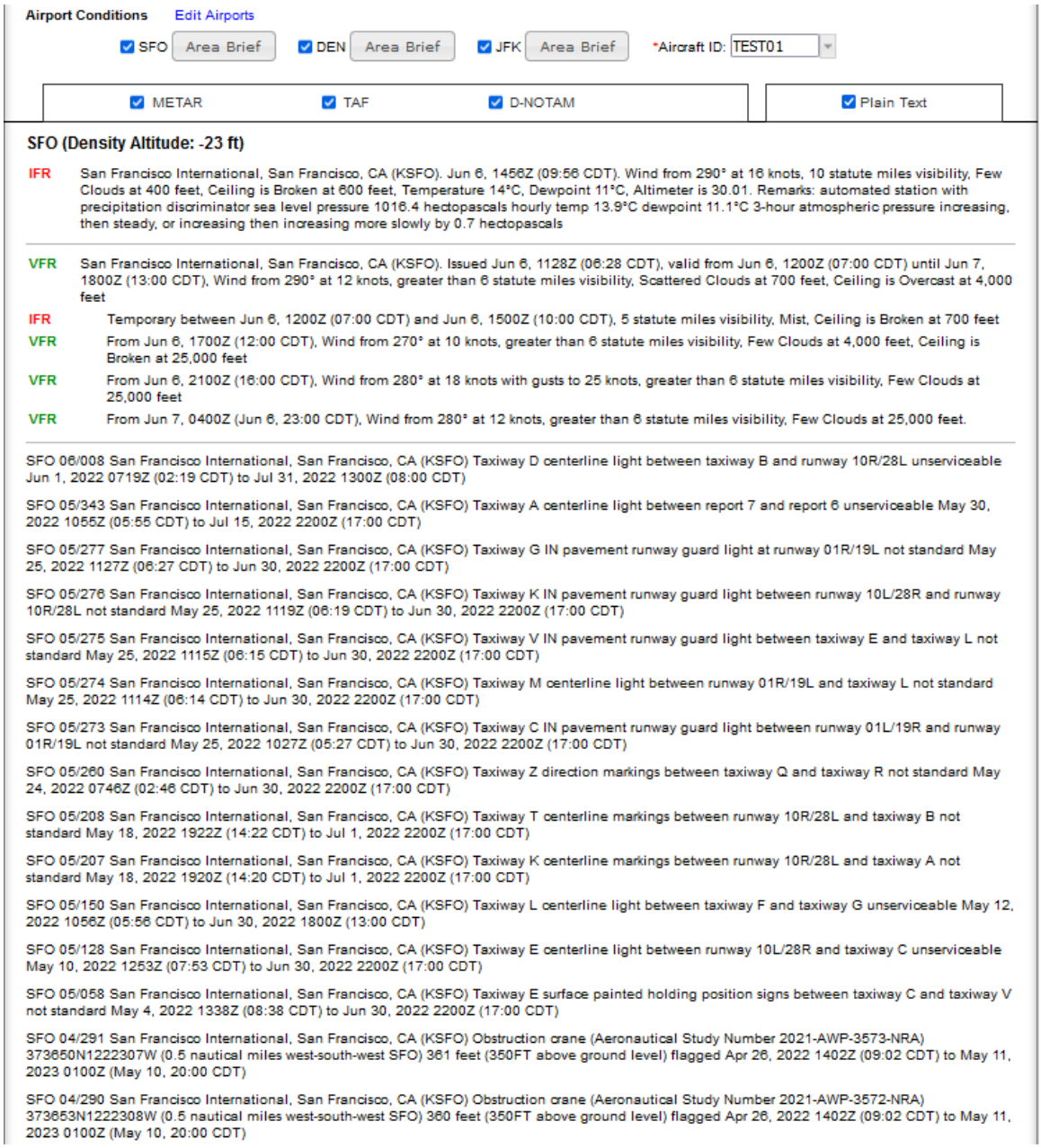


The following image additionally shows ‘Plain Text’ toggled off.



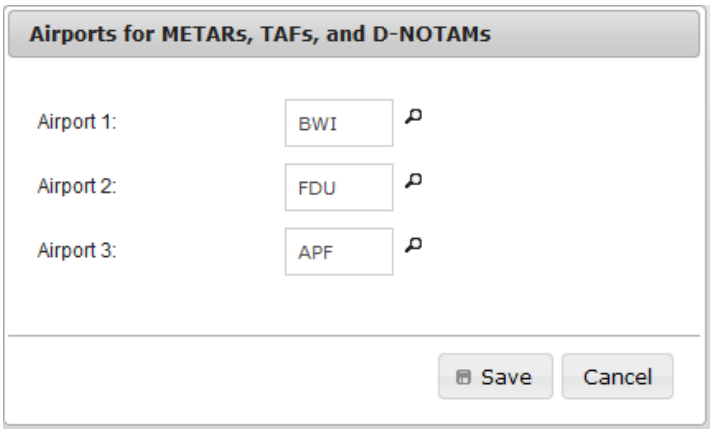
e. Airport Conditions

The Airports section displays METARs, Density Altitude, TAFs and D-NOTAMs related to the airports you are interested in. As a new user, the system will provide you with this information for a default set of airports. The default airports are SFO, DEN and JFK. An area briefing may be retrieved for any of these airports by entering an Aircraft ID and clicking the Area Brief button. Also, as a new user, the METAR, TAF, and D-NOTAM text is shown by default in plain-text translation. Pilots also have the ability to view the METAR, TAF, and D-NOTAM text without plain-text translation by deselecting the Plain Text checkbox. METAR, TAF, and D-NOTAM text is displayed by airport.

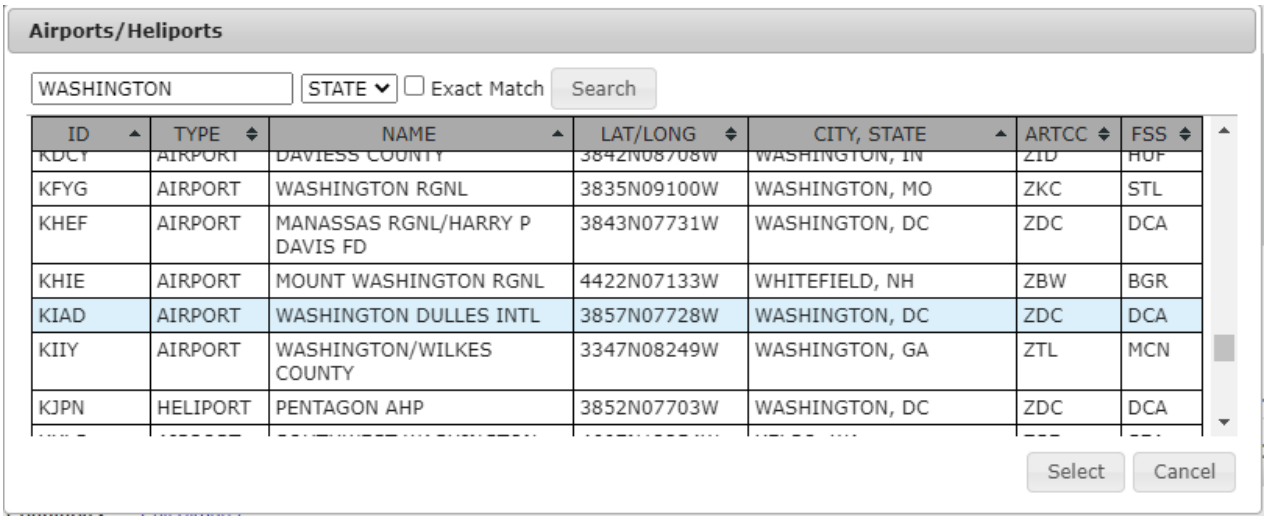


You may change the airports to your own personal selection by clicking the Edit Airports link on the Dashboard page and selecting the airports in the Airports for METARs, TAFs and D-NOTAMs pop-up window. You may select up to three airports to display by typing their identifiers in the text entry boxes or searching for them using the 🔎 icon next to the field.

Airports for METARs, TAFs, and D-NOTAMS pop-up window.

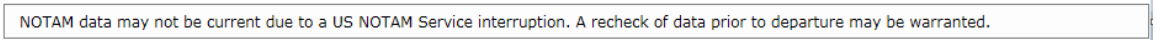


Airports/Heliports search dialog



f. System Alerts

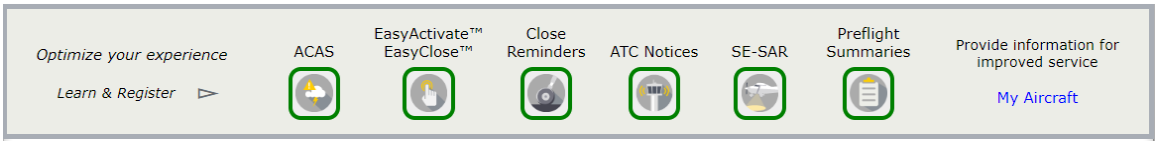
If Leidos Flight Service is experiencing temporary technical difficulties, a message will be displayed on the Dashboard page to notify users of the issue. For example, if there is a US NOTAM Service Interruption, a notification will be displayed below the “Welcome…” message. The following is an example of such a message.



When the Service is resumed, the message will not be displayed.

6.1. Advanced Services Dashboard

Advance Services Dashboard provides fast and convenient access to manage important notification services including email and SMS texting support.

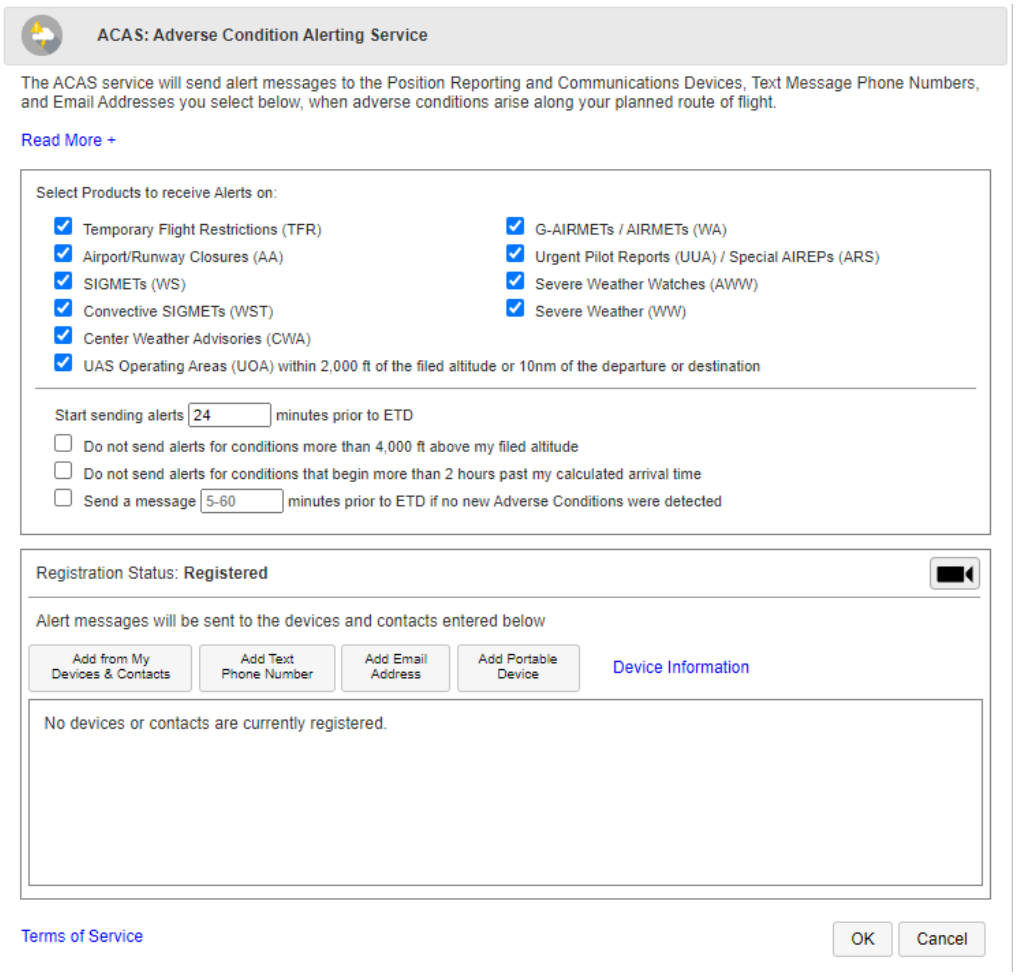


To guarantee email and phone numbers have been entered correctly and services are working properly the dialogs have a “Test” button that will send a test email to SMS message. It’s important to note that SMS users have the ability to send the commands “UNSUBSCRIBE”, “STOP”, “CANCEL”, “QUIT, or “END”. If the last command received is one of these, then Test Messages will not be sent. You will instead see a pop up dialog in the Advanced Services window notifying you that the number is currently unsubscribed and you will need to enter START on your phone to resume notifications.

a. ACAS: Adverse Condition Alerting Service

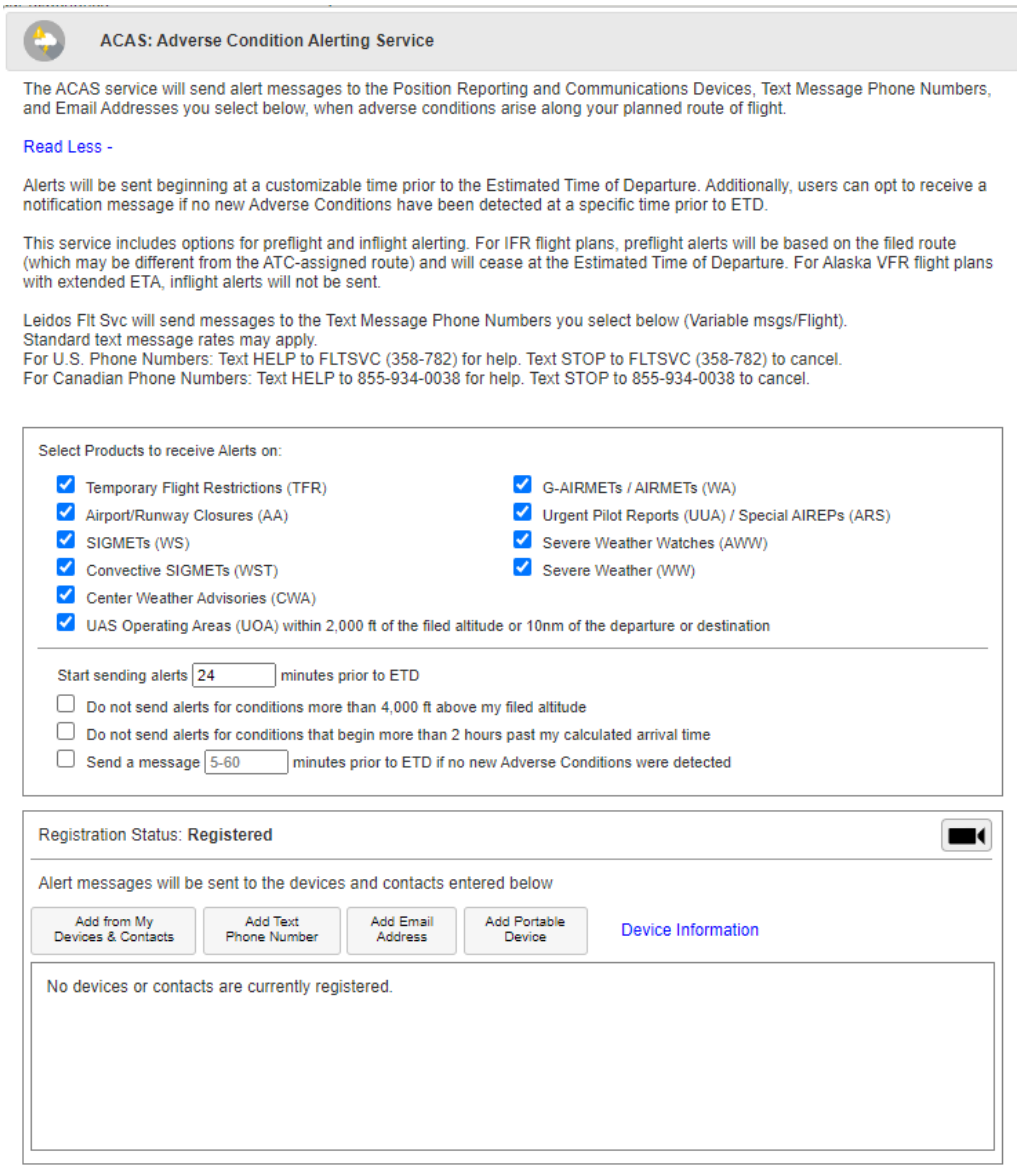
Clicking on the ACAS icon 

will open a dialog as follows:



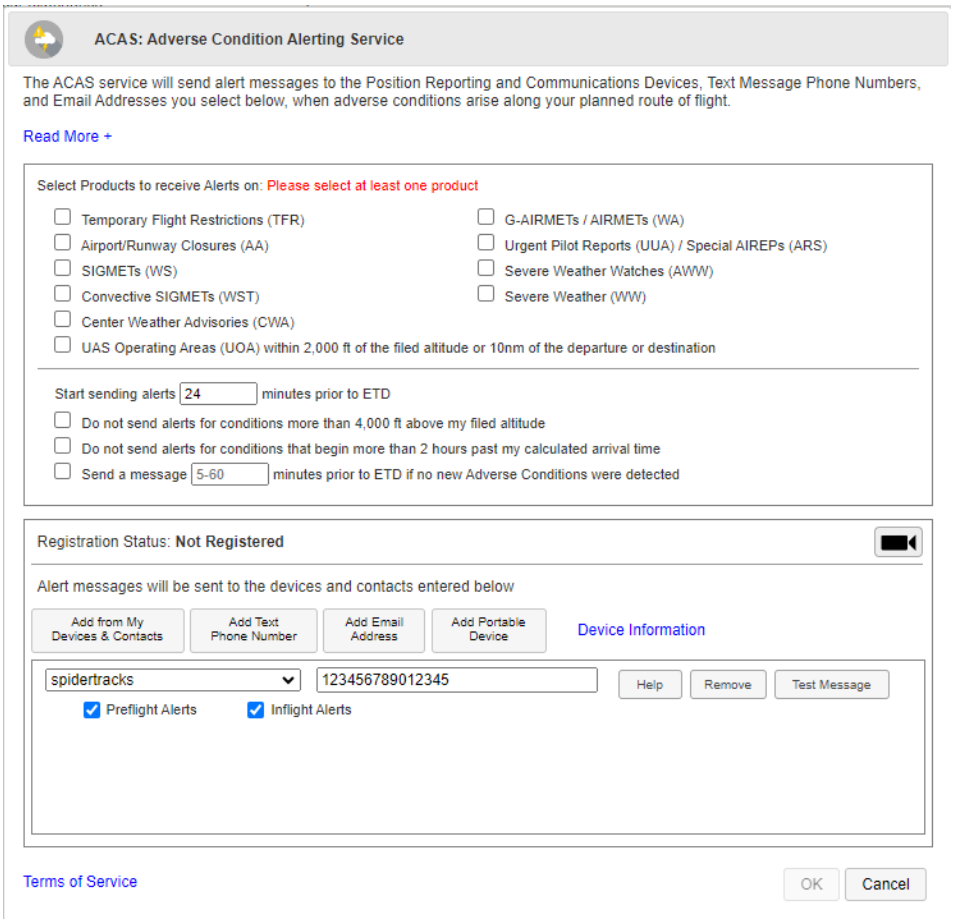
The ACAS service will send alert messages to devices, text message phone numbers and email addresses registered for the service.
The dialog will display a list of all devices and contacts registered for the service.
If no contacts or devices have been registered, then the dialog will display “No devices or contacts are currently registered.”

Clicking on the “Read More +” link will expand the instructions at the top of the dialog to look like this:

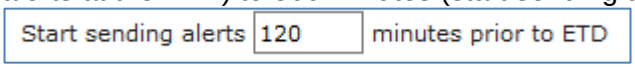


The user can choose which categories of weather product alert notifications to receive by selecting the individual weather product checkboxes in this portion of the dialog:

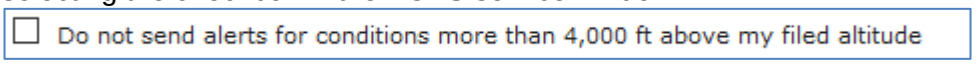
Deselecting all weather products while still having at least one registered device or contact will result in the following message, and will disable the saving of ACAS registration changes until at least one weather product is selected or there are no registrations.



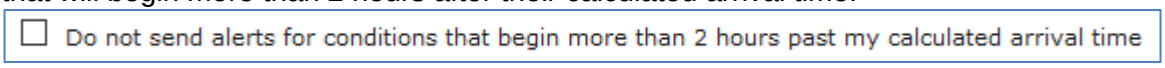
The user can enter the number of minutes before the estimated time of departure (ETD) when alerts will start being sent to registered devices and contacts. The default value is 120 minutes (2 hours). The range is from 0 minutes (start sending alerts at the ETD) to 360 minutes (start sending alerts 6 hours before ETD).



The user can choose whether to filter out ACAS alerts based on filed altitude by selecting the checkbox in the ACAS service window.

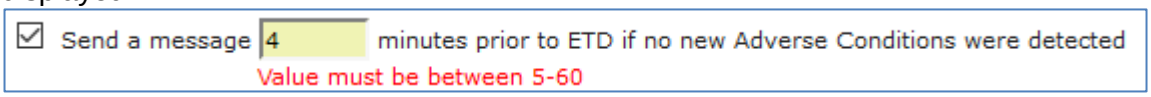


The user can choose whether or not to receive ACAS alert messages for conditions that will begin more than 2 hours after their calculated arrival time.

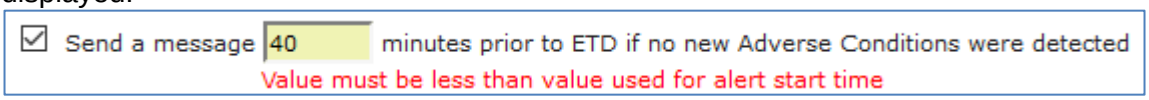


The user can choose whether to receive a message at a specified time prior to ETD if no new adverse conditions were detected since the last standard briefing by selecting the checkbox in the ACAS service window.

The message horizon value must be between 5 and 60 or this error message will be displayed:

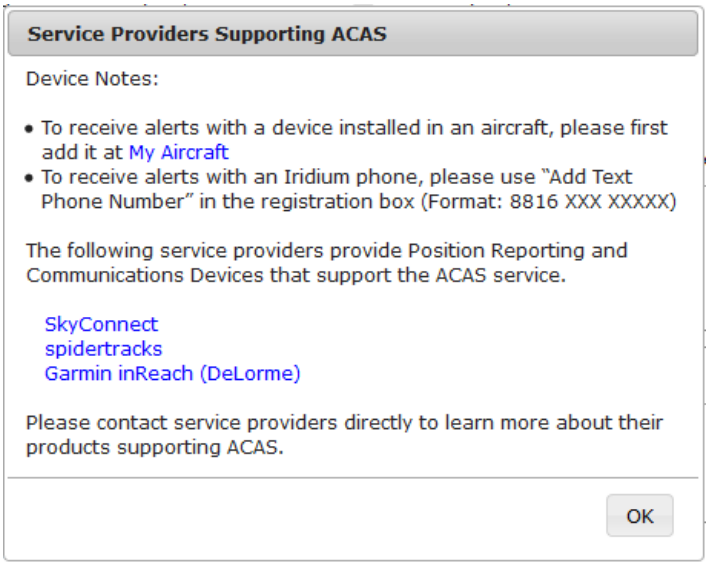


The value must be less than the value used for alert start time or this message will be displayed:

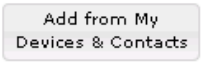


Clicking on the  Video icon will open a help video on how to register for the ACAS service.

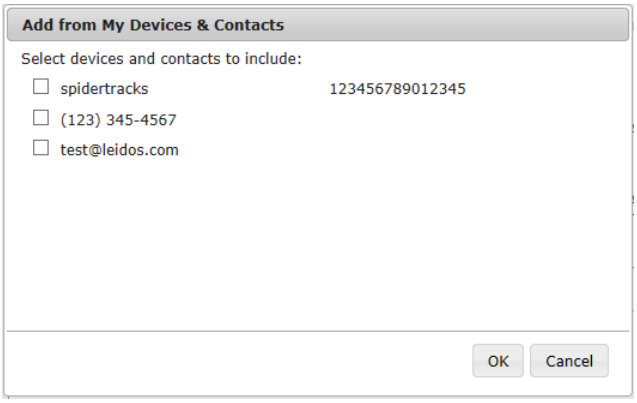
Clicking on the “Device Information” link will open a dialog showing the service providers that support ACAS.



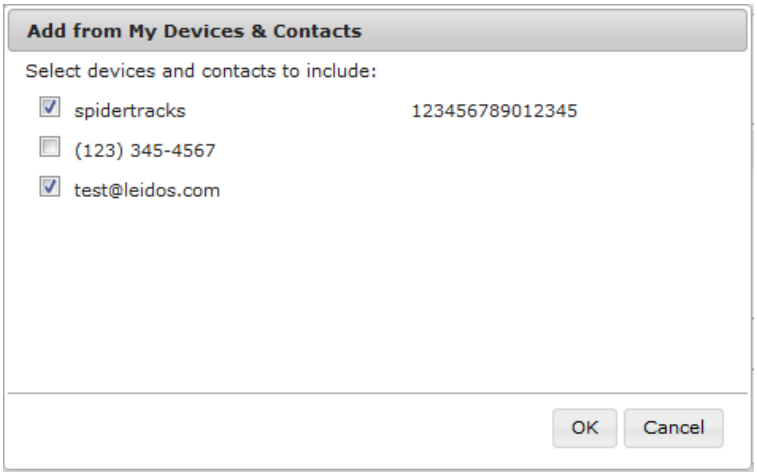
Clicking on a link for a service provider will open a new browser tab with that service provider’s home page.

Clicking on the “Add from My Devices & Contacts” button 

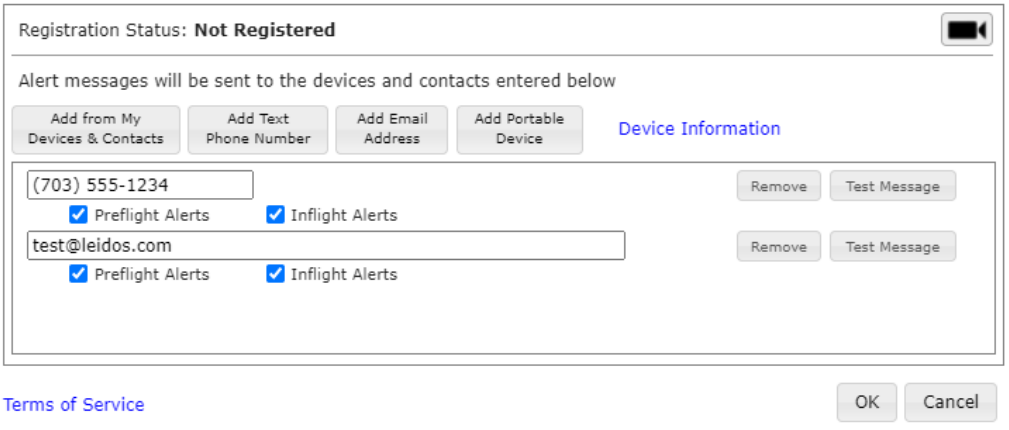
will open a new dialog which contains a list of all Devices, Phone Numbers, and Email Addresses associated with the pilot’s profile.



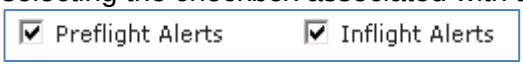
The user can register any of the shown contacts for the ACAS service by selecting the checkbox next to each contact.



Pressing the “OK” button will close the “Add from My Devices & Contacts” dialog. The selected contact or device will be displayed in the main ACAS dialog.

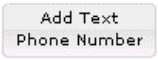


The user can choose whether to receive InFlight alerts, PreFlight alerts or both by selecting the checkbox associated with the type of alert.

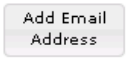


Clicking on the “Remove” button will remove the contact row.

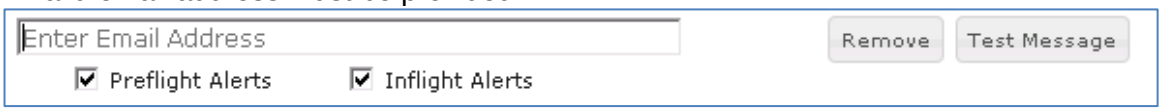
Clicking on the “Test Message” button will send a test message to the device or contact in the row.

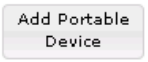
Clicking on the “Add Text Phone Number” button 

will display a blank Phone Number row. A valid phone number must be provided to successfully register.

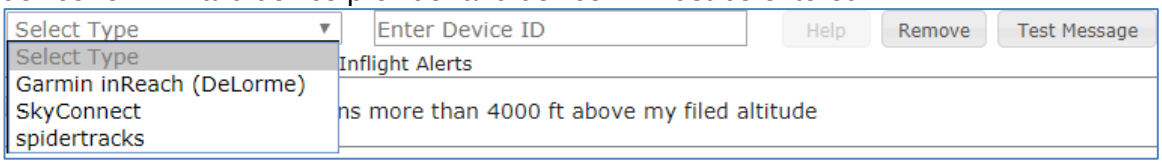
Clicking on the “Add Email Address” button 

will display a blank Email row. A valid email address must be provided.

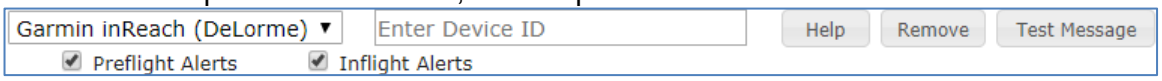


Clicking on the “Add Portable Device” button 

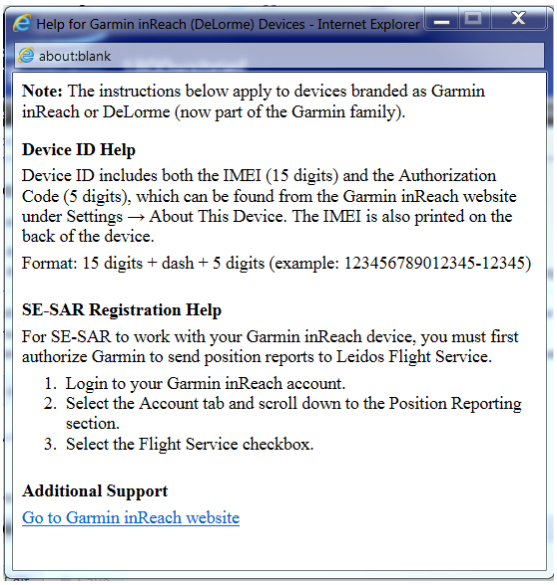
will display a blank portable device row. A valid device provider and device ID must be entered.



When a device provider is selected, the “Help” button will become enabled.

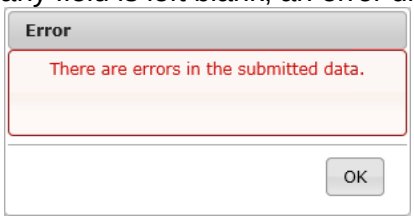


Clicking on the “Help” button will open a new window with information based on the selected device provider.

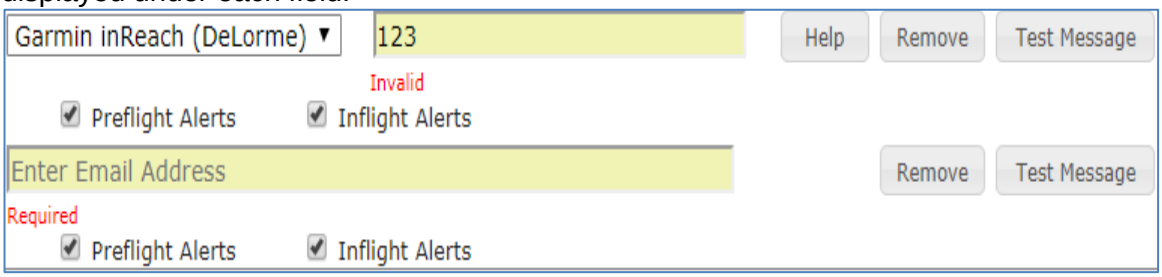


To receive alerts for Garmin devices, the user can provide a Garmin/Iridium phone number.
To receive alerts on an installed device, the user must add the device on the Account->Aircraft tab. This device will then be displayed in the “Add from My Devices & Contacts” dialog.

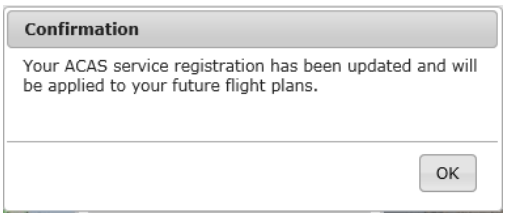
Clicking on the “OK” button will submit the changes made to the ACAS registration. If an entry is not valid, or if any field is left blank, an error dialog will popup.



After selecting OK, the error fields will be highlighted in yellow and the error will be displayed under each field.



If there are no errors, the ACAS dialog will close and a Confirmation dialog will popup.



Selecting “OK” will close the Confirmation dialog.

The Advanced Services Dashboard will be updated. If you have successfully registered for the ACAS service then the icon border will be green.

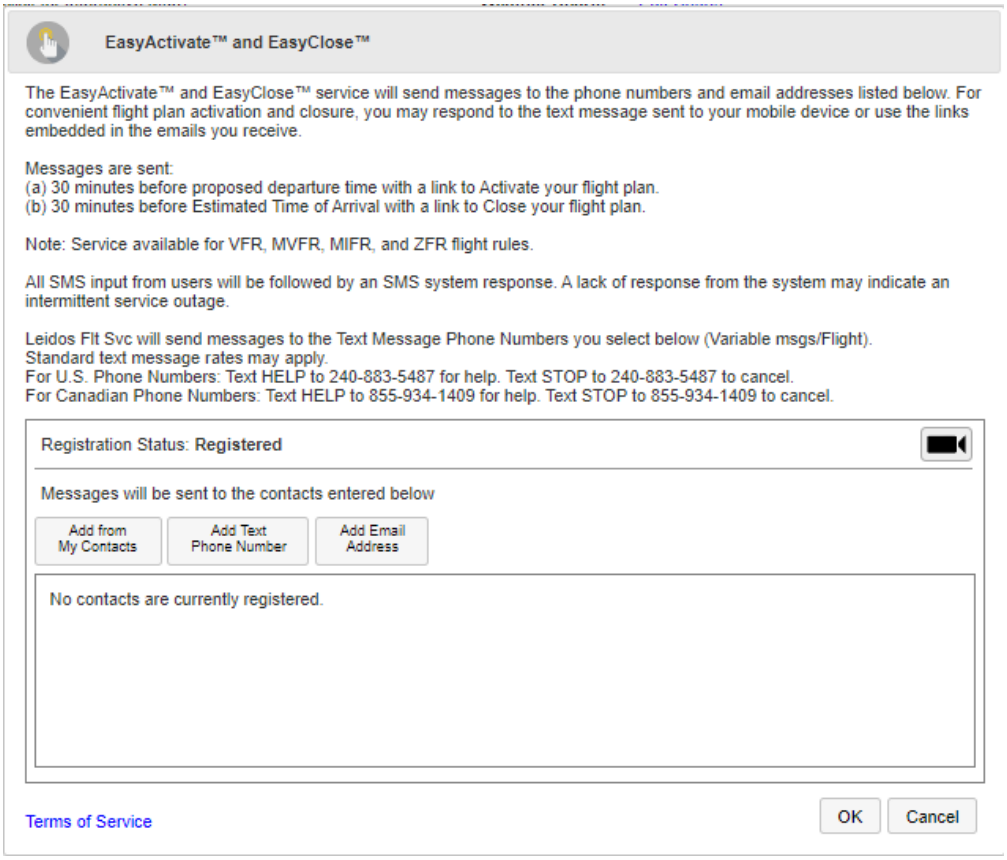
If you have not registered any device or contacts, then the icon border will be clear.

If you want to stop the notification/alerts that are sent to the phone number, you can reply with “STOP”, “END”, “UNSUBSCRIBE”, “QUIT”, or “CANCEL”. If you want to restart the notifications to the phone number, you can reply with “START”. You can also reply with “HELP”. If a pilot tries to use the same number that they had previously replied “STOP” to or had removed entirely from their account, it will result in an error message.

b. EasyActivate™ and EasyClose™

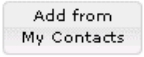
Clicking on the EasyActivate™ EasyClose™ icon 

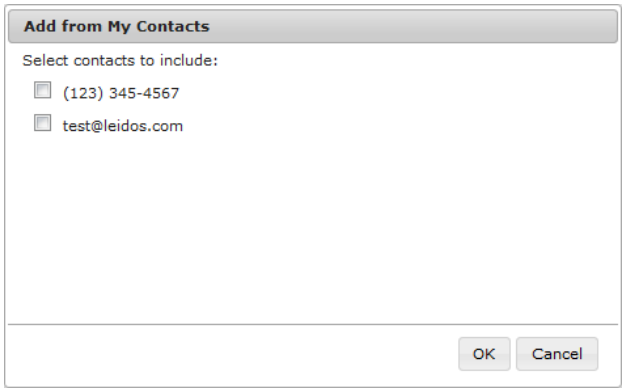
will open a dialog as follows:



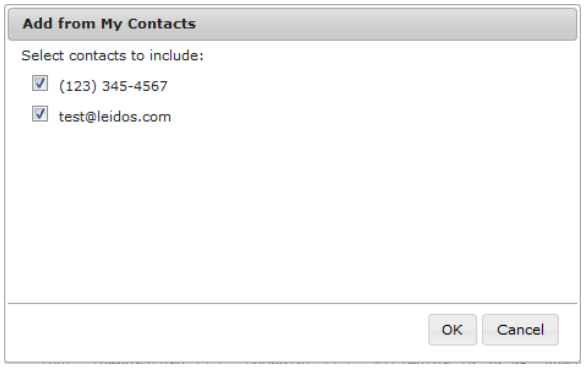
The EasyActivate™ EasyClose™ service will send alert messages to text message phone numbers and email addresses registered for the service.
The dialog will display a list of all contacts registered for the service.
If no contacts have been registered, then the dialog will display “No contacts are currently registered.”

Clicking on the Video icon  will open a help video on how to register for the EasyActivate™ EasyClose™ service.

Selecting the “Add from My Contacts” button  will open a new dialog which contains a list of all Phone Numbers, and Email Addresses associated with the pilot’s profile.

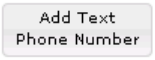


The user can register any of the shown contacts for the EasyActivate™ EasyClose™ service by selecting the checkbox next to each contact.

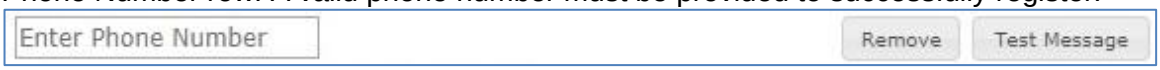


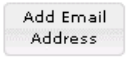
Pressing the “OK” button will close the “Add from My Contacts” dialog.
The selected contacts will be displayed in the main EasyActivate™ EasyClose™ dialog.

Clicking on the “Remove” button will remove the contact row.
Clicking on the “Test Message” button will send a test message to the contact in the row.

Clicking on the “Add Text Phone Number” button 

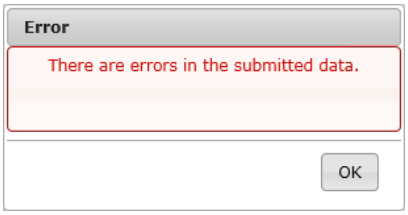
will display a blank Phone Number row. A valid phone number must be provided to successfully register.



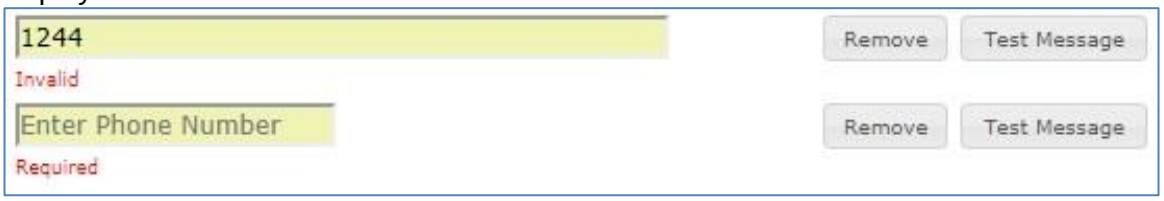
Clicking on the “Add Email Address” button 

will display a blank Email row.
A valid email address must be provided.

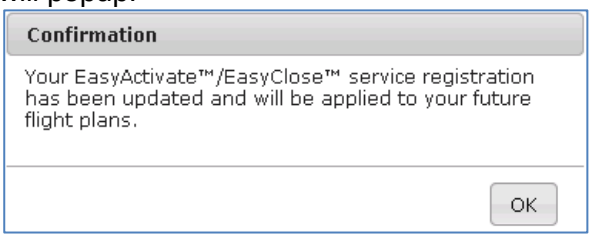
Clicking on the “OK” button will submit the changes made to the EasyActivate™ EasyClose™ registration.
If an entry is not valid, or if any field is left blank, an error dialog will popup.



After selecting OK, the error fields will be highlighted in yellow and the error will be displayed under each field.



If there are no errors, the EasyActivate™ EasyClose™ dialog will close and a Confirmation dialog will popup.



Selecting “OK” will close the Confirmation dialog.
The Advanced Services Dashboard will be updated. If you have successfully registered for the EasyActivate™ EasyClose™ service then the icon border will be green.

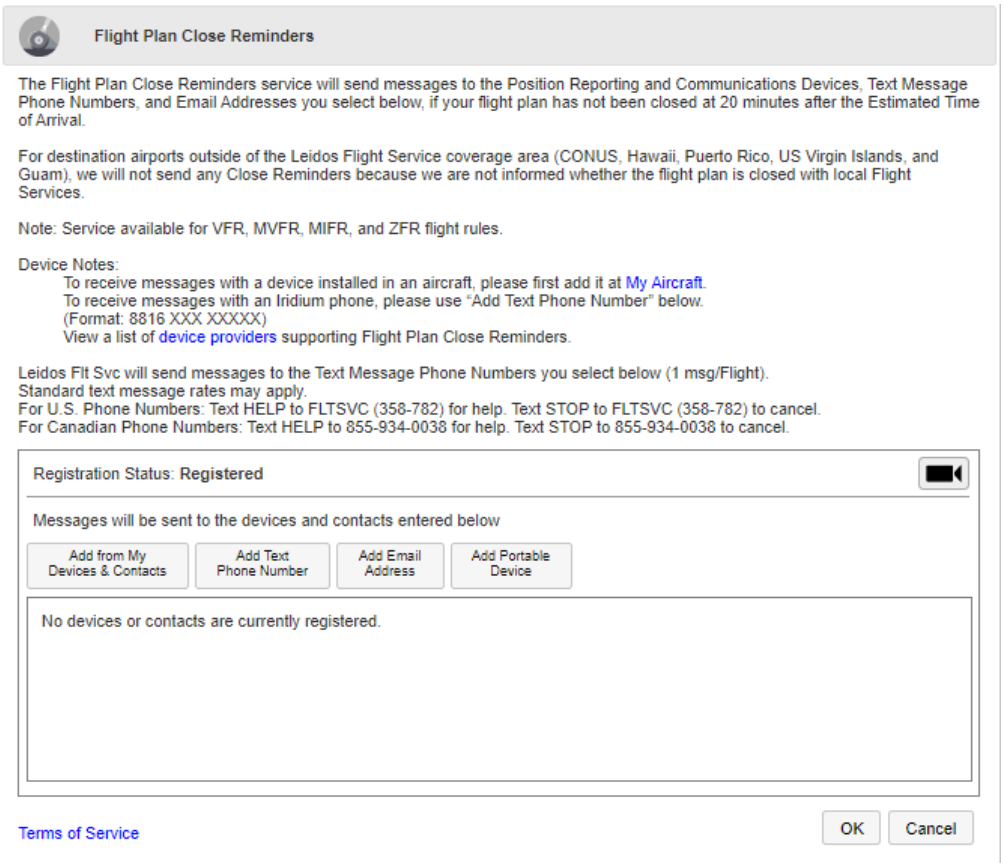
If you have not registered any contact, then the icon border will be clear.

If you want to stop the notification/alerts that are sent to the phone number, you can reply with “STOP”, “END”, “UNSUBSCRIBE”,“QUIT” or “CANCEL”. If you want to restart the notifications to the phone number, you can reply with “START”. You can also reply with “HELP”. If a pilot tries to use the same number that they had previously replied “STOP” to or had removed entirely from their account, it will result in an error message.

c. Close Reminders

Clicking on the Close Reminders icon 

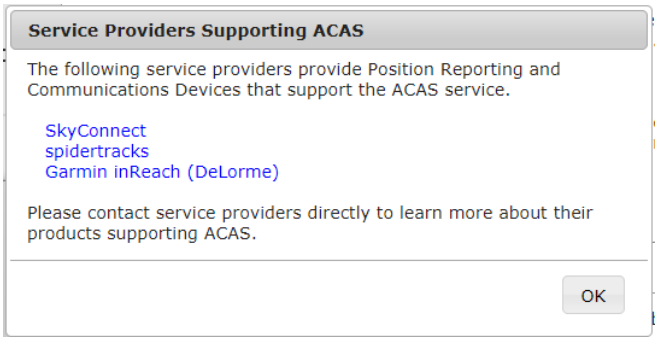
will open a dialog as follows:



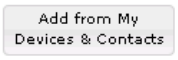
The Close Reminders service will send messages to devices, text message phone numbers and email addresses registered for the service.
The dialog will display a list of all devices and contacts registered for the service.
If no contacts or devices have been registered, then the dialog will display "No devices or contacts are currently registered."

Clicking on the Video icon  will open a help video on how to register for the Close Reminders service.

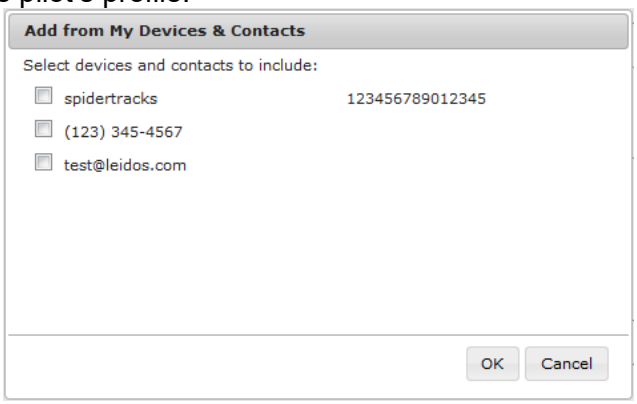
Clicking on the "device providers" link will open a dialog showing the service providers that support Flight Plan Close Reminders.



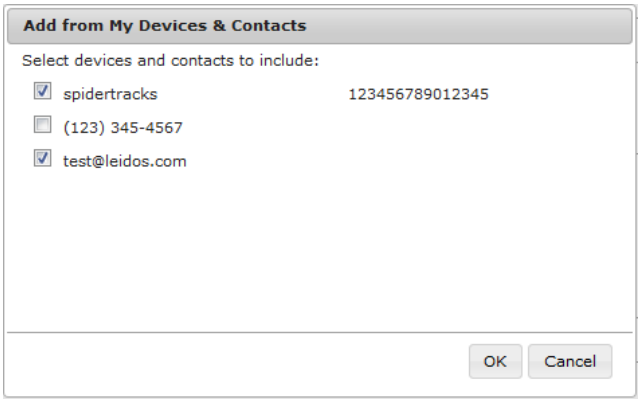
Clicking on a link for a service provider will open a new browser tab with that service provider's home page.

Clicking on the “Add from My Devices & Contacts” button 

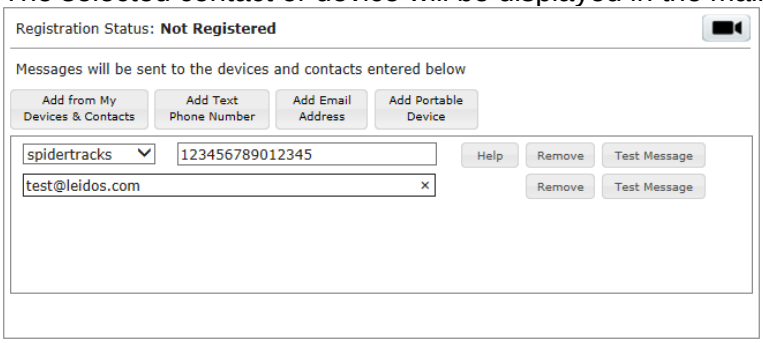
will open a new dialog which contains a list of all Devices, Phone Numbers, and Email Addresses associated with the pilot’s profile.



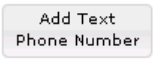
The user can register any of the shown contacts for the Close Reminders service by selecting the checkbox next to each contact.



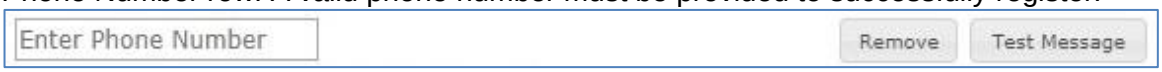
Pressing the “OK” button will close the “Add from My Devices & Contacts” dialog. The selected contact or device will be displayed in the main Close Reminders dialog.

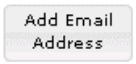


Clicking on the “Remove” button will remove the contact row.
Clicking on the “Test Message” button will send a test message to the device or contact in the row.

Clicking on the “Add Text Phone Number” button 

will display a blank Phone Number row. A valid phone number must be provided to successfully register.



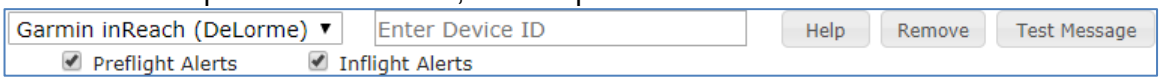
Clicking on the “Add Email Address” button 

will display a blank Email row. A valid email address must be provided.

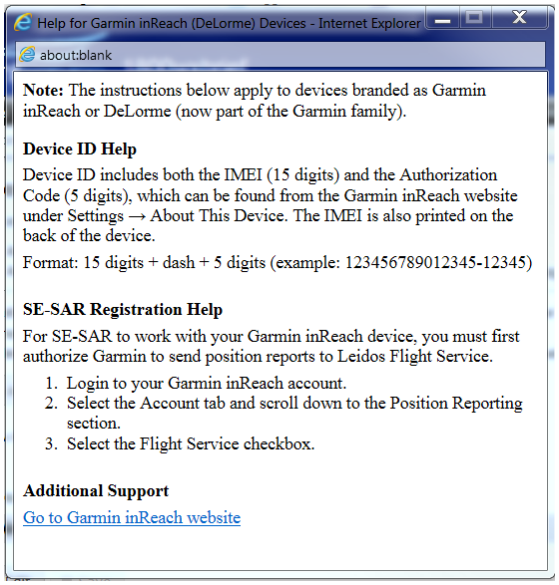
Clicking on the “Add Portable Device” button 

will display a blank portable device row. A valid device provider and device ID must be entered.

When a device provider is selected, the “Help” button will become enabled.

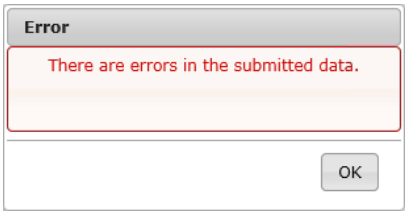


Clicking on the “Help” button will open a new window with information based on the selected device provider.

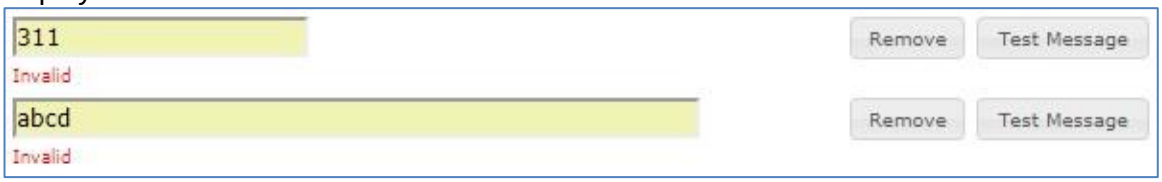


To receive alerts for Garmin devices, the user can provide a Garmin/Iridium phone number.
To receive alerts on an installed device, the user must add the device on the Account->Aircraft tab. This device will then be displayed in the “Add from My Devices & Contacts” dialog.

Clicking on the “OK” button will submit the changes made to the Close Reminders registration.
If an entry is not valid, or if any field is left blank, an error dialog will popup.



After selecting OK, the error fields will be highlighted in yellow and the error will be displayed under each field.



If there are no errors, the Close Reminders dialog will close and a Confirmation dialog will popup.

Selecting “OK” will close the Confirmation dialog.

The Advanced Services Dashboard will be updated. If you have successfully registered for the Close Reminders service then the icon border will be green.

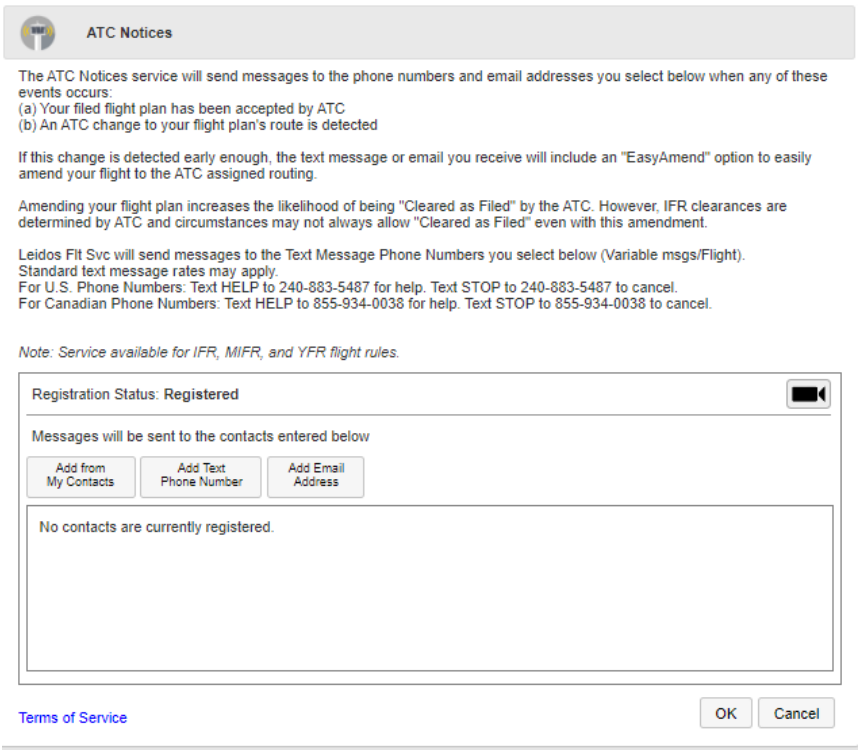
If the user has not registered any device or contacts, then the icon border will be clear.

If you want to stop the notification/alerts that are sent to the phone number, you can reply with “STOP”, “END”, “UNSUBSCRIBE”, “QUIT”, or “CANCEL”. If you want to restart the notifications to the phone number, you can reply with “START”. You can also reply with “HELP”. If a pilot tries to use the same number that they had previously replied “STOP” to or had removed entirely from their account, it will result in an error message.

d. ATC Notices

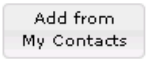
Clicking on the ATC Notices icon 

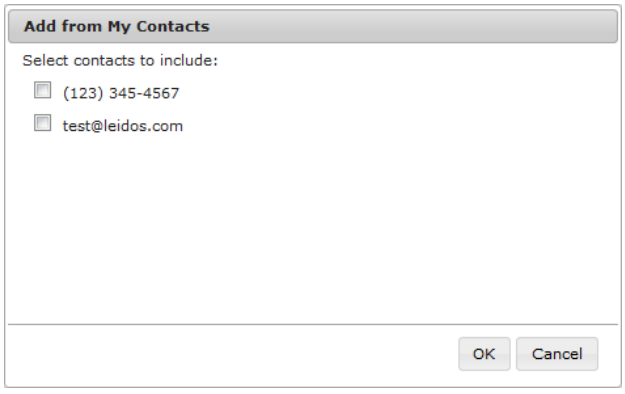
will open a dialog as follows:



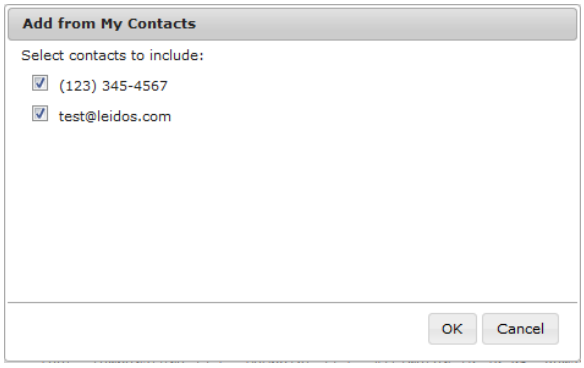
The ATC Notices service will send messages to email addresses and phone numbers registered for the service. The messages are sent when the user files or amends an IFR or MIFR flight plan and it is accepted by ATC. If ATC changes the route of flight a message will be sent showing the change in routing of the flight. If the route change is detected early enough the email will include an "EasyAmend" link and text message will include an option, to allow the flight plan to be amended to the ATC assigned routing. The dialog will display a list of all contacts registered for the service. If no contacts have been registered, then the dialog will display “No contacts are currently registered.”

Clicking on the Video icon  will open a help video on how to register for the ATC Notices service.

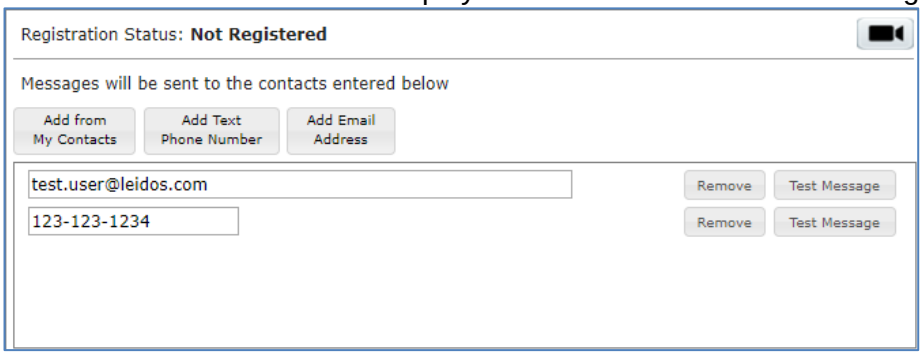
Selecting the “Add from My Contacts” button  will open a new dialog which contains a list of all Email Addresses and phone numbers associated with the pilot’s profile.



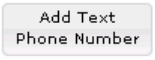
The user can register any of the shown contacts for the ATC Notices service by selecting the checkbox next to each contact.

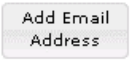


Pressing the “OK” button will close the “Add from My Contacts” dialog.
The selected contacts will be displayed in the main ATC Notices dialog.

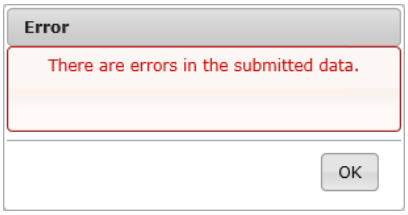


Clicking on the “Remove” button will remove the contact row.
Clicking on the “Test Message” button will send a test message to the contact in the row.

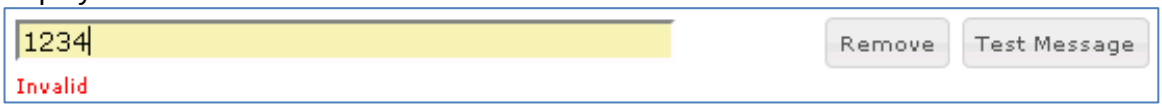
Clicking on the “Add Text Phone Number” button  will display a blank Phone Number row. A valid phone number must be provided to successfully register.

Clicking on the “Add Email Address” button  will display a blank Email row.
A valid email address must be provided.

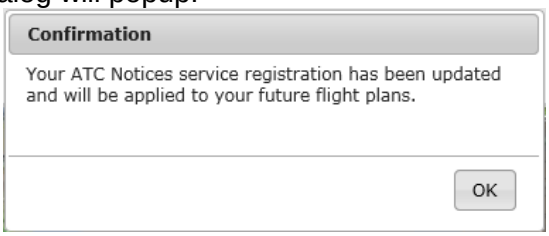
Clicking on the “OK” button will submit the changes made to the ATC Notices registration.
If an entry is not valid, or if any field is left blank, an error dialog will popup.



After selecting OK, the error fields will be highlighted in yellow and the error will be displayed under each field.



If a valid contact is provided and there are no errors, the ATC Notices dialog will close and a Confirmation dialog will popup.



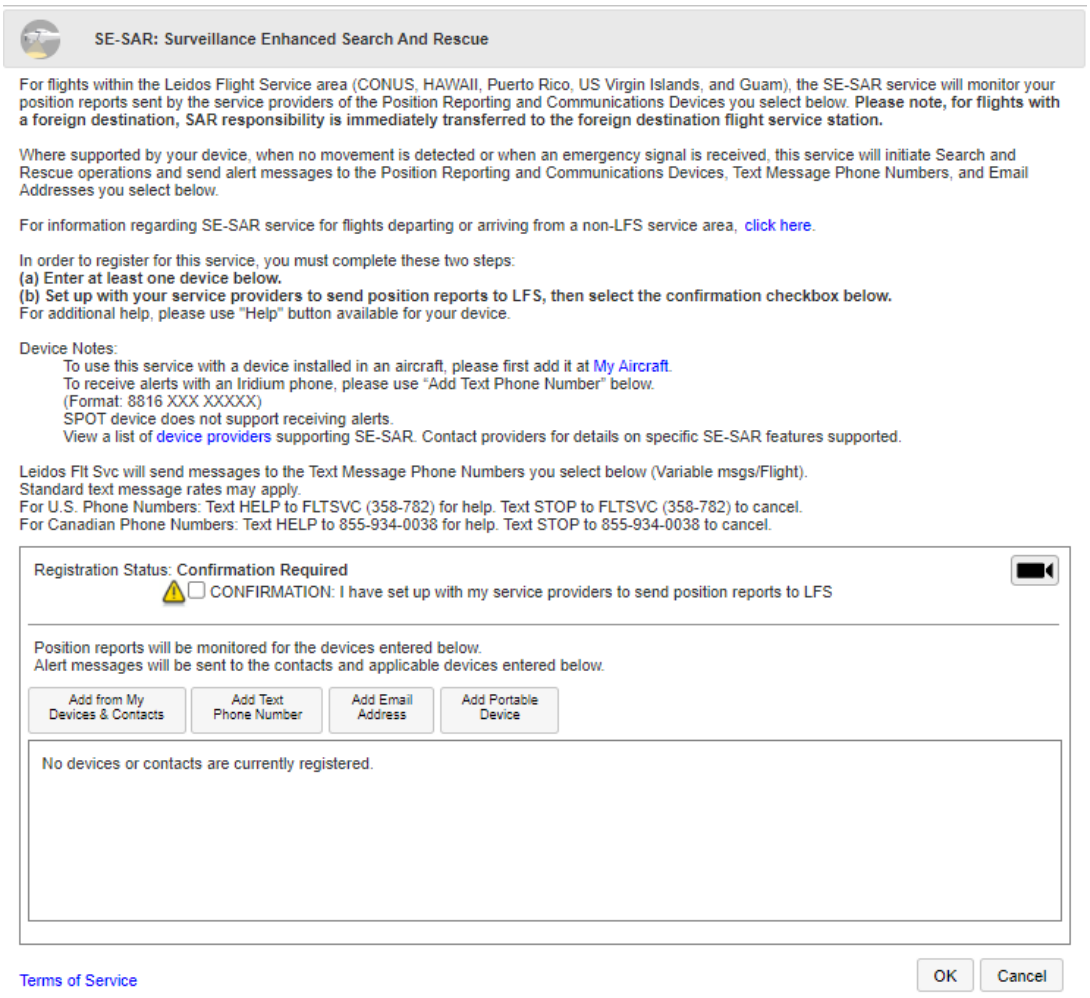
Selecting “OK” will close the Confirmation dialog.
The Advanced Services Dashboard will be updated. If you have successfully registered for the ATC Notices service then the icon border will be green.

If you have not registered any contact, then the icon border will be clear.

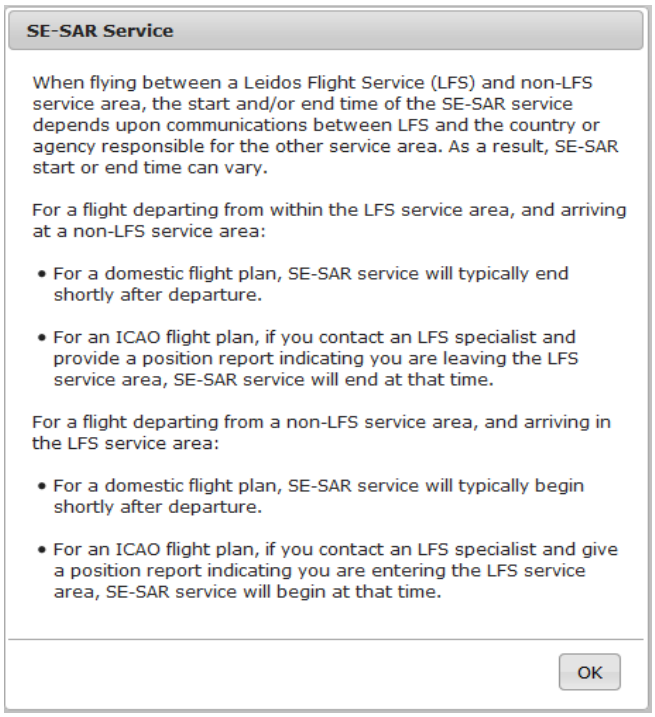
e. SE-SAR

Clicking on the SE-SAR icon 

will open a dialog as follows:

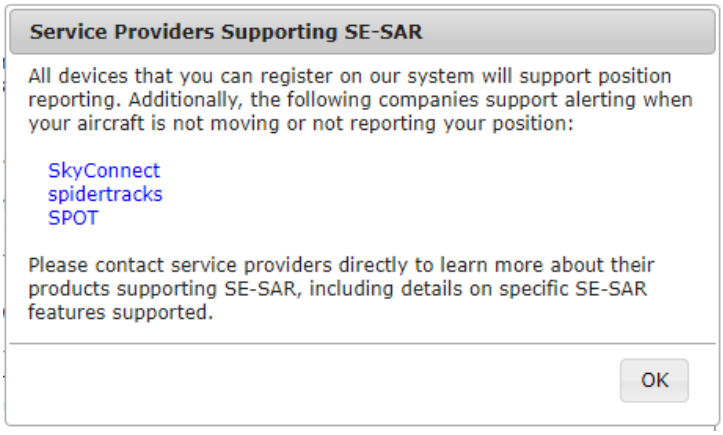


The SE-SAR service will send messages to devices, text message phone numbers and email addresses registered for the service.
Please note, for flights with a foreign destination, SAR responsibility is immediately transferred to the foreign destination flight service station.
The dialog will display a list of all devices and contacts registered for the service.
If no contacts or devices have been registered, then the dialog will display “No devices or contacts are currently registered.”
Clicking on the “click here” link will display the SE-SAR Service dialog.

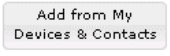


Clicking on the Video icon  will open a help video on how to register for the SE-SAR service.

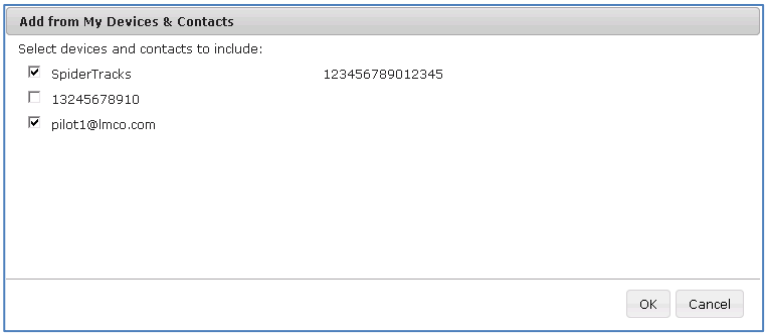
Clicking on the “device providers” link will open a dialog showing the service providers that support SE-SAR.

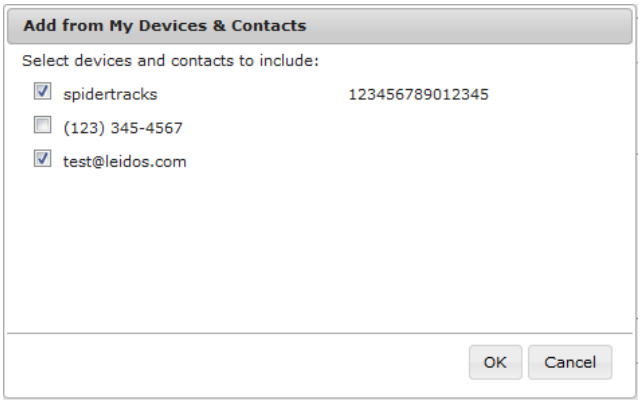


Clicking on a link for a service provider will open a new browser tab with that service provider’s home page.

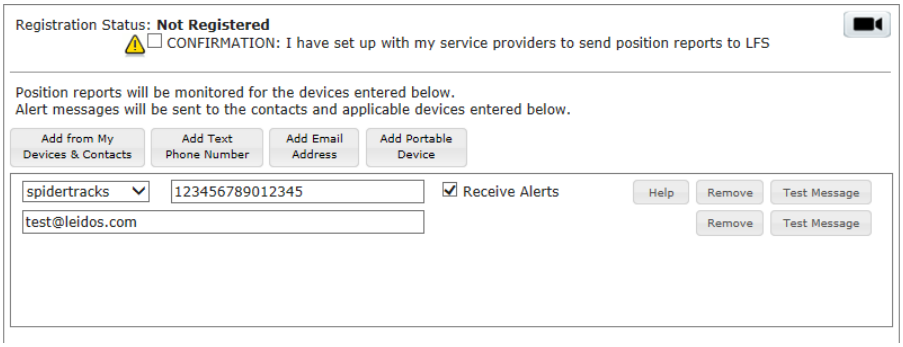
Clicking on the “Add from My Devices & Contacts” button 

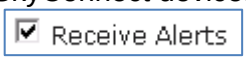
will open a new dialog which contains a list of all Devices, Phone Numbers, and Email Addresses associated with the pilot’s profile.
The user can register any of the shown contacts for the SE-SAR service by selecting the checkbox next to each contact.

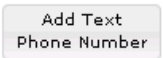




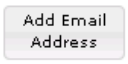
Pressing the “OK” button will close the “Add from My Devices & Contacts” dialog. The selected contact or device will be displayed in the main SE-SAR dialog.



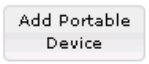
Clicking on the “Remove” button will remove the contact row.
Clicking on the “Test Message” button will send a test message to the device or contact in the row.
For Garmin inReach (DeLorme), spidertracks, and SkyConnect devices, the user can choose to receive alerts by selecting the checkbox. 

Clicking on the “Add Text Phone Number” button 

will display a blank Phone Number row. A valid phone number must be provided to successfully register.

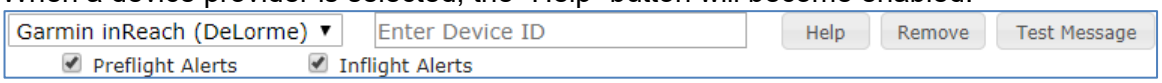
Clicking on the “Add Email Address” button 

will display a blank Email row. A valid email address must be provided.

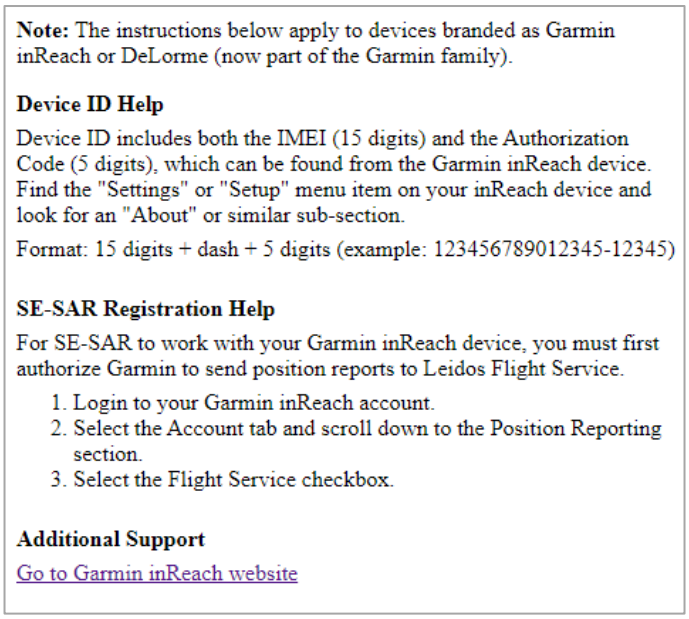
Clicking on the “Add Portable Device” button 

will display a blank portable device row. A valid device provider and device ID must be entered.

When a device provider is selected, the “Help” button will become enabled.



Clicking on the “Help” button will open a new window with information based on the selected device provider.



Note: The instructions below apply to devices branded as Garmin inReach or DeLorme (now part of the Garmin family).

Device ID Help

Device ID includes both the IMEI (15 digits) and the Authorization Code (5 digits), which can be found from the Garmin inReach device. Find the "Settings" or "Setup" menu item on your inReach device and look for an "About" or similar sub-section.

Format: 15 digits + dash + 5 digits (example: 123456789012345-12345)

SE-SAR Registration Help

For SE-SAR to work with your Garmin inReach device, you must first authorize Garmin to send position reports to Leidos Flight Service.

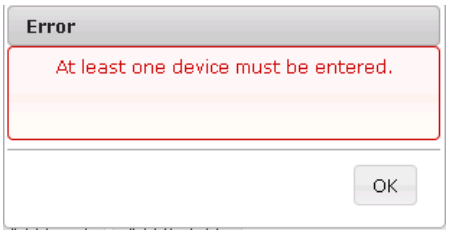
1. Login to your Garmin inReach account.
2. Select the Account tab and scroll down to the Position Reporting section.
3. Select the Flight Service checkbox.

Additional Support

Go to Garmin inReach website

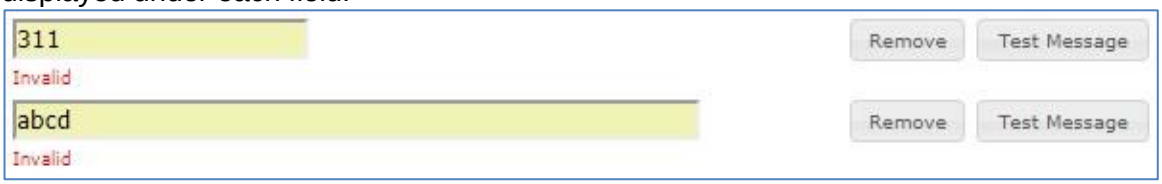
To receive alerts for Garmin devices, the user can provide a Garmin/Iridium phone number.
To receive alerts on an installed device, the user must add the device on the Account->Aircraft tab. This device will then be displayed in the “Add from My Devices & Contacts” dialog.

Clicking on the “OK” button will submit the changes made to the SE-SAR registration. If no device is entered and at least one contact is entered, an error dialog will popup.

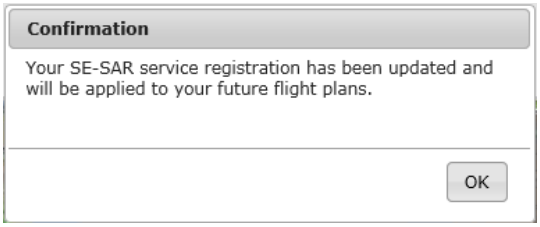


If an entry is not valid, or if any field is left blank, an error dialog will popup.

After selecting OK, the error fields will be highlighted in yellow and the error will be displayed under each field.



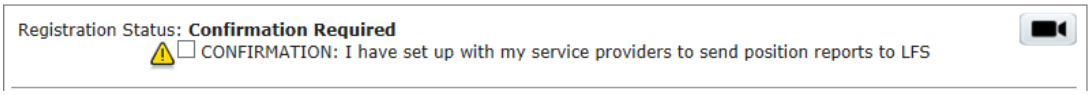
If there are no errors, the SE-SAR dialog will close and a Confirmation dialog will popup.



Selecting “OK” will close the Confirmation dialog.

The Advanced Services Dashboard will be updated. If you have successfully registered for the SE-SAR service then the icon border will be green. 

In order to successfully register for SE-SAR, the user must register at least one device and select the Confirmation checkbox to confirm they have set up with their service providers to send position reports to LFS.



If the user has registered at least one device, but has not selected the Confirmation checkbox, the icon border will be yellow and the Registration Status will be ‘Confirmation Required.’ 

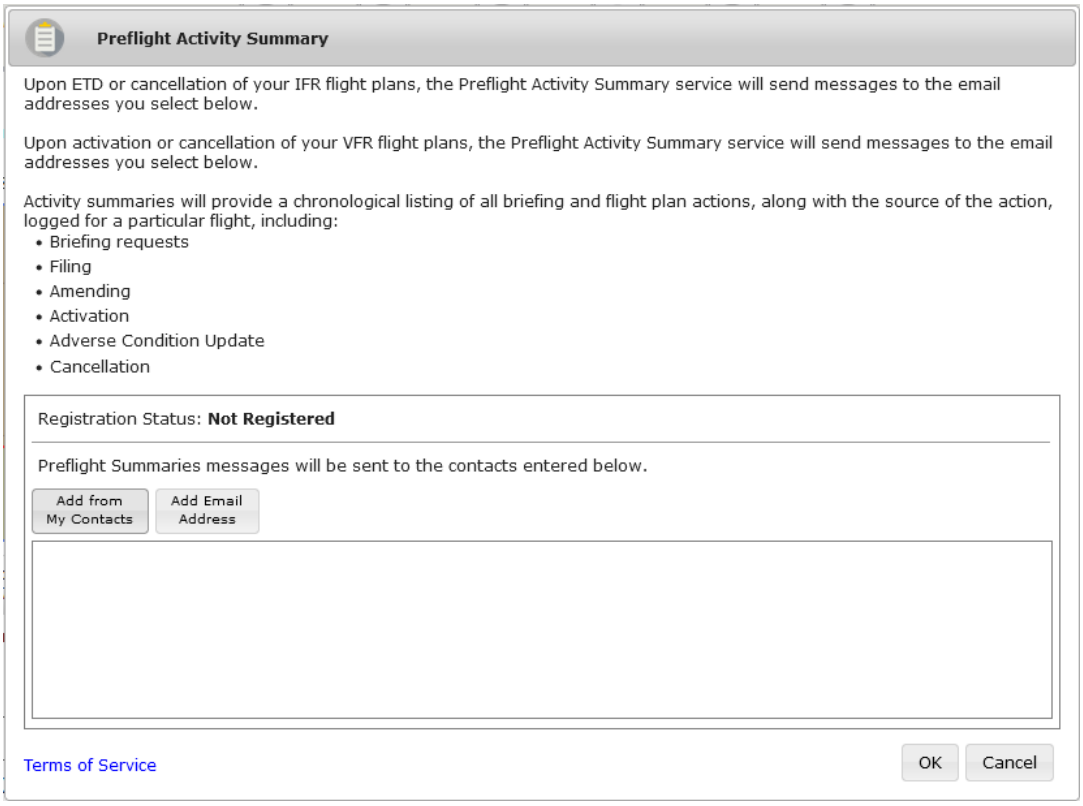
If the user has not registered any device or contacts, then the icon border will be clear. 

If you want to stop the notification/alerts that are sent to the phone number, you can reply with “STOP”, “END”, “UNSUBSCRIBE”,“QUIT” or “CANCEL”. If you want to restart the notifications to the phone number, you can reply with “START”. You can also reply with “HELP”. If a pilot tries to use the same number that they had previously replied “STOP” to or had removed entirely from their account, it will result in an error message.

f. Preflight Summaries

Clicking on the Preflight Summaries icon 

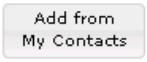
will open a dialog as follows:



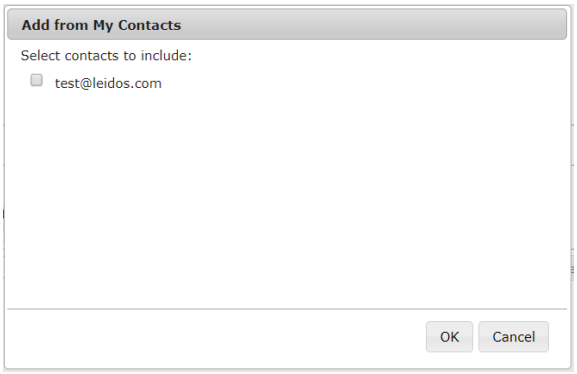
Upon ETD or cancellation of your IFR flight plans, the Preflight Activity Summary service will send messages to the email addresses registered for the service.

Upon activation or cancellation of your VFR flight plans, the Preflight Activity Summary service will send messages to the email addresses registered for the service.

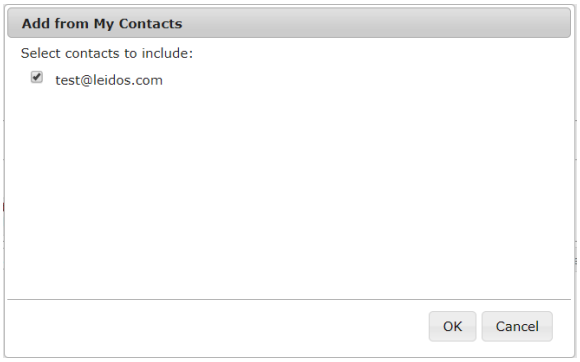
The dialog will display a list of all contacts registered for the service.
If no contacts have been registered, then the dialog will display “No contacts are currently registered.”

Selecting the “Add from My Contacts” button 

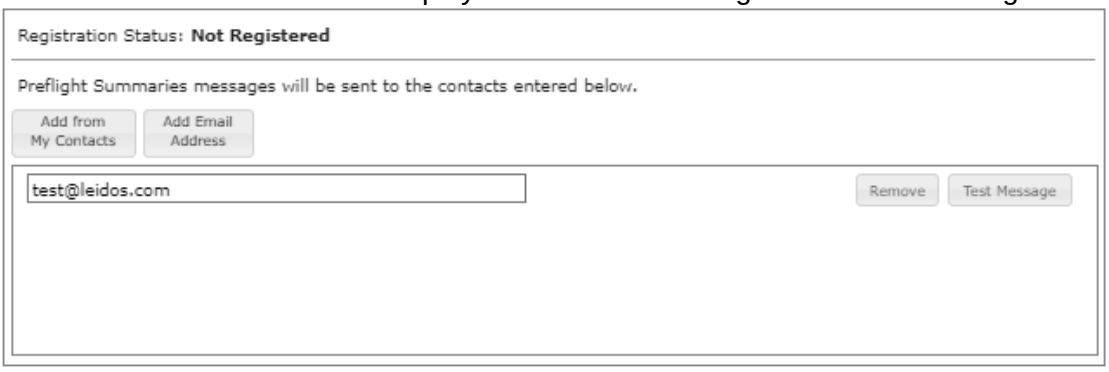
will open a new dialog which contains a list of all Email Addresses associated with the pilot’s profile.



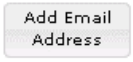
The user can register any of the shown contacts for the Preflight Summaries service by selecting the checkbox next to each contact.



Pressing the “OK” button will close the “Add from My Contacts” dialog.
The selected contacts will be displayed in the main Preflight Summaries dialog.

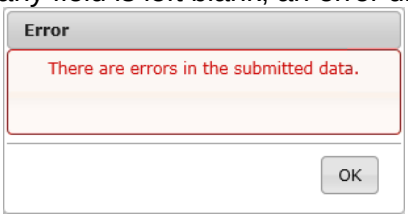


Clicking on the “Remove” button will remove the contact row.
Clicking on the “Test Message” button will send a test message to the contact in the row.

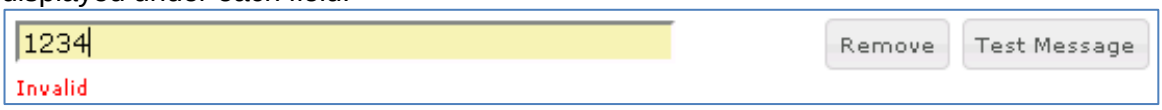
Clicking on the “Add Email Address” button 

will display a blank Email row.
A valid email address must be provided.

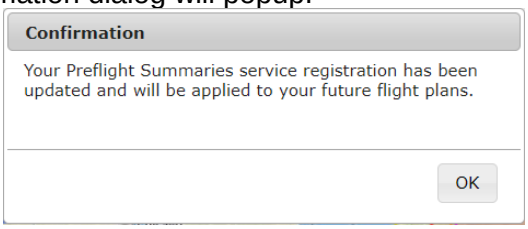
Clicking on the “OK” button will submit the changes made to the Preflight Summaries registration.
If an entry is not valid, or if any field is left blank, an error dialog will popup.



After selecting OK, the error fields will be highlighted in yellow and the error will be displayed under each field.



If a valid contact is provided and there are no errors, the Preflight Summaries dialog will close and a Confirmation dialog will popup.

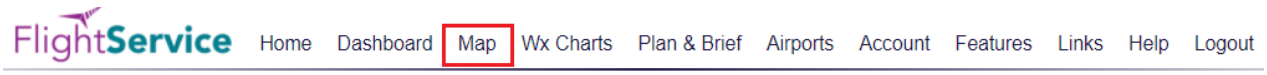


Selecting “OK” will close the Confirmation dialog.
The Advanced Services Dashboard will be updated. If you have successfully registered for the Preflight Summaries service then the icon border will be green.

If you have not registered any contact, then the icon border will be clear. 

7. Interactive Map

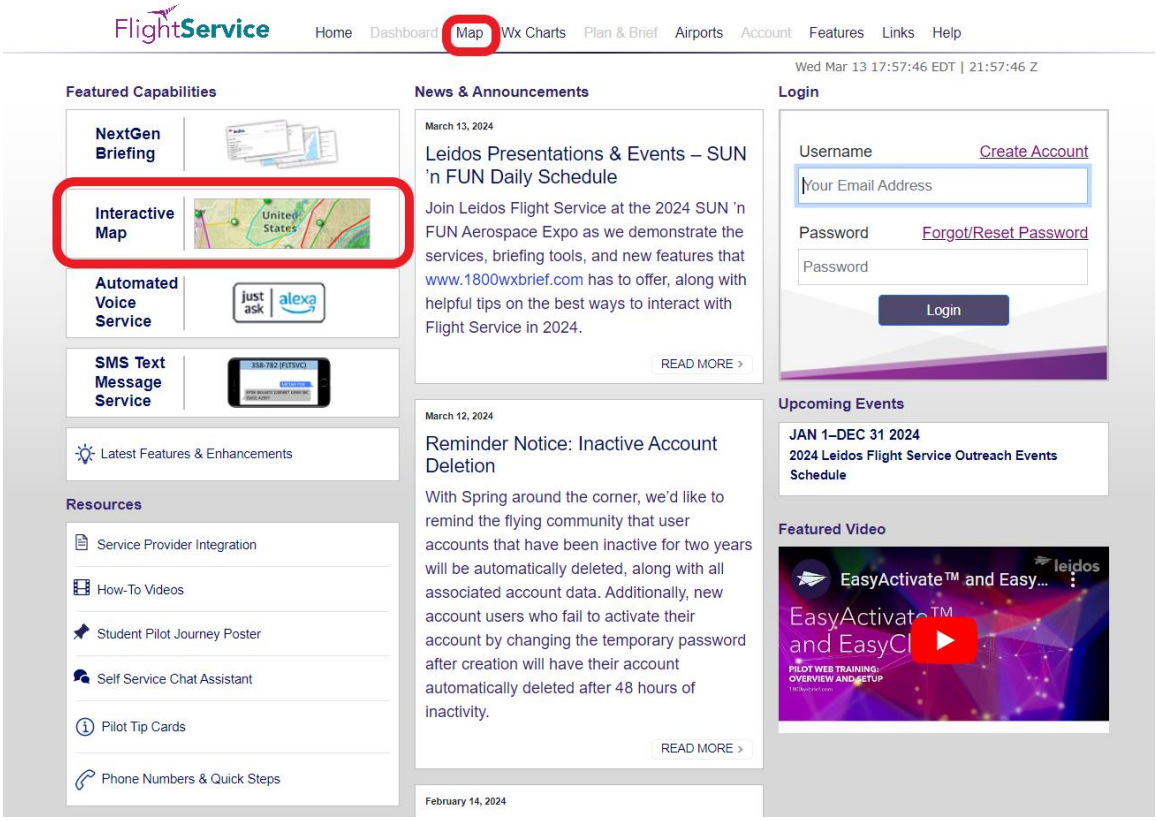
Clicking the Map button in the main menu bar will link to the Interactive Map Page.



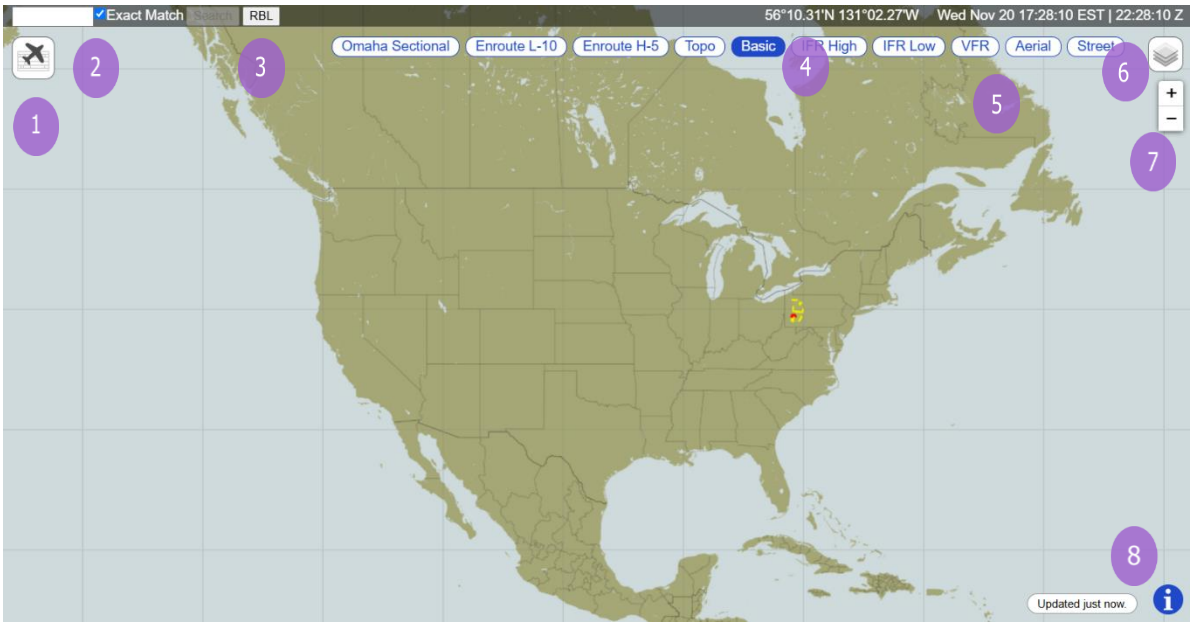
7.1. Interactive Map Page

The Interactive Map page is opened by clicking Map in the menu bar or by clicking on the Interactive Map under the **Featured Capabilities** column on the home page. The page

provides users with interactive graphical capabilities to view a variety of weather products and access to a variety of aeronautical information.



a. Overview and Basic Functions



Access to Flight Plan Short Form (1)

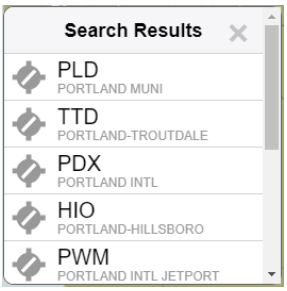
Note: This capability is only available for users that have logged into the website with a valid Leidos Flight Service account.

The Flight Plan Short Form can be accessed by pressing on the icon on the upper left corner of the map. Once opened, the dialog can be used to:

- Enter basic route information to display route on the map
- View a condensed navigation log for the entered route
- Transfer route information to full Plan & Brief page
- Create, modify, save and use graphical checklists
- Use a graphical checklist to step through all selected phenomena associated with an entered route of flight
- Log the viewed portions of a graphical checklist to pilot history

Location Search (2)

The search field in the upper left corner of the map window can be used to enter keywords, locations, or airport identifiers to help locate and center on aeronautically relevant locations. The Search button is disabled until at least two characters are entered. Once a query is entered and the search button is pressed, results are displayed in a dialog and using icons on the map.



If multiple results are returned, the map will center on the first result. When other results are selected from the dialog, the map will re-center on the selected result's location. A search with Exact Match selected returns only entries that match the input text exactly.

A list of nearby airports, heliports, and waypoints can also be generated by right-clicking (desktop) or long-pressing (touchscreen devices) on any area of the map.

RBL Button (3)

The RBL button can be used to draw range bearing lines on the map. Clicking the RBL button puts the map into Range/Bearing Line mode. A left mouse click, hold and drag draws a range/bearing line and range ring. As the mouse pointer moves, a line from the selected point along with a circle centered on the selected point is dynamically drawn displaying the range in nautical miles and the bearing in degrees from magnetic north. See Range Bearing Line Drawing Mode for more information.

Current Location and Time (4)

The latitude and longitude of the center of the map window are displayed in the upper right corner of the map window, along with date and both local and UTC time.

Depending on the horizontal size of the device being used to view the map, this information may be dynamically reduce to the point of showing only UTC time.

Background Selection (5)

Background map images can be selected and displayed by pressing their respective buttons on the top right hand portion of the map. The background image buttons displayed will change dynamically depending on the center point and zoom level of the map. If the center of the map window is focused on a particular geographical area, any applicable regional sectionals, terminal area charts, and enroute airspace charts will be made available.

In addition to a “Basic” background map image (monochromatic with territorial boundaries), any of the following options can be selected:

- IFR High
- IFR Low
- VFR
- Aerial
- Street

Disclaimer: Aerial and Street base layers should not be used for real-time navigation or emergency services purposes.

Access to Layer Controls (6)

Pressing the icon will open a Layer Controls menu that provides a list of various adverse condition and forecast layer products or Local Area Knowledge (LAK) layer products – depending on which tab is selected.

Pan and Zoom Controls (7)

Content of the map window can be zoomed in and out using the mouse scroll wheel or pinch gestures on a touchscreen device. The map also features controls in the upper right corner to provide zooming capabilities in fixed intervals.

Access to Legends (8)

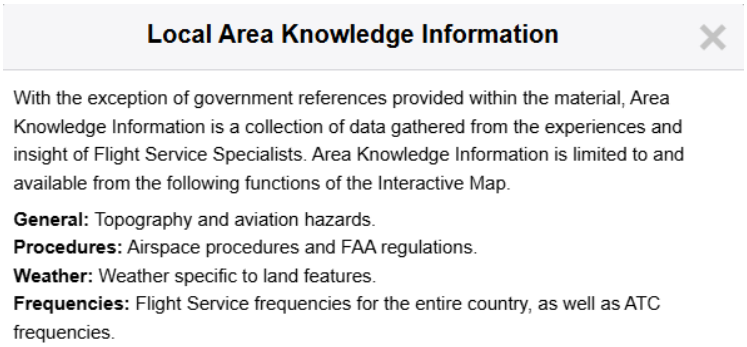
Pressing the icon on the lower right corner of the screen will display legends for any products that are currently selected. Legends can also be minimized by pressing the subsequent icon.

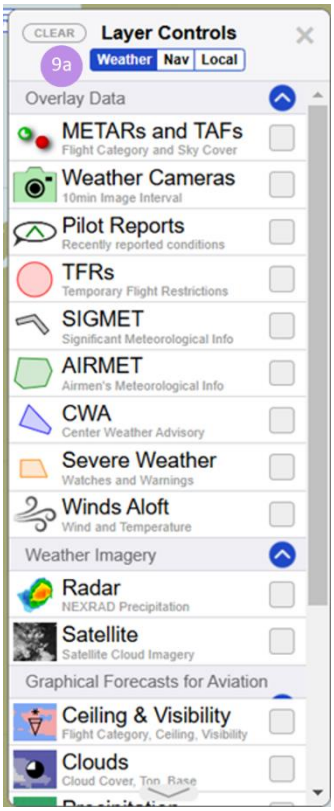
b. **Additional Functions by Product Selection**

Details of Layer Controls (9a, 9b, and 9c)

Layer Controls can be toggled between “Weather”, “Nav”, and “Local” by pressing the Weather, Nav, or Local icon. The selection will be persisted across user sessions. The “CLEAR” button clears only Weather layers when on the “Weather” tab, Airspace

layers when on the “Nav” tab, and LAK layers and Frequencies when on the “Local” tab. When on the “Local” tab, the “What is this?” link is displayed to the right of the “Local Area Knowledge” header. Clicking on the “What is this?” link opens a popup entitled “Local Area Knowledge Information” which explains the LAK layers and Frequencies.





Weather layer controls (9a) include controls for weather product layers. Weather product layers can be toggled on and off, and will remain in the last known state across user sessions. Three primary types of weather data can be displayed on the map.

Overlay data includes the following, and can be displayed simultaneously:

- METARs and TAFs
- Weather Cameras
- Pilot Reports
- Temporary Flight Restrictions (TFRs)
- Significant Meteorological Information (SIGMETs)
- Airmen’s Meteorological Information (AIRMETs)
- Center Weather Advisory (CWA)
- Severe Weather
- Winds Aloft

Weather imagery includes the following, and can only be displayed one product at a time:

- Radar (NEXRAD Precipitation)
- Satellite (Cloud Imagery)

Graphical Forecasts for Aviation data includes the following, can only be displayed one product at a time, and cannot be displayed at the same time as Weather Imagery:

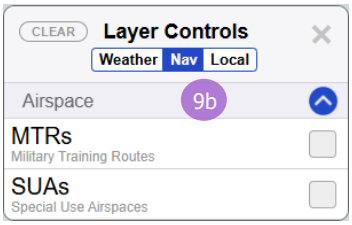
- Ceiling & Visibility
- Clouds

- Precipitation
- Winds
- Turbulence
- Icing

If weather products are missing or stale, a warning message will be displayed on the interactive map when the products are selected for display.

The Overlay Data, Weather Imagery, Graphical Forecasts for Aviation, and Miscellaneous section headers include an arrow button to their right. Clicking on these arrows will collapse or expand that section of the menu. By default, all sections are expanded.

Nav layer controls (9b) include controls for Airspace layers. Airspace layers can be toggled on and off, and will remain in the last known state across user sessions. Airspace data includes the following:

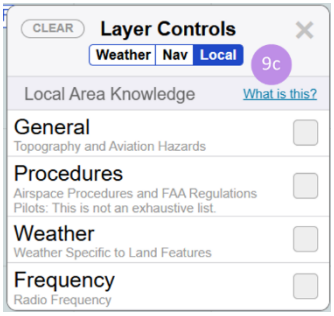


- MTRs (Military Training Routes)
- SUAs (Special Use Airspaces)

MTRs and SUAs layers can be displayed simultaneously.

The Airspace section header includes an arrow button to its right. Clicking on this arrow will collapse or expand the Airspace section. By default, all sections are expanded.

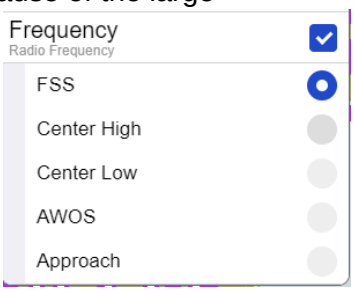
Other layer controls (9c) include controls for LAK layers and Frequencies. LAK layers and Frequencies can be toggled on and off, and will remain in the last known state across user sessions. LAK and Frequency data includes the following:



- General (Topography and Aviation Hazards)
- Procedures (Airspace Procedures and FAA Regulations)
- Weather (Weather Specific to Land Features)
- Frequency (Radio Frequency)

General, Procedures, Weather and Frequency layers can be displayed simultaneously.

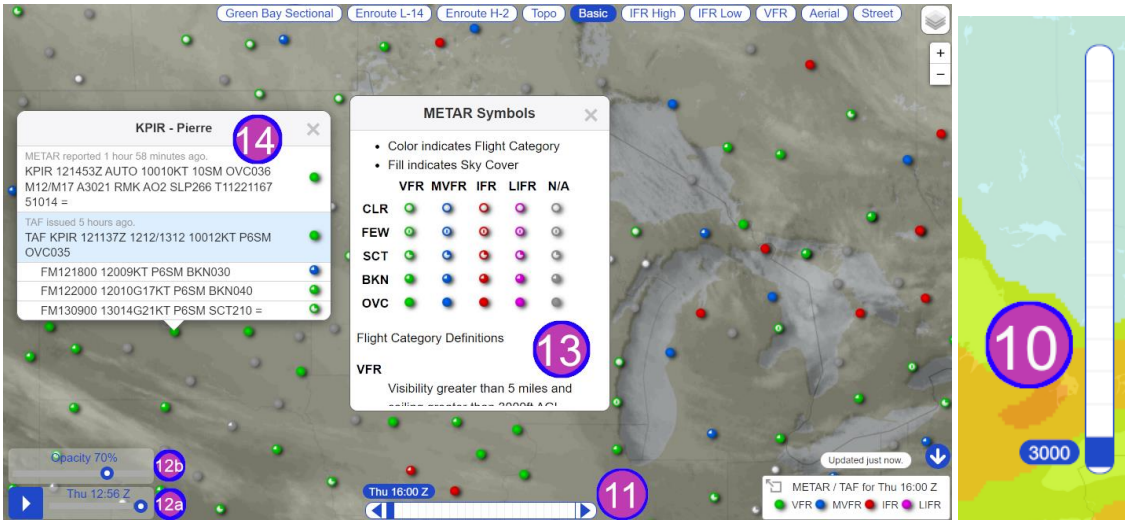
Frequency layer includes FSS, Center High, Center Low, AWOS and Approach sub layers. Only one frequency sub layer can be displayed at a time. Because of the large numbers of individual frequencies that exist, only the frequencies for the highest priority airports are shown when the map is zoomed out past a certain level. As the map is zoomed in, additional frequencies for lower priority airports at that location are shown.



Some product types contain multiple sub products that are only shown when the associated product group is selected. From this expanded selection, sub product layers can be turned on and off individually.

Certain products will also enable additional controls, such as the Flight Level Slider, Time Slider, and Animation Controls, which are discussed in more detail below.

The map is configured to refresh layer data every 5 minutes. The amount of time since the last refresh is indicated by text on the lower right hand side of the map. NOTE: When the Single Site Radar layer is enabled, pressing on any site with a radar icon will expose local radar imagery.



Flight Level Slider (10)

The Flight Level Slider will appear on the right hand side of the map when certain product layers (Turbulence, Icing, and Winds) are selected. When a flight level is selected, only the layer data applicable to the selected flight level is displayed. Legends for a particular product will reflect and display the selected flight level when applicable.

Upon opening or refreshing the map, the slider will return to its default level of 3,000 feet.

Time Slider (11)

The Time Slider will appear on the bottom middle portion of the map when certain product layers (METARs and TAFs, TFRs, AIRMETs, Ceiling & Visibility, Clouds, Precipitation, Winds, Icing, and Turbulence) are selected. When a time is chosen, in UTC hourly increments, only the layer data active during the selected timeframe is displayed. Legends for a particular product will reflect and display the selected time when applicable.

Upon opening or refreshing the map, the slider defaults to the current time, which is always displayed in the furthest left slider position. Up to 23 hours of future data can be viewed by pressing on slider values to the right.

Animation Controls (12a)

The Animation Controls appear on the bottom left corner of the map when either the Radar or Satellite overlay layers are selected. Weather imagery can be played in a continuous loop, or a specific forecast time can be selected from the slider control.

Opacity Slider (12b)

The Opacity Slider appears on the bottom left corner of the map when either the Radar or Satellite overlay layers are selected. Weather imagery's opacity can be adjusted with the slider control.

Full Product Legends (13)

Full product legends are available for METARs and TAFs, Pilot Reports, AIRMETS, Weather Text, Cloud Text, Wind Text, and Turbulence by pressing on the icon  within the applicable standard legend box. The full legend will appear in a dialog in the center of the window, and provide additional legend color and icon definitions.

If data for a selected overlay layer is unavailable for any reason, text within the abbreviated legend will inform the user that no data is found.

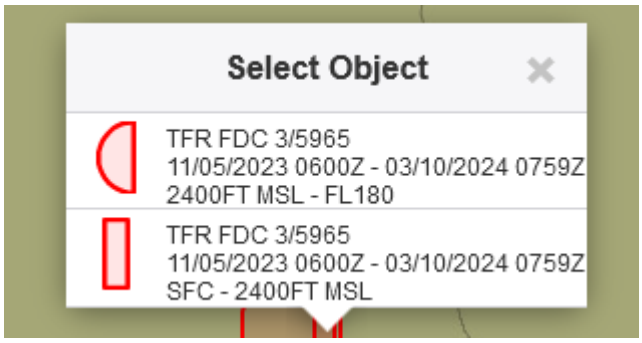
Object Details (14)

Polygons and icons representing various adverse conditions, Many objects display information as hover-text. TFRs, or weather station locations can be pressed to open a dialog containing the full raw text for the selected object. In cases where the raw text string exceeds the maximum dialog size, a scrolling function is provided.

TFR Object Selection and Hover Text

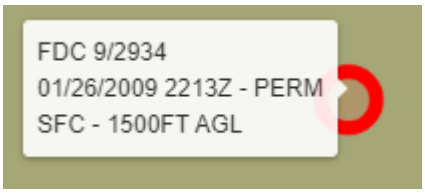
Hover text for TFR is derived from the text of the TFR. Read the full text of the TFR for complete information. The full text of the TFR is shown in a dialog box when pressed.

Each area identified in the TFR is shown separately. When areas overlap or there are more than one TFR scheduled in the same location, hovering over the map shows the object selection dialog. The TFR Outline and the hover text for each area shown.

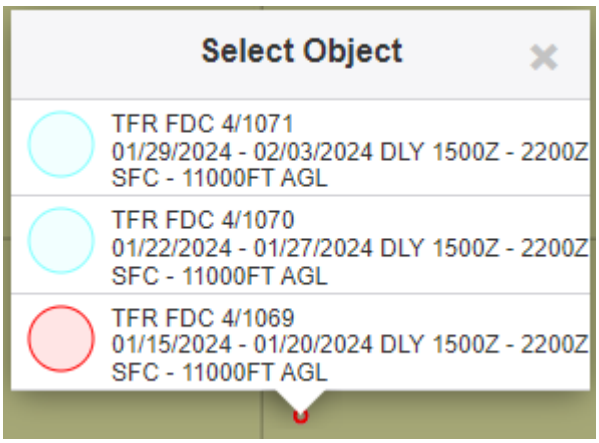


TFR Hover Text may contain up to 3 lines.

- The first line is always present and contains the Issuing Authority and the TFR identifier.
- The second line (if present) contains the schedule for the TFR.
    - The starting date and time will be followed by a hyphen and then the ending date and time.
        - Dates are formatted as month, day, and year separated by an "/"
        - Times are formatted as hours and minutes followed by "Z" to indicate UTC.
        - The ending time may contain "PERM" for permanent or "UFN" for Until Further Notice.



    - A daily schedule at the same time each day has "DLY" before the time limits.



    - Sunrise (SR) or Sunset (SS) may be used for either starting or ending times.

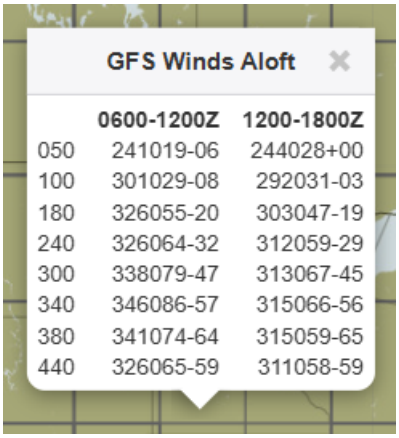
    - The TFR should be checked for precise time limits if this line is missing or contains:
        - "See TFR text for schedule".
- The third line (if present) contains the vertical limits
    - The lower limit will be followed by a hyphen and then the upper limit.
    - The limits may be shown as feet (FT) or meters(M) AGL or MSL, or as a Flight Level
    - The lower limit may be SFC for “Surface” and the upper limit may be UNL for “Unlimited”

    - The TFR should be checked for precise vertical limits if this line is missing or contains:
        - "See TFR for vertical limits", or
        - "Vertical limits are not available".

Winds Aloft Object Selection and Hover Text

Hover text for GFS Winds Aloft is derived from the coordinate points of the GFS Winds Aloft data. The full text of the GFS Winds Aloft can be read for complete information.

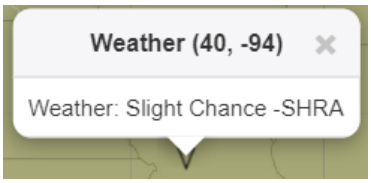
The full text of the GFS Winds Aloft is shown in a dialog box when a grid point of the map is pressed. There are two columns of data.The first Forecast column contains data at the current time to 6 hours in the future. The second Forecast column contains data from 6 hours to 12 hours in the future. There are 8 rows of data each representing a different Altitude. The Altitudes are 050,100, 180, 240, 300, 340, 380, and 440. The data is dislayed in HDGSPDTT format. If data is missing the dialog will display “MISSING” in the appropriate section of the grid.



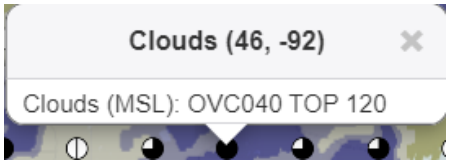
GFA Text Layer Objects

The three GFA text layers (Weather Text, Cloud Text and Winds Text) overlay the map with a set of icons, each of which can be clicked for more information.

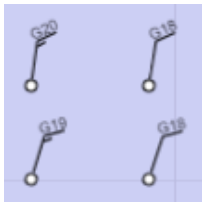
The Weather Text popup contains the latitude/longitude coordinates of the reporting station, as well as a description of the clickable icon.

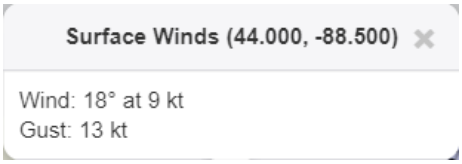


Cloud Text is overlain on the map in a regular grid. Each icon is clickable, and the popup contains the latitude/longitude coordinates of the reporting station, as well as a description of the cloud cover.



Winds Text (Winds Barbs) are displayed in a grid of clickable icons indicating the direction and strength of the wind at the location of the reporting station, and on the surface level, the strength of the gust, described with a G. The popup contains the latitude/longitude coordinates of the reporting station, as well as the direction and speed of the wind in knots. On the surface level, it also contains the gust speed in knots.





c. Flight Plan Short Form

Short Form Options (15)

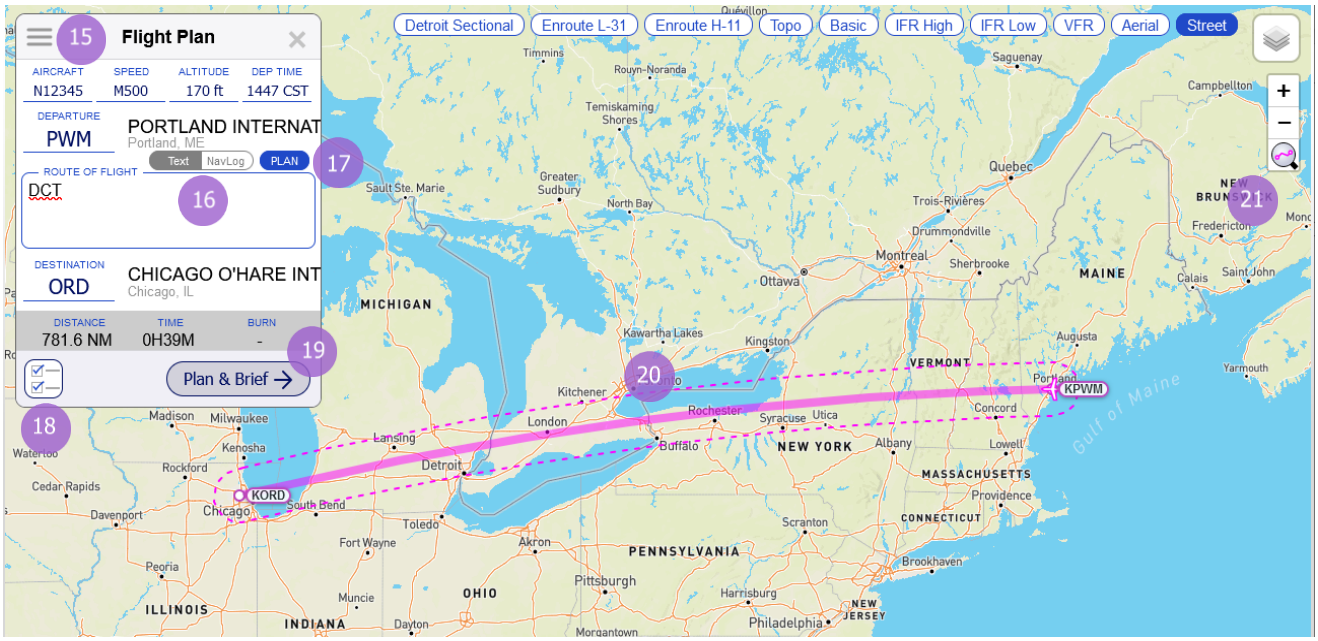
Pressing the ☰ icon on the Short Form opens a menu containing the options to create a new flight plan and auto-fill airways when applicable.

New Flight Plan

Selecting New Flight Plan will clear the flight plan information. If a default aircraft has been configured it will populate the Aircraft field with the default aircraft and the Speed field if a speed has been configured for that aircraft.

Auto-fill Airways

If the auto-fill airways control will enable/disable the insertion of airways in the route. When dragging and dropping the magenta course line, if two points are selected that are connected by an Airway, that airway is inserted in the route of flight. Low altitude airways are available for altitudes below 18,000 feet while high altitude airways are available for altitudes above 18,000 feet.



Route Text / NavLog Toggle (16)

The route view can be switched between a textual route of flight and a simplified NavLog view by pressing on this toggle.

Plan (17)

If a valid Departure and Destination are entered into the short form, the PLAN button is displayed. When pressed it will open a dialog that provides the option to select from several route types. This includes GPS Direct, VOR Direct, Low Altitude V Airways, High Altitude J Routes, RNAV Low T Routes, RNAV Hight Q Routes, IFR - Recently Cleared, FAA Preferred, and Coded Departure routes.

Open Graphical Checklist (18)

Pressing the icon opens the graphical checklist dialog. This icon is made available when a valid Departure and Destination is entered in the Flight Plan Short Form.

Transfer to Full Flight Planning and Briefing Page (19)

Pressing the button labeled “Plan & Brief” will navigate the browser window to the full Plan & Brief page, transferring any entered flight plan fields into a draft flight plan form.

Route Depiction (20)

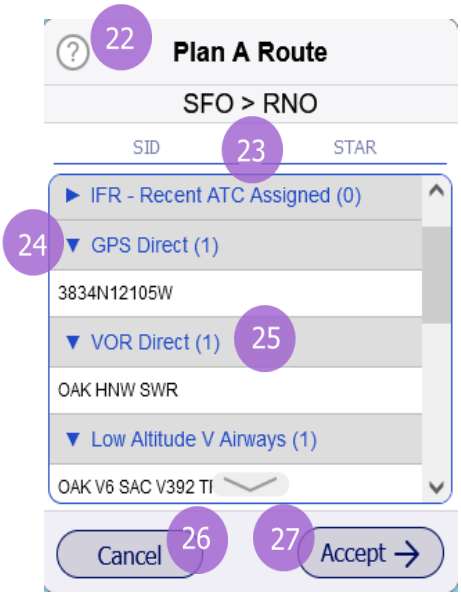
When a valid Departure and Destination is entered on the short form, a graphical representation of the route is displayed on the Interactive Map, including all waypoints entered in the Route of Flight box. This route graphic can be grabbed at any point along the route and manipulated to create a new route.

Zoom to Route (21)

The  button is available whenever a route of flight is displayed on the map. When pressed, the map will be zoomed and centered on the route of flight.

d. Plan a Route

Plan a Route provides routing options between the departure and destination locations that are entered in the flight plan. The system will attempt to generate routes for each route type. When a route is selected on the list, the route will be highlighted and the map will display the route.



Route types:

- IFR - Recent ATC Assigned
- GPS Direct
- VOR Direct
- Low Altitude V Routes
- High Altitude J Routes
- RNAV Low T Routes
- RNAV High Q Routes
- FAA Preferred
- Coded Departure

Note that calculated routes do not consider weather, flight restrictions, altitude, or traffic flow management initiatives and that it is the pilot's responsibility to verify the route is flyable given their aircraft’s performance envelope, fuel capacity, equipage and weather conditions.

Help Dialog (22)

Selecting the help icon will display an overview of each route type as well as equipment code definitions for Coded Departure routes.

SID and STAR Selection (23)

SIDS and STARs are only available for departure and destination airports that support them. For GPS Direct, VOR Direct, V, J, T, and Q routes, the selection of a SID or STAR causes the route to begin or end at the respective SID or STAR transition

fix. The selection of a SID or STAR causes the presented routes for IFR - Recent ATC Assigned, FAA Preferred, and Coded Departure to be filtered to only those routes containing the selected SID or STAR.

Section Toggle (24)

Each route section can be expanded or collapsed in order to limit the routes that are displayed.

Route Quantity (25)

For each route type, the number of routes that were found will be displayed as a number in parenthesis following the route type name.

Cancel Button (26)

Selecting the “Cancel” button will close the Plan a Route dialog and the display the flight plan. The route field will contain the same route as before the Plan a Route dialog was opened.

Accept Button (27)

Selecting the “Accept” button will close the Plan a Route dialog and display the flight plan. The selected route will appear in the route field. This will overwrite the previous route that was contained in the route field.

Route Type Descriptions

IFR - Recent ATC Assigned: The most frequently assigned routes by air traffic control over the past 24 hours for flights between the flight plan departure and destination.

GPS Direct: The direct route between the flight plan departure and destination consisting of GPS coordinates (latitude and longitude) at predetermined distances.

VOR Direct: The shortest route of flight between the flight plan departure and destination for navigating by VORs.

Low Altitude V Airways: An optimized route between the flight plan departure and destination using low altitude Victor Airways.

High Altitude J Routes: An optimized route between the flight plan departure and destination using high altitude Jet Routes.

RNAV Low T Routes: An optimized route between the flight plan departure and destination using low altitude RNAV T Routes.

RNAV High Q Routes: An optimized route between the flight plan departure and destination using high altitude RNAV Q Routes.

FAA Preferred: The FAA predefined routes between the flight plan departure and destination designed to decrease delays from weather, traffic density, and other system delays. Not all airport pairs have FAA preferred routes.

Coded Departure: The FAA predefined routes between the flight plan departure and destination meant to reduce workload between various ATC facilities and frequency congestion by minimizing read-back time between ATC and pilots. Not all airport pairs have FAA coded departure routes. See FAA overview.

Equipment Code Definitions:

1. Basic navigational routes
2. Routes with RNAV DPs and/or STARs
3. Routes with Q-route segments and/or pitch and catch points

Notes:

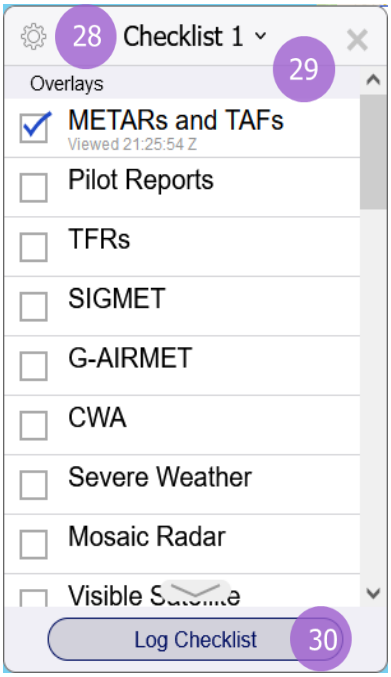
- SIDs and STARs for a given airport will be provided regardless of RNAV equipment provided in the flight plan.
- Routes are provided for all options regardless of the flight plan altitude.
- Routes are provided for all options regardless of RNAV equipment provided in the flight plan.
- Provided routes do not consider weather conditions, aeronautical restrictions, altitude, or traffic flow management initiatives. It is the pilot's responsibility to verify the route is navigable given aeronautical restrictions, weather conditions, the aircraft's performance capabilities, fuel capacity, and equipage.

e. Graphical Checklist

The graphical checklist dialog can be used to create a selection of adverse conditions, satellite and radar layers, charts, websites, and other artifacts that can be stepped through and individually displayed on the Interactive Map when selected. This provides a visual representation of selected items that parallel those contained within a briefing, but is not considered a substitute for an actual briefing.

Viewed contents of a checklist can be manually logged to record what was displayed to the user, and when it was displayed.

If weather products are missing or stale, a warning message will be displayed on the interactive map when the products are selected for display.



Checklist Editor (28)

The checklist editor can be accessed by pressing the icon, and provides the following capabilities:

- Create new checklist or a copy of a saved checklist
- Delete checklist
- Select default checklist

Checklists can be built by selecting any combination of overlay layers, available weather charts, suggested external URLs, or user-specified external URLs.

Checklist Selection Dropdown (29)

The checklist selection dialog can be used to select from one of up to 5 saved custom graphical checklists.

Log Checklist (30)

Pressing the button labeled “Log Checklist” will log all viewed checklist items, along with the respective timestamp indicating the time last viewed, to a pilot’s history.

f. Range Bearing Line Drawing Mode

When the RBL button is pressed and displayed in blue, the interactive map is in Range Bearing Line (RBL) Drawing Mode. When in RBL Drawing Mode, the cursor is used to draw a line from a selected starting point on the interactive map, along with a ring centered on the selected starting point, to another point on the interactive map dependent on the cursor position while in RBL Drawing Mode, and dynamically display the orientation information for the line/ring being drawn. If an RBL is drawn to a large enough scale, the bearing line will depict a curve. This functionality was added to better reflect the Mercator projection space currently being used for the Map, similar to the route of flight.

How to draw RBL

1. Select the “RBL” button at the top left of the Map to turn on RBL Drawing Mode
    a. While in RBL Drawing Mode, most map functionality will be disabled, as to not interfere with the drawing of the RBL.
    b. The cursor turns into a cross-hair to indicate you are in RBL Drawing Mode
2. Left mouse click/press on the map to start drawing an RBL
3. Continue to hold down the left mouse click/press to drag the RBL drawing to a new location
4. Releasing the left mouse click/press will end the RBL Drawing Mode
    a. Standard Map functionality will be re-established
5. To draw again, re-select the “RBL” button
    a. Range bearing lines/rings can only be drawn one at a time, so the user must select the RBL button for each RBL that they want to draw.

How to remove RBL

1. Left click on a range bearing line/ring and a “Remove RBL” pop-up will display
2. Two options will be presented under the popup:
    a. Remove Selected Range Bearing Line and Range Ring
    b. Remove All Range Bearing Lines and Range Rings

RBL Label Format

The orientation information on the RBL label follows this format:

[(<NAVAID TYPE>:<NAVAID ID>)] dddd.dnm AAA°/BBB°

1. The NAVAID type and identifier if applicable. Only shows on label if selected starting point contains a NAVAID object within 0.5nm.
2. The range (dddd.dnm), in nautical miles, from the selected starting point to the current cursor position while in RBL Drawing Mode
3. The bearing (AAA°), in degrees from magnetic north, from the selected starting point to the current cursor position while in RBL Drawing Mode
4. The bearing (BBB°), in degrees from magnetic north, from the current cursor position while in RBL Drawing Mode to the selected starting point

Bearing Calculation

The magnetic bearing is calculated based on the declination at the selected starting point of the RBL drawing on the Map.

Station Declination

If the RBL drawing contains a navigational aid (NAVAID) object within 0.5 nautical miles of the selected starting point, then the station declination of the NAVAID object is used to calculate the magnetic bearing.

If there is more than one NAVAID object within 0.5nm of the selected starting point, the following precedence will be used to determine which station declination value is used to calculate the magnetic bearing:

1. VORTAC
2. VOR
3. VOR/DME
4. DME
5. NDB
6. TACAN

NAVAID object type WAYPOINT is intentionally excluded from the above list.

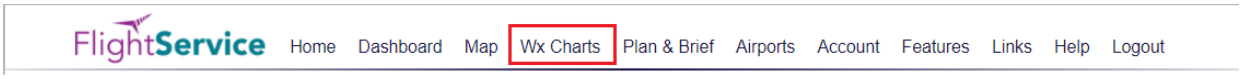
If there is more than one NAVAID object of the same type within 0.5nm of the selected starting point, the precedence between the objects is determined by the alphabetical order of their identifiers.

Magnetic Declination

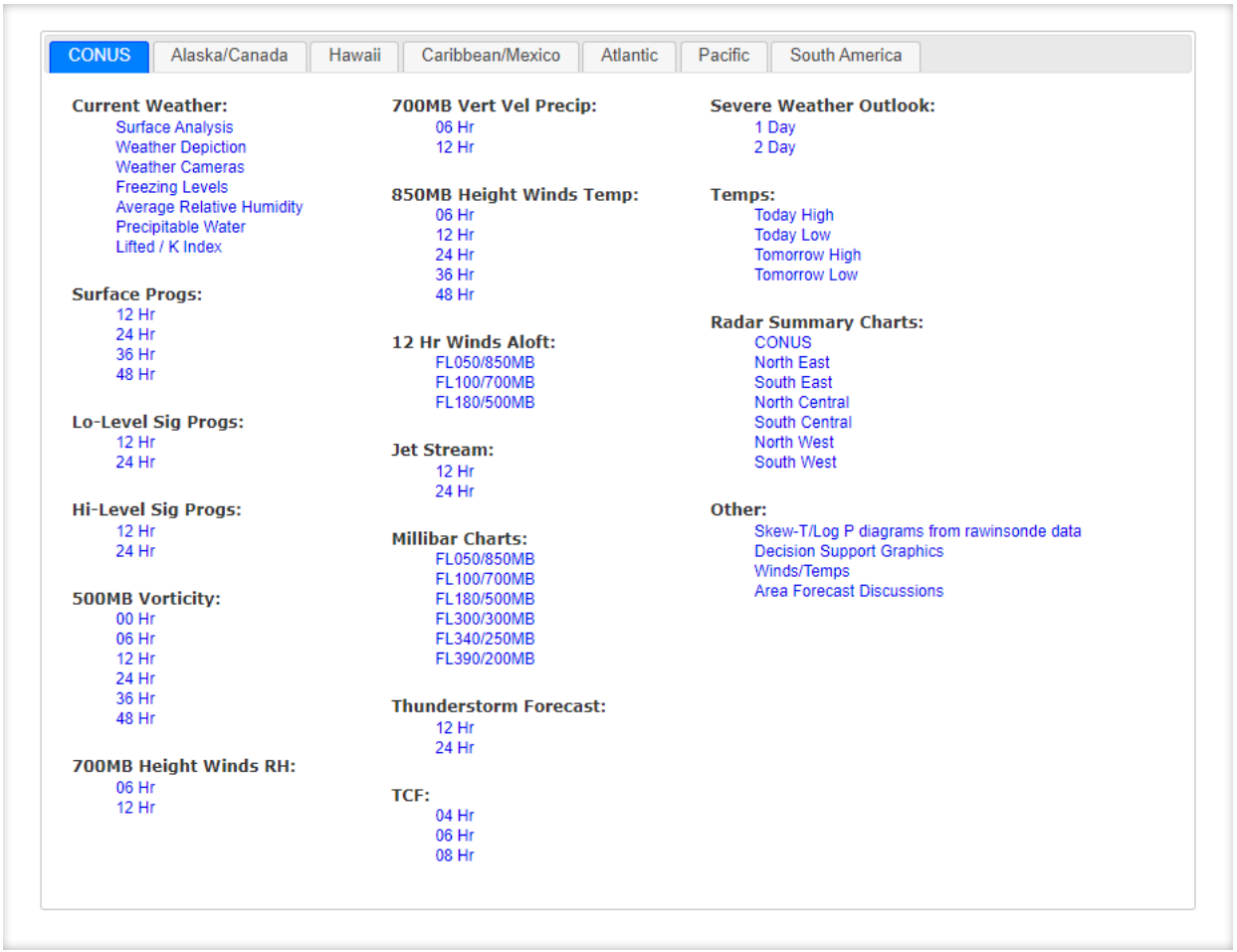
If the RBL drawing does not contain a NAVAID object within 0.5nm of the selected starting point, then the latitude and longitude of the selected starting point is used to get the magnetic declination/variation from adaptation data to calculate the magnetic bearing.

8. Wx Charts

The Wx Charts Page (Weather Page) is opened by selecting the Wx Charts menu bar item. The page allows users to view graphical weather data for a variety of geographic areas.

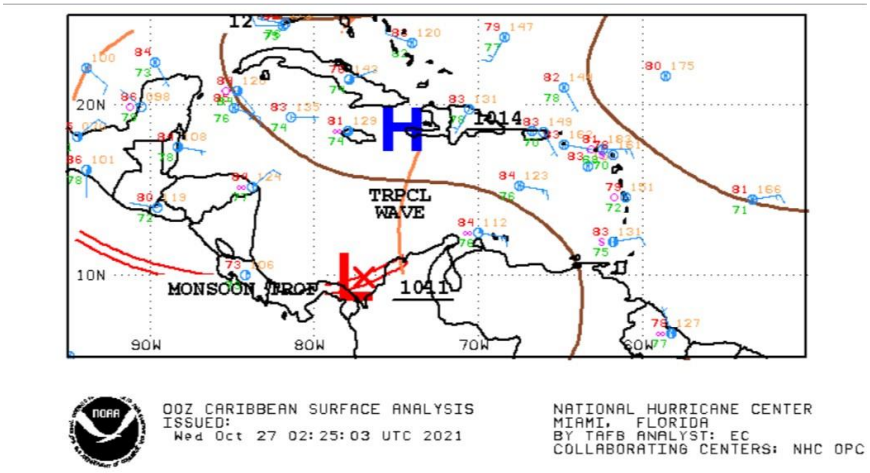


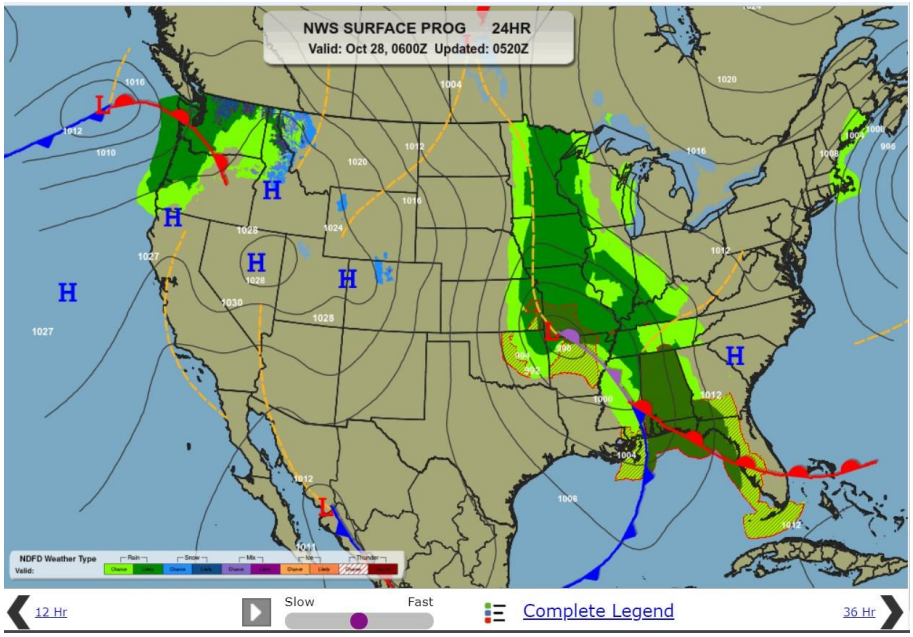
Select the desired geographic area via the tabs, then select the specific graphical product within the geographic area. Each area has numerous weather charts available. Clicking on external links on the page such as Area Forecast Discussions will open an external webpage in a separate window. All other links in the list will directly display the selected product in a new window.



The examples below depict some of these various weather products. Additional features in some of these charts include the ability to view the complete legend as well as the ability to scroll through certain charts that are part of a series for a particular category within a region. Some of the charts in the CONUS Tab, Alaska/Canada Tab, Hawaii Tab, Caribbean/Mexico, Atlantic Tab, and Pacific Tab will include animation controls to allow the charts to be scrolled through automatically. When the play button is clicked, each of the charts in the associated list are displayed one after another in time order, starting with the one currently displayed, with a dwell time for each based on the value of the Slow/Fast Gauge. When the play button is selected, it changes to a pause

button. Also, when the play button is selected, the left and right arrows and links will be hidden from display. The Slow/Fast Gauge allows the dwell time of the animation to be adjusted from a minimum of 2 seconds per chart (slid all the way to the left) to a maximum of 10 seconds per chart (slid all the way to the right). The Complete Legend link can be seen at the bottom of the window in the first two examples. Clicking on the link will open a new window showing the full legend. The first two examples below show the slow/fast gauge with the pause and play button. All the examples show the scroll links with arrows on the bottom left and/or right to allow the user to replace the chart with the previous/next in the series of charts.

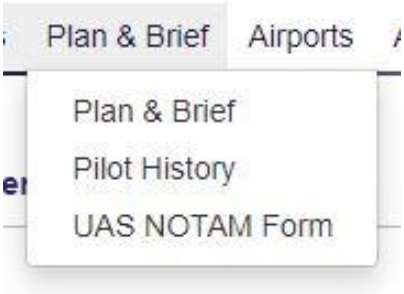




9. Plan & Brief

Hovering over Plan & Brief in the menu bar displays the drop-down menu shown below. If the pilot has Pre-Stored Flight Plan (PSFP) access, an additional link for Scheduled Flight Plans will be displayed.

a. Plan & Brief
b. Scheduled Flight Plans (Displayed with PSFP access)
c. Pilot History
d. UAS NOTAM Form

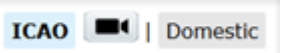


Plan & Brief

The Plan & Brief page allows pilots to:

- Create new flight plans
- Perform area and route briefings
- Generate a navigation log (NavLog)
- Manage favorite flight plans
- Retrieve recent flight plans.

The Plan & Brief page supports both Domestic and ICAO compliant flight plans. Each flight plan form is offered as a separate template because of the differences in requirements between Domestic and International (ICAO) flight plans.

You can switch between the two templates by clicking on the Domestic or ICAO button on the top right of the page 

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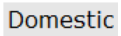
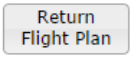
When the 

button is selected, the Domestic Flight Plan template displays.

When the 

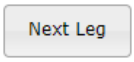
button is selected, the ICAO Flight Plan template displays.

Please note that although entered field data will be retained if you navigate to another page, switching between the Domestic and ICAO Flight Plan template may result in some entered data being lost due to differences in requirements between Domestic and ICAO flight plans.

A return flight plan in Draft status can be created by clicking the 

button on the bottom right of the page. The new flight plan for the return flight route will switch the

Departure and Destination field, as well as reverse the Route. Please note that some information may be lost due to it no longer being relevant in the return route of the flight.

Click the 

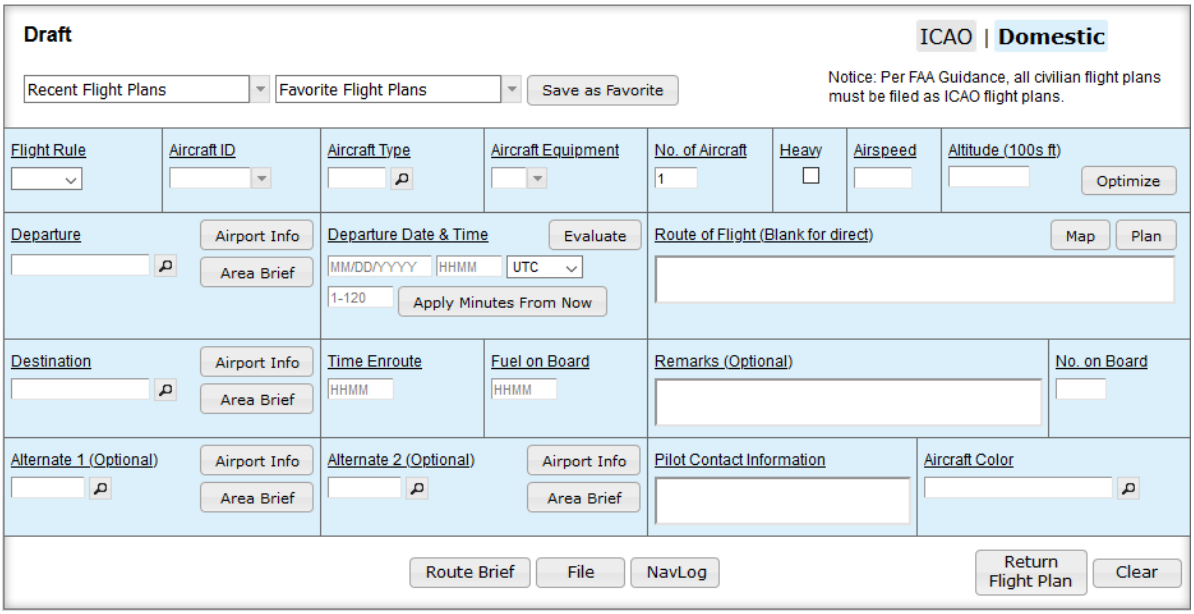
button on the bottom right of the page to create a draft flight plan for the next leg in a flight. The new next leg draft plan will set the Destination to the Departure. Please note that some information may be lost because it is no longer relevant to the next leg of the flight.

9.1. Flight Planning

Each form identifies the required fields to file a flight plan of that type.
Some fields have helper dialog which is accessible by clicking on the  icon next to the field to assist with searching and selecting the appropriate values.
Hovering with the mouse pointer over any field label will provide a summary of general syntax and semantic rules for the field and indicate for which actions the field is required. Clicking the label will provide more detailed information about the field.

a. Domestic Flight Plan Form Validation

The syntax validation for the fields and the required minimum fields for additional actions for flight planning and briefing are described in the table below.



DOMESTIC FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**
Domestic Flight Plan		
• Flight Rule	• VFR, IFR, MVFR, or MIFR	• Route Brief • File • Amend • Activate • Save Favorite • Optimize Altitude
• Aircraft ID	• 2-7 alphanumeric characters Example: **N0819W** A “Q” will be added to the start of any Aircraft ID that begins with a number. If an Aircraft ID contains 7 characters and begins with a number, the first character will be replaced with a "Q". The originally entered Aircraft ID will be recorded in the Remarks field automatically.	• Route Brief • File • Amend • Activate • Dep/Dest/Altn1/Altn2 Area Brief • NavLog • Optimize Altitude • Evaluate Departure Time

• Aircraft Type	• 1 letter followed by 1-3 alphanumeric characters
	  • Must be valid aircraft type in Aircraft Type Search
	  Examples: **J2, C25A, B738**
	
	Refer to **Domestic Flight Plan Form**, Aircraft Type Search for details.
		• File
		• Amend
		• Activate

• Aircraft Equipment	• 1 letter Refer to **Domestic Flight Plan Form**, Aircraft Equipment for details.	• File • Amend • Activate
No. of Aircraft	• 1-2 digits Example: **1**	N/A
Heavy	• Aircraft takeoff weights of at least 300,000 pounds	N/A

DOMESTIC FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**
• Airspeed	• Airspeed value “zero” not allowed • Knots: 2-4 digits, max of 3700 • Mach: M followed by 3 digits, max of 500, with an implicit decimal after the first digit (M075 = 0.75 Mach, M200 = 2.00 Mach, M312 = 3.12 Mach) Examples: **50, 100, 130, M100**	• Route Brief • File • Amend • Activate • NavLog • Optimize Altitude • Evaluate Departure Time
• Altitude (100s ft)	• Flight Level: 2-3 digits • OTP: OTP • OTP and Flight Level: OTP/ followed by 2-3 digits • VFR: VFR • VFR and Flight Level: VFR/ followed by 2-3 digits • ABV and Flight Level: ABV/ followed by 2-3 digits • Block Altitude: 2-3 digits followed by B and 2-3 digits Examples: **65, 80, 210, VFR/095** **Additional Format Rules for Use of Altitude Optimization:** IFR, MIFR flights: ➢ Flight Level: 20-600 ➢ ABV and Flight Level: ABV/20-ABV/600 ➢ OTP and Flight Level: OTP/20-OTP/600 ➢ VFR and Flight Level: VFR/25-VFR/179 VFR, MVFR flights: ➢ Flight Level: 25-179 ➢ ABV and Flight Level: ABV/25-ABV/179 ➢ OTP and Flight Level: OTP/25-OTP/179 ➢ VFR and Flight Level: VFR/25-VFR/179 **Additional Format Rules for Use of Evaluate Departure Time:** IFR, MIFR, VFR, MVFR flights: ➢ Flight Level: 00-999 ➢ ABV and Flight Level: ABV/00-ABV/999 ➢ OTP and Flight Level: OTP/00-OTP/999 ➢ VFR and Flight Level: VFR/01-VFR/179 ➢ Block Altitude: 00B01-998B999	• Route Brief • File • Amend • Activate • NavLog • Optimize Altitude • Evaluate Departure Time

• Departure	• 2-5 alphanumeric airport/heliport/navaid (excluding NDB), or waypoint identifier
	Examples: **HGR, KSEA, 9OI5**
	Refer to **Domestic Flight Plan Form**, Departure/Destination/Alternates for details.
	• 8-12 character latitude/longitude in the format aabb(A)(/)(c)ccdd(B), where parentheses denote optional characters
	  • aa is degrees latitude in the range 00-90
	  • bb is minutes latitude in the range 00-59
		• Route Brief
		• File
		• Amend
		• Activate
		• Dep Area Brief
		• Save Favorite
		• NavLog
		• Optimize Altitude
		• Plan a Route
		• Evaluate Departure Time

DOMESTIC FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**
	• (c)cc is degrees longitude in the range 00-180 • dd is minutes longitude in the range 00-59 • (A) is either N or S (North or South, default to N if unspecified) • (B) is either W or E (West or East, default to W if unspecified) Example: **4449N/7322W** • Location name is required in the Remarks field when latitude/longitude is used for departure. Use the displayed Latitude/Longitude Location Name dialog for assistance. • 9-11 alphanumeric fix-radial-distance in the format (A)(A)AAAaaabbb, where parentheses denote optional characters • (A)(A)AAA is 3-5 alphanumeric airport/heliport/NAVAID (excluding NDB)/waypoint identifier • aaa is radial measure in degrees from North in the range 001-360 • bbb is distance in nautical miles in the range 001-999 Example: **HGR001024** For restrictions, refer to **Flight Planning Restrictions.**	
• Departure Date & Time	• MM/DD/YYYY; based off of the selected time zone value • HHMM; where HHMM are 4 digits, current time based off of the selected time zone value; if not available, will default to UTC time • Time zone: AST ADT EST EDT CST CDT MST MDT PST PDT AKST AKDT HST UTC **Note**: Both date and time can be automatically populated by an Apply Minutes From Now action.	• Route Brief • File • Amend • Activate • Dep/Dest/Alt1/Alt2 Area Brief • NavLog • Optimize Altitude • Evaluate Departure Time
Route of Flight (Leave blank for direct)	• 2-558 characters • 3-5 alphanumeric airport/heliport/NAVAID/waypoint identifier Examples: **HGR, KSEA, 9OI5** • 8-12 character latitude/longitude in the format aabb(A)(/)(c)ccdd(B), where parentheses denote optional characters	N/A

DOMESTIC FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**
	• aa is degrees latitude in the range 00-90 • bb is minutes latitude in the range 00-59 • (c)cc is degrees longitude in the range 00-180 • dd is minutes longitude in the range 00-59 • (A) is either N or S (North or South, default to N if unspecified) • (B) is either W or E(West or East, default to W if unspecified) Example: **4449N/7322W** • 8-11 alphanumeric fix-radial-distance in the format (A)(A)(A)AAaaabbb, where parentheses denote optional characters • (A)(A)(A)AA is 2-5 alphanumeric airport/heliport/NAVAID/waypoint identifier • aaa is radial measure in degrees from North in the range 001-360 • bbb is distance in nautical miles in the range 001-999 Example: **HGR001024** • V and J Airways • V Airway in the format Vd(d)(d), where parentheses denote optional digits • J Airway in the format Jd(d)(d), where parentheses denote optional digits Examples: **V469, J123** • Standard Instrument Departure (SID) • 1 letter followed by 2-5 alphanumeric characters Example: **DRWN6** • Standard Terminal Arrival Route (STAR) • 1 letter followed by 2-5 alphanumeric characters Example: **SKETR5** • Military Training Route (MTR, restricted) • Format LLdd(d)(d), where LL = AR, IR, VR, SR and d = alphanumerics, parenthese denote optional. • An MTR must be filed with an entry fix preceeding the MTR name and an exit fix following the MTR name. Full Route Example: **MRB V39 SDZ V3 FLO V437 CHS V1 STARY V437 KIZER V267 PAOLA** For validations, refer to **Route of Flight Validations.** For restrictions, refer to **Flight Planning Restrictions**.	

DOMESTIC FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**

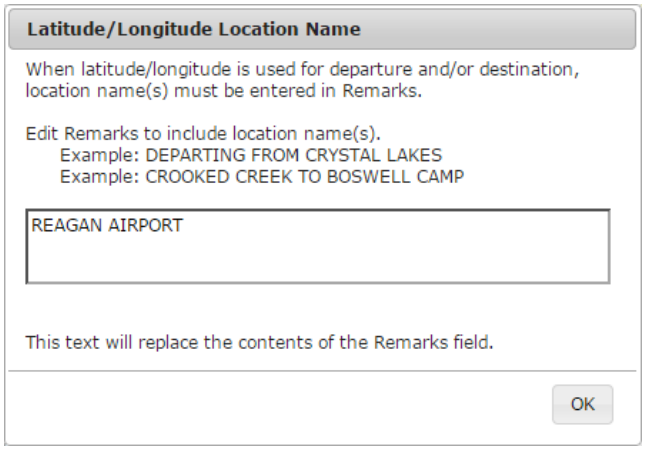
• Destination	• 3-5 alphanumeric airport/heliport/navaid (excluding NDB), or waypoint identifier
	Examples: **HGR, KSEA, 9OI5**
	
	Refer to **Domestic Flight Plan Form** for details.
	• 8-12 character latitude/longitude in the format aabb(A)(/)(c)ccdd(B), where parentheses denote optional characters
	  • aa is degrees latitude in the range 00-90
	  • bb is minutes latitude in the range 00-59
	  • (c)cc is degrees longitude in the range 00-180
	  • dd is minutes longitude in the range 00-59
	  • (A) is either N or S (North or South, default to N if unspecified)
	  • (B) is either W or E (West or East, default to W if unspecified)
	Example: **4449N/7322W**
	
	  • Location name is required in the Remarks field when latitude/longitude is used for destination. Use the displayed Latitude/Longitude Location Name dialog for assistance.
	• 9-11 alphanumeric fix-radial-distance in the format (A)(A)AAAaaabbb, where parentheses denote optional characters
	  • (A)(A)AAA is 3-5 alphanumeric airport/heliport/navaid (excluding NDB)/waypoint identifier
	  • aaa is radial measure in degrees from North in the range 001-360
	  • bbb is distance in nautical miles in the range 001-999
	Example: **HGR001024**
	
	For restrictions, refer to **Flight Planning Restrictions**.
		• Route Brief
		• File
		• Amend
		• Activate
		• Dest Area Brief
		• Save Favorite
		• NavLog
		• Optimize Altitude
		• Plan a Route
		• Evaluate Departure Time

• Time Enroute	• HHMM; where HHMM are 4 digits Example: **0430**	• File • Amend • Activate
• Fuel on Board	• HHMM; where HHMM are 4 digits Example: **0600**	• File • Amend • Activate
Remarks	• 1-325 characters Example: **STUDENT SOLO FLIGHT** • Location name is required in the Remarks field when latitude/longitude is used for departure and/or destination. Use the displayed Latitude/Longitude Location Name dialog for assistance.	N/A
• No. on Board	• 1-3 digits Example: **1**	• File • Amend

DOMESTIC FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**
		• Activate
Alternate 1	• 3-4 alphanumeric airport/heliport identifier Examples: **HGR, KSEA, 9OI5** Refer to **Domestic Flight Plan Form**, Departure/Destination/Alternates for details. For restrictions, refer to **Flight Planning Restrictions.**	• Alt Area Brief
Alternate 2	• 3-4 alphanumeric airport/heliport identifier Examples: **HGR, KSEA, 9OI5** Refer to **Domestic Flight Plan Form**, Departure/Destination/Alternates for details. For restrictions, refer to **Flight Planning Restrictions**.	• Alt2 Area Brief
• Pilot Contact Information	• 1-200 characters Example: **JONES, BOB, (202) 555-1111** **HGR, (301) 555-2222**	• File • Amend • Activate
Beacon Code	• 4 octal digits (0000-7777). Only Present on form if assigned. Value cannot be changed by user.	N/A
• Aircraft Color	• 1-15 letters • Use a / to separate colors Examples: **W, R/T** Refer to **Domestic Flight Plan Form**, Aircraft Color for details.	• File • Amend • Activate

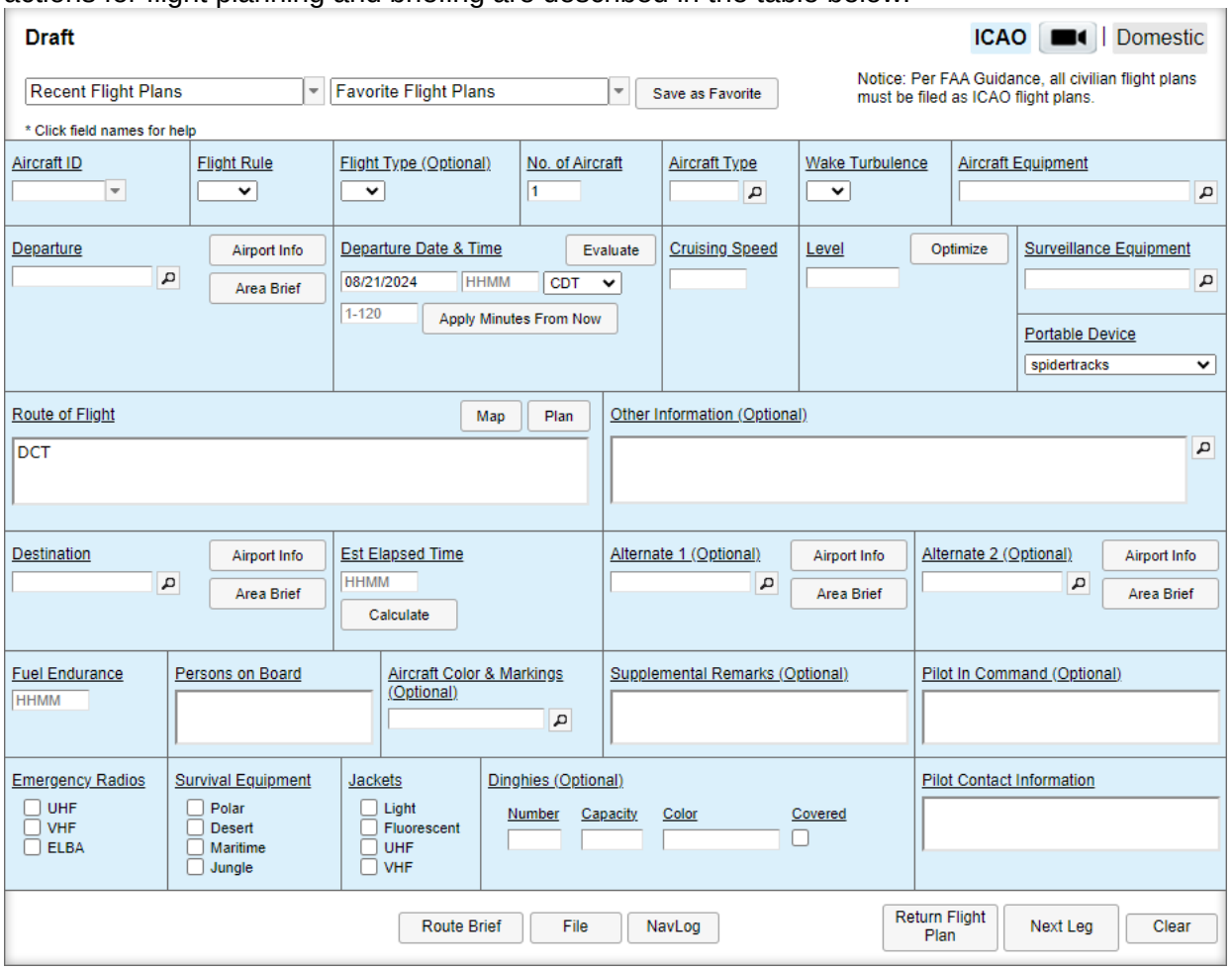
The Latitude/Longitude Location Name Dialog

When a latitude/longitude value is entered in the Departure and/or Destination fields a description of the location(s) must be provided in the Remarks field. The following dialog is displayed for assistance:



b. ICAO Flight Plan Form Validation

The syntax validation for the fields and the required minimum fields for additional actions for flight planning and briefing are described in the table below.



ICAO FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**
ICAO Flight Plan		
• Aircraft ID	• 2-7 alphanumeric characters Example: **N0819W** Example: **0819W** A “Q” will be added to the start of any Aircraft ID that begins with a number. If an Aircraft ID contains 7 characters and begins with a number, the first character will be replaced with a "Q". The originally entered Aircraft ID will be recorded in the Other Information field under RMK automatically.	• File • Amend • Activate • Standard Brief • Outlook Brief • Abbreviated Brief • Area Brief • NavLog • Optimize Altitude • Evaluate Departure Time
• Flight Rule	• VFR or IFR	• File • Amend • Activate • Standard Brief • Outlook Brief • Abbreviated Brief • Save As Favorite
• Flight Type	• S, N, G, M, D, or X	N/A

ICAO FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**
No. of Aircraft	• 1-2 digits Example: **1**	N/A
• Aircraft Type	• 1 letter followed by 1-3 alphanumeric characters • Must be valid aircraft type in Aircraft Type Search Examples: **J2, C25A, B738** Refer to **ICAO Flight Plan Form** for details.	• File • Amend • Activate
• Wake Turbulence	• H - Aircraft takeoff weights of at least 300,000 pounds • M - Aircraft takeoff weights greater than 15,000 pounds, but less than 300,000 pounds • L - Aircraft takeoff weights of 15,000 pounds or less • The Wake Turbulence will be automatically populated based on the Aircraft Type. Refer to **ICAO Flight Plan Form** for details.	• File • Amend • Activate

• Aircraft Equipment	• 1-64 alphanumeric characters
	  • Use Aircraft Equipment helper dialog for assistance.
	  • If the value R is entered, then Other Information must contain a PBN/ value.
	  • If the value Z is entered, then Other Information must contain either a NAV/, DAT/ or COM/ value.
	Examples: **F, E3G, M3**
	Refer to **ICAO Flight Plan Form** for details.
		• File
		• Amend
		• Activate

• Departure	• 3-4 alphanumeric airport identifier
	Examples: **KSEA, KHGR**
	• 2-5 alphanumeric significant point (Not allowed for IFR Flights with departure, destination, or an alternate in Alaska ARTCC.)
	• 11 character latitude/longitude in the format aabbAcccddB
	  • aa is degrees latitude in the range 00-90
	  • bb is minutes latitude in the range 00-59
	  • ccc is degrees longitude in the range 000-180
	  • dd is minutes longitude in the range 00-59
	  • A is either N or S (North or South)
	  • B is either E or W (East or West)
	Example: **4449N07322W**
	• 9-11 alphanumeric fix-radial-distance in the format (A)(A)AAAaaabbb, where parentheses denote optional characters
	  • (A)(A)AAA is 3-5 alphanumeric airport/heliport/navaid (excluding NDB)/waypoint identifier; Alaska IFR flights may not use airports/heliports or waypoints in an FRD.
	  • aaa is radial measure in degrees from North in the range 001-360
	  • bbb is distance in nautical miles in the range 001-999
	Example: **HGR001024**
	• ZZZZ or AFIL
	  • If ZZZZ or AFIL is entered, then a location of one of the above formats must be provided in **DEP/** in the Other information field
	For restrictions, refer to **Flight Planning Restrictions**
		• File
		• Amend
		• Activate
		• Standard Brief
		• Outlook Brief
		• Abbreviated Brief
		• Departure Area Brief
		• Save As Favorite
		• NavLog
		• Optimize Altitude
		• Plan a Route
		• Evaluate Departure Time

Departure Sunrise and Sunset	• HHMM TZ; where HHMM is the 4 digit time and TZ is the time zone. Example: **0530 EST** • Only present on form if Departure is valid and Departure Date and Time are entered. • Value cannot be changed by user.	N/A
• Departure Date & Time	• MM/DD/YYYY; based off of the selected time zone value	• Standard Brief • Outlook Brief

ICAO FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**
	• HHMM; where HHMM are 4 digits, current time based off of the selected time zone value; if not available, will default to UTC time • Time zone: AST ADT EST EDT CST CDT MST MDT PST PDT AKST AKDT HST UTC **Note**: Both date and time can be automatically populated by an Apply Minutes From Now action.	• Abbreviated Brief • File • Amend • Activate • Area Brief • NavLog • Optimize Altitude • Evaluate Departure Time
• Cruising Speed	• Airspeed value “zero” not allowed • Knots: N (optional) followed by 4 digits, max of 3700 (N0210, 210 = 210 knots) • Mach: M followed by 3 digits, max of 500, with an implicit decimal after the first digit (M075 = 0.75 Mach, M200 = 2.00 Mach, M312 = 3.12 Mach) Examples: **N0100, 100, M100**	• Route Brief • File • Amend • Activate • NavLog • Optimize Altitude • Evaluate Departure Time
• Level	➢ Altitude in hundreds of feet, for flights below 18,000 feet, minimum is 100 feet: A (optional) followed by 3 digits (A090, 90 = 9,000 feet) ➢ Flight Level in hundreds of feet, for flights at or above 18,000 feet: F (optional) followed by 3 digits (F190, 190 = 19,000 feet) ➢ Altitude in tens of meters: M followed by 4 digits (M0230 = 2,300 meters) ➢ Standard Metric Level in tens of meters: S followed by 4 digits (S1230 = 12,300 meters) ➢ VFR with Altitude in hundreds of feet, minimum is 100 feet: VFR/ followed by 3 digits (VFR/170 = 17,000 feet) ➢ VFR: VFR Examples: **A090, 90, F190, 190, M0230, S1000, VFR/123** **Additional Format Rules for Use of Altitude Optimization:** IFR flights: ➢ A020-A179 ➢ F180-F600 ➢ M0061-M1828 ➢ S0061-S1828 ➢ VFR/025-VFR/179 VFR flights: ➢ A025-A179 ➢ M0077-M0548 ➢ S0077-S0548 ➢ VFR/025-VFR/179 **Additional Format Rules for Use of Evaluate Departure Time:** ➢ A001-A179 ➢ F180-F999 ➢ M0000-M3048 ➢ S0000-S3048 ➢ VFR/001-VFR/179	• Route Brief • File • Amend • Activate • NavLog • Optimize Altitude • Evaluate Departure Time
• Surveillance Equipment	• 1-11 alphanumeric characters • Use Surveillance Equipment helper dialog for assistance. Examples: **S, X, SV1**	• File • Amend • Activate

ICAO FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**
	Refer to **ICAO Flight Plan Form** for details.	
• Route of Flight	1. 2-558 characters 2. 3-5 alphanumeric airport/heliport/NAVAID/waypoint identifier Examples: **KSEA, KHGR** 3. 8-12 character latitude/longitude in the format aabb(A)(/)(c)ccdd(B), where parentheses denote optional characters • aa is degrees latitude in the range 00-90 • bb is minutes latitude in the range 00-59 • (c)cc is degrees longitude in the range 00-180 • dd is minutes longitude in the range 00-59 • (A) is either N or S (North or South, default to N if unspecified) • (B) is either W or E(West or East, default to W if unspecified) Example: **4449N/7322W** 4. 7-11 character latitude/longitude in the format aa(bb)Accc(dd)B, where parentheses denote optional characters • aa is degrees latitude in the range 00-90 • (bb) is optional minutes latitude in the range 00-59 • ccc is degrees longitude in the range 00-180 • (dd) is optional minutes longitude in the range 00-59 • A is either N or S (North or South) • B is either W or E (West or East) 5. 8-11 alphanumeric fix-radial-distance in the format (A)(A)(A)AAaaabbb, where parentheses denote optional characters • (A)(A)(A)AA is 2-5 alphanumeric airport/heliport/NAVAID/waypoint identifier • aaa is radial measure in degrees from North in the range 001-360 • bbb is distance in nautical miles in the range 001-999 Example: **HGR001024** 6. V and J Airways • V Airway in the format Vd(d)(d), where parentheses denote optional digits • J Airway in the format Jd(d)(d), where parentheses denote optional digits Examples: **V469, J123** 7. Standard Instrument Departure (SID) • 1 letter followed by 2-5 alphanumeric characters Example: **DRWN6** 8. Standard Terminal Arrival Route (STAR) • 1 letter followed by 2-5 alphanumeric characters Example: **SKETR5** 9. Military Training Route (MTR, restricted) • Format LLdd(d)(d), where LL = AR, IR, VR, SR and d = alphanumerics, parenthese denote optional. • An MTR must be filed with an entry fix preceeding the MTR name and an exit fix following the MTR name. Example: **IR608** 10. Cruising Speed and/or Level change at a point in the route, in the format <point>/<speed><altitude> • <point> as defined in items 2, 3, and 4 above • <speed> is in the same format as the Cruising Speed field • <altitude> is in the same format as the Level field	• File • Amend • Activate

ICAO FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**
	• Must include both Speed and Level values, even if only one is changing Example: **MSN/N0150A090** Full Route Example: **MRB V39 SDZ V3 FLO V437 CHS V1 STARY V437 KIZER V267 PAOLA** For validations, refer to **Route of Flight Validations.** For restrictions, refer to **Flight Planning Restrictions**.	
• Destination	• 3-4 alphanumeric airport identifier Examples: **KSEA, KHGR** • 2-5 alphanumeric significant point (Not allowed for IFR Flights with departure, destination, or an alternate in Alaska ARTCC.) • 11 character latitude/longitude in the format aabbAcccddB • aa is degrees latitude in the range 00-90 • bb is minutes latitude in the range 00-59 • ccc is degrees longitude in the range 000-180 • dd is minutes longitude in the range 00-59 • A is either N or S (North or South) • B is either E or W (East or West) Example: **4449N07322W** • 9-11 alphanumeric fix-radial-distance in the format (A)(A)AAAaaabbb, where parentheses denote optional characters • (A)(A)AAA is 3-5 alphanumeric airport/heliport/navaid (excluding NDB)/waypoint identifier; Alaska IFR flights may not use airports/heliports or waypoints in an FRD • aaa is radial measure in degrees from North in the range 001-360 • bbb is distance in nautical miles in the range 001-999 Example: **HGR001024** • ZZZZ • If ZZZZ is entered, then a location of one of the above formats must be provided in **DEST/** in the Other information field For restrictions, refer to **Flight Planning Restrictions**	• File • Amend • Activate • Route Brief • Destination Area Brief • Save As Favorite • NavLog • Optimize Altitude • Plan a Route • Evaluate Departure Time
Destination Sunrise and Sunset	• HHMM TZ; where HHMM is the 4 digit time and TZ is the time zone. Example: **2015 EST** • Only present on form if Destination is valid and Departure Date and Time are entered. • Value cannot be changed by user.	N/A
• Est Elapsed Time	• HHMM; where HHMM are 4 digits Example: **0530** • If 0000 is entered, then the Estimated Time of Arrival must be provided in the ETA field.	• File • Amend • Activate
• ETA	• DDHHMM; where DDHHMM are 6 digits Example: **040530** • Time zone will default to the selected time zone in Departure Date & Time field. • Estimated Time of Arrival must be at least 100 hours or more than the Departure Date & Time.	• File • Amend • Activate

ICAO FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**
	• Estimated Time of Arrival cannot be more than 27 days from Departure Date & Time.	
Alternate 1	• 3-4 alphanumeric airport identifier Examples: **KSEA, KHGR** • 2-5 alphanumeric significant point (Not allowed for IFR Flights with departure, destination, or an alternate in Alaska ARTCC.) • 11 character latitude/longitude in the format aabbAcccddB • aa is degrees latitude in the range 00-90 • bb is minutes latitude in the range 00-59 • ccc is degrees longitude in the range 000-180 • dd is minutes longitude in the range 00-59 • A is either N or S (North or South) • B is either E or W (East or West) Example: **4449N07322W** • 9-11 alphanumeric fix-radial-distance in the format (A)(A)AAAaaabbb, where parentheses denote optional characters • A)(A)AAA is 3-5 alphanumeric airport/heliport/navaid (excluding NDB)/waypoint identifier; Alaska IFR flights may not use airports/heliports or waypoints in an FRD • aaa is radial measure in degrees from North in the range 001-360 • bbb is distance in nautical miles in the range 001-999 Example: **HGR001024** • ZZZZ • If ZZZZ is entered, then a location of one of the above formats must be provided in **ALTN/** in the Other information field For restrictions, refer to **Flight Planning Restrictions**	• Alternate 1 Area Brief
Alternate 2	• 3-4 alphanumeric airport identifier Examples: **KSEA, KHGR** • 2-5 alphanumeric significant point (Not allowed for IFR Flights with departure, destination, or an alternate in Alaska ARTCC.) • 11 character latitude/longitude in the format aabbAcccddB • aa is degrees latitude in the range 00-90 • bb is minutes latitude in the range 00-59 • ccc is degrees longitude in the range 000-180 • dd is minutes longitude in the range 00-59 • A is either N or S (North or South) • B is either E or W (East or West) Example: **4449N07322W** • 9-11 alphanumeric fix-radial-distance in the format (A)(A)AAAaaabbb, where parentheses denote optional characters • (A)(A)AAA is 3-5 alphanumeric airport/heliport/navaid (excluding NDB)/waypoint identifier; Alaska IFR flights may not use airports/heliports or waypoints in an FRD • aaa is radial measure in degrees from North in the range 001-360 • bbb is distance in nautical miles in the range 001-999 Example: **HGR001024** • ZZZZ	• Alternate 2 Area Brief

ICAO FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**
	• If ZZZZ is entered, then a location of one of the above formats must be provided in **ALTN/** in the Other information field For restrictions, refer to **Flight Planning Restrictions**	
Beacon Code	• 4 octal digits (0000-7777). Only present on form if assigned. Value cannot be changed by user.	N/A
Other Information	• 1-325 alphanumeric characters, spaces, and forward slash (/) • Use the Other Information helper dialog for a list of all valid codes and for formatting the following subfield elements: ➢ STS/: Enter special handling codes for Air Traffic Services. If more than one code is used, each code must be separated by a space. Example: **STS/ALTRV** ➢ PBN/: Enter RNAV and/or RNP capabilities. A maximum of 8 codes may be entered. Aircraft Equipment field must contain “R”. Example: **PBN/A1** ➢ NAV/: Enter significant data related to navigation equipment, other than that specified in PBN/ subfield. A "Z" will be automatically inserted into the Aircraft Equipment field. This subfield is a free text field. Example: **NAV/MYEQUIPMENT** ➢ COM/: Enter communications applications or capabilities that are not specified in the Aircraft Equipment field. A "Z" will be automatically inserted into the Aircraft Equipment field. This subfield is a free text field. Example: **COM/MYEQUIPMENT** ➢ DAT/: Enter data applications or capabilities that are not specified in the Aircraft Equipment field. A "Z" will be automatically inserted into the Aircraft Equipment field. This subfield is a free text field. Example: **DAT/MYEQUIPMENT** ➢ SUR/: Enter the surveillance capabilities of the aircraft not specified in the Surveillance Equipment field. This subfield is a free text field. Example: **SUR/MYEQUIPMENT** ➢ DEP/: Enter the departure of the flight plan when ZZZZ is entered in the departure field, as shown below. DEP/ will be automatically inserted into the Other Information field. ➢ 3-4 alphanumeric airport identifier ➢ 2-5 alphanumeric significant point (Not allowed for IFR Flights with departure, destination, or an alternate in Alaska ARTCC.) ➢ 11 character latitude longitude in the format aabbAcccddB ➢ aa is degrees latitude in the range 00-90 ➢ bb is minutes latitude in the range 00-59 ➢ ccc is degrees longitude in the range 000-180 ➢ dd is minutes longitude in the range 00-59 ➢ A is either N or S (North or South) ➢ B is either E or W (East or West) ➢ 9-11 alphanumeric fix-radial-distance in the format (A)(A)AAAaaabbb, where parentheses denote optional characters ➢ (A)(A)AAA is 3-5 alphanumeric airport/heliport/NAVAID (excluding	

ICAO FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**
	NDB)/waypoint identifier; Alaska IFR flights may not use airports/heliports or waypoints in an FRD. ➢ aaa is radial measure in degrees from North in the range 001-360 ➢ bbb is distance in nautical miles in the range 001-999 Example: **DEP/KHGR** Example: **DEP/4449N07322W** Example: **DEP/HGR001024** ➢ Location name is required following latitude/longitude when latitude/longitude is used for the DEP/ and/or DEST/ subfields. ➢ DEST/: Record the destination of the flight plan when ZZZZ is entered in the departure field. Use the same rules as the DEP/ subfield. Example: **DEST/KHGR** Example: **DEST/4449N07322W** Example: **DEST/HGR001024** ➢ DOF/: Records the departure date of the flight as YYMMDD if the Proposed Departure Time is more than 22.5 hours ahead of the current time. DOF/ will be automatically inserted into the Other Information field. Example: **DOF/141025** ➢ REG/: Enter the nationality or registration mark of the aircraft. This subfield is a free text field. Example: **REG/UNITEDSTATES** ➢ EET/: Enter significant points or FIR boundary designators, and accumulated estimated elapsed times from take-off to the points or FIR boundaries. If multiple points or boundaries are entered, they must be separated by a space, and the time values must be in increasing order from left to right. None of the time values may be equal to, or exceed the Total Estimated Elapsed Time. Points and designators can be identified using FIR ID, enroute point, latitude/longitude, or Fix-Radial-Distance (FRD). EET/<position><time> or EET/<position1><time1><sp><position2><time2><sp><position3><time3> Example: **EET/CZEG0026** ➢ SEL/: Enter the SELCAL (Selective Calling) code for aircraft so equipped. This subfield is a free text field. Example: **SEL/ABCD** ➢ TYP/: Enter the aircraft type, if ZZZZ is entered into the Aircraft Type field. This subfield is a free text field. Example: **TYP/J2** ➢ CODE/: Enter the aircraft address, which is expressed in the form of an alphanumerical code of six hexadecimal characters. Example: **CODE/AC82EC** ➢ DLE/: Enter the en-route delay or holding at significant point(s) on the route. If multiple delay points may be included, they must be separated by a space. DLE/<significant point>HHMM or DLE/<significant point>HHMM<space><significant point>HHMM. The <significant point> can be one of the following formats: ➢ 3-4 alphanumeric airport identifier	

ICAO FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**
	➢ 2-5 alphanumeric significant point ➢ 11 character latitude longitude in the format aabbAcccddB ➢ aa is degrees latitude in the range 00-90 ➢ bb is minutes latitude in the range 00-59 ➢ ccc is degrees longitude in the range 000-180 ➢ dd is minutes longitude in the range 00-59 ➢ A is either N or S (North or South) ➢ B is either E or W (East or West) ➢ 9-11 alphanumeric fix-radial-distance in the format (A)(A)AAAaaabbb, where parentheses denote optional characters ➢ (A)(A)AAA is 3-5 alphanumeric airport/heliport/NAVAID (excluding NDB)/waypoint identifier ➢ aaa is radial measure in degrees from North in the range 001-360 ➢ bbb is distance in nautical miles in the range 001-999 Example: **DLE/4449N07322W0045** ➢ OPR/: Enter the ICAO designator or name of the aircraft operating agency. This subfield is a free text field. Example: **OPR/MYAGENCY** ➢ ORGN/: Enter the originator's 8 letter AFTN address. Example: **ORGN/AFTNADDRESS** ➢ PER/: Enter the aircraft performance data. This subfield accepts one of the following codes: A, B, C, D, E, or H. Example: **PER/H** ➢ ALTN/: Enter the alternate airports of the flight plan when ZZZZ is entered into either of the alternate aerodrome field. Use the same rules as the DEP/ subfield. Example: **ALTN/KHGR** Example: **ALTN/4449N07322W** Example: **ALTN/HGR001024** ➢ RALT/: Enter the en-route alternate airports. Use the same rules as the DEP/ subfield. Example: **RALT/KHGR** Example: **RALT/4449N07322W** Example: **RALT/HGR001024** ➢ TALT/: Enter one take-off alternate aerodrome. Use the same rules as the DEP/ subfield. Example: **TALT/KHGR** Example: **TALT/4449N07322W** Example: **TALT/HGR001024** ➢ RIF/: Enter route details for a revised destination airport. This subfield is a free text field, but should follow the rules of the Route of Flight field. Example: **RIF/KHGR** ➢ RMK/: Enter any other plain language remarks for the flight plan. This subfield is a free text field. Example: **RMK/STUDENT PILOT** Refer to ICAO Flight Plan – Other Information Field for details.	
Supplementary Information		
• Fuel Endurance	• HHMM; where HHMM are 4 digits Example: **0530**	• File • Amend • Activate

ICAO FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**
• Persons on Board	• 1-30 alphanumeric characters, spaces, and backslash "\" Example: **1, TWO, 3\4**	• File • Amend • Activate
• Aircraft Color & Markings	• 1-500 alphanumeric characters, spaces, and colon ":" Example: **B:BE AND RED**	• N\A
Emergency Equipment		
Survival Equipment	• Select appropriate checkboxes for your aircraft	N/A
Emergency Radios	• Select appropriate checkboxes for your aircraft	N/A
Jackets	• Select appropriate checkboxes for your aircraft	N/A
Dinghies		
Number	• 1-2 digits Example: **01**	N/A
Capacity	• 1-3 digits Example: **003**	N/A
Covered	• Select if dinghies are covered	N/A
Color	• 1-20 alpha characters including spaces Example: **B**	N/A
Supplemental Remarks	• 1-500 alphanumeric characters, spaces, and colon ":" Example: **STUDENT: SOLO FLIGHT**	N/A
Pilot in Command	• 1-201 alphanumeric characters, spaces, and colon ":" Example: **Jones: 202 555 1111**	N/A
• Pilot Contact Information	• 1-200 characters Example: **JONES, (202) 555-1111** **HGR, (301) 555-2222**	• File • Amend • Activate

i. ICAO Flight Plan – Other Information Field

The Other Information field on the ICAO Flight Plan page can be used to record additional information about the flight plan that's not **documented** in the rest of the plan.

Information in the field is entered using one or more of the subfields shown below. Each subfield must be followed by the slash character "/" and cannot appear more than once in the field. In addition, the subfields must appear in the order shown below i.e. STS/ before PBN/ before NAV/ etc.

The entry "TYP/C172 RMK/THIS IS A REMARK" would be considered valid. The entry "RMK/THIS IS A REMARK TYP/C172" would be considered invalid because RMK cannot come before TYP. The entry "TYP/C172 TYP/C180 RMK/THIS IS A REMARK" would be considered invalid because TYP cannot appear more than once in the field.

- **Subfield Order**

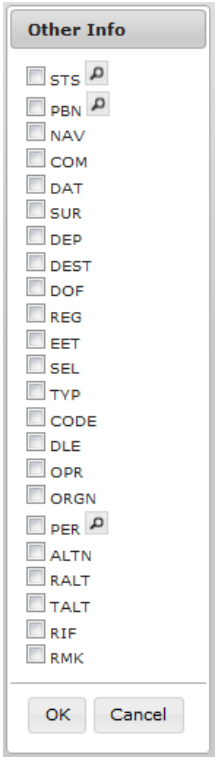
1. STS/	7. DEP/	13. TYP/	19. ALTN/
2. PBN/	8. DEST/	14. CODE/	20. RALT/
3. NAV/	9. DOF/	15. DLE/	21. TALT/
4. COM/	10. REG/	16. OPR/	22. RIF/

5. DAT/ 11. EET/ 17. ORGN/ 23. RMK/

6. SUR/ 12. SEL/ 18. PER/

➢ **The Other Information Helper Dialog**

To assist you with filling in the Other Information field, the Web site provides a helper dialog which is accessible by clicking on the icon next to the field. The helper dialog is shown below.



i. **The STS subfield**

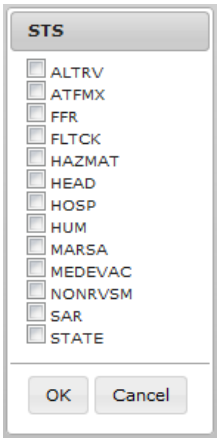
The STS subfield is used to record reasons for special handling of the flight plan by Air Traffic Services (ATS). The reasons are represented by the codes shown below. If more than one code is used, each code must be separated by a space. For example, the entry “STS/ALTRV ATFMX” would be considered valid while the entry “STS/ALTRVATFMX” would be considered invalid.

- ALTRV – This code indicates a flight operated in accordance with an altitude reservation.
- ATFMX – This code indicates a flight approved for exemption from the ATFM measures by the appropriate authority.
- FFR – The code indicates a fire-fighting flight.
- FLTCK – This code indicates a flight check for calibration of navigational aids.
- HAZMAT – This code indicates a flight carrying hazardous material.
- HEAD – This code indicates a flight with Head of State status.
- HOSP – This code indicates a medical flight declared by medical authorities.

- HUM – This code indicates a flight operating on a humanitarian mission.
- MARSA – This code indicates a flight for which a military entity assumes responsibility for separation of military aircraft.
- MEDEVAC – This code indicates a life critical medical emergency evacuation.
- NONRVSM – This code indicates a non-RVSM capable flight intending to operate in RVSM airspace.
- SAR – This code indicates a flight engaged in a search and rescue mission.
- STATE – This code indicates a flight engaged in military, customs, or police services.

➢ **The STS Helper Dialog**

To assist you with filling in the STS subfield, the Web site provides a helper dialog which is accessible by clicking on the icon next to the STS check box on the Other Information as shown below.



ii. **The PBN subfield**

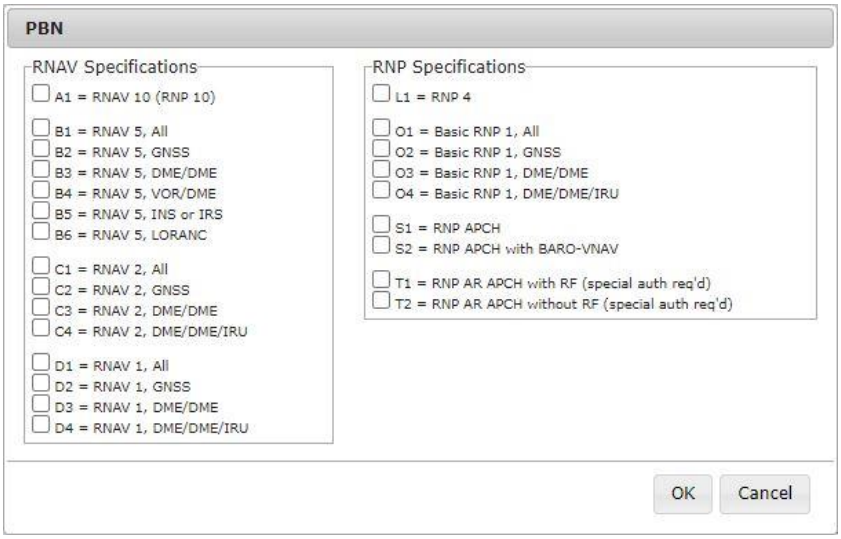
The PBN subfield is used to record RNAV and/or RNP capabilities. The capabilities are represented by the codes shown below.

A1	B4	C2	D2	O1	S1
B1	B5	C3	D3	O2	S2
B2	B6	C4	D4	O3	T1
B3	C1	D1	L1	O4	T2

If a PBN/ value is entered into the Other Information field, then the Aircraft Equipment value must contain “R”. Omitting PBN/ or “R” invalidates the flight plan.

➢ **The PBN Helper Dialog**

To assist you with filling in the PBN subfield, the Web site provides a helper dialog which is accessible by clicking on the icon next to the PBN check box on the Other Information as shown below.



iii. **The NAV subfield**

The NAV subfield is used to record significant data related to navigation equipment, other than that specified in PBN/ subfield, as required by the appropriate ATS authority.

The subfield accepts alphanumeric and spaces in free text.
If the Other Information field contains the NAV subfield, the Web site will insert the value Z into the Aircraft Equipment field. Omitting “Z” invalidates the flight plan.

iv. **The COM subfield**

The COM subfield is used to record communications applications or capabilities that are not specified in the Aircraft Equipment field.

The subfield accepts alphanumeric and spaces in free text.
If the Other Information field contains the COM subfield, the Web site will insert the value Z into the Aircraft Equipment field. Omitting “Z” invalidates the flight plan.

v. **The DAT subfield**

The DAT subfield is used to record data applications or capabilities that are not specified in the Aircraft Equipment field.

The subfield accepts alphanumeric and spaces in free text.
If the Other Information field contains the DAT subfield, the Web site will insert the value Z into the Aircraft Equipment field. Omitting “Z” invalidates the flight plan.

vi. **The SUR subfield**

The SUR subfield is used to record the surveillance capabilities of the aircraft not specified in the Surveillance Equipment field.

The subfield accepts alphanumeric and spaces in free text.

vii. **The DEP subfield**

The DEP subfield is used to record the departure of the flight plan. The subfield accepts the following formats:

- 3 – 4 alphanumeric FAA airport identifier

- 4 alphanumeric ICAO aerodrome identifier

- 2 – 5 alphanumeric significant point (Not allowed for IFR Flights with departure, destination, or an alternate in Alaska ARTCC.)

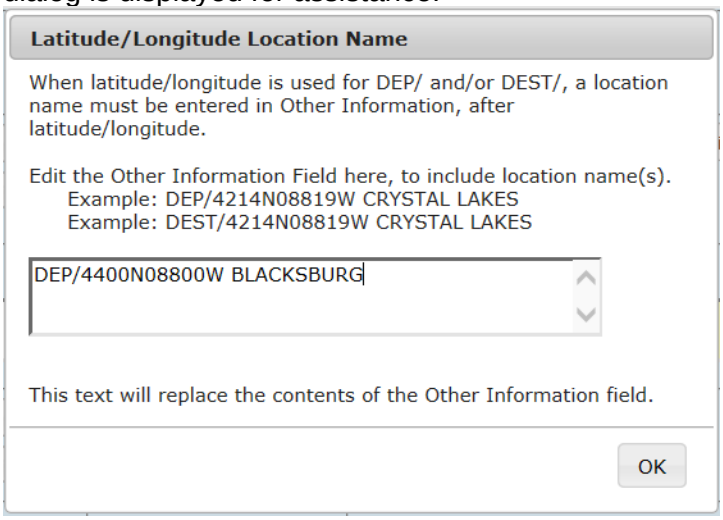
- 11 character latitude/longitude in the format aabbAcccddB

  - aa is degrees latitude in the range 00-90
  - bb is minutes latitude in the range 00-59
  - ccc is degrees longitude in the range 000-180
  - dd is minutes longitude in the range 00-59
  - A is either N or S (North or South)
  - B is either E or W (East or West)
- 9– 11 alphanumeric fix-radial-distance in the format (A)(A)AAAaaabbb, where parentheses denote optional characters
  - (A)(A)AAA is 3-5 alphanumeric airport/heliport/navaid (excluding NDB)/waypoint identifier, Alaska IFR flights may not use airports/heliports or waypoints in an FRD
  - aaa is radial measure in degrees from North in the range 001-360
  - bbb is distance in nautical miles in the range 001-999

If ZZZZ or AFIL is entered into the Departure Aerodrome field, then a location must be provided in DEP/ in the Other Information field. Omitting ZZZZ, AFIL or DEP/ invalidates the flight plan.

- **The Latitude/Longitude Location Name Dialog**

When a latitude/longitude value is entered in the DEP/ subfield a description of the location(s) must be provided after latitude/longitude. The following dialog is displayed for assistance:



For restrictions, refer to **Flight Planning Restrictions**.

viii. **The DEST subfield**

The DEST subfield is used to record the destination of the flight plan. The subfield accepts the following formats:

- 3 – 4 alphanumeric FAA airport identifier

- 4 alphanumeric ICAO aerodrome identifier

- 2 – 5 alphanumeric significant point (Not allowed for IFR Flights with departure, destination, or an alternate in Alaska ARTCC.)

- 11 character latitude/longitude in the format aabbAccddB

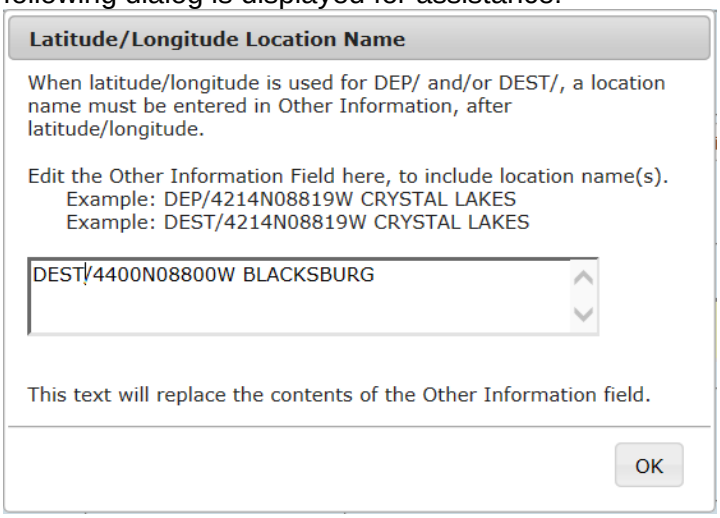
  - aa is degrees latitude in the range 00-90
  - bb is minutes latitude in the range 00-59
  - ccc is degrees longitude in the range 000-180
  - dd is minutes longitude in the range 00-59
  - A is either N or S (North or South)
  - B is either E or W (East or West)

- 9 – 11 alphanumeric fix-radial-distance in the format (A)(A)AAAaaabbb, where parentheses denote optional characters
  - (A)(A)AAA is 3-5 alphanumeric airport/heliport/navaid (excluding NDB)/waypoint identifier; Alaska IFR flights may not use airports/heliports or waypoints in an FRD.
  - aaa is radial measure in degrees from North in the range 001-360
  - bbb is distance in nautical miles in the range 001-999

If ZZZZ is entered into the Destination Aerodrome field, then a location must be provided in DEST/ in the Other Information field. Omitting either ZZZZ or DEST/ invalidates the flight plan.

➢ **The Latitude/Longitude Location Name Dialog**

When a latitude/longitude value is entered in the DEST/ subfield a description of the location(s) must be provided after latitude/longitude. The following dialog is displayed for assistance:



For restrictions, refer to **Flight Planning Restrictions**.

ix. **The DOF subfield**

The DOF subfield is used to record the date of the flight departure. The format is shown below.

- DOF/YYMMDD
  - YY = 00 to 99 and represents the last 2 digits of the year (example, the year 2012 would be represented as 12).
  - MM = 01 to 12 and is a 2 digit representation of the month.
  - DD = 01 to 31 and is a 2 digit representation of the day of the month.

If the Proposed Departure Time is more than 22.5 hours ahead of the current time, DOF subfield is required. The Web site will insert DOF/ into the Other Information field.

x. **The REG subfield**

The REG subfield is used to record the nationality or common mark and registration mark of the aircraft.

The subfield accepts alphanumeric and spaces in free text.

xi. **The EET subfield**

The EET subfield is used to record significant points or FIR boundary designators and accumulated estimated elapsed times from take-off to such points or FIR boundaries. The format is shown below.

EET/<position><time>

The EET subfield can be used to record multiple points or designators. Each point/designator and time is separated from the next point/designator and time by a space.

EET/<position1><time1><sp><position2><time2><sp><position3><time3>

Points and designators can be identified using FIR ID, enroute point, latitude/longitude, or Fix-Radial-Distance (FRD).

When reporting multiple positions in this subfield, the time values must be in increasing order from left to right and none of the EET times may equal or exceed the value in the Total Estimated Elapsed Time field.

When a file/amend/activate action is initiated for a flight that crosses into an international or oceanic FIR, the system will calculate the EET/ subfield elements. If the calculated EET/ subfield is different from the existing EET/ subfield, a dialog will pop up to allow the user to select one of them.

xii. **The SEL subfield**

The SEL subfield is used to record the SELCAL code for aircraft so equipped.

The subfield accepts alphanumeric and spaces in free text.

xiii. **The TYP subfield**

The TYP subfield is used to record the aircraft type.

The subfield accepts alphanumeric and spaces in free text.

xiv. **The CODE subfield**

The CODE subfield is used to record the aircraft address.

The subfield accepts alphanumeric and spaces in free text.

xv. **The DLE subfield**

The DLE subfield is used to record the en-route delay or holding at significant point(s) on the route of flight. The format is shown below.

DLE/<significant point>HHMM

The <significant point> can be one of the following formats:

- 3 – 4 alphanumeric FAA airport identifier
- 4 alphanumeric ICAO aerodrome identifier
- 2 – 5 alphanumeric significant point
- 11 character latitude/longitude in the format aabbAcccddB

- aa is degrees latitude in the range 00-90
- bb is minutes latitude in the range 00-59
- ccc is degrees longitude in the range 000-180
- dd is minutes longitude in the range 00-59
- A is either N or S (North or South)
- B is either E or W (East or West)

- 9 – 11 alphanumeric fix-radial-distance in the format (A)(A)AAAaaabbb, where parentheses denote optional characters
  - (A)(A)AAA is 3-5 alphanumeric airport/heliport/navaid (excluding NDB)/waypoint identifier
  - aaa is radial measure in degrees from North in the range 001-360
  - bbb is distance in nautical miles in the range 001-999
- HHMM is a 4 digit number that records the length of the delay in hours and minutes.
  - HH = 00 to 99, and MM = 00 to 59.

The DLE subfield can accept multiple significant points. If there are multiple points, each point has a delay time and is separated from the next point by a single space. The DLE token is not repeated. An example of the format is shown below:

DLE/<significant point>HHMM<space><significant point>HHMM

For restrictions, refer to **Flight Planning Restrictions**.

xvi. **The OPR subfield**

The OPR subfield is used to record the ICAO designator or name of the aircraft operating agency.

The subfield accepts alphanumeric and spaces in free text.

xvii. **The ORGN subfield**

The ORGN subfield is used to record the 8 letter AFTN address.

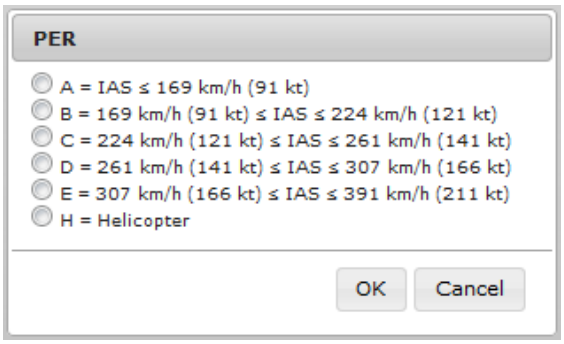
xviii. **The PER subfield**

The PER subfield is used to record aircraft performance data. The aircraft performance data are represented by the codes shown below.

The subfield accepts one of the following codes: A, B, C, D, E, or H.

- **PER Helper Dialog**

  To assist you with filling in the PER subfield, the Web site provides a helper dialog which is accessible by clicking on the icon next to the PER check box on the Other Information. The helper dialog is shown below.



xix. The ALTN subfield

The ALTN subfield is used to record alternate aerodromes.

The subfield accepts the following formats:

- 3 – 4 alphanumeric FAA airport identifier
- 4 alphanumeric ICAO aerodrome identifier
- 2 – 5 alphanumeric significant point (Not allowed for IFR Flights with departure, destination, or an alternate in Alaska ARTCC.)
- 11 character latitude/longitude in the format aabbAcccddB
  - aa is degrees latitude in the range 00-90
  - bb is minutes latitude in the range 00-59
  - ccc is degrees longitude in the range 000-180
  - dd is minutes longitude in the range 00-59
  - A is either N or S (North or South)
  - B is either E or W (East or West)
- 9 – 11 alphanumeric fix-radial-distance in the format (A)(A)AAAaaabbb, where parentheses denote optional characters
  - (A)(A)AAA is 3-5 alphanumeric airport/heliport/navaid (excluding NDB)/waypoint identifier; Alaska IFR flights may not use airports/heliports or waypoints in an FRD.
  - aaa is radial measure in degrees from North in the range 001-360
  - bbb is distance in nautical miles in the range 001-999

If ZZZZ is entered into either Alternate Aerodrome 1 or 2 fields, then a location must be provided in ALTN/ in the Other Information field. Omitting either ZZZZ or ALTN/ invalidates the flight plan.

The maximum number of entries in alternate aerodromes is 2. If there are two entries, each alternate is separated by a single space, and the ALTN/ subfield is not repeated.

An example of the format is shown below.

ALTN/KGAI KHGR

For restrictions, refer to **Flight Planning Restrictions**.

xx. The RALT subfield

The RALT subfield is used to record en-route alternate aerodromes.

The subfield accepts the following formats:

- 3 – 4 alphanumeric FAA airport identifier
- 4 alphanumeric ICAO aerodrome identifier
- 2 – 5 alphanumeric significant point
- 11 character latitude/longitude in the format aabbAcccddB
  - aa is degrees latitude in the range 00-90
  - bb is minutes latitude in the range 00-59
  - ccc is degrees longitude in the range 000-180

- dd is minutes longitude in the range 00-59
- A is either N or S (North or South)
- B is either E or W (East or West)

- 9 – 11 alphanumeric fix-radial-distance in the format (A)(A)AAAaaabbb, where parentheses denote optional characters
  - (A)(A)AAA is 3-5 alphanumeric airport/heliport/navaid (excluding NDB)/waypoint identifier
  - aaa is radial measure in degrees from North in the range 001-360
  - bbb is distance in nautical miles in the range 001-999

If there are multiple en-route alternate aerodromes, each alternate is separated by a single space, and the RALT token is not repeated.

An example of the format is shown below.

RALT/KGAI KHGR

For restrictions, refer to **Flight Planning Restrictions**.

xxi. The TALT subfield

The TALT subfield is used to record one take-off alternate aerodrome.

The subfield accepts the following formats:

- 3 – 4 alphanumeric FAA airport identifier
- 4 alphanumeric ICAO aerodrome identifier
- 2 – 5 alphanumeric significant point
- 11 character latitude/longitude in the format aabbAcccddB
  - aa is degrees latitude in the range 00-90
  - bb is minutes latitude in the range 00-59
  - ccc is degrees longitude in the range 000-180
  - dd is minutes longitude in the range 00-59
  - A is either N or S (North or South)
  - B is either E or W (East or West)
- 9 – 11 alphanumeric fix-radial-distance in the format (A)(A)AAAaaabbb, where parentheses denote optional characters
  - (A)(A)AAA is 3-5 alphanumeric airport/heliport/navaid (excluding NDB)/waypoint identifier
  - aaa is radial measure in degrees from North in the range 001-360
  - bbb is distance in nautical miles in the range 001-999

For restrictions, refer to **Flight Planning Restrictions**.

xxii. The RIF subfield

The RIF subfield is used to record route details to a revised destination aerodrome. The subfield accepts alphanumeric and spaces in free text and may not contain non-navigable items such as Remote Communications Outlets (RCOs) or weather station identifiers.

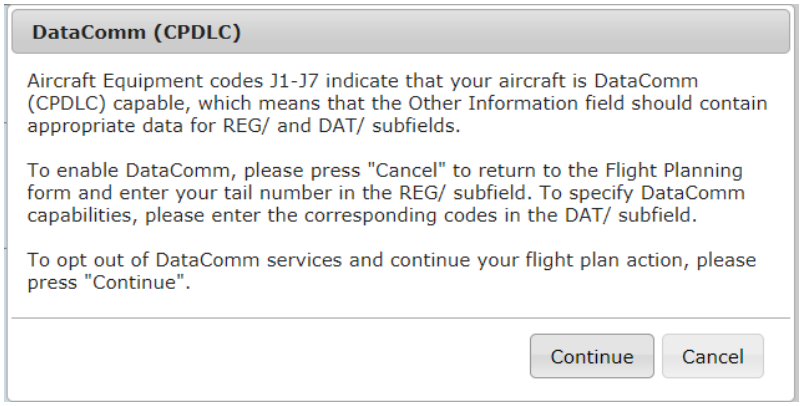
xxiii. The RMK subfield

The RMK subfield is used to record any other plain language remarks when required by the appropriate ATS authority or deemed necessary.

The subfield accepts alphanumeric and spaces in free text.

The RMK subfield will be reordered when a flight action is taken. When FRC <TEC Route> is present it always will be reordered to the first element in the Other Information field following RMK/. If ADIZ is also present, it will be the second element following FRC <TEC Route>. When ADIZ is present without FRC <Tec Route>, it will be the first element in the Other Information field.

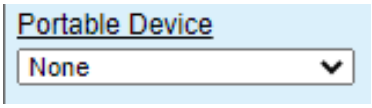
DataComm (CPDLC) Dialog:
Applicable to IFR flight plans, when Aircraft Equipment contains a J-Code (J1-J7) and Other Information does not contain REG/ data, clicking on File/Amend/Activate button will bring up a DataComm (CPDLC) dialog. Through this dialog, the user can elect to enable and select the types, or opt out of DataComm services.



c. Advanced Services

If more than one Special Device has been added from the Advanced Services Dashboard, the Portable Device section will be displayed on the flight plan form.

Reference **Advanced Services Dashboard** for further information.



If the Aircraft selected is equipped with a Position Reporting Device and this special device is set in the Aircraft tab in Account page, then the Portable Device field will not be visible; instead the special device in the aircraft will be used for position reporting.

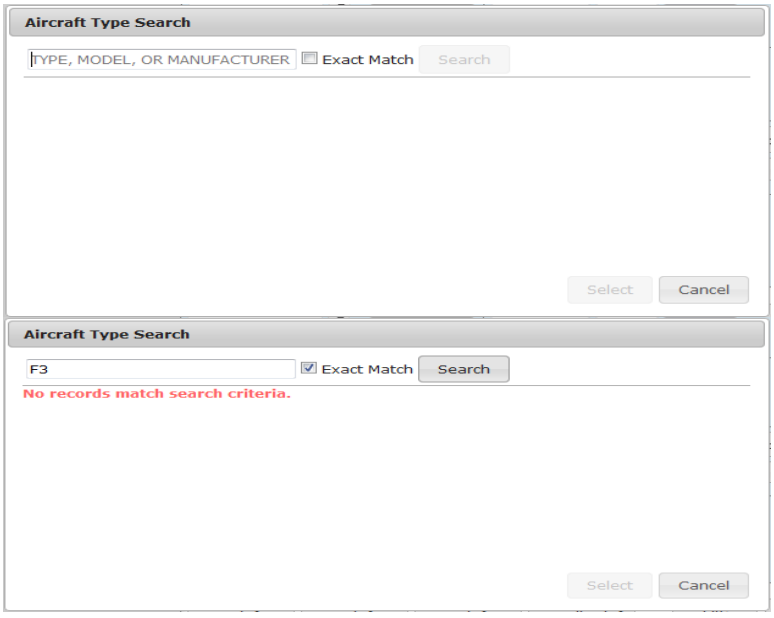
d. Flight Plan Helper Menu and Dialogs

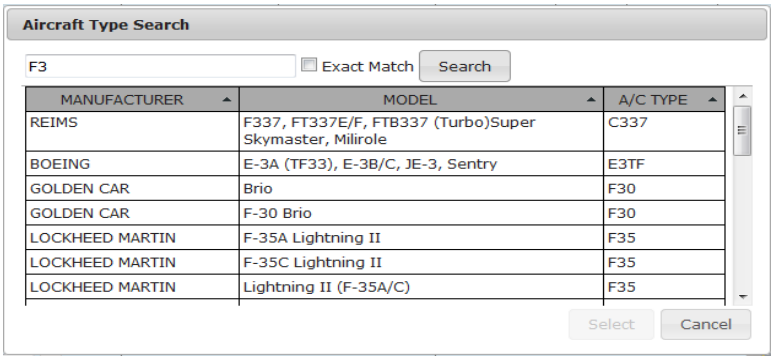
i. Domestic Flight Plan Form

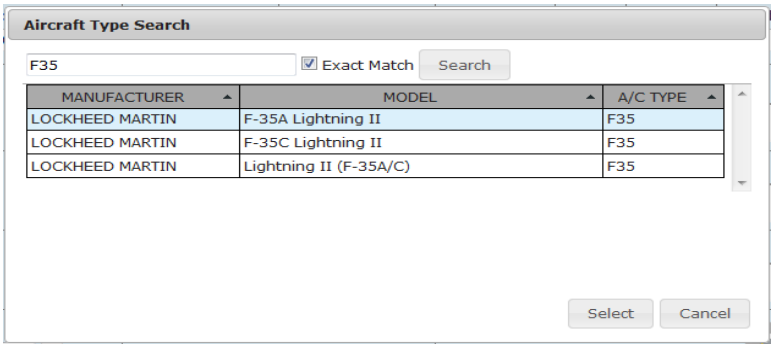
- Aircraft Type – Aircraft Type Search

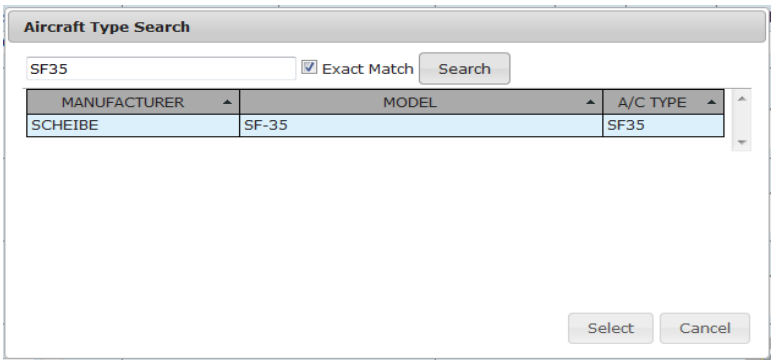
  This helper dialog lets the pilot enter a minimum of two alphanumeric characters to search and select Aircraft.

  Enter characters in the Aircraft Type text box on the FP form and click on . The helper dialog opens with the Exact Match checkbox deselected by default. Selecting the Exact Match will narrow the search results. If no match is found, the following message is displayed "No records match search criteria". In that case, deselect the Exact Match checkbox and initiate another search by clicking on the Search button. The search result is sorted by default on A/C type.
  If the helper dialog is opened with no text in the Aircraft Type field, the search box displays "TYPE, MODEL, OR MANUFACTURER", and the Exact Match checkbox will not be checked by default.



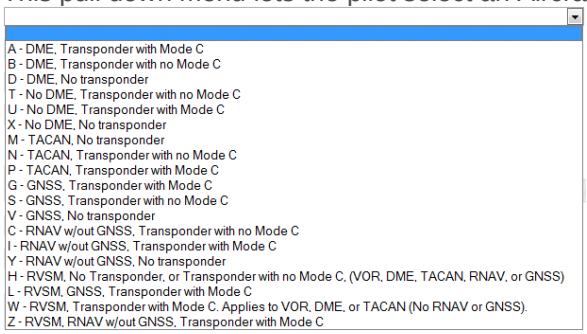






- Aircraft Equipment

  This pull down menu lets the pilot select an Aircraft Equipment.



- Departure Point , Destination Point, Alternate Airport, Alternate Airport 2 – Departure/Destination/Alternates

  This helper dialog lets the pilot enter a minimum of two alphanumeric characters to search by following:
  - Airport ID
  - Heliport ID
  - NavAid ID (Not available for Alternates or from Airports Page)

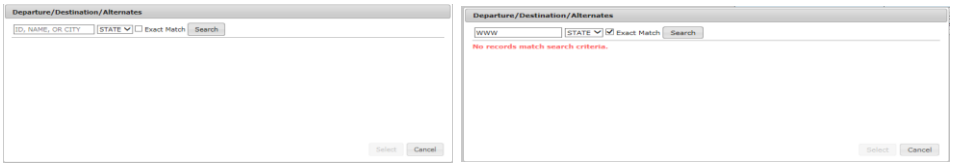
- Waypoints ID (Not available for Alternates or from Airports Page)
- Name
- City

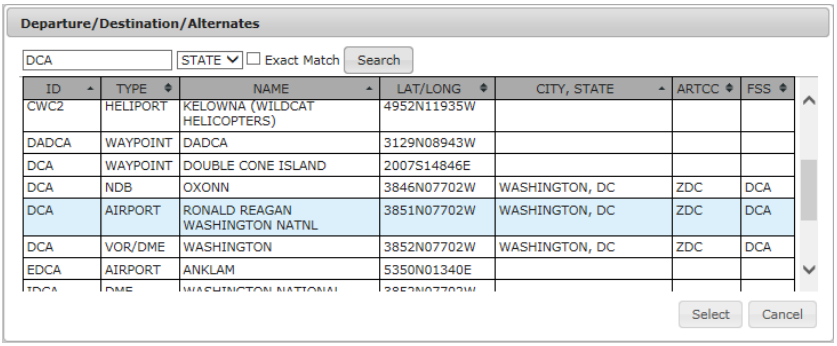
Enter characters in the text box on the FP form and click on Departure/Destination/Alternates button. The helper dialog opens with the Exact Match checkbox deselected by default. Selecting Exact Match checkbox will narrow the search results.

If no match is found, the following message is displayed "No records match search criteria". In that case, deselect the Exact Match checkbox and initiate another search by clicking on the Search button.

If the helper dialog is opened with no text in the FP form field, the search box displays "ID, Name, or City", and the Exact Match checkbox will not be checked by default.

For Airports, Heliports, and NavAid, the Departure/Destination/Alternates results will display the tie-in ARTCC and the tie-in FSS, if available.





➢ Aircraft Color

This helper dialog lets the pilot select one or more Aircraft Color.

➢ Airport Info

When Airport Info button is clicked, the Airport Information Page, if available, is opened in a separate window for the requested airport. Reference **Airports Page** for description of the information available.

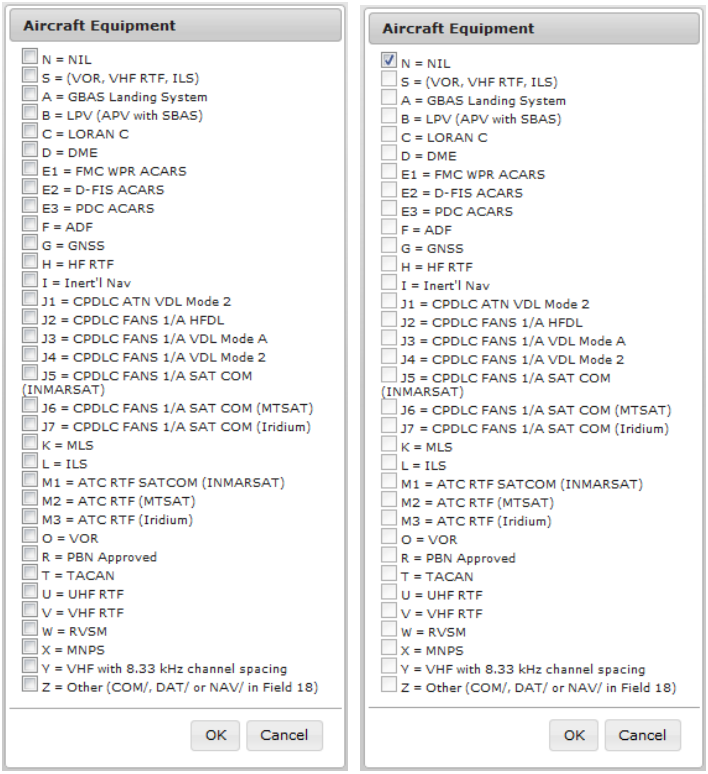
If your browser is configured to block popups and www.1800wxbrief.com is not on your list of websites with popups allowed, you will see the “Request Complete” dialog below. Clicking on “OK” will allow the popup to appear. To allow this popup to appear without the “Request Complete” dialog, add www.1800wxbrief.com to your list of websites where popups are allowed.

ii. ICAO Flight Plan Form

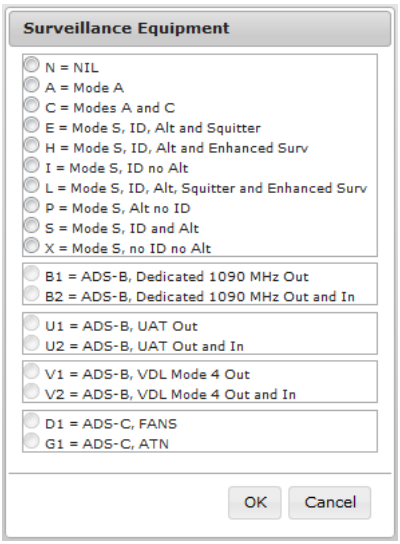
- Aircraft Type
  Reference **Domestic Flight Plan Form**, Aircraft Type Search above.

- Wake Turbulence
  If available, the Wake Turbulence will be automatically populated based on the Aircraft Type.

- Aircraft Equipment
  This helper dialog lets the pilot select one or more Aircraft Equipment. If N = NIL is selected the rest of the options are disabled.



- Surveillance Equipment
  This helper dialog lets the pilot select one or more Surveillance Equipment. If N = NIL is selected the rest of the options are disabled.



- Departure, Destination, Alternate 1, Alternate 2 –
  Departure/Destination/Alternates Reference **Domestic Flight Plan Form**, Departure/Destination/Alternates above

- Other Information
  Reference **ICAO Flight Plan – Other Information Field** for details.

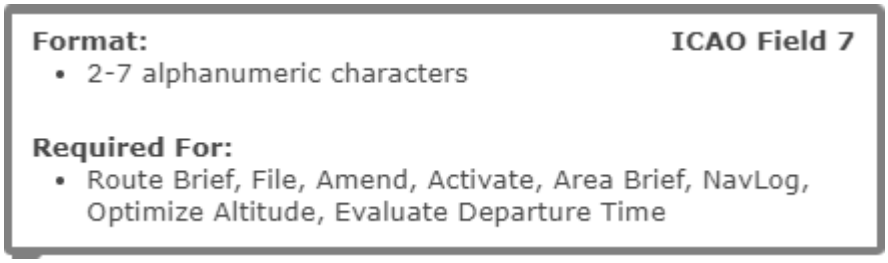
- Aircraft Color & Markings
  This helper dialog lets the pilot select one or more Aircraft Color & Markings.
  Reference **Domestic Flight Plan Form**, Aircraft Color above.

- Airport Info
  Reference **Domestic Flight Plan Form**, Aircraft Info above.
  On the ICAO form, if ZZZZ is entered into the Departure field, then the DEP/ subfield value in the Other Information field will be used for Airport Info. If ZZZZ is entered into the Destination field, then the DEST/ subfield value in the Other Information field will be used for Airport Info. If ZZZZ is entered into the Alternate1 field, then the first value after the ALTN/ subfield in the Other Information field will be used for Airport Info. If ZZZZ is entered into the Alternate2 field, then the second value after the ALTN/ subfield in the Other Information field will be used for Airport Info.

e. Flight Plan Hover Text and Field Help Dialogs

If the mouse cursor is positioned over a Flight Plan field, then the hover text associated with that field will be displayed. The hover text provides general validation rules for the field and also indicates whether the field is required for any

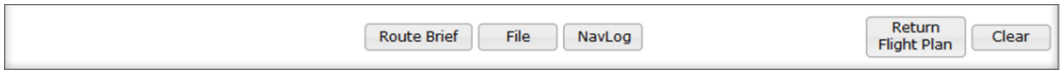
Flight Plan actions. For the ICAO Flight Plan form, any field that maps to an ICAO field has the associated ICAO field number included in the hover text.



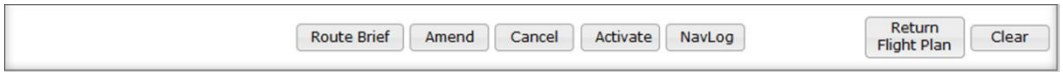
Each Flight Plan field is a link which, upon being clicked on, will bring up a helper text dialog. The helper text provides detailed validation rules for the field and also indicates whether the field is required for any Flight Plan actions. For the ICAO Flight Plan form, any field that maps to an ICAO field has the associated ICAO field number included in the helper text dialog title bar.

f. Flight Plan Functions

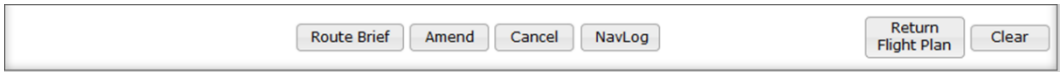
i. The following flight plan functions are available on the flight plan forms.



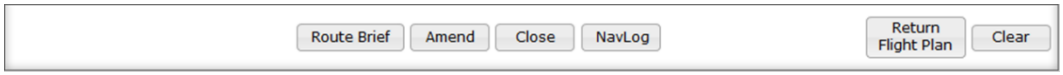
ii. The following flight plan functions are available on flight plan forms for VFR flight plans that have been filed.



iii. The following flight plan functions are available on flight plan forms for IFR flight plans that have been filed.



iv. The following flight plan functions are available on flight plan forms for VFR flight plans that have been activated.



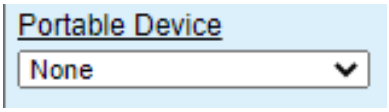
For details on Flight Activation, reference **Activating a Proposed VFR Flight Plan**.

For restrictions, refer to **Flight Planning Restrictions.**

v. Flight Plan Alerts and Notifications

In order to setup Alerts and Notifications, the Alerts and Notifications Contact Information section must be saved in your profile by navigating to Dashboard -> Advanced Services Dashboard.

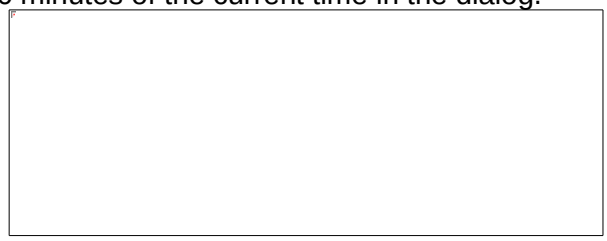
If more than one Special Device is added from the Advanced Services Dashboard, the Portable Device section will be displayed on the flight plan form.



If the Aircraft selected is equipped with a Position Reporting Device and this special device is set in the Aircraft tab in Account page, then the Portable Device field will not be visible; instead the special device in the aircraft will be used for position reporting.

g. Activating a Proposed VFR Flight Plan

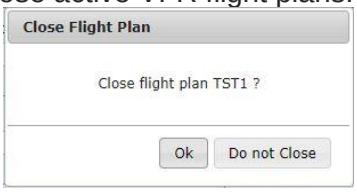
Proposed VFR flights can be activated from either the Dashboard page or the Plan & Brief Page. Once a VFR flight plan has been activated, the user must close the active flight within 30 minutes of their estimated arrival time, or be subjected to Search and Rescue (SAR) procedures at ETA + 30 minutes.
When a user clicks on the OK button, the VFR flight plan is validated. The user will be redirected to the Flight Plan & Briefing page if there are validation errors. If no errors exist, an activation popup allows the user to change the Activation time (HHMM) to +/- 30 minutes of the current time in the dialog.



For restrictions, refer to **Flight Planning Restrictions**.

h. Closing an Active VFR Flight Plan

Select the Close button to close active VFR flight plans.

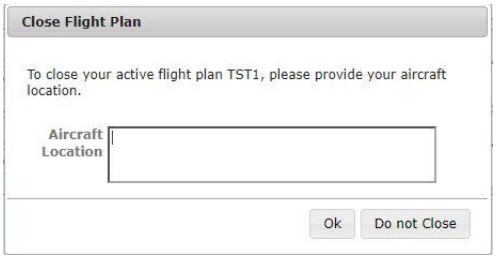


If the user clicks on the OK button on the Close Flight Plan dialog, the following actions occur:

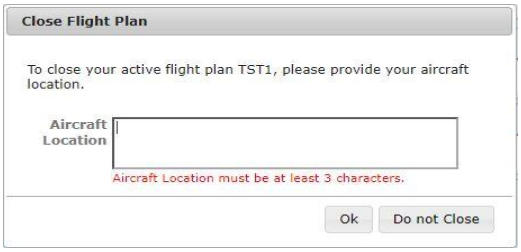
- The confirmation dialog is closed, and
- The flight plan is closed and removed from the list on the Dashboard page.

If the user presses the Do not Close button on the Close Flight Plan dialog, the confirmation dialog is closed and no action is performed.

If the flight plan is in an overdue state, the pilot will be prompted to provide the aircraft location and select the OK button in the dialog.



The Aircraft Location field requires at least 3 characters in length, otherwise the message “Aircraft Location must be at least 3 characters.” is displayed.



i. Route of Flight Validations

i. In the Route of Flight field, if the first route element is same as the departure airport and a NAVAID, the NAVAID will be retained in the route. Similarly, if the last route element is same as the destination airport and a NAVAID, the NAVAID will be retained in the route.
ii. All consecutive duplicate route elements will be removed.
iii. The route of flight field may not contain non-navigable items such as Remote Communications Outlets (RCOs) or weather station identifiers.
iv. If equipage data is provided in the flight plan, it will be validated accordingly and if it is invalid, an error message will be displayed.
v. If the aircraft type and equipage do not qualify for the SID/STAR provided in the route, an error message will be displayed.

j. Flight Planning Restrictions

i. If a Flight Plan intersects the DC SFRA or the DC FRZ, one of the following messages may be displayed.
   - For Filing or Amending VFR Flight Plans intersecting DC SFRA:
     - Your proposed VFR flight plan intersects the DC SFRA. You must either change to an IFR Flight Plan with an Altitude of “VFR/NNN” (where NNN is hundreds of feet), or file with a Leidos Flight Service Specialist (800-WX-BRIEF).
   - For Filing or Amending VFR Flight Plans intersecting the DC FRZ:
     - Your proposed flight plan intersects the DC FRZ. You must file with a Washington Center Flight Data Specialist (703-771-3476)
   - For Activating VFR Flight Plans intersecting the DC SFRA:
     - Your proposed flight plan intersects the DC SFRA. You must activate with a Leidos Flight Service Specialist (800-WX-BRIEF).
   - For Activating VFR Flight Plans intersecting the DC FRZ:
     - Your proposed flight plan intersects the DC FRZ. You must activate with a Washington Center Flight Data Specialist (703-771-3476).

ii. IFR Flight Plans cannot be amended or cancelled within a cutoff time. The cutoff time is determined based on the ARTCC where the departure location belongs to. For a departure in Guam ARTCC, the message will display Honolulu as the ARTCC name. For a departure from another country, the message will display non-US as the ARTCC name. Refer to the table below for the cutoff time corresponding to the ARTCC name.

ARTCC	Filer Lockout Time (Minutes)
Albuquerque	46
Anchorage	43
Atlanta	46
Boston	55
Chicago	46
Cleveland	46
Denver	46
Fort Worth	46
Guam (OFDPS)	22.5 Hours
Honolulu (OFDPS)	22.5 Hours
Houston	46
Indianapolis	61
Jacksonville	46
Kansas City	46
Los Angeles	46
Memphis	46
Miami	46
Minneapolis	46
New York	61
Oakland	46
Salt Lake City	46
San Juan	46
Seattle	46
Washington	46

- The following message will be displayed if a user tries to amend such an IFR flight plan
  - Amendment of an IFR flight plan departing <ARTCC name> ARTCC airspace is not allowed within <cutoff time> of ETD. Please contact a Leidos Flight Service Specialist (800-WX-BRIEF) for assistance.
- The following message will be displayed if a user tries to cancel such an IFR flight plan.
  - Cancellation of an IFR flight plan departing <ARTCC name> ARTCC airspace is not allowed within <cutoff time> of ETD. Please contact a Leidos Flight Service Specialist (800-WX-BRIEF) for assistance.

iii. IFR Flight Plans cannot be activated.
- The Activate button is not presented for IFR flight plans.

iv. For Domestic IFR/MIFR and ICAO IFR round-robin flight plans, a route element is required.

- If the route field is empty, a fix-radial-distance (FRD) point will be added to the route and the prefix “FRC” will be added to the remarks field.
  - For Domestic, the FRD format will be “<DEP>001001”
  - For ICAO the format will be “DCT <DEP>001001 DCT”

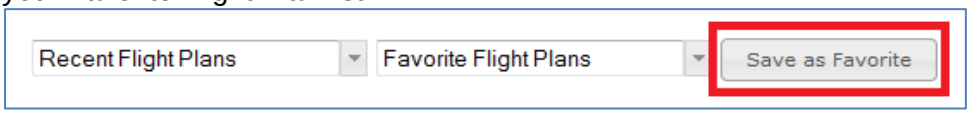
Note this is applicable for departure/destination airport/heliport/NAVAID/waypoint fixes.

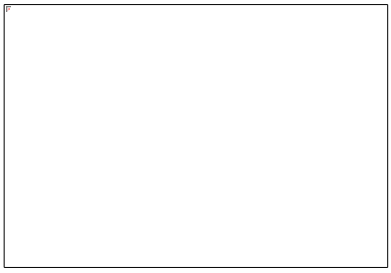
v. Flights that depart from within an allowable foreign airspace or intersect foreign airspace must be filed as an ICAO flight plan.
   - The exception to this, are flights that depart from Canadian airspace; they must be filed as ICAO IFR flight plans.
   - The following countries are considered allowable foreign departure locations: Canada, Mexico, Puerto Rico, Bahamas, Pacific Rim, Turks & Caicos, and US Virgin Islands.

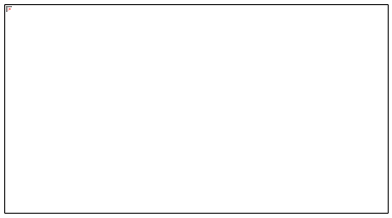
vi. An ICAO IFR flight plan that exactly matches all of the following data of an existing filed flight plan will not be allowed to be filed: aircraft ID, departure, departure date & time, route of flight, and destination.
   - The following message will be displayed if a user attempts to file a duplicate flight plan:
     - We detected a duplicate Flight Plan in our system filed on <date> at <time>. Duplicate flight plans will be rejected by ATC. This flight plan must be modified in order to file.

k. Recent and Flight Planning Lists

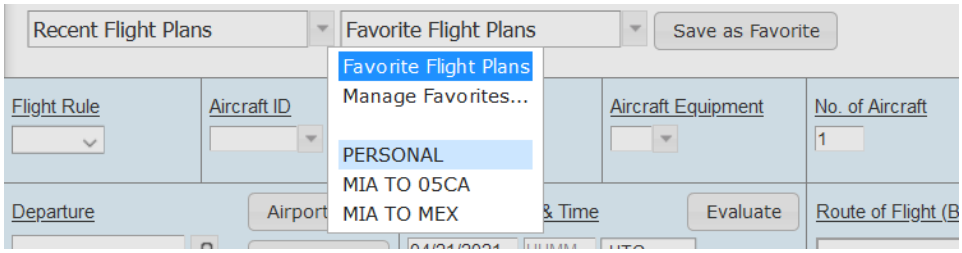
Fill out the Flight Plan form and click on the Save As Favorite button to be added to your Favorite Flight Plan list.

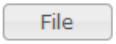






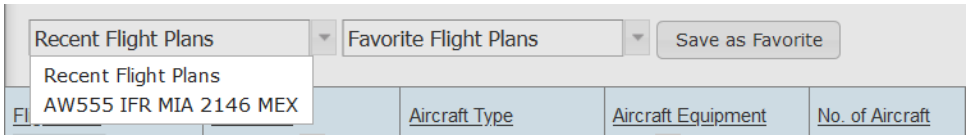
Once added, Personal or Shared Favorite Flight Plans are available to be selected from the pull down menu.



Fill out the Flight Plan form and click on the 

button to be added to your Recent Flight Plan list. Up to 30 Flight Plans that have been filed recently will get

added to the Recent Flight Plans which are available to be selected from the pull down menu.



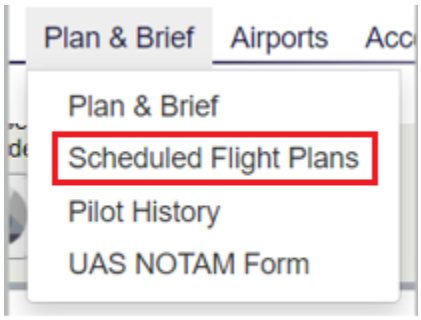
I. Pre-Stored Flight Plans (Scheduled Flight Plans)

The Pilot Web Pre-Stored Flight Plan (PSFP) feature is only available to operators who have entered into a Letter of Agreement with Leidos Flight Service per FAA Order 7210.3 13-4-1. A PSFP may be applicable when an operator intends to make two or more identical flights per week. The PSFP is a stored and automatically filed flight plan that reoccurs on a scheduled basis for a pre-determined or indefinite amount of time.

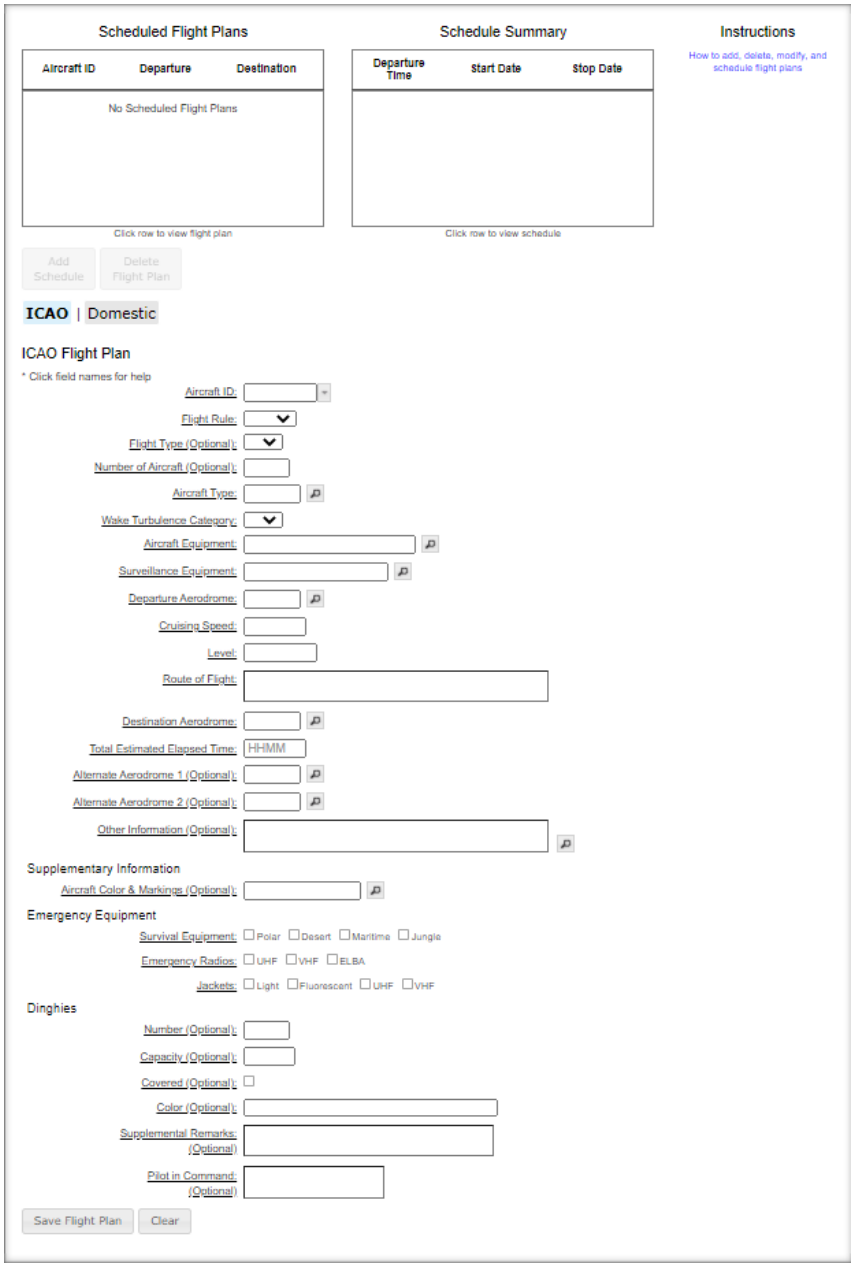
For additional information or activation of this feature through your Pilot Web account, please contact the appropriate Service Area Plans & Procedures Department:

- Eastern Service Area: 703-723-4588 / 703-726-4447 or email R-AFSS-PPS-ESA@leidos.com
- Central Service Area: 817-541-3462 / 817-541-3461 or email R-AFSS-PPS-CSA@leidos.com
- Western Service Area: 928-583-6111 or email R-AFSS-PPS-WSA@leidos.com

The Scheduled Flight Plans page is used to view and manage Pre-Stored Flight plans. It may be selected by navigating to the Plan & Brief menu item and selecting “Scheduled Flight Plans”.



When the Scheduled Flight Plans page is selected, the following page is displayed:



Operators are able to create flight plans and then add schedules for that flight plan using this interface. Each flight plan must have at least one schedule.

i. Scheduled Flight Plans Area
The Scheduled Flight Plan Area lists a summary of the operator's scheduled flight plans.

Selecting a plan from the list allows the operator to edit or view the details of the plan and the plan's schedules. Selecting a plan in the list will cause the plan to be populated in the Flight Plan Area as well as its schedules to be populated in the Schedule Summary Area.

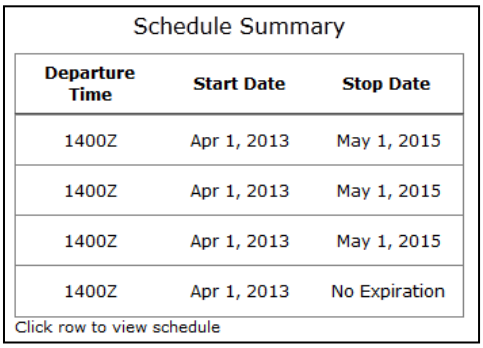
The Delete Flight Plan button is enabled when a scheduled flight plan has been selected. When the Delete Flight Plan button is clicked a confirmation dialog appears with buttons OK and Cancel.

- If OK is selected, the confirmation dialog will close, the flight plan will be removed from the Scheduled Flight Plan table, all associated schedules will be removed from the Schedule Summary Area and the plan is deleted.
  If the flight plan is successfully deleted, a dialog appears with the message "Scheduled flight plan was deleted." If the deletion is unsuccessful, a dialog appears with the message "Unable to delete selected flight plan. Please retry or refresh the web browser. If the problem persists, please contact a Leidos Flight Service Specialist (800-WX-BRIEF) for assistance."
- If Cancel is selected, the confirmation dialog will close and no changes are made to the plan.

Select the Add Schedule button to create a new schedule. The Add Schedule button is enabled when a scheduled flight plan has been selected. When the Add Schedule button is clicked the flight plan form is validated and if the flight plan form validation succeeds, the plan and schedules are saved.

ii. Schedule Summary Area

The Scheduled Summary Area provides a summary of the schedules associated with the plan selected in the Scheduled Flight Plans Area.



Selecting a schedule from the list will cause the Schedule Dialog (reference section Schedule Dialog) to be opened. The dialog will be populated with the schedule details for the row selected.

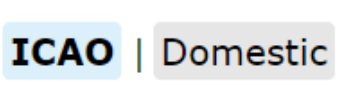
iii. Flight Plan Area

The flight plan area allows operators to enter or modify a flight plan to be scheduled.

Note: Values on a new flight plan mask, including the Aircraft ID, will be populated from the user's primary aircraft profile.

- Switching Between Form Types

  Flight plans can be entered using a ICAO or Domestic flight plan mask. Operators can switch between the different flight plan masks by selecting the desired form using the buttons below:

  The Flight Plan Template Switch Buttons are displayed above the Flight Plan template area. The selected Flight Plan template is highlighted with a light blue color. The image above shows what would be displayed when “ICAO” is selected.

  If a flight plan is selected from the Scheduled Flight Plans area, the Flight Template Switch Buttons are all disabled to prevent the user from changing the flight plan type. Operators may clear the selection using the “Clear” button. If a flight plan is not selected in the table, the button associated with the currently displayed template is disabled. Otherwise, the buttons are enabled.

  If a user presses a template switch button while the template for another flight plan type is displayed, the newly selected switch button will have a background highlighted in blue, and the button associated with the original template will have a grey background. Note that data is not transferred between template switches but the user’s entries on each template are maintained until the form is saved or cleared.

  All flight plan masks have 2 buttons below the mask “Save Flight Plan” and “Clear”.

- Saving Scheduled Flight Plans

  After selecting a flight plan mask and populating the flight plan mask or updating an existing flight plan mask, press the Save Flight Plan button.

  For a pre-store flight plan to be saved the following fields are required:

  - For Domestic FP:
    Flight Rules, Aircraft Id, Aircraft Type, Aircraft Equipment, Airspeed, Departure, Altitude, Destination, Estimated Time Enroute, Aircraft Color
  - For an ICAO FP:
    Aircraft ID, Flight Rule, Aircraft Type, Wake Turbulence Category, Aircraft Equipment, Surveillance Equipment, Departure Aerodrome, Cruising Speed, Level, Route of Flight, Destination Aerodrome, Total Estimated Elapsed Time

  When the Save Flight Plan button is pressed, the new or modified scheduled flight plan is validated. Saving a scheduled flight plan will follow the same validation

process and error responses as filing a flight plan on the Flight Planning and Briefing Page. Reference **Flight Planning Restrictions** for additional error conditions and required dialog responses relating to route validation, SFRA/FRZ penetration, Canadian departures, and altitude conflicts.

If the flight plan fails validation, a dialog appears with either the general error message “There are errors in the submitted data.” or a specific error message related to restrictions mentioned above. Additionally, an error message will appear below each field causing the validation failure. If the required fields are not populated, an error message in red text beneath each missing field, “Required” is displayed. If any of the submitted entries do not pass validation, “Invalid” in red text beneath each invalid field is displayed.

For a new flight plan with no schedules, if all of the required fields are populated and pass validation, the blank Schedule Dialog window is displayed. Saving a valid schedule through the dialog will also save the flight plan.

For a new or modified flight plan with schedules, if all of the required fields are populated and validation is successful, the scheduled flight plan is saved and a success dialog with title “Confirmation” and button “OK” is opened containing the message “Scheduled flight plan was updated”.

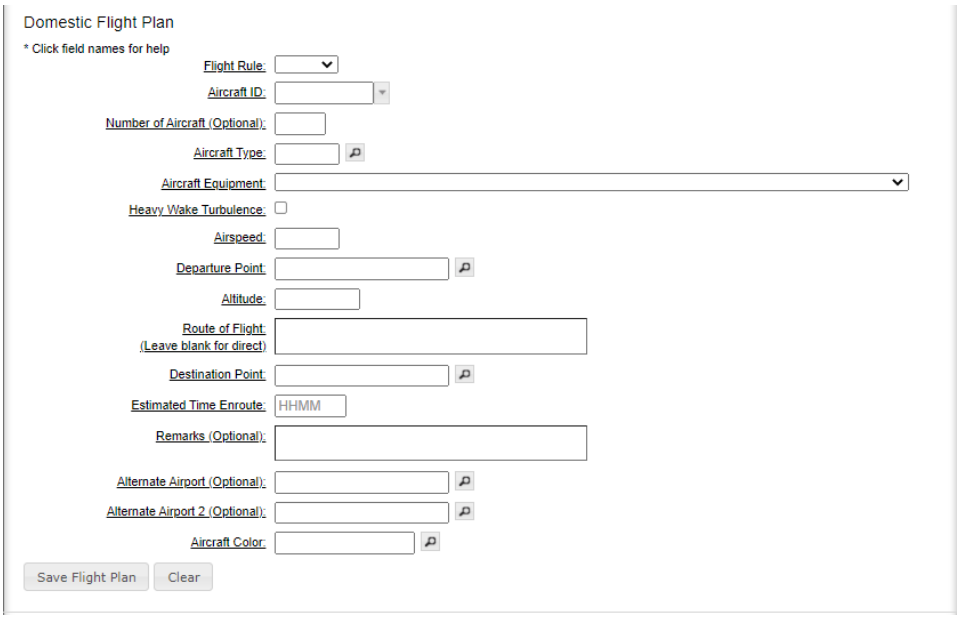
- Clearing The Flight Plan Mask
  To clear the Flight plan currently displayed in the flight plan mask, select the Clear button.

  If the user presses the Clear button when there is no selected flight plan, a default flight plan template is displayed.

  If there is a selected flight plan and the currently displayed flight plan template have fields that have been changed by the user since the last save, a confirmation dialog with the message “Flight Plan changes have not been saved. Discard changes?” and two buttons: OK and Cancel is displayed. If the OK button is pressed, the scheduled plan list selection is cleared, and a default flight plan template is displayed. If the Cancel button is selected, the Clear Flight Plan dialog is closed and there are no changes to the displayed flight plan template.

  If there have been no changes to the fields since the last save, the scheduled plan list selection is cleared and displays a default flight plan template.

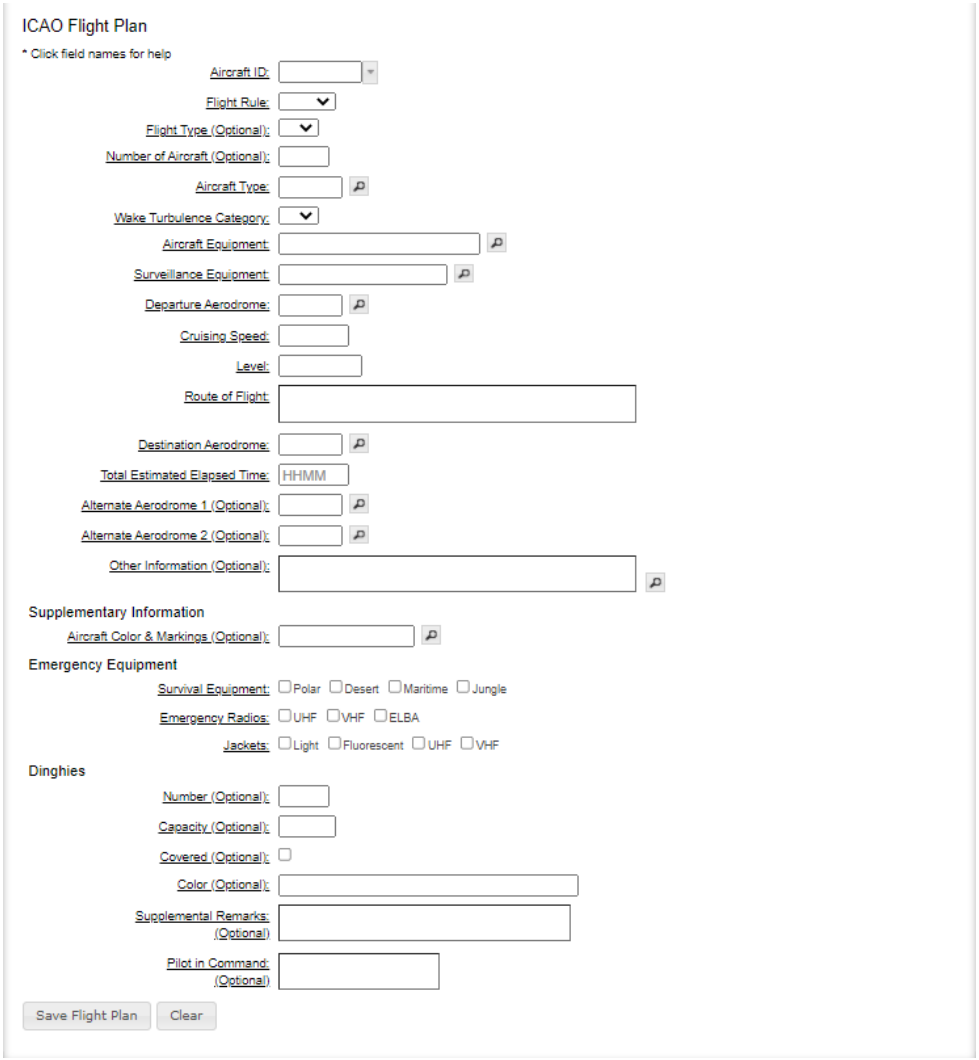
  Note that in all cases, the default flight template will be of the same type as the previously displayed flight plan template. So if the previously displayed flight plan is domestic, a default domestic flight plan template is displayed.
- Domestic Mask
  When the Domestic flight plan mask is selected, the flight plan mask below will be displayed.



Refer to section 7.1.a for Domestic Flight Plan Form validation rules.

Note that placing the mouse over a field label or clicking on the field label will also display the validation rules for that field.

- ICAO Mask
  When the ICAO flight plan mask is selected, the flight plan mask below will be displayed.

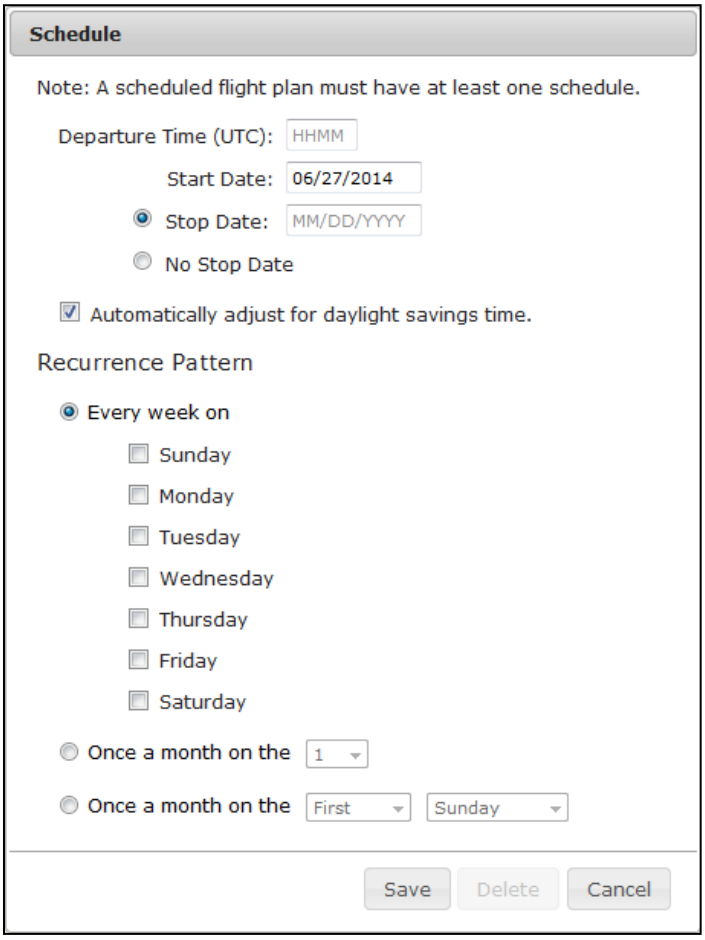


Refer to section 7.1.b for ICAO Flight Plan Form validation rules.

Note that placing the mouse over a field label or clicking on the field label will also display the validation rules for that field.

iv. Schedule Dialog

The Schedule Dialog allows a pilot to add, view, modify, and delete schedules for scheduled flight plans. This dialog is displayed whenever the user selects an existing schedule to edit or clicks the “Add Schedule” button in the Scheduled Flight Plan Area.



Each scheduled flight plan must have at least one schedule. Each schedule must have a departure time specified in UTC. Each schedule has a start day (the day the schedule becomes active). Optionally, each schedule can also have a stop day (the day the schedule becomes inactive).

The “Automatically adjust for daylight savings time.” option automatically adjust the departure time for daylight savings when checked.

Each schedule also has a recurrence pattern. This pattern allows the operator to schedule the flight plan to be automatically filed on a day(s) of week, day of the month or a specified day of the week and week of the month (i.e. the first Sunday of every month).

The table below lists the action buttons available on the Plan Schedule Dialog and provides details related to these buttons.

PLAN SCHEDULE CONTROLS		
Button Name	**Description**	**Action on Click**
Plan Schedule Controls		
Save	Save the current schedule and plan.	If Departure Time or Start Date contains no data then the red text "Required" will be displayed under the field. If Stop Date radio button is selected and Stop Date contains no data then the red text "Required" will be displayed under the field. If Departure Time contains invalid data, then the red text "Invalid Time" will be displayed under the field. If Start Date or Stop Date contains invalid data, then the red text "Invalid Date" will be displayed under the field with invalid data. If any of the recurrence records created by the user are defined such that there will be no occurrences in the future, the dialog will display in red text: "The selected schedule has no future occurrences. Please modify and try again." If the schedule save is associated with a new scheduled flight plan that does not pass the route restrictions , the associated error dialog will be displayed and all entered schedule information will be lost. Otherwise, the following will occur: • The full pre-stored flight plan form and schedules are saved to the pre-filed plan system. • The Schedule Dialog is closed. • A success dialog is opened and contains the message "Scheduled flight plan was updated
Delete	Delete the current schedule from the plan.	The schedule is deleted from the schedule list and the full pre-stored flight plan form and remaining schedules are saved. The Schedule Dialog is closed. • A success dialog is opened and contains the message "Scheduled flight plan was updated."
Cancel	Close this dialog without saving.	The Schedule Dialog is closed. If an existing schedule was displayed, any modifications to the schedule are discarded and the schedule remains unchanged. • If the dialog was for a new schedule, any input data is discarded.

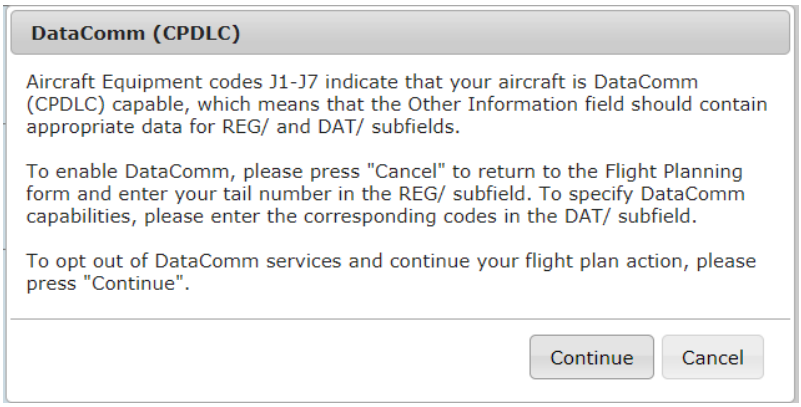
The table below lists all of the fields on the Plan Schedule Dialog and provides details including validation rules, expected formats and interactions.

PLAN SCHEDULE FIELDS		
Field Name	**Description**	**Expected Data Format**
Plan Scheduled Fields		
Departure Time (UTC)	Departure time for the flight in UTC.	HHMM
Start Date	Displays the starting date for the schedule recurrence of this flight plan. **On click:** The date selector is displayed.	8 digits separated by "/" MM/DD/YYYY Must be earlier than Stop Date
Stop Date Radio Button	Indicates that the scheduled recurrence of this flight plan has an end date. **On click:** The Stop Date field is enabled.	Selected/Not Selected
Stop Date	Displays the ending date for the scheduled recurrence of this flight plan. **On click:** The date selector is displayed.	8 digits separated by "/" MM/DD/YYYY If a Stop Date is specified, it must be later than Start Date
No Stop Date Radio Button	Indicates that the scheduled recurrence of this flight plan has no end date.	**On click:** The Stop Date field is disabled. Note that the entry in the Stop Date field will be retained until the schedule is saved so that if the user toggles back to the Stop Date Option, the original entry will still be selected.

PLAN SCHEDULE FIELDS		
Field Name	**Description**	**Expected Data Format**
Automatically adjust for daylight savings time check box	When entering times in the Departure Time field the user must specify if the time has been adjusted for daylight savings time (e.g., the current date is July 4th and the DEP is not in Arizona). When checked and daylight savings time is in effect, the plan's estimated departure time is interpreted as being relative to daylight time, and is reduced by one hour so that it will be properly processed by the. The effect is that the flight's estimated departure time is a constant local time, regardless of the time of year.	Checked/Unchecked
Every week on radio button	Indicates that the recurrence pattern is weekly on specified days of the week. The following 3 radio buttons are in a radio button group and only one of these radio buttons can be selected at a time: • "Every week on" • "Once a month on the" day of month • "Once a month on the" week/day of week	Selected/Unselected
Days of the week check boxes	Displays the days of the week that the flight plan will be filed every week. Note that the user may specify that a recurrence is daily simply by selecting all of the checkboxes.	Checked/Unchecked
Once a month on the day of month radio button	Indicates that the recurrence pattern is monthly, on a day of the month specified numerically (e.g., Once a month on the 15th). When this radio button is selected the associated day of the month drop-down is enabled. The following 3 radio buttons are in a radio button group and only one of these radio buttons can be selected at a time: • "Every week on" • "Once a month on the" day of month • "Once a month on the" week/day of week	Selected/Unselected
Day of the month drop down box	Displays the day of the month, 1-31, that the flight plan will be filed. Note that if the current month of filing has less than the specified days, the last day of the month is used. For example, if 31 is selected and the current month is April, than the filing will take place on the 30th.	Select a value in the drop down list.
Once a month on the week/day of week radio button	Indicates that the recurrence pattern is monthly, as specified by a particular week of the month (e.g., First, Second, Third, Fourth) and day of the week (e.g., Sunday, Monday, Tuesday, Wednesday, Thursday, Friday, Saturday). The following 3 radio buttons are in a radio button group and only one of these radio buttons can be selected at a time: • "Every week on" • "Once a month on the" day of month • "Once a month on the" week/day of week	Selected/Unselected
Week drop down box	Displays the week of the month for this recurrence pattern.	Select a value in the drop down list.
Day of week drop down box	Displays the day of the week for this monthly recurrence pattern.	Select a value in the drop down list.

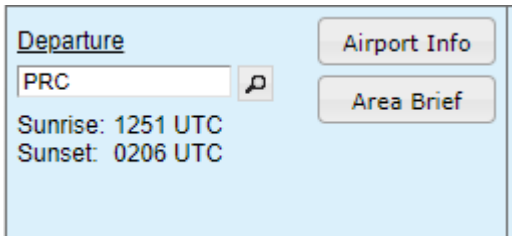
DataComm (CPDLC) Dialog:

Applicable to IFR ICAO flight plans, when Aircraft Equipment contains a J-Code (J1-J7) and Other Information does not contain REG/ data, clicking on Save Flight Plan button will bring up a DataComm (CPDLC) dialog. Through this dialog, the user can elect to enable and select the types, or opt out of DataComm services.



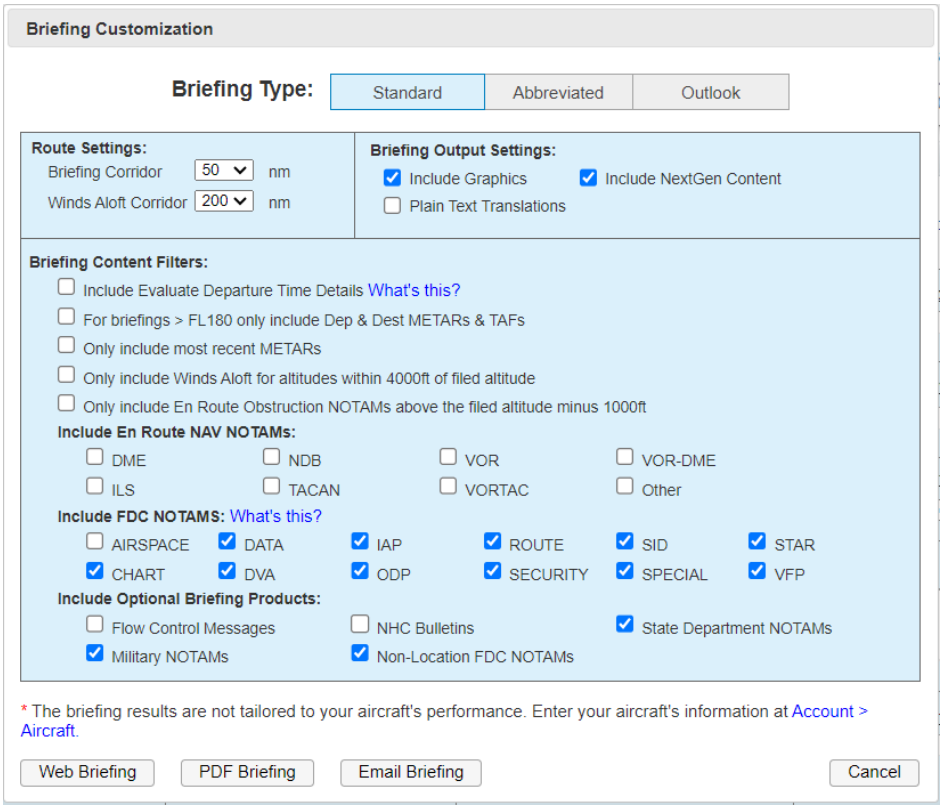
m. Sunrise and Sunset Times (ICAO Flight Planning only)

The calculated sunrise and sunset times are displayed in the departure and destination sections of the ICAO flight plan when a valid departure or destination are entered along with a valid departure date/time and timezone. The values are displayed below the location text field.



9.2. Briefing Customization

The Briefing Customization dialog allows briefing parameters (settings and filter options) to be selected prior to generating the briefing output. The dialog is accessed from the Flight Planning and Briefing page when either the Route Brief button or an Area Brief button on the form is selected after entering valid required data into the form. If any required field on the form fails validation, a popup message appears detailing the error. If the aircraft being used for this navigation log request does not contain aircraft performance data (Account>Aircraft), then the navigation log will not be able to calculate fuel consumption nor determine the top of climb and top of descent locations (this can be seen in the image below).



The filter options available in the dialog are updated dynamically based on the selection of type (Standard, Abbreviated, Outlook) and briefing content (for Abbreviated briefings). Additionally, some filters are not applicable to Area Briefings and are subsequently not displayed.

With a few noted exceptions, all values selected are saved to the user's profile, and will be retrieved for future briefings.

a. Standard Briefing

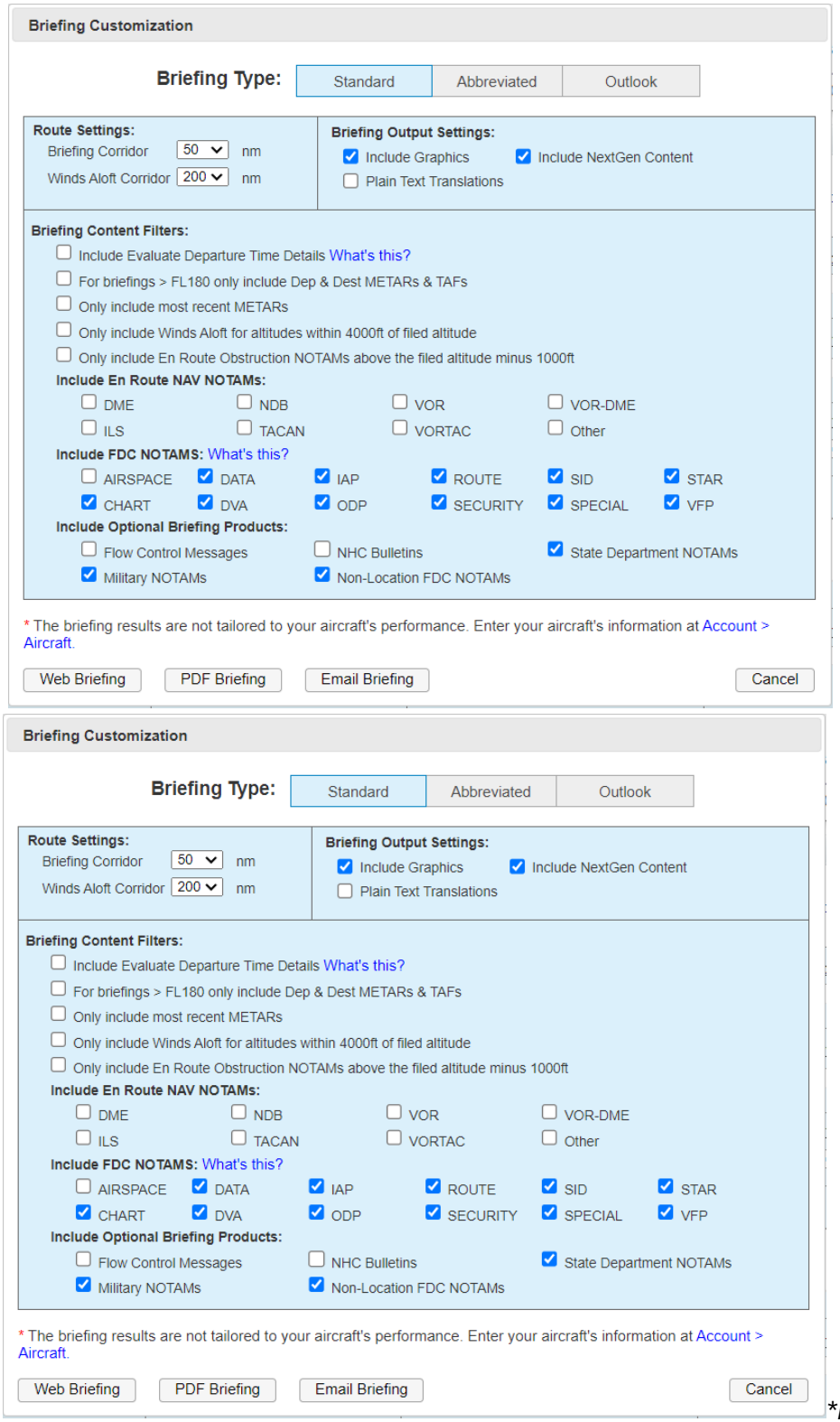
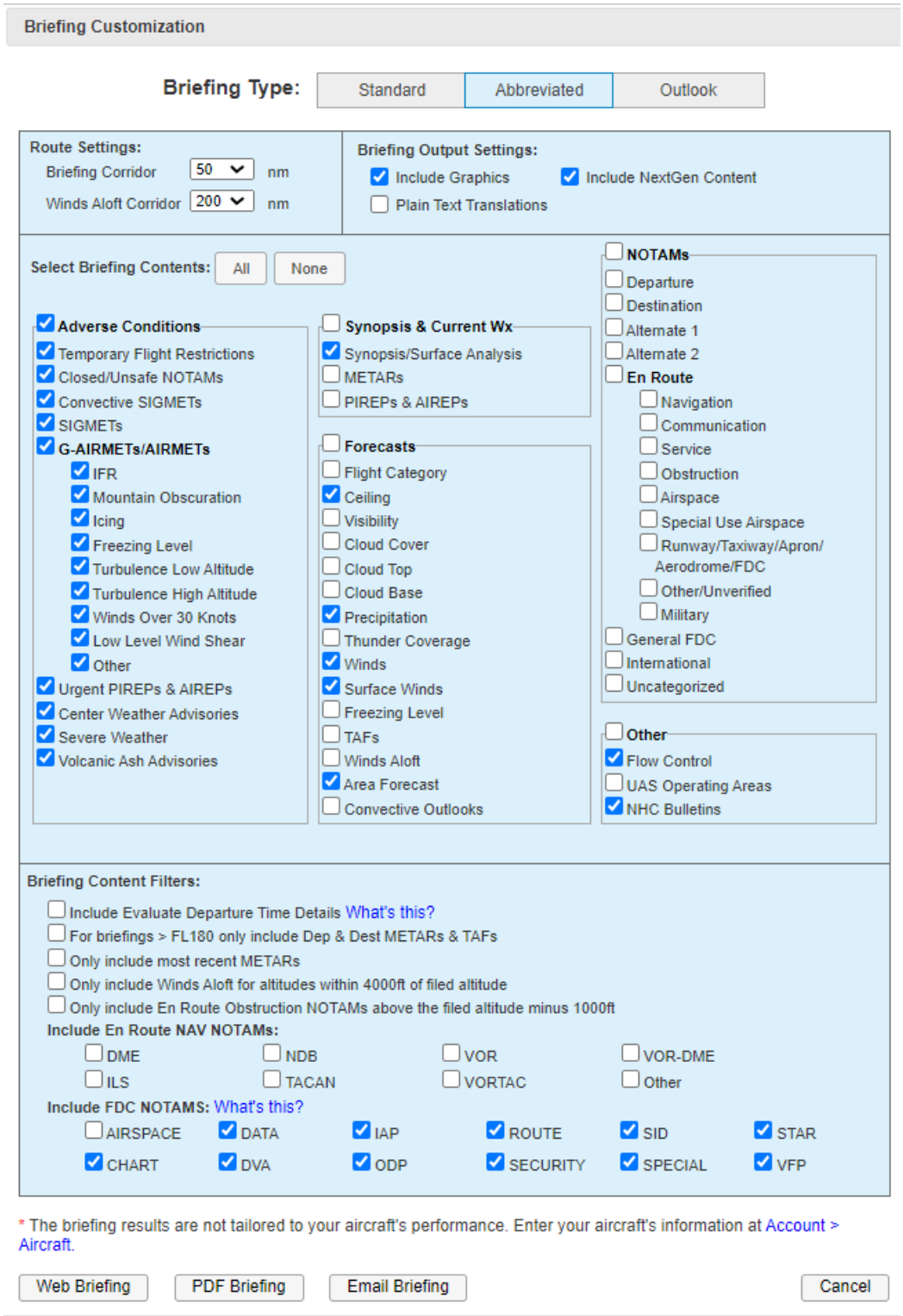


Image depicts Standard Route Brief options. Area Brief options will differ slightly.

When Standard is selected as the Briefing Type, the Briefing Customization dialog will adjust the Briefing Content Filter options to show those pertaining to Standard briefings.

b. Abbreviated Briefing


Briefing Customization
Briefing Type:
Standard
Abbreviated
Outlook
Route Settings:
Briefing Corridor
50
nm
Winds Aloft Corridor
200
nm
Briefing Output Settings:
Include Graphics
Include NextGen Content
Plain Text Translations
Select Briefing Contents:
All
None
Adverse Conditions
Temporary Flight Restrictions
Closed/Unsafe NOTAMs
Convective SIGMETs
SIGMETs
G-AIRMETs/AIRMETs
IFR
Mountain Obscuration
Icing
Freezing Level
Turbulence Low Altitude
Turbulence High Altitude
Winds Over 30 Knots
Low Level Wind Shear
Other
Urgent PIREPs & AIREPs
Center Weather Advisories
Severe Weather
Volcanic Ash Advisories
Synopsis & Current Wx
Synopsis/Surface Analysis
METARs
PIREPs & AIREPs
Forecasts
Flight Category
Ceiling
Visibility
Cloud Cover
Cloud Top
Cloud Base
Precipitation
Thunder Coverage
Winds
Surface Winds
Freezing Level
TAFs
Winds Aloft
Area Forecast
Convective Outlooks
NOTAMs
Departure
Destination
Alternate 1
Alternate 2
En Route
Navigation
Communication
Service
Obstruction
Airspace
Special Use Airspace
Runway/Taxiway/Apron/ Aerodrome/FDC
Other/Unverified
Military
General FDC
International
Uncategorized
Other
Flow Control
UAS Operating Areas
NHC Bulletins
Briefing Content Filters:
Include Evaluate Departure Time Details What's this?
For briefings > FL180 only include Dep & Dest METARs & TAFs
Only include most recent METARs
Only include Winds Aloft for altitudes within 4000ft of filed altitude
Only include En Route Obstruction NOTAMs above the filed altitude minus 1000ft
Include En Route NAV NOTAMs:
DME
NDB
VOR
VOR-DME
ILS
TACAN
VORTAC
Other
Include FDC NOTAMS: What's this?
AIRSPACE
DATA
IAP
ROUTE
SID
STAR
CHART
DVA
ODP
SECURITY
SPECIAL
VFP
* The briefing results are not tailored to your aircraft's performance. Enter your aircraft's information at Account > Aircraft.
Web Briefing
PDF Briefing
Email Briefing
Cancel

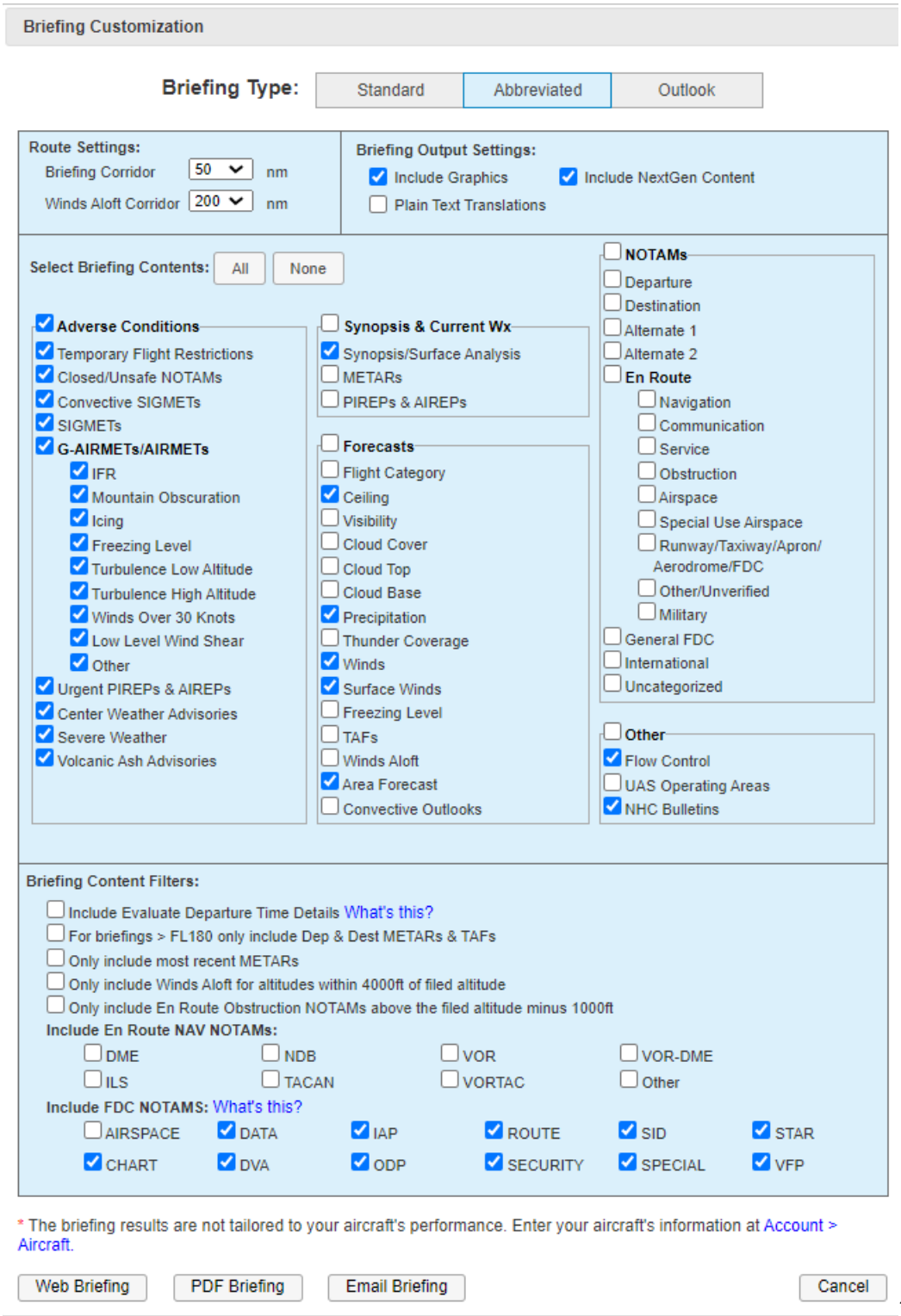


**Image depicts Abbreviated Route Brief options. Area Brief options will differ slightly.*

When Abbreviated is selected as the Briefing Type, the Briefing Customization dialog will display Briefing Content checkboxes to personalize the briefing output by selecting

the desired briefing products to display. The Adverse Conditions group will always be selected by default.

Furthermore, the dialog will adjust the Briefing Content Filter options when certain briefing products are selected.

c. Outlook Briefing

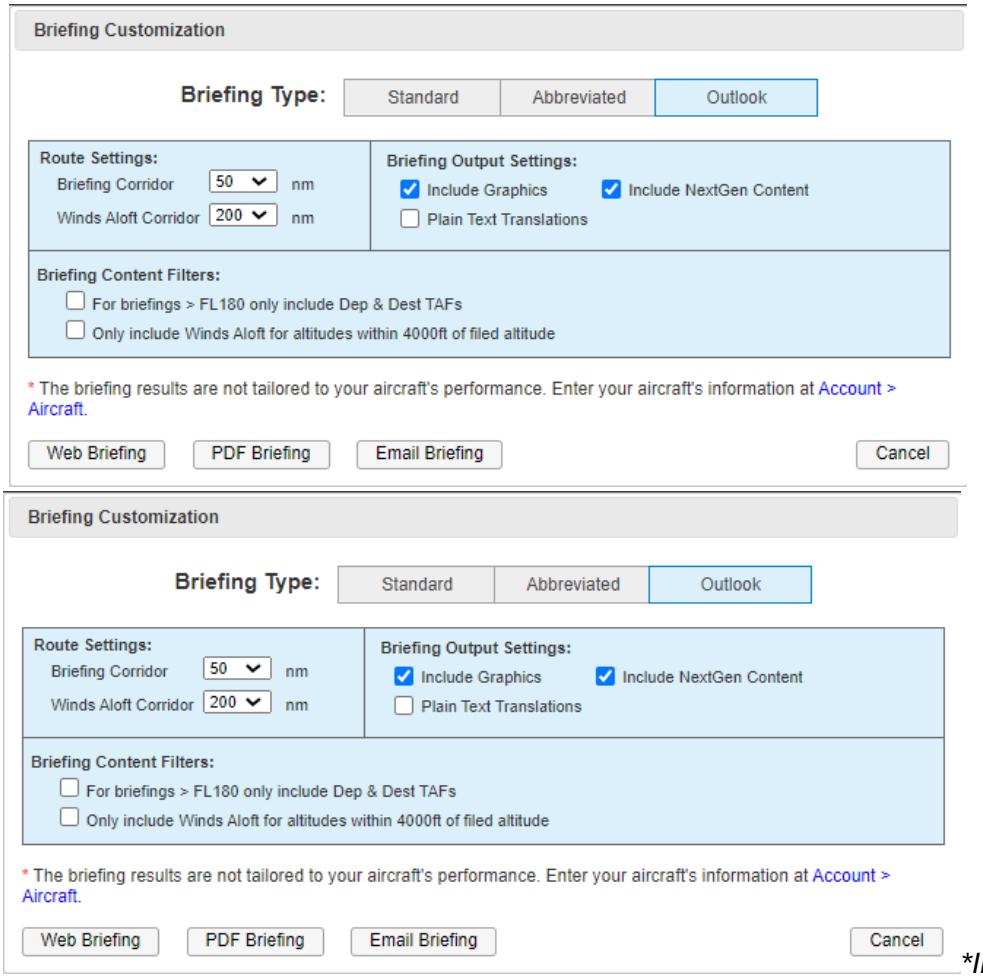
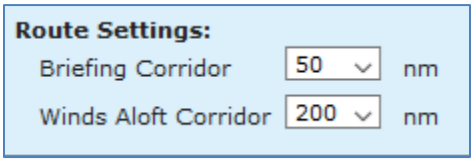


**Image depicts Outlook Route Brief options. Area Brief options will differ slightly.*

When Outlook is selected as the Briefing Type, the Briefing Customization dialog will adjust the Briefing Content Filter options to show only those pertaining to Outlook briefings.

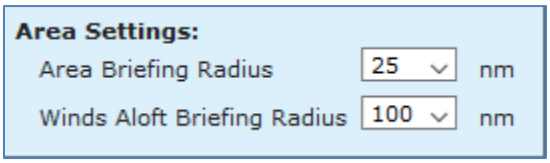
d. Route Settings



The Route Settings section within the Briefing Customization dialog contains dropdown menus used to select the corridor width around the route for both winds aloft and all other briefing data.

Options for the route Briefing Corridor are 50, 75, and 100 nautical miles with a default value of 50 nm. Options for the route Winds Aloft Corridor are 100, 200, 300, and 600 nautical miles with a default of 200 nm.

e. Area Settings

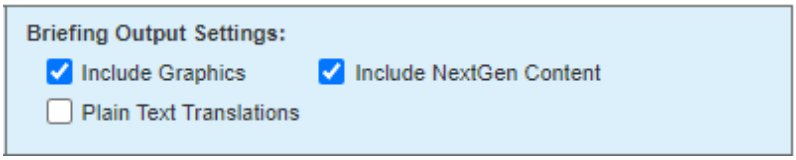


For Area Briefings, the Area Settings section within the Briefing Customization dialog contains dropdown menus used to select the radius around the selected area for both winds aloft and all other briefing data.

Options for the Area Briefing Radius are 25, 50, 75, and 100 nautical miles with a default value of 25 nm. Options for the Winds Aloft Briefing Radius are 50, 100, 150, and 300 nautical miles with a default of 100 nm.

Area Settings selections made on the Briefing Customization window for any of the four locations (Departure, Destination, Alternate 1, and Alternate 2) will set the values for all four.

f. Briefing Output Settings



The Briefing Output Settings section on the Briefing Customization dialog contains checkboxes used to enable or disable settings that alter briefing output for NextGen briefings:

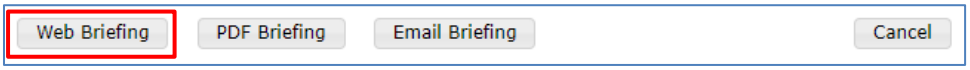
- Include Graphics
    - Display graphical representations of the route and each briefing product, if available
- Include NextGen Content:
    - Displays briefing with NEXTGEN features:
        - Translated summaries of adverse conditions
        - Customized graphics for individual briefing conditions
        - Anticipated times and locations of the flight intersecting conditions

        - Highlighting and color coding of important conditions
        - Filtering of extraneous information not applicable to the flight
- Plain Text Translations
    - Displays briefing data translated to plain readable text

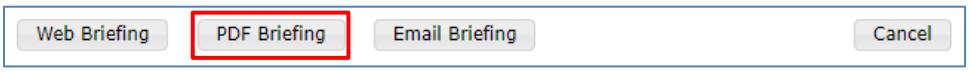
g. Briefing Content Filters

The Briefing Content Filters section within the Briefing Customization dialog provides content filters that can be used to reduce the size of the briefing output. The filters are dynamically displayed based on briefing type and whether Route or Area brief is selected.

h. Briefing Output

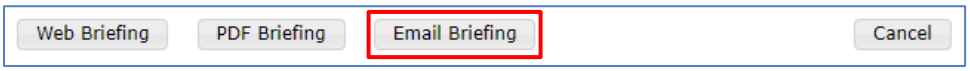


The Web Briefing button generates an HTML briefing in a new browser window.

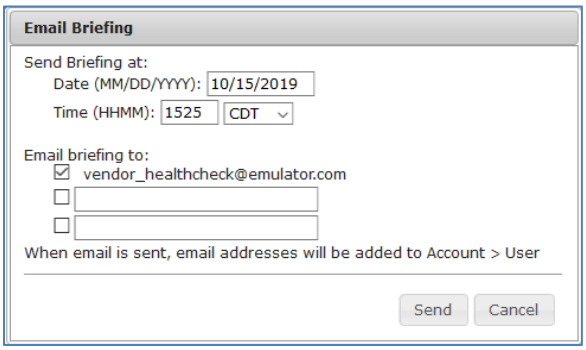


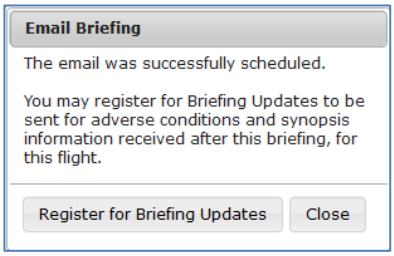
The PDF Briefing button generates a PDF-based briefing in a new browser window or within a device's default PDF viewing software.

A PDF copy of each requested briefing, regardless of the type requested, will be accessible in account holders' Pilot History for 45 days.



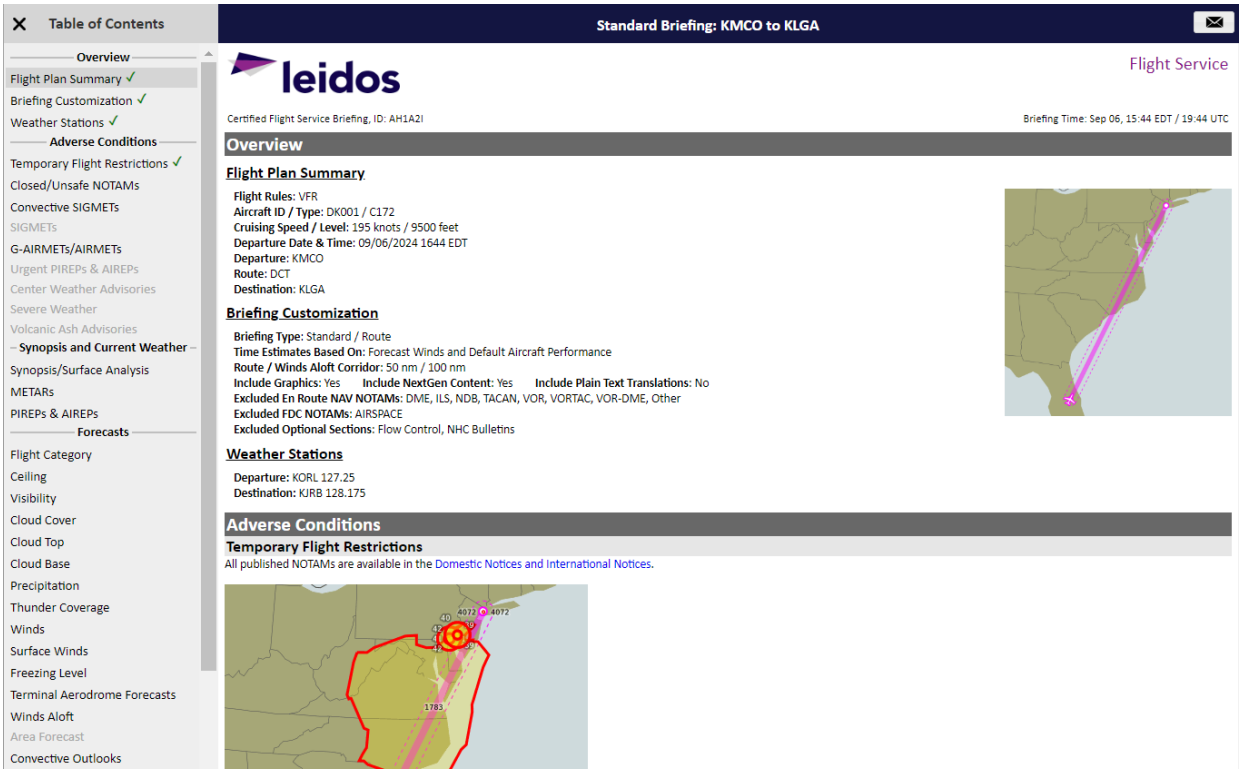
The Email Briefing button schedules a briefing to be emailed to the provided email address. Clicking the button will popup a dialog that accepts a date and time for specifying when to send the briefing. Email addreses can be entered, in addition to the default email address, as recipients of the scheduled briefing . Upon successfully scheduling a briefing, a subsequent popup containing a Register for Updates button is presented. This button enables registration for briefing updates if the scheduled briefing is less than 48 hours from the current time.





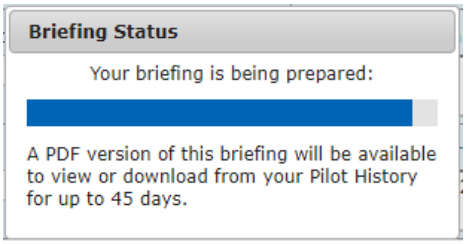
Emailed briefings will be displayed as a PDF attachment to the email for NextGen briefings.

9.3. NextGen Briefing



The NextGen Web briefing window provides users with weather and other data pertinent to the route of flight in a simple, scrollable format.

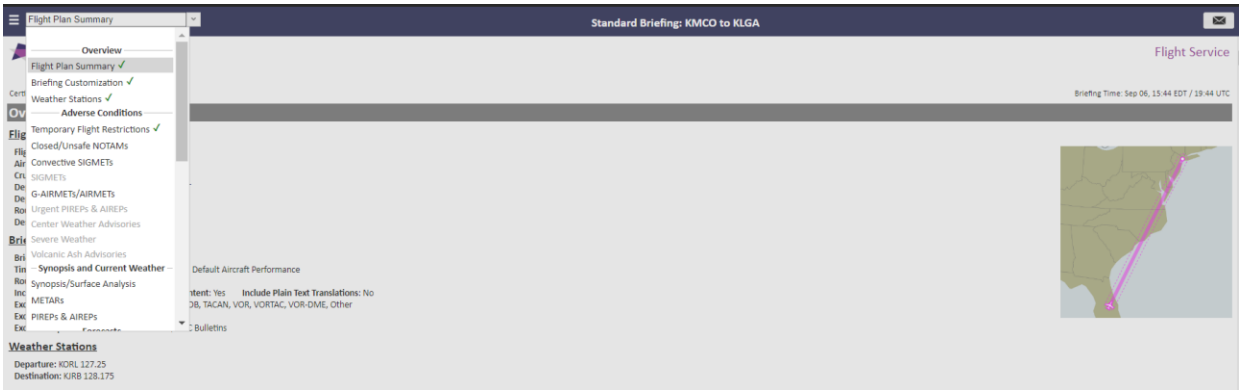
NextGen briefings can be viewed in either web HTML or PDF format. Regardless of the format requested, a dialog will popup upon the request showing the progress of the briefing preparation.



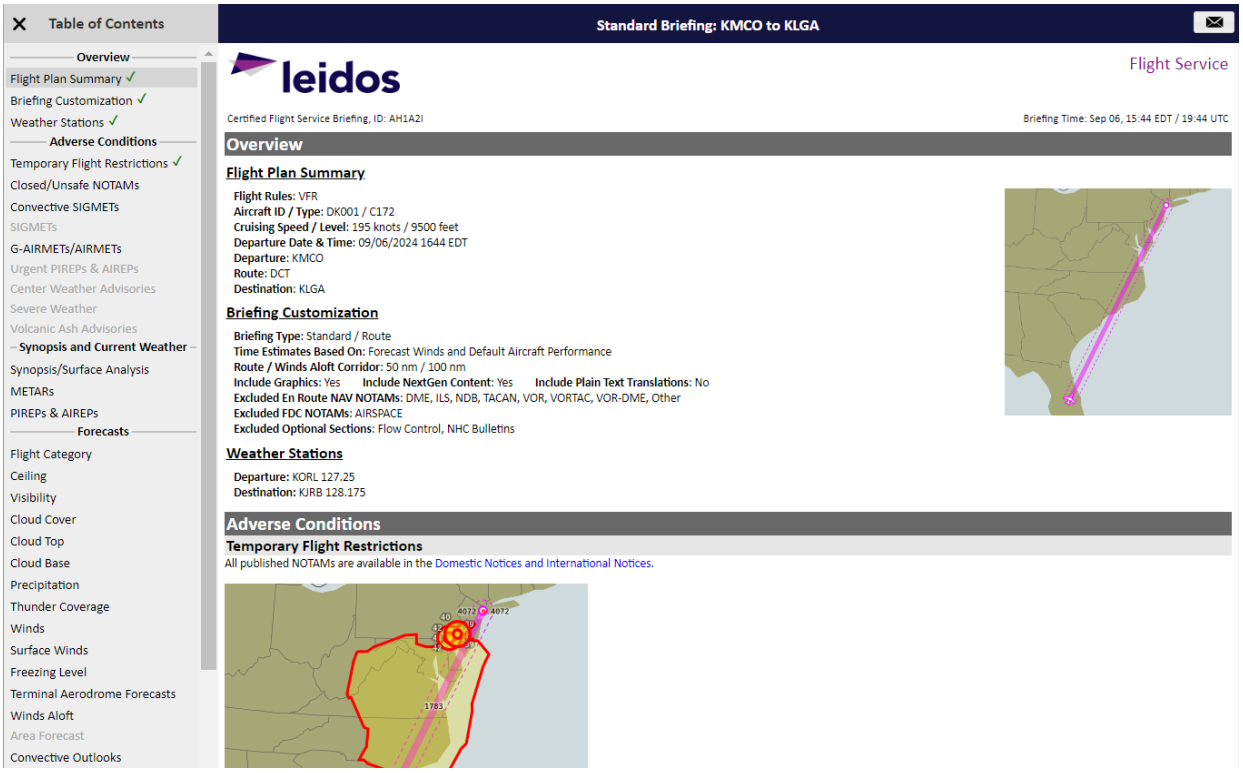
a. NextGen Web Briefing Menu

When a Web Briefing is selected, the NextGen briefing window supports two sets of navigation controls: a dropdown selection menu and a popout navigation menu on the left side of the window. The NextGen briefing window appears with navigation menu open.

Both menus will mark sections as viewed with a green checkmark when the section has been clicked into view from the menu list or scrolled into view as the user passes through each section.



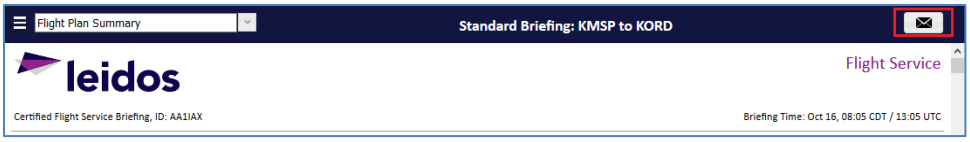
**Dropdown navigation menu*



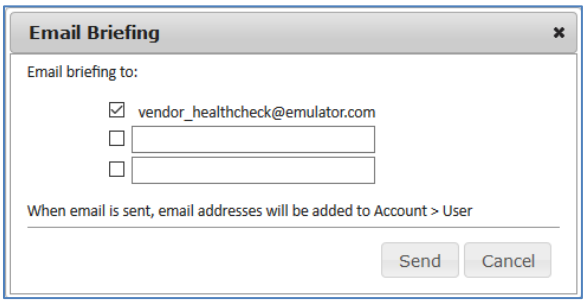
**Popout side navigation menu, accessed via* *icon*

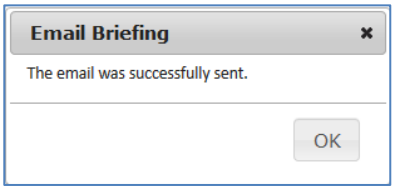
b. Email Briefing

The NextGen Web Briefing window has an email icon button to allow the user to email the current briefing as a PDF attachment.



When the  button is clicked, a popup dialog will display for the user to select an existing email address or add a new email address to receive the briefing. Clicking the Send button with a valid email address entered will submit the email briefing request and display a subsequent dialog.

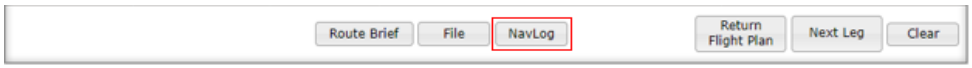




9.4. Navigation Log

Navigation Log is used by the pilot as a tool for flight planning, for example to compute estimated time enroute for the flight plan or to compute fuel consumption.

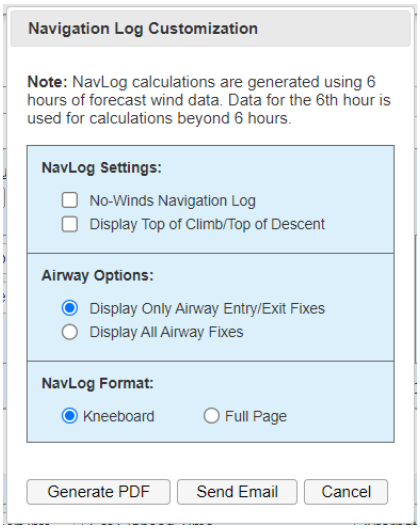
The NavLog button is available on the Flight Plan form.

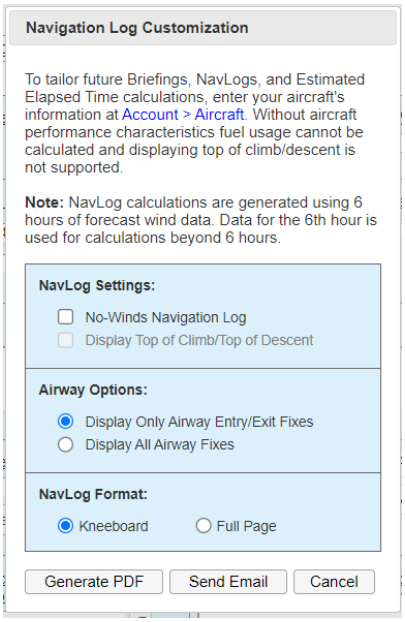


When the NavLog button is clicked, the Navigation Log Customization dialog is displayed with the various options to format the requested navigation log.

a. Navigation Log Customization Dialog

The Navigation Log Customization dialog provides the capability to customize the requested navigation log. If the aircraft being used for this navigation log request does not contain aircraft performance data (Account>Aircraft), then the navigation log will not be able to calculate fuel consumption nor determine the top of climb and top of descent locations.





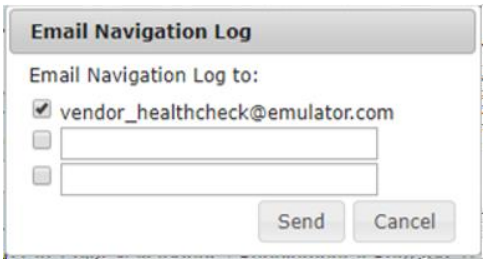
i. Generate PDF

If the user clicks on the Generate PDF button, the system requests a Navigation Log.

If the Navigation Log request is successful, the system will display the Navigation Log Results page in a new browser window; otherwise, the system displays an error message.

ii. Send Email

If the user clicks on the Send Email button, the Email Navigation Log dialog is displayed. This dialog allows entry of email addresses to which the Navlog will be sent. Pressing the Send button generates the NavLog and emails it.



iii. Cancel
If the user clicks the Cancel button, the system closes the Navigation Log Customization dialog and no navigation log is generated.

iv. No-Winds Navigation Log
If the user checks the No Winds checkbox, the navigation log results will contain information that is calculated without using winds aloft data.

The checkbox is not checked by default.

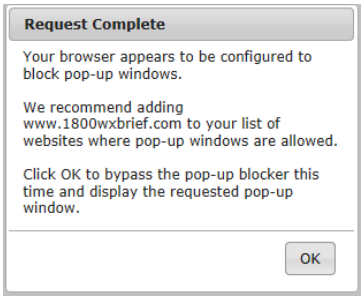
v. Display Top of Climb/Top of Descent
If the user checks the Display Top of Climb/Top of Descent checkbox, the navigation log results will display the rows at which the aircraft reaches the top of climb and top of descent. Aircraft performance data needs to be set in order to show these rows. If the aircraft does not have performance data, this checkbox will be disabled.

The checkbox is not checked by default.

vi. Display Only Airway Entry/Exit Fixes or Display All Airway Fixes
The user can choose to see all airway fixes along the route, or only those entered in the route of flight field along with the entry and exit points to airways. Airways could be one of the following; airways, radials, military training routes (MTRs), departure procedures (SIDs), and standard arrival procedures (STARs).

vii. Navlog Format
a) Kneeboard
Selecting “Kneeboard” format results in a two-column landscape oriented navigation log intended to be printed for use on a kneeboard.
b) Full page
Selecting “Full page” format results in a single-column portrait oriented navigation log.

b. Popups Disabled
If your browser is configured to block popups and www.1800wxbrief.com is not on your list of websites with popups allowed, you will see the “Request Complete” dialog below. Clicking on “OK” will allow the popup to appear. To allow this popup to appear without the “Request Complete” dialog, add www.1800wxbrief.com to your list of websites where popups are allowed.



c. Navigation Log Results Page

The Navigation Log Results are compiled using aircraft performance data (Account > Aircraft), navigation data (Route of flight) and weather data (winds and temperature aloft, forecast or actual).

If the aircraft does not have performance data, then a navigation log results page is generated without fuel consumption.

i. Navigation Log with Aircraft Performance Data (Full Page format)

With aircraft performance data, fuel burn is calculated. Here is an example in full page format:

NavLog generated 09/12 14:46Z for ACP01 www.1800wxbrief.com

ATIS: AWOS/ASOS: None within 10nm UNICOM: 122.950 CTAF: 132.400 Clearance Del: Ground: Tower: Departure: FSS: EMI 117.90 122.1R	Cleared to: Depart: Altitude: Dep Frq/Squawk: /

KFDK CONLE4 SCOOB TAPPA V286 AANTS V39 MRB V501 HGR VINSE DEMME5 KPIT

ATD	ETE	ETA	Total Distance	Fuel Required	Fuel Available
	04:20		447 nm	17.9 gal	

Fix	Morse Code Freq	Wind Temp	MH MC	Leg Rem (nm)	ETE ATE	Alt (ft) GS (kt)	Leg Fuel Total (gal)
KFDK > CONLE4 39°25.0' / -77°22.5'		253/008 016					
			142 141	130 317	00:54	10000 143	5.0+2.7 7.7
CONLE4 > SCOOB 37°35.5' / -76°37.8'		264/019 005					
			336 347	25 292	00:16	10000 92	0.8 8.5
TAPPA > V286 37°58.2' / -76°50.7'		259/019 005					
			313 324	92 200	01:04	10000 87	3.2 11.7
V286 > AANTS > V39 38°43.1' / -78°27.8'		257/016 004					
			041 046	49 151	00:26	10000 111	1.3 13.0
V39 > MRB > V501 39°23.1' / -77°50.9'	-- .-. -... 112.1	255/015 004					
			002 010	19 132	00:11	10000 103	0.5 13.5
V501 > HGR 39°41.9' / -77°51.3'	.... --. .-. 109.8	248/016 004					
			346 355	17 115	00:10	10000 101	0.5 14.0
VINSE > DEMME5 39°58.3' / -77°57.4'		247/019 004					
			276 282	115 0	01:19	1200 88	3.9 17.9
DEMME5 > KPIT 40°29.5' / -80°14.0'		222/008 023					

Dep

ATIS: AWOS/ASOS: None within 10nm Approach: UNICOM: 122.950 CTAF: None Tower: Ground: FSS: AGC 122.2	Dest

Notes

Departure Airport Communications

KFDK - FREDERICK MUNI

ATIS	124.875
FREDERICK TOWER	132.4
CTAF	132.400
FREDERICK GROUND	121.975
CLEARANCE DELIVERY	121.975
UNICOM	122.950
POTOMAC TRACON APCH/P	126.1
DEP/P	338.25
POTOMAC TRACON CD/P	126.9 ;WHEN TWR CLSD
POTOMAC TRACON CONLE DP	126.1
	338.25
POTOMAC TRACON TERPZ DP	126.1
	338.25
POTOMAC TRACON TRSTN	126.75
STAR	307.2

Remark: *POTOMAC CD 126.9 OR 866-709-4993 (WHEN TWR CLSD).*

Flight Service Station Communications

RADIO LEESBURG

WESTMINSTER (EMI) VORTAC 117.90 122.1R
WASHINGTON (DCA) RCO 122.2
BROOKE (BRV) VORTAC 114.50 122.1R
PATUXENT (PXT) RCO 122.5
MARTINSBURG (MRB) RCO 122.2

RADIO ALTOONA

ALTOONA (AOO) RCO 122.2
ALLEGHENY (AGC) RCO 122.2
ELLWOOD CITY (EWC) VOR/DME 115.80 122.1R

Destination Airport Communications

KPIT - PITTSBURGH INTERNATIONAL

D-ATIS	127.25 ;ARR 135.9 ;DEP
PITTSBURGH TOWER	128.3 291.7
PITTSBURGH GROUND	121.9 ;SOUTH 127.8 ;NORTH 348.6
CLEARANCE DELIVERY	353.7
UNICOM	122.950
EMERG	121.5 243.0
ANG OPS	311.0
APCH/P	121.25 ;271-360 124.15 ;001-090 133.7 ;181-270 279.625 ;270-089 360.8 ;090-269
APCH/P DEP/P	336.2
APCH/P IC	123.95 ;091-180
CD PRE TAXI CLNC	126.75
CLASS B	121.25 ;271-360 123.95 ;091-180 124.15 ;001-090 133.7 ;181-270 279.625 ;270-089 360.8 ;090-269
COMD POST	252.1
DEP/P	119.35 ;SOUTH 124.75 ;NORTH 285.575 ;090-269 338.2 ;NORTH
DEP/S	125.275
OPS	36.35FM

Remark: *CALL IRON CITY COMMAND POST PRIOR TO ENTRY SOUTH RAMP.*

ii. Navigation Log without Aircraft Performance Data (Kneeboard format)

The Fuel Burn will not be calculated if the navigation log is generated without performance data. Here is an example in kneeboard format:

NavLog generated 09/12 14:56Z for ACP02 www.1800wxbrief.com

ATIS:	Cleared to:
AWOS/ASOS: None within 10nm	Depart:
UNICOM: 122.950	
CTAF: 132.400	
Clearance Del:	
Ground:	
Tower:	Altitude:
Departure:	Dep Frq/Squawk: /
FSS: EMI 117.90 122.1R	

KFDK CONLE4 SCOOB TAPPA V286 AANTS V39 MRB V501 HGR VINSE DEMME5 KPIT

ATD	ETE	ETA	Total Distance	Fuel Required	Fuel Available
	04:30		447 nm		

Fix	Morse Code Freq	Wind Temp	MH MC	Leg Rem (nm)	ETE ATE	Alt (ft) GS (kt)	Leg Fuel Total
KFDK > CONLE4 39°25.0' / -77°22.5'		246/007 020	144 141	130 317	01:11	10000 110	
CONLE4 > SCOOB 37°35.5' / -76°37.8'		261/019 005	336 347	25 292	00:16	10000 93	
TAPPA > V286 37°58.2' / -76°50.7'		259/019 005	313 324	92 200	01:04	10000 86	
V286 > AANTS > V39 38°43.1' / -78°27.8'		257/016 004	041 046	49 151	00:26	10000 112	
V39 > MRB > V501 39°23.1' / -77°50.9'	-- .-. -... 112.1	248/015 004	002 010	19 132	00:11	10000 104	
V501 > HGR 39°41.9' / -77°51.3'	.... --. .-. 109.8	246/016 004	346 355	17 115	00:10	10000 101	

Fix	Morse Code Freq	Wind Temp
VINSE > DEMME5 39°58.3' / -77°57.4'		247/019 004
DEMME5 > KPIT 40°29.5' / -80°14.0'		222/008 023

MH MC	Leg Rem (nm)	ETE ATE	Alt (ft) GS (kt)	Leg Fuel Total
276 282	115 0	01:12	10000 96	

Dep

Dest

ATIS:
AWOS/ASOS: None within 10nm
Approach:
UNICOM: 122.950
CTAF: None
Tower:
Ground:
FSS: AGC 122.2

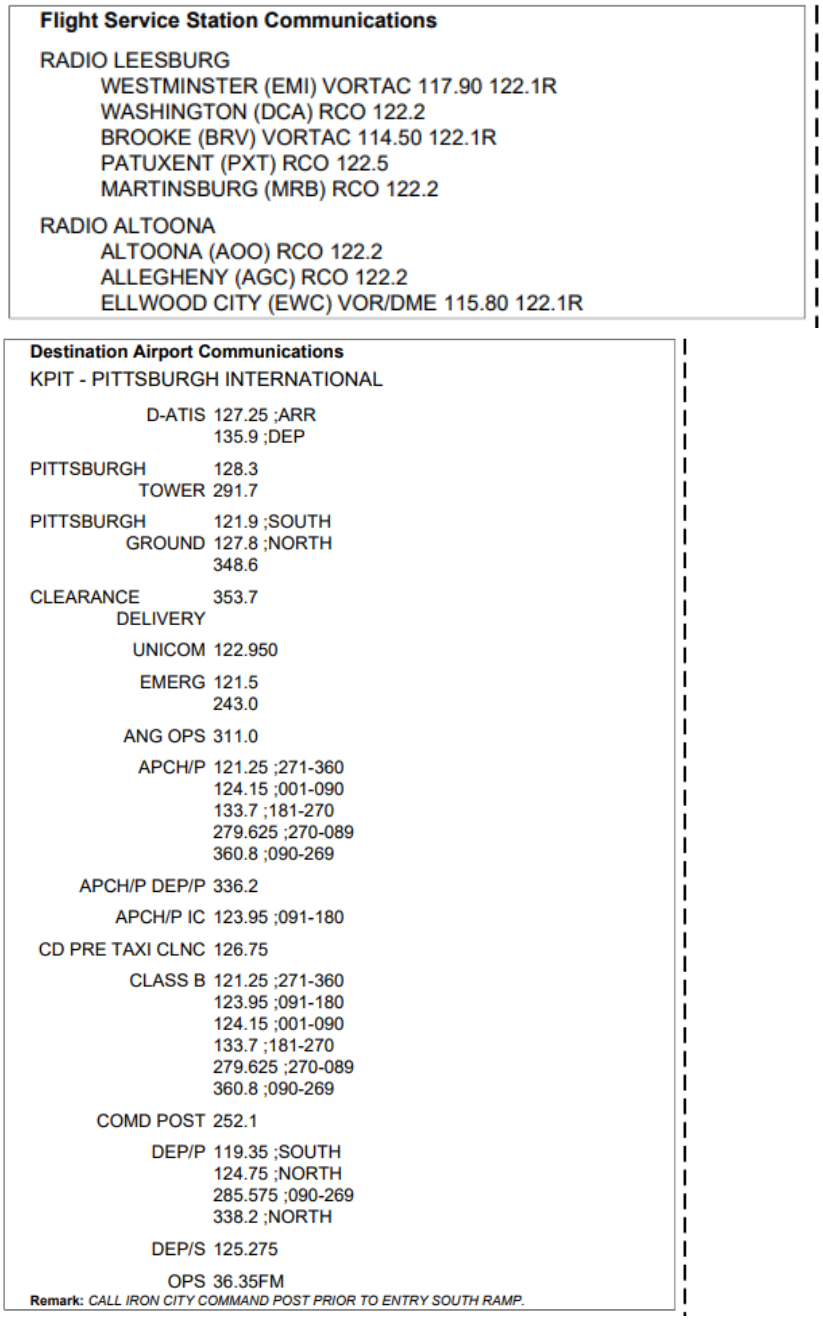
Notes

Departure Airport Communications

KFDK - FREDERICK MUNI

ATIS	124.875
FREDERICK TOWER	132.4
CTAF	132.400
FREDERICK GROUND	121.975
CLEARANCE DELIVERY	121.975
UNICOM	122.950
POTOMAC TRACON APCH/P DEP/P	126.1 338.25
POTOMAC TRACON CD/P	126.9 ;WHEN TWR CLSD
POTOMAC TRACON CONLE DP	126.1 338.25
POTOMAC TRACON TERPZ DP	126.1 338.25
POTOMAC TRACON TRSTN STAR	126.75 307.2

Remark: *POTOMAC CD 126.9 OR 866-709-4993 (WHEN TWR CLSD).*



Flight Service Station Communications

RADIO LEESBURG
- WESTMINSTER (EMI) VORTAC 117.90 122.1R
- WASHINGTON (DCA) RCO 122.2
- BROOKE (BRV) VORTAC 114.50 122.1R
- PATUXENT (PXT) RCO 122.5
- MARTINSBURG (MRB) RCO 122.2

RADIO ALTOONA
- ALTOONA (AOO) RCO 122.2
- ALLEGHENY (AGC) RCO 122.2
- ELLWOOD CITY (EWC) VOR/DME 115.80 122.1R

Destination Airport Communications

KPIT - PITTSBURGH INTERNATIONAL

D-ATIS	127.25 ;ARR 135.9 ;DEP
PITTSBURGH TOWER	128.3 291.7
PITTSBURGH GROUND	121.9 ;SOUTH 127.8 ;NORTH 348.6
CLEARANCE DELIVERY	353.7
UNICOM	122.950
EMERG	121.5 243.0
ANG OPS	311.0
APCH/P	121.25 ;271-360 124.15 ;001-090 133.7 ;181-270 279.625 ;270-089 360.8 ;090-269
APCH/P DEP/P	336.2
APCH/P IC	123.95 ;091-180
CD PRE TAXI CLNC	126.75
CLASS B	121.25 ;271-360 123.95 ;091-180 124.15 ;001-090 133.7 ;181-270 279.625 ;270-089 360.8 ;090-269
COMD POST	252.1
DEP/P	119.35 ;SOUTH 124.75 ;NORTH 285.575 ;090-269 338.2 ;NORTH
DEP/S	125.275
OPS	36.35FM

Remark: *CALL IRON CITY COMMAND POST PRIOR TO ENTRY SOUTH RAMP.*

iii. Navigation Log Results Page Description

The section describes the various sections of the Navigation Log Results Page.

Navigation Log Results Page Description			
Field	**Description**	**Format**	**Conditional Appearance**
Departure Information – Contains a series of labels which are used by the pilot to write in frequencies and other departure information.			
ATIS	*For Pilot's note*		
AWOS/ASOS	The closest automated weather observation station within 10 nautical miles of the departure point with associated frequencies.		

Navigation Log Results Page Description			
Field	**Description**	**Format**	**Conditional Appearance**
UNICOM	List of any universal communication frequencies associated with the departure facility.		
CTAF	List of any common traffic advisory frequencies associated with the departure facility.		
Clearance Del	*For Pilot's note*		
Ground	*For Pilot's note*		
Tower	*For Pilot's note*		
Departure	*For Pilot's note*		
FSS	The closest flight service station within 25 nautical miles of the departure point with associated frequencies.		
Cleared To	*For Pilot's note*		
Depart	*For Pilot's note*		
Altitude	*For Pilot's note*		
Dep Frk/Squawk	*For Pilot's note*		
Summary – Displays a summary of the planned flight			
Route	Flight Plan Departure, Route of Flight, and Destination fields	Per Flight Plan page	N/A
ATD	Actual Time of Departure	*For Pilot's note*	N/A
ETE	Estimated Time Enroute is the total flight time	HH:MM	N/A
ETA	Estimated Time of Arrival	*For Pilot's note*	N/A
Total Distance	Total flight distance	NNNNN, nautical miles	N/A
Fuel Required	Total fuel used for this flight	In fuel units specified in the aircraft performance data	Displayed if aircraft profile has performance data
Fuel Available	Available fuel	N/A	N/A (*For Pilot's note*)
Navigation Information – Contains the following information:			
Fix	Contains the fixes, listed vertically, in the order shown in the Route field from the Flight Plan page. Fixes can be: • Airports • Waypoints • Lat/Long • Fix/Radial/Distance (FRD) • Intersections • Navigational Aids Enroute airways are displayed as part of the Fix if the requested route is entering or exiting an airway at the fix. An airway can be an: • Airway • Departure Procedure (DP) • Standard Arrival Procedure (STAR) • Radial • Military Training Route	Listed below for each fix type. Airway format: • For entry to an airway, the display is *fix_name* > *airway_name*. For example: HAILE > V66 • For exit from an airway, the display is *airway_name* > *fix_name*. For example: V460 > JLI • For exit and entry at the same fix, the display is *airway_name* > *fix_name* > *airway_name.* For example: V66 > CANNO > V460	Airway names appear only if the route is entering or exiting an airway at the fix.
Fix (Airport)	Airport identifier	• 3 or 4 alphanumeric Airport ID • lat/long in format degrees and minutes in tenths digit	N/A
Fix (NavAid)	NavAid identifier	• 2 to 3 letter NavAid followed by hyphen and first 10 characters of NavAid short name (when available) • lat/long in format degrees and minutes in tenths digit Morse code identifier • Frequency included	Appears under any of these conditions: • it is either the entry or exit from an airway • "Display All Airway Fixes" option was selected • user entered it into the Route field

Navigation Log Results Page Description			
Field	**Description**	**Format**	**Conditional Appearance**
Fix (Waypoint)	Waypoint identifier	• The identifier of the fix from which the waypoint is referenced • lat/long in format degrees and minutes in tenths digit	Appears under any of these conditions: • it is either the entry or exit from an airway • "Display All Airway Fixes" option was selected • user entered it into the Route field
Fix (Top of Climb or Top of Descent)	Labels for Top of Climb or Top of Descent. They can be combined if they are the same.	"Top of Climb" or "Top of Descent" Or "Top of Climb/Top of Descent"	Only appears under all three of these conditions: • Top of Climb/Top of Descent Checkbox selected. • Aircraft profile has performance data • They exist
Lat/Long	Latitude followed by a slash and longitude	• lat/long in format degrees and minutes in tenths digit	N/A
Morse Code	Morse Code for Fix(if available)	• 20 characters	N/A
Freq	Closest radio frequency(TACAN, VOR, VORTAC, DME, NDB)	• Frequency in MHz	N/A
Wind (Deg/kt)	The display for leg wind is compass degrees/speed.	• Degrees – NNN, values from 001-360 • Wind speed – NNN, values 000-999	Zero when NavLog generated without wind data.
Temp	Outside air temperature (OAT) for a particular leg at the corresponding Altitude	• NNN in degrees Celsius; below zero degrees C have a minus (-) sign	Zero when NavLog generated without wind data.
Magnetic Heading (MH) / Magnetic Course(MC)	These values are derived from the direction of the aircraft's route of flight, based on each leg. Magnetic course is the aircraft's true north course corrected for magnetic north variation (and provides the aircraft's ground track). Magnetic heading is the Magnetic Course corrected for wind (the direction the aircraft is pointed) (using current or actual winds aloft for the corresponding Altitude). If there is a direct headwind or tailwind, then these values are the same.	• NNN degrees, values from 001-360	N/A
Leg	Leg distance in nautical miles. A Leg is the route an aircraft travels from one fix to another.	• NNNNN nm • values from 1 to 99999	N/A
Rem (Remaining distance)	Total distance remaining in nautical miles.	• NNNNN nm • values from 1 to 99999	N/A
Route	The Route consists of either a victor airway or jet airway as shown in the Navigation Log Request page Route field.	• Alphanumeric string. • When no airway is shown in the route of flight field, then the word "Direct" is used instead of an airway	N/A
ETE	Estimated Time Enroute for the leg	HH:MM	N/A
ATE	Actual Time Enroute for the leg	(*For Pilot's note*)	N/A
Alt (m|ft)	An approximate altitude is calculated if passing a fix while climbing or descending.	Alt (ft):	Approximate altitude can only be calculated when aircraft

Navigation Log Results Page Description			
Field	**Description**	**Format**	**Conditional Appearance**
		• For altitudes up to 17,999 feet, in format NNNNN. • Altitudes at and above 18,000 feet expressed as flight levels, in format FLNNN Alt (m): • For altitudes up to 30,480 meters, in format NNNNN.	performance information is provided.
GS	Estimated ground speed is the aircraft airspeed plus or minus the effects of wind (current or actual winds aloft for the corresponding Altitude). Groundspeed can change as leg direction and/or winds aloft direction/speed change.	Airspeed format is the same as that in the aircraft profile performance section.	N/A
Leg Fuel	Fuel consumption for the given leg.	• Up to six numeric characters with one decimal (NNNNNN.N) • Append unit in column header from aircraft profile: • Gallons/hr → "(gal)" • Liters/hr → "(L)" • Pounds/hr → "(lb)" • Kilograms/hr → "(kg)" For the first leg the Startup/Taxi Fuel Burn from the Aircraft Profile Performance Characteristics will be included. It is displayed as <Startup//Taxi Fuel Burn> "+" <first leg fuel used>.	Displayed if aircraft profile has performance data
*First leg includes startup/taxi Fuel	Aircraft's performance data has startup and taxi fuel amount and Pilot has asked for fuel consumption calculation	Text comment	Displayed when startup and taxi fuel from aircraft profile is added to the first leg fuel consumption
Total	The total fuel consumed after the completion of the leg.	• Up to six numeric characters with one decimal (NNNNNN.N) • Append unit in column header from aircraft profile: • Gallons/hr → "(gal)" • Liters/hr → "(L)" • Pounds/hr → "(lb)" • Kilograms/hr → "(kg)" For the first leg, the sum of fuel used and startup/Taxi fuel burn value from Aircraft Profile Performance Characteristics will be displayed.	Displayed if aircraft profile has performance data
Destination Information – Contains a series of labels which are used by the pilot to write in frequencies and other destination information.			
ATIS	*For Pilot's note*		

Navigation Log Results Page Description			
Field	**Description**	**Format**	**Conditional Appearance**
AWOS/ASOS	The closest automated weather observation station within 10 nautical miles of the destination point with associated frequencies.		
Approach	*For Pilot's note*		
UNICOM	List of any universal communication frequencies associated with the destination landing facility.		
CTAF	List of any common traffic advisory frequencies associated with the destination landing facility.		
Tower	*For Pilot's note*		
Ground	*For Pilot's note*		
FSS	The closest flight service station within 25 nautical miles of the destination point with associated frequencies.		
Dep	*For Pilot's note*		
Dest	*For Pilot's note*		
Notes – blank area for use by the pilot for writing any pertinent notes during the flight.			
Notes	Area provided for pilot to take notes	*For Pilot's note*	N/A
Departure, Destination, and Flight Service Station Airport Communications Information – one page each for the departure, destination, and fss airports' communication information.			
Departure Airport Communication Information	Departure airport's communication information.	Similar in format to the information presented in the **Airport Communications** section.	Only appears if departure airport has communication information, otherwise "No communication information available" is displayed.
Flight Service Station Communications Information	Flight Service Stations (FSS) within 25nm on either side of the route of flight. Multiple stations are possible en route.	A list of Sector Call Names along the route (e.g. Radio Fort Dodge), and a list of FSS Communications associated with each Sector Call Name. Each FSS Communication will have a Station Name, a 3 or 4 alphanumeric station ID (e.g. ABQ), a 3 to 10 character station type (e.g. RCO, RCO1, NAVAID, VOR VORTAC, VOR-DME), and the frequency with up to 3 decimal places (e.g. 133.325), where the last place could contain a letter (e.g. 122.05R).. Multiple stations are listed on separate lines.	If no station is found within 25nm of route then 'No communication information available' is displayed. Departure and Destination FSS entries will also be included in this list.
Destination Airport Communication Information	Departure airport's communication information.	Similar in format to the information presented in the **Airport Communications** section.	Only appears if destination airport has communication information, otherwise "No communication information available" is displayed.

d. Navigation Log Restrictions

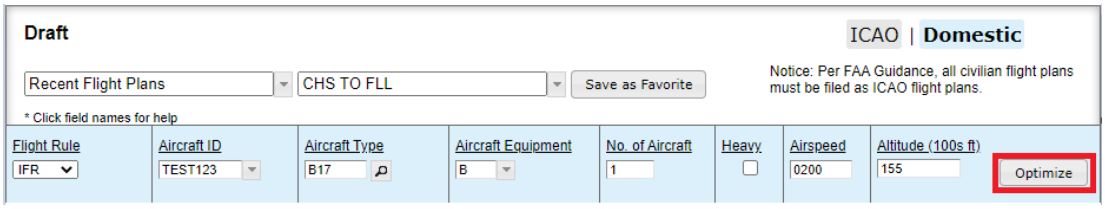
The table below lists the conditions in which a Navigation Log cannot be generated.

Navigation Log Restrictions	
Domestic Altitude	Navigation Log cannot be generated for Domestic Altitudes of: • VFR • OTP
ICAO Cruising Level	Navigation Log cannot be generated if the Cruising Level is in: • VFR

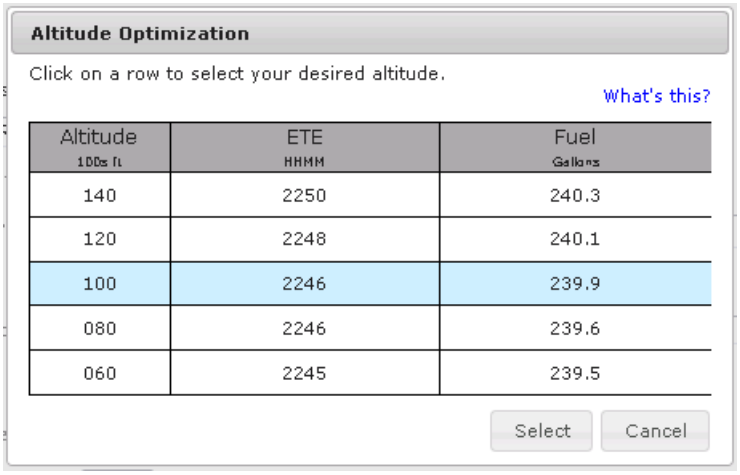
9.5. Altitude Optimization

Altitude Optimization helps the pilot decide at which altitude to fly the route by estimating fuel usage and ETE for up to five different altitudes. It will estimate the ETE and fuel for 2,000 and 4,000 ft above a target altitude entered as well as 2,000 and 4,000 ft below it. It can check altitudes from 2,500 ft to 17,900 ft if flying VFR or MVFR and 2,000 ft up to 60,000 ft if flying IFR or MIFR.

The Optimize button is available on the Flight Plan form.



When the Optimize button is clicked, the Altitude Optimization dialog box is displayed with up to five different altitude options and corresponding ETE and fuel usage estimates for the pilot to select.



Once the Altitude Optimization dialog is displayed the pilot may:

i. Double-click a row

If the user double-clicks on a row,

- The system closes the *Altitude Optimization* Dialog.
- The system populates the Altitude or Level field with the value selected by the user.

ii. Use the “Select” button

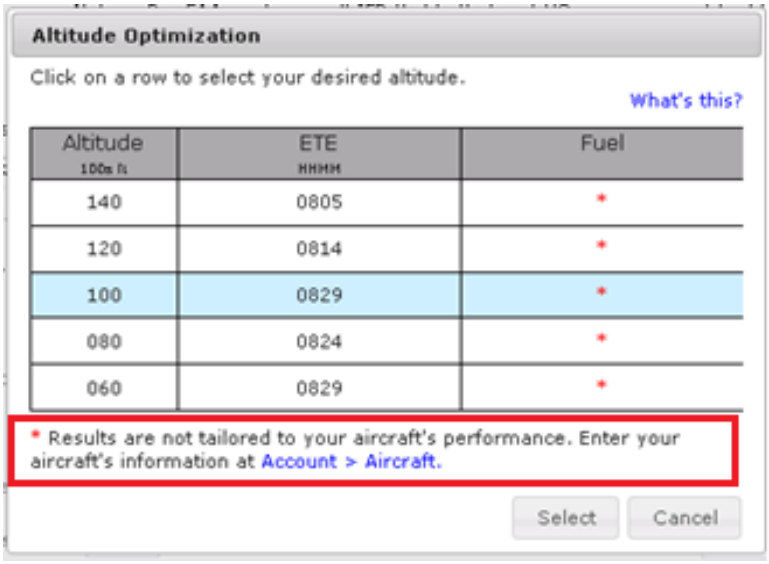
If the user clicks on a row, then clicks the Select button,

- The system closes the *Altitude Optimization* Dialog.
- The system populates the Altitude or Level field with the value selected by the user.

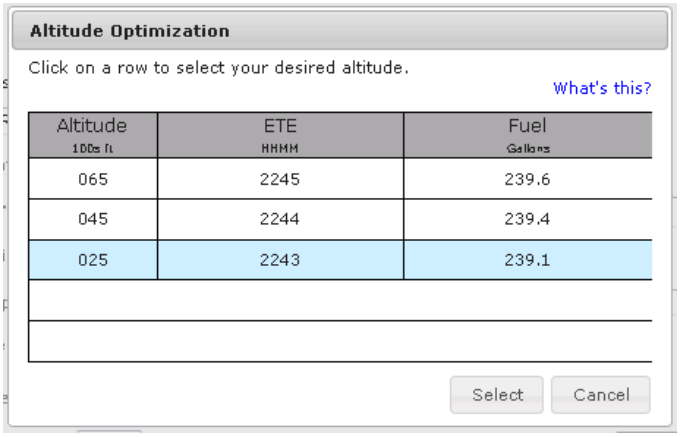
iii. Use the “Cancel” button

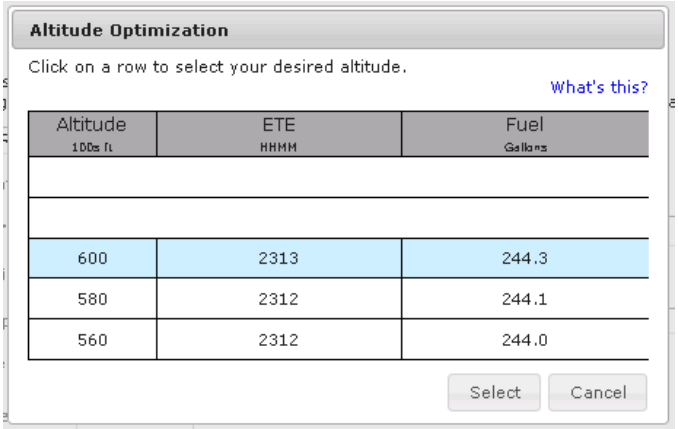
If the user clicks on the Cancel button, the system closes the *Altitude Optimization* Dialog and the original altitude entered by the user remains populated in the field.

Aircraft performance characteristics are required in order to calculate fuel usage. The following message, "* Results are not tailored to your aircraft's performance. Enter your aircraft's information at Account > Aircraft," will be displayed if performance characteristics for a given aircraft are not present.

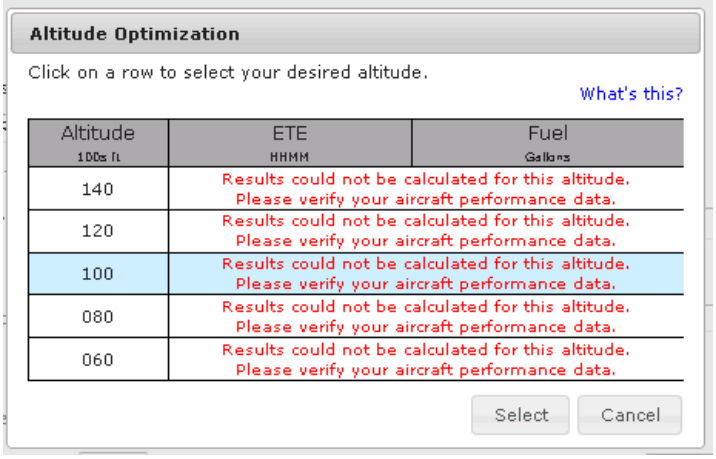


Depending on the flight rule and its associated altitude boundary conditions, if the user enters an altitude near the threshold, blank rows will be displayed if the 2,000 or 4,000 ft below or above altitudes are outside the acceptable range.





There are some cases in which altitude optimization cannot figure out a solution. The following screenshot shows the message that will be displayed.



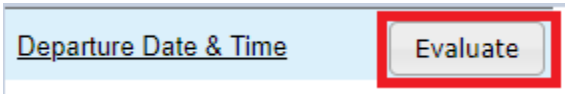
This generally happens when the climb or descent rates were entered incorrectly, which can be verified on the Account Profile page in the Aircraft section. The user may still select any of the altitudes as they wish.

9.6. Departure Time Evaluation

Evaluate Departure Time helps the pilot decide the best time to depart by presenting a summarization of TAF and adverse conditions along the planned route of flight over a range of departure times. The system divides the route of flight into 20 segments and presents a summary of the TAF conditions for each segment based on the proposed departure time. The system will also present TAF and adverse condition summaries for the previous six hours and the following six hours.

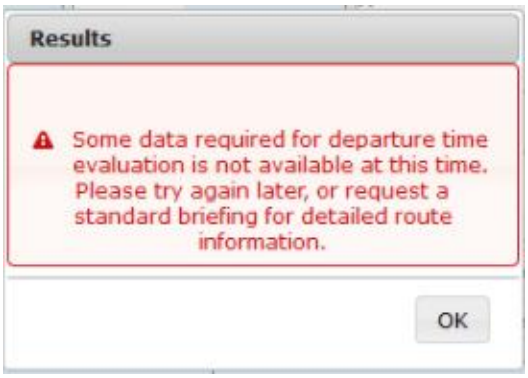
The 

button is available on the Flight Plan form.

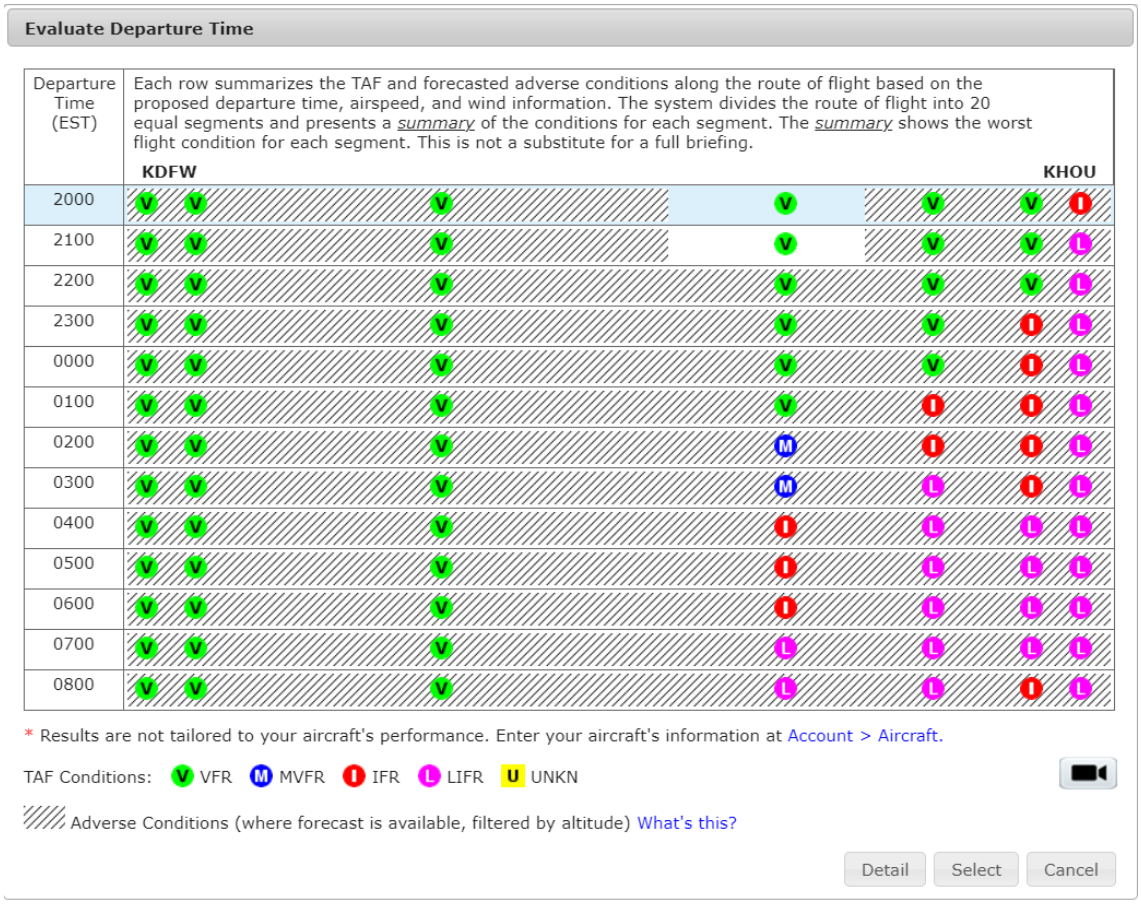


When the Evaluate button is clicked, the Evaluate Departure Time dialog is displayed showing the forecasted TAF and adverse conditions along the route of flight for 13 different departure times. Each column presents the worst case TAF condition in that time segment. The ordering of the TAF conditions from best to worst is: VFR, MVFR, IFR, LIFR, UNKN.

When any adverse condition data (note: missing TAF data is not included in this evaluation) is known to be missing, the Evaluate button on the FP&B will not open the Evaluate Departure Time Tool. Instead a pop-up will open with the following error statement:



The image below shows the TAF summaries for a route of flight from KDFW to KHOU with a proposed departure time of 2300. Summaries are provided for the six previous hours and the following six hours. Each row is divided into 20 segments and if there are TAF reports in the appropriate segment, the summarized condition is indicated with an icon. If there are no TAF reports for the segment, a blank image is displayed to indicate no TAF reports. When an adverse condition exists for the segment, the background of the segment is shaded.



Once the Evaluate Departure Time dialog is displayed the pilot may:

i. Double-click a row

If the user double-clicks on a row,

- The system closes the Evaluate Departure Time Dialog.
- The system populates the Departure Date and Time fields with the value selected by the user.

ii. Use the “Detail” button

If the user clicks on a row, then clicks the Detail button,

- The system closes the Evaluate Departure Time Dialog.
- The system opens the Evaluate Departure Time Details Dialog.

iii. Use the “Select” button

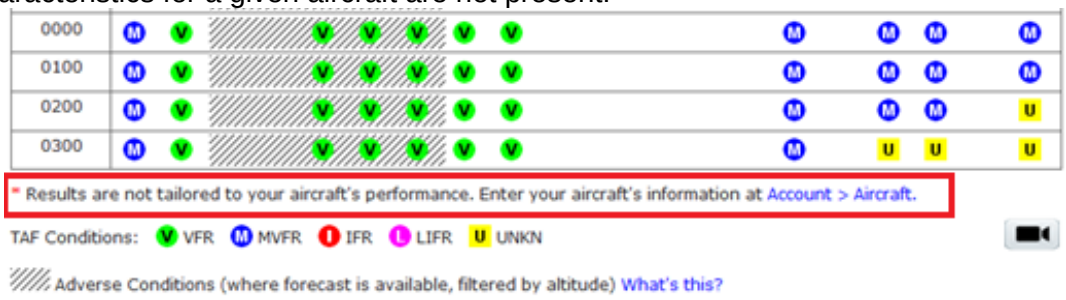
If the user clicks on a row, then clicks the Select button,

- The system closes the Evaluate Departure Time Dialog.
- The system populates the Departure Date and Time field with the value selected by the user.

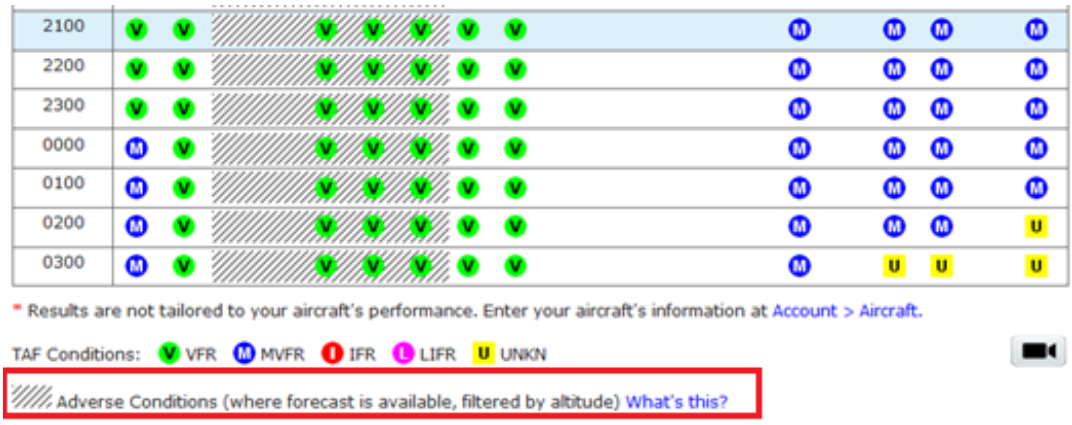
iv. Use the “Cancel” button

If the user clicks on the Cancel button, the system closes the Evaluate Departure Time and the original departure date and time entered by the user remains populated in the field.

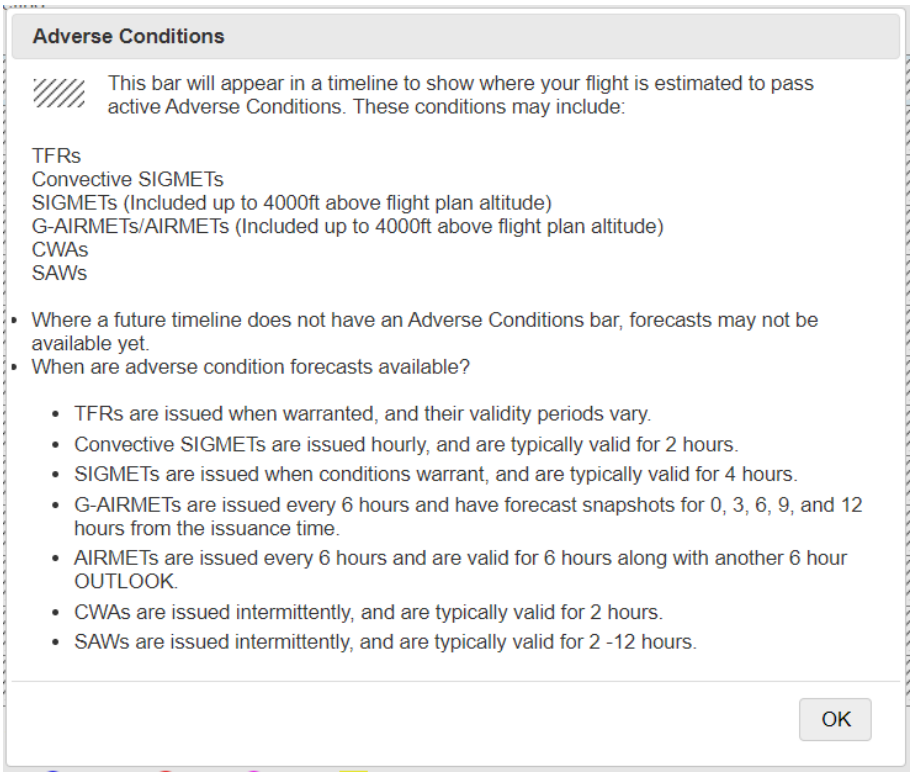
In order to accurately calculate the flight's ETE, the aircraft's performance data is used. The following message, "* Results are not tailored to your aircraft's performance. Enter your aircraft's information at Account > Aircraft," will be displayed if performance characteristics for a given aircraft are not present.



By default, the Evaluate Departure Time dialog displays conditions for the departure time entered by the user plus six hours surrounding the departure time. The row indicating the proposed departure time is highlighted in blue and is in the middle. However, if the departure time is less than six hours in the future, additional TAF and adverse conditions are added after the proposed departure time row until all 13 hours rows are populated.

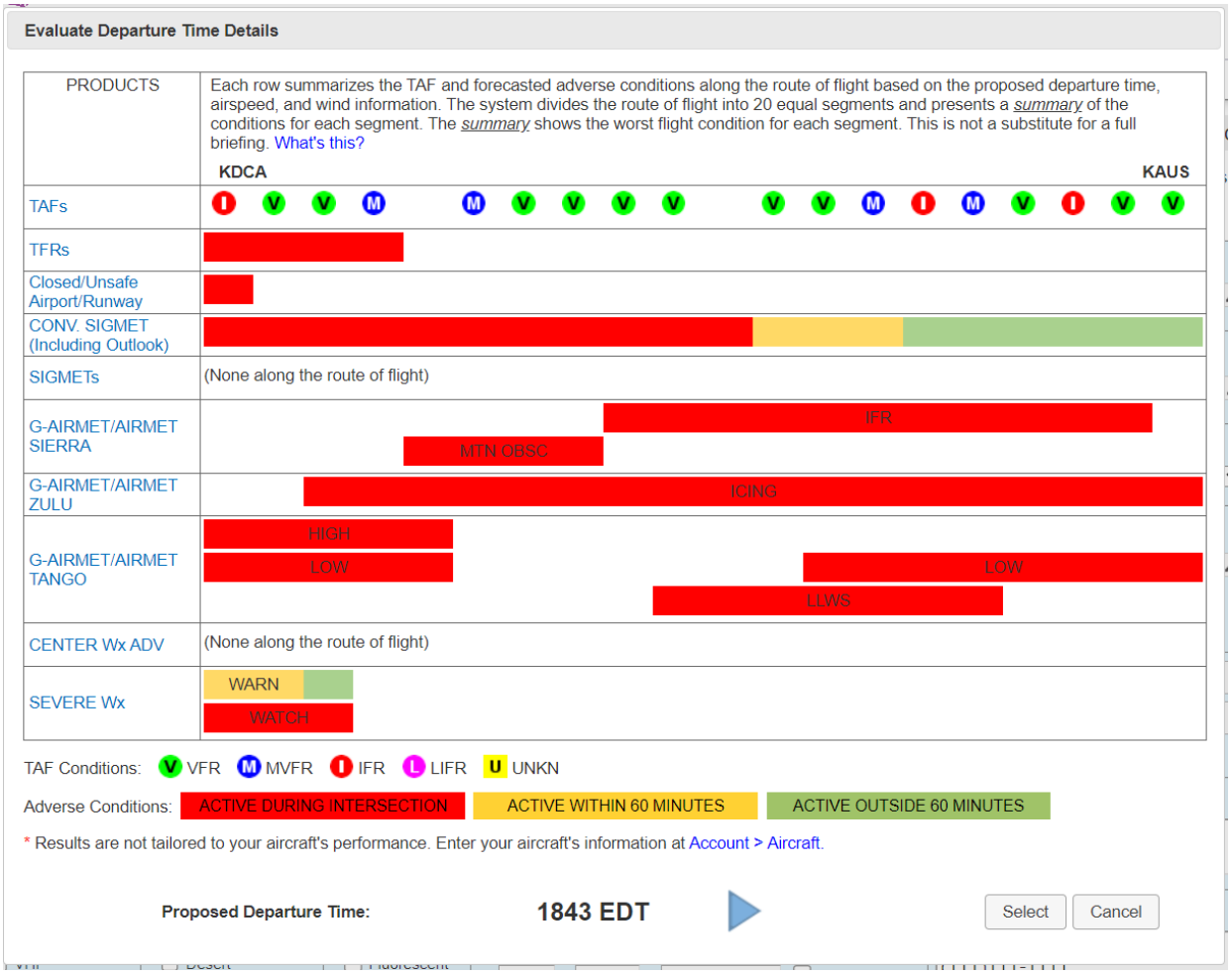


Clicking on the Video icon  will open a help video on Departure Planning Tool. For more information on adverse conditions, click on the "What's this?" link.



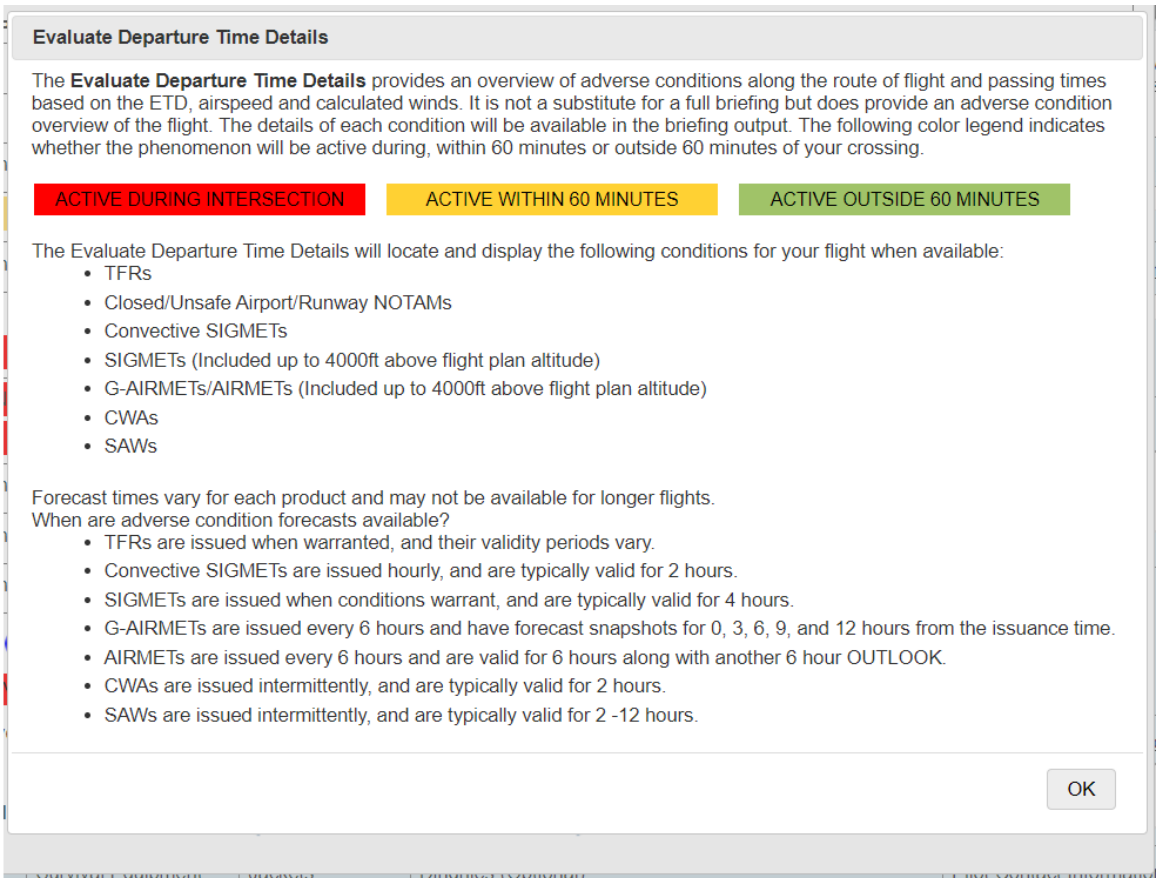
a. Evaluate Departure Time Details

This dialog displays rows for each adverse weather condition product. If a condition is not found along the route of the flight, then it will display “(None along the route of flight)”. If there is any Adverse Condition data known to be missing, it will display “(Adverse Condition data unavailable)”.



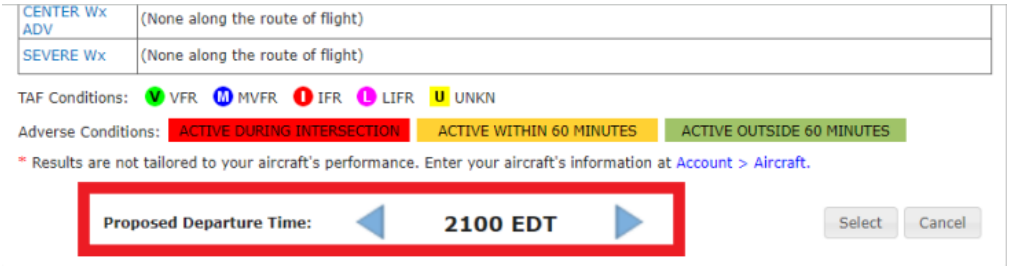
Once the Evaluate Departure Time Details Dialog is displayed the pilot may:

i. Use the What's this? text button
   If the user clicks on What's this?,
   - The system displays the Evaluate Departure Time Details What's this? popup, from which the pilot can exit through the OK button.



ii. Use the Proposed Departure Time arrows
If the user clicks on the Proposed Departure Time arrows,

- The proposed departure time will go forwards or backwards an hour through the times displayed in the Evaluate Departure Time dialog. If the pilot reaches the first of the thirteen hour slots the left arrow will disappear, and vice versa.
- The displayed products will update based on the new proposed departure time.



iii. Use the “Select” button
If the user clicks on the Select button,

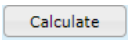
- The system closes the Evaluate Departure Time Details Dialog.
- The system populates the Departure Date and Time field with the proposed departure time selected by the user.

iv. Use the “Cancel” button
If the user clicks on the Cancel button,

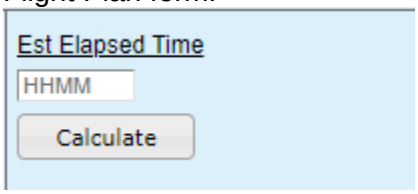
- The system closes the Evaluate Departure Time Details Dialog
- The system displays the Evalute Departure Time Dialog with the row corresponding to the proposed departure time selected.

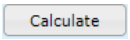
Note that when there are AIRMETs assigned to the "Other" category, an extra row is added to the Evaluate Departure Time Details pop up (This should be located after the rows for the Sierra, Tango and Zulu GAIRMETs/AIRMETs). The row should not be displayed when there are no "Other" category AIRMETs relevant to the route of flight.

9.7. Estimated Elapsed Time Calculation

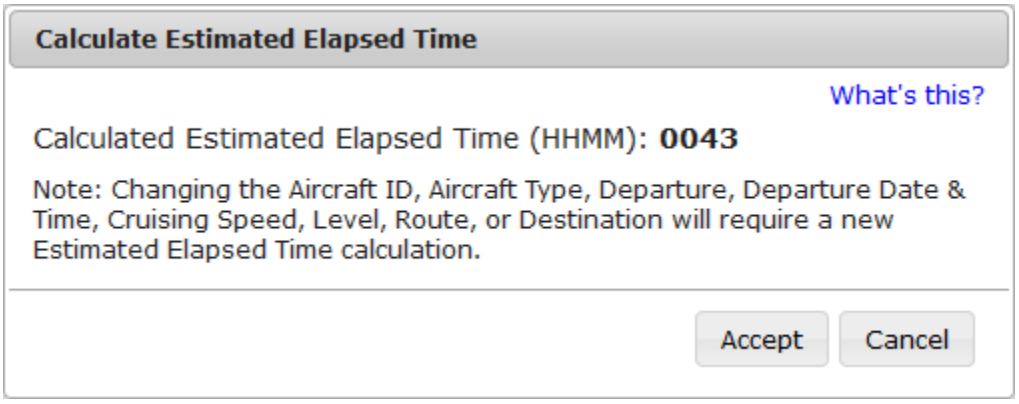
For calculating the estimated elapsed time, 

button is available on the ICAO Flight Plan form.



Calculating estimated elapsed time requires the following fields to be filled out: Aircraft ID, Aircraft Type, Departure, Departure Date & Time, Cruising Speed, Level, and Destination. The Route of Flight field is not required but it is included in the calculation. If the aircraft has a profile with performance characteristics, they are used in the calculation. Otherwise, the default characteristics for the Aircraft Type are used. When the 

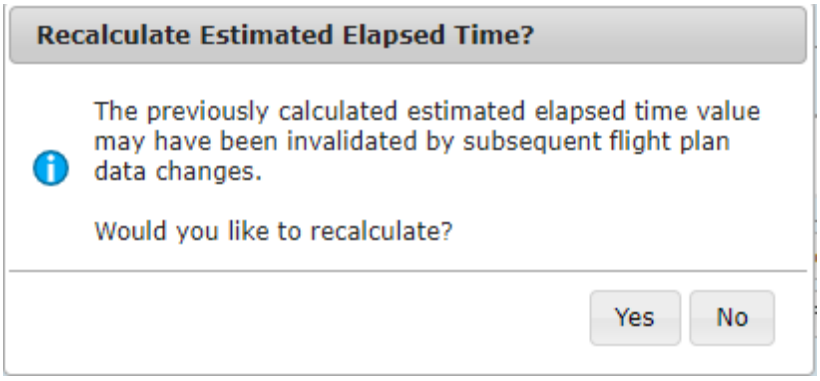
button is pressed, the Calculate Estimated Elapsed Time dialog is presented to the user containing the estimated time.



Note: the Calculated Estimated Elapsed Time dialog may have information or warning messages on it related to system weather availability and aircraft performance characteristics.

If the user accepts the estimate, then it is placed into the Est Elapsed Time field. If the user cancels from that dialog, the Est Elapsed Time field is unchanged.

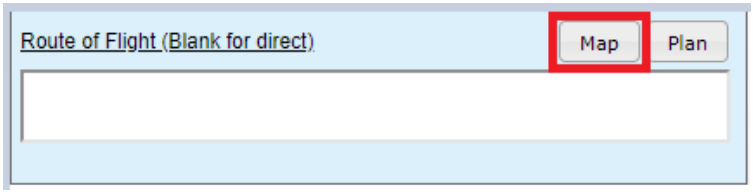
Once an estimated elapsed time has been calculated, if the user changes any fields related to its calculation and then attempts to File, Amend, or Activate the flight plan, the user will be presented with the following warning dialog and offered the option of recalculating the estimated elapsed time.



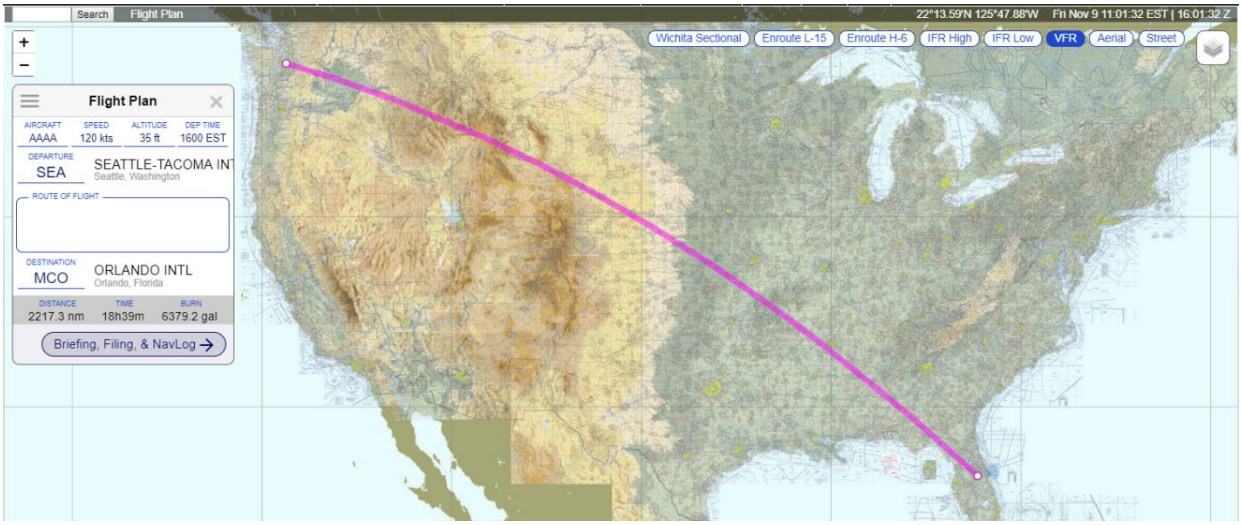
The warning dialog will not appear if there was manual change to the Est Elapsed Time field.

9.8. Route Mapping

For Route Mapping, the Map button is available on the Flight Plan form.



No fields are required for interactive map. When the Map button is clicked, the interactive map is opened. The dialog also features pan/zoom capability. The interactive map also has an interactive map form capability which is the condensed version of the Briefing, Filing, and NavLog page.


Search
Flight Plan
22°13.59'N 125°47.88'W
Fri Nov 9 11:01:32 EST | 16:01:32 Z
Wichita Sectional
Enroute L-15
Enroute H-6
IFR High
IFR Low
VFR
Aerial
Street
Flight Plan
AIRCRAFT
AAAA
SPEED
120 kts
ALTITUDE
35 ft
DEP TIME
1600 EST
DEPARTURE
SEA
SEATTLE-TACOMA INT
Seattle, Washington
ROUTE OF FLIGHT
DESTINATION
MCO
ORLANDO INTL
Orlando, Florida
DISTANCE
2217.3 nm
TIME
18h39m
BURN
6379.2 gal
Briefing, Filing, & NavLog

Interactive Flight Plan Form Description			
Field	**Description**	**Format**	**Conditional Appearance**
Aircraft ID	Contains the name of the aircraft	2-7 alphanumeric characters	N/A
Speed	Contains the speed of the plane	Zero value for Airspeed in invalid Knots: N followed by 4 digits, max of 3700 Mach: M followed by 3 digits, max of 500, with an implicit decimal point after the first digit (M084 =0.84 Mach, M100 = 1.00 Mach, M215=2.15 Mach)	N/A

Altitude	Contains the altitude of the plane	**Format:** Route Brief, File, Amend and Activate • Flight Level: 2-3 digits • ABV/<Flight Level> • OTP • OTP/<Flight Level> • VFR • VFR/<Flight Level> • Block Altitude: <Flight Level>B<Flight Level> NavLog, Optimize Altitude, Evaluate Departure Time • Flight Level: 2-3 digits • ABV/<Flight Level> • OTP/<Flight Level> • VFR/<Flight Level> • Block Altitude: <Flight Level>B<Flight Level> **Valid range for Optimize Altitude:** IFR, MIFR flights: • 20-600 • ABV/20-ABV/600 • OTP/20-OTP/600 • VFR/25-VFR/179 VFR, MVFR flights: • 25-179 • ABV/25-ABV/179 • OTP/25-OTP/179 • VFR/25-VFR/179 **Valid range for Evaluate Departure Time:** IFR, MIFR, VFR, MVFR flights:	N/A

		• 00-999 • ABV/00-ABV/999 • OTP/00-OTP/999 • VFR/01-VFR/179 • 00B01-998B999	

Dep Time	Contains the departure time	• MM/DD/YYYY; based on the selected time zone value • HHMM; where HHMM are 4 digits, based on the selected time zone value	N/A
Departure	Contains the location of where the plane takes off	4 letter ICAO airport/heliport or ZZZZ for non-standard ICAO airport location. If AFIL or ZZZZ is entered, then a location must be provided in DEP/ in the Other Information field	N/A
Route of Flight	Contains the route the plane will take for the duration of the flight	2-558 characters; 3-5 alphanumeric airport/heliport/NAVAID/waypoint identifier	N/A
Destination	Contains the location of where the flight will land at the end of its route.	3-5 alphanumeric airport/heliport/NAVAID(excluding NDB)/waypoint identifier	N/A
Distance	The number of miles that the route of the flight will take up	Generated automatically	N/A
Time	The amount of time that the route will take	Generated automatically	N/A

Burn	Contains the amount of fuel that will be burned for during flight	Filled in by the pilot through AC performance and will be generated automatically.	N/A

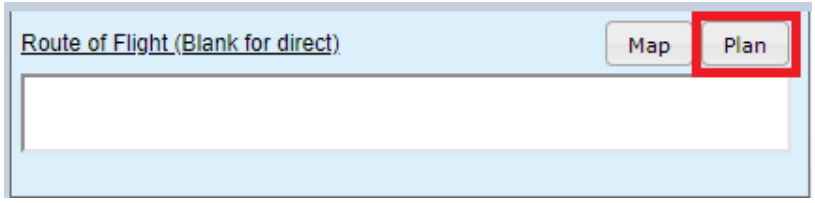
9.9. Route Planning

For Route Planning, the Plan button is available on the Flight Plan form. Plan a Route helps the pilot decide a route of flight using the departure and destination of the flight plan. The system will generate various types of routes based on the route types listed below. Once a route type is selected the system will generate the appropriate route of flight.

*Note that the calculated route does not consider weather, flight restrictions, altitude, or traffic flow management initiatives and that it is the pilot's responsibility to verify the route is flyable given their plane's performance envelope, fuel capacity, equipage and weather conditions.

Route types:

I. IFR - Recent ATC Assigned
II. GPS Direct
III. Low Altitude V Airways
IV. VOR Direct
V. FAA Preferred
VI. Coded Departure (See FAA overview)



When the Plan button is clicked, the Plan a Route dialog page is displayed. The pilot is presented with a set of radio buttons to select a route type.

When a route type is selected and the Find Routes button is clicked, the Plan a Route results dialog is displayed. For a GPS Direct route, the dialog will contain a route consisting of zero to 46 Lat/Long fixes, dependant upon route length. For a Low Altitude V Airways or VOR Direct route, the dialog will contain the shortest route if found. For other types of routes, the dialog will show an airway or multiple airways in a tabular form. If the Cancel button is clicked, the dialog closes and returns to Plan & Brief page.

Once the Plan a Route results dialog is displayed the pilot may:

I. Double-click a row
If the user double-clicks on a row, the system closes the Plan a Route dialog.
The system populates the Route of Flight field with the value selected by the user.

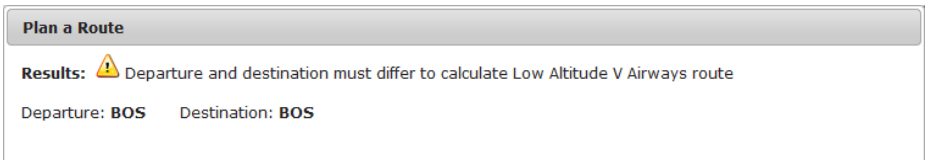
II. Use the Select button
If the user clicks the Select button, the system closes the Plan a Route dialog.
The system populates the Route of Flight field with the value selected by the user.

III. Use the Map button

If the user clicks the Map button, the system will open a Map Route dialog displaying the route value selected by the user. Using the << Back to Find Routes button will return to the previous Plan a Route dialog.

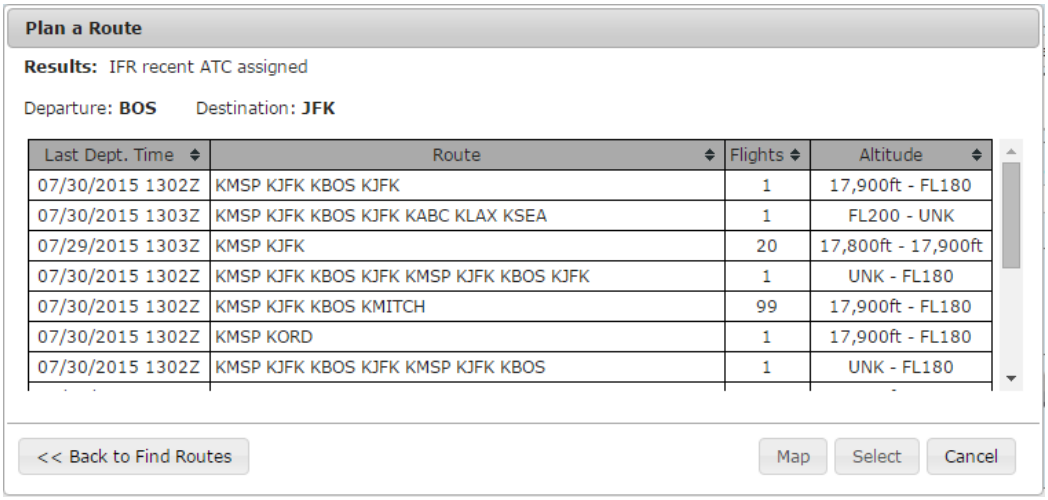
IV. Use the Cancel button
If the user clicks the Cancel button, the system closes the Plan a Route dialog and the original route entered by the user remains populated in the Route of Flight field.

Error messages will be displayed following the **Results:** preceeded with ⚠ icon.



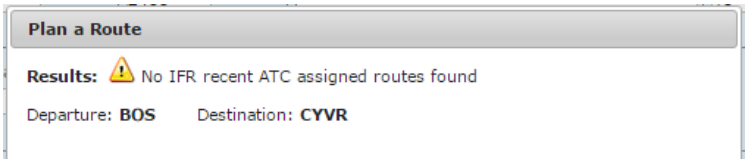
a. IFR – Recent ATC Assigned

This option will return a list of up to fifteen recently assigned routes between departure and destination of a Flight Plan, in the following tabular structure:



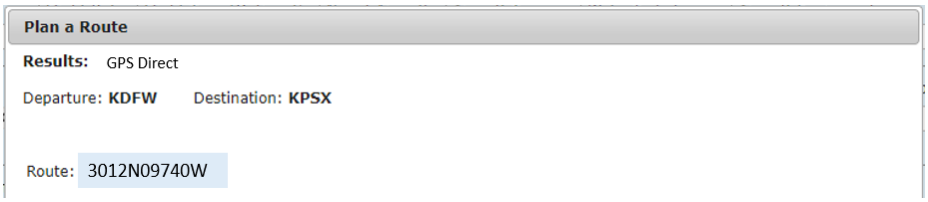
Columns Last Dept. Time, Route, Flights, Altitude are sortable in both ascending and descending manner.

If there are no IFR routes exist between departure and destination of the specified Flight Plan, the following will be displayed:



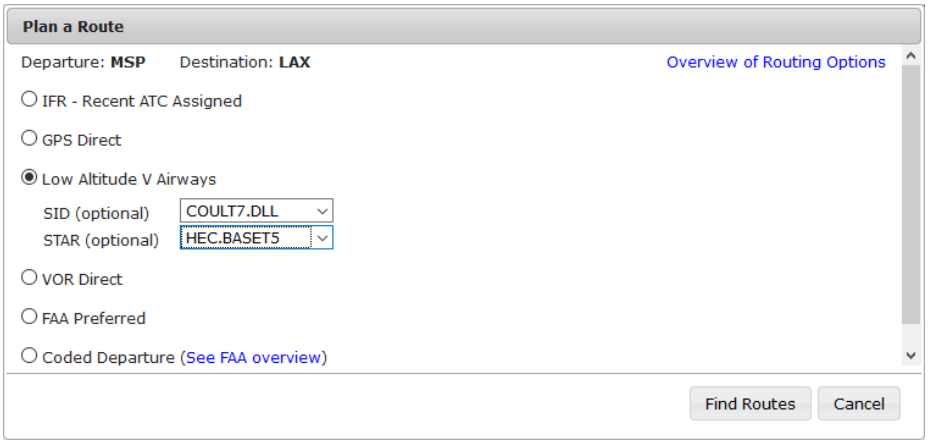
b. GPS Direct

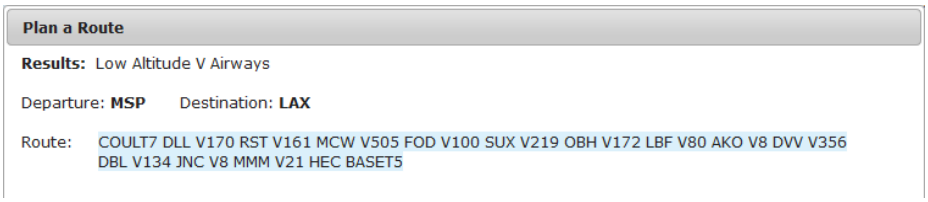
The GPS Direct radio button selection will return a route with Lat/Long coordinates along the route. SIDs and STARs are not supported when GPS Direct Routes are selected. The distance between the calculated coordinates is configurable, nominally set at 75 nmi. If the route is less than the configured distance, a direct route from departure to destination is returned. For longer routes, the route is divided into segments of the configured length. If the number of interim points exceeds 46, the route segment length will be extended as only 46 Lat/Long points will fit in the route field.



c. Low Altitude V Airways

The Low Altitude V Airways radio button selection will return the system recommended low altitude airways between the flight plan departure and destination of the Flight Plan. Departure and destination points can be Airports, FRDs, VORs, VORTACs. Optionally, a SID and/or STAR can be selected. If a SID is selected, the system recommended path will start from the associated departure fix. If a STAR is selected, the system recommended path will end at the associated destination transition fix. Victor airways cannot be calculated for round robin flights.



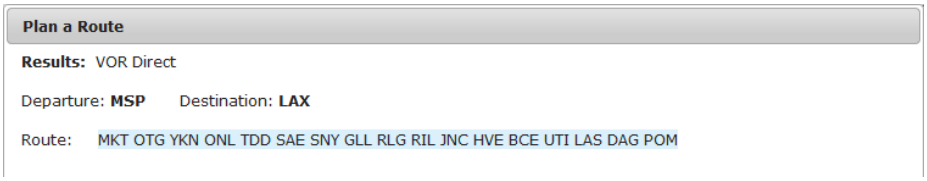


d. VOR Direct

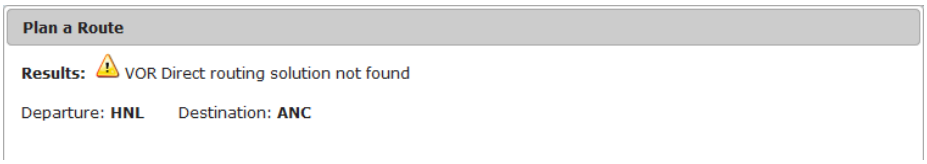
The VOR Direct radio button selection will return the shortest route flying direct between VORs, VORTACs, VOR-DMEs, and TACANs from the flight plan departure to the flight

plan destination. Departure and destination points can be Airports, FRDs, NAVAIDs, or Lat/Longs.

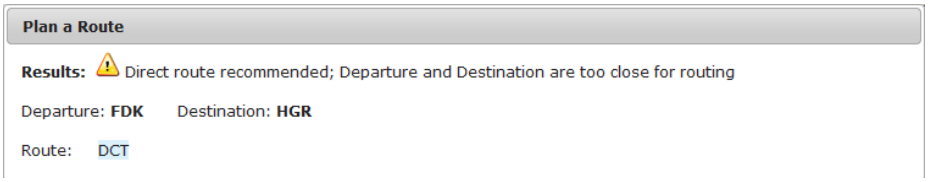
If a VOR Direct route is found it is displayed.



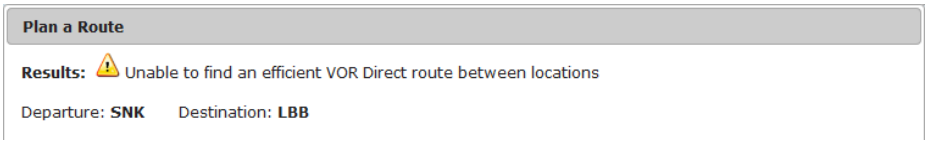
If no VOR Direct route is found, a warning is displayed.



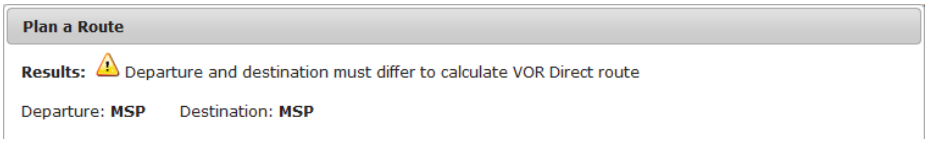
If the flight plan departure and destination too close for routing, a direct route is recommended.



If a VOR Direct route is found, but too long to be efficiently flown, a warning is displayed.

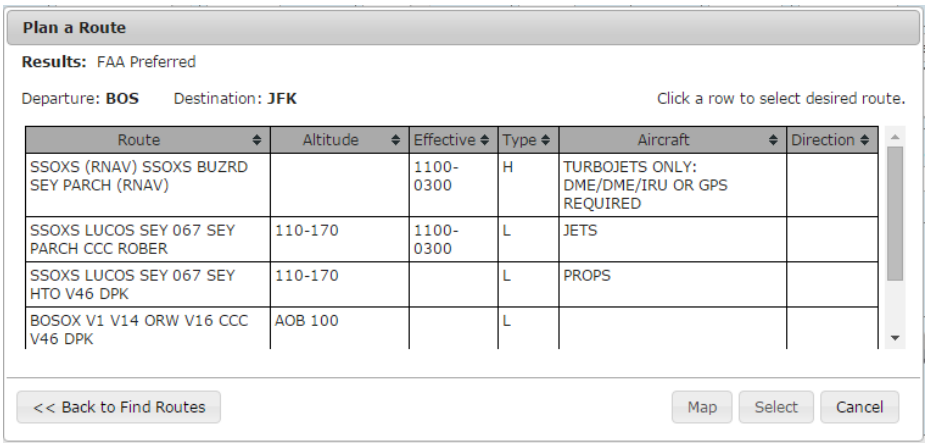


VOR Direct routes cannot be calculated for round robin flights.



e. FAA Preferred

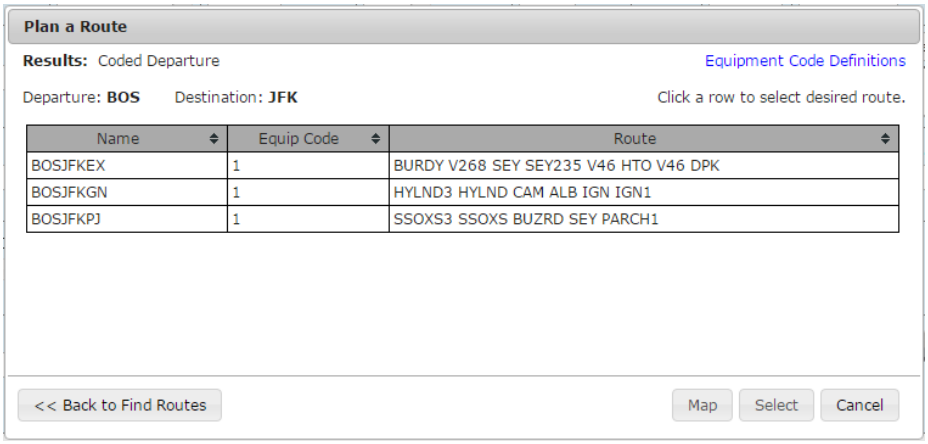
The FAA Preferred routes radio button selection will return a list of FAA Preferred airways between the flight plan departure and destination in a tabular structure.



Columns Route, Altitude, Effective, Type, Aircraft, Direction are sortable in both ascending and descending manner.

f. Coded Departure (See FAA overview)

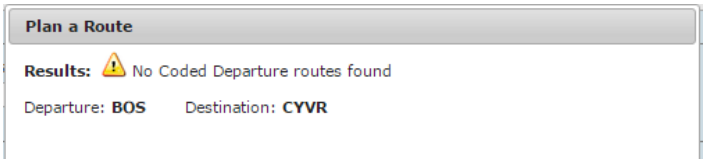
This option will return a list of coded departure routes for the departure and destination specified in the Flight Plan in the following tabular structure:



Columns Name, Equip Code, and Route are sortable in both ascending and descending manners.

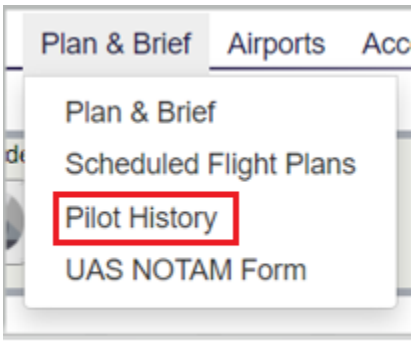
Clicking on the Equipment Code Definitions link brings up a dialog defining the 3 equipment codes.

If no coded departure routes exist for the specified departure and destination, the following will be displayed:



9.10. Pilot History Page

The Pilot History page may be selected by navigating to the Plan & Brief menu item and selecting Pilot History. The Pilot History Page displays up to forty-five (45) days of pilot history events. Each event displayed contains the Event Date and Time, Event Type, Aircraft ID, Source (Web or Provider or Scheduled Flight Plan), Departure and Destination. Details of certain events may be further examined by selecting the View button located next to the event.



Your account history is available for Flight Plan, NavLog, and Briefing events in the past 15 days. It includes any events your service provider performed on your account's behalf.

1 to 15 of 40

Details	Event Date & Time	Event	Aircraft ID	Source	Departure	Destination
View	Jul 3, 1233Z	File Flight Plan	T1WVT	Website	AFIL	ZZZZ
View	Jul 3, 1233Z	File Flight Plan	LAEGZ	Website	KOAK	ZZZZ
View	Jul 3, 1233Z	File Flight Plan	XQ702	Website	ZZZZ	KPRC
View	Jul 2, 1856Z	File Flight Plan	BWEZK	Website	AFIL	ZZZZ
View	Jul 2, 1856Z	File Flight Plan	QMQQY	Website	KOAK	ZZZZ
View	Jul 2, 1856Z	File Flight Plan	RFP64	Website	ZZZZ	KPRC
View	Jul 2, 1403Z	File Flight Plan	KBBSM	Website	AFIL	ZZZZ
View	Jul 2, 1403Z	File Flight Plan	X19KU	Website	KOAK	ZZZZ
View	Jul 2, 1403Z	File Flight Plan	MI8N7	Website	ZZZZ	KPRC
View	Jun 30, 2118Z	File Flight Plan	I456	Website	3943N08618W	3000N09016W
	Jun 30, 2117Z	Cancel Flight Plan	I456	Website	IND	MSY

The Pilot History page displays up to 15 events at a time. The current set of events being looked at and the total number of events available are displayed at the top of the table in

between the navigation buttons. The user can navigate through the events by clicking on the next  and previous  buttons. They can view the most recent events by clicking on the jump to first page  button. They can view the oldest events by clicking on the jump to last page  button.

The events displayed on the Pilot History page are as follows:

a. Flight Plan Events
   i. File Domestic/ICAO/Stereo
   ii. Amend Domestic/ICAO/Stereo
   iii. Cancel Domestic/ICAO/Stereo
   iv. Activate Domestic/ICAO
   v. Close Domestic/ICAO

   Additional details are available for File and Amend events, by pressing the View button.

b. Briefing Events
   i. Standard Briefing
   ii. Outlook Briefing
   iii. Abbreviated Briefing
   iv. Delta Briefing
   v. Email Briefing
   vi. Scheduled Email Briefing

   Additional details are available for BRIEFING events, by pressing the View button.

c. NavLog Events
   i. NavLog
   ii. NavLog Email

   Additional details are available for NavLog events, by pressing the View button.

d. UOA Manipulation Events
   i. File
   ii. Amend
   iii. Cancel

   Additional details are available for UOA manipulation events, by pressing the View button.

e. ATC Route Notice Transmission Events
   i. ATC Route Notice Transmission Email

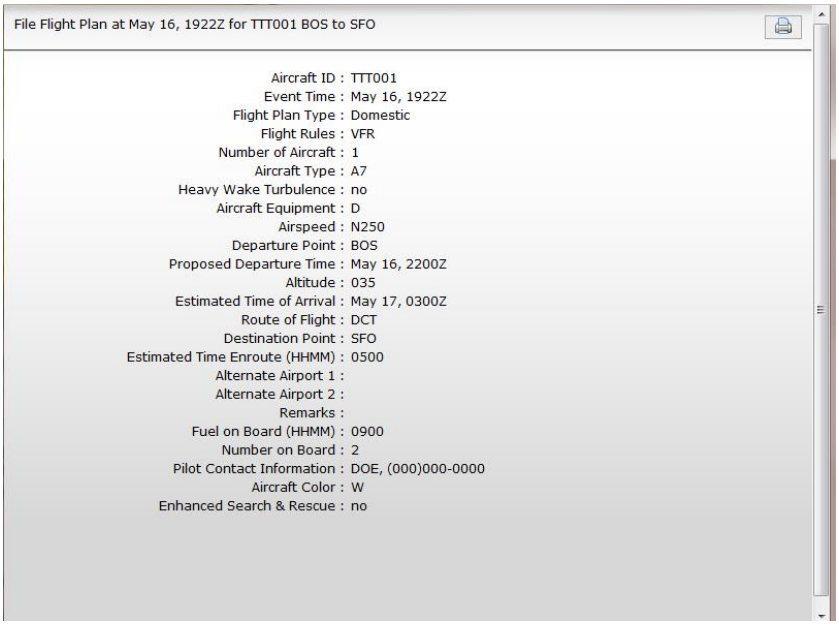
   Additional details are available for ATC Route Notice Transmission events, by pressing the View button.

f. Graphical Checklist Logged Events
   i. Graphical Checklist Logged Events saved by the user.

   Additional details are available for Graphical Checklist Logged events, by pressing the View button.

a. View Flight Plan Event Details Page

The View Flight Planning Event Details page may be selected by navigating to the Plan & Brief menu item, selecting Pilot History and then selecting the View button located next to the event. File and amend events will have a View button.

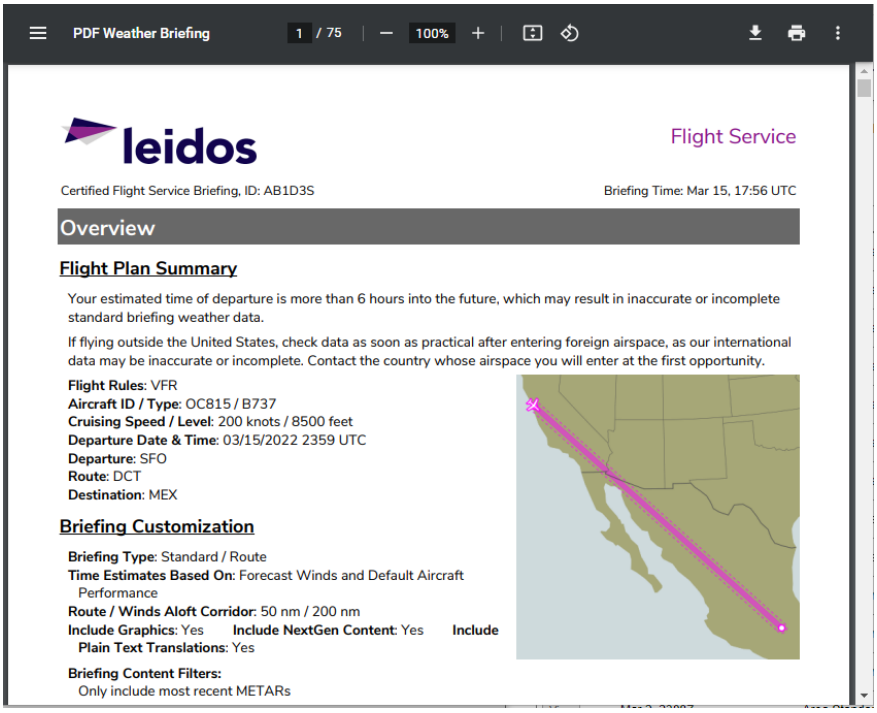


The View Flight Plan Event Details field items are described in the DOMESTIC FLIGHT PLAN table which is located in the 8.1. Flight Planning part a. Domestic Flight Plan Form Validation in this document.

The View Flight Planning Event Details page can be printed by selecting the print icon located on the top right side of the page.

b. View Flight Plan Briefing Event Page

The View Flight Briefing Event page may be selected by navigating to the Plan & Brief menu item and selecting Pilot History and then selecting the View button located next to one of the briefing event items displayed in the list of history event items. The different types of briefing events that can be viewed and printed are listed in the beginning of this chapter. The image below is an example of a past standard briefing.

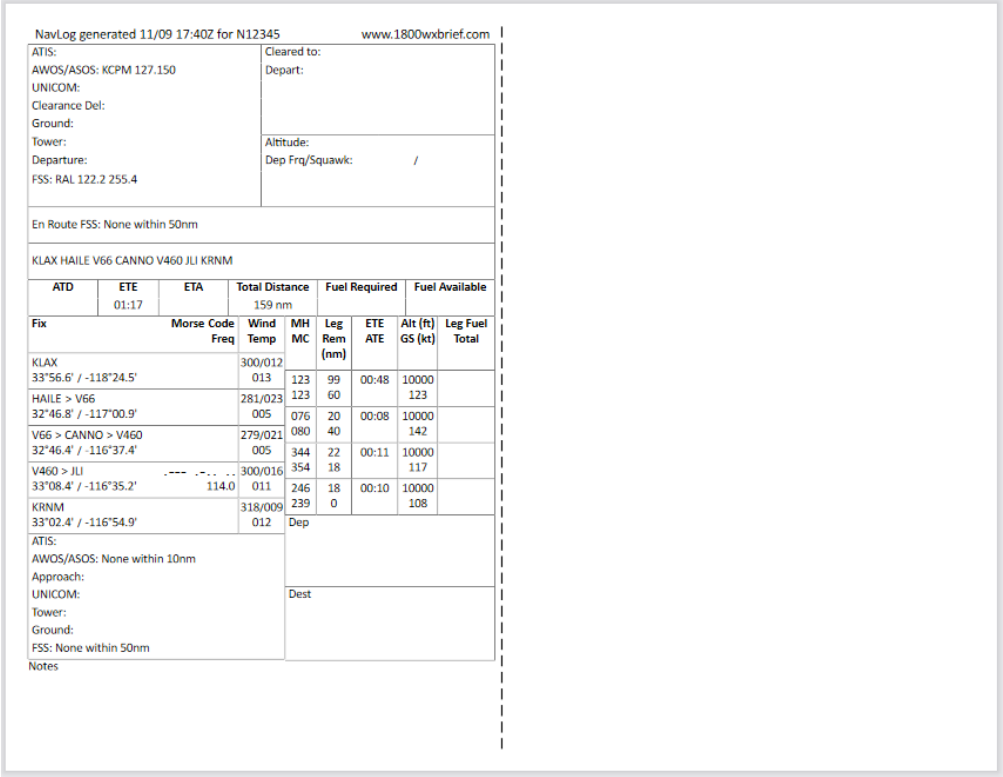


The View Flight Briefing Event display contains the briefing material that was present at the time of the request.

The View Flight Briefing Event page can be printed by selecting the print icon located on the top right side of the page.

c. View Navigation Log Event Page

The View Navigation Log Event page may be selected by navigating selecting the View button located next to one of the NavLog event items displayed in the list of history event items. The image below is an example of a past Navigation Log.



NavLog generated 11/09 17:40Z for N12345 www.1800wxbrief.com

ATIS:
AWOS/ASOS: KCPM 127.150
UNICOM:
Clearance Del:
Ground:
Tower:
Departure:
FSS: RAL 122.2 255.4

Cleared to:
Depart:

Altitude:
Dep Frq/Squawk: /

En Route FSS: None within 50nm

KLAX HAILE V66 CANNO V460 JLI KRNM

ATD	ETE	ETA	Total Distance	Fuel Required	Fuel Available
	01:17		159 nm		

Fix	Morse Code Freq	Wind Temp	MH MC	Leg Rem (nm)	ETE ATE	Alt (ft) GS (kt)	Leg Fuel Total
KLAX 33°56.6' / -118°24.5'		300/012 013	123 123	99 60	00:48	10000 123	
HAILE > V66 32°46.8' / -117°00.9'		281/023 005	076 080	20 40	00:08	10000 142	
V66 > CANNO > V460 32°46.4' / -116°37.4'		279/021 005	344 354	22 18	00:11	10000 117	
V460 > JLI 33°08.4' / -116°35.2'	.--- .-.. .. 114.0	300/016 011	246 239	18 0	00:10	10000 108	
KRNM 33°02.4' / -116°54.9'		318/009 012	Dep				

ATIS:
AWOS/ASOS: None within 10nm
Approach:
UNICOM:
Tower:
Ground:
FSS: None within 50nm

Dest

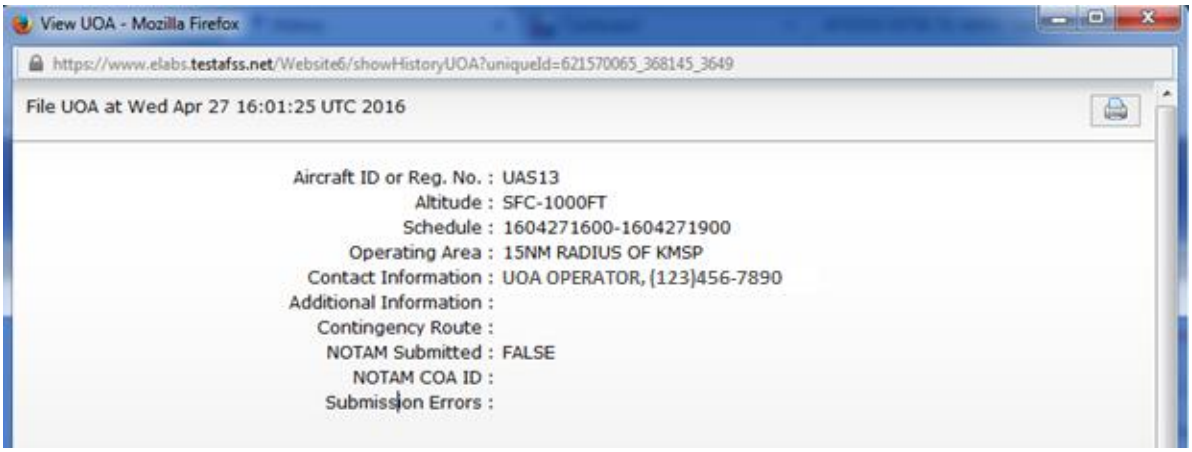
Notes

The Navigation Log Event display contains the Navigation Log material that was present at the time of the request.

The View Navigation Log Event page can be printed by selecting the print icon located on the top right side of the page.

d. View UOA Manipulation Event Page

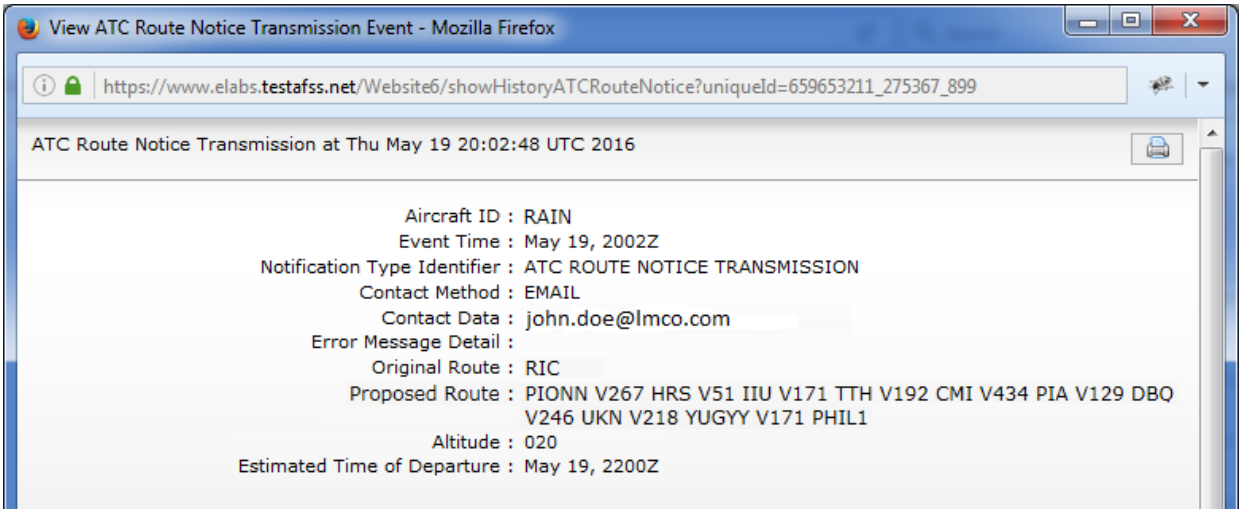
The View UOA Manipulation Event page may be selected by selecting the View button located next to one of the UOA manipulation event items displayed in the list of history event items. The image below is an example of a past File UOA Event.



The View UOA Manipulation Event page can be printed by selecting the print icon located on the top right side of the page.

e. View ATC Route Notice Transmission Event Page

The View ATC Route Notice Transmission Event page may be displayed by selecting the View button located next to an ATC Route Notice Transmission event item displayed in the Pilot History. The image below is an example of an ATC Route Notice Transmission Event.

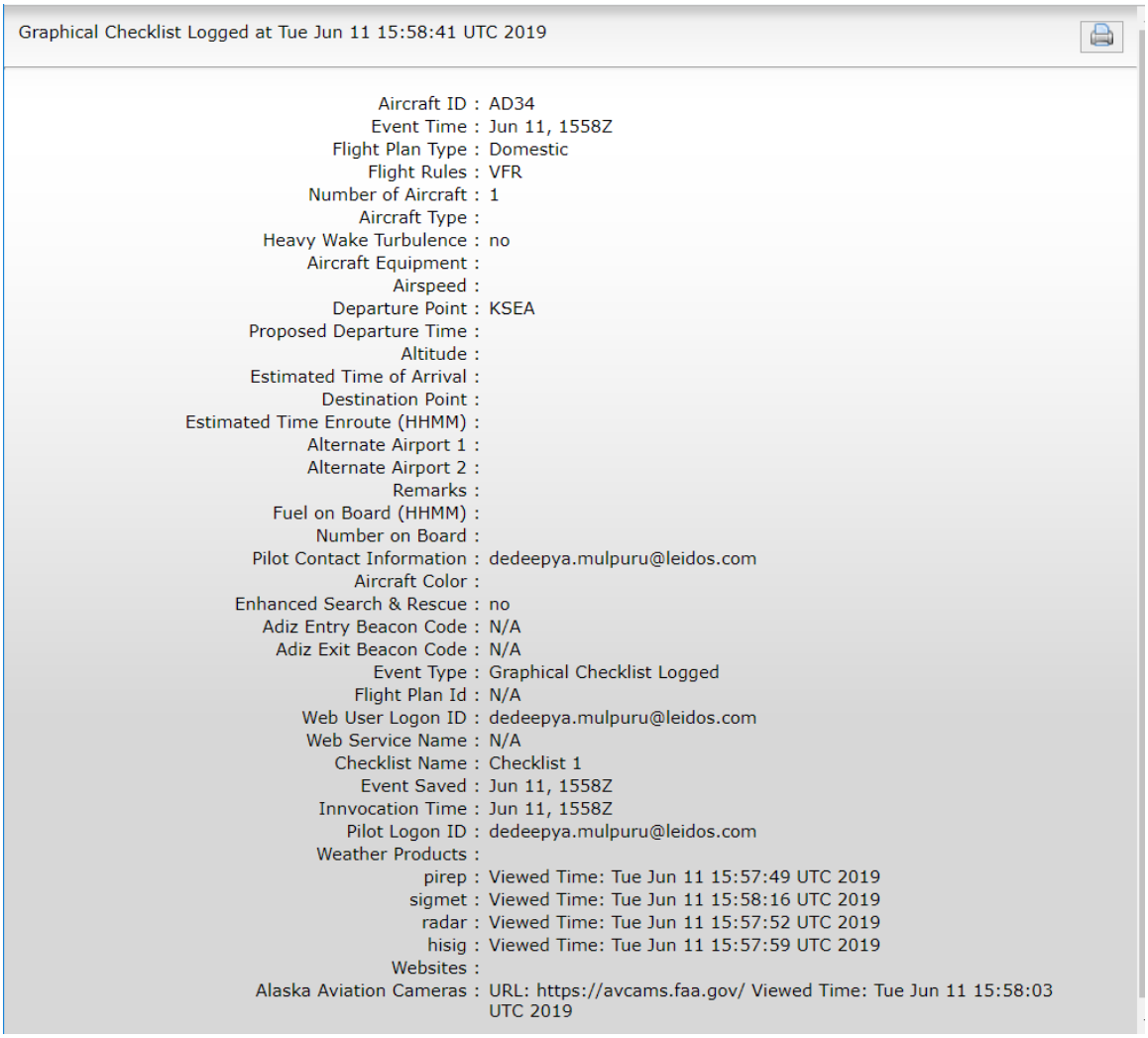


The ATC Route Notice Transmission Event display contains the ATC Route Notice Transmission material that was present at the time of the request.

The View ATC Route Notice Transmission Event page can be printed by selecting the print icon located on the top right side of the page.

f. View Graphical Checklist Logged Event Page

The View Graphical Checklist Logged Event page may be displayed by selecting the View button located next to a Graphical Checklist Logged event item displayed in the Pilot History. The image below is an example of a Graphical Checklist Logged Event.



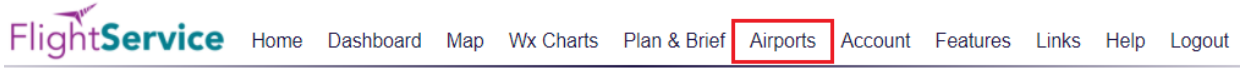
The Graphical Checklist Logged Event display contains the Graphical Checklist Logged material that was present at the time of the request

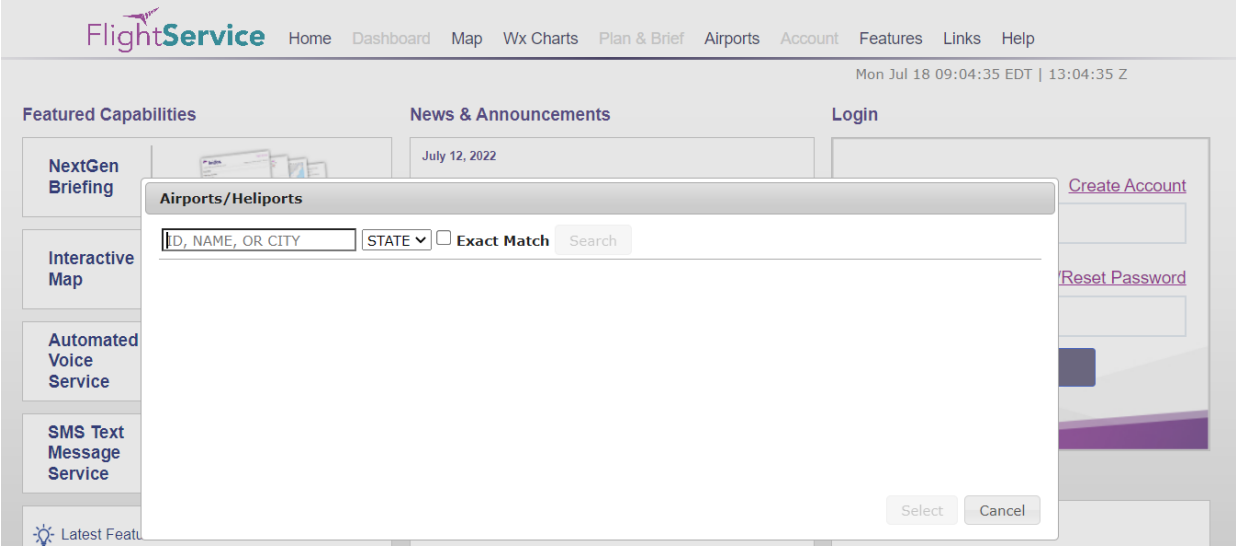
The View Graphical Checklist Logged Event page can be printed by selecting the print icon located on the top right side of the page.

10. Airports Page

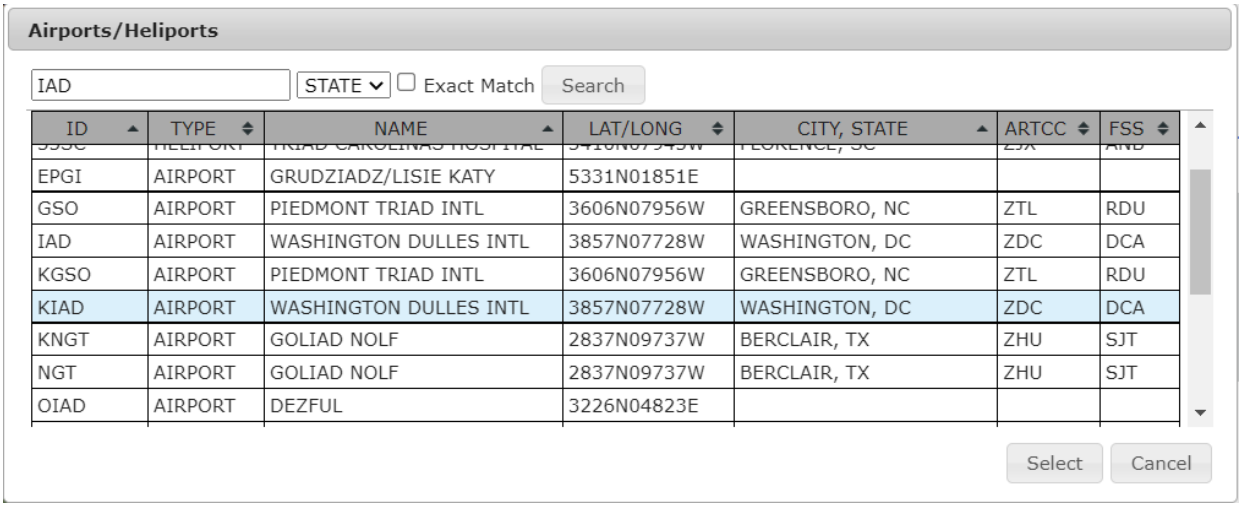
Clicking on the Airports menu bar item will open the airports/heliports search dialog over the currently viewed page. It contains a form to lookup airport or heliport information pages.

Airport Lookup



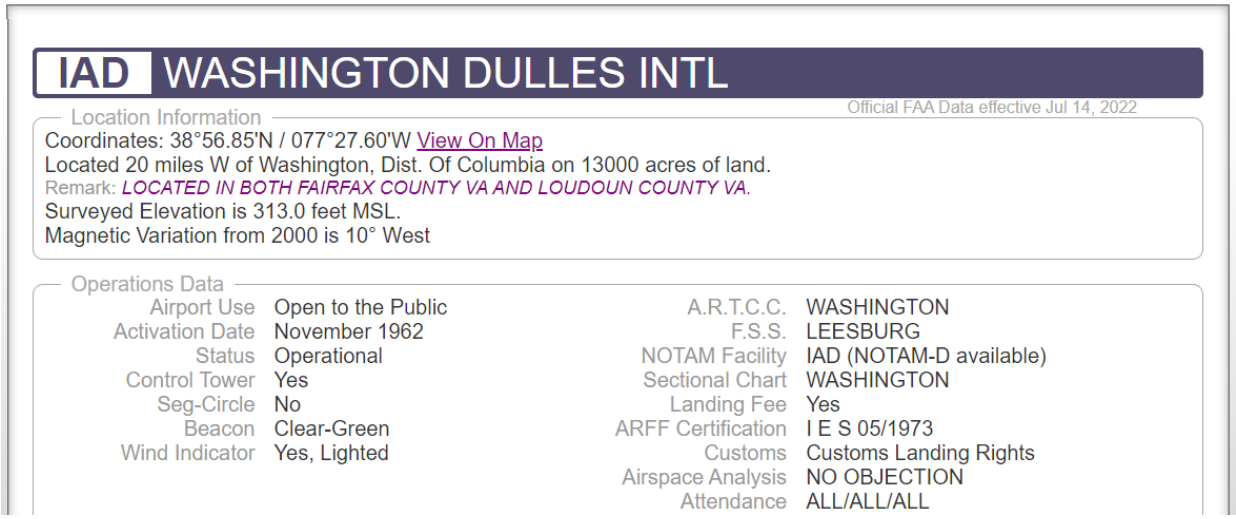


Retrieving information on specific airports can be accessed via the airports/heliports search dialog. Reference Departure/Destination/Alternates in Flight Plan Helper Menu and Dialogs for more information on this search function. Note that the Airports/Heliports search dialog displays results for just airports and heliports.



The information page for the desired airport or heliport can be viewed by either clicking the Select button or double-clicking the row for the desired location.

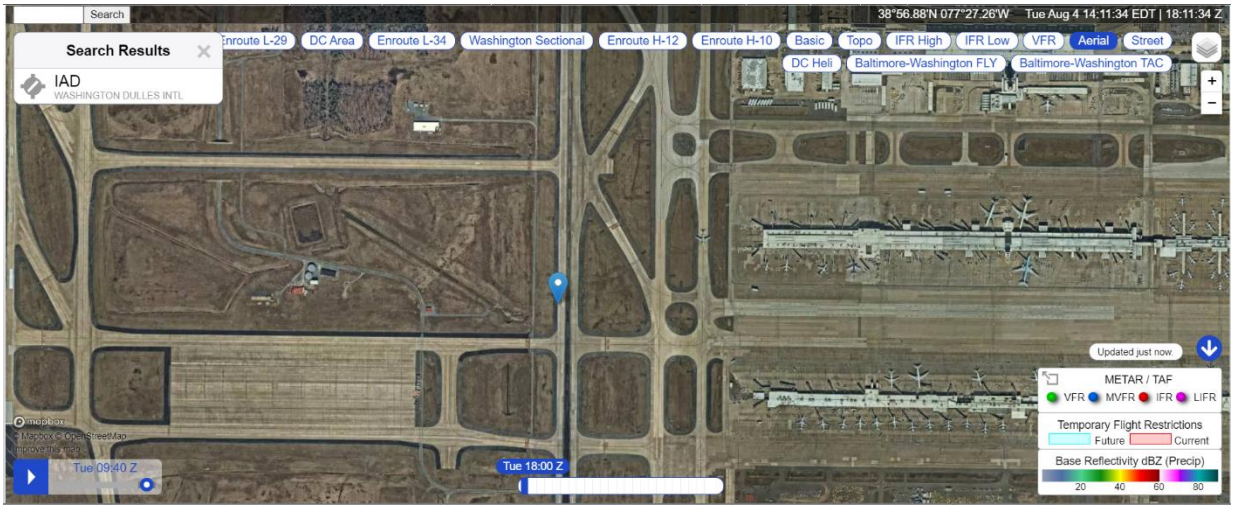
Several aspects of the airport or heliport will be displayed within different sections of the information page.



a. Location Information

This Topic displays the Lat/Long and Altitude of the airport, as well as the number of miles to the closest city.

The **View on Map** link takes the user to the Interactive Map page and displays the airport in Aerial View. The airport location is centered and indicated by a location icon.



b. Operations Data

This Topic shows the Airport Use indicating availability to the public, as well as whether there is a control tower available, and the NOTAMS facility associated with the airport.

Operations Data

Airport Use	Open to the Public	A.R.T.C.C.	WASHINGTON
Activation Date	November 1962	F.S.S.	LEESBURG
Status	Operational	NOTAM Facility	IAD (NOTAM-D available)
Control Tower	Yes	Sectional Chart	WASHINGTON
Seg-Circle	No	Landing Fee	Yes
Beacon	Clear-Green	ARFF Certification	I E S 05/1973
Wind Indicator	Yes, Lighted	Customs	Customs Landing Rights
		Airspace Analysis	NO OBJECTION
		Attendance	ALL/ALL/ALL

c. Airport Communications

This Topic displays all the frequencies associated with this airport.

Airport Communications

D-ATIS	134.85
DULLES TOWER	120.1 RY 01R/19L
	120.25 RY 01C/19C
	134.425 RY 01L/19R & RY 12/30
	317.8 RY 01R/19L
	348.6 RY 01C/19C
	348.6 RY 01L/19R & RY 12/30
DULLES GROUND	121.625 WEST
	121.9 EAST
	317.8 EAST
	348.6 WEST
CLEARANCE DELIVERY	135.7
	317.8
AS ASSIGNED	125.8
	128.425
	132.45
APCH/P CLASS B	128.525(091-240)
MIDFLD RAMP CTL	129.55
EMERG	121.5
	243.0

ASR RADAR UNAVBL ABV 15000 FT.
ASR ELEV. 275.1 CPME#1 38-56-15.8625N 77-27-39.3822W CPME#2 38-56-01.0536N 77-25-54.0575W MTI#1 38-55-58.9323N 77-27-14.2280W MTI#2 38-55-02.7688N 77-26-11.5518W MTI#3 38-58-32.0733N 77-27-33.3491W FEED HORN ELEV. 340.3
ARRIVALS MAY BE EXTENDED OUTSIDE OF CLASS B.

d. Runways

This Topic indicates the runways for the airport, as well as their composition and maintenance (but NOT current weather) condition(s).

Runway 01R/19L

Dimensions	11500 x 150 feet
Surface	CONC-G GRVD
Weight Limits	81 /R/C/W/T S-200 D-250 ST-450 DT-875

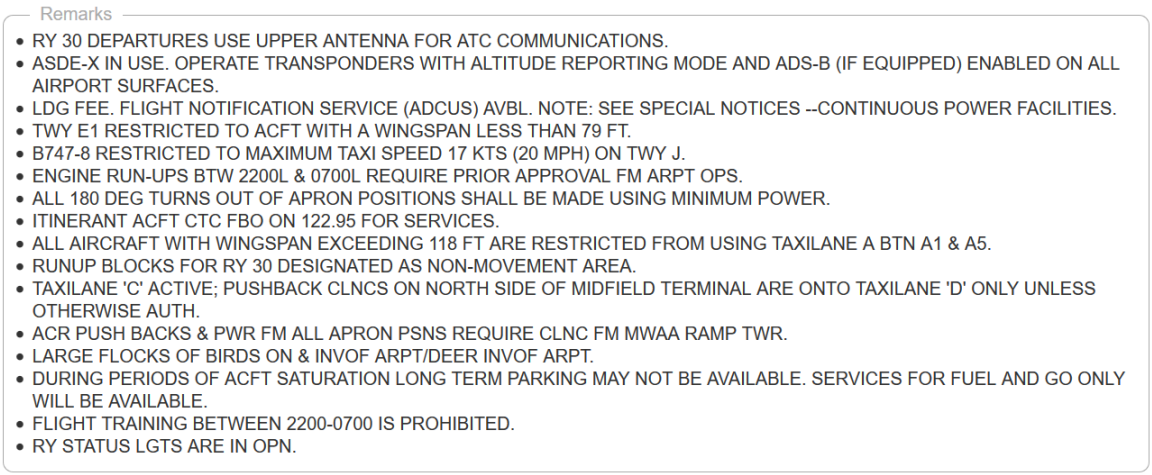
Runway 01R		Runway 19L	
Coordinates	38°55.43?N / 077°26.19?W	Coordinates	38°57.32?N / 077°26.16?W
Elevation	311.7	Elevation	293.2
Traffic Pattern	Left	Traffic Pattern	Left
Runway Heading	011° Magnetic, 001° True	Runway Heading	191° Magnetic, 181° True

e. Ownership Information

This Topic provides the airport ownership information including the airport manager.

f. Remarks

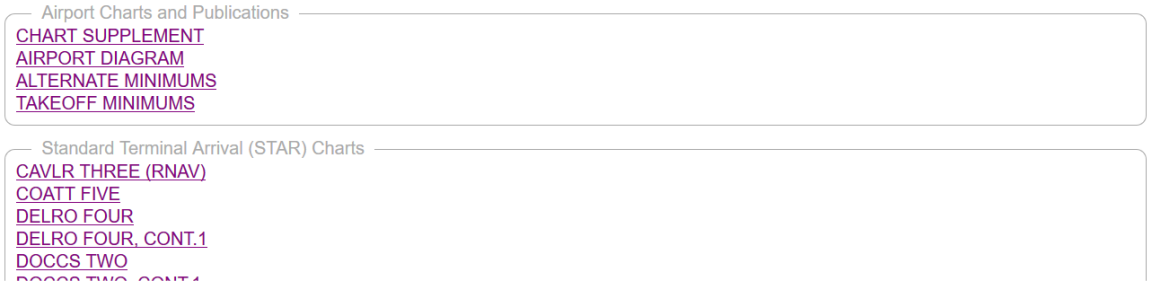
This Topic indicates any restrictions and/or concerns while operating on, at, or near the airport location.

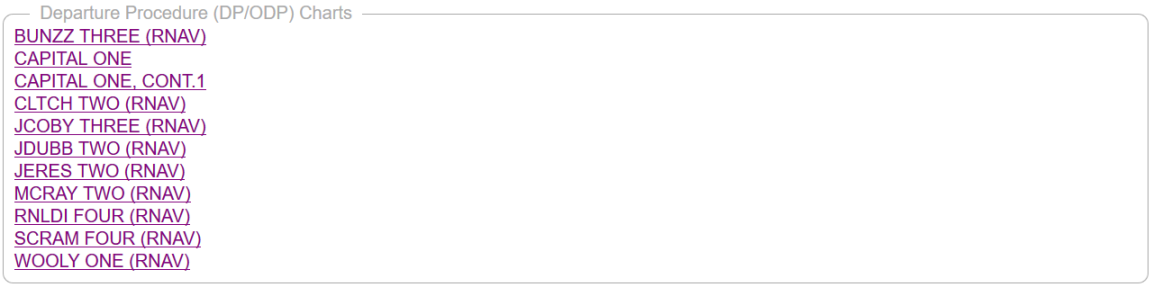


For military airports, there are two additional sections / topics that are available.

g. Airport Charts

Below the remarks section is an area consisting of chart links related to the specified airport. The first section provides links to the Airport Charts and Publications. The second contains the links to the Standard Terminal Arrival (STAR) Charts. Following STAR charts are the Instrument Approach Procedure (IAP) Charts. The last section provides Departure Procedure (DP/ODP) Charts. By clicking each link, a new window opens with the related chart.

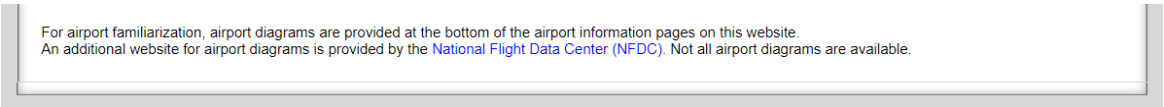




Note: Charts are typically Adobe .pdf files and will require a .pdf compatible browser to use correctly.

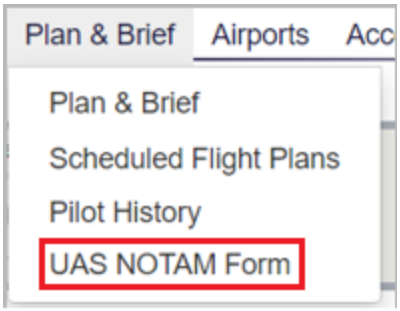
h. National Flight Data Center Link

There is a link to the National Flight Data Center (NFDC) website at the bottom of each airport or heliport information page.



11. UAS

The UAS NOTAM Form menu item is shown when you hover over the Plan & Brief menu bar item and it allows access to capabilities for Unmanned Aircraft Systems (UAS).



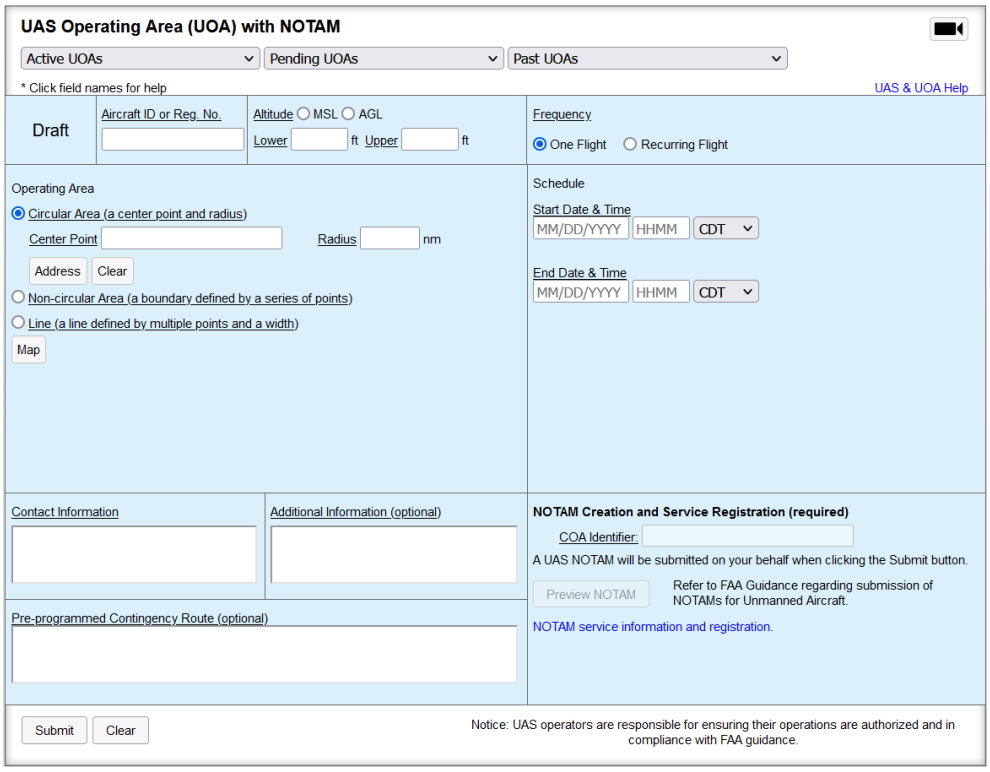
11.1. UAS Operating Area Planning

The UAS planning page allows the pilot to

- Create new UAS Operating Areas.
- Manage planned and active UAS Operating Areas.
- View Past UAS Operating Areas.
- Preview NOTAMs that will be submitted for the operating area.
- Submit NOTAMs for UOAs. The pilot needs to be authorized in order to have this capability enabled and displayed.
- Display the NOTAMs that were submitted.

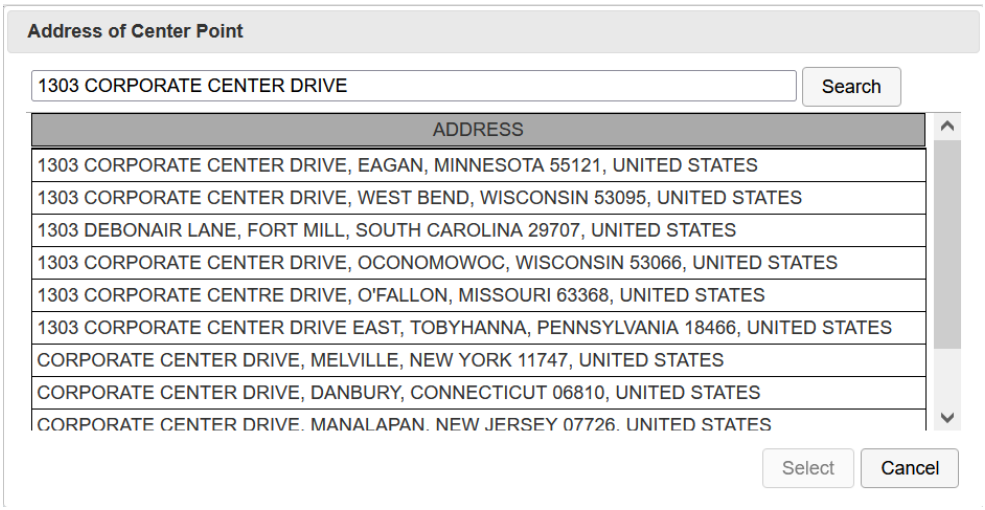
The UAS planning page identifies the required fields to create a UAS Operating Area. Hovering with the mouse pointer over any field label will provide a summary of general syntax and semantic rules for the field and indicate for which actions the field is required. Clicking the label will provide more detailed information about the field. Select the Submit NOTAM check box to submit a NOTAM. Select the Preview NOTAM button to display the NOTAMs that will be submitted.

Clicking on the Video icon  will open a help video on UAS Operating Area (UOA) Planning Form.

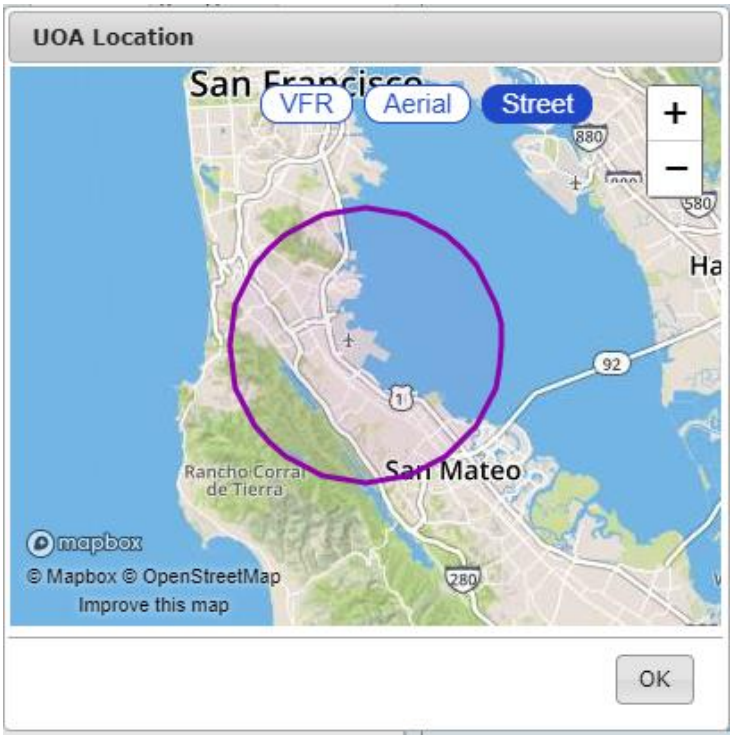


Clicking on the Address button located in the Circular Area section of the form will display an address search dialog. This allows you to search for an address that can be used to populate the Center Point field with the address. The Center Point field will then be disabled until the field is cleared by clicking the “Clear” button.

To search for an address, enter the search criteria (2-125 characters) in the text box and click the Search button. A list of address matches will be displayed. Select the desired address by clicking on it, and then clicking the Select button. If no matches are found, the text “No addresses match search criteria.” is displayed. If the address lookup service is unavailable, the text “Address search is unavailable. It will be available again tomorrow.” is displayed. Any other error displays the text, “There was an error during processing.”



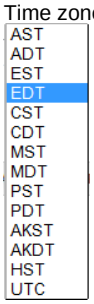
Clicking on the Map button located in the Operating Area section of the form will display a map depicting the proposed UAS operating area. An operating area must be specified prior to displaying the map. If no operating area is specified, the map will not open and the operating area section on the form will indicate being required. The map can be panned and zoomed using either the mouse and on screen controls. The map provides three selectable views; Street, Aerial and VFR, the default being the Street view.



a. UOA Form Validation

The syntax validation for the fields and the required fields are described in the table below.

UOA Form		
Field	**Syntax Validation**	**Description**
Aircraft ID or Reg. No.	• 8-10 alphanumeric characters or 1 letter followed by 1-6 alphanumeric characters Examples: **2330012013**, **N0819W**	• This is the identification for the UAS. The Aircraft ID or Registration Number of the UAS should be used when available.
Minimum Altitude	• 1-5 digits, max of 17999	• The minimum height of the UOA in Mean Sea Level (MSL) feet or Above Ground Level (AGL). • When AGL is selected, this field defaults to Surface (SFC).
Maximum Altitude	• 1-5 digits, max of 17999	• The maximum height of the UOA in Mean Sea Level (MSL) feet or in Above Ground Level (AGL)
Frequency	• One Flight or Recurring Flight must be selected	• Indicates if the UOA is being defined for a single or recurring flight.
Start Date & Time	• MM/DD/YYYY; based off of the selected time zone value • HHMM; where HHMM are 4 digits, current time based off of the selected time zone value; if not available, will default to your local time • Time zone: AST ADT EST EDT CST CDT MST MDT PST PDT AKST AKDT HST UTC • Must be no more than 27 days from current day	• This identifies the start time of the UOA for a single flight. • Visible when One Flight is selected for Frequency
End Date & Time	• MM/DD/YYYY; based off of the selected time zone value • HHMM; where HHMM are 4 digits, current time based off of the selected time zone value; if not available, will default to your local time • Time zone: AST ADT EST EDT CST CDT MST MDT PST PDT AKST AKDT HST UTC	• This identifies the end time of the UOA for a single flight • Visible when One Flight is selected for Frequency

UOA Form		
Field	**Syntax Validation**	**Description**
	• Must be no more than 365 days from current day	
First Day	• MM/DD/YYYY • If submitting UOA with NOTAMs, or previewing NOTAMs, in combination with the start of the daily active time range, must be less than or equal to 72 hours from the current time.	• The day the UOA schedule begins. • Visible when Recurring Flight is selected for Frequency
Last Day	• MM/DD/YYYY • Must be no more than 365 days from current day	• The day the UOA schedule ends. • Visible when Recurring Flight is selected for Frequency
Active Days	• At least one must be selected	• The days of the week the UOA will be active, within the first and last days of the schedule. • Visible when Recurring Flight is selected for Frequency
Daily Active Time Range	• At least one of the three options must be selected. • When specifying start and end time explicitly: ○ HHMM; where HHMM are 4 digits, current time based off of the selected time zone value; if not available, will default to pilot's local time ○ Time zone: 	• The time range during the day the UOA will be active, on those days where it is active. • Visible when Recurring Flight is selected for Frequency
Operating Area	• Selection of either Circular Area, Non-circular Area or Line	• This selection is used to select if the UOA will be a circular shape, a polygon or a line.
Circular Area - Center Point	One of the following formats: • 2-4 alphanumeric airport/heliport/navaid (default airport) identifier Examples: **HGR, KSEA, 9OI5** • 8-20 character latitude/longitude in the format aabb(ss)(.)(t)(A)(/)(c)ccdd(ss)(.t)(B), where parentheses denote optional characters • aa is degrees latitude in the range 00-90 • bb is minutes latitude in the range 00-59 • (c)cc is degrees longitude in the range 00-180 • dd is minutes longitude in the range 00-59 • ss is seconds in the range 00-59 • (.t) is tenths of a second .0 to .9 • (A) is either N or S (North or South, default to N if unspecified) • (B) is either W or E (West or East, default to W if unspecified)	• This field identifies the center point of a circular area. Different formats can be used to identify this area, including navaids, FRDs, or latitude/longitudes. • FRDs only permitted when referenced from a VOR • Visible only when Circular Area is selected

UOA Form		
Field	**Syntax Validation**	**Description**
	Example: **4449N/7322W** • 9-11 alphanumeric fix-radial-distance in the format AAAaaabbb(.b(b)), where parentheses denote optional characters • AAA is 3 alphanumeric VOR identifier • aaa is radial measure in degrees from North in the range 001-360 • bbb(.b(b)) is distance in nautical miles in the range 001-999 or 000.01-999.99 Example: **HGR001024**	
Circular Area - Radius Point	• Range .1 to 25.0	• This identifies the radius of the UOA in nautical miles from the center point. • Nautical miles can be calculated by multiplying miles by 0.87. • Visible only when Circular Area is selected
Non-circular Area	2-558 character describing at least three point which can be in the following formats: • 2-4 alphanumeric airport/heliport/navaid (default airport) identifier Examples: **HGR, KSEA, 9OI5** • 8-20 character latitude/longitude in the format aabb(ss)(.)(t)(A)(/)(c)ccdd(ss)(.t)(B), where parentheses denote optional characters • aa is degrees latitude in the range 00-90 • bb is minutes latitude in the range 00-59 • (c)cc is degrees longitude in the range 00-180 • dd is minutes longitude in the range 00-59 • ss is seconds in the range 00-59 • (.t) is tenths of a second .0 to .9 • (A) is either N or S (North or South, default to N if unspecified) • (B) is either W or E (West or East, default to W if unspecified) Example: **4449N/7322W** • 9-11 alphanumeric fix-radial-distance in the format AAAaaabbb(.b(b)), where parentheses denote optional characters • AAA is 3 alphanumeric VOR identifier • aaa is radial measure in degrees from North in the range 001-360 • bbb(.b(b)) is distance in nautical miles in the range 001-999 or 000.01-999.99 Example: **HGR001024**	• This field is used to define a non-circular area. The points entered will be used to create the boundary for the UOA. • FRDs only permitted when referenced from a VOR • Visible only when Non-circular Area is selected
Line - Points	2-558 character describing at least three point which can be in the following formats: • 2-4 alphanumeric airport/heliport/navaid (default airport) identifier Examples: **HGR, KSEA, 9OI5** • 8-20 character latitude/longitude in the format	• This field is used to define a line to be used to create the boundary for the UOA. • FRDs only permitted when referenced from a VOR • Visible only when Line is selected

UOA Form		
Field	**Syntax Validation**	**Description**
	aabb(ss)(.)(t)(A)(/)(c)ccdd(ss)(.t)(B), where parentheses denote optional characters • aa is degrees latitude in the range 00-90 • bb is minutes latitude in the range 00-59 • (c)cc is degrees longitude in the range 00-180 • dd is minutes longitude in the range 00-59 • ss is seconds in the range 00-59 • (.t) is tenths of a second .0 .9 • (A) is either N or S (North or South, default to N if unspecified) • (B) is either W or E (West or East, default to W if unspecified) Example: **4449N/7322W** • 9-11 alphanumeric fix-radial-distance in the format AAAaaabbb(.b(b)), where parentheses denote optional characters • AAA is 3 alphanumeric VOR identifier • aaa is radial measure in degrees from North in the range 001-360 • bbb(.b(b)) is distance in nautical miles in the range 001-999 or 000.01-999.99 • Example: **HGR001024**	
Line - Width	• Range .1 to 25.0	• This identifies the width of the UOA line in nautical miles around the center line. • Nautical miles can be calculated by multiplying miles by 0.87. • Visible only when Line Area is selected
Contact Information	• 1-200 characters.	• The name and phone number of the UAS operator.
Additional Information (optional)	• 1-200 characters.	• Any additional information, such as a description of the flight.
Pre-programmed Contingency Route (optional)	• 1-500 characters.	• This field is used if the UAS includes a pre-programmed contingency route.
NOTAM COA Identifier (Certificate of Waiver or Authorization)	• Authorized COA Identifier	• Authorized identifier issued to a public operator for a specific UOA activity for which NOTAMs are submitted. • Required for the UOA • Enabled when the User is Registered
Preview NOTAM	• N/A	• Displays the NOTAM text that would be submitted to the USNS when the UOA is submitted. • Enabled when the User is Registered
View NOTAM	• N/A	• Displays the NOTAM text that has already been successfully submitted to the USNS for the UOA. • Visible only after the UOA has been submitted.

b. Active, Pending and Past UOA Lists

These lists provide access to the UOAs associated with your account. When a UOA is created it will be added to one of the lists.

- **Active UOAs** – A UOA will be in this list if it the start time is in the past and the end time is in the future
- **Pending UOAs** – A UOA will be in this list if the start time is in the future.
- **Past UOAs** – A UOA will be in this list if the end time is in the past. UOAs remain in the system and are assessable for 45 days.

c. UOA states and actions

The initial UOA form shows the state of Draft. This indicates that the UOA is not yet created. The following options available are:

- **Submit** – Validates the data on the form. If validation of the submitted form data is successful, a dialog with a map of the specified UOA is displayed.
- **Clear** – This clears the form and returns to an empty Draft form

UOAs with a start time in the future will show the state of Pending. The following options available are:

- **Amend** – Validates the data on the form. If the operating area is modified and validation of the submitted form data is successful, a dialog with a map of the specified UOA is displayed.
- **Cancel** – This cancels the UOA. Since the UOA was not active, it is not shown in the Past UOA list.
- **Copy & Create Draft** – This creates a draft copy of the details in the form. The original Pending UOA is not changed.
- **Clear** – This clears the form and returns to an empty Draft form. The original Pending UOA is not changed.

UOAs with a start time in the past and an end time in the future will show the state of Active. The following options available are:

- **Amend** – Validates the data on the form. If the operating area is modified and validation of the submitted form data is successful, a dialog with a map of the specified UOA is displayed.
- **Cancel** – This cancels the UOA. Since the UOA was active, it is shown in the Past UOA list.
- **Copy & Create Draft** – This creates a draft copy of the details in the form. The original Active UOA is not changed.
- **Clear** – This clears the form and returns to an empty Draft form. The original Active UOA is not changed.

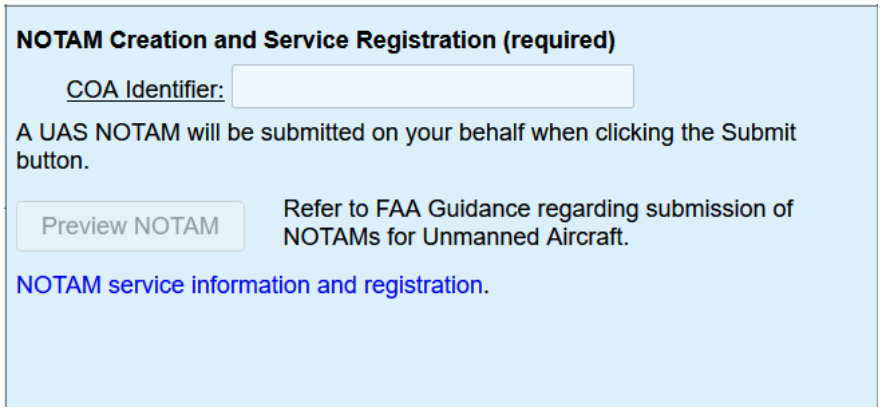
UOAs with an end time in the past will show the state of Past. The form is not modifiable, because the UOA has been closed. The following options available are:

- **Copy & Create Draft** – This creates a draft copy of the details in the form. The original Closed UOA is not changed.
- **Clear** – This clears the form and returns to an empty Draft form. The original Active UOA is not changed.

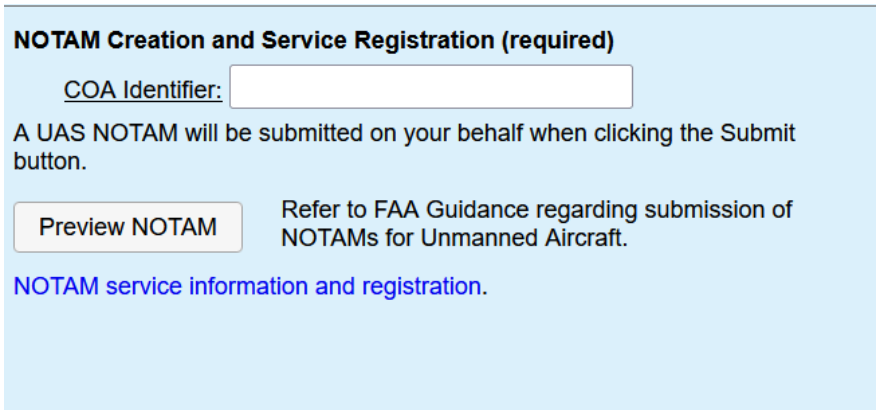
d. NOTAM Submission

The NOTAM section of the UOA input form indicates your current registration status. A link is provided that displays a dialog window which describes the training requirements and terms and conditions for usage of the service. Agreeing to the service via the dialog window will cause the user to become certified. Registration is valid for 1 year. To view your expiration date, click on the link in the NOTAM section of the UOA form to open the registration dialog window. When your registration expires, you will be required to re-register before being permitted to file a UOA with an associated NOTAM.

Prior to registration for NOTAM submission, the NOTAM section will display a link for registering:



After successful registration, the NOTAM section will enable controls for allowing NOTAM submission and NOTAM preview:

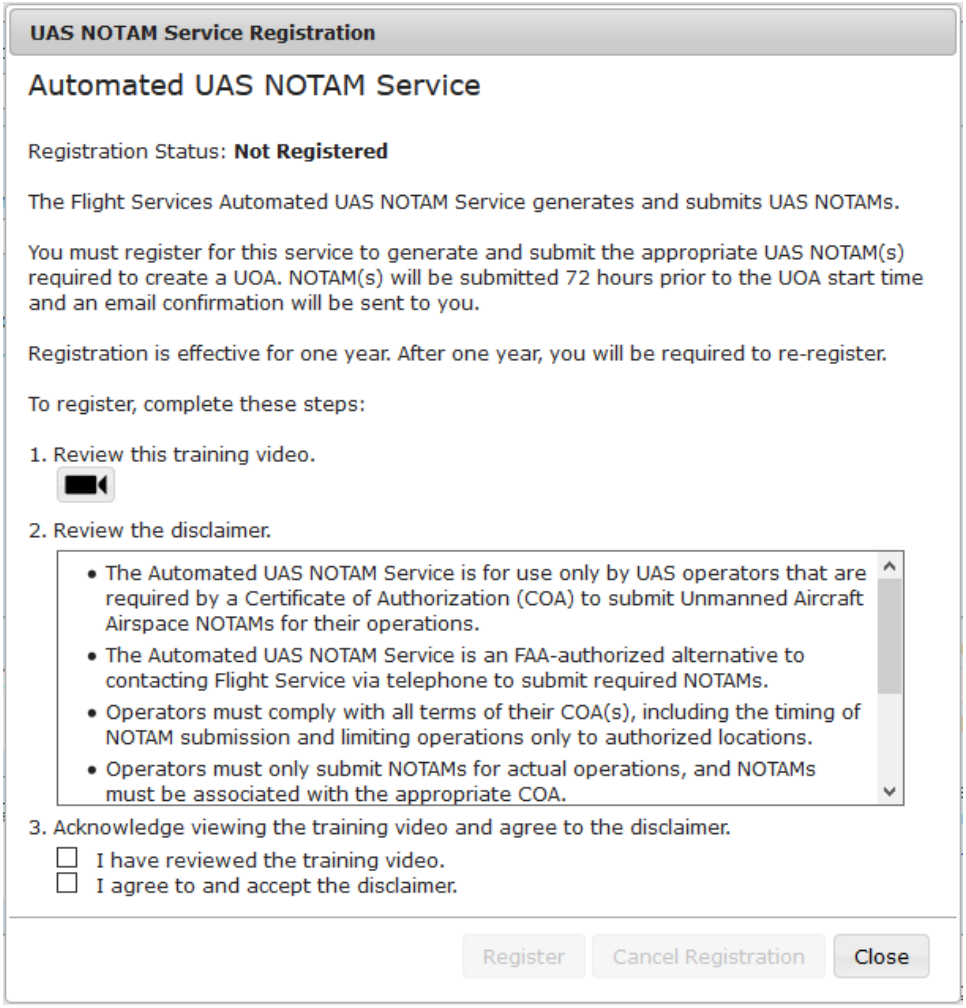


To register for NOTAM submission:

1. Click on the link to open the registration dialog window.
2. Review the information presented.
3. If you have reviewed the training video, check the applicable checkbox.

4. If you agree to the terms and conditions, check the applicable checkbox.
5. Click the “Register” button.
    a) Note: The “Register” button will not be enabled until both of the above checkboxes have been checked.

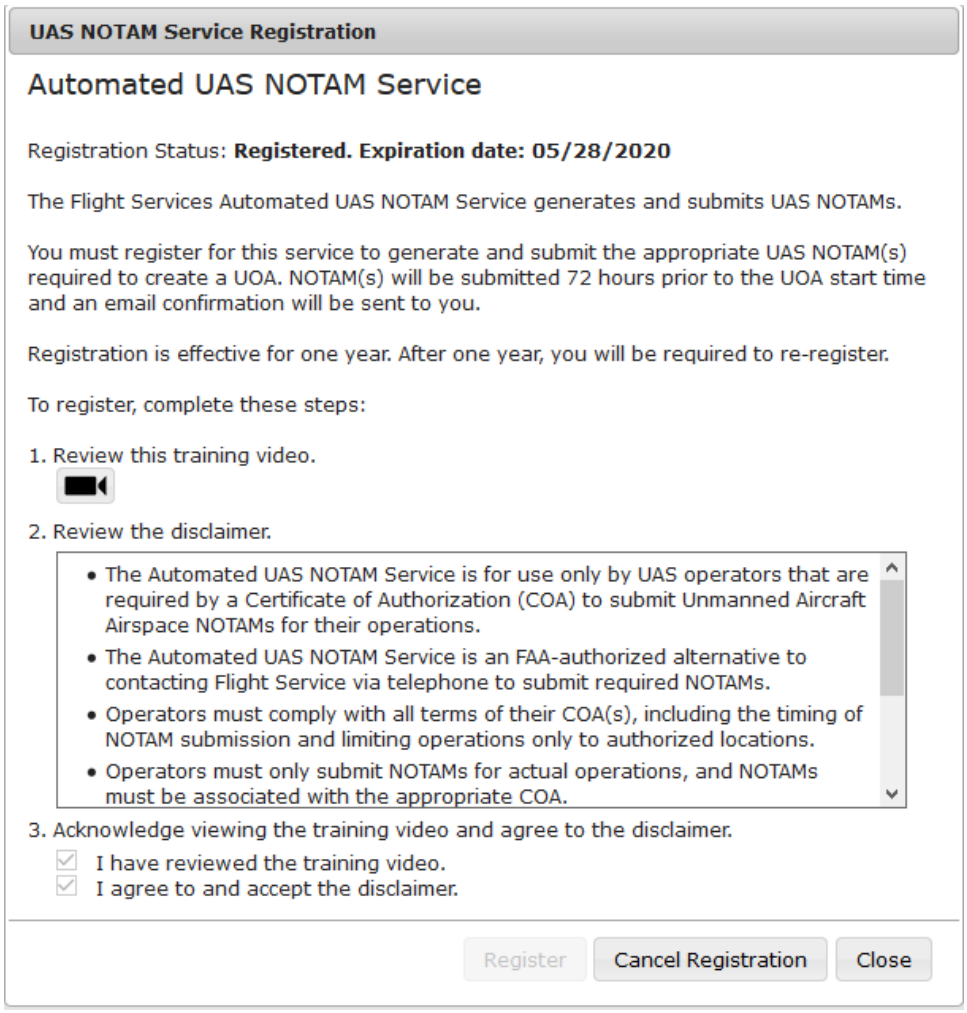
UAS NOTAM Services Registration dialog window to register for NOTAM submissions.



To unregister for NOTAM submission:

1. Click the link to open the registration dialog window
2. Click the “Cancel Registration” button

UAS NOTAM Services Registration dialog window to unregister for NOTAM submissions. The UAS registration is effective for one year. Once you have registered your Registration Status will change from Not Registered to Registered and the expiration date will be displayed with the Registration Status information.

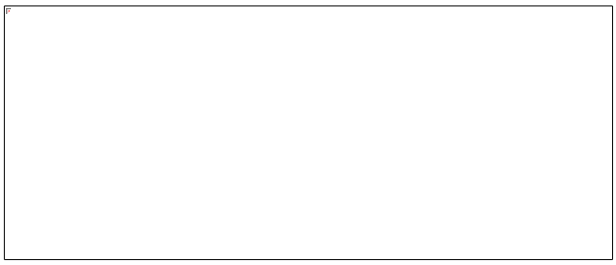

UAS NOTAM Service Registration
Automated UAS NOTAM Service
Registration Status: Registered. Expiration date: 05/28/2020
The Flight Services Automated UAS NOTAM Service generates and submits UAS NOTAMs.
You must register for this service to generate and submit the appropriate UAS NOTAM(s) required to create a UOA. NOTAM(s) will be submitted 72 hours prior to the UOA start time and an email confirmation will be sent to you.
Registration is effective for one year. After one year, you will be required to re-register.
To register, complete these steps:
1. Review this training video.
2. Review the disclaimer.
• The Automated UAS NOTAM Service is for use only by UAS operators that are required by a Certificate of Authorization (COA) to submit Unmanned Aircraft Airspace NOTAMs for their operations.
• The Automated UAS NOTAM Service is an FAA-authorized alternative to contacting Flight Service via telephone to submit required NOTAMs.
• Operators must comply with all terms of their COA(s), including the timing of NOTAM submission and limiting operations only to authorized locations.
• Operators must only submit NOTAMs for actual operations, and NOTAMs must be associated with the appropriate COA.
3. Acknowledge viewing the training video and agree to the disclaimer.
I have reviewed the training video.
I agree to and accept the disclaimer.
Register
Cancel Registration
Close

12. SMS Text Messaging Service

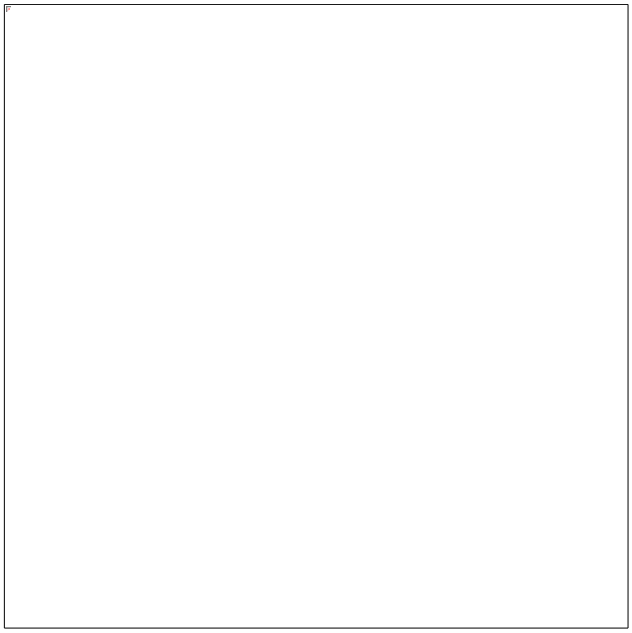
Leidos Flight Service provides weather conditions via SMS Text Message. Pilots may request weather reports by texting 358-782 (FLTSVC). Pilots with a Canadian or Iridium Satellite phone number can text the toll-free number at 855-934-0038 for weather reports. All commands are case-insensitive. The valid commands are “METAR”, “TAF”, and “ACU”.

a. METAR and TAF

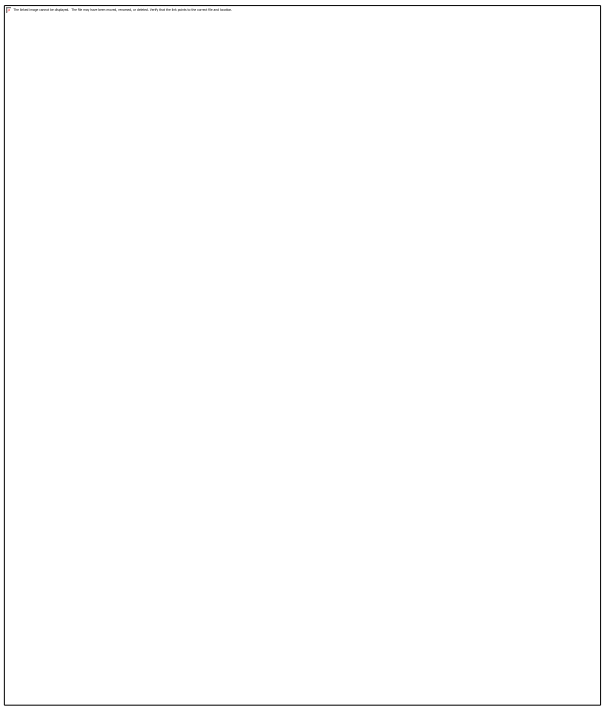
To request the METAR for an airport text “METAR” or “M” followed by the airport code.



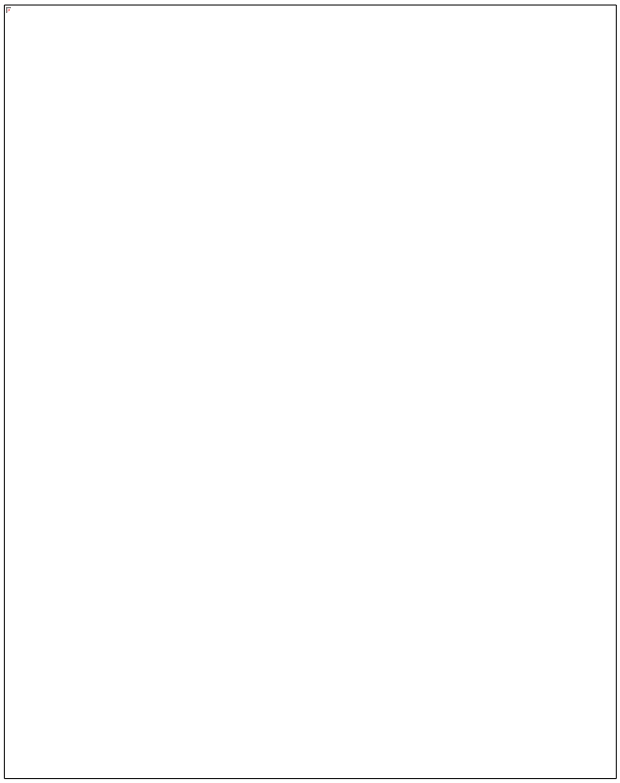
To request the TAF for an airport text “TAF” or “T” followed by the airport code.



For either command, append “PT” to the command to receive the report in plain text.



Both reports may be obtained at once by texting “MT” followed by the airport code.

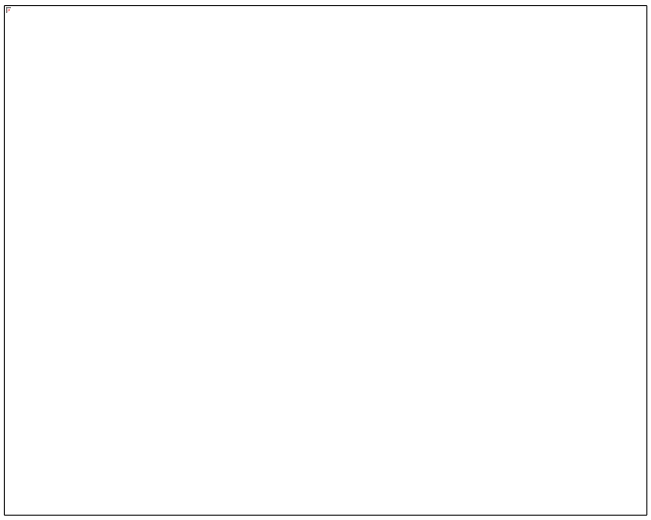


b. Adverse Condition Updates (ACU)

Text "ACU," to receive a summary of any new adverse conditions for upcoming flights. If there are none, a positive indication that there are no new conditions reported will be sent. This service allows pilots to check if there are any new Adverse Conditions or TFRs since they filed a flight plan. This content is recorded and can be used to provide confirmation that they received the most up-to-date adverse conditions for their flight.

c. Help

To request more information about the text message options, text "Help". The reply will ask for a command to provide help for. Text either “METAR”, “TAF”, or “ACU” to receive information about the relevant command.



d. Activating and Closing Flight Plans

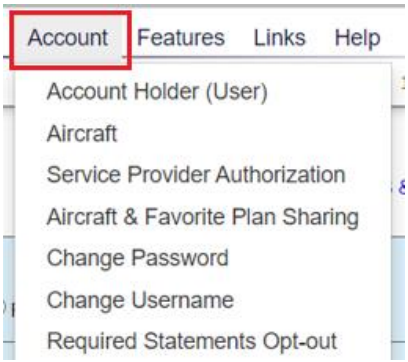
Flight plans can be activated and closed via SMS messages using the EasyActivate™ EasyClose™ service.

See **Section 6.1.b** for more information.

13. Account

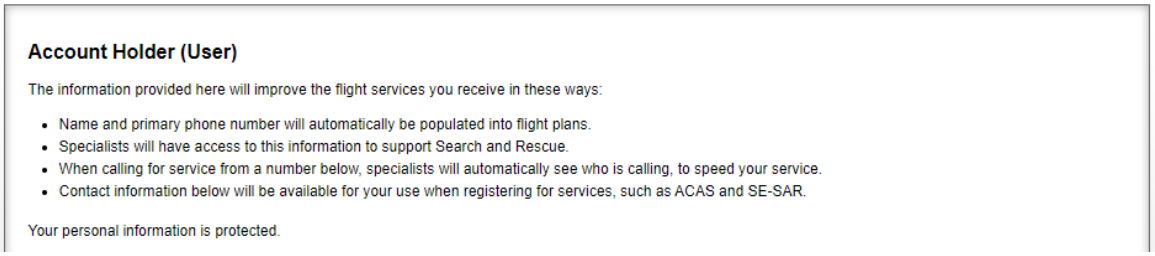
Hovering over the Account menu displays the links shown below.

- Account Holder (User)
- Aircraft
- Service Provider Authorization
- Aircraft & Favorite Plan Sharing
- Change Password
- Change Username



a. Account Holder (User)

The top of the page is a prolog which describes the benefits provided by the page.



The first section is the **Username** box.

In this section, the pilot's current user name is shown in the Username field which is the email address used to login to the Website. The user may change their username by clicking on the "Change Username" link. Once clicked, the user will be directed to the "Change Username" page.

The second section is the **Name** box.

In this section, pilots enter the details of their name. Please note that pilots can update any field in this section at a later date if needed.

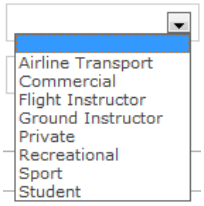
- Pilots can enter their first name in the First Name field which can be special characters, numbers and space with maximum length of 15 characters. Please note that this field is optional and can be left blank.
- Pilots can enter their middle initial in Middle Initial field which can be a special character or number with maximum length of 1 character. Please note that this field is optional and can be left blank.

- Pilots can enter their last name in the Last name field which can be special characters, numbers and space with maximum length of 40 characters.
- Pilots can enter their name suffix in the Suffix field which can be special characters, numbers and space with maximum length of 4 characters. Please note that this field is optional and can be left blank.

The third section is the **Pilot Details** box.

In this section there are three fields: Certification, Logged Hours, and Instrument Rated. These fields are optional and can be updated at a later date if needed.

- Pilots can select their certification from the Certification drop down box.



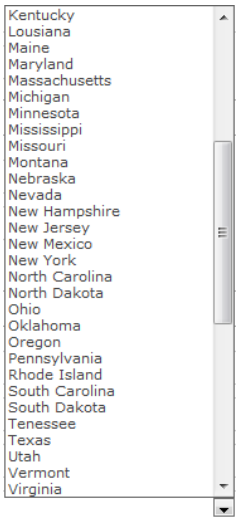
- Pilots can record the hours they have flown in the Logged Hours field. Only numbers can be entered in this field with maximum length of 6 characters.
- Pilots can indicate if instrument rated by checking the box Instrument Rated. This can be checked later once instrument rated is achieved.

The fourth section is the **Address** box.

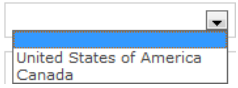
In this section there are six fields for pilots to record the details of their address. All these fields can be left blank or updated at a later date if needed. However, if one of these fields is filled out, the user must enter all other fields with the exception of Address (line 2).

- Pilots can enter their street address in the Address (line 1) field which can be special characters, numbers and space with maximum length of 50 characters.
- Pilots can enter additional address information in the Address (line 2) field which can be special characters, numbers and space with maximum length of 50 characters. This can be used if the address does not fit in the Address (line 1) field.
- Pilots can enter the city where they live in the City field which can be special characters, numbers and space with maximum length of 25 characters.

- Pilots can select the state or province where they live from the State/Prov field drop down box. Pilots also have the option to enter the first letter and it will display the first state or province that starts with that letter. If there are more than one state or province starting with that letter, hitting the letter again will cycle though the different choices. Example if M is selected then Maine is displayed; if you press the M key more than once it will cycle though the other states or provinces that start with the letter M - Maryland, Massachusetts, Michigan etc.

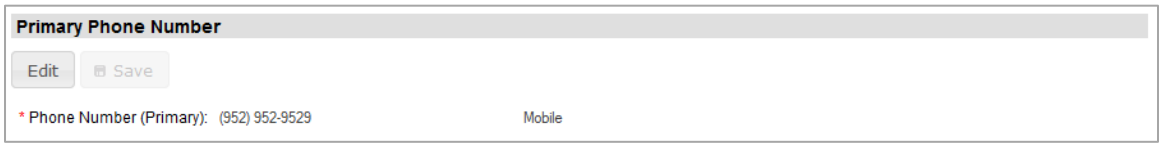


- Pilots can select the country where they live from the Country field drop down box. Currently, the 3 choices are - United States of America, Canada or blank.



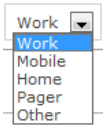
- Pilots can enter their zip code in the Postal Code field which can be special characters, numbers and space with maximum length of 10 characters.

The fifth section is the **Primary Phone Number** box.



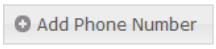
In this section pilots must provide one primary phone number.

- Pilots can enter their primary phone number in the Phone Number (Primary) field which can be numbers or (xxx) xxx-xxxx format with maximum length of 15 characters. Next to the Phone Number (Primary) field is a drop down box to select the phone type.

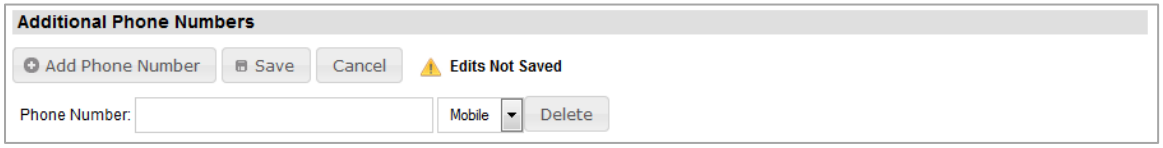


The sixth section is the **Additional Phone Numbers** box.

Nine additional phone numbers may be added.

Pilots can click on 

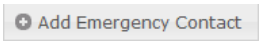
to add additional phone numbers following the same format as described above for primary phone number.



To delete any additional phone numbers click on the 

.

The seventh section is the **Emergency Contacts** box.

In this section pilots can click on 

to add optional emergency contacts. Nine additional emergency contacts may be added.

- Pilots can enter their emergency contact name in the Name field which can be special characters, numbers and space with maximum length of 51 characters.
- Pilots can enter their emergency contact phone number in the Phone Number field which can be numbers or (xxx) xxx-xxxx format with maximum length of 15 characters. Next to the Phone Number field is a drop down box to select the phone type.

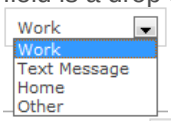
To delete any additional phone numbers click on the 

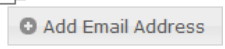
.

The last section on this page is the **Email Addresses** box.

In this section the pilot's primary email address is shown in the Email Address (Primary) field. Nine additional email addresses may be added.

- Email address must include a @ sign in the Email Address (Primary) field which can be special characters, numbers and letters. Next to the Email Address (Primary) field is a drop down box to select the email type.



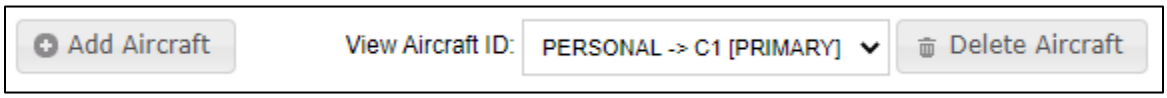
Pilots can click on 

to add additional email addresses following the same format as described above for primary email address.

To delete any additional email addresses click on the Delete .

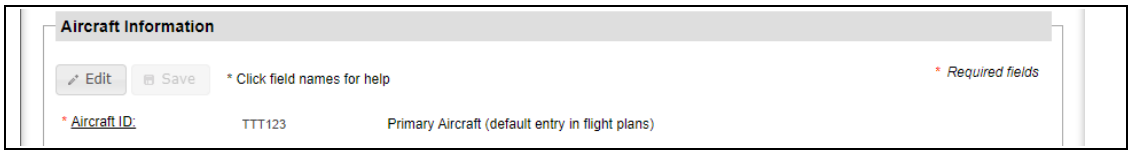
b. Aircraft

For each aircraft there are two sections: Aircraft Information and Aircraft Performance. The first aircraft that is added will automatically be set as the primary aircraft.



Pilots can click on Add Aircraft to add additional aircraft. To delete the currently viewed aircraft, click on the Delete Aircraft .

To set another aircraft as primary, the Aircraft ID must be selected from the "View Aircraft ID:" drop down. Information for the selected aircraft will be presented for viewing.



Click the Edit button to allow changes to the aircraft information including the selection Set as Primary Aircraft (default entry in flight plans). Selecting the Primary Aircraft checkbox and then saving, will set the currently viewed aircraft as primary.

The first section is the **Aircraft Information** box.

In this section pilots can enter the details of their aircraft. Please note that pilots can update any field in this section at a later date if needed. The information from this section will be pre-populated in the corresponding fields on the Plan & Brief page whenever the Aircraft ID is selected.

If an aircraft has a Position Reporting Device installed, it may be entered below. Portable Position Reporting Device can be added from Dashboard->Advanced Services Dashboard.

Note: If Garmin inReach (DeLorme) is selected, an authentication code (provided by Garmin inReach (DeLorme)) must be appended to the device ID in order for the aircraft to be successfully saved to the profile. Enter the IMEI (device ID), a hyphen, and the 5 digit authentication code (no spaces). Each installed and portable special device must have a unique device ID. Duplicates are not allowed.

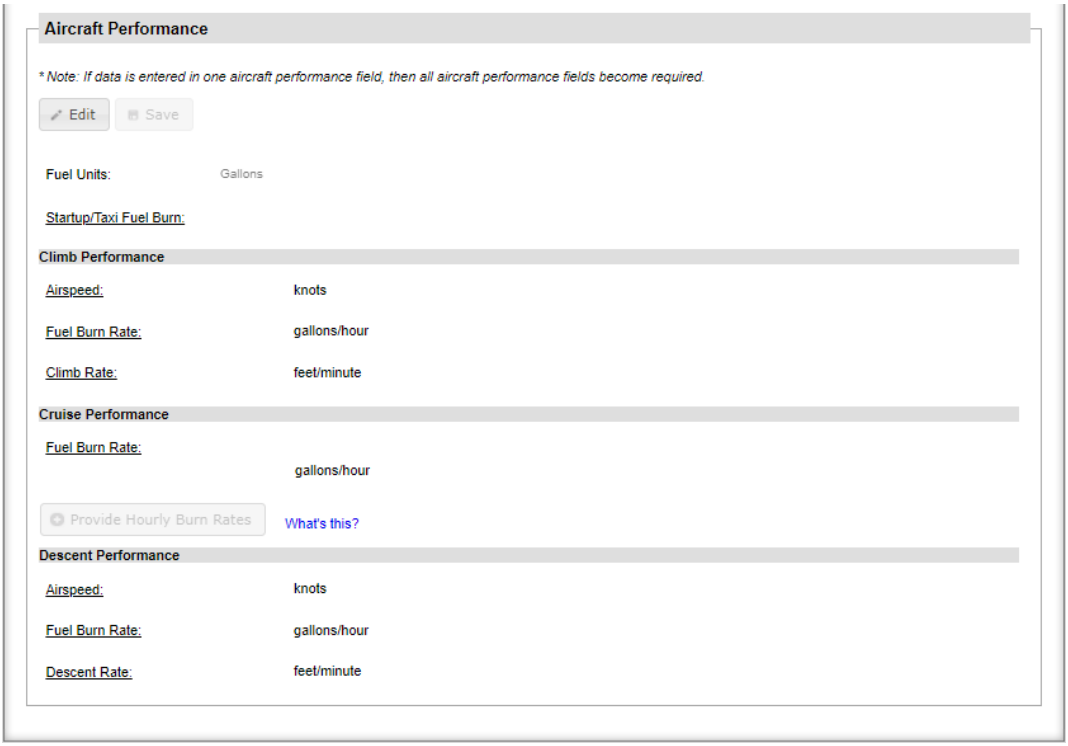

Aircraft
The information provided here will improve the flight services you receive in these ways:
Aircraft information will automatically populate the Plan & Brief page.
Aircraft performance data will be used to provide better briefing accuracy, Navigational Log fuel burn estimates, and Estimated Elapsed Time calculations.
To add an aircraft select "Add Aircraft", fill at least the required information (Aircraft ID, Home Base Phone), then select "Save".
To make updates select the appropriate "Edit" button, update information, then select "Save".
To delete first ensure "View Aircraft ID" displays the Aircraft ID, then select "Delete Aircraft", and select "Delete" in the confirmation dialog.
Add Aircraft
View Aircraft ID:
PERSONAL -> TEST123
Delete Aircraft
Aircraft Information
Edit
Save
* Click field names for help
* Required fields
* Aircraft ID:
TEST123
Set as Primary Aircraft (default entry in flight plans)
Aircraft Type:
C172
Position Reporting Device Type:
Help
Position Reporting Device ID:
Aircraft Color (Optional):
Fuel Capacity:
Gallons
Home Base:
KIAD
* Home Base Phone:
(555) 555-5555
For use with domestic flight plans only:
Aircraft Equipment:
Airspeed:
For use with ICAO flight plans only:
Aircraft Equipment:
Surveillance Equipment:
Cruising Speed:
Supplementary Information:
Emergency Radios
UHF
VHF
ELBA
Survival Equipment
Polar
Desert
Maritime
Jungle
Jackets
Light
Fluorescent
UHF
VHF
Dinghies
Number
Capacity
Color
Covered
Other Information:
Aircraft Performance
* Note: If data is entered in one aircraft performance field, then all aircraft performance fields become required.
Edit
Save
Fuel Units:
Gallons
Startup/Taxi Fuel Burn:
Climb Performance
Airspeed:
knots
Fuel Burn Rate:
gallons/hour
Climb Rate:
feet/minute
Cruise Performance
Fuel Burn Rate:
gallons/hour
Provide Hourly Burn Rates
What's this?
Descent Performance
Airspeed:
knots
Fuel Burn Rate:
gallons/hour
Descent Rate:
feet/minute

The second section is the **Aircraft Performance** box.

In this section pilots can enter the performance data of the aircraft previously entered into the Aircraft Information section. Please note that pilots can update the fields in this section at any time for an aircraft in their profile.

The performance data entered in the Aircraft Performance section is used when generating Navigation Logs, Route Briefings, Altitude Optimization, EET calculation, and Departure Time Evaluation. The availability of the performance data will improve the fuel consumption estimates and accuracy of the time enroute calculations provided in the Navigation Log and Altitude Optimization dialogs. It will improve the accuracy of the estimated intersection times provided in the NextGen Route Briefings and the Evaluate Departure Time dialog. Aircraft performance data is not required. If aircraft performance data is not provided the fuel consumption will not be calculated. The time enroute and estimated intersection times will be based on the airspeed provided in the flight plan and will not include the aircrafts climb and descend characteristics. Following sections constitute Aircraft's Performance profile.

- Startup/Taxi Fuel Burn
- Climb Performance
- Cruise Performance
- Descent Performance



- **Startup/Taxi Fuel Burn**
  Fuel used during startup/taxi which will be added to the fuel used in the first leg of the flight.

  Fuel Consumed - representing units selected above in the format, 1-6 digits; minimum 0.1, maximum 99999.9.

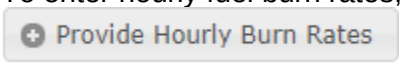
- **Climb Performance**
  Parameters used to calculate the fuel burn for the climb portion of the flight plan.
  Airspeed - representing knots in the format, 1-4 digits; minimum 1, maximum 3700.

  Fuel Burn Rate - representing units selected above in the format, 1-6 digits; minimum 0.1, maximum 99999.9.

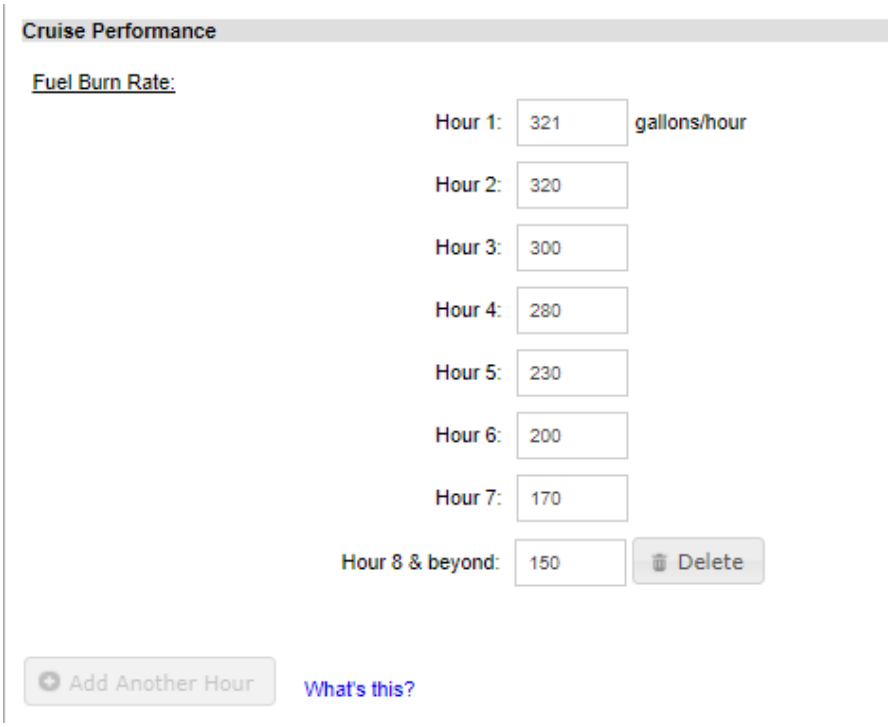
  Climb Rate - representing ft/min in the format 1-5 digits; minimum 1, maximum 99999.
- **Cruise Performance**
  Parameter used to calculate the fuel burn for the cruise portion of the flight plan.

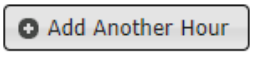
  Fuel Burn Rate - representing units selected above in the format, 1-6 digits; minimum 0.1, maximum 99999.9.

  To enter hourly fuel burn rates, click on the following button:

  Fuel Burn Rate for Cruise Performance can be entered in increments of hours for a total of 8 hours. These values enable the system to improve the accuracy of the fuel consumption estimate. If a flight exceeds the total number of Hourly Burn Rate entries, the system will use the last hourly entry for the remainder of the cruise portion of the flight. If Hourly Burn Rates are not provided, the system will use the single Cruise Performance Fuel Burn Rate for the cruise portion of the flight.

  Hourly Fuel Burn Rates can be added, up to a maximum of 8 hours, by clicking on the  button.

By clicking the Delete button, the last Hourly Fuel Burn Rate entered in aircraft's profile can be deleted.

- **Descent Performance**
  Parameters used to calculate the fuel burn for the descent portion of the flight plan.

  Airspeed - representing knots in the format, 1-4 digits; minimum 1, maximum 3700.

  Fuel Burn Rate - representing units selected above in the format, 1-6 digits; minimum 0.1, maximum 99999.9.

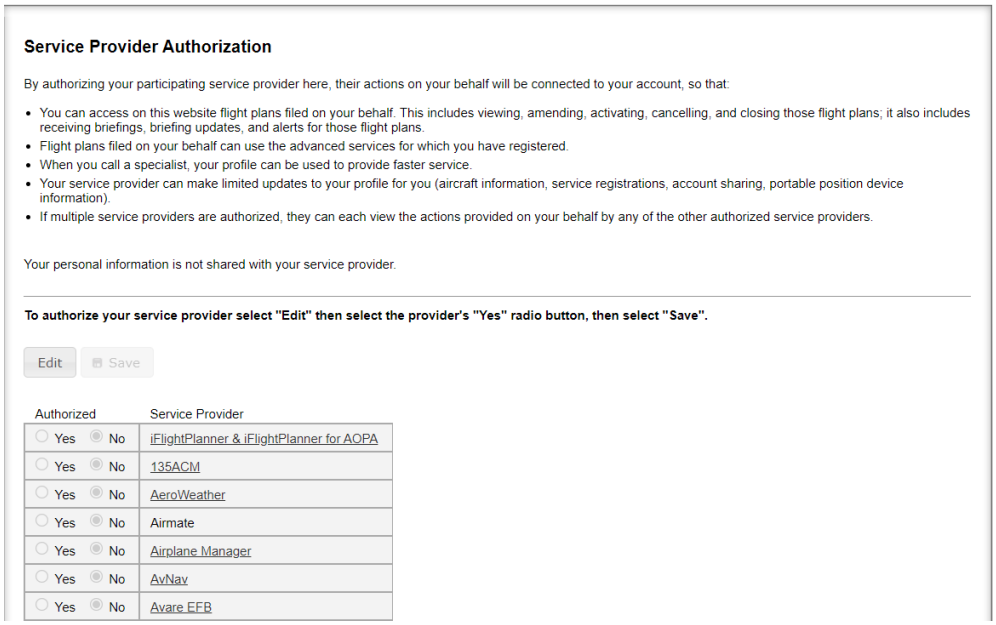
  Descent Rate - representing ft/min in the format 1-5 digits; minimum 1, maximum 99999.

c. Service Provider Authorization

This page has a list of service providers that are available for selection.

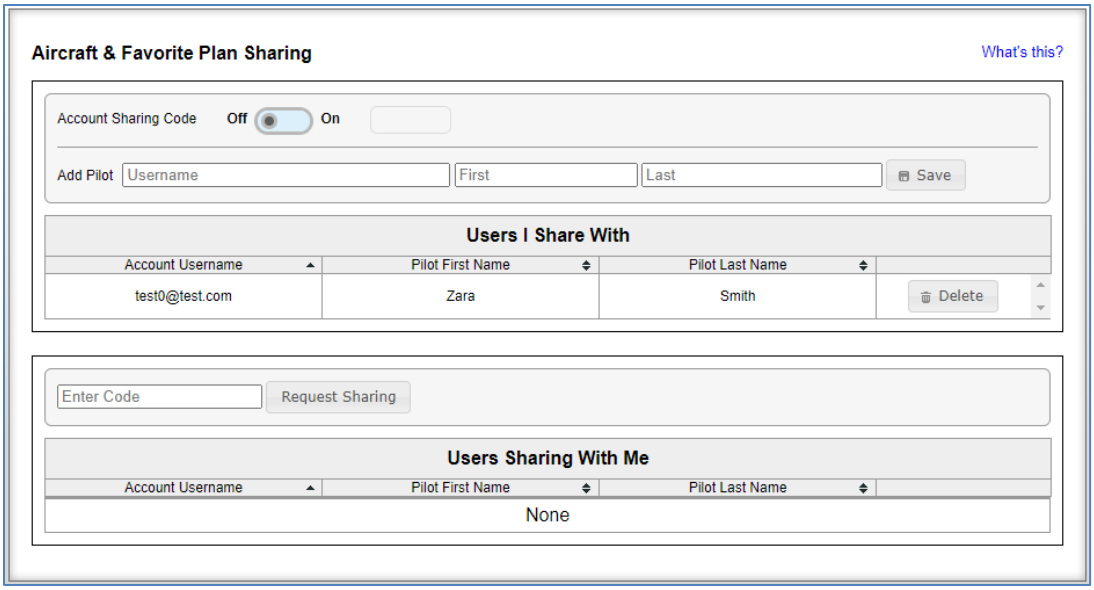
For you to use external flight service providers, you must authorize them to work with Leidos Flight Service on your behalf in order to perform actions using your Pilot Web account. These actions can include, but are not limited to, flight planning actions, weather data retrieval, and Pilot Web account updates.

You can authorize any number of service providers based on your preference.



d. Aircraft & Favorite Plan Sharing

This page allows pilots to share their favorite flight plans and aircraft profiles with other users. When sharing, the user will be able to view your Aircraft from the Account->Aircraft page. The user will also be able to view and select both your Favorite Flight Plans and/or Aircraft from the Flight Planning page.



Pilots can share using two different methods:

1. Use the Add Pilot section to enter the pilots username, first name, and last name and press the Save button. Inputted email address is validated syntactically and semantically to check if the username exists.
2. Turn on the Account Sharing Code to generate a sharing code. Provide this code to other pilots who can then enter it in the "Users Sharing With Me" section. Once they enter the code you will see these pilots listed as Users I Share With.

Pilots can stop sharing using two different methods:

1. To stop sharing with an individual user, click on Delete next to the name of that user.
2. Turning off the Account Sharing Code will remove all users that requested sharing via that sharing code. Turning the Account Sharing Code back on will generate a new code which will need to be provided to the pilots you wish to share with.

e. Change Password

Reference section **Change Password**

f. Change Username

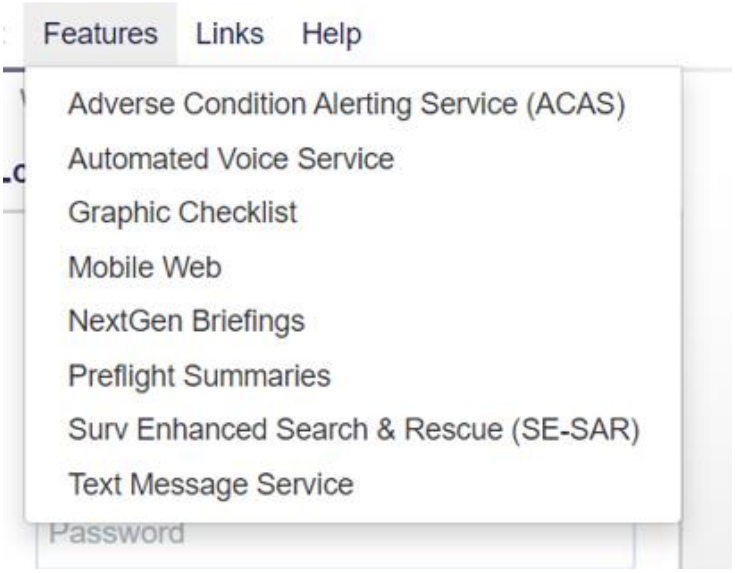
Reference section **Change Username**

14. Features

Hovering over the Features menu displays the links shown below.

- Adverse Condition Alerting Service (ACAS)
- Automated Voice Service
- Graphic Checklist
- Mobile Web
- NextGen Briefings

- Preflight Summaries
- Surv Enhanced Search & Rescue (SE-SAR)
- Text Message Service



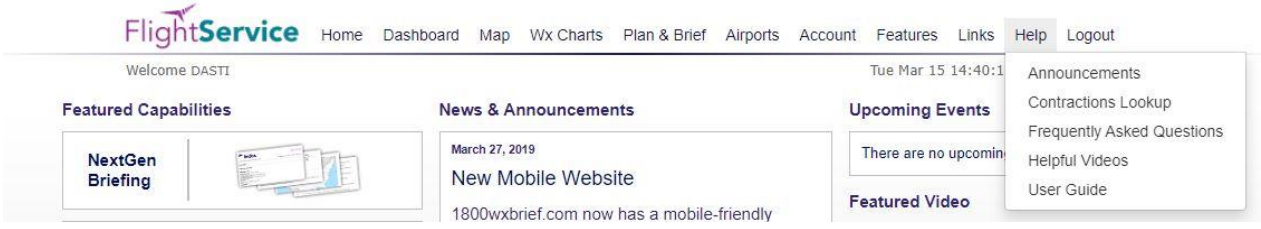
15. Links

Hovering over Links in the menu bar causes a drop-down to appear containing links for navigating to external websites with FAA, weather, and general aviation resources.

16. Help

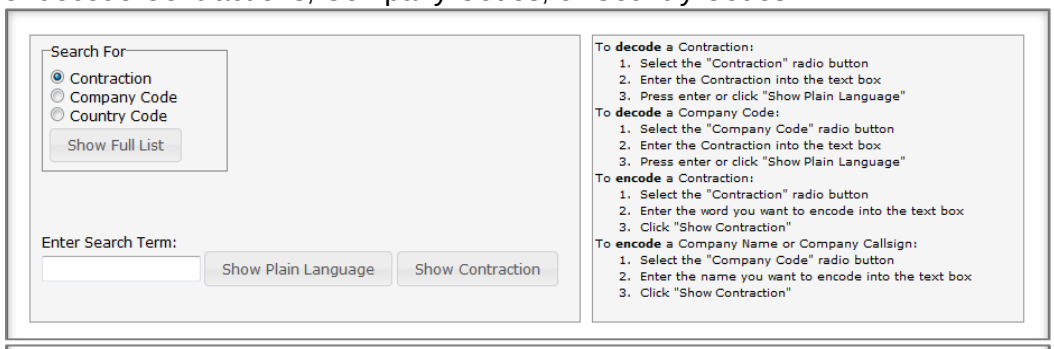
Hovering over Help in the menu bar causes a drop-down menu to be displayed. It contains the links shown below.

a. Announcements
b. Contractions Lookup
c. Frequently Asked Questions
d. Helpful Videos
e. User Guide



➢ Selecting Announcements will display the announcements page for the Leidos Flight Service (LFS) Website.

- Selecting Contractions Lookup will display the page allowing the user to encode or decode Contractions, Company Codes, or Country Codes.



Misc. Aircraft Types

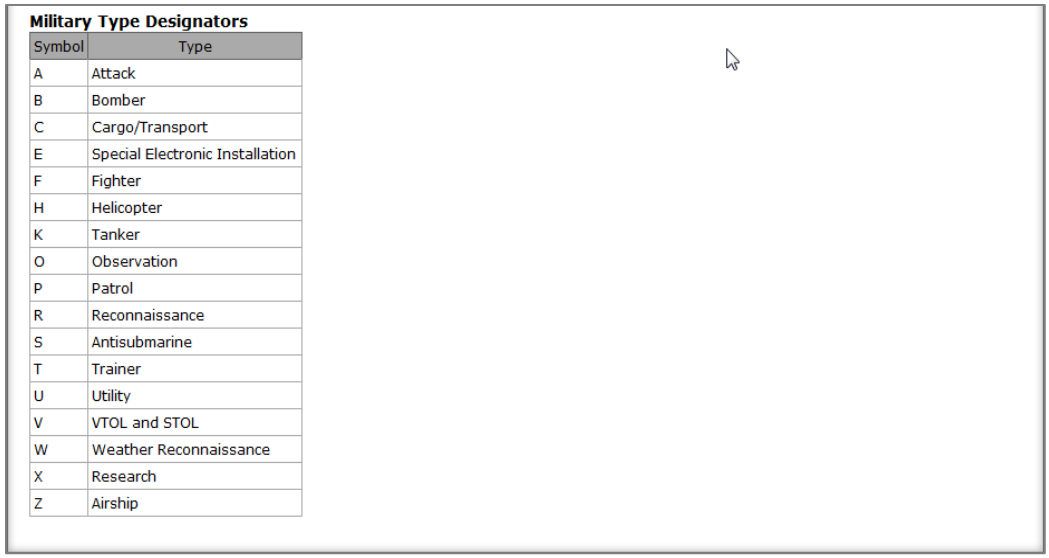
Type	Designator
Balloons	BALL
Gliders, sailplanes	GLID
Ultralight/microlight autogyro's	GYRO
Airships	SHIP
Ultralight/microlight helicopters	UHEL
Ultralight/microlight aircraft	ULAC
Aircraft types not (yet) assigned a designator	ZZZZ

Homebuilt/Experimental Aircraft

Criteria	Designator	Climb Rate (FPM)	Descent Rate (FPM)	SRS Category
Aircraft with cruise (indicated) airspeeds of 100 knots or less	HXA	500	500	I
Aircraft with cruise (indicated) airspeeds of greater than 100 knots, up to and including 200 knots	HXB	750	750	I
Aircraft with cruise (indicated) airspeeds of greater than 200 knots	HXC	1,000	1,000	I

Weight Classes

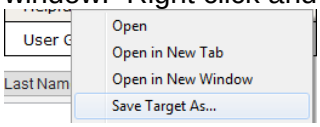
Code	Type
/S	Small - U.S. designated aircraft of 12,500 lbs or less
/S+	Small 'Plus' U.S. designated aircraft weighing between 12,500 and 41,000 lbs
/Lt	Light ICAO designated aircraft of 15,500 lbs or less
/L	Large U.S. designated aircraft of more than 41,000 lbs, up to 255,000 lbs
/M	Medium ICAO designated aircraft of more than 15,500 lbs and less than 300,000 lbs
/H	Heavy U.S. designated aircraft of 255,000 lbs or more. ICAO designated aircraft of 300,000 lbs or more



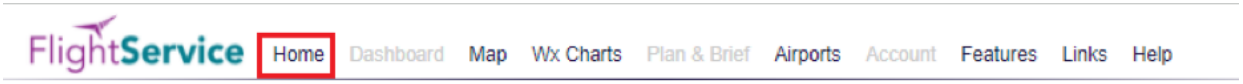
Military Type Designators

Symbol	Type
A	Attack
B	Bomber
C	Cargo/Transport
E	Special Electronic Installation
F	Fighter
H	Helicopter
K	Tanker
O	Observation
P	Patrol
R	Reconnaissance
S	Antisubmarine
T	Trainer
U	Utility
V	VTOL and STOL
W	Weather Reconnaissance
X	Research
Z	Airship

- Selecting Frequently Asked Questions will display answers to Frequently Asked Questions about the LFS Website.
- Selecting Helpful Videos will display the Training Videos page in a new tab or window. This link is also available toward the bottom of the LFS Web logon page entitled: Helpful Videos.
- Selecting User Guide will display the LFS Web User Guide in a new tab or window. Right click and select Save Target As… to save a copy of help.pdf

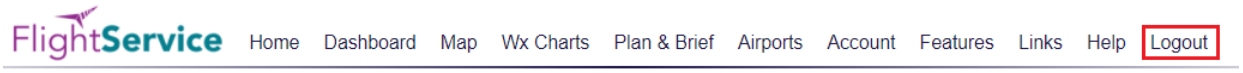


17. Login



To be redirected to the home page for login, click “Home” at the far left of the menu bar. If you are already logged in, the login section requesting for your credentials does not appear on the home page.

18. Logout



To logout, click “Logout” at the far right of the menu bar. If you are not logged in, “Logout” does not appear in the menu bar.