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

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 default 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 default 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.

![Change Password Page](image)

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.

![Confirmation Dialog](image)

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.

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 following screen:

![Login Screen](image)

If you are using a valid Username, but 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:

![Login Failure Message](image)

After receiving this message, you must enter the current password correctly or your account will become locked. Using the “Forgot/Reset” link will change your password and provide a temporary password in an email. Using the “Forgot/Reset” link before your account is locked provides several opportunities to enter the temporary password correctly before your account is locked again.

Once you have entered an incorrect password more than permitted number of consecutive times, your account will be temporarily locked the message above the “Username field will be:
An e-mail will be sent once each time your account is locked. The e-mail contains instructions to unlock your account. Unlocking the account does not change the password. The “Forgot/Reset” link that changes passwords will not reset a locked 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.
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.
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.

![Hamburger Menu]

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

![Footer]

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 Error! Reference source not found. 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 button is displayed for flights in the active state. When the user clicks the Close button, the system displays the Close confirmation dialog with and 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 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 Error! Reference source not found. for more details on amending and canceling scheduled email briefs. Reference section Multiple Scheduled Email Briefings Dialog: for details on trying to amend/cancel email briefs where 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.

<table>
<thead>
<tr>
<th>Weather Charts</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Chart 1</strong></td>
</tr>
<tr>
<td>Weather Chart Type: U.S. Weather Depiction</td>
</tr>
<tr>
<td><strong>Chart 2</strong></td>
</tr>
<tr>
<td>Weather Chart Type: U.S. Surface Analysis</td>
</tr>
<tr>
<td><strong>Chart 3</strong></td>
</tr>
<tr>
<td>Weather Chart Type: 12 Hr Surface Prog</td>
</tr>
<tr>
<td><strong>Chart 4</strong></td>
</tr>
<tr>
<td>Weather Chart Type: 12 Hr Low Level Sig Prog</td>
</tr>
</tbody>
</table>

[Save]  [Cancel]
d. Airport Conditions

The Airports section displays METARs, Density Altitude, TAFs and 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 button. Also, as a new user, the METAR, TAF, and NOTAM text is shown by default in plain-text translation. Pilots also have the ability to view the METAR, TAF, and NOTAM text without plain-text translation by deselecting the checkbox.

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 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 NOTAMS** pop-up window.

### Airports for METARs, TAFs, and NOTAMS

- **Airport 1:** BWI
- **Airport 2:** RDU
- **Airport 3:** APF

**Flight Plan Helper Menu and Dialogs** for Departure/Destination/Alternates for airports.

### Departure/Destination/Alternates

<table>
<thead>
<tr>
<th>ID</th>
<th>TYPE</th>
<th>NAME</th>
<th>LAT/LONG</th>
<th>CITY, STATE</th>
<th>ARTCC</th>
<th>FSS</th>
</tr>
</thead>
<tbody>
<tr>
<td>KIAD</td>
<td>AIRPORT</td>
<td>WASHINGTON DULLES INTL</td>
<td>3857N07728W</td>
<td>WASHINGTON, DC</td>
<td>ZOC</td>
<td>DCA</td>
</tr>
</tbody>
</table>

In the event a particular NOTAM spans more than two lines of space, an indicator of ...(more) will be displayed. You can view the full NOTAM text by using your mouse to hover over the affected NOTAM.
e. **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.

```
NOTAM data may not be current due to a US NOTAM Service interruption. A recheck of data prior to departure may be warranted.
```

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 the Position Reporting and Communications Devices, Text Message Phone Numbers, and Email Addresses you select below, when adverse conditions arise along your planned route of flight.

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 ACAS service will send alert messages to devices, text message phone numbers and email addresses registered for the service.
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).

Start sending alerts 120 minutes prior to ETD

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

☐ Do not send alerts for conditions more than 4,000 ft above my filed altitude

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.

☐ Do not send alerts for conditions that begin more than 2 hours past my 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.

☐ Send a message 5-60 minutes prior to ETD if no new Adverse Conditions were detected

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:

The value must be between 5-60

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.

![Error fields highlighted in yellow](image)

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

![Confirmation dialog](image)

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.

![Add Text Phone Number](image)

Enter Phone Number

Remove
Test Message

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

![Add Email Address](image)

Enter Email Address

Remove
Test Message

Clicking on the “Add Portable Device” button will display a blank portable device row. A valid device provider and device ID must be entered.

![Add Portable Device](image)

Select Type

Enter Device ID

Help
Remove
Test Message

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

![Help](image)

Garmin inReach (DeLorme)

Enter Device ID

Preflight Alerts

InFlight Alerts

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

![Help Window](image)

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, MIFR, or YFR 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.

| Enter Email Address | Remove | Test Message |

Clicking on the “Add Portable Device” button will display a blank portable device row. A valid device provider and device ID must be entered.

| Select Type | Enter Device ID | Help | Remove | Test Message |

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

| Garmin inReach (DeLorme) | Enter Device ID | Help | Remove | Test Message |

| Preflight Alerts | InFlight Alerts |

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

![Help for Garmin inReach (DeLorme) Devices - Internet Explorer](image)

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 website under Settings -> About This Device. The IMEI is also printed on the back of the device.

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.

| Error |

At least one device must be entered.

OK
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.”

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

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.

![Error dialog](image)

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

![Error example](image)

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

![Confirmation dialog](image)

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.

![Confirmation example](image)

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. 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 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.

**Current Location and Time (3)**

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 (4)**

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 (5)
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 (6)
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 (7)
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 (8a and 8b)
Layer Controls can be toggled between “Weather” and “Other” by pressing the Weather or Other icon. The selection will be persisted across user sessions. Toggling to “Other” displays Local Area Knowledge (LAK) layers and Frequencies, while toggling to “Weather” displays Weather layers only. The “CLEAR” button clears LAK layers and Frequencies when on the “Other” tab, and only Weather layers when on the “Weather” tab. When on the “Other” tab, the “What is this?” link is displayed to the right of the Other icon. Clicking on the “What is this?” link opens a popup entitled “Other: Area Knowledge Information” which explains the LAK layers and Frequencies.

Weather layer controls (8a) include controls for weather product layers. Weather product layers can be toggled on and off, and will remain in the last known state across
Two primary types of weather data can be displayed on the map. Overlay data includes the following, and can be displayed simultaneously:

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

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

- Radar (NEXRAD Precipitation)
- Satellite (Cloud Imagery)
- EDR Turbulence (Graphical Turbulence Guidance)
- Icing (Current/Forecast Icing Potential)

Other layer controls (8b) 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 (9)

The Flight Level Slider will appear on the right hand side of the map when certain product layers (EDR Turbulence, Icing, and Winds Aloft) 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 10,000 feet.

Time Slider (10)

The Time Slider will appear on the bottom middle portion of the map when certain product layers (METARs and TAFs, AIRMETs, EDR Turbulence, Icing, and Winds Aloft) 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 (11)**

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.

**Full Product Legends (12)**

Full product legends are available for METARs and TAFs, Pilot Reports, and AIRMETS 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 (13)**

Polygons and icons representing various adverse conditions, 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.
c. Flight Plan Short Form

Short Form Options (14)
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 (15)
The route view can be switched between a textual route of flight and a simplified NavLog view by pressing on this toggle.

Plan (16)
If a valid Departure and Destination are entered into the short form, the 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 High Q Routes, IFR - Recently Cleared, FAA Preferred, and Coded Departure routes.

Open Graphical Checklist (17)
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 (18)
Pressing the button labeled “Briefing, Filing & NavLog” 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 (19)
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 (20)
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 (21)
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 (22)
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 (23)
Each route section can be expanded or collapsed in order to limit the routes that are displayed.

Route Quantity (24)
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 (25)
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 (26)
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.

Checklist Editor (27)

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 (28)

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

Log Checklist (29)

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.

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 ADDS Wind & Temperature Forecast will open an external webpage in a separate window. GFA Products such as Cloud Coverage allow you to choose a region and forecast time and then click the Go button to open the specific product in a new 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 example 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.

- Plan & Brief
- Locations Briefing
- Scheduled Flight Plans (Displayed with PSFP access)
- Pilot History
- 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.

When the Domestic button is selected, the Domestic Flight Plan template displays.

When the ICAO 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.

<table>
<thead>
<tr>
<th>Field</th>
<th>Syntax Validation</th>
<th>Required for Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Domestic Flight Plan</td>
<td>- Flight Rule: VFR, IFR, MVFR, or MIFR</td>
<td>- Route Brief&lt;br&gt;- File&lt;br&gt;- Amend&lt;br&gt;- Activate&lt;br&gt;- Save Favorite&lt;br&gt;- Optimize Altitude</td>
</tr>
<tr>
<td>Aircraft ID</td>
<td>- 1 letter followed by 1-6 alphanumeric characters&lt;br&gt;Example: N0819W</td>
<td>- Route Brief&lt;br&gt;- File&lt;br&gt;- Amend&lt;br&gt;- Activate&lt;br&gt;- Dep/Dest/Altn1/Altn2 Area Brief&lt;br&gt;- NavLog&lt;br&gt;- Optimize Altitude&lt;br&gt;- Evaluate Departure Time</td>
</tr>
<tr>
<td>Aircraft Type</td>
<td>- 1 letter followed by 1-3 alphanumeric characters&lt;br&gt;- Must be valid aircraft type in Aircraft Type Search&lt;br&gt;Examples: J2, C25A, B738</td>
<td>- Route Brief&lt;br&gt;- File&lt;br&gt;- Amend&lt;br&gt;- Activate&lt;br&gt;- Dep/Dest/Altn1/Altn2 Area Brief&lt;br&gt;- NavLog&lt;br&gt;- Optimize Altitude&lt;br&gt;- Evaluate Departure Time</td>
</tr>
<tr>
<td>Aircraft Equipment</td>
<td>- 1 letter&lt;br&gt;Refer to Domestic Flight Plan Form, Aircraft Equipment for details.</td>
<td>- Route Brief&lt;br&gt;- File&lt;br&gt;- Amend&lt;br&gt;- Activate</td>
</tr>
<tr>
<td>No. of Aircraft</td>
<td>- 1-2 digits&lt;br&gt;Example: 1</td>
<td>N/A</td>
</tr>
<tr>
<td>Heavy</td>
<td>- Aircraft takeoff weights of at least 300,000 pounds</td>
<td>N/A</td>
</tr>
<tr>
<td>Airspeed</td>
<td>- Airspeed value “zero” not allowed</td>
<td>- Route Brief</td>
</tr>
<tr>
<td>Field</td>
<td>Syntax Validation</td>
<td>Required for Actions</td>
</tr>
<tr>
<td>--------------------------------------</td>
<td>-----------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>• Knots: 2-4 digits, max of 3700</td>
<td>• 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)</td>
<td>• File&lt;br&gt;• Amend&lt;br&gt;• Activate&lt;br&gt;• NavLog&lt;br&gt;• Optimize Altitude&lt;br&gt;• Evaluate Departure Time</td>
</tr>
<tr>
<td>• 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)</td>
<td>Examples: 50, 100, 130, M100</td>
<td></td>
</tr>
<tr>
<td>• Altitude (100s ft)</td>
<td>• Flight Level: 2-3 digits</td>
<td>• Route Brief&lt;br&gt;• File&lt;br&gt;• Amend&lt;br&gt;• Activate&lt;br&gt;• NavLog&lt;br&gt;• Optimize Altitude&lt;br&gt;• Evaluate Departure Time</td>
</tr>
<tr>
<td>• Flight Level: 2-3 digits</td>
<td>• OTP: OTP</td>
<td></td>
</tr>
<tr>
<td>• OTP: OTP</td>
<td>• OTP and Flight Level: OTP/ followed by 2-3 digits</td>
<td></td>
</tr>
<tr>
<td>• OTP: OTP</td>
<td>• VFR: VFR</td>
<td></td>
</tr>
<tr>
<td>• VFR: VFR</td>
<td>• ABV and Flight Level: ABV/ followed by 2-3 digits</td>
<td></td>
</tr>
<tr>
<td>• ABV and Flight Level: ABV/ followed by 2-3 digits</td>
<td>• Block Altitude: 2-3 digits followed by B and 2-3 digits</td>
<td></td>
</tr>
<tr>
<td>• Block Altitude: 2-3 digits followed by B and 2-3 digits</td>
<td>Examples: 65, 80, 210, VFR/095</td>
<td></td>
</tr>
<tr>
<td>• Altitude Optimization:</td>
<td>Additional Format Rules for Use of Altitude Optimization:</td>
<td></td>
</tr>
<tr>
<td>• IFR, MIFR flights:</td>
<td>➤ Flight Level: 20-600</td>
<td></td>
</tr>
<tr>
<td>• IFR, MIFR flights:</td>
<td>➤ ABV and Flight Level: ABV/20-600</td>
<td></td>
</tr>
<tr>
<td>• IFR, MIFR flights:</td>
<td>➤ OTP and Flight Level: OTP/20-600</td>
<td></td>
</tr>
<tr>
<td>• VFR, MVFR flights:</td>
<td>➤ VFR and Flight Level: VFR/25-VFR/179</td>
<td></td>
</tr>
<tr>
<td>• VFR, MVFR flights:</td>
<td>➤ Flight Level: 25-179</td>
<td></td>
</tr>
<tr>
<td>• VFR and Flight Level: 25-179</td>
<td>➤ ABV and Flight Level: ABV/25-ABV/179</td>
<td></td>
</tr>
<tr>
<td>• ABV and Flight Level: ABV/25-ABV/179</td>
<td>➤ OTP and Flight Level: OTP/25-OTP/179</td>
<td></td>
</tr>
<tr>
<td>• VFR and Flight Level: VFR/25-VFR/179</td>
<td>➤ VFR and Flight Level: VFR/25-VFR/179</td>
<td></td>
</tr>
<tr>
<td>• VFR, MVFR flights:</td>
<td>➤ Flight Level: 25-179</td>
<td></td>
</tr>
<tr>
<td>• VFR and Flight Level: ABV/25-ABV/179</td>
<td>➤ OTP and Flight Level: OTP/25-OTP/179</td>
<td></td>
</tr>
<tr>
<td>• VFR and Flight Level: VFR/25-VFR/179</td>
<td>➤ VFR and Flight Level: VFR/25-VFR/179</td>
<td></td>
</tr>
<tr>
<td>• Evaluate Departure Time:</td>
<td>Additional Format Rules for Use of Evaluate Departure Time:</td>
<td></td>
</tr>
<tr>
<td>• IFR, MIFR, VFR, MVFR flights:</td>
<td>➤ Flight Level: 00-999</td>
<td></td>
</tr>
<tr>
<td>• IFR, MIFR, VFR, MVFR flights:</td>
<td>➤ ABV and Flight Level: ABV/00-ABV/999</td>
<td></td>
</tr>
<tr>
<td>• IFR, MIFR, VFR, MVFR flights:</td>
<td>➤ OTP and Flight Level: OTP/00-OTP/999</td>
<td></td>
</tr>
<tr>
<td>• IFR, MIFR, VFR, MVFR flights:</td>
<td>➤ VFR and Flight Level: VFR/01-VFR/179</td>
<td></td>
</tr>
<tr>
<td>• VFR, MVFR flights:</td>
<td>➤ Block Altitude: 00B01-998B999</td>
<td></td>
</tr>
<tr>
<td>• Departure</td>
<td>2-5 alphanumeric airport/heliport/navaid (excluding NDB), or waypoint identifier</td>
<td>• Route Brief&lt;br&gt;• File&lt;br&gt;• Amend&lt;br&gt;• Activate&lt;br&gt;• Dep Area Brief&lt;br&gt;• Save Favorite&lt;br&gt;• NavLog&lt;br&gt;• Optimize Altitude&lt;br&gt;• Plan a Route&lt;br&gt;• Evaluate Departure Time</td>
</tr>
<tr>
<td>• 2-5 alphanumeric airport/heliport/navaid (excluding NDB), or waypoint identifier</td>
<td>Examples: HGR, KSEA, 90I5</td>
<td></td>
</tr>
<tr>
<td>• 8-12 character latitude/longitude in the format aabb(A)(/)(c)ccdd(B), where parentheses denote optional characters</td>
<td>Refer to Domestic Flight Plan Form, Departure/Destination/Alternates for details.</td>
<td></td>
</tr>
<tr>
<td>• 8-12 character latitude/longitude in the format aabb(A)(/)(c)ccdd(B), where parentheses denote optional characters</td>
<td>• aa is degrees latitude in the range 00-90</td>
<td></td>
</tr>
<tr>
<td>• aa is degrees latitude in the range 00-90</td>
<td>• bb is minutes latitude in the range 00-59</td>
<td></td>
</tr>
</tbody>
</table>
## DOMESTIC FLIGHT PLAN

<table>
<thead>
<tr>
<th>Field</th>
<th>Syntax Validation</th>
<th>Required for Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>(c)cc is degrees longitude in the</td>
<td>Degree longitude in the range 00-180</td>
<td></td>
</tr>
<tr>
<td>range 00-180</td>
<td>dd is minutes longitude in the range 00-59</td>
<td></td>
</tr>
<tr>
<td>(A) is either N or S (North or</td>
<td>(A) is either W or E (West or East, default to W if unspecified)</td>
<td></td>
</tr>
<tr>
<td>South, default to N if unspecified)</td>
<td>(B) is either W or E (West or East, default to W if unspecified)</td>
<td></td>
</tr>
<tr>
<td>Example: 4449N/7322W</td>
<td>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.</td>
<td></td>
</tr>
<tr>
<td>9-11 alphanumeric fix-radial-distance in the format (A)(A)AAaaaabbb, where parentheses denote optional characters</td>
<td>9-11 alphanumeric fix-radial-distance in the format (A)(A)AAaaaabbb, where parentheses denote optional characters</td>
<td></td>
</tr>
<tr>
<td>(A)(A)AAA is 3-5 alphanumeric</td>
<td>Airport/heliport/NAVAID/waypoint identifier</td>
<td></td>
</tr>
<tr>
<td>airport/heliport/NAVAID/waypoint</td>
<td>aaa is radial measure in degrees from North in the range 001-360</td>
<td></td>
</tr>
<tr>
<td>identifier</td>
<td>bbb is distance in nautical miles in the range 001-999</td>
<td></td>
</tr>
<tr>
<td>Example: HGR001024</td>
<td>For restrictions, refer to Flight Planning Restrictions.</td>
<td></td>
</tr>
</tbody>
</table>

- 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:

  - EST
  - CST
  - CDT
  - MST
  - MDT
  - PDT
  - AKST
  - AKDT
  - HST
  - UTC

  **Note:** Both date and time can be automatically populated by an Apply Minutes From Now action.

- Route of Flight (Leave blank for direct)
- 2-558 characters
- 3-5 alphanumeric airport/heliport/NAVAID/waypoint identifier
- Examples: HGR, KSEA, 9O15
- 8-12 character latitude/longitude in the format aabb(A)(/)/(c)ccddd(B), where parentheses denote optional characters
- Route Brief
- File
- Amend
- Activate
- Dep/Dest/Alt1/Alt2 Area Brief
- NavLog
- Optimize Altitude
- Evaluate Departure Time
- N/A
### DOMESTIC FLIGHT PLAN

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

<table>
<thead>
<tr>
<th>Field</th>
<th>Syntax Validation</th>
<th>Required for Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Destination</td>
<td>3-5 alphanumeric airport/heliport/navaid (excluding NDB), or waypoint identifier</td>
<td>• Route Brief&lt;br&gt;• File&lt;br&gt;• Amend&lt;br&gt;• Activate&lt;br&gt;• Dest Area Brief&lt;br&gt;• Save Favorite&lt;br&gt;• NavLog&lt;br&gt;• Optimize Altitude&lt;br&gt;• Plan a Route&lt;br&gt;• Evaluate Departure Time</td>
</tr>
<tr>
<td></td>
<td>Examples: <strong>HGR, KSEA, 90I5</strong> Refer to Domestic Flight Plan Form for details.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• 8-12 character latitude/longitude in the format aabb(A)/(c)cdd(B), where</td>
<td></td>
</tr>
<tr>
<td></td>
<td>parentheses denote optional characters</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• aa is degrees latitude in the range 00-90</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• bb is minutes latitude in the range 00-59</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• (c)c is degrees longitude in the range 00-180</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• dd is minutes longitude in the range 00-59</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• (A) is either N or S (North or South, default to N if unspecified)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• (B) is either W or E (West or East, default to W if unspecified)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Example: <strong>4449N/7322W</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Location name is required in the Remarks field when latitude/longitude is used</td>
<td></td>
</tr>
<tr>
<td></td>
<td>for destination. Use the displayed Latitude/Longitude Location Name dialog for</td>
<td></td>
</tr>
<tr>
<td></td>
<td>assistance.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• 9-11 alphanumeric fix-radial-distance in the format (A)(A)AAAaabb, where</td>
<td></td>
</tr>
<tr>
<td></td>
<td>parentheses denote optional characters</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• (A)(A)AAA is 3-5 alphanumeric airport/heliport/navaid (excluding NDB)/waypoint</td>
<td></td>
</tr>
<tr>
<td></td>
<td>identifier</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• aaa is radial measure in degrees from North in the range 001-360</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• bbb is distance in nautical miles in the range 001-999</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Example: <strong>HGR001024</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>For restrictions, refer to Flight Planning Restrictions.</td>
<td></td>
</tr>
<tr>
<td>• Time Enroute</td>
<td>HHMM; where HHMM are 4 digits Example: <strong>0430</strong></td>
<td>• File&lt;br&gt;• Amend&lt;br&gt;• Activate</td>
</tr>
<tr>
<td>• Fuel on Board</td>
<td>HHMM; where HHMM are 4 digits Example: <strong>0600</strong></td>
<td>• File&lt;br&gt;• Amend&lt;br&gt;• Activate</td>
</tr>
<tr>
<td>Remarks</td>
<td>1-325 characters Example: <strong>STUDENT SOLO FLIGHT</strong></td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>**Location name is required in the Remarks field when latitude/longitude is used</td>
<td></td>
</tr>
<tr>
<td></td>
<td>for departure and/or destination. Use the displayed Latitude/Longitude Location</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Name dialog for assistance.</td>
<td></td>
</tr>
<tr>
<td>• No. on Board</td>
<td>1-3 digits Example: <strong>1</strong></td>
<td>• File&lt;br&gt;• Amend</td>
</tr>
</tbody>
</table>

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DOMESTIC FLIGHT PLAN

<table>
<thead>
<tr>
<th>Field</th>
<th>Syntax Validation</th>
<th>Required for Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alternate 1</td>
<td>• 3-4 alphanumeric airport/heliport identifier</td>
<td>• Activate</td>
</tr>
<tr>
<td></td>
<td>Examples: HGR, KSEA, 9015</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Refer to Domestic Flight Plan Form, Departure/Destination/Alternates for details.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>For restrictions, refer to Flight Planning Restrictions.</td>
<td></td>
</tr>
<tr>
<td>Alternate 2</td>
<td>• 3-4 alphanumeric airport/heliport identifier</td>
<td>• Alt Area Brief</td>
</tr>
<tr>
<td></td>
<td>Examples: HGR, KSEA, 9015</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Refer to Domestic Flight Plan Form, Departure/Destination/Alternates for details.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>For restrictions, refer to Flight Planning Restrictions.</td>
<td></td>
</tr>
<tr>
<td>Pilot Contact Information</td>
<td>• 1-200 characters</td>
<td>• File</td>
</tr>
<tr>
<td></td>
<td>Example: JONES, BOB, (202) 555-1111</td>
<td>• Amend</td>
</tr>
<tr>
<td></td>
<td>HGR, (301) 555-2222</td>
<td>• Activate</td>
</tr>
<tr>
<td>Beacon Code</td>
<td>• 4 octal digits (0000-7777). Only Present on form if assigned. Value cannot be changed by user.</td>
<td>N/A</td>
</tr>
<tr>
<td>Aircraft Color</td>
<td>• 1-15 letters</td>
<td>• File</td>
</tr>
<tr>
<td></td>
<td>• Use a / to separate colors</td>
<td>• Amend</td>
</tr>
<tr>
<td></td>
<td>Examples: W, R/T</td>
<td>• Activate</td>
</tr>
<tr>
<td></td>
<td>Refer to Domestic Flight Plan Form, Aircraft Color for details.</td>
<td></td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>Field</th>
<th>Syntax Validation</th>
<th>Required for Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>ICAO Flight Plan</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Aircraft ID</td>
<td>2-7 alphanumeric characters</td>
<td>• File</td>
</tr>
<tr>
<td></td>
<td>Example: <strong>N0819W</strong></td>
<td>• Amend</td>
</tr>
<tr>
<td></td>
<td>Example: <strong>0819W</strong></td>
<td>• Activate</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Standard Brief</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Outlook Brief</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Abbreviated Brief</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Area Brief</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• NavLog</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Optimize Altitude</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Evaluate Departure Time</td>
</tr>
<tr>
<td>• Flight Rule</td>
<td>VFR, IFR, YFR, or ZFR</td>
<td>• File</td>
</tr>
<tr>
<td>• Flight Type</td>
<td>S, N, G, M, D, or X</td>
<td>• Amend</td>
</tr>
<tr>
<td>No. of Aircraft</td>
<td>1-2 digits</td>
<td>• Activate</td>
</tr>
<tr>
<td></td>
<td>Example: <strong>1</strong></td>
<td>• Standard Brief</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Outlook Brief</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Abbreviated Brief</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Save As Favorite</td>
</tr>
<tr>
<td>No. of Aircraft</td>
<td>1-2 digits</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>Example: <strong>1</strong></td>
<td></td>
</tr>
</tbody>
</table>

---

Notice: Per FAA Guidance, all civilian flight plans must be filed as ICAO flight plans.
<table>
<thead>
<tr>
<th>Field</th>
<th>Syntax Validation</th>
<th>Required for Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aircraft Type</td>
<td>1 letter followed by 1-3 alphanumeric characters</td>
<td>File, Amend, Activate</td>
</tr>
<tr>
<td></td>
<td>Must be valid aircraft type in Aircraft Type Search</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Examples: J2, C25A, B738</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Refer to ICAO Flight Plan Form for details.</td>
<td></td>
</tr>
<tr>
<td>Wake Turbulence</td>
<td>H - Aircraft takeoff weights of at least 300,000 pounds</td>
<td>File, Amend, Activate</td>
</tr>
<tr>
<td></td>
<td>M - Aircraft takeoff weights greater than 15,000 pounds, but less than 300,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>pounds</td>
<td></td>
</tr>
<tr>
<td></td>
<td>L - Aircraft takeoff weights of 15,000 pounds or less</td>
<td></td>
</tr>
<tr>
<td></td>
<td>The Wake Turbulence will be automatically populated based on the Aircraft Type.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Refer to ICAO Flight Plan Form for details.</td>
<td></td>
</tr>
<tr>
<td>Aircraft Equipment</td>
<td>1-64 alphanumeric characters</td>
<td>File, Amend, Activate</td>
</tr>
<tr>
<td></td>
<td>Use Aircraft Equipment helper dialog for assistance.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>If the value R is entered, then Other Information must contain a PBN/ value.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>If the value Z is entered, then Other Information must contain either a NAV/, DAT/</td>
<td></td>
</tr>
<tr>
<td></td>
<td>or COM/ value.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Examples: F, E3G, M3</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Refer to ICAO Flight Plan Form for details.</td>
<td></td>
</tr>
<tr>
<td>Departure</td>
<td>3-4 alphanumeric airport identifier</td>
<td>File, Amend, Activate</td>
</tr>
<tr>
<td></td>
<td>Examples: KSEA, KHGR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2-5 alphanumeric significant point</td>
<td></td>
</tr>
<tr>
<td></td>
<td>11 character latitude/longitude in the format aabbAcccdB</td>
<td></td>
</tr>
<tr>
<td></td>
<td>aa is degrees latitude in the range 00-90</td>
<td></td>
</tr>
<tr>
<td></td>
<td>bb is minutes latitude in the range 00-59</td>
<td></td>
</tr>
<tr>
<td></td>
<td>ccc is degrees longitude in the range 000-180</td>
<td></td>
</tr>
<tr>
<td></td>
<td>dd is minutes longitude in the range 00-59</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A is either N or S (North or South)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>B is either E or W (East or West)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Example: 4449N07322W</td>
<td></td>
</tr>
<tr>
<td></td>
<td>9-11 alphanumeric fix-radial-distance in the format (A)(A)AAAaaaabbb, where</td>
<td></td>
</tr>
<tr>
<td></td>
<td>parentheses denote optional characters</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(A)(A)AAA is 3-5 alphanumeric airport/heliport/navaid</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(excluding NDB)/waypoint identifier</td>
<td></td>
</tr>
<tr>
<td></td>
<td>aaa is radial measure in degrees from North in the range 001-360</td>
<td></td>
</tr>
<tr>
<td></td>
<td>bbb is distance in nautical miles in the range 001-999</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Example: HGR001024</td>
<td></td>
</tr>
<tr>
<td></td>
<td>ZZZZ or AFIL</td>
<td></td>
</tr>
<tr>
<td></td>
<td>If ZZZZ or AFIL is entered, then a location of one of the above formats must be</td>
<td></td>
</tr>
<tr>
<td></td>
<td>provided in DEP/ in the Other information field</td>
<td></td>
</tr>
<tr>
<td>Departure Sunset and Sunrise</td>
<td>HHMM TZ; where HHMM is the 4 digit time and TZ is the time zone. Example: 0530 EST</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>Only present on form if Departure is valid and Departure Date and Time are entered.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Value cannot be changed by user.</td>
<td></td>
</tr>
<tr>
<td>Departure Date &amp; Time</td>
<td>MM/DD/YYYY; based off of the selected time zone value</td>
<td>Standard Brief, Outlook Brief, Abbreviated Brief, File, Amend, Activate, Area Brief, NavLog</td>
</tr>
<tr>
<td></td>
<td>HHMM; where HHMM are 4 digits, current time based off of the selected time zone</td>
<td></td>
</tr>
<tr>
<td></td>
<td>value; if not available, will default to UTC time</td>
<td></td>
</tr>
</tbody>
</table>
### ICAO Flight Plan

<table>
<thead>
<tr>
<th>Field</th>
<th>Syntax Validation</th>
<th>Required for Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Time zone:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AST</td>
<td></td>
<td>Optimize Altitude</td>
</tr>
<tr>
<td>AOT</td>
<td></td>
<td>Evaluate Altitude Time</td>
</tr>
<tr>
<td>EST</td>
<td></td>
<td></td>
</tr>
<tr>
<td>EDT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CST</td>
<td></td>
<td></td>
</tr>
<tr>
<td>COT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MST</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MDT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PST</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PDT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AKST</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AKDT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HST</td>
<td></td>
<td></td>
</tr>
<tr>
<td>UTC</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Note:** Both date and time can be automatically populated by an Apply Minutes From Now action.

- **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

- **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)
  - Examples: A090, 90, F190, 190, M0230, S1000, VFR/123

**Additional Format Rules for Use of Altitude Optimization:**
- IFR, YFR flights:
  - A020-A179
  - F180-F600
  - M0061-M1828
  - S0061-S1828
  - VFR/025-VFR/179
- VFR, ZFR flights:
  - A025-A179
  - M0077-M0548
  - S0077-S0548
  - VFR/025-VFR/179

**Additional Format Rules for Use of Evaluate Departure Time:**
- IFR, YFR, VFR, ZFR flights:
  - A001-A179
  - F180-F999
  - M0000-M3048
  - S0000-S3048
  - VFR/001-VFR/179

- **Surveillance Equipment**
  - 1-11 alphanumeric characters
  - Use Surveillance Equipment helper dialog for assistance.
  - Examples: S, X, SV1

Refer to ICAO Flight Plan Form for details.
## ICAO Flight Plan

<table>
<thead>
<tr>
<th>Field</th>
<th>Syntax Validation</th>
<th>Required for Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Route of Flight</td>
<td>1. 2-558 characters</td>
<td>• File</td>
</tr>
<tr>
<td>2. 3-5 alphanumeric airport/heliport/NAVAID/waypoint identifier</td>
<td></td>
<td>• Amend</td>
</tr>
<tr>
<td>3. 8-12 character latitude/longitude in the format aabb(A)(c)ccdd(B), where parentheses denote optional characters</td>
<td></td>
<td>• Activate</td>
</tr>
<tr>
<td>• aa is degrees latitude in the range 00-90</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• bb is minutes latitude in the range 00-59</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• (c)cc is degrees longitude in the range 00-180</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• dd is minutes longitude in the range 00-59</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• (A) is either N or S (North or South, default to N if unspecified)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• (B) is either W or E(West or East, default to W if unspecified)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Example: 4449N/7322W</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. 8-11 alphanumeric fix-radial-distance in the format (A)(A)(A)AAaabb, where parentheses denote optional characters</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• (A)(A)(A)AA is 2-5 alphanumeric airport/heliport/NAVAID/waypoint identifier</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• aab is radial measure in degrees from North in the range 001-360</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• bbb is distance in nautical miles in the range 001-999</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Example: HGR001024</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5. V and J Airways</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• V Airway in the format Vd(d)(d), where parentheses denote optional digits</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• J Airway in the format Jd(d)(d), where parentheses denote optional digits</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Examples: V469, J123</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6. Standard Instrument Departure (SID)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• 1 letter followed by 2-5 alphanumeric characters</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Example: DRWN6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7. Standard Terminal Arrival Route (STAR)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• 1 letter followed by 2-5 alphanumeric characters</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Example: SKETR5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Military Training Route (MTR, restricted)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Format LLdd(d)(d), where LL = AR, IR, VR, SR and d = alphanumeric, parentheses denote optional.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• An MTR must be filed with an entry fix preceeding the MTR name and an exit fix following the MTR name.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Example: IR608</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8. Cruising Speed and/or Level change at a point in the route, in the format &lt;point&gt;/&lt;speed&gt;&lt;altitude&gt;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• &lt;point&gt; as defined in items 2, 3, and 4 above</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• &lt;speed&gt; is in the same format as the Cruising Speed field</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• &lt;altitude&gt; is in the same format as the Level field</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Must include both Speed and Level values, even if only one is changing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Example: MSN/N0190A090</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9. Flight Rules change at a point in the route, in the format:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>o &lt;point&gt;&lt;space&gt;&lt;VFR or IFR&gt;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Example: MSN240020 VFR</td>
<td></td>
<td></td>
</tr>
<tr>
<td>o Or with a speed/altitude change:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&lt;point&gt;/&lt;speed&gt;&lt;altitude&gt;&lt;space&gt;&lt;VFR or IFR&gt;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• &lt;point&gt; as defined in items 2, 3, and 4 above</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## ICAO FLIGHT PLAN

<table>
<thead>
<tr>
<th>Field</th>
<th>Syntax Validation</th>
<th>Required for Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>&lt;speed&gt;</strong></td>
<td>is in the same format as the Cruising Speed field</td>
<td>File</td>
</tr>
<tr>
<td><strong>&lt;altitude&gt;</strong></td>
<td>is in the same format as the Level field</td>
<td>Amend</td>
</tr>
<tr>
<td>Must include both Speed and Level, even if only one is changing</td>
<td>Activate</td>
<td></td>
</tr>
</tbody>
</table>

Example: **MSN/N0150A090 IFR**

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
  - 11 character latitude/longitude in the format aabbAaaccddB
    - 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/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**

  - **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.

- **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.

- **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.

- **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.
    - Estimated Time of Arrival cannot be more than 27 days from Departure Date & Time.

- **Alternate 1**
  - 3-4 alphanumeric airport identifier
    - Examples: **KSEA, KHGR**

  • Alternate 1 Area Brief
### ICAO FLIGHT PLAN

<table>
<thead>
<tr>
<th>Field</th>
<th>Syntax Validation</th>
<th>Required for Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>• 2-5 alphanumeric significant point</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• 11 character latitude/longitude in the format aabbAccddB</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• aa is degrees latitude in the range 00-90</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• bb is minutes latitude in the range 00-59</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• ccc is degrees longitude in the range 000-180</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• dd is minutes longitude in the range 00-59</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• A is either N or S (North or South)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• B is either E or W (East or West)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Example: 4449N07322W</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• 9-11 alphanumeric fix-radial-distance in the format (A)(A)AAAaaabbb, where parentheses denote optional characters</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• (A)(A)AAA is 3-5 alphanumeric airport/heliport/navaid (excluding NDB)/waypoint identifier</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• aaa is radial measure in degrees from North in the range 001-360</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• bbb is distance in nautical miles in the range 001-999</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Example: HGR001024</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• ZZZZ</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• If ZZZZ is entered, then a location of one of the above formats must be provided in ALTN/ in the Other information field</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

**Alternate 2**

<table>
<thead>
<tr>
<th>Field</th>
<th>Syntax Validation</th>
<th>Required for Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>• 3-4 alphanumeric airport identifier</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Examples: KSEA, KHGR</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• 2-5 alphanumeric significant point</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• 11 character latitude/longitude in the format aabbAccddB</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• aa is degrees latitude in the range 00-90</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• bb is minutes latitude in the range 00-59</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• ccc is degrees longitude in the range 000-180</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• dd is minutes longitude in the range 00-59</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• A is either N or S (North or South)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• B is either E or W (East or West)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Example: 4449N07322W</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• 9-11 alphanumeric fix-radial-distance in the format (A)(A)AAAaaabbb, where parentheses denote optional characters</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• (A)(A)AAA is 3-5 alphanumeric airport/heliport/navaid (excluding NDB)/waypoint identifier</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• aaa is radial measure in degrees from North in the range 001-360</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• bbb is distance in nautical miles in the range 001-999</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Example: HGR001024</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• ZZZZ</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• If ZZZZ is entered, then a location of one of the above formats must be provided in ALTN/ in the Other information field</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

**Beacon Code**

<table>
<thead>
<tr>
<th>Field</th>
<th>Syntax Validation</th>
<th>Required for Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>• 4 octal digits (0000-7777). Only present on form if assigned. Value cannot be changed by user.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>N/A</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Other Information**

<table>
<thead>
<tr>
<th>Field</th>
<th>Syntax Validation</th>
<th>Required for Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>• 1-325 alphanumeric characters, spaces, and forward slash (/)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Use the Other Information helper dialog for a list of all valid codes and for formatting the following subfield elements:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>➤ STS/: Enter special handling codes for Air Traffic Services. If more than one code is used, each code must be separated by a space.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Example: STS/ALTRV</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Field</td>
<td>Syntax Validation</td>
<td>Required for Actions</td>
</tr>
<tr>
<td>--------------</td>
<td>-----------------------------------------------------------------------------------</td>
<td>----------------------</td>
</tr>
<tr>
<td>PBN/</td>
<td>Enter RNAV and/or RNP capabilities. A maximum of 8 codes may be entered. Aircraft</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Equipment field must contain &quot;R&quot;. Example: <strong>PBN/A1</strong></td>
<td></td>
</tr>
<tr>
<td>NAV/</td>
<td>Enter significant data related to navigation equipment, other than that specified</td>
<td></td>
</tr>
<tr>
<td></td>
<td>in PBN/subfield. A &quot;Z&quot; will be automatically inserted into the Aircraft Equipment</td>
<td></td>
</tr>
<tr>
<td></td>
<td>field. This subfield is a free text field. Example: <strong>NAV/MYEQUIPMENT</strong></td>
<td></td>
</tr>
<tr>
<td>COM/</td>
<td>Enter communications applications or capabilities that are not specified in the</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Aircraft Equipment field. A &quot;Z&quot; will be automatically inserted into the Aircraft</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Equipment field. This subfield is a free text field. Example: <strong>COM/MYEQUIPMENT</strong></td>
<td></td>
</tr>
<tr>
<td>DAT/</td>
<td>Enter data applications or capabilities that are not specified in the Aircraft</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Equipment field. A &quot;Z&quot; will be automatically inserted into the Aircraft Equipment</td>
<td></td>
</tr>
<tr>
<td></td>
<td>field. This subfield is a free text field. Example: <strong>DAT/MYEQUIPMENT</strong></td>
<td></td>
</tr>
<tr>
<td>SUR/</td>
<td>Enter the surveillance capabilities of the aircraft not specified in the Surveillance</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Equipment field. This subfield is a free text field. Example: <strong>SUR/MYEQUIPMENT</strong></td>
<td></td>
</tr>
<tr>
<td>DEP/</td>
<td>Enter the departure of the flight plan when ZZZZ is entered in the departure field,</td>
<td></td>
</tr>
<tr>
<td></td>
<td>as shown below. DEP/ will be automatically inserted into the Other Information field.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3-4 alphanumeric airport identifier</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2-5 alphanumeric significant point</td>
<td></td>
</tr>
<tr>
<td></td>
<td>11 character latitude longitude in the format aabbAcccdBB</td>
<td></td>
</tr>
<tr>
<td></td>
<td>aa is degrees latitude in the range 00-90</td>
<td></td>
</tr>
<tr>
<td></td>
<td>bb is minutes latitude in the range 00-59</td>
<td></td>
</tr>
<tr>
<td></td>
<td>ccc is degrees longitude in the range 000-180</td>
<td></td>
</tr>
<tr>
<td></td>
<td>dd is minutes longitude in the range 00-59</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A is either N or S (North or South)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>B is either E or W (East or West)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>9-11 alphanumeric fix-radial-distance in the format (A)(A)AAAaaabb, where parentheses</td>
<td></td>
</tr>
<tr>
<td></td>
<td>denote optional characters</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(A)(A)AAA is 3-5 alphanumeric airport/heliport/NAVAID (excluding NDB)/waypoint</td>
<td></td>
</tr>
<tr>
<td></td>
<td>identifier</td>
<td></td>
</tr>
<tr>
<td></td>
<td>aaa is radial measure in degrees from North in the range 001-360</td>
<td></td>
</tr>
<tr>
<td></td>
<td>bbb is distance in nautical miles in the range 001-999</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Example: <strong>DEP/KHGR</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Example: <strong>DEP/4449N07322W</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Example: <strong>DEP/HGR001024</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Location name is required following latitude/longitude when latitude/longitude is</td>
<td></td>
</tr>
<tr>
<td></td>
<td>used for the DEP/ and/or DEST/ subfields.</td>
<td></td>
</tr>
<tr>
<td>DEST/</td>
<td>Record the destination of the flight plan when ZZZZ is entered in the departure</td>
<td></td>
</tr>
<tr>
<td></td>
<td>field. Use the same rules as the DEP/ subfield.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Example: <strong>DEST/KHGR</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Example: <strong>DEST/4449N07322W</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Example: <strong>DEST/HGR001024</strong></td>
<td></td>
</tr>
</tbody>
</table>
### ICAO FLIGHT PLAN

<table>
<thead>
<tr>
<th>Field</th>
<th>Syntax Validation</th>
<th>Required for Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>DOF/</td>
<td>Records the departure date of the flight as YYMMDD if the Proposed Departure Time is more than 24 hours ahead of the current time. DOF/ will be automatically inserted into the Other Information field. Example: <strong>DOF/141025</strong></td>
<td></td>
</tr>
<tr>
<td>REG/</td>
<td>Enter the nationality or registration mark of the aircraft. This subfield is a free text field. Example: <strong>REG/UNITEDSTATES</strong></td>
<td></td>
</tr>
<tr>
<td>EET/</td>
<td>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/&lt;position&gt;&lt;time&gt; or EET/&lt;position1&gt;&lt;time1&gt;&lt;sp&gt;&lt;position2&gt;&lt;time2&gt;&lt;sp&gt;&lt;position3&gt;&lt;time3&gt; Example: <strong>EET/CZEG0026</strong></td>
<td></td>
</tr>
<tr>
<td>SEL/</td>
<td>Enter the SELCAL (Selective Calling) code for aircraft so equipped. This subfield is a free text field. Example: <strong>SEL/ABCD</strong></td>
<td></td>
</tr>
<tr>
<td>TYP/</td>
<td>Enter the aircraft type, if ZZZZ is entered into the Aircraft Type field. This subfield is a free text field. Example: <strong>TYP/J2</strong></td>
<td></td>
</tr>
<tr>
<td>CODE/</td>
<td>Enter the aircraft address, which is expressed in the form of an alphanumerical code of six hexadecimal characters. Example: <strong>CODE/AC82EC</strong></td>
<td></td>
</tr>
<tr>
<td>DLE/</td>
<td>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/&lt;significant point&gt;HHMM or DLE/&lt;significant point&gt;HHMM&lt;space&gt;&lt;significant point&gt;HHMM. The &lt;significant point&gt; can be one of the following formats: 3-4 alphanumerics 2-5 alphanumerics 11 character latitude longitude in the format aabbAcccddB 000-180 00-90 00-59 00-00 00-180 9-11 alphanumerics fix-radial-distance in the format (A)(A)AAAaabb, where parentheses denote optional characters (A)(A)AAA is 3-5 alphanumerics airport/heliport/NAVAID (excluding NDB)/waypoint identifier aaa is radial measure in degrees from North in the range 001-360</td>
<td></td>
</tr>
<tr>
<td>Field</td>
<td>Syntax Validation</td>
<td>Required for Actions</td>
</tr>
<tr>
<td>---------------</td>
<td>----------------------------------------------------------------------------------</td>
<td>---------------------------------------------------</td>
</tr>
<tr>
<td></td>
<td>➢ bbb is distance in nautical miles in the range 001-999</td>
<td></td>
</tr>
<tr>
<td></td>
<td>➢ OPR/: Enter the ICAO designator or name of the aircraft operating agency. This subfield is a free text field.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>➢ ORGN/: Enter the originator's 8 letter AFTN address.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>➢ PER/: Enter the aircraft performance data. This subfield accepts one of the following codes: A, B, C, D, E, or H.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>➢ 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.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>➢ TALT/: Enter one take-off alternate aerodrome. Use the same rules as the DEP/subfield.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>➢ RALT/: Enter the en-route alternate airports. Use the same rules as the DEP/subfield.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>➢ 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.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>➢ RMK/: Enter any other plain language remarks for the flight plan. This subfield is a free text field.</td>
<td></td>
</tr>
</tbody>
</table>

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

- **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
### ICAO FLIGHT PLAN

<table>
<thead>
<tr>
<th>Field</th>
<th>Syntax Validation</th>
<th>Required for Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Color</td>
<td>• 1-20 alpha characters including spaces</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>Example: B</td>
<td></td>
</tr>
<tr>
<td>Supplemental Remarks</td>
<td>• 1-500 alphanumeric characters, spaces, and colon :&quot;</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>Example: STUDENT: SOLO FLIGHT</td>
<td></td>
</tr>
<tr>
<td>Pilot in Command</td>
<td>• 1-201 alphanumeric characters, spaces, and colon :&quot;</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>Example: Jones: 202 555 1111</td>
<td></td>
</tr>
<tr>
<td>Pilot Contact Information</td>
<td>• 1-200 characters</td>
<td>File, Amend, Activate</td>
</tr>
<tr>
<td></td>
<td>Example: JONES, (202) 555-1111</td>
<td></td>
</tr>
<tr>
<td></td>
<td>HGR, (301) 555-2222</td>
<td></td>
</tr>
</tbody>
</table>

#### 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/
  2. PBN/
  3. NAV/
  4. COM/
  5. DAT/
  6. SUR/
  7. DEP/
  8. DEST/
  9. DOF/
 10. REG/
 11. EET/
 12. SEL/
 13. TYP/
 14. CODE/
 15. DLE/
 16. OPR/
 17. ORGN/
 18. PER/
 19. ALTN/
 20. RALT/
 21. TALT/
 22. RIF/
 23. RMK/
➢ 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.

![Other Info Dialog]

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.

![STS Helper Dialog](image)

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.

<p>| | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>B4</td>
<td>C2</td>
<td>D2</td>
<td>O1</td>
<td>S1</td>
</tr>
<tr>
<td>B1</td>
<td>B5</td>
<td>C3</td>
<td>D3</td>
<td>O2</td>
<td>S2</td>
</tr>
<tr>
<td>B2</td>
<td>B6</td>
<td>C4</td>
<td>D4</td>
<td>O3</td>
<td>T1</td>
</tr>
<tr>
<td>B3</td>
<td>C1</td>
<td>D1</td>
<td>L1</td>
<td>O4</td>
<td>T2</td>
</tr>
</tbody>
</table>

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
• 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 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

• 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)AAAaaaabbb, 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 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 24 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.

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)AAaaabbb, 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.
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
- 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 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.

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.

**DataComm (CPDLC) Dialog:**

Applicable to IFR/YFR/ZFR 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.

   ![Portable Device](image)

   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**
   
   1. **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 ![Search](image). 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.

![Aircraft Equipment](image)

- **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.

<table>
<thead>
<tr>
<th>Format:</th>
<th>ICAO Field 7</th>
</tr>
</thead>
<tbody>
<tr>
<td>• 2-7 alphanumeric characters</td>
<td></td>
</tr>
</tbody>
</table>

| Required For: | |
|---------------| |
| • Route Brief, File, Amend, Activate, Area Brief, NavLog, Optimize Altitude, Evaluate Departure Time |

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.

<table>
<thead>
<tr>
<th>Aircraft ID</th>
<th>ICAO Field 7</th>
</tr>
</thead>
<tbody>
<tr>
<td>Format:</td>
<td>• 2-7 alphanumeric characters</td>
</tr>
<tr>
<td>Required For:</td>
<td>• Route Brief, File, Amend, Activate, Area Brief, NavLog, Optimize Altitude, Evaluate Departure Time</td>
</tr>
</tbody>
</table>

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

| Route Brief | Amend | Cancel | NavLog | Return Flight Plan | Clear |

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.

| Route Brief | Amend | Close | NavLog | Return Flight Plan | Clear |

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.

![Portable Device](image)

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.

![Activation Popup](image)

For restrictions, refer to Flight Planning Restrictions.

h. Closing an Active VFR Flight Plan

Select the Close button to close active VFR flight plans.

![Close Flight Plan](image)

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:
        o 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:
        o 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:
        o 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:
        o 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 within 46 minutes of ETD cannot be amended or cancelled.
   • The following message will be displayed if a user tries to amend such an IFR flight plan.
     o Amendment of an IFR flight plan is not allowed within 46 minutes 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.
     o Cancellation of an IFR flight plan is not allowed within 46 minutes 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/YFR 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.
     o For Domestic, the FRD format will be “<DEP>001001”
     o 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 or YFR 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/YFR 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:
     o 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”.

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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 an ICAO or Domestic flight plan mask. Operators can switch between the different flight plan masks by selecting the desired form using the buttons below:

![ICAO | Domestic](image)

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.
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

<table>
<thead>
<tr>
<th>Field Name</th>
<th>Description</th>
<th>Expected Data Format</th>
</tr>
</thead>
<tbody>
<tr>
<td>Departure Time (UTC)</td>
<td>Departure time for the flight in UTC.</td>
<td>HHMM</td>
</tr>
<tr>
<td>Start Date</td>
<td>Displays the starting date for the schedule recurrence of this flight plan.</td>
<td>8 digits separated by “/”</td>
</tr>
<tr>
<td></td>
<td><strong>On click:</strong> The date selector is displayed.</td>
<td>MM/DD/YYYY</td>
</tr>
<tr>
<td></td>
<td>Must be earlier than Stop Date</td>
<td></td>
</tr>
<tr>
<td>Stop Date Radio Button</td>
<td>Indicates that the scheduled recurrence of this flight plan has an end date.</td>
<td>Selected/Not Selected</td>
</tr>
<tr>
<td></td>
<td><strong>On click:</strong> The Stop Date field is enabled.</td>
<td></td>
</tr>
<tr>
<td>Stop Date</td>
<td>Displays the ending date for the scheduled recurrence of this flight plan.</td>
<td>8 digits separated by “/”</td>
</tr>
<tr>
<td></td>
<td><strong>On click:</strong> The date selector is displayed.</td>
<td>MM/DD/YYYY</td>
</tr>
<tr>
<td></td>
<td>If a Stop Date is specified, it must be later than Start Date</td>
<td></td>
</tr>
<tr>
<td>No Stop Date Radio Button</td>
<td>Indicates that the scheduled recurrence of this flight plan has no end date.</td>
<td><strong>On click:</strong> The Stop Date field is disabled.</td>
</tr>
<tr>
<td></td>
<td>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.</td>
<td></td>
</tr>
</tbody>
</table>
### PLAN SCHEDULE FIELDS

<table>
<thead>
<tr>
<th>Field Name</th>
<th>Description</th>
<th>Expected Data Format</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Automatically adjust for daylight savings time check box</strong></td>
<td>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.</td>
<td>Checked/Unchecked</td>
</tr>
</tbody>
</table>
| **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/YFR/ZFR 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.

![DataComm (CPDLC) dialog]

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.

![Sunrise and Sunset Times]

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.

The filter options available in the dialog are updated dynamically based on the selection of version (Old/New), 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. “Old” vs “New” Toggle

The Briefing Customization dialog is used to generate both the “Old” (interactive tabular briefing) and “New” (certified HTML or PDF formatted briefing) briefing versions. The briefing version can be selected via the toggle shown below in the upper right corner of the dialog. Selecting the “What’s different” link will display a dialog that provides a breakdown of the primary differences between the briefing versions:

![Briefing Version: Old (default) New What's different?](image)

Selection of the Old briefing version will disable all Briefing Output Settings, as applicable settings can be controlled within the interactive tabular briefing window once it is generated:

![Briefing Output Settings: Include Graphics Include NextGen Content Plain Text Translations](image)

b. Standard Briefing
c. Abbreviated Briefing

*Image depicts Standard Route Brief options for New Briefings. Area Brief options will differ slightly. Selecting "Old" will provide a reduced set of filter options.

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.

Abbreviated Briefing
*Image depicts Abbreviated Route Brief options for New Briefings. Area Brief options will differ slightly. Selecting "Old" will provide a reduced set of filter options.

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.
d. Outlook Briefing

*Image depicts Outlook Route Brief options for New Briefings. Area Brief options will differ slightly. Selecting "Old" will provide a reduced set of filter options.

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.

e. 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.

f. 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.

g. Briefing Output Settings

```
Briefing Output Settings:
- Include Graphics
- Include NextGen Content
- Plain Text Translations
```

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

h. 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 version, type, and whether Route or Area brief is selected. For example, New briefings have filters for Graphical Forecast Product graphics and NOTAMs that are unavailable for the Old version of the briefing.

i. Briefing Output

```
Web Briefing  PDF Briefing  Email Briefing  Cancel
```

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. If the Old briefing version is selected, the Generate PDF button will be disabled.

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 addresses 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 in the body of the email for Old briefings, and as a PDF attachment to the email for New briefings.
9.3. New Briefing

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

New 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.

It is important to note that preparation of a New briefing may take slightly longer than that of an Old briefing. This is due to the fact that all graphics and textual content for these briefings are generated prior to the briefing being displayed, ensuring smoother navigation within the briefing. The Old briefing generates content each time the tab being viewed is changed.
a. **New Web Briefing Menu**

When a Web Briefing is selected, the New 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 New 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*
b. Email Briefing

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

When the email 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. Old Briefing

The Weather Briefing window provides the user with weather and other data pertinent to the route of flight. Users can request a briefing on the website by clicking either the Route Brief button or an Area Brief button on the flight plan form then on the
subsequent Briefing Customization window, selecting the Use Legacy Briefing checkbox and clicking the Show Webpage button.

For Route Briefs, if there is no or incomplete Aircraft Performance data available for the selected aircraft, the following warning dialog with an option to not remind the user again will appear. If the flight plan has a departure, destination, or alternate location in non-FS21 owned airspace, the dialog will contain a warning message about entering foreign airspace. If the departure time is more than 6 hours from the time of the briefing, the dialog will contain a disclaimer about possibly incorrect weather data.

For Area Briefs and Route Briefs with completed Aircraft Performance data, the following standard dialog will appear. This will also appear if the checkbox in the above dialog was previously selected:
This window consisting of two panes/frames – one for text briefing and one for graphics will be displayed in a new browser window after clicking the Continue button on the dialog.

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.

a. Briefing Menu

The type of briefing requested, either Standard brief or Area brief, is displayed left of the menu bar with additional flight details.

The following buttons are available on the menu bar.

- Display Plain Text/NEXTGEN Settings Help
- Display Plain Text Translation
- Display NEXTGEN View
b. Plain Text/NEXTGEN Settings Help

The following dialog is displayed when the Plain Text/NEXTGEN Settings Help icon is clicked

![Plain Text/NEXTGEN Settings Help dialog]

The system will display the Briefing Update Registration dialog when the button is clicked. This page allows the pilot to choose the sections to register for Briefing Change Alert Service emails.

c. Registering for Briefing Updates

Registering for briefing updates allows a pilot to receive e-mail alerts when conditions change after the briefing. The pilot can choose to be emailed changes to TFRs, Closed/Unsafe NOTAMs (runway or airport closures) and adverse weather conditions. When registering the pilot can select the briefing elements they will receive updates for, the start and the stop times for receiving email alerts, the email addresses to which alert are sent.

Altitude filtering is applied to UAS Operating Areas (UOAs) for briefing updates. All UOAs within 10nm of the departure, destination or alternates are shown; an en-route UOA is only shown where the flight plan altitude is within 2,000ft of the UOA's altitude range.

Briefing updates are registered for on a briefing-by-briefing basis and are available for all briefing types. Note that for the scheduled email briefings, this service is available 48 hours into the future. The system will display the Briefing Update Registration dialog when the button is clicked. This page allows the pilot to choose the sections to register for Briefing Change Alert Service emails.
Clicking on the Video icon 🔗 will open a help video on how to register for Briefing Change Alerting Service (BCAS).

The Stop Notification Service time field defaults to ETD when the dialog is accessed from immediate briefings, and shows "HHMM" when accessed via the Scheduled Email Briefing page.

When registered for briefing updates, emails like the following example will be sent to the pilot during the specified notification period if any briefing changes in the pilot-selected sections are received.
The Briefing Update email has a link at the bottom of the email to cancel any future alerts.

d. **Email Briefing**

The system will display the Email Briefing popup when the button is clicked. This page allows the pilot to choose the sections to email. In dialogs for selecting the contents of briefings, the Adverse Conditions group will be selected by default.
e. Textual Briefing Printing Page

The system will display the Textual Briefing Printing Page popup when the button is clicked. This page allows the pilot to choose the sections to print. In dialogs for selecting the contents of briefings, the Adverse Conditions group will be selected by default.

![Textual Briefing Printing Page]

f. Briefing Tabs

There are several briefing tabs created in the briefing as described in this section. Depending on screen orientation, the orientation of the briefing window automatically switches between the following views:

- landscape view with the text pane on left and graphics pane on right.
- portrait view with text pane on top and graphics on bottom.

The left pane contains the text briefing for the flight. The briefing window has a button to expand the size of the text pane to the full size of the window.

The graphics pane has a popup configuration panel that allows the user to customize the map with weather imagery and auxiliary layers that are displayed on the graphics pane.

Tabs with unviewed data contain a yellow icon next to the tab label.
If a prior briefing window is open from a previous briefing request, the newly requested briefing will be displayed in this existing window.
i. **Adverse Cond**
   The Adverse Cond tab allows the user to access Adverse Conditions that intersect the flight plan route corridor or an area briefing. The tab will appear with one of two views, depending on whether the briefing is eligible for Delta Conditions. Refer to **Next Generation Briefing** – Adverse Condition for details on Delta Conditions.

---

**Standard Briefing without Delta Conditions**

---

**Standard Briefing with Delta Conditions**

---

- **Delta**
  This displays the Adverse Conditions that have changed for a filed plan since the last standard briefing was performed. Refer to **Next Generation Briefing** – Adverse Condition for details.

- **TFR**
  This allows the user to review Temporary Flight Restrictions (TFRs) associated with the flight path of the aircraft. User can click on Notices to Airmen Publication (NTAP) link to display FAA Notices to Airmen.
  If there is an interruption in the US NOTAM Service, the following message will be displayed: "NOTAM data may not be current due to a US NOTAM Service interruption. A recheck of data prior to departure may be warranted." This message will also be displayed under the TFR section in the All tab, Emailed Briefings, and Textual Printed Briefings.
  Refer to **Next Generation Briefing** – Adverse Condition for details.

- **Closed/Unsafe NOTAMs**
  This is focused on helping the user quickly check for Adverse Condition NOTAMs at the Departure, Destination, and Alternate Airports. Adverse condition NOTAMs are NOTAMs indicating runway or aerodrome closures or unsafe conditions. Note that the tab can include International as well as D-NOTAMs. If both International and D-NOTAMs exist for an airport, the D-NOTAMs will be listed first and the International NOTAMs will follow. Additionally, from this tab the user has quick access to Airport Information Pages and Airport Diagrams (if these are available) via hyperlinks, as in this example:
• Conv SIG
This allows the user to review Convective Significant Meteorological (SIGMET) data associated with the flight path of the aircraft.
Refer to Next Generation Briefing – Adverse Condition for details.

• SIGMET
This allows the user to review Significant Meteorological (SIGMET) weather advisories along the flight path of the aircraft.
Refer to Next Generation Briefing – Adverse Condition for details.

• AIRMET
Airmen’s Meteorological (AIRMET) records are issued for potentially hazardous weather conditions, such as moderate turbulence and icing, surface winds of more than 30 knots, or restricted visibility.

<table>
<thead>
<tr>
<th>ID</th>
<th>Location</th>
<th>Alternate ID</th>
</tr>
</thead>
<tbody>
<tr>
<td>HNL</td>
<td>Honolulu, HI</td>
<td>FAHW31</td>
</tr>
<tr>
<td>BOS</td>
<td>Boston, MA</td>
<td>FAUS41</td>
</tr>
<tr>
<td>MIA</td>
<td>Miami, FL</td>
<td>FAUS42</td>
</tr>
<tr>
<td>CHI</td>
<td>Chicago, IL</td>
<td>FAUS43</td>
</tr>
<tr>
<td>DFW</td>
<td>Dallas/Ft Worth, TX</td>
<td>FAUS44</td>
</tr>
<tr>
<td>SLC</td>
<td>Salt Lake City, UT</td>
<td>FAUS45</td>
</tr>
<tr>
<td>SFO</td>
<td>San Francisco, CA</td>
<td>FAUS46</td>
</tr>
<tr>
<td>JNU</td>
<td>Juneau, AK</td>
<td>FAAK47</td>
</tr>
<tr>
<td>ANC</td>
<td>Anchorage, AK</td>
<td>FAAK48</td>
</tr>
<tr>
<td>FAI</td>
<td>Fairbanks, AK</td>
<td>FAAK59</td>
</tr>
</tbody>
</table>

The AIRMET tabs are categorized by type and presented on separate sub-tabs as there may be many AIRMETs associated with a given flight plan. It allows the user to review AIRMETs along the pilot’s planned route of flight.
Refer to Next Generation Briefing – Adverse Condition for details.

➢ IFR
This contains AIRMETs that indicate Instrument Flight Rules (IFR) conditions. These AIRMETs have headings that contain “AIRMET SIERRA” and AIRMET phenomenon sections that begin with “AIRMET IFR” or contain “IFR” on the first line.

➢ Mtn Obsc

This contains AIRMETs that indicate Mountain Obscuration (Mtn Obsc) conditions. These AIRMETs have headings that contain “AIRMET SIERRA” and AIRMET phenomenon sections that begin with “AIRMET MTN OBSCN”, “MTN OBSCN”, “AIRMET MT OBSC”, “MT TEMPO OBSC”, or “MTS OCNL OBSC”.

➢ Icing

This contains AIRMETs that indicate icing conditions. These AIRMETs have headings that contain “AIRMET ZULU” and AIRMET phenomenon sections that begin with “AIRMET ICE” or “FRZLVL...”.

➢ Freezing Level

This contains AIRMETs that indicate freezing level conditions. These AIRMETs have headings that contain “AIRMET ZULU” and AIRMET phenomenon sections that begin with “AIRMET ICE” or “FRZLVL...”.

➢ Turb Low

This contains AIRMETs that indicate turbulence at altitudes less than Flight Level (FL)180. These AIRMETs have headings that contain “AIRMET TANGO” and AIRMET phenomenon sections that begin with “AIRMET TURB”.

➢ Turb High

This contains AIRMETs that indicate turbulence at or above Flight Level (FL)180. These AIRMETs have headings that contain “AIRMET TANGO” and AIRMET phenomenon sections that begin with “AIRMET TURB”.

➢ Wnds>30 Kts

This contains AIRMETs that indicate surface winds greater than 30 knots. These AIRMETs have headings that contain “AIRMET TANGO” and “STG SFC WNDS” and phenomenon section contains “AIRMET STG SFC WNDS”.

➢ LLWS
This contains AIRMETs that indicate low level wind shear conditions. These AIRMETs have headings that contain “AIRMET TANGO” and AIRMET phenomenon sections that begin with “LLWS POTENTIAL”.

➢ Other

This contains AIRMETs that do not fall into any of the other categories.

• UUA

This allows the user to review urgent Pilot Report (PIREP) and urgent Aircraft Report (AIREP) data. The user also has the ability to view the text in plain-text translation by selecting the [ ] Plan Text checkbox.

PIREP/AIREP Icons Legend

<table>
<thead>
<tr>
<th>Icing PIREP/AIREP Icons</th>
<th>Negative</th>
<th>Trace</th>
<th>Trace to Light</th>
<th>Light</th>
<th>Light to Moderate</th>
<th>Moderate</th>
<th>Moderate to Severe</th>
<th>Severe</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Turbulence PIREP/AIREP Icons</th>
<th>Negative</th>
<th>Smooth</th>
<th>Light</th>
<th>Light to Moderate</th>
<th>Moderate</th>
<th>Moderate to Severe</th>
<th>Severe</th>
<th>Extreme</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Sky Condition PIREP/AIREP Icons</th>
<th>Unknown</th>
<th>Clear</th>
<th>Few Clouds</th>
<th>Scattered Clouds</th>
<th>Broken Clouds</th>
<th>Overcast</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>![icon]</td>
<td>![icon]</td>
<td>![icon]</td>
<td>![icon]</td>
<td>![icon]</td>
<td>![icon]</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other PIREP/AIREP Icons</th>
<th>UA</th>
<th>UUA</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>![icon]</td>
<td>![icon]</td>
</tr>
</tbody>
</table>

*Note that the icon displayed will reflect the most severe condition reported. Also note that an urgent PIREP or AIREP will be depicted using the UUA icon regardless of the conditions reported in the message text.

If a PIREP or AIREP contains more than one condition, a composite icon is displayed depicting all of the conditions.

• CWA

This allows the user to review Center Weather Advisory information for US ARTCC regions.
Refer to Next Generation Briefing – Adverse Condition for details.

- **Severe Weather**

  This allows the user to review Aviation Watch Notification Messages issued by the National Weather Service (NWS) Storm Prediction Center (SPC) as well as Warning Messages issued by local NWS offices. These messages alert the aviation community to the presence of organized thunderstorms that are forecast to produce tornadoes and/or severe weather in the conterminous U.S. The SPC also issues Public Watch Notification messages. These messages alert a broader audience and are displayed on this tab. The area described in the Public Watch Notification messages will be contained within the area described in the Aviation Watch Notification message.

  The SPC issues the following three types of Watch messages:
  - Aviation Watch Notification Message
  - Public Severe Thunderstorm Watch Notification Message
  - Public Tornado Watch Notification Message

  Local NWS offices issue the following two types of Warning messages:
  - Severe Thunderstorm Warning Message
  - Tornado Warning Message

  The Public Severe Thunderstorm Watch Notification Message and Public Tornado Watch Notification Message alert the aviation community, NWS offices, the public, the media, and emergency managers to the presence of organized thunderstorms that are forecast to produce tornadoes and/or severe weather in the conterminous U.S.

  The Severe Thunderstorm Warning Message is issued when trained Skywarn spotters or Doppler capable weather radar indicates a strong thunderstorm is producing dangerously large hail or high winds, capable of causing significant damage. It does not account for lightning or flooding.

  The Tornado Warning Message is issued to warn an area that a tornado may be imminent. It can be issued after either a tornado or funnel cloud has already been spotted, or if there are radar indications that a tornado may be possible.

  Refer to Next Generation Briefing – Adverse Condition for details.

### ii. Synopsis/Surface Analysis

This allows the user to review a synopsis for each area forecast region associated with the route of flight. It also allows the user to view the Surface Analysis Chart for the route of flight. The user also has the ability to view the Synopsis/Surface Analysis tab in plain-text translation by selecting the **Plain Text** checkbox.

### iii. Current Wx

The Current Wx allows the user to access METARs and PIREPs for affected locations included in a flight plan route corridor or an area briefing. The user also has the ability to view the text in plain-text translation by selecting the **Plain Text** checkbox.

- **METAR**
This allows the user to review Meteorological Aviation Reports (METAR) along the flight path of the aircraft, or around the location selected, in the case of an area briefing.

If the High Altitude Briefing Filter checkbox, “For briefings > FL180 only include Dep & Dest METARs & TAFs”, is checked and the flight plan altitude level is above the transition level (FL180) then METAR data along the route will not be provided in the briefing result. Refer to **Next Generation Briefing** – Current Wx for details.

- **PIREP (Pilot Reports)**

  This allows the user to review both routine and urgent PIREP and AIREP data. The tab will contain routine PIREP, urgent PIREP, routine AIREP, and urgent AIREP data.

  Reference UUA section above for icon legend.

**iv. Forecasts**

- **Clouds**

  This allows the users to review a list of cloud coverage charts. The list of charts will be ordered by regions along the route of flight, with the CONUS region always listed last. Each region will be ordered by forecast times from earliest to latest.

  The forecast times are within the overall flight time +/- 3 hours.

  There are 10 regions: Northeast, East, Southeast, Northcentral, Central, Southcentral, Northwest, West, Southwest, and Continental United States (labeled “CONUS”).

  Each chart will be a hyperlink that when clicked will open a window displaying the associated cloud coverage chart.

  There is a “Help” link above the list of charts that links to a document provided by FAA that gives the user access to additional information concerning graphical area forecast content.

  If there are no charts associated with the flight plan, due to the route of flight or the planned flight time then “No current Cloud Coverage data for this briefing.” will be displayed in the text pane. When data is missing for a particular time or region, the hyperlink will become inactive and “current data unavailable” will be displayed next to the link text.

  Refer to **Next Generation Briefing** Forecasts – Clouds for details
• **Vis, Sfc Winds & Precip**

This allows the users to review a list of visibility, surface winds, precipitation and weather charts. The list of charts will be ordered by regions along the route of flight, with the CONUS region always listed last. Each region will be ordered by forecast times from earliest to latest.

The forecast times are within the overall flight time +/- 3 hours.

Each chart will be a hyperlink that when clicked will open a window displaying the associated visibility, surface winds, precipitation and weather chart.

There is a “Help” link above the list of charts that links to a document provided by FAA that gives the user access to additional information concerning graphical area forecast content.

If there are no charts associated with the flight plan, due to the route of flight or the planned flight time then “No current Visibility, Surface Winds, Precipitation & Weather data for this briefing.” will be displayed in the text pane. When data is missing for a particular time or region, the hyperlink will become inactive and “current data unavailable” will be displayed next to the link text.

Refer to **Next Generation Briefing** Forecasts – Vis, Sfc Winds & Precip for details
• Terminal Forecast

This allows the user to review the expected meteorological conditions at a landing facility for a specific time period. A TAF contains information on the expected surface wind, visibility, weather and clouds as well as on expected significant changes to one or more of these elements during the validity period.

If the High Altitude Briefing Filter checkbox, “For briefings > FL180 only include Dep & Dest METARs & TAFs”, is checked and the flight plan altitude level is above the transition level (FL180) then TAF data along the route will not be provided in the briefing result.

The Web supports TAF data for all sites located in CONUS, Atlantic, Mexico/Caribbean, South America, Pacific, Canada, and Alaska. Majority of these sites are located in the CONUS and Alaska, however sites on various islands in the Pacific, the Caribbean, the North and South Atlantic, and Indian oceans are also included.

Refer to Next Generation Briefing Forecasts – Terminal Forecast for details.

• Winds Aloft
This allows the user to review wind and temperature aloft forecasts as produced by the NWS National Centers for Environmental Prediction (NCEP). The forecasts are for specified locations in the Continental United States (CONUS), the Hawaiian Islands, Alaska and coastal waters, and the western Pacific Ocean, and Canada. The forecasts include wind direction, wind speed, and temperature. These values are reported across different forecast periods, at different altitudes, and at different locations. Each forecast includes 3 forecast periods. These periods are 6 hour use, 12 hour use, and 24 hour use. The Winds Aloft tab presents the 6, 12, and 24 hour forecast periods.

### Winds Aloft Forecast Periods

<table>
<thead>
<tr>
<th>Data Available</th>
<th>Model Run</th>
<th>6 hour FOR USE times</th>
<th>12 hour FOR USE times</th>
<th>24 hour FOR USE times</th>
</tr>
</thead>
<tbody>
<tr>
<td>~0200Z</td>
<td>0000Z</td>
<td>0200-0900Z</td>
<td>0900-1800Z</td>
<td>1800-0600Z</td>
</tr>
<tr>
<td>~0800Z</td>
<td>0600Z</td>
<td>0800-1500Z</td>
<td>1500-0000Z</td>
<td>0000-1200Z</td>
</tr>
<tr>
<td>~1400Z</td>
<td>1200Z</td>
<td>1400-2100Z</td>
<td>2100-0600Z</td>
<td>0600-1800Z</td>
</tr>
<tr>
<td>~2000Z</td>
<td>1800Z</td>
<td>2000-0300Z</td>
<td>0300-1200Z</td>
<td>1200-0000Z</td>
</tr>
</tbody>
</table>

### Winds Aloft Canadian Forecast Periods

<table>
<thead>
<tr>
<th>Data Available</th>
<th>Model Run</th>
<th>6 hour FOR USE times</th>
<th>12 hour FOR USE times</th>
<th>24 hour FOR USE times</th>
</tr>
</thead>
<tbody>
<tr>
<td>~0200Z</td>
<td>0000Z</td>
<td>0200-0900Z</td>
<td>0900-1800Z</td>
<td>1800-0600Z</td>
</tr>
<tr>
<td>~0800Z</td>
<td>0600Z</td>
<td>0800-1500Z</td>
<td>1500-0000Z</td>
<td>0000-1200Z</td>
</tr>
<tr>
<td>~1400Z</td>
<td>1200Z</td>
<td>1400-2100Z</td>
<td>2100-0600Z</td>
<td>0600-1800Z</td>
</tr>
<tr>
<td>~2000Z</td>
<td>1800Z</td>
<td>2000-0300Z</td>
<td>0300-1200Z</td>
<td>1200-0000Z</td>
</tr>
</tbody>
</table>

The forecasts support 3 different sets of altitudes depending on the region of the forecast. One set of altitudes covers the CONUS and Alaska region. The second set of altitudes covers Hawaii and the Western Pacific region. The third set of altitudes covers Canada region. Each set of altitudes is further split into 2 levels, high and low.

### Winds Aloft Altitude Levels by Region

<table>
<thead>
<tr>
<th>CONUS, Alaska</th>
<th>Hawaii, Western Pacific</th>
<th>Canada</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Level</td>
<td>Low Level</td>
<td>Low Level</td>
</tr>
<tr>
<td>00</td>
<td>010</td>
<td>030</td>
</tr>
<tr>
<td>060</td>
<td>015</td>
<td>060</td>
</tr>
<tr>
<td>090</td>
<td>020</td>
<td>090</td>
</tr>
<tr>
<td>120</td>
<td>030</td>
<td>120</td>
</tr>
<tr>
<td>180</td>
<td>060</td>
<td>180</td>
</tr>
<tr>
<td>240</td>
<td>090</td>
<td>240</td>
</tr>
<tr>
<td>300</td>
<td>120</td>
<td>300</td>
</tr>
<tr>
<td>340</td>
<td>150</td>
<td>340</td>
</tr>
<tr>
<td>390</td>
<td>180</td>
<td>390</td>
</tr>
<tr>
<td>450</td>
<td>240</td>
<td>450</td>
</tr>
<tr>
<td>High Level</td>
<td>High Level</td>
<td>High Level</td>
</tr>
<tr>
<td>450</td>
<td>300</td>
<td>450</td>
</tr>
<tr>
<td>530</td>
<td>340</td>
<td>530</td>
</tr>
</tbody>
</table>

The Winds Aloft tab consists of the following:
- Altitudes within 4000 feet Checkbox
- Winds Aloft Legend
- Altitude Row
- Station ID Column
- Winds Aloft Area.

The standard altitude columns are displayed as well as the filed altitude, the filed altitude plus and minus 2000 feet, and the filed altitude plus and minus 4000 feet columns. The filed altitude column is highlighted in blue. Altitude columns below the lowest standard altitude and above the highest standard altitude will not be displayed. Blank entries on the winds aloft table indicate opposing winds or that there is no wind data available for that station at that particular altitude.
The altitudes within 4000 feet checkbox is checked by default and allows users to show or hide columns with altitudes 4000 feet greater than or less than the filed altitude. The state of the checkbox is remembered for the next time the Winds Aloft tab is visited. The table below has the checkbox checked and displays columns with altitudes within 4000 feet of the filed altitude.

<table>
<thead>
<tr>
<th>Station ID</th>
<th>030</th>
<th>035 Filed</th>
<th>055 Filed +2k</th>
<th>075 Filed +4k</th>
</tr>
</thead>
<tbody>
<tr>
<td>261800Z 1400-2100Z</td>
<td>MIA</td>
<td>130008</td>
<td>LGTVRB+13</td>
<td>240022+13</td>
</tr>
<tr>
<td>PIE</td>
<td>LGTVRB</td>
<td>230023+12</td>
<td>240022+11</td>
<td></td>
</tr>
<tr>
<td>MLB</td>
<td>LGTVRB</td>
<td>220019+11</td>
<td>240021+10</td>
<td></td>
</tr>
<tr>
<td>270000Z 2100-0600Z</td>
<td>MIA</td>
<td>LGTVRB</td>
<td>LGTVRB+14</td>
<td>LGTVRB+12</td>
</tr>
<tr>
<td>PIE</td>
<td>LGTVRB</td>
<td>240021+11</td>
<td>250019+11</td>
<td></td>
</tr>
<tr>
<td>MLB</td>
<td>LGTVRB</td>
<td>240016+12</td>
<td>250016+11</td>
<td></td>
</tr>
<tr>
<td>271200Z 0600-1800Z</td>
<td>MIA</td>
<td>060005</td>
<td>060010</td>
<td>101006</td>
</tr>
<tr>
<td>PIE</td>
<td>LGTVRB</td>
<td>260012+14</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MLB</td>
<td>130008</td>
<td>155009</td>
<td>255013</td>
<td>285015+14</td>
</tr>
</tbody>
</table>

The image below has the checkbox unchecked and displays all altitude columns.

<table>
<thead>
<tr>
<th>Station ID</th>
<th>030</th>
<th>035 Filed</th>
<th>055 Filed +2k</th>
<th>075 Filed +4k</th>
</tr>
</thead>
<tbody>
<tr>
<td>261800Z 1400-2100Z</td>
<td>MIA</td>
<td>130008</td>
<td>LGTVRB+13</td>
<td>240022+13</td>
</tr>
<tr>
<td>PIE</td>
<td>LGTVRB</td>
<td>230023+12</td>
<td>240022+11</td>
<td></td>
</tr>
<tr>
<td>MLB</td>
<td>LGTVRB</td>
<td>220019+11</td>
<td>240021+10</td>
<td></td>
</tr>
<tr>
<td>270000Z 2100-0600Z</td>
<td>MIA</td>
<td>LGTVRB</td>
<td>LGTVRB+14</td>
<td>LGTVRB+12</td>
</tr>
<tr>
<td>PIE</td>
<td>LGTVRB</td>
<td>240021+11</td>
<td>250019+11</td>
<td></td>
</tr>
<tr>
<td>MLB</td>
<td>LGTVRB</td>
<td>240016+12</td>
<td>250016+11</td>
<td></td>
</tr>
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<td>271200Z 0600-1800Z</td>
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<td>060010</td>
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<td>PIE</td>
<td>LGTVRB</td>
<td>260012+14</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MLB</td>
<td>130008</td>
<td>155009</td>
<td>255013</td>
<td>285015+14</td>
</tr>
</tbody>
</table>

The graphics pane of the winds aloft tab will always display an image with a route corridor as specified on the Flight Planning and Briefing page for Winds Aloft Corridor. The default is 200 nm.

Refer to Next Generation Briefing Forecasts – Winds Aloft for details.

- **Area Forecast**

  This allows the user to review regional weather conditions that could impact aviation operations in the U.S. and adjacent coastal waters. The National Weather Service (NWS) issues FAs for the regions described in the following sections.

  Area Forecasts are issued in “bulletins” containing several states or zones worth of forecast data in a single area forecast product. If a flight penetrates any states or zones in an area forecast product, the entire FA bulletin(s) will be included in the briefing with the states or zones broken out.

  Refer to Next Generation Briefing Forecasts – Area Forecast for details.
## Forecast Areas

### CONUS

The Aviation Weather Center (AWC) issues six (6) FAs covering separate geographical areas of the CONUS. Within the 6 FAs, the data are divided along state boundaries.

- FAUS41
- FAUS42
- FAUS43
- FAUS44
- FAUS45
- FAUS46

### Hawaii

The Weather Forecast Office (WFO) in Honolulu issues an FA for the main Hawaiian Islands and adjacent coastal waters extending out 40 nautical miles from the coastlines.

- FAHW31

### Gulf of Mexico

The Aviation Weather Center (AWC) issues an FA for the northern Gulf of Mexico.

- FAGX20

### Caribbean

The Aviation Weather Center (AWC) issues an FA for portions of the Gulf of Mexico, the Caribbean Sea and adjacent portions of the North Atlantic.

- FACA20

### Alaska

The Alaskan Aviation Weather Unit (AAWU) issues seven (7) FAs covering separate geographical areas of Alaska and the adjacent coastal waters, including the Pribilof Islands and Southeast Bering Sea.

<table>
<thead>
<tr>
<th>Area ID</th>
<th>Area Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>FAAK47</td>
<td>Part 1, Juneau Area Forecast</td>
</tr>
<tr>
<td>FAAK48</td>
<td>Part 1, Anchorage Area Forecast</td>
</tr>
<tr>
<td>FAAK49</td>
<td>Part 1, Fairbanks Area Forecast</td>
</tr>
<tr>
<td>FAAK57</td>
<td>Part 2, Juneau Area Forecast</td>
</tr>
<tr>
<td>FAAK58</td>
<td>Part 2, Anchorage Area Forecast</td>
</tr>
<tr>
<td>FAAK59</td>
<td>Part 2, Fairbanks Area Forecast</td>
</tr>
<tr>
<td>FAAK68</td>
<td>Part 3, Anchorage Area Forecast</td>
</tr>
</tbody>
</table>
### Forecast Areas

The 7 Alaskan FAs are comprised of a non-overlapping subset of 25 forecast zones.

<table>
<thead>
<tr>
<th>Area ID</th>
<th>Included Zones (Zone ID)</th>
</tr>
</thead>
<tbody>
<tr>
<td>FAAK47</td>
<td>12 - Lynn Canal / Glacier Bay (JB)</td>
</tr>
<tr>
<td></td>
<td>13 - Central Southeast Alaska (JC)</td>
</tr>
<tr>
<td></td>
<td>14 - Southern Southeast Alaska (JD)</td>
</tr>
<tr>
<td>FAAK48</td>
<td>17 - Copper River Basin (AC)</td>
</tr>
<tr>
<td></td>
<td>18 - Cook Inlet/Susitna Valley (AB)</td>
</tr>
<tr>
<td></td>
<td>19 - Central Gulf Coast (AD)</td>
</tr>
<tr>
<td></td>
<td>20 - Kodiak Island Area (AE)</td>
</tr>
<tr>
<td>FAAK49</td>
<td>03 - Upper Yukon Valley (FB)</td>
</tr>
<tr>
<td></td>
<td>04 - Koyukuk/Upper Kobuk Valley (FE)</td>
</tr>
<tr>
<td></td>
<td>07 - Tanana Valley (FC)</td>
</tr>
<tr>
<td></td>
<td>08 - Lower Yukon Valley (FF)</td>
</tr>
<tr>
<td>FAAK57</td>
<td>15 - Southeast Alaska Coastal Waters (JF)</td>
</tr>
<tr>
<td></td>
<td>16 - Eastern Gulf Coast (JE)</td>
</tr>
<tr>
<td>FAAK58</td>
<td>09 - Kuskokwim Valley (AF)</td>
</tr>
<tr>
<td></td>
<td>10 - Yukon – Kuskokwim Delta (AG)</td>
</tr>
<tr>
<td></td>
<td>11 - Bristol Bay Area (AH)</td>
</tr>
<tr>
<td></td>
<td>21 - Alaska Peninsula, Port Heiden to Unimak Pass (AI)</td>
</tr>
<tr>
<td></td>
<td>22 - Alaska Peninsula, Unimak Pass to Adak (AJ)</td>
</tr>
<tr>
<td>FAAK59</td>
<td>01 - Arctic Coast (FG)</td>
</tr>
<tr>
<td></td>
<td>02 - North Slope Brooks Range (FH)</td>
</tr>
<tr>
<td></td>
<td>05 - Northern Seward Peninsula - Lower Kobuk Valley (FI)</td>
</tr>
<tr>
<td></td>
<td>06 - Southern Seward Peninsula - Eastern Norton Sound (FJ)</td>
</tr>
<tr>
<td></td>
<td>23 - St. Lawrence Island and Western Norton Sound (FK)</td>
</tr>
<tr>
<td>FAAK68</td>
<td>24 - Alaska Peninsula, Adak to Atlu (AK)</td>
</tr>
<tr>
<td></td>
<td>25 - Pribilof Islands and Southeast Bering Sea (AL)</td>
</tr>
</tbody>
</table>

### v. NOTAMs

The NOTAMs tab allows the user to access all Notices to Airmen (NOTAMs) that intersect the flight plan route corridor or an area briefing. Each sub-tab provides a filtered view of NOTAMs. The user also has the ability to view NOTAM (except FDC NOTAM) text in plain-text translation by selecting the Plain Text checkbox.

- **Departure**

This is focused on helping the user quickly review all NOTAMs for the departure specified in a flight plan.

NOTAMs are separated into the following headings:
- Navigation
- Communication
- Service
- Obstruction within 10 nautical miles
- Airspace within 10 nautical miles
- Special Use Airspace within 10 nautical miles
- Runway
- Taxiway
- Apron
- Aerodrome
- FDC
- Other/Unverified
- Military

- **Destination**

This is focused on helping the user quickly review all NOTAMs for the destination specified in a flight plan.

NOTAMs are separated into the following headings:
- Navigation
- Communication
- Service
- Obstruction within 10 nautical miles
- Airspace within 10 nautical miles
- Special Use Airspace within 10 nautical miles
- Runway
- Taxiway
- Apron
- Aerodrome
- FDC
- Other/Unverified
- Military

- **Alternate 1**
This is focused on helping the user quickly review all NOTAMs for the first alternate destination specified in a flight plan. This tab will not be visible if the first alternate destination is not specified.

NOTAMs are separated in to the following headings:
Navigation, Communication, Service, Obstruction, Airspace, Special Use Airspace, Runway, Taxiway, Apron, Aerodrome, FDC, Other/Unverified, Military

- **Alternate 2**

This is focused on helping the user quickly review all NOTAMs for the second alternate destination specified in a flight plan. This tab will not be visible if the second alternate destination is not specified.

NOTAMs are separated in to the following headings:
Navigation, Communication, Service, Obstruction, Airspace, Special Use Airspace, Runway, Taxiway, Apron, Aerodrome, FDC, Other/Unverified, Military

- **Departure/Destination/Alternate 1/Alternate 2 -> SUA/OBST/AIRSPACE**

NOTAM types that cannot be graphically depicted are indicated with *(Not Depicted On Graphics)* after the NOTAM text as shown below.

```
DEN 05/859 KDEN OBST WIN DIE RHEINE FARM WI AN AREA DEFINED AS BAD ACTUAL LOCATION 5859FT (5859FT AGL) NOT LGTD 1703290709-1709010300 05/859 *(Not Depicted On Graphics)*
```

For NOTAMs that can be graphically depicted, the following symbology is used in the graphical layer:

```
Prohibited Area
Restricted Area
Military Training Route
MOA, Alert, Warning, or Unspecified Area
```

- **En Route->NAV**

This is focused on helping the user quickly review all Navigation NOTAMs that intersect the flight plan route corridor or an area briefing.

For Navigation NOTAMs, the following symbology is used in the graphical layer:

```
VOR DME VOR-DME TACAN VORTAC ILS NDB Other
```

Navigation types are color coded based on the condition and depicted on the graphics showing the affected location as labels. The corresponding NOTAM text for each of the Navigation types is shown on the text pane. Navigation types that cannot be graphically depicted are indicated with *(Not Depicted On Graphics)* after the NOTAM text as shown below.

```
FRDU 13/02051 HXO NAV NDB UNMONITORED WEF 1302071620 *(Not Depicted On Graphics)*
```

The user can choose to hide the labels by deselecting the Show Labels checkbox from the Auxiliary section of the Graphics Configuration Panel.
On top of the text pane, pilots can select or deselect Navigation types; only selected Navigation types will be displayed on both text pane and graphics pane.

- **En Route->COM**

This is focused on helping the user quickly review all Communication NOTAMs that intersect the flight plan route corridor or an area briefing. For Communication NOTAMs, the following symbology is used in the graphical layer:

Communication types are color coded based on the condition and depicted on the graphics showing the affected location as labels. The corresponding NOTAM text for each of the Communication types is shown on the text pane. Communication types that cannot be graphically depicted are indicated with *(Not Depicted On Graphics)* after the NOTAM text as shown below.

The user can choose to hide the labels by deselecting the Show Labels checkbox from the Auxiliary section of the Graphics Configuration Panel.

- **En Route->SVC**

This is focused on helping the user quickly review all Service NOTAMs that intersect the flight plan route corridor or an area briefing. The following symbology is used in the graphical layer:

The corresponding NOTAM text for each NOTAM is shown on the text pane. NOTAMs that cannot be graphically depicted are indicated with *(Not Depicted On Graphics)* after the NOTAM text as shown below.


ISXK 11/003 SXK Service all commissioned key frequency 122.77 times high, 5 times medium, 3 times low intensity Nov 5, 2018 1540Z (10:40 PST)-permanent *(Not Depicted On Graphics)*
• En Route->OBST

This is focused on helping the user quickly review all Obstruction NOTAMs that intersect the flight plan route corridor or an area briefing and not within 10 miles of the Departure or Destination.

Obstruction NOTAMs are categorized within the text pane as follows. NOTAMs found to be within the route corridor are added under the header “Location within route corridor”. NOTAMs whose location is determined to be outside the route corridor are found under the header “Location outside route corridor (Not Depicted On Graphics)”. NOTAMs for which an exact location cannot be determined are found under the header “Others (Not Depicted On Graphics)”. 

For Obstructions NOTAMs, the following symbology is used in the graphical layer:

Obstructions are color coded in relation to the filed altitude of the flight plan and depicted on the graphics showing the Mean Sea Level (MSL) as labels. The corresponding NOTAM text for each of the Obstructions is shown on the text pane. Obstructions that cannot be graphically depicted will appear under the “Location outside route corridor (Not Depicted On Graphics)” or “Others (Not Depicted On Graphics)” headers as described above.

The user can choose to hide the labels by deselecting the Show Labels checkbox from the Auxiliary section of the Graphics Configuration Panel.

On top of the text pane, pilots have the ability to view the summary of the Obstruction NOTAMs. Pilots can also choose to exclude obstructions beyond 1000ft of filed altitude; this will display the obstructions below 1000ft of the filed altitude highlighted in red and orange on the graphics pane.

• En Route->AIRSPACE

This is focused on helping the user quickly review Airspace NOTAMs that intersect the flight plan route corridor or an area briefing.

For AIRSPACE NOTAMs, the following symbology is used in the graphical layer:
• **En Route->SUA**

This is focused on helping the user quickly review Special Use Airspace NOTAMs whose actual or affected locations (ARTCCs or FIRs) intersect the flight plan route corridor or an area briefing.

• **En Route->RWY/TWY/APRON/AD/FDC**

This is focused on helping the user quickly review all Runway, Taxiway, Apron, Aerodrome, and FDC NOTAMs that intersect the flight plan route corridor or an area briefing.

The following symbology is used in the graphical layer:

The corresponding NOTAM text for each NOTAM is shown on the text pane. NOTAMs that cannot be graphically depicted are indicated with *(Not Depicted On Graphics)* after the NOTAM text as shown below.

• **En Route->Other/Unverified**

This is focused on helping the user quickly review Other and Unverified NOTAMs that intersect the flight plan route corridor or an area briefing. Other refers to NOTAMs whose equipment, aid, facility area, or service does not fit one of the identified keywords, such as a house on fire near an airport, but not on the airport grounds.

• **En Route->Mil**

This is focused on helping the user quickly review Military (Mil) NOTAMs that intersect the flight plan route corridor or an area briefing.

The following symbology is used in the graphical layer:

The corresponding NOTAM text for each NOTAM is shown on the text pane. NOTAMs that cannot be graphically depicted are indicated with *(Not Depicted On Graphics)* after the NOTAM text as shown below.
• Gen FDC

This is focused on helping the user quickly review and brief General Flight Data Center (GFDC) NOTAMs. General FDC NOTAMs are the same informational class of NOTAMs as FDC NOTAMs because they report information that is regulatory in nature. However, General FDC NOTAMs are not correlated to any specific affected location identifiers included in a flight plan route corridor or area briefing.

• Intl

This is focused on helping the user quickly review International (Intl) NOTAMs whose affected locations are included in the flight plan route corridor or an area briefing.

• Uncategorized

This is focused on helping the user quickly review all NOTAMs that do not have a recognized NOTAM type. NOTAMs may not be categorized because the type does not exist or because it was unintentionally misspelled.

vi. Flow Control

This allows the user to review advisories from the Air Traffic Control System Command Center (ATCSCC) that are associated with the flight path of the aircraft.

vii. UOA

This allows the user to see the Unmanned Aircraft System (UAS) Operating Areas (UOAs) that intersect the route corridor for the briefing.
viii. Misc

The Misc tab contains several sub-tabs containing information that is less frequently required for a pilot briefing.

- NHC Bulletins

This allows the user to review National Hurricane Center (NHC) bulletins, also known as Tropical Storm Public advisories and Tropical Cyclone Advisories (TCAs) or a Tropical Cyclone Public (TCP) advisory.

- Convective Outlook

This allows the user to review Convective Outlook messages that are associated with the flight path of the aircraft.

ix. All

This allows the user to review the entire content of the briefing. Pilots also have the ability to view the text for some products in plain-text translation by selecting the Plain Text checkbox.
**g. Briefing Graphics Pane**

The graphics pane contains the accompanying graphical data for the particular tab or sub-tab currently selected and displayed on the text panel. When a sub-tab is selected on the text pane, the graphics pane will display the appropriate graphics like overlays for the tab. The table below lists the briefing product overlays displayed by default for each briefing tab along with the supplemental weather charts which may be accessed using the Supplemental Wx button and the default weather imagery displayed for each briefing tab. Note that the default imagery may be replaced with alternative imagery using the Graphics Configuration button.

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- TFRs
- Base Map
- All Conv SIGMETs
- Conv SIGMET (default)
- Conv SIGMET Outlook
- CONUS: Radar Summary
- Surface Analysis
- Surface Prog 12Hr
- Surface Prog 24Hr
- Surface Prog 36Hr
- Surface Prog 48Hr
- Jet Stream 12Hr
- Jet Stream 24Hr
- Mexico
- Caribbean Surface Analysis
- Mex/Carib Surface Prog Day 1
- Mex/Carib Surface Prog Day 2
- Caribbean
- Caribbean Surface Analysis
- Caribbean Surface Prog 12Hr
- Caribbean Surface Prog 24Hr
- Caribbean Surface Prog 36Hr
- Alaska
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RWY/TWY/APRON/AD/</td>
<td></td>
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<tr>
<td>FDC</td>
<td></td>
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<tr>
<td></td>
<td></td>
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</tr>
<tr>
<td>Briefing Graphics Pane</td>
<td>Level 1 Tab</td>
<td>Level 2 Tab</td>
</tr>
<tr>
<td>------------------------</td>
<td>------------</td>
<td>------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other/Unverified</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mil</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gen FDC</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Intl</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Uncategorized</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Flow Control</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>UOA</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Misc</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Convective Outlook</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>All</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

i. Background Map
Additionally the background map for most of the briefing tab graphics may be modified by the pilot using the dropdown list that appears at the top of the graphic pane:

![Terrain & Color Map](dropdown)

The Terrain & Color Map is the default background for all tabs except the UUA and PIREP tabs, which use the Monochrome Dark Map. Alternatively, the pilot may select the Color Map or the Monochrome Light Map as the background. This selection is only retained for the duration of this briefing.

The Sectional Map data will be displayed above the base imagery but below all other overlays if the Sectionals check box is selected. The image in the Briefing Graphics Pane will be updated to display a set of seamless Sectional charts.

These Sectional charts have been modified from their original format in order to allow multiple adjacent charts to be displayed simultaneously without the legends from one chart obscuring the map data from another. Zoom in on the selected area of interest on the graphics window to see the navigation data on the chart,
ii. **Button Bar**

At the bottom of the graphics pane is a button bar which contains a number of buttons the pilot may use to modify the graphic.

a. **Weather Imagery Dropdown List:**

This dropdown list allows the user to select radar or satellite imagery to display on the map. The imagery products that are available are categorized by the following geographical areas: Alaska, Canada, CONUS, Caribbean, Hawaii, and Mexico. The user can turn off imagery by selecting “None”.

![Weather Imagery Dropdown List](image-url)
b. Animate Wx button:

This button displays the Animation controls which allow the pilot to animate the radar or satellite weather graphics. Clicking the button displays the following controls:

Clicking on the play button, \( \text{play button} \), starts the animation of the weather. The weather images may also be stepped through one at a time using the forward, \( \text{forward button} \), or back, \( \text{back button} \), buttons. The speed of the animation may also be controlled using the slider, \( \text{slider} \).

c. Graphics Configuration Panel

The system will display the Graphics Configuration Panel popup when the \( \text{Configure Map} \) button is clicked. This popup allows the user to select the Auxiliary Layers that overlays on the map displayed in the Graphics pane.

- **Map Features**
  Map Features allow the user to select additional graphics layers to be displayed on the map. Different categories of layers are grouped together, and an accordion control allows expansion and contraction of each group.

For Current Wx -> METAR, an additional layer to show the Station Labels is available for selection.

For the Navaid layers, the following symbology is used:
A small black square (4x4 Pixels) is used when a technical issue prevents the correct icon from being displayed.

d. Supplemental Wx button:

This button launches the Supplemental Weather Graphics dialog which the pilot may use to open weather charts which may be useful in relation to the current briefing tab. These weather charts will open in separate windows. The dialog appears as follows:
h. Route Briefing

For a Route Briefing, select the Route Brief button from the Plan & Brief page then select the Use Legacy checkbox. A standard route briefing can also be requested from the dropdown on a filed flight plan on the Dashboard page.

The following information is required to request a Route Briefing:

- Flight Rule
- Aircraft ID
- Aircraft Type
- Aircraft Equipment
- Departure Point
- Proposed Departure Date
- Proposed Departure Time
- Airspeed, Altitude
- Destination Point

There are three types of Route Briefing:

i. Standard Brief
   The Standard Brief option will display all Route Briefing tabs.

ii. Outlook Brief
   The Outlook Brief will display the following Route Briefing tabs:
   - Temporary Flight Restrictions
   - Closed/Unsafe NOTAMs
   - Convective SIGMET
   - SIGMET
   - IFR
   - Mountain Obscuration
   - Icing
   - Freezing Level
   - Turbulence Low Altitude
   - Turbulence High Altitude
   - Winds over 30 Knots
   - Low Level Wind Shear
   - Other (AIRMET)
   - Urgent Pilot Report
   - Center Weather Advisory
   - Severe Weather
   - Synopsis/Surface Analysis
   - Clouds
   - Vis, Sfc Winds & Precip
   - Area Forecast
   - Terminal Forecast
iii. **Abbreviated Brief**

The Abbreviated Brief option will display Route Briefing tabs based on what the user selects from the Briefing Customization window. The Adverse Conditions group will be selected by default, thus the tab will show in the briefing result unless the user unselects the group.

i. **Area Briefing**

For an Area Briefing, select the Area Brief button, next to the Destination, Departure, Alternate 1 or Alternate 2 fields on the Plan & Brief page. The provided Area Brief will use the flight plan’s departure date and time and will cover a configurable radius around the fix. The default radius is 25 nautical miles and can be changed on the Briefing Customization window. The user can choose from three briefing types (Standard, Abbreviated, or Outlook) from the same window.

One of the following minimums must be met to request an Area Briefing:
- Aircraft ID, Departure Point, Proposed Departure Date, Proposed Departure Time
- Aircraft ID, Destination Point, Proposed Departure Date, Proposed Departure Time
- Aircraft ID, Alternate Airport, Proposed Departure Date, Proposed Departure Time
- Aircraft ID, Alternate Airport 2, Proposed Departure Date, Proposed Departure Time

There are three types of Area Briefings:

i. **Standard Brief**

The Standard Brief option will display all Area Briefing tabs.

ii. **Outlook Brief**

The Outlook Brief will display the following Area Briefing tabs:
- Temporary Flight Restrictions
- Closed/Unsafe NOTAMs
- Convective SIGMET
- SIGMET
- IFR
- Mountain Obscuration
iii. **Abbreviated Brief**

The Abbreviated Brief option will display Route Briefing tabs based on what the user selects from the Briefing Customization window. The Adverse Conditions group will be selected by default, thus the tab will show in the briefing result unless the user unselects the group.

j. **Dashboard Area Briefing for Airports**

For Area Briefing of an Airport, select the button ![Area Brief](from the Dashboard page. It brings up a Briefing Customization dialog that allows the user to customize the briefing. Refer to **Briefing Customization** section for more information about the Briefing Customization Dialog.

![Briefing Customization Dialog](

After selecting one of the available briefing buttons of ![Web Briefing](, ![PDF Briefing](, ![Email Briefing](, or ![Email Briefing]( disappointing button), an area briefing request
is started. If your Briefing Version is New, you will see a progress bar as your briefing is generated. If your Briefing Version is Old, your area briefing for the associated airport is initiated after another button is selected from the “Please wait” dialog. Any setting you change on the Briefing Customization dialog will be saved to the pilot preferences.

The following information is required to request an Airport Area Briefing:

- Aircraft ID

k. Next Generation Briefing

Several Briefing tabs have Next Generation Briefing capability. These tabs can either be displayed as the default Standard briefing as in a “STANDARD” view or in Next Generation briefing as in a “NEXTGEN” view. Users can toggle between the two views and the selected view is retained when navigating between the briefing tabs. The exception is the Delta tab, which is only available with NEXTGEN features and does not include the option to use the “STANDARD” view.
A confirmation dialog is displayed when NEXTGEN View is unchecked.

The following products have NEXTGEN brief option which gives pilots enhanced next generation briefing capabilities.

- Adverse Cond
  - Delta (NEXTGEN only)
  - TFR
  - Conv SIG
  - SIGMET
  - AIRMET
    - IFR
    - MTN Obsc
    - Icing
    - Freezing Level
    - Turb Low
    - Turb High
    - Wnds>30 Kts
    - LLWS
    - Other
  - UUA
  - CWA
  - Severe Weather
- Current Wx
  - METAR
  - PIREP
- Forecasts
  - Clouds
  - Vis, Sfc Winds & Precip
  - Terminal Forecasts
  - Area Forecasts
  - Winds Aloft
- UOA
- Misc
  - Convective Outlook

In addition, for TFRs and the NextGen enhanced weather products that are defined by polygons, the pilot will be shown an estimate of when the route of flight is predicted to pass by or pass through those polygons as well as how close in time the route is to the weather product’s active times. This information is displayed in timetags in the text.
summaries and graphics pane of the Next Generation Briefing. These timetags aid the pilot in decision making and avoidance of TFRs and severe weather phenomena.

In order to see the passing timetags and summaries you must first put the briefing in NextGen briefing view. Intersection timetags can be seen for:

- TFR
- SIGMET
- Convective SIGMET
- AIRMET
- CWA
- Severe Weather
- UOA

These timetags will be displayed on the pilot web briefing page in the text summary area of the text pane and in the graphic pane as labels attached to the route. Using the planned cruising speed the system estimates the time at which the planned route of flight passes through or near one of the polygon types listed above. The timetags are attached at the points along the route the aircraft is expected to reach by the time displayed in the timetag. In the graphic image and text summary, three different icons are used to give you a quick indication of your route’s proximity to a TFR or weather product when it is active. The icons are shown below:

<table>
<thead>
<tr>
<th>Icon</th>
<th>Label Color</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image" alt="Green Icon" /></td>
<td>Green</td>
<td>The route of flight is estimated to pass a TFR or weather product well outside its active time.</td>
</tr>
<tr>
<td><img src="image" alt="Yellow Icon" /></td>
<td>Yellow</td>
<td>The route of flight is estimated to pass a TFR or weather product at a time that could put the aircraft nearby when it is active should the estimated departure time change significantly (an hour or more either way).</td>
</tr>
<tr>
<td><img src="image" alt="Red Icon" /></td>
<td>Red</td>
<td>The route of flight is estimated to pass a TFR, SIGMET, CWA or Severe Weather Warning when it is active.</td>
</tr>
</tbody>
</table>

Examples of summary information are shown below:
The figures above show a Convective SIGMETs that are active more than 60 minutes prior to the time the aircraft following this route of flight is estimated to pass through the Convective SIGMETs.

The figures above show a TFR that is passed through while it is active. Non-severe weather product intersection is shown with warning icon and yellow background.
The figures above show an AIRMET - IFR that is passed through while it is active. The route’s AIRMET - IFR intersection is shown with red icon and red background. Based on the flight route, the number of available elements will be listed in the top bar with the navigation buttons. Click on the buttons to step through each element and view both the text and the corresponding highlighted graphics.

The Delta tab displays the list of Adverse Condition products that have changed since the last standard briefing was performed for a filed plan, provided the last briefing is not older than the configured briefing horizon time (currently set at 12 hours). The products are ordered based on the where the condition occurs along the route and the list can be stepped through using the navigation buttons.

### i. Adverse Conditions

In NEXTGEN view pilots have the ability to step through individual elements of TFR, Conv SIG, SIGMET, AIRMET, UUA, CWA, and Severe Weather while at the same time view the corresponding highlighted area in the graphic.

The following depicts the general layout of these tabs:
Pilots also have the ability to view smart plain-text translation of Conv SIG, SIGMET, AIRMET and CWA where translations of weather phenomena are provided with the ability to view the corresponding highlighted area in the graphic.

The Adverse Condition briefing tabs consist of the following:
- Delta, only included when this flight plan has had a previous briefing.
- TFR, for Temporary Flight Restriction messages.
- Conv SIG, for Convective SIGMET messages.
- SIGMET, for SIGMET messages.
- AIRMET
  - IFR, for IFR condition AIRMET messages.
  - MTN Obsc, for Mountain Obscuration AIRMET messages.
  - Icing, for Icing AIRMET messages.
  - Freezing Level, for Freezing Level AIRMET messages.
  - Turb Low, for low altitude turbulence AIRMET messages.
  - Turb High, for high altitude turbulence AIRMET messages.
  - Wnds>30 Kts, for significant surface wind AIRMET messages.
  - LLWS, for low level wind shear AIRMET messages.
  - Other, for all other AIRMET messages.
- UUA, for urgent PIREP messages.
- CWA, for Center Weather Advisories.
- Severe Weather, for Aviation Weather Watch and Public Weather Watch messages.

For the TFR tab, Conv SIG tab, SIGMET tab, AIRMET subtabs, CWA tab, Severe Weather tab, when the pilot switches to NextGen mode, only those weather polygons that intersect the route of flight will be displayed on the graphics pane. In Standard mode, pilots will see all polygons for that weather product, including those that do not intersect their route of flight.

ii. Current Weather
In NEXTGEN view, pilots have the ability to view groups of METARs and individual PIREP elements and their corresponding highlighted area in the graphic. METARs are grouped and summarized based on reported conditions along the route of flight. Any METARs that contain severe weather will also include red highlighting.
In addition, pilots also have the ability to view smart plain-text translation of PIREPs and METARs.

**METAR**

For the METAR tab color indicates general ceiling and visibility conditions described in the METAR

- VFR, MVFR, IFR, LIFR, or undetermined.

<table>
<thead>
<tr>
<th>Overall Condition Color Indication</th>
</tr>
</thead>
<tbody>
<tr>
<td>Condition Block</td>
</tr>
<tr>
<td>-----------------</td>
</tr>
<tr>
<td>Green</td>
</tr>
<tr>
<td>Blue</td>
</tr>
<tr>
<td>Red</td>
</tr>
<tr>
<td>Magenta</td>
</tr>
<tr>
<td>Gray</td>
</tr>
</tbody>
</table>

Overall condition color indicates general ceiling and visibility conditions described in the METAR.

- VFR, MVFR, IFR, LIFR, or undetermined.

The following screenshots depict the action of stepping through the METAR groupings. The first grouping is an overview of all METAR stations.

Departure area group:
Third page:

This page shows the METAR data along the route.

If the High Altitude Briefing Filter checkbox, “For briefings > FL180 only include Dep & Dest METARs & TAFs”, has been selected and the requested flight plan altitude level is above the transition level (FL180), then METAR data along the route will not be included in the briefing result.
Pilots also have the ability to view the METAR text in plain-text translation by selecting the Plain Text checkbox.

PIREP

For the PIREP tab reported conditions are depicted using icons rather than polygons. The display includes a scrollable legend defining the conditions associated with these icons. In NEXTGEN view the pilot may step through each of the PIREPs within their route corridor along their route of flight and see the location associated with the report highlighted on the graphic pane. Additionally, these reports may be translated to plain text using the Plain Text checkbox.

iii. Forecasts – Clouds

In NEXTGEN view pilots have the ability to step through the list of cloud coverage along the route of flight while at the same time view the cloud coverage chart in the graphic. The list of charts will be ordered by forecast times from earliest to latest and also ordered by the regions with the CONUS region at the bottom of the list.

There is also a “Help” link above the summary that links to a document provided by FAA that gives the user to additional information concerning graphical are forecast content.

If there are no charts associated with the flight plan, due to the route of flight or the planned flight time then “No current Cloud Coverage data for this briefing.” will be displayed in the text pane. When data is missing for a particular time or region, the
iv. **Forecasts – Vis, Sfc Winds & Precip**

In NEXTGEN view pilots have the ability to step through the list of visibility, surface winds, precipitation and weather along the route of flight while at the same time view the visibility, surface winds, precipitation and weather chart in the graphic. The list of charts will be ordered by forecast times from earliest to latest and also ordered by the regions with the CONUS region at the bottom of the list.

There is also a “Help” link above the summary that links to a document provided by FAA that gives the user to additional information concerning graphical are forecast content.

If there are no charts associated with the flight plan, due to the route of flight or the planned flight time then “No current Visibility, Surface Winds, Precipitation & Weather data for this briefing,” will be displayed in the text pane. When data is missing for a particular time or region, the selected chart will include “current data unavailable” in its text and will display “Image unavailable” within the graphics pane.
v. Forecasts – Terminal Forecast
In NEXTGEN view pilots have the ability to view Time-based display of TAFs along the route of flight. Projected flight times are used to identify the applicable forecast periods of the TAF reports. The forecasted flight conditions are highlighted and displayed as color-coded icons in the graphics.

If the High Altitude Briefing Filter checkbox, “For briefings > FL180 only include Dep & Dest METARs & TAFs”, has been selected and the requested flight plan altitude level is above the transition level (FL180) then TAF data along the route of flight will not be included in the briefing result.

- TAF nearest to Departure and within 5nm of Departure
- The Passing Time is calculated based on planned cruising speed adjusted for forecast winds.
The Highlighted text indicates the TAF line(s) that are in effect during the projected Passing Time. Note: if the flight passes a TAF station more than once, the range of passing times is used to determine the related TAF line(s), but only the earliest passing time is shown.

The Offset Time indicates when the passing time is close to a different forecast line of the TAF message. The number indicates how many minutes earlier or later that TAF line is in effect relative to the passing time.

The Flight Condition is determined for each line based on the reported Ceiling and Visibility.

The Full Text contains the full text of the TAF message. The Ceiling and/or Visibility will be shown in bold when lower than VFR conditions.

The TAF map icons are used to display the Flight Conditions related to the time the flight is projected to pass the TAF station. A buffer of 60 minutes before and after the passing time is used to include any nearby forecast period. The icon is composed of three different regions: left, center, right. These different regions are used to symbolize “Passing Time - 1 hour”, “Passing Time”, and “Passing Time + 1 hour”, respectively. The three regions of a TAF icon will commonly be the same, resulting in a single-colored circle. However when forecasted conditions are changing within the hour around the passing time, the icon can have multiple colors.

If a TAF station is in the briefing that does not include passing times (example: an Area Brief or an Alternate airport outside of corridor), the icon will be displayed as a yellow square.

Reference table Overall Condition Color Indication.

Pilots also have the ability to view the TAF text in plain-text translation by selecting the Plain Text checkbox.
vi. Forecasts – Area Forecast

In NEXTGEN view pilots have the ability to step through State Based Area Forecasts along the route of flight while at the same time view the highlighted area of the displayed state in the graphic.

Based on the route corridor, the number of available elements will be listed in the top bar with the buttons. Click on the buttons to view only the states and regions that are within the route corridor of the flight plan while at the same time view the corresponding highlighted region in the graphic.
vii. Winds Aloft

In NEXTGEN view pilots have the ability to step through a combination of an altitude and a forecast period while at the same time view the highlighted data with wind barbs in the graphic.

When the tab is first opened, the default selection shows the briefed Altitude and the Forecast Period that contains the ETD highlighted in blue. If the briefed Altitude is outside the minimum or maximum Winds Aloft data altitude (e.g. less than A010 or greater than F530), then the default is either the first or last column respectively.
Click on the up and down arrow buttons to change the selected Forecast Period and click on the left and right arrow buttons to change the selected Altitude. If necessary, the table is scrolled to view the newly highlighted section. If the selected Altitude is not the briefed Altitude, the column header for the briefed Altitude is highlighted in green. If the scroll bars are used to display table data not currently visible, the selected Altitude and Forecast Period are not changed. If the current Altitude selection is not within 4000 feet and the “Altitudes within 4000 feet” is checked, then the view returns to the default selection. If another tab is selected and then the Winds Aloft tab is reselected, the previous selected data is displayed.

When the arrow buttons change either the selected Altitude or Forecast Period, the graphics pane updates to match the current selections. If the Winds Aloft data is updated by NWS National Centers for Environmental Prediction (NCEP) after the briefing is requested, the graphic pane displays the latest Winds Aloft data. The table data remains static for the briefing and therefore may not match the graphics pane. The table scroll bars do not change the graphics pane data displayed.
I. **Locations Briefing**

Locations Briefing allows users to submit a single form to request Area Briefings for up to 10 different locations. The Locations Briefing form can be reached by selecting the option in the Plan & Brief menu.

![Locations Briefing Menu](image)

i. **Requesting a Locations Briefing**

The following form is displayed when the Locations Briefing option is selected from the Plan & Brief menu.

![Locations Briefing Form](image)

The Aircraft ID defaults to the user’s primary aircraft if available, and any secondary or shared aircraft is available by selecting the dropdown arrow next to the input field.

Aircraft ID, Departure Date & Time, and Location 1 are required for a Locations Briefing; all other Locations are optional.

The Optional Standard Brief Products are additional product information that may be selected to be included in the Standard Briefing.

The following table shows the information users must provide to successfully request a Locations Briefing. This data is also available by hovering and/or clicking the field labels on the Locations Briefing form.
<table>
<thead>
<tr>
<th>Field Name</th>
<th>Valid Form Data</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aircraft ID</td>
<td>2-7 letters/numbers&lt;br&gt;Example: N1234F6&lt;br&gt;Example: 1234NF</td>
</tr>
<tr>
<td>Departure Date &amp;</td>
<td>MM/DD/YYYY&lt;br&gt;HHMM&lt;br&gt;Examples: 01/05/2015&lt;br&gt;1600&lt;br&gt;Departure Date &amp; Time must not be in the past or 27 days in the future.</td>
</tr>
<tr>
<td>Time</td>
<td>Note: Both date and time can be automatically populated by an Apply Minutes From Now action.</td>
</tr>
<tr>
<td>Location (1-10)</td>
<td>Only Location 1 is required; all others are optional. Users must provide either:&lt;br&gt;&lt;br&gt;<strong>Airport, Heliport, NAVAID (excluding NDB), Waypoint Identifier</strong>&lt;br&gt;3-5 letters/numbers, will default to Airport if the identifier applies to more than one type.&lt;br&gt;Examples: JFK, KSEA, 9O15&lt;br&gt;Use the &quot;🔍&quot; icon next to each Location input field to search for valid identifiers.&lt;br&gt;Refer to the Departure/Destination/Alternates section under Domestic Flight Plan Form for more information.</td>
</tr>
<tr>
<td></td>
<td><strong>Latitude/Longitude Coordinates</strong>&lt;br&gt;Must be in the format aabb(A)/(c)ccdd(B), where parentheses denote optional characters.&lt;br&gt;aa is degrees latitude (00-90)&lt;br&gt;bb is minutes latitude (00-59)&lt;br&gt;(c)cc is degrees longitude (00-180)&lt;br&gt;dd is minutes longitude (00-59)&lt;br&gt;(A) is either N or S (North or South, default to N if not provided)&lt;br&gt;(B) is either W or E (West or East, default to W if not provided)&lt;br&gt;Examples: 44497322, 4449N7322W, 4449N/7322W</td>
</tr>
<tr>
<td></td>
<td><strong>Fix-Radial-Distance</strong>&lt;br&gt;Must be in the format (A)(A)AAAaaaabbb, where parentheses denote optional characters.&lt;br&gt;(A)(A)AAA is an Airport, Heliport, NAVAID (excluding NDB), or Waypoint Identifier (2-5 letters/numbers)&lt;br&gt;aaa is radial measure in degrees from North (001-360)&lt;br&gt;bbb is distance in nautical miles (001-999)&lt;br&gt;Example: HGR001024</td>
</tr>
</tbody>
</table>

After completing the form, users can request the Locations Briefing by clicking the Standard Brief, Outlook Brief, or Abbreviated Brief button.

a. **Standard Locations Briefing**
   The Standard Brief option will return a Locations Briefing containing all of the standard briefing information for each location requested along with any optional parameters selected by the user. Reference Briefing Tabs for more information on each of the briefing sections that will be included in the Standard Locations Briefing.
b. Outlook Locations Briefing

The Outlook Brief option will return a Locations Briefing containing only the following briefing sections for each location requested:

- Temporary Flight Restrictions
- Closed/Unsafe NOTAMs
- Convective SIGMET
- SIGMET
- IFR
- Mountain Obscuration
- Icing
- Freezing Level
- Turbulence Low Altitude
- Turbulence High Altitude
- Winds over 30 Knots
- Low Level Wind Shear
- Other (AIRMET)
- Urgent Pilot Report
- Center Weather Advisory
- Severe Weather
- Synopsis/Surface Analysis
- Clouds
- Vis, Sfc Winds & Precip
- Area Forecast
- Terminal Forecast

Reference Briefing Tabs for more information on each of these briefing sections.

c. Abbreviated Locations Briefing

The Abbreviated Brief option will present a popup dialog allowing the user to choose which briefing sections to include in the request. Adverse Conditions are always pre-selected by default. Reference Briefing Tabs for more information on each of the available briefing sections.
ii. Reading the Locations Briefing

The Locations Briefing will return in a separate browser window or tab, depending on browser settings.

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.

The briefing header contains a summary of the request information used to generate the Locations Briefing, as well as additional options to the right.
For each location in the briefing, the full textual briefing content for that location will appear on a single tab, labeled by the location identifier. This is similar to the “ALL” tab in Area Briefings.

The **Plain Text** option allows users to read data in some of the briefing sections in plain text. Reference Briefing Tabs for more information on each of the available briefing sections.

The briefing graphics pane is provided similar to standard area briefings. The default state of the graphics pane is similar to that of the “ALL” tab on area briefings. Reference Briefing Graphics Pane for more information on the default state and the options available for customizing the graphics pane.
9.5. **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:

![Navigation Log Example](image)

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:
iii. Navigation Log Results Page Description

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

<table>
<thead>
<tr>
<th>Field</th>
<th>Description</th>
<th>Format</th>
<th>Conditional Appearance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Departure Information – Contains a series of labels which are used by the pilot to write in frequencies and other departure information.</td>
<td>For Pilot’s note</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ATIS</td>
<td></td>
<td>For Pilot’s note</td>
<td></td>
</tr>
<tr>
<td>AWOS/ASOS</td>
<td>The closest automated weather observation station within 10 nautical miles of the departure point with associated frequencies.</td>
<td>For Pilot’s note</td>
<td></td>
</tr>
<tr>
<td>UNICOM</td>
<td></td>
<td>For Pilot’s note</td>
<td></td>
</tr>
<tr>
<td>Clearance Del</td>
<td></td>
<td>For Pilot’s note</td>
<td></td>
</tr>
<tr>
<td>Ground</td>
<td></td>
<td>For Pilot’s note</td>
<td></td>
</tr>
<tr>
<td>Tower</td>
<td></td>
<td>For Pilot’s note</td>
<td></td>
</tr>
<tr>
<td>Departure FSS</td>
<td>The closest flight service station within 50 nautical miles of the departure point with associated frequencies.</td>
<td>For Pilot’s note</td>
<td></td>
</tr>
<tr>
<td>Cleared To</td>
<td></td>
<td>For Pilot’s note</td>
<td></td>
</tr>
<tr>
<td>Depart</td>
<td></td>
<td>For Pilot’s note</td>
<td></td>
</tr>
<tr>
<td>Altitude</td>
<td></td>
<td>For Pilot’s note</td>
<td></td>
</tr>
<tr>
<td>Dep Frk/Squawk</td>
<td></td>
<td>For Pilot’s note</td>
<td></td>
</tr>
<tr>
<td>Summary – Displays a summary of the planned flight</td>
<td>Semicolon separated list with station identifier (3-4 alphanumeric) followed by associated frequencies (NNN:N[NIN])</td>
<td>Stations listed for the departure or destination will not be duplicated here.</td>
<td></td>
</tr>
<tr>
<td>En Route FSS</td>
<td>List of Flight Service Stations within 50 nautical miles of the route of flight.</td>
<td>Per Flight Plan page</td>
<td>N/A</td>
</tr>
<tr>
<td>Route</td>
<td>Flight Plan Departure, Route of Flight, and Destination fields</td>
<td>Per Flight Plan page</td>
<td>N/A</td>
</tr>
<tr>
<td>ATD</td>
<td>Actual Time of Departure</td>
<td>For Pilot’s note</td>
<td>N/A</td>
</tr>
<tr>
<td>ETE</td>
<td>Estimated Time Enroute is the total flight time</td>
<td>HH:MM</td>
<td>N/A</td>
</tr>
<tr>
<td>Field</td>
<td>Description</td>
<td>Format</td>
<td>Conditional Appearance</td>
</tr>
<tr>
<td>-----------------------</td>
<td>------------------------------------</td>
<td>---------------------------------------------</td>
<td>------------------------</td>
</tr>
<tr>
<td>ETA</td>
<td>Estimated Time of Arrival</td>
<td>For Pilot’s note</td>
<td>N/A</td>
</tr>
<tr>
<td>Total Distance</td>
<td>Total flight distance</td>
<td>NNNNN, nautical miles</td>
<td>N/A</td>
</tr>
<tr>
<td>Fuel Required</td>
<td>Total fuel used for this flight</td>
<td>In fuel units specified in the aircraft performance data</td>
<td>Displayed if aircraft profile has performance data</td>
</tr>
<tr>
<td>Fuel Available</td>
<td>Available fuel</td>
<td>N/A</td>
<td>N/A (For Pilot’s note)</td>
</tr>
</tbody>
</table>

### 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

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

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
<table>
<thead>
<tr>
<th>Field</th>
<th>Description</th>
<th>Format</th>
<th>Conditional Appearance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lat/Long</td>
<td>Latitude followed by a slash and longitude</td>
<td>• lat/long in format degrees and minutes in tenths digit</td>
<td>N/A</td>
</tr>
<tr>
<td>Morse Code</td>
<td>Morse Code for Fix( if available)</td>
<td>• 20 characters</td>
<td>N/A</td>
</tr>
<tr>
<td>Freq</td>
<td>Closest radio frequency(TACAN, VOR, VORTAC, DME, NDB)</td>
<td>• Frequency in MHz</td>
<td>N/A</td>
</tr>
<tr>
<td>Wind (Deg/kt )</td>
<td>The display for leg wind is compass degrees/speed.</td>
<td>• Degrees – NNN, values from 001-360</td>
<td>Zero when NavLog generated without wind data.</td>
</tr>
<tr>
<td>Temp</td>
<td>Outside air temperature (OAT) for a particular leg at the corresponding Altitude</td>
<td>• NNN in degrees Celsius; below zero degrees C have a minus (-) sign</td>
<td>Zero when NavLog generated without wind data.</td>
</tr>
<tr>
<td>Magnetic Heading (MH) / Magnetic Course(MC)</td>
<td>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.</td>
<td>• NNN degrees, values from 001-360</td>
<td>N/A</td>
</tr>
<tr>
<td>Leg</td>
<td>Leg distance in nautical miles. A Leg is the route an aircraft travels from one fix to another.</td>
<td>• NNNNN nm • values from 1 to 99999</td>
<td>N/A</td>
</tr>
<tr>
<td>Rem (Remaining distance)</td>
<td>Total distance remaining in nautical miles.</td>
<td>• NNNNN nm • values from 1 to 99999</td>
<td>N/A</td>
</tr>
<tr>
<td>Route</td>
<td>The Route consists of either a victor airway or jet airway as shown in the Navigation Log Request page Route field.</td>
<td>• Alphanumeric string. • When no airway is shown in the route of flight field, then the word “Direct” is used instead of an airway</td>
<td>N/A</td>
</tr>
<tr>
<td>ETE</td>
<td>Estimated Time Enroute for the leg</td>
<td>HH:MM</td>
<td>N/A</td>
</tr>
<tr>
<td>ATE</td>
<td>Actual Time Enroute for the leg</td>
<td>(For Pilot’s note)</td>
<td>N/A</td>
</tr>
<tr>
<td>Alt (m/ft)</td>
<td>An approximate altitude is calculated if passing a fix while climbing or descending.</td>
<td>Alt (ft): • For altitudes up to 17,999 feet, in format NNNNN. • Altitudes at and above 18,000 feet expressed as flight levels, in format FLNNNN. Alt (m): • For altitudes up to 30,480 meters, in format NNNNN.</td>
<td>Approximate altitude can only be calculated when aircraft performance information is provided.</td>
</tr>
<tr>
<td>GS</td>
<td>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.</td>
<td>Airspeed format is the same as that in the aircraft profile performance section.</td>
<td>N/A</td>
</tr>
<tr>
<td>Leg Fuel</td>
<td>Fuel consumption for the given leg.</td>
<td>• Up to six numeric characters with one decimal (NNNNNN.N)</td>
<td>Displayed if aircraft profile has performance data</td>
</tr>
</tbody>
</table>
### Navigation Log Results

#### Page Description

<table>
<thead>
<tr>
<th>Field</th>
<th>Description</th>
<th>Format</th>
<th>Conditional Appearance</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>First leg includes startup/taxi Fuel</em></td>
<td>Aircraft’s performance data has startup and taxi fuel amount and Pilot has asked for fuel consumption calculation</td>
<td>Text comment</td>
<td>Displayed when startup and taxi fuel from aircraft profile is added to the first leg fuel consumption</td>
</tr>
</tbody>
</table>
| 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.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>For Pilot’s note</th>
</tr>
</thead>
<tbody>
<tr>
<td>AWOS/ASOS</td>
<td>The closest automated weather observation station within 10 nautical miles of the destination point with associated frequencies.</td>
</tr>
<tr>
<td>Approach</td>
<td>For Pilot’s note</td>
</tr>
<tr>
<td>UNICOM</td>
<td>For Pilot’s note</td>
</tr>
<tr>
<td>Tower</td>
<td>For Pilot’s note</td>
</tr>
<tr>
<td>Ground</td>
<td>For Pilot’s note</td>
</tr>
<tr>
<td>FSS</td>
<td>The closest flight service station within 50 nautical miles of the destination point with associated frequencies.</td>
</tr>
<tr>
<td>Dep</td>
<td>For Pilot’s note</td>
</tr>
<tr>
<td>Dest</td>
<td>For Pilot’s note</td>
</tr>
</tbody>
</table>

#### Notes
- Area provided for pilot to take notes  
  For Pilot’s note  
  N/A

---

**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 |
<p>| <strong>ICAO Cruising Level</strong> | Navigation Log cannot be generated if the Cruising Level is in: |</p>
<table>
<thead>
<tr>
<th>Navigation Log Restrictions</th>
</tr>
</thead>
<tbody>
<tr>
<td>• VFR</td>
</tr>
</tbody>
</table>

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9.6. **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, MVFR, or ZFR and 2,000 ft up to 60,000 ft if flying IFR, MIFR, or YFR.

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.
9.7. 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 **Evaluate** 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 IAH to ORD with a proposed departure time of 2100. 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)”. 

---

**Adverse Conditions**

This bar will appear in a timeline to show where your flight is estimated to pass active Adverse Conditions. These conditions may include:

- **TFRs**
- Convective SIGMETs
- SIGMETs (included up to 4000 ft above flight plan altitude)
- AIRMETs (included up to 4000 ft above flight plan altitude)
- CWAs
- AWWS

- Where a future timeline does not have an Adverse Conditions bar, forecasts may not be available yet.
- When adverse condition forecasts available?
  - TFRs are issued when warranted, and their validity periods vary.
  - Convective SIGMETs are issued hourly, and are typically valid for 2 hours.
  - SIGMETs are issued when conditions warrant, and are typically valid for 4 hours.
  - AIRMETs are issued every 6 hours and are valid for 6 hours along with another 6 hour OUTLOOK.
  - CWAs are issued intermittently, and are typically valid for 2 hours.
  - AWWS are issued intermittently, and are typically valid for 2-12 hours.

---

**Evaluate Departure Time Details**

<table>
<thead>
<tr>
<th>PRODUCTS</th>
<th>BOS</th>
<th>ORD</th>
</tr>
</thead>
<tbody>
<tr>
<td>TAFs</td>
<td>M</td>
<td>M</td>
</tr>
<tr>
<td>TFRs</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Closed/Unsafe Airport/Runway</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CONV. SIGMET</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SIGMETs</td>
<td>(None along the route of flight)</td>
<td></td>
</tr>
<tr>
<td>AIRMET SIERRA</td>
<td>(Adverse Condition data unavailable)</td>
<td></td>
</tr>
<tr>
<td>AIRMET ZULU</td>
<td>(Adverse Condition data unavailable)</td>
<td></td>
</tr>
<tr>
<td>AIRMET TANGO</td>
<td>(Adverse Condition data unavailable)</td>
<td></td>
</tr>
<tr>
<td>CENTER WX ADV</td>
<td>(None along the route of flight)</td>
<td></td>
</tr>
<tr>
<td>SEVERE WX</td>
<td>(None along the route of the flight)</td>
<td></td>
</tr>
</tbody>
</table>

TAF Conditions: VFR, M VFR, IFR, LIFR, UNKN

Adverse Conditions: ACTIVE DURING INTERSECTION, ACTIVE WITHIN 60 MINUTES, ACTIVE OUTSIDE 60 MINUTES

Proposed Departure Time: 1145 CDT
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 Evaluate 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 AIRMETs ). The row should not be displayed when
there are no “Other” category AIRMETs relevant to the route of flight. If the AIRMET is
an outlook, then it will display OTLK.

9.8. 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.

![Recalculate Estimated Elapsed Time?](image)

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

9.9. **Route Mapping**

For Route Mapping, the ![Map](image) button is available on the Flight Plan form.

![Route of Flight (Blank for direct)](image)

No fields are required for interactive map. When the ![Map](image) 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.
<table>
<thead>
<tr>
<th>Field</th>
<th>Description</th>
<th>Format</th>
<th>Conditional Appearance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aircraft ID</td>
<td>Contains the name of the aircraft</td>
<td>2-7 alphanumeric characters</td>
<td>N/A</td>
</tr>
<tr>
<td>Speed</td>
<td>Contains the speed of the plane</td>
<td>Zero value for Airspeed in invalid Knots: N followed by 4 digits, max of 3700 Knots: 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)</td>
<td>N/A</td>
</tr>
<tr>
<td>Altitude</td>
<td>Contains the altitude of the plane</td>
<td>Format:</td>
<td></td>
</tr>
<tr>
<td>----------</td>
<td>-----------------------------------</td>
<td>---------</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Route Brief, File, Amend and Activate</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Flight Level: 2-3 digits</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• ABV/&lt;Flight Level&gt;</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• OTP</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• OTP/&lt;Flight Level&gt;</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• VFR</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• VFR/&lt;Flight Level&gt;</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Block Altitude: &lt;Flight Level&gt;B&lt;Flight Level&gt;</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>NavLog, Optimize Altitude, Evaluate Departure Time</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Flight Level: 2-3 digits</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• ABV/&lt;Flight Level&gt;</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• OTP/&lt;Flight Level&gt;</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• VFR/&lt;Flight Level&gt;</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Block Altitude: &lt;Flight Level&gt;B&lt;Flight Level&gt;</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Valid range for Optimize Altitude:</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>IFR, MIFR flights:</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• 20-600</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• ABV/20-ABV/600</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• OTP/20-OTP/600</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• VFR/25-VFR/179</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>VFR, MVFR flights:</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• 25-179</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• ABV/25-ABV/179</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• OTP/25-OTP/179</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• VFR/25-VFR/179</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Valid range for Evaluate Departure Time:</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>IFR, MIFR, VFR, MVFR flights:</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- 00-999</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- ABV/00-ABV/999</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- OTP/00-OTP/999</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- VFR/01-VFR/179</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- 00B01-998B999</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Field</td>
<td>Description</td>
<td>Example</td>
<td></td>
</tr>
<tr>
<td>---------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-----------</td>
<td></td>
</tr>
<tr>
<td>Dep Time</td>
<td>Contains the departure time</td>
<td>MM/DD/YY</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• MM/DD/YY YY; based on the selected time zone value</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• HHMM; where HHMM are 4 digits, based on the selected time zone value</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Departure</td>
<td>Contains the location of where the plane takes off</td>
<td>4 letter</td>
<td></td>
</tr>
<tr>
<td></td>
<td>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</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Route of Flight</td>
<td>Contains the route the plane will take for the duration of the flight</td>
<td>2-558</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2-558 characters; 3-5 alphanumeric airport/heliport/NAVAID/waypoint identifier</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Destination</td>
<td>Contains the location of where the flight will land at the end of its route.</td>
<td>3-5</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3-5 alphanumeric airport/heliport/NAVAID(excluding NDB)/waypoint identifier</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Distance</td>
<td>The number of miles that the route of the flight will take up</td>
<td>Generated</td>
<td></td>
</tr>
<tr>
<td></td>
<td>automatically</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Time</td>
<td>The amount of time that the route will take</td>
<td>Generated</td>
<td></td>
</tr>
<tr>
<td></td>
<td>automatically</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Burn</td>
<td>Contains the amount of fuel that will be burned for during flight</td>
<td>Filled in by the pilot through AC performance and will be generated automatically</td>
<td>N/A</td>
</tr>
</tbody>
</table>

9.10. 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
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, and 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.

<table>
<thead>
<tr>
<th>Plan a Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>Results: VOR Direct</td>
</tr>
<tr>
<td>Departure: MSP</td>
</tr>
<tr>
<td>Route: MKT OTG XYN ONL TDO SAE SWY GLL RLG RIL JNC HVE BCE UTL LAS DAG POP</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Plan a Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>Results: VOR Direct routing solution not found</td>
</tr>
<tr>
<td>Departure: HNL</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Plan a Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>Results: Direct route recommended; Departure and Destination are too close for routing</td>
</tr>
<tr>
<td>Departure: FDR</td>
</tr>
<tr>
<td>Route: DCT</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Plan a Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>Results: Unable to find an efficient VOR Direct route between locations</td>
</tr>
<tr>
<td>Departure: SNK</td>
</tr>
</tbody>
</table>

VOR Direct routes cannot be calculated for round robin flights.

<table>
<thead>
<tr>
<th>Plan a Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>Results: Departure and destination must differ to calculate VOR Direct route</td>
</tr>
<tr>
<td>Departure: MSP</td>
</tr>
</tbody>
</table>

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**, and **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:
9.11. 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.

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
   vii. Locations 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.

   ![](image)

   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. For a Locations Briefing event, the display contains the briefing material for all locations in the Locations Briefing 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.
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.

![View ATC Route Notice Transmission Event](image)

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 bring you to the Airports Page. It contains a text box and button, as well as the links shown below.

**Airport Lookup**
Retrieving information on specific airports can be accessed via the Airports page. Enter the appropriate three letter airport identifier in the open box, and select the GO button. If more than one airport can be associated with the three letter identifier given, several choices will be present in a drop down menu. Alternatively, a search function can be used to lookup the desired airport code by clicking the magnifying glass. Reference Departure/Destination/Alternates in Flight Plan Helper Menu and Dialogs for more information on this search function.

There is a convenient link to the National Flight Data Center (NFDC) website under the Airport Identifier search box. This link will be located at the very bottom of the page with a successful search and populated airport information.

The auto-populate and ENCODE/DECODE capabilities are only available via the Airports page and not via the dropdown Airports menu.

Several aspects of the airport will be displayed on different Topics.
Under each topic header there is more detailed information.

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.

<table>
<thead>
<tr>
<th>Operations Data</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airport Use</td>
</tr>
<tr>
<td>Activation Date</td>
</tr>
<tr>
<td>Status</td>
</tr>
<tr>
<td>Control Tower</td>
</tr>
<tr>
<td>Seg-Circle</td>
</tr>
<tr>
<td>Beacon</td>
</tr>
<tr>
<td>Wind Indicator</td>
</tr>
<tr>
<td>A.R.T.C.C.</td>
</tr>
<tr>
<td>F.S.S.</td>
</tr>
<tr>
<td>NOTAM Facility</td>
</tr>
<tr>
<td>Sectional Chart</td>
</tr>
<tr>
<td>Landing Fee</td>
</tr>
<tr>
<td>ARFF Certification</td>
</tr>
<tr>
<td>Customs</td>
</tr>
<tr>
<td>Airspace Analysis</td>
</tr>
<tr>
<td>Attendance</td>
</tr>
</tbody>
</table>

c. Airport Communications
This Topic displays all the frequencies associated with this airport.

<table>
<thead>
<tr>
<th>Airport Communications</th>
</tr>
</thead>
<tbody>
<tr>
<td>DULLES TOWER</td>
</tr>
<tr>
<td>134.85</td>
</tr>
<tr>
<td>120.1 RY 01R/19L</td>
</tr>
<tr>
<td>120.25 RY 01C/19C</td>
</tr>
<tr>
<td>134.425 RY 01L/10R &amp; RY</td>
</tr>
<tr>
<td>12/30</td>
</tr>
<tr>
<td>317.8 RY 01R/19L</td>
</tr>
<tr>
<td>346.6 RY 01C/19C</td>
</tr>
<tr>
<td>346.6 RY 01L/19R &amp; RY 12/30</td>
</tr>
<tr>
<td>DULLES GROUND</td>
</tr>
<tr>
<td>121.625 WEST</td>
</tr>
<tr>
<td>121.9 EAST</td>
</tr>
<tr>
<td>317.8 EAST</td>
</tr>
<tr>
<td>346.6 WEST</td>
</tr>
<tr>
<td>CLEARANCE DELIVERY</td>
</tr>
<tr>
<td>115.6</td>
</tr>
<tr>
<td>115.7</td>
</tr>
<tr>
<td>125.8</td>
</tr>
<tr>
<td>126.425</td>
</tr>
<tr>
<td>132.45</td>
</tr>
<tr>
<td>128.525(091-240)</td>
</tr>
<tr>
<td>A3 ASSIGNED</td>
</tr>
<tr>
<td>125.8</td>
</tr>
<tr>
<td>126.425</td>
</tr>
<tr>
<td>132.45</td>
</tr>
<tr>
<td>APCH/P CLASS B</td>
</tr>
<tr>
<td>120.65</td>
</tr>
<tr>
<td>121.5</td>
</tr>
<tr>
<td>243.04</td>
</tr>
<tr>
<td>MIDFLD T/AMP CTL</td>
</tr>
<tr>
<td>120.65</td>
</tr>
<tr>
<td>EMERG</td>
</tr>
<tr>
<td>121.5</td>
</tr>
<tr>
<td>ASR RADAR (UAVL, ADSY 15000 FT)</td>
</tr>
<tr>
<td>ASR ELEV 27.1 CPMSH1 38 56 15 8022N 77 27 39 3522W CPMSH2</td>
</tr>
<tr>
<td>38 56 01 0500N 77 25 54 0578W MTX1 38 55 58 8023N 77 27 14 2290W</td>
</tr>
<tr>
<td>MTX2 38 55 50 768BN 77 26 11 5516W MTX3 38 58 32 0723N</td>
</tr>
<tr>
<td>77 27 33 4491W FEED HORN ELEV 340.3</td>
</tr>
<tr>
<td>ARRIVALS MAY BE EXTENDED OUTSIDE OF CLASS B.</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Runway 01R/19L</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dimensions</td>
</tr>
<tr>
<td>11500 x 160 foot</td>
</tr>
<tr>
<td>Surface</td>
</tr>
<tr>
<td>CONC-G GRVYD</td>
</tr>
<tr>
<td>Weight Limits</td>
</tr>
<tr>
<td>81 R/C/W/T S-200 D-250</td>
</tr>
<tr>
<td>ST-450 DT-875</td>
</tr>
<tr>
<td>Runway 01R</td>
</tr>
<tr>
<td>Coordinates</td>
</tr>
<tr>
<td>38 55 43’N / 077 26 19.7W</td>
</tr>
<tr>
<td>Elevation</td>
</tr>
<tr>
<td>311.7</td>
</tr>
<tr>
<td>Traffic Pattern</td>
</tr>
<tr>
<td>Left</td>
</tr>
<tr>
<td>Runway Heading</td>
</tr>
<tr>
<td>011° Magnetic, 001° True</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Runway 19L</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coordinates</td>
</tr>
<tr>
<td>38 57 32’N / 077 26 16.7W</td>
</tr>
<tr>
<td>Elevation</td>
</tr>
<tr>
<td>290.9</td>
</tr>
<tr>
<td>Traffic Pattern</td>
</tr>
<tr>
<td>Left</td>
</tr>
<tr>
<td>Runway Heading</td>
</tr>
<tr>
<td>191° Magnetic, 181° True</td>
</tr>
</tbody>
</table>

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.

   - **RY 30 DEPARTURES USE UPPER ANTENNA FOR ATC COMMUNICATIONS.**
   - **ASDE-X IN USE. OPERATE TRANSPONDERS WITH ALTITUDE REPORTING MODE AND ADS-B (IF EQUIPPED) ENABLED ON ALL AIRPORT SURFACES.**
   - **Landing Fee, Flight Notification Service (ADCUS) Avbl. Note: see special notices – Continuous Power Facilities.**
   - **TWY E1 RESTRICTED TO ACFT WITH A WINGSPAN LESS THAN 79 FT.**
   - **F747-8 RESTRICTED TO MAXIMUM Taxi SPEED 17 KTS (20 MPH) ON TWY J.**
   - **Engine Runups BTW 2200L & 0700. REQUIRE PRIOR APPROVAL FM ARPT OPS.**
   - **ALL 180 DEG TURNS OUT OF APRON POSITIONS SHALL BE MADE USING MINIMUM POWER.**
   - **Itinerant ACFT CTC FBO ON 122.95 FOR SERVICES.**
   - **ALL AIRCRAFT WITH WINGSPAN EXCEEDING 118 FT ARE RESTRICTED FROM USING TAXI LANE A BTN A1 & A5.**
   - **RUNUP BLOCKS FOR RY 30 Designated As Non-Movement Area.**
   - **TaxiLNE ‘C’ Active; Pushback Clncs On North Side Of Midfield Terminal Are Onto TaxiLne ‘D’ Only Unless Otherwise AUTH.**
   - **ACR Push Backs & Pwr FM All Apron PNs require Clnc FM MWAA Ramp Twr.**
   - **Large Flocks Of Birds On & In Vicinity Of ArpT/Deer In Vicinity Of ArpT.**
   - **During Periods of Acft Saturation Long Term Parking May Not Be Available. Services For Fuel and Go Only Will Be Available.**
   - **Flight Training Between 0700-0700 Is Prohibited.**
   - **RY Status LGTs Are In Opn.**

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.

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.

<table>
<thead>
<tr>
<th>UOA Form Field</th>
<th>Syntax Validation</th>
<th>Description</th>
</tr>
</thead>
</table>
| 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

<table>
<thead>
<tr>
<th>Field</th>
<th>Syntax Validation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>First Day</td>
<td>• MM/DD/YYYY&lt;br&gt;• Must be no more than 365 days from current day</td>
<td>• The day the UOA schedule begins.&lt;br&gt;• Visible when Recurring Flight is selected for Frequency</td>
</tr>
<tr>
<td>Last Day</td>
<td>• MM/DD/YYYY&lt;br&gt;• Must be no more than 365 days from current day</td>
<td>• The day the UOA schedule ends.&lt;br&gt;• Visible when Recurring Flight is selected for Frequency</td>
</tr>
<tr>
<td>Active Days</td>
<td>• At least one must be selected</td>
<td>• The days of the week the UOA will be active, within the first and last days of the schedule.&lt;br&gt;• Visible when Recurring Flight is selected for Frequency</td>
</tr>
<tr>
<td>Daily Active Time Range</td>
<td>• At least one of the three options must be selected.&lt;br&gt;• When specifying start and end time explicitly:&lt;br&gt;  o 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&lt;br&gt;  o Time zone: &lt;br&gt;  - EDT&lt;br&gt;  - CST&lt;br&gt;  - CDT&lt;br&gt;  - MST&lt;br&gt;  - MDT&lt;br&gt;  - PST&lt;br&gt;  - PDT&lt;br&gt;  - AKST&lt;br&gt;  - AKDT&lt;br&gt;  - HST&lt;br&gt;  - UTC</td>
<td>• The time range during the day the UOA will be active, on those days where it is active.&lt;br&gt;• Visible when Recurring Flight is selected for Frequency</td>
</tr>
<tr>
<td>Operating Area</td>
<td>• Selection of either Circular Area, Non-circular Area or Line</td>
<td>• This selection is used to select if the UOA will be a circular shape, a polygon or a line.</td>
</tr>
<tr>
<td>Circular Area - Center Point</td>
<td>One of the following formats:&lt;br&gt;  • 2-4 alphanumeric airport/heliport/navaid (default airport) identifier&lt;br&gt;    Examples: HGR, KSEA, 9015&lt;br&gt;  • 8-20 character latitude/longitude in the format aabb(ss)(t(l)(t(A))/(c)ccdd(ss)(t(l)(B), where parentheses denote optional characters&lt;br&gt;    • aa is degrees latitude in the range 00-90&lt;br&gt;    • bb is minutes latitude in the range 00-59&lt;br&gt;    • (c)cc is degrees longitude in the range 00-180&lt;br&gt;    • dd is minutes longitude in the range 00-59&lt;br&gt;    • ss is seconds in the range 00-59&lt;br&gt;    • (t) is tenths of a second .0 to .9&lt;br&gt;    • (A) is either N or S (North or South, default to N if unspecified)&lt;br&gt;    • (B) is either W or E (West or East, default to W if unspecified)</td>
<td>• This field identifies the center point of a circular area. Different formats can be used to identify this area, including nav aids, FRDs, or latitude/longitudes.&lt;br&gt;• FRDs only permitted when referenced from a VOR&lt;br&gt;• Visible only when Circular Area is selected</td>
</tr>
</tbody>
</table>
### UOA Form

<table>
<thead>
<tr>
<th>Field</th>
<th>Syntax Validation</th>
<th>Description</th>
</tr>
</thead>
</table>
| **Circular Area - Radius Point** | - 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 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, 9015
  - 8-20 character latitude/longitude in the format aabb(ss)(.)(t)(A)(/)(c)ccdd(ss)(.t)(B), where parentheses denote optional characters
    a is degrees latitude in the range 00-90
    b 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
    (.) 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 | - 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, 9015
  - 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

<table>
<thead>
<tr>
<th>Field</th>
<th>Syntax Validation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Field</td>
<td>aabb(ss)(.)(t)(A)/c</td>
<td>ccdd(ss)(.t)(B), where parentheses denote optional characters</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>9-11 alphanumeric fix-radial-distance in the format AAAaaabbb(.b(b)), where parentheses denote optional characters</td>
<td>This identifies the width of the UOA line in nautical miles around the center line.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Line - Width</td>
<td>Range .1 to 25.0</td>
<td></td>
</tr>
<tr>
<td>Contact Information</td>
<td>1-200 characters.</td>
<td>The name and phone number of the UAS operator.</td>
</tr>
<tr>
<td>Additional Information (optional)</td>
<td>1-200 characters.</td>
<td>Any additional information, such as a description of the flight.</td>
</tr>
<tr>
<td>Pre-programmed Contingency Route (optional)</td>
<td>1-500 characters.</td>
<td>This field is used if the UAS includes a pre-programmed contingency route.</td>
</tr>
<tr>
<td>NOTAM COA Identifier (Certificate of Waiver or Authorization)</td>
<td>Authorized COA Identifier</td>
<td>Authorized identifier issued to a public operator for a specific UOA activity for which NOTAMs are submitted.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Required for the UOA</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Enabled when the User is Registered</td>
</tr>
<tr>
<td>Preview NOTAM</td>
<td>N/A</td>
<td>Displays the NOTAM text that would be submitted to the USNS when the UOA is submitted.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Enabled when the User is Registered</td>
</tr>
<tr>
<td>View NOTAM</td>
<td>N/A</td>
<td>Displays the NOTAM text that has already been successfully submitted to the USNS for the UOA.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Visible only after the UOA has been submitted.</td>
</tr>
</tbody>
</table>
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:

```
NOTAM Creation and Service Registration (required)

COA Identifier: [ ]

A UAS NOTAM will be submitted on your behalf when clicking the Submit button.

[Preview NOTAM] Refer to FAA Guidance regarding submission of NOTAMs for Unmanned Aircraft.

NOTAM service information and registration.
```

After successful registration, the NOTAM section will enable controls for allowing NOTAM submission and NOTAM preview:

```
NOTAM Creation and Service Registration (required)

COA Identifier: [ ]

A UAS NOTAM will be submitted on your behalf when clicking the Submit button.

[Preview NOTAM] Refer to FAA Guidance regarding submission of NOTAMs for Unmanned Aircraft.

NOTAM service information and registration.
```

**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 UDA. NOTAM(s) will be submitted 72 hours prior to the UDA 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.

[Buttons: Register, Cancel Registration, Close]
12. 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 and contains a link to the privacy policy.

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.

![Primary Phone Number](image)

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.

![Phone Type Dropdown](image)

The sixth section is the **Additional Phone Numbers** box.

![Additional Phone Numbers](image)

Nine additional phone numbers may be added.

Pilots can click on ![Add Phone Number](image) to add additional phone numbers following the same format as described above for primary phone number.

![Add Logon](image)

To delete any additional phone numbers click on the ![Delete](image).

The seventh section is the **Emergency Contacts** box.

![Emergency Contacts](image)

In this section pilots can click on ![Add Emergency Contact](image) 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 Delete button.

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 the Add Email Address button 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 button.

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 the Add Aircraft button to add additional aircraft. To delete the currently viewed aircraft, click on the Delete Aircraft button.

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 button to allow changes to the aircraft information including the selection. 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 Information

- **Aircraft ID:**
- **Aircraft Type:**
- **Position Reporting Device:**
- **Position Reporting Device ID:**
- **Aircraft Code (Optional):**
- **Fuel Capacity:**

### Aircraft Performance

*Note: If data is entered in one aircraft performance field, then all aircraft performance fields become required.*

- **Fuel Unit:**
- **Takeoff Fuel Burn:**
- **Climb Performance**
  - **Altitude:**
  - **Fuel Burn Rate:**
  - **Climb Rate:**
- **Cruise Performance**
  - **Fuel Burn Rate:**
  - **Cruise Altitude:**
- **Descent Performance**
  - **Fuel Burn Rate:**
  - **Descent Rate:**

### Aircraft Information

- **Aircraft ID:**
- **Aircraft Type:**
- **Position Reporting Device:**
- **Position Reporting Device ID:**
- **Aircraft Code (Optional):**
- **Fuel Capacity:**

### Aircraft Performance

*Note: If data is entered in one aircraft performance field, then all aircraft performance fields become required.*

- **Fuel Unit:**
- **Takeoff Fuel Burn:**
- **Climb Performance**
  - **Altitude:**
  - **Fuel Burn Rate:**
  - **Climb Rate:**
- **Cruise Performance**
  - **Fuel Burn Rate:**
  - **Cruise Altitude:**
- **Descent Performance**
  - **Fuel Burn Rate:**
  - **Descent Rate:**
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**

### Aircraft Performance

*Note: If data is entered in one aircraft performance field, then all aircraft performance fields become required.*

<table>
<thead>
<tr>
<th>Fuel Units:</th>
<th>Gallons</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Startup/Taxi Fuel Burn</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Climb Performance</strong></td>
<td></td>
</tr>
</tbody>
</table>
| *Airspeed:*
| knots |
| *Fuel Burn Rate:*
| gallons/hour |
| *Climb Rate:*
| feet/minute |
| **Cruise Performance** |
| *Fuel Burn Rate:*
| gallons/hour |
| **Descent Performance** |
| *Airspeed:*
| knots |
| *Fuel Burn Rate:*
| gallons/hour |
| *Descent Rate:*
| feet/minute |

### 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 9999.9.  
  *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 9999.9.  
  To enter hourly fuel burn rates, click on the following button:
  ![Provide Hourly Burn Rates](button.png)

  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.

<table>
<thead>
<tr>
<th>Cruise Performance</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Fuel Burn Rate:</strong></td>
</tr>
<tr>
<td>Hour 1: 321 gallons/hour</td>
</tr>
<tr>
<td>Hour 2: 320</td>
</tr>
<tr>
<td>Hour 3: 300</td>
</tr>
<tr>
<td>Hour 4: 280</td>
</tr>
<tr>
<td>Hour 5: 230</td>
</tr>
<tr>
<td>Hour 6: 200</td>
</tr>
<tr>
<td>Hour 7: 170</td>
</tr>
<tr>
<td>Hour 8 &amp; beyond: 150 (Delete)</td>
</tr>
</tbody>
</table>

[Add Another Hour](button.png)  
What's this?

Hourly Fuel Burn Rates can be added, up to a maximum of 8 hours, by clicking on the [Add Another Hour](button.png) button.
By clicking the 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.

In order 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 □ 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 Usernames

13. 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
14. **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.

15. **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.

<table>
<thead>
<tr>
<th>Type</th>
<th>Designator</th>
</tr>
</thead>
<tbody>
<tr>
<td>Balloons</td>
<td>BAL</td>
</tr>
<tr>
<td>Gliders, sailplanes</td>
<td>GLID</td>
</tr>
<tr>
<td>Ultralight/MSU helicopters</td>
<td>UHEL</td>
</tr>
<tr>
<td>Ultralight/MSU aircraft</td>
<td>ULAC</td>
</tr>
<tr>
<td>Aircraft types not yet assigned a designator</td>
<td>ZZZZ</td>
</tr>
</tbody>
</table>

**Homeland/Experimental Aircraft**

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Designator</th>
<th>Climb Rate (FPM)</th>
<th>Descent Rate (FPM)</th>
<th>SRS Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aircraft with cruise (indicated) airspeeds of 100 knots or less</td>
<td>HXA</td>
<td>500</td>
<td>500</td>
<td>1</td>
</tr>
<tr>
<td>Aircraft with cruise (indicated) airspeeds of greater than 100 knots, up to and including 200 knots</td>
<td>HXB</td>
<td>750</td>
<td>750</td>
<td>1</td>
</tr>
<tr>
<td>Aircraft with cruise (indicated) airspeeds of greater than 200 knots</td>
<td>HXC</td>
<td>1,000</td>
<td>1,000</td>
<td>1</td>
</tr>
</tbody>
</table>

**Weight Classes**

<table>
<thead>
<tr>
<th>Code</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>S</td>
<td>Small - U.S. designated aircraft of 12,500 lbs or less</td>
</tr>
<tr>
<td>JS</td>
<td>Small Plus - U.S. designated aircraft weighing between 12,500 and 41,000 lbs</td>
</tr>
<tr>
<td>A/</td>
<td>Light ICAO designated aircraft of 15,500 lbs or less</td>
</tr>
<tr>
<td>A</td>
<td>Large U.S. designated aircraft of more than 41,000 lbs, up to 255,000 lbs</td>
</tr>
<tr>
<td>M</td>
<td>Medium ICAO designated aircraft of more than 15,500 lbs and less than 200,000 lbs</td>
</tr>
<tr>
<td>H</td>
<td>Heavy U.S. designated aircraft of 255,000 lbs or more, ICAO designated aircraft of 200,000 lbs or more</td>
</tr>
</tbody>
</table>
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

16. 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.

17. 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.