Leidos Flight Service (LFS)

Web User Guide

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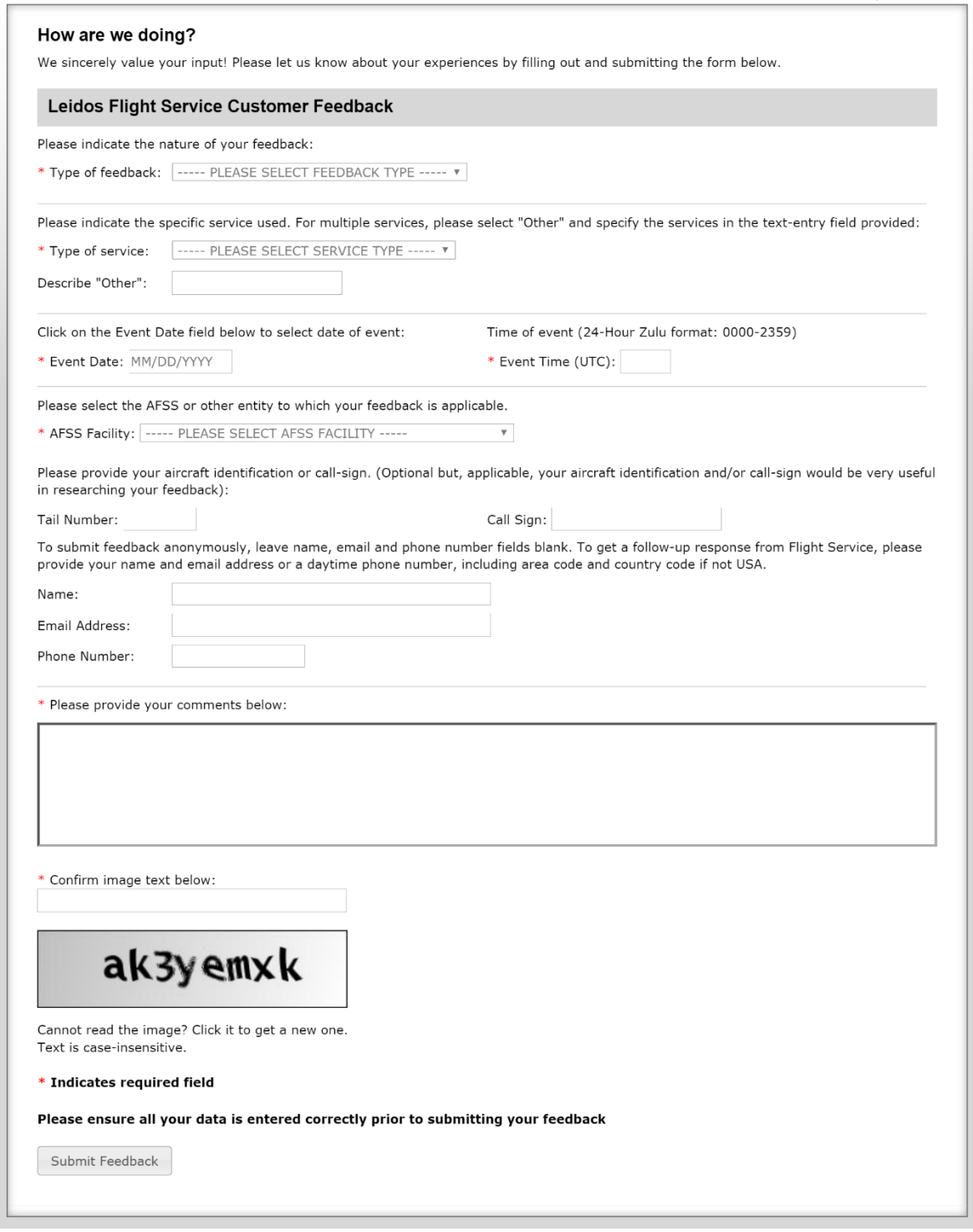
LFS Web User Guide

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.



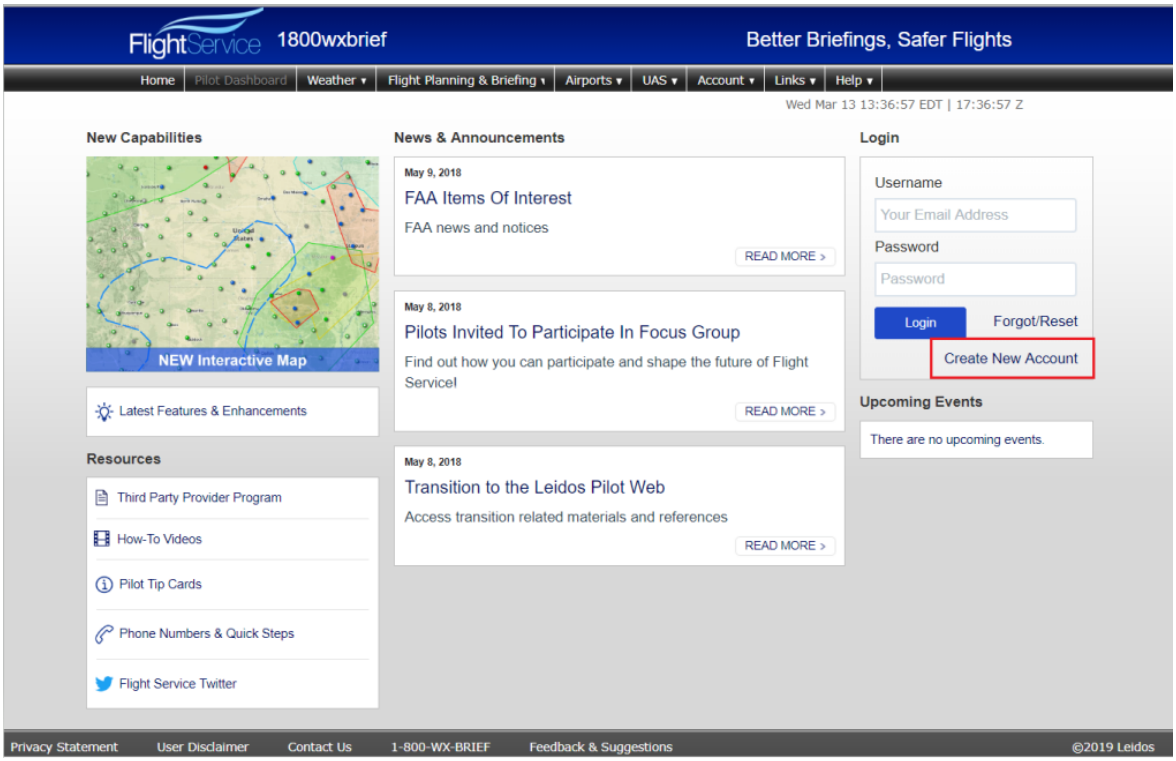
Please perform the following steps to provide feedback.

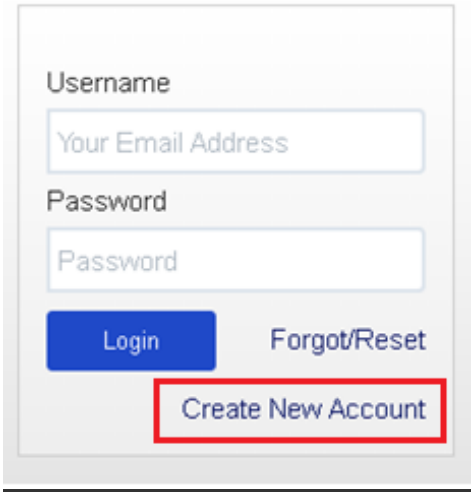
a. Select Feedback and Suggestions link near the bottom of the Home page
b. Provide answers to feedback questions
c. Click Submit Feedback button

2. Account Registration, Password Management, and Login

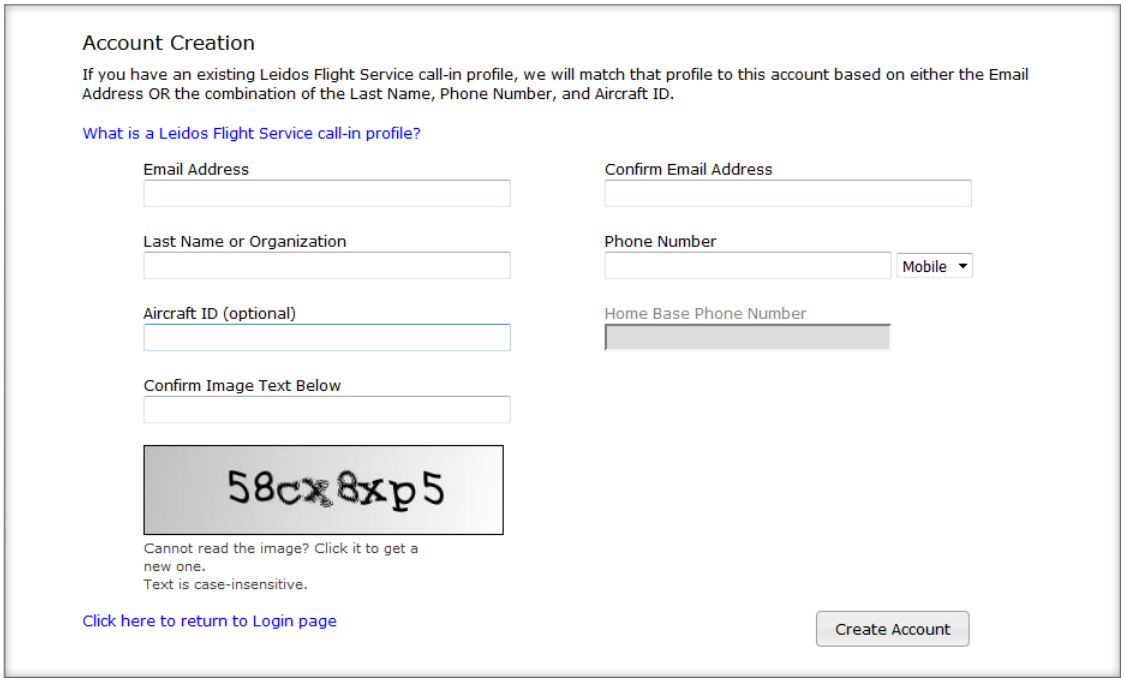
a. Account Registration

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.



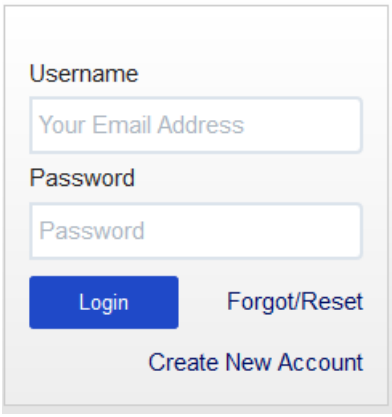


If pilot has an existing call-in profile with LFS, the system will link the web account and profile when web account is created.

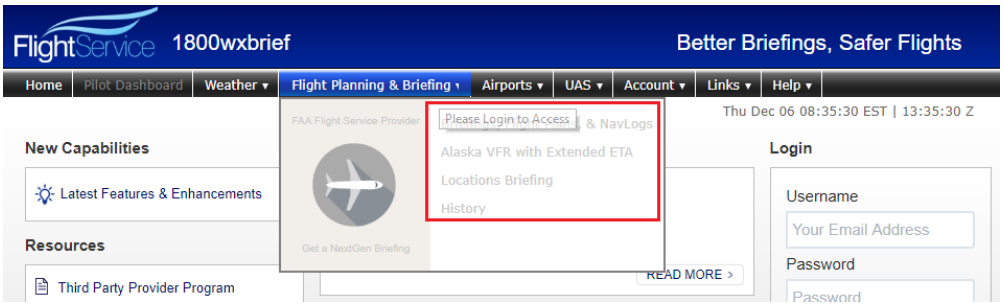


b. Login

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.

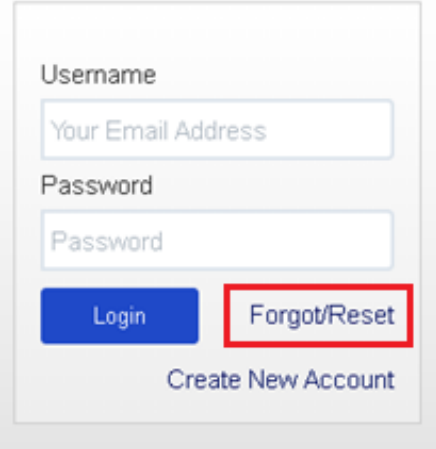


Some functionality on the website is not available if you are not logged in. These items will appear grayed out in the menu bar (see graphic below), and clicking them will have no effect. Once you have logged in, they will not be grayed and will be clickable.



c. Forgotten Password

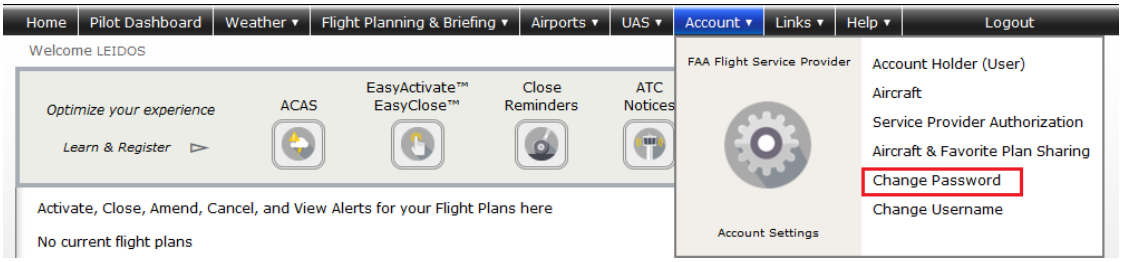
If you have a need to reset your password for an existing account, select the Forgot/Reset link in the Leidos Pilot Web login box near the top right of the Home page.



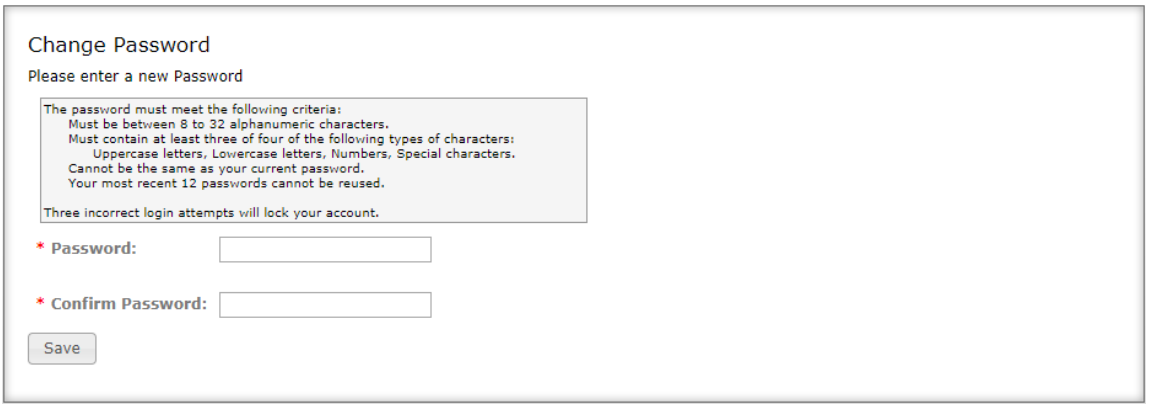
A new default password will be sent to the email account associated with the existing account. The next time you sign in using this account, use the new default password from the email. The system will immediately display the Change Password and Acknowledge Terms of Agreement page before allowing any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

d. Change Password

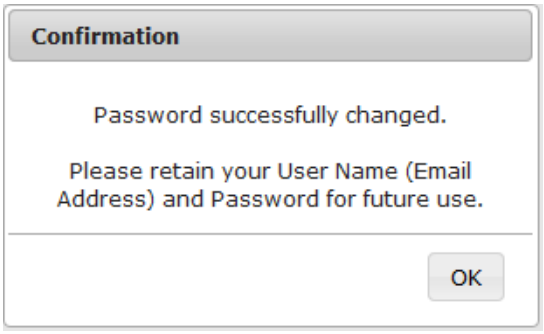
Hovering over the Account tab on the menu displays the Change Password link, as shown below.



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



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



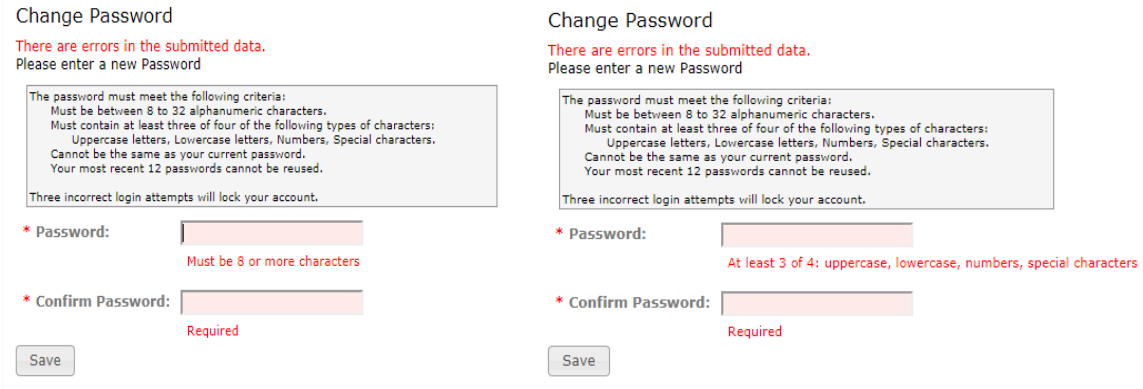
From there users can navigate to anywhere on the site.

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

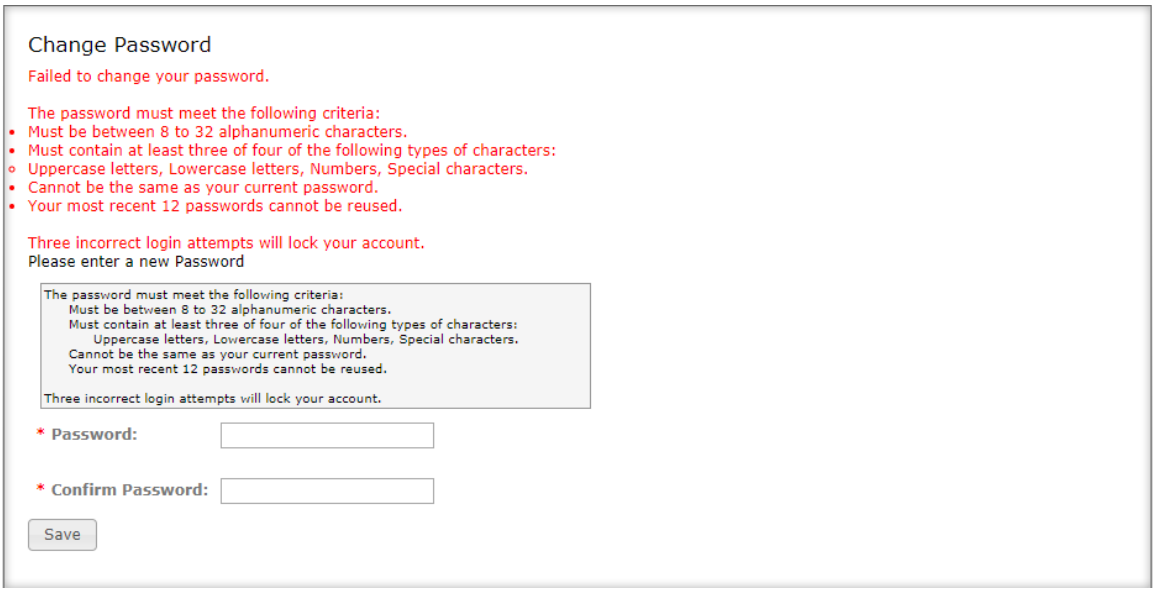
- Passwords must be between 8 to 32 alphanumeric characters.
- Must contain at least three of four of the following types of characters:
  - Uppercase letters, Lowercase letters, Numbers, Special characters.
- Cannot be the same as your current password.
- Your most recent 12 passwords cannot be reused.

Three incorrect login attempts will lock your account.

If the passwords do not match or fail validation, the screen will remain the same with a failure message.

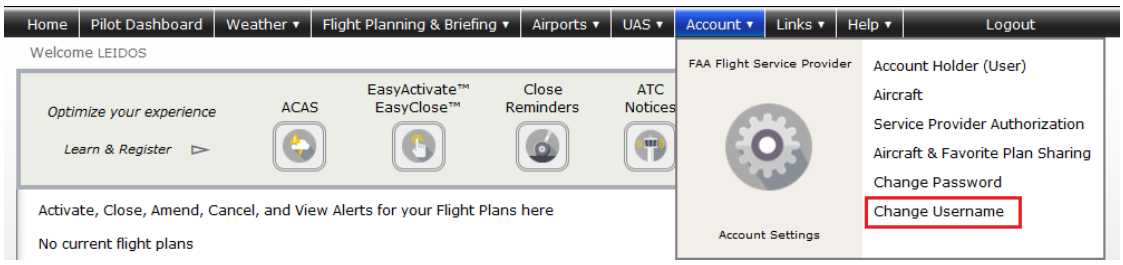


If the password criteria are not met, the screen will remain the same with a failure message and the password rules.

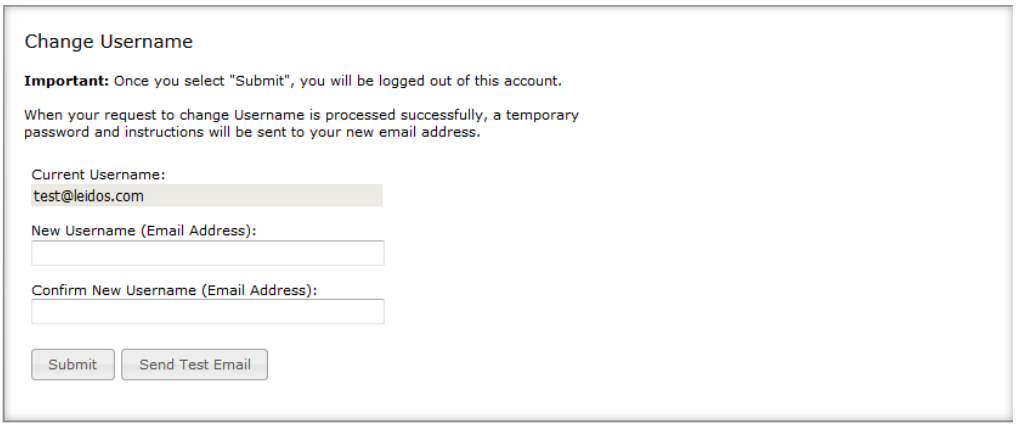


e. Change Username

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



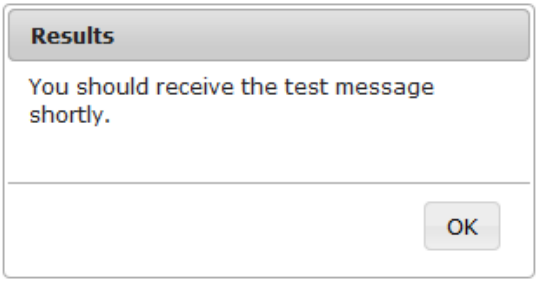
Once a user clicks the “Change Username” link, the change username page is displayed. This is where a user can change their current username to a new username. The username criterion is a valid email address.



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

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

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



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

From: DO_NOT_REPLY@afss.com with the Subject:

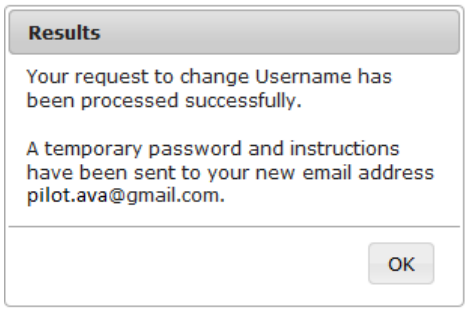
- Leidos Flt Svc Notification

Message received will be similar to the following:

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

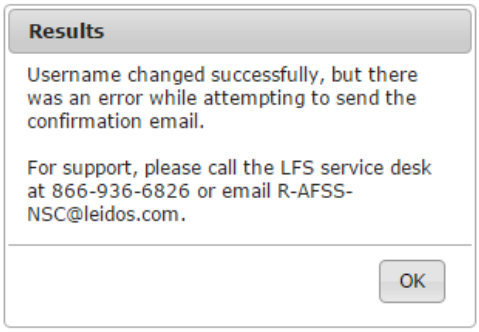
When the “OK” button is selected in the dialog, the change username page remains displayed.

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



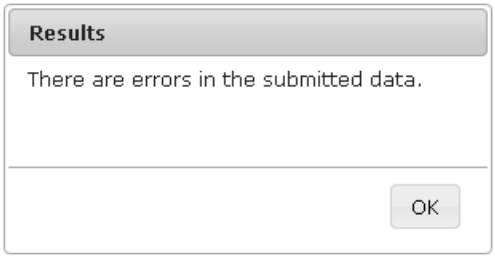
The user is sent a confirmation email containing a temporary password and further instructions. When the “OK” button is selected in the dialog, the user is logged off his or her session, and redirected to the home page where the user may log in using the new username and temporary password sent via email.

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:



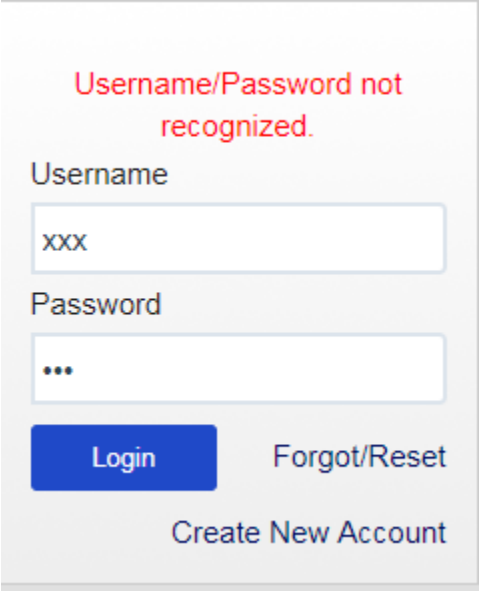
When the “OK” button is selected in the dialog, the change username page remains displayed with one of the following failure messages:

- Cannot reuse current Username

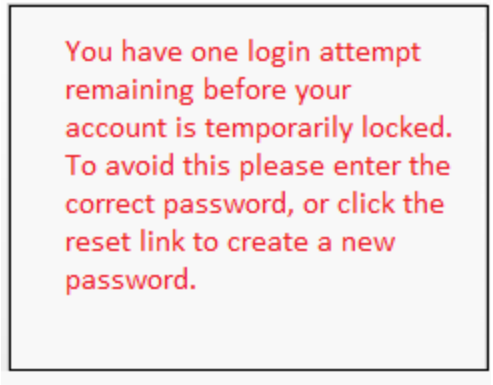
- Username already exists
- Mismatched
- Required
- Invalid

f. Unlock Your Account

If you enter an invalid username or password on login you will see the following screen:

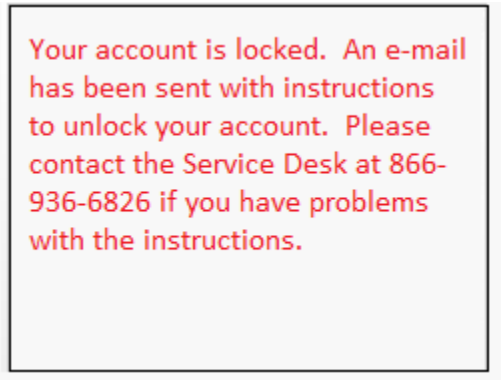


If you are using a valid Username, but an invalid password, there is a limit to the number of consecutive login failures. When the next failure will cause your account to be locked, the message above the Username entry will be:



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.

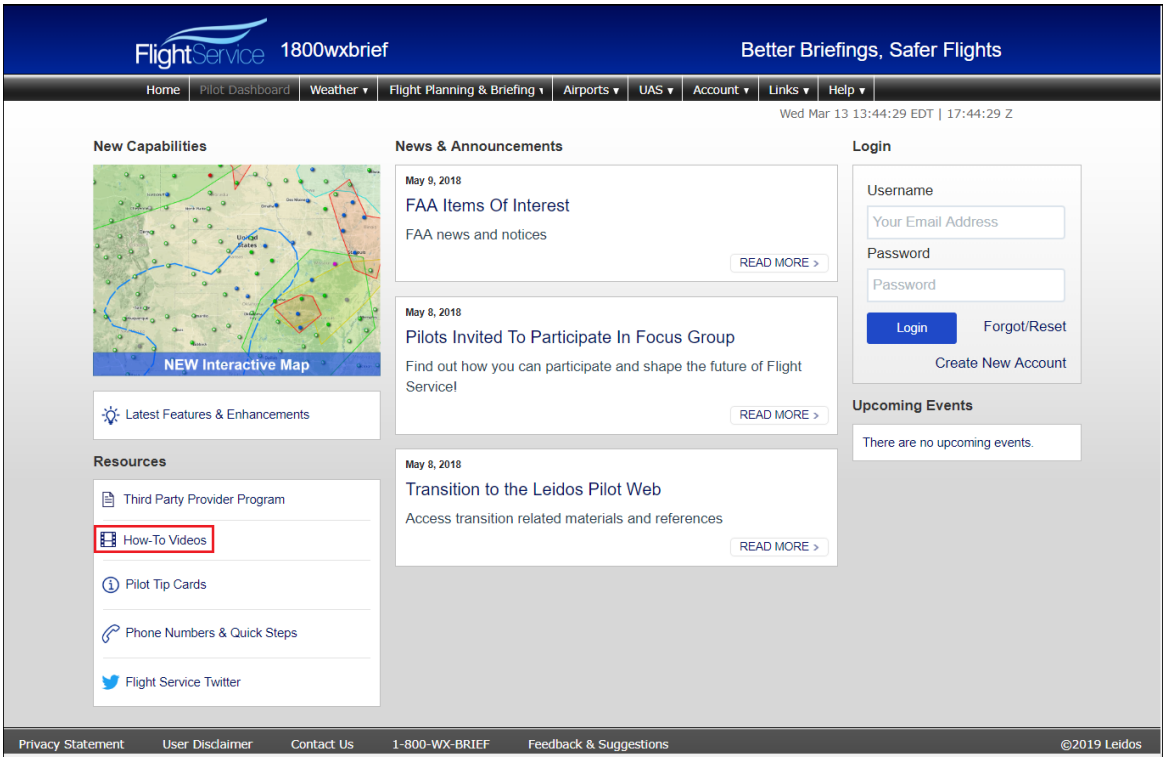
Once you have entered an incorrect password more than permitted number of consecutive times, your account will be temporarily locked the message above the “Username field will be:



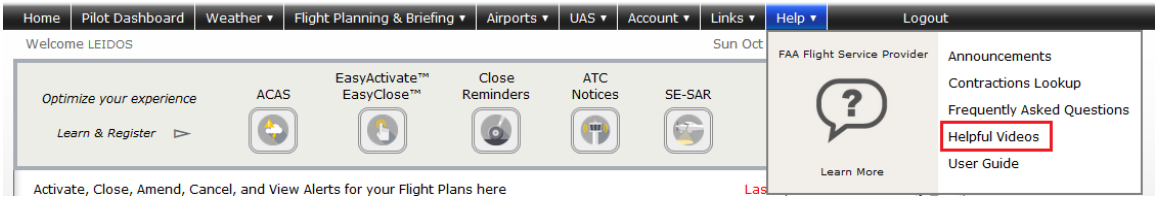
An e-mail will be sent once each time your account is locked. The e-mail contains instructions to unlock your account. Unlocking the account does not change the password. The “Forgot/Reset” link that changes passwords will not reset a locked account.

3. Helpful Videos

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



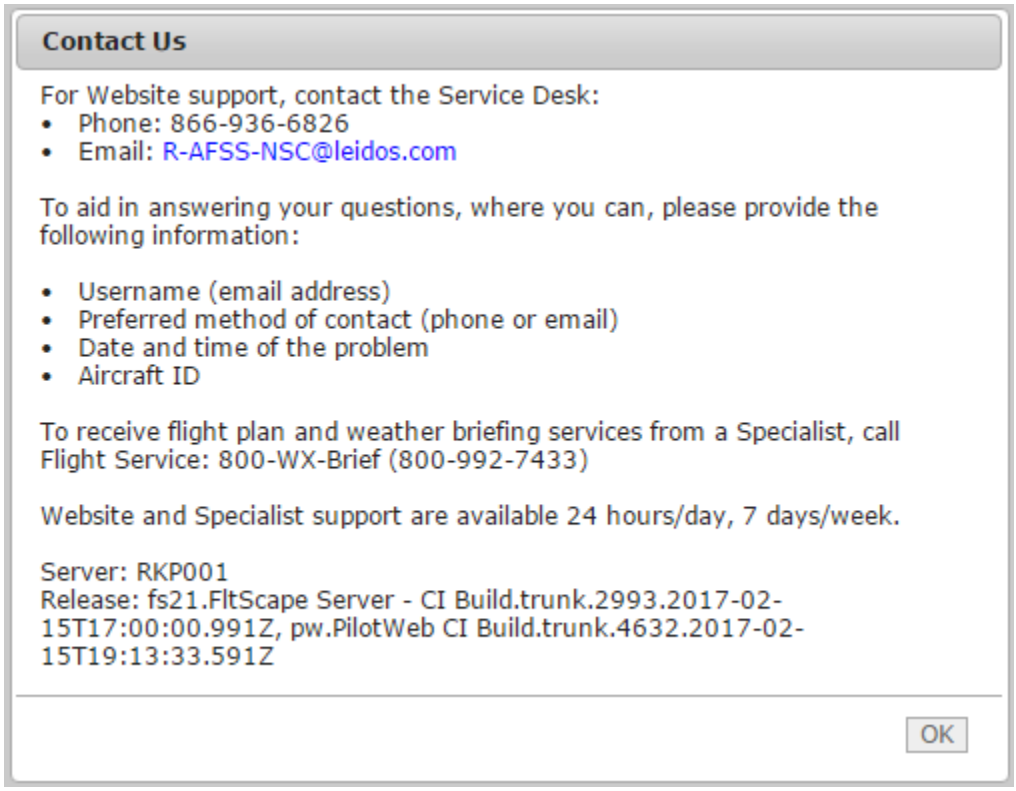
You can also select Helpful Videos from the Help menu.



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.

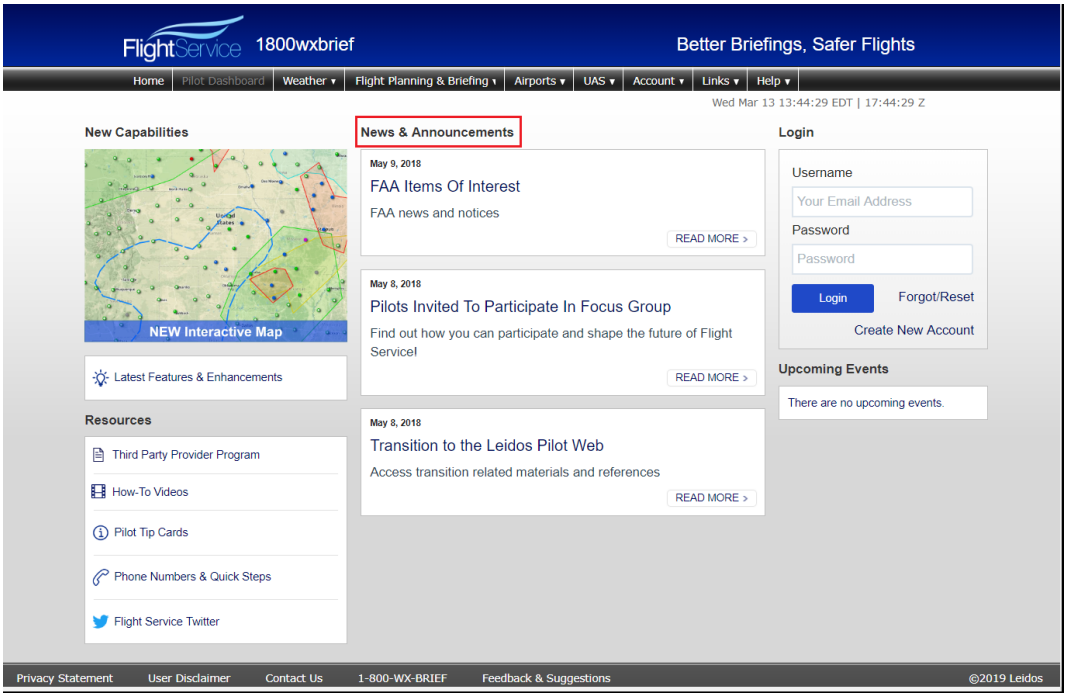
- For flight services support, please contact Leidos Flight Service: 1-800-WX-BRIEF (1-800-992-7433).
- For all other support needs, including technical support, please contact Leidos Flight Service Support Desk: 1-866-936-6826 or email R-AFSS-NSC@leidos.com.


Contact Us
For Website support, contact the Service Desk:
• Phone: 866-936-6826
• Email: R-AFSS-NSC@leidos.com
To aid in answering your questions, where you can, please provide the following information:
• Username (email address)
• Preferred method of contact (phone or email)
• Date and time of the problem
• Aircraft ID
To receive flight plan and weather briefing services from a Specialist, call Flight Service: 800-WX-Brief (800-992-7433)
Website and Specialist support are available 24 hours/day, 7 days/week.
Server: RKP001
Release: fs21.FltScape Server - CI Build.trunk.2993.2017-02-15T17:00:00.991Z, pw.PilotWeb CI Build.trunk.4632.2017-02-15T19:13:33.591Z
OK

5. Home Page

a. News and Information

The Home page contains news and information about Leidos Flight Service. On this page are New Capabilities, Resources, News & Announcements, and Upcoming Events. 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.

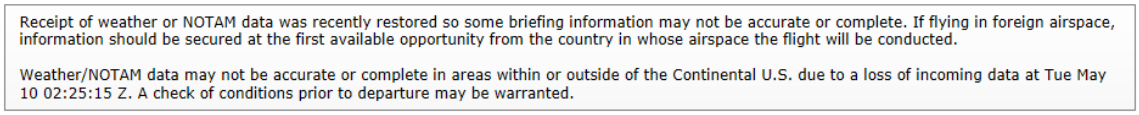


b. Links

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.

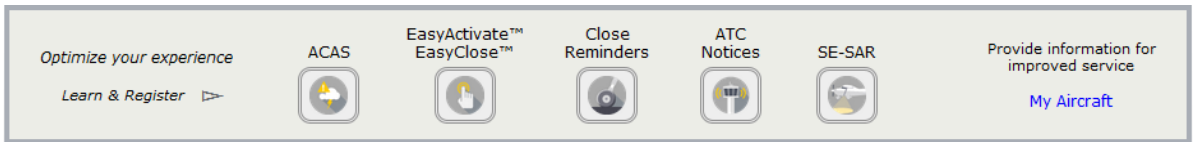


When the Service is resumed, the message will not be displayed.

6. Pilot Dashboard Page

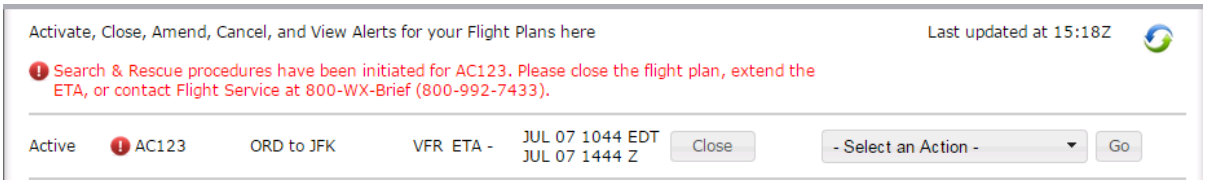
Once you have successfully logged in, the default webpage is the Pilot Dashboard page, which can also be selected at any time by clicking on the tab towards the top of the page labeled Pilot Dashboard.

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 graphics including METARs, TAFs, and NOTAMs if configured in your Account -> Display Settings tab.

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 Pilot 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 **Scheduled Email Brief** for more details)

iii. The primary sort for the Active Flights list is the ETA column in ascending order. The secondary sort is the ACID in ascending order. The primary sort for the Proposed

Flights and Scheduled Email Briefings is the ETD column in ascending order. The secondary sort is the ACID in ascending order.

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

a) Flight state: Active, Proposed, or Briefing

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

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

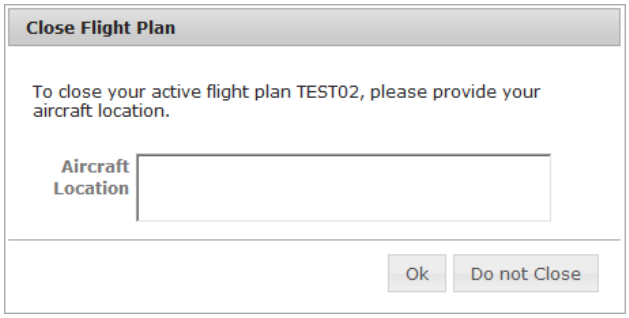
d) ACID: The Aircraft Identifier

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

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

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

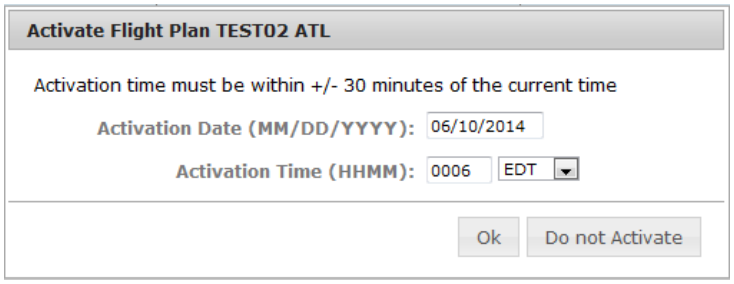
h) Action Button: The Close button is displayed for flights in the active state. When the user clicks the Close button, the system displays the Close confirmation dialog with Ok and Do not Close buttons. This helps ensure every opportunity is available to avoid accidentally closing an Active Flight Plan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



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

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

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



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

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

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

(a) Perform a route briefing

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

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

(d) Cancel email briefings (if any are associated with the flight)

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

(a) Cancel the flight plan

(b) Activate the flight plan

(c) Perform a route briefing

(d) View the alerts for the flight along its route

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

(f) Cancel email briefings (if any are associated with the flight).

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

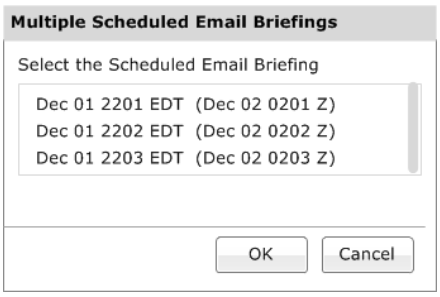
(a) Amend email briefings

(b) Cancel email briefings. Reference section **Scheduled Email Brief** 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:



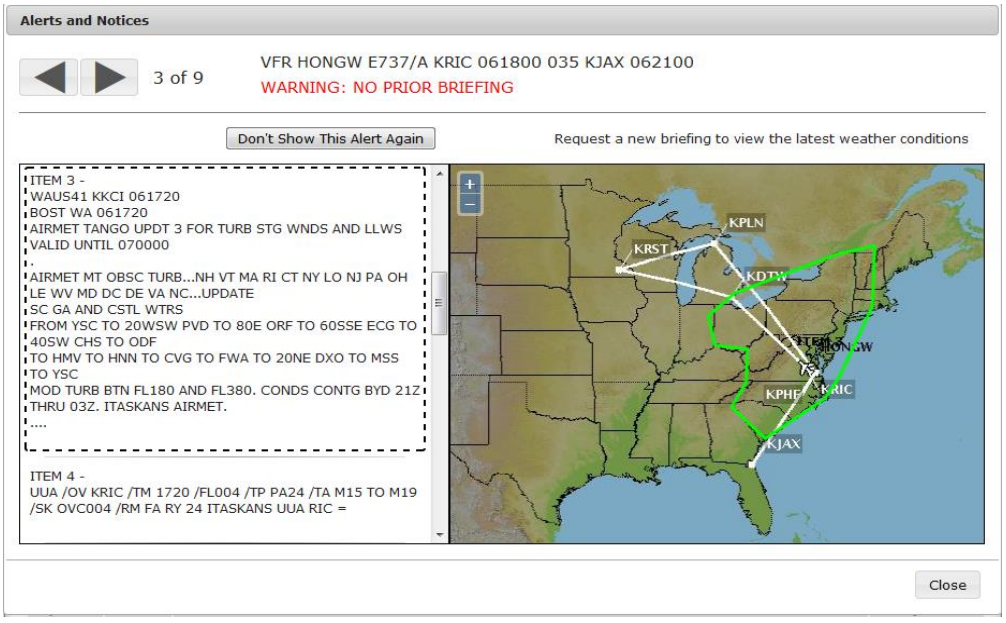
The briefing time for each scheduled email brief is displayed in chronological order. The format for the briefing time is the system time, followed by the UTC time in parenthesis. The user can select one of the times and then press “OK”. At this point the appropriate dialog (View & Amend Email Briefing 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 Pilot Dashboard page if configured in accordance with pilot’s Pilot Dashboard -> Advanced Services Dashboard.

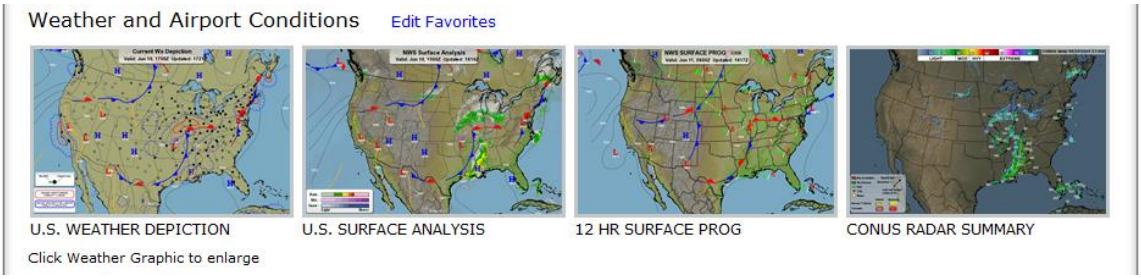
Notices for ATC route changes are available on the Pilot Dashboard page for users that have registered to receive ATC Notices. For more information on registering for ATC Notices, see the "Advanced Services Dashboard" section of this guide.

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.



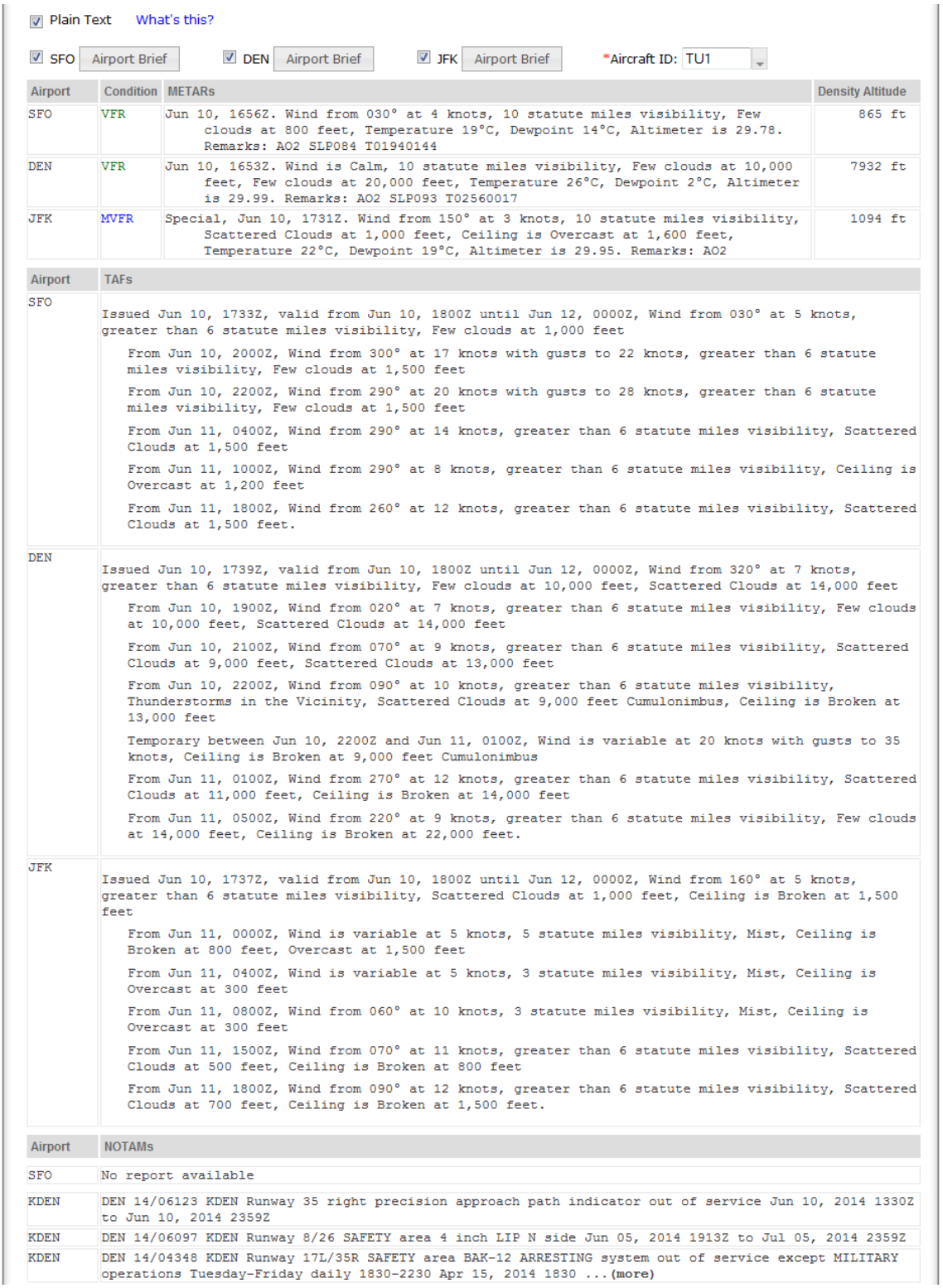
c. Weather and Airport Conditions

The Weather and Airport Conditions section displays small versions of your favorite weather graphics as shown below. As a new user, the system will provide you with default weather graphics. The default graphics show the most recent versions of US WEATHER DEPICTION, US SURFACE ANALYSIS, 12 HR SURFACE PROG, and CONUS RADAR SUMMARY. Selecting an image will open a new popup window with a larger version of the graphic.



You may change the weather graphics to your own personal selection from Display Settings page by selecting the Edit Favorites link on the Pilot Dashboard page. In addition, you may click the weather graphic image to enlarge the image.

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 airport briefing may be retrieved for any of these airports by entering an Aircraft ID and clicking the Airport Brief button. Also, as a new user, the METAR, TAF, and NOTAM text is shown by default in plain-text translation.



Plain Text What's this?

SFO Airport Brief DEN Airport Brief JFK Airport Brief *Aircraft ID: TU1

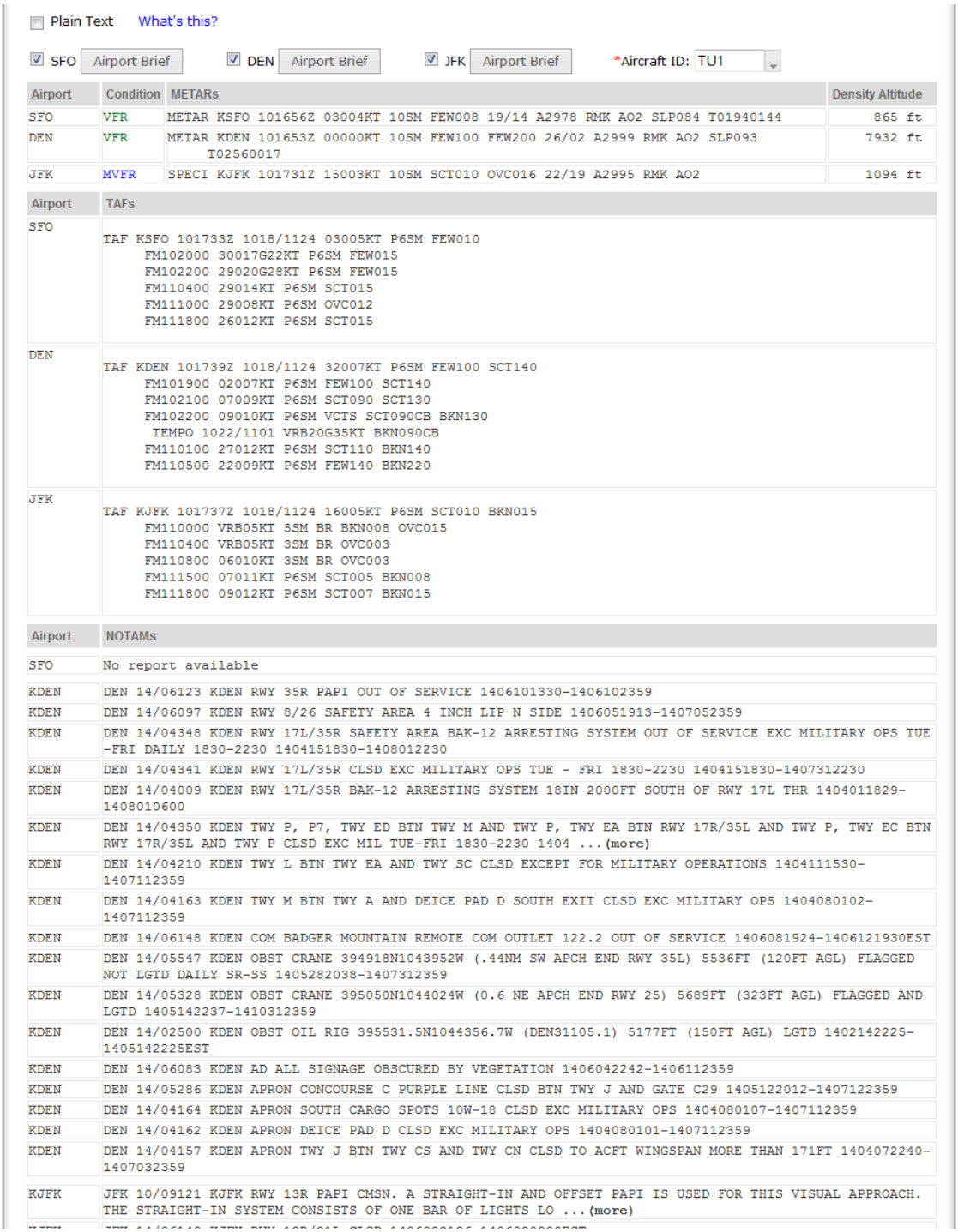
Airport	Condition	METARs	Density Altitude
SFO	VFR	Jun 10, 1656Z. Wind from 030° at 4 knots, 10 statute miles visibility, Few clouds at 800 feet, Temperature 19°C, Dewpoint 14°C, Altimeter is 29.78. Remarks: AO2 SLP084 T01940144	865 ft
DEN	VFR	Jun 10, 1653Z. Wind is Calm, 10 statute miles visibility, Few clouds at 10,000 feet, Few clouds at 20,000 feet, Temperature 26°C, Dewpoint 2°C, Altimeter is 29.99. Remarks: AO2 SLP093 T02560017	7932 ft
JFK	MVFR	Special, Jun 10, 1731Z. Wind from 150° at 3 knots, 10 statute miles visibility, Scattered Clouds at 1,000 feet, Ceiling is Overcast at 1,600 feet, Temperature 22°C, Dewpoint 19°C, Altimeter is 29.95. Remarks: AO2	1094 ft

Airport	TAFs
SFO	Issued Jun 10, 1733Z, valid from Jun 10, 1800Z until Jun 12, 0000Z, Wind from 030° at 5 knots, greater than 6 statute miles visibility, Few clouds at 1,000 feet From Jun 10, 2000Z, Wind from 300° at 17 knots with gusts to 22 knots, greater than 6 statute miles visibility, Few clouds at 1,500 feet From Jun 10, 2200Z, Wind from 290° at 20 knots with gusts to 28 knots, greater than 6 statute miles visibility, Few clouds at 1,500 feet From Jun 11, 0400Z, Wind from 290° at 14 knots, greater than 6 statute miles visibility, Scattered Clouds at 1,500 feet From Jun 11, 1000Z, Wind from 290° at 8 knots, greater than 6 statute miles visibility, Ceiling is Overcast at 1,200 feet From Jun 11, 1800Z, Wind from 260° at 12 knots, greater than 6 statute miles visibility, Scattered Clouds at 1,500 feet.
DEN	Issued Jun 10, 1739Z, valid from Jun 10, 1800Z until Jun 12, 0000Z, Wind from 320° at 7 knots, greater than 6 statute miles visibility, Few clouds at 10,000 feet, Scattered Clouds at 14,000 feet From Jun 10, 1900Z, Wind from 020° at 7 knots, greater than 6 statute miles visibility, Few clouds at 10,000 feet, Scattered Clouds at 14,000 feet From Jun 10, 2100Z, Wind from 070° at 9 knots, greater than 6 statute miles visibility, Scattered Clouds at 9,000 feet, Scattered Clouds at 13,000 feet From Jun 10, 2200Z, Wind from 090° at 10 knots, greater than 6 statute miles visibility, Thunderstorms in the Vicinity, Scattered Clouds at 9,000 feet Cumulonimbus, Ceiling is Broken at 13,000 feet Temporary between Jun 10, 2200Z and Jun 11, 0100Z, Wind is variable at 20 knots with gusts to 35 knots, Ceiling is Broken at 9,000 feet Cumulonimbus From Jun 11, 0100Z, Wind from 270° at 12 knots, greater than 6 statute miles visibility, Scattered Clouds at 11,000 feet, Ceiling is Broken at 14,000 feet From Jun 11, 0500Z, Wind from 220° at 9 knots, greater than 6 statute miles visibility, Few clouds at 14,000 feet, Ceiling is Broken at 22,000 feet.
JFK	Issued Jun 10, 1737Z, valid from Jun 10, 1800Z until Jun 12, 0000Z, Wind from 160° at 5 knots, greater than 6 statute miles visibility, Scattered Clouds at 1,000 feet, Ceiling is Broken at 1,500 feet From Jun 11, 0000Z, Wind is variable at 5 knots, 5 statute miles visibility, Mist, Ceiling is Broken at 800 feet, Overcast at 1,500 feet From Jun 11, 0400Z, Wind is variable at 5 knots, 3 statute miles visibility, Mist, Ceiling is Overcast at 300 feet From Jun 11, 0800Z, Wind from 060° at 10 knots, 3 statute miles visibility, Mist, Ceiling is Overcast at 300 feet From Jun 11, 1500Z, Wind from 070° at 11 knots, greater than 6 statute miles visibility, Scattered Clouds at 500 feet, Ceiling is Broken at 800 feet From Jun 11, 1800Z, Wind from 090° at 12 knots, greater than 6 statute miles visibility, Scattered Clouds at 700 feet, Ceiling is Broken at 1,500 feet.

Airport	NOTAMs
SFO	No report available
KDEN	DEN 14/06123 KDEN Runway 35 right precision approach path indicator out of service Jun 10, 2014 1330Z to Jun 10, 2014 2359Z
KDEN	DEN 14/06097 KDEN Runway 8/26 SAFETY area 4 inch LIP N side Jun 05, 2014 1913Z to Jul 05, 2014 2359Z
KDEN	DEN 14/04348 KDEN Runway 17L/35R SAFETY area BAK-12 ARRESTING system out of service except MILITARY operations Tuesday-Friday daily 1830-2230 Apr 15, 2014 1830 ...(more)

You may change the airports to your own personal selection from Display Settings page by selecting the Edit Favorites link on the Pilot Dashboard page.

Pilots also have the ability to view the METAR, TAF, and NOTAM text without plain-text translation by deselecting the ☐ Plain Text checkbox.



☐ Plain Text What's this?

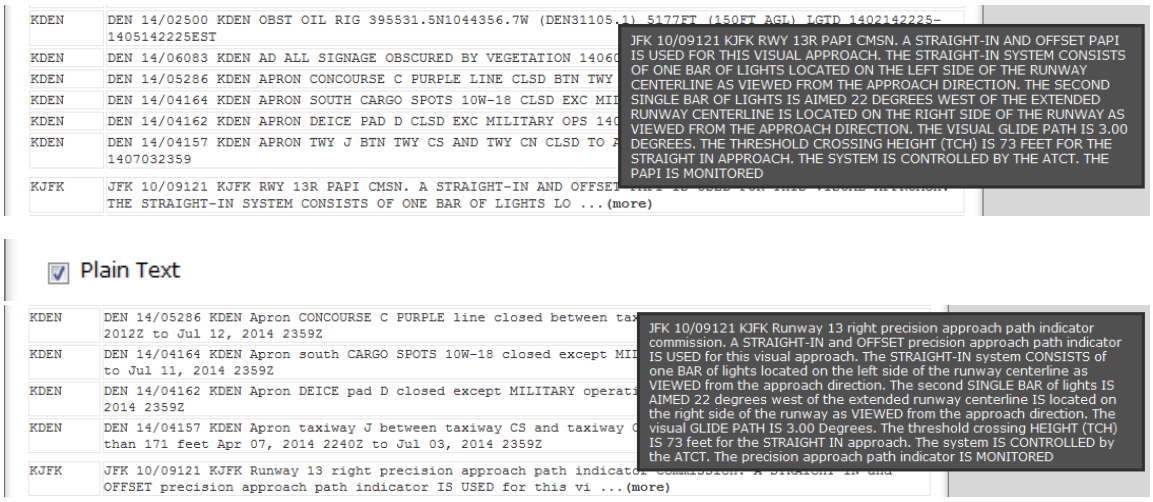
☑ SFO Airport Brief ☑ DEN Airport Brief ☑ JFK Airport Brief *Aircraft ID: TU1

Airport	Condition	METARs	Density Altitude
SFO	VFR	METAR KSFO 101656Z 03004KT 10SM FEW008 19/14 A2978 RMK AO2 SLP084 T01940144	865 ft
DEN	VFR	METAR KDEN 101653Z 00000KT 10SM FEW100 FEW200 26/02 A2999 RMK AO2 SLP093 T02560017	7932 ft
JFK	MVFR	SPECI KJFK 101731Z 15003KT 10SM SCT010 OVC016 22/19 A2995 RMK AO2	1094 ft

Airport	TAFs
SFO	TAF KSFO 101733Z 1018/1124 03005KT P6SM FEW010 FM102000 30017G22KT P6SM FEW015 FM102200 29020G28KT P6SM FEW015 FM110400 29014KT P6SM SCT015 FM111000 29008KT P6SM OVC012 FM111800 26012KT P6SM SCT015
DEN	TAF KDEN 101739Z 1018/1124 32007KT P6SM FEW100 SCT140 FM101900 02007KT P6SM FEW100 SCT140 FM102100 07009KT P6SM SCT090 SCT130 FM102200 09010KT P6SM VCTS SCT090CB BKN130 TEMPO 1022/1101 VRB20G35KT BKN090CB FM110100 27012KT P6SM SCT110 BKN140 FM110500 22009KT P6SM FEW140 BKN220
JFK	TAF KJFK 101737Z 1018/1124 16005KT P6SM SCT010 BKN015 FM110000 VRB05KT 5SM BR BKN008 OVC015 FM110400 VRB05KT 3SM BR OVC003 FM110800 06010KT 3SM BR OVC003 FM111500 07011KT P6SM SCT005 BKN008 FM111800 09012KT P6SM SCT007 BKN015

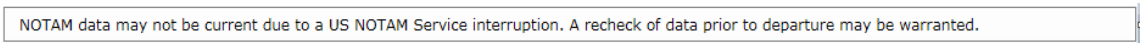
Airport	NOTAMs
SFO	No report available
KDEN	DEN 14/06123 KDEN RWY 35R PAPI OUT OF SERVICE 1406101330-1406102359
KDEN	DEN 14/06097 KDEN RWY 8/26 SAFETY AREA 4 INCH LIP N SIDE 1406051913-1407052359
KDEN	DEN 14/04348 KDEN RWY 17L/35R SAFETY AREA BAK-12 ARRESTING SYSTEM OUT OF SERVICE EXC MILITARY OPS TUE-FRI DAILY 1830-2230 1404151830-1408012230
KDEN	DEN 14/04341 KDEN RWY 17L/35R CLSD EXC MILITARY OPS TUE - FRI 1830-2230 1404151830-1407312230
KDEN	DEN 14/04009 KDEN RWY 17L/35R BAK-12 ARRESTING SYSTEM 18IN 2000FT SOUTH OF RWY 17L THR 1404011829-1408010600
KDEN	DEN 14/04350 KDEN TWY P, P7, TWY ED BTN TWY M AND TWY P, TWY EA BTN RWY 17R/35L AND TWY P, TWY EC BTN RWY 17R/35L AND TWY P CLSD EXC MIL TUE-FRI 1830-2230 1404 ...(more)
KDEN	DEN 14/04210 KDEN TWY L BTN TWY EA AND TWY SC CLSD EXCEPT FOR MILITARY OPERATIONS 1404111530-1407112359
KDEN	DEN 14/04163 KDEN TWY M BTN TWY A AND DEICE PAD D SOUTH EXIT CLSD EXC MILITARY OPS 1404080102-1407112359
KDEN	DEN 14/06148 KDEN COM BADGER MOUNTAIN REMOTE COM OUTLET 122.2 OUT OF SERVICE 1406081924-1406121930EST
KDEN	DEN 14/05547 KDEN OBST CRANE 394918N1043952W (.44NM SW APCH END RWY 35L) 5536FT (120FT AGL) FLAGGED NOT LGTD DAILY SR-SS 1405282038-1407312359
KDEN	DEN 14/05328 KDEN OBST CRANE 395050N1044024W (0.6 NE APCH END RWY 25) 5689FT (323FT AGL) FLAGGED AND LGTD 1405142237-1410312359
KDEN	DEN 14/02500 KDEN OBST OIL RIG 395531.5N1044356.7W (DEN31105.1) 5177FT (150FT AGL) LGTD 1402142225-1405142225EST
KDEN	DEN 14/06083 KDEN AD ALL SIGNAGE OBSCURED BY VEGETATION 1406042242-1406112359
KDEN	DEN 14/05286 KDEN APRON CONCOURSE C PURPLE LINE CLSD BTN TWY J AND GATE C29 1405122012-1407122359
KDEN	DEN 14/04164 KDEN APRON SOUTH CARGO SPOTS 10W-18 CLSD EXC MILITARY OPS 1404080107-1407112359
KDEN	DEN 14/04162 KDEN APRON DEICE PAD D CLSD EXC MILITARY OPS 1404080101-1407112359
KDEN	DEN 14/04157 KDEN APRON TWY J BTN TWY CS AND TWY CN CLSD TO ACFT WINGSPAN MORE THAN 171FT 1404072240-1407032359
KJFK	JFK 10/09121 KJFK RWY 13R PAPI CMSN. A STRAIGHT-IN AND OFFSET PAPI IS USED FOR THIS VISUAL APPROACH. THE STRAIGHT-IN SYSTEM CONSISTS OF ONE BAR OF LIGHTS LO ...(more)

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.



d. System Alerts

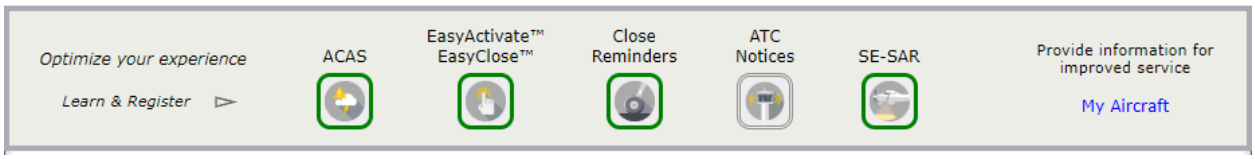
If Leidos Flight Service is experiencing temporary technical difficulties, a message will be displayed on the Pilot Dashboard page to notify users of the issue. For example, if there is a US NOTAM Service Interruption, a notification will be displayed below the "Welcome…" message. The following is an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



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

6.1. Advanced Services Dashboard

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

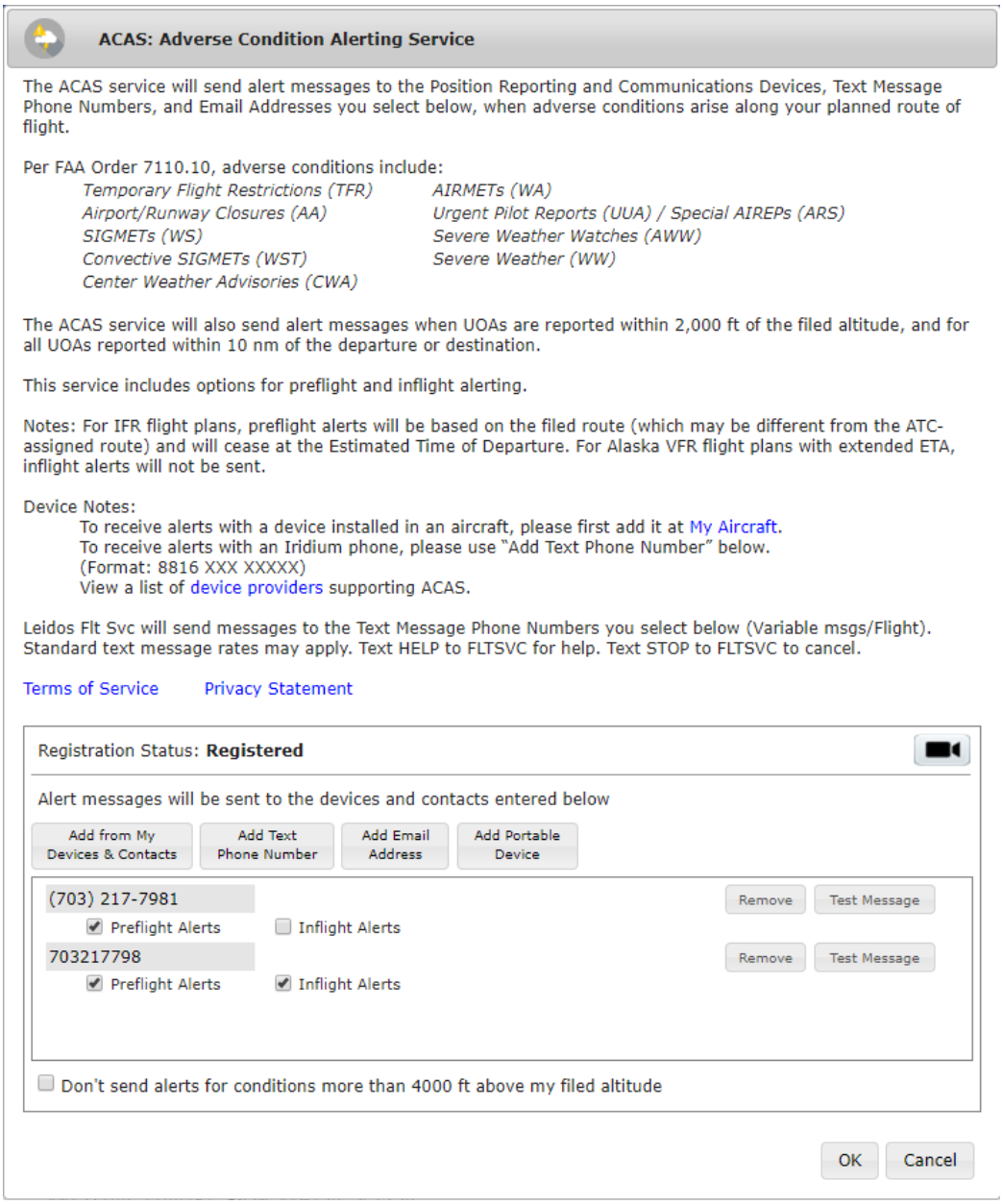


To guarantee email and phone numbers have been entered correctly and services are working properly the dialogs have a “Test” button that will send a test email to SMS message. It’s important to note that SMS users have the ability to send the commands “STOP”, “CANCEL”, “QUIT, or “END”. If the last command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

a. ACAS: Adverse Condition Alerting Service

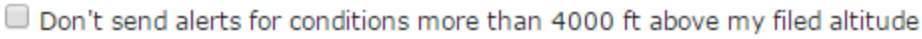
Clicking on the ACAS icon 

will open a dialog as follows:

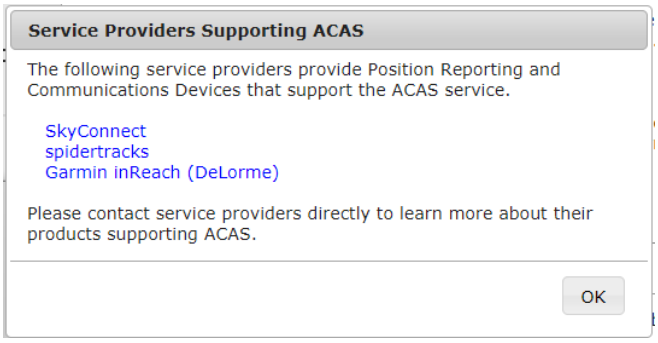


The ACAS service will send alert messages to devices, text message phone numbers and email addresses registered for the service.
The dialog will display a list of all devices and contacts registered for the service. If no contacts nor devices have been registered, then the dialog will display "No devices or contacts are currently registered."

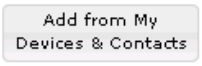
The user can choose whether to filter out ACAS alerts based on filed altitude by selecting the checkbox at the bottom of the ACAS service window.

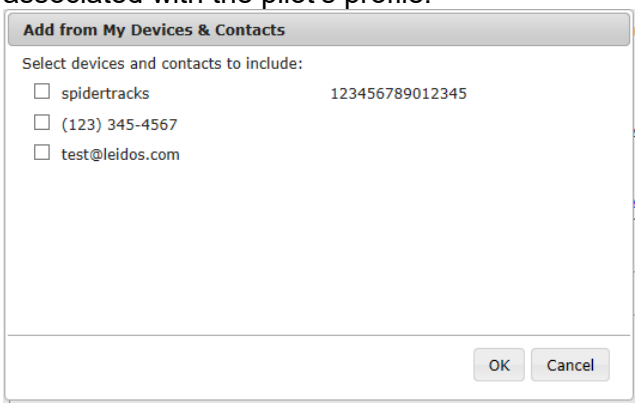


Clicking on the Video icon  will open a help video on how to register for the ACAS service.
Clicking on the “device providers” link will open a dialog showing the service providers that support ACAS.

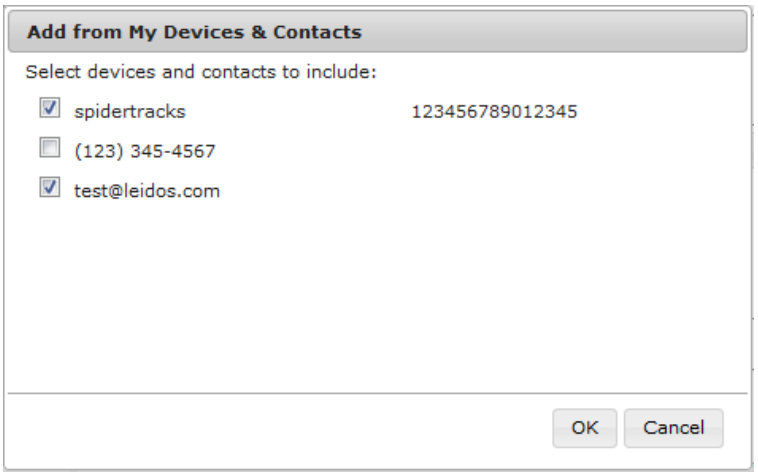


Clicking on a link for a service provider will open a new browser tab with that service provider’s home page.

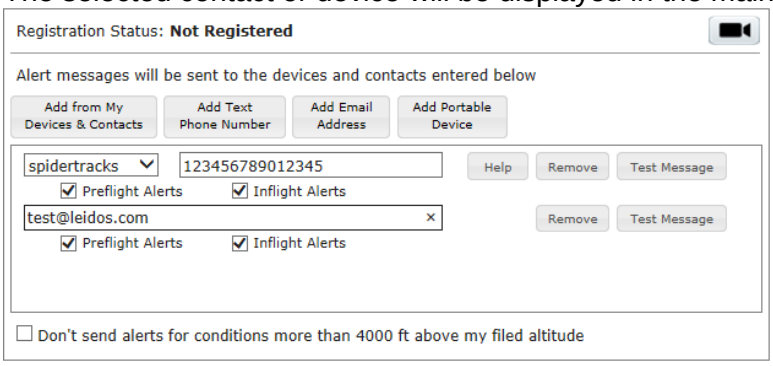
Clicking on the “Add from My Devices & Contacts” button  will open a new dialog which contains a list of all Devices, Phone Numbers, and Email Addresses associated with the pilot’s profile.



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

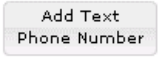


Pressing the “OK” button will close the “Add from My Devices & Contacts” dialog. The selected contact or device will be displayed in the main ACAS dialog.



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 

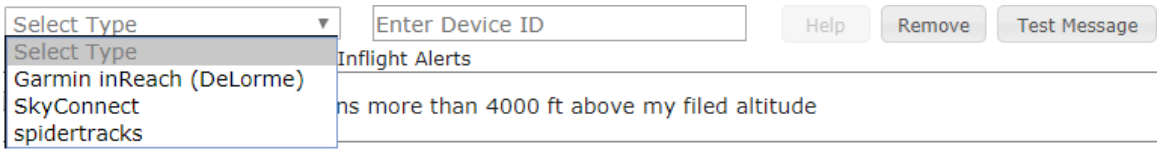
will display a blank Phone Number row. A valid phone number must be provided to successfully register.

Clicking on the “Add Email Address” button 

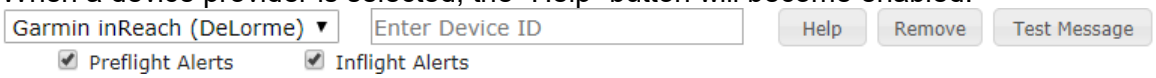
will display a blank Email row. A valid email address must be provided.

Clicking on the “Add Portable Device” button 

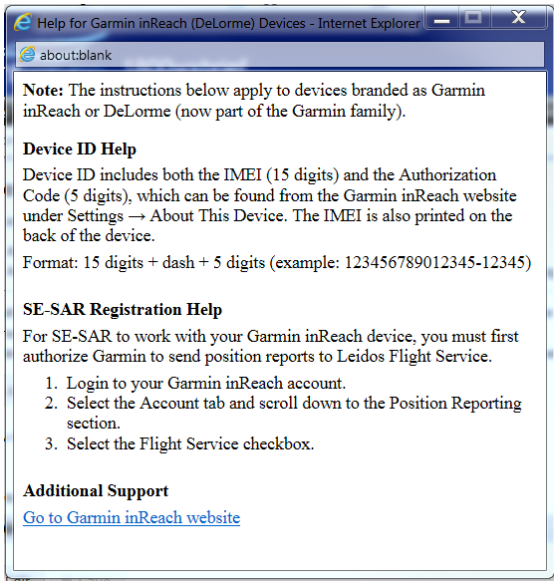
will display a blank portable device row. A valid device provider and device ID must be entered.



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

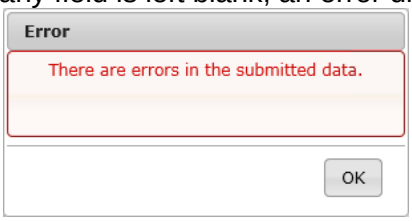


Clicking on the “Help” button will open a new window with information based on the selected device provider.

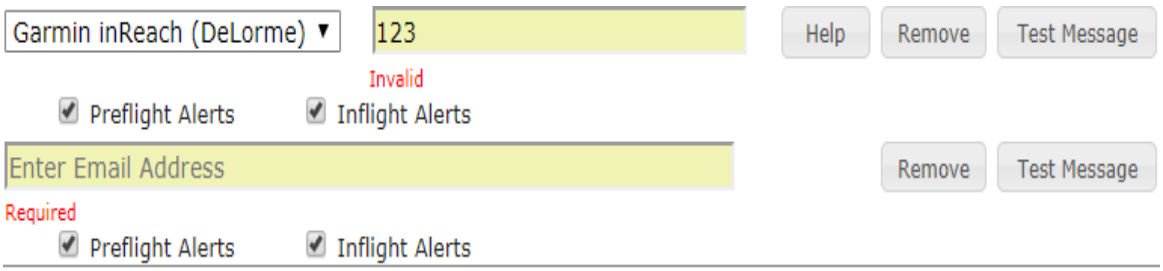


To receive alerts for Garmin devices, the user can provide a Garmin/Iridium phone number.
To receive alerts on an installed device, the user must add the device on the Account->Aircraft tab. This device will then be displayed in the “Add from My Devices & Contacts” dialog.

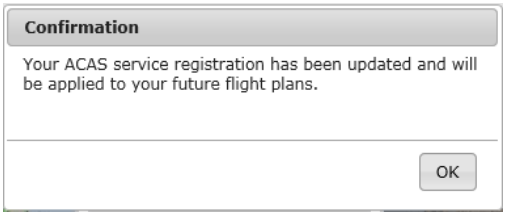
Clicking on the “OK” button will submit the changes made to the ACAS registration. If an entry is not valid, or if any field is left blank, an error dialog will popup.



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.

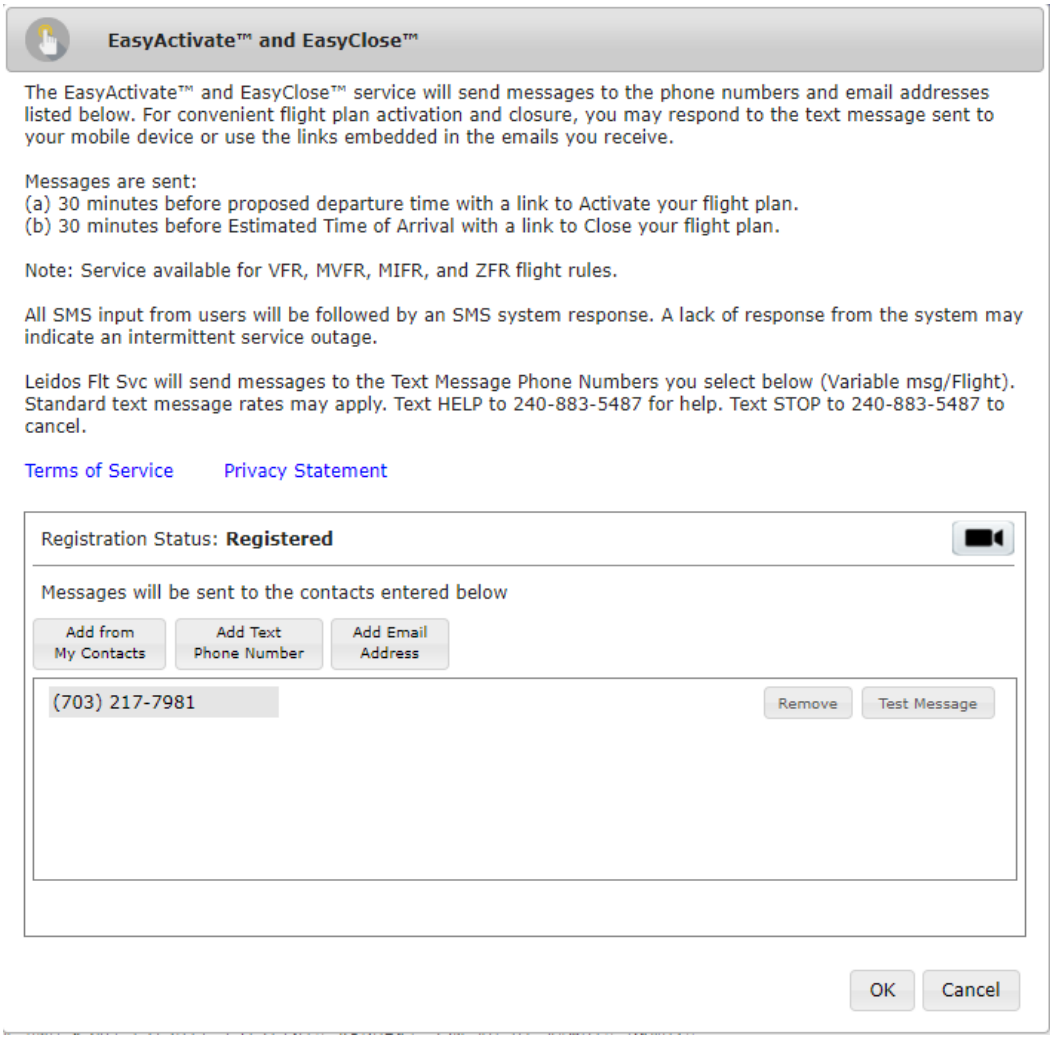
If you have not registered any device or contacts, then the icon border will be clear.

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 nofitications to the phone number, you can reply with “START”. You can also reply with “HELP”. If a pilot tries to use the same number that they had previously replied “STOP” to or had removed entirely from their account, it will result in an error message.

b. EasyActivate™ and EasyClose™

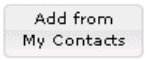
Clicking on the EasyActivate™ EasyClose™ icon 

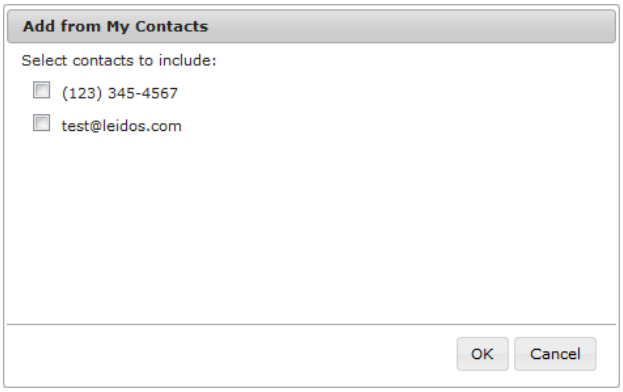
will open a dialog as follows:



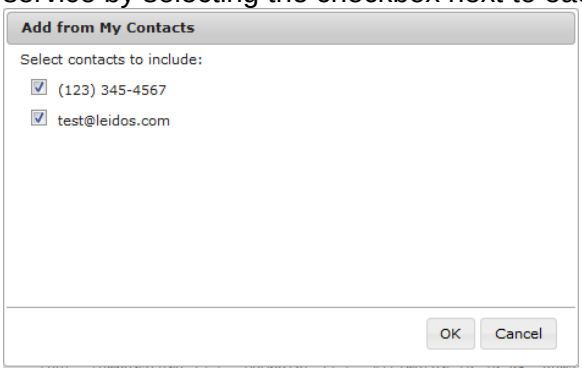
The EasyActivate™ EasyClose™ service will send alert messages to text message phone numbers and email addresses registered for the service.
The dialog will display a list of all contacts registered for the service.
If no contacts have been registered, then the dialog will display “No contacts are currently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

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

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

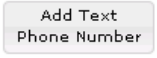


The user can register any of the shown contacts for the EasyActivate™ EasyClose™ service by selecting the checkbox next to each contact.

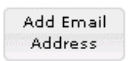


Pressing the “OK” button will close the “Add from My Contacts” dialog.
The selected contacts will be displayed in the main EasyActivate™ EasyClose™ dialog.

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

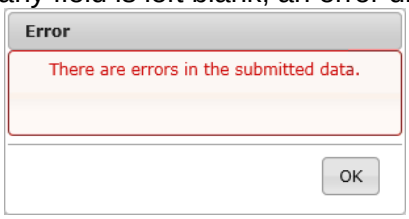
Clicking on the “Add Text Phone Number” button 

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

Clicking on the “Add Email Address” button 

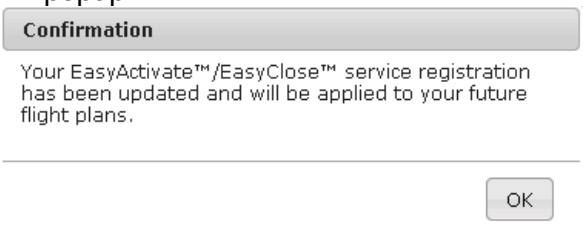
will display a blank Email row. A valid email address must be provided.

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



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

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



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

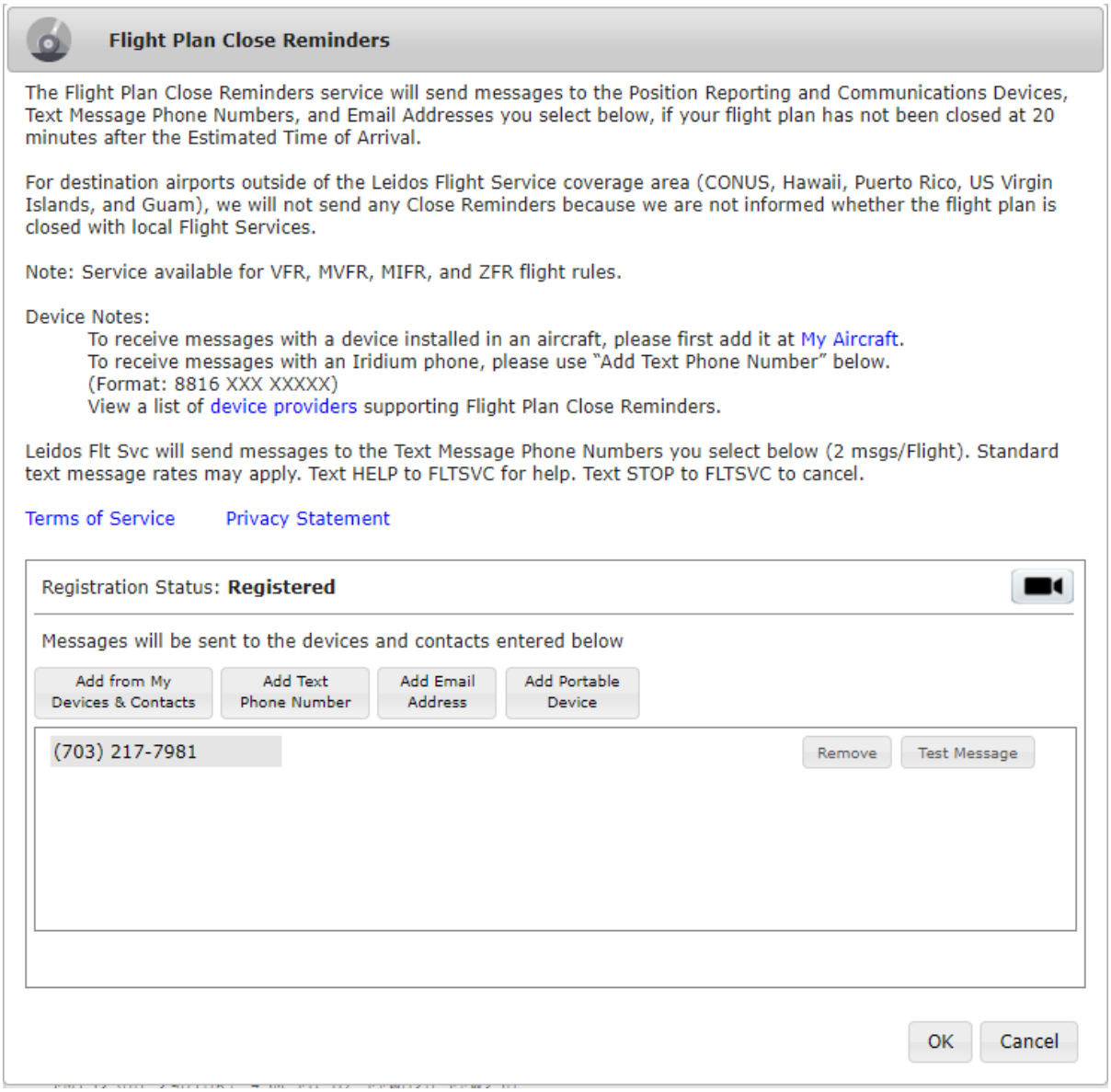
If you have not registered any contact, then the icon border will be clear.

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

c. Close Reminders

Clicking on the Close Reminders icon 

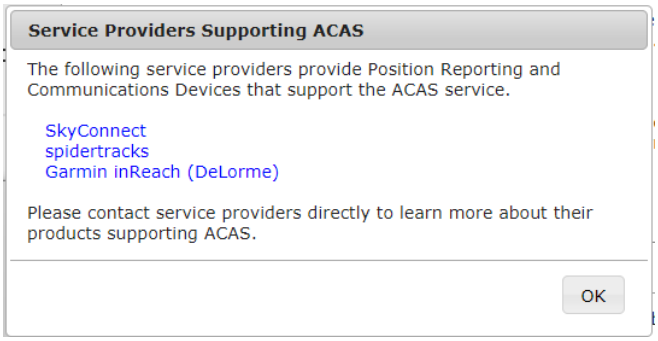
will open a dialog as follows:



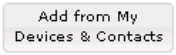
The Close Reminders service will send messages to devices, text message phone numbers and email addresses registered for the service.
The dialog will display a list of all devices and contacts registered for the service. If no contacts or devices have been registered, then the dialog will display "No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

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

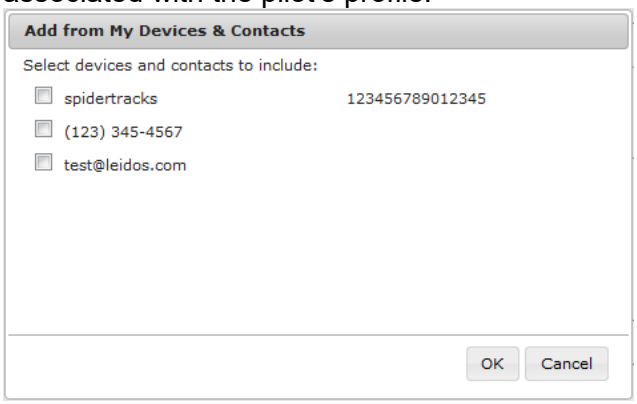
Clicking on the "device providers" link will open a dialog showing the service providers that support Flight Plan Close Reminders.



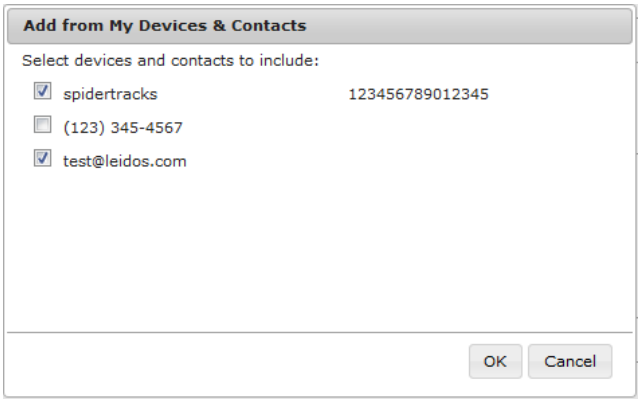
Clicking on a link for a service provider will open a new browser tab with that service provider's home page.

Clicking on the "Add from My Devices & Contacts" button 

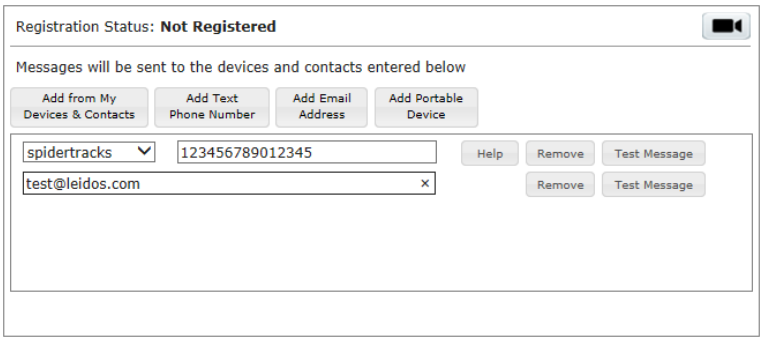
will open a new dialog which contains a list of all Devices, Phone Numbers, and Email Addresses associated with the pilot's profile.



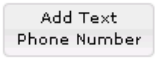
The user can register any of the shown contacts for the Close Reminders service by selecting the checkbox next to each contact.



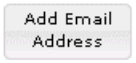
Pressing the "OK" button will close the "Add from My Devices & Contacts" dialog. The selected contact or device will be displayed in the main Close Reminders dialog.



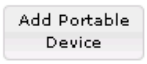
Clicking on the “Remove” button will remove the contact row.
Clicking on the “Test Message” button will send a test message to the device or contact in the row.

Clicking on the “Add Text Phone Number” button 

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

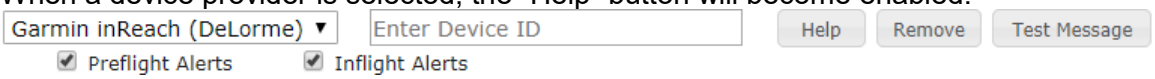
Clicking on the “Add Email Address” button 

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

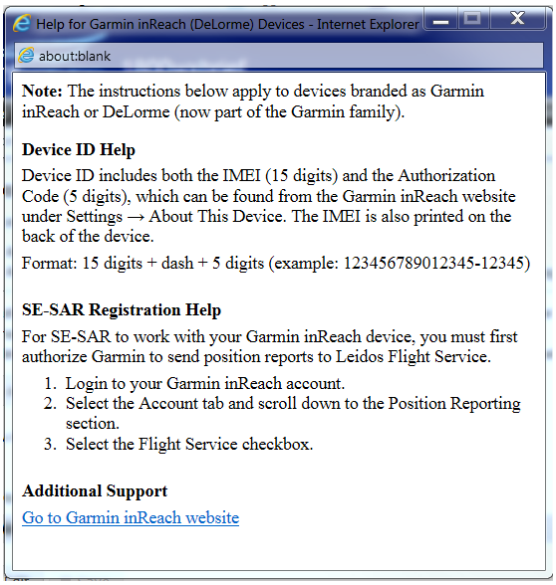
Clicking on the “Add Portable Device” button 

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

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

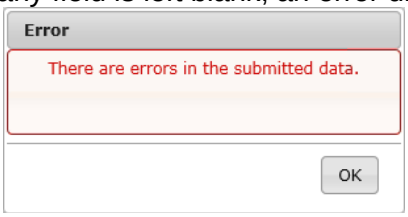


Clicking on the “Help” button will open a new window with information based on the selected device provider.

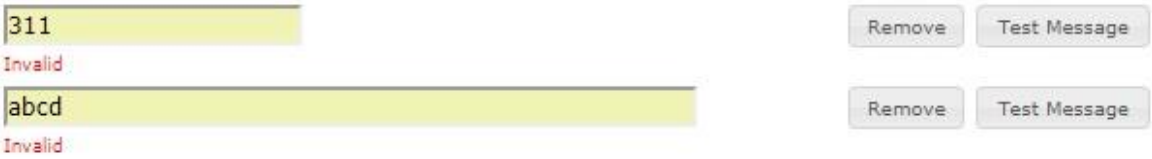


To receive alerts for Garmin devices, the user can provide a Garmin/Iridium phone number.
To receive alerts on an installed device, the user must add the device on the Account->Aircraft tab. This device will then be displayed in the “Add from My Devices & Contacts” dialog.

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



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



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

Selecting “OK” will close the Confirmation dialog.

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

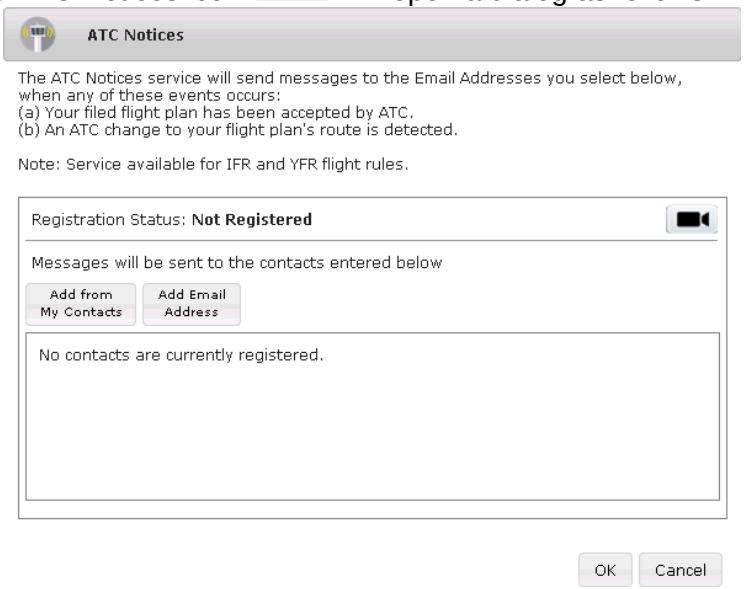
If the user has not registered any device or contacts, then the icon border will be clear.

If you want to stop the notification/alerts that are sent to the phone number, you can reply with “STOP”, “END”, “UNSUBSCRIBE”, “QUIT”, or “CANCEL”. If you want to restart the nofitications 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

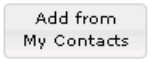
Clicking on the ATC Notices icon 

will open a dialog as follows:

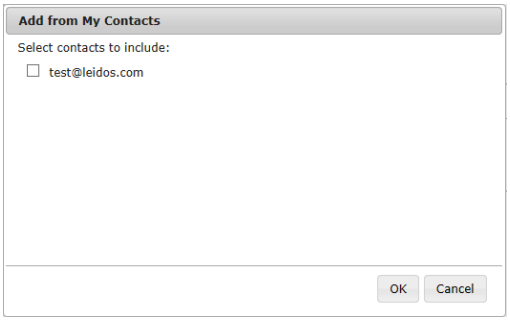


The ATC Notices service will messages to email addresses registered for the service. The dialog will display a list of all contacts registered for the service.
If no contacts have been registered, then the dialog will display “No contacts are currently registered.”

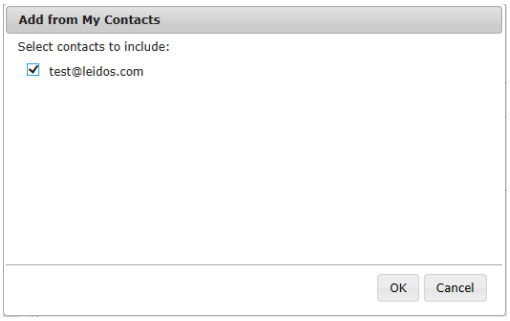
Clicking on the Video icon  will open a help video on how to register for the ATC Notices service.

Selecting the “Add from My Contacts” button 

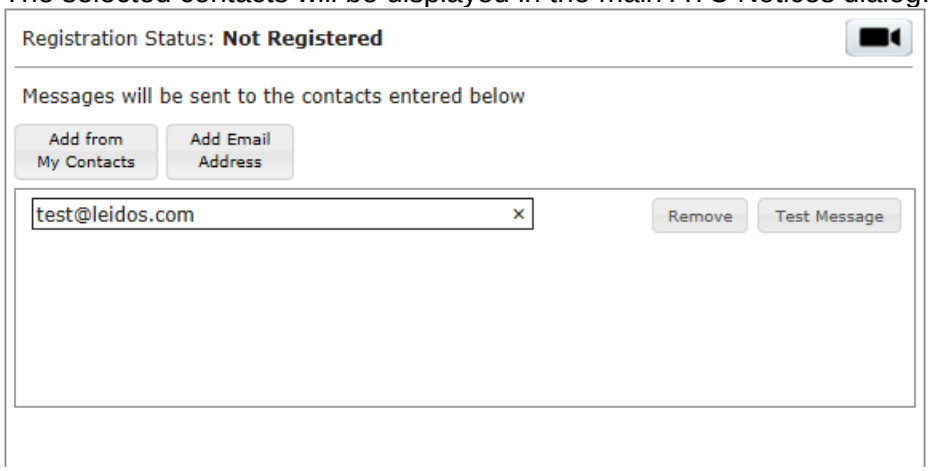
will open a new dialog which contains a list of all Email Addresses associated with the pilot’s profile.



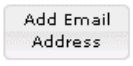
The user can register any of the shown contacts for the ATC Notices service by selecting the checkbox next to each contact.



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

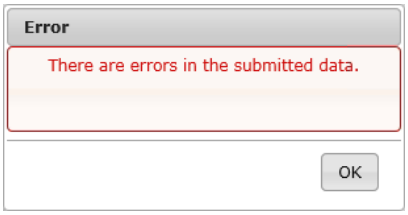


Clicking on the “Remove” button will remove the contact row.
Clicking on the “Test Message” button will send a test message to the contact in the row.

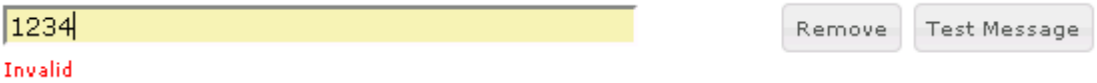
Clicking on the “Add Email Address” button 

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

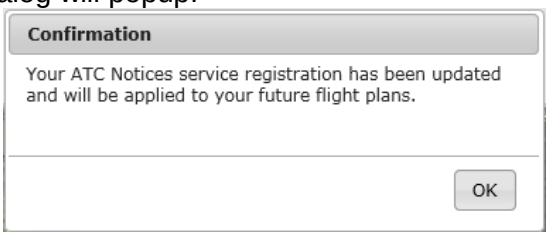
Clicking on the “OK” button will submit the changes made to the ATC Notices registration.
If an entry is not valid, or if any field is left blank, an error dialog will popup.



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.



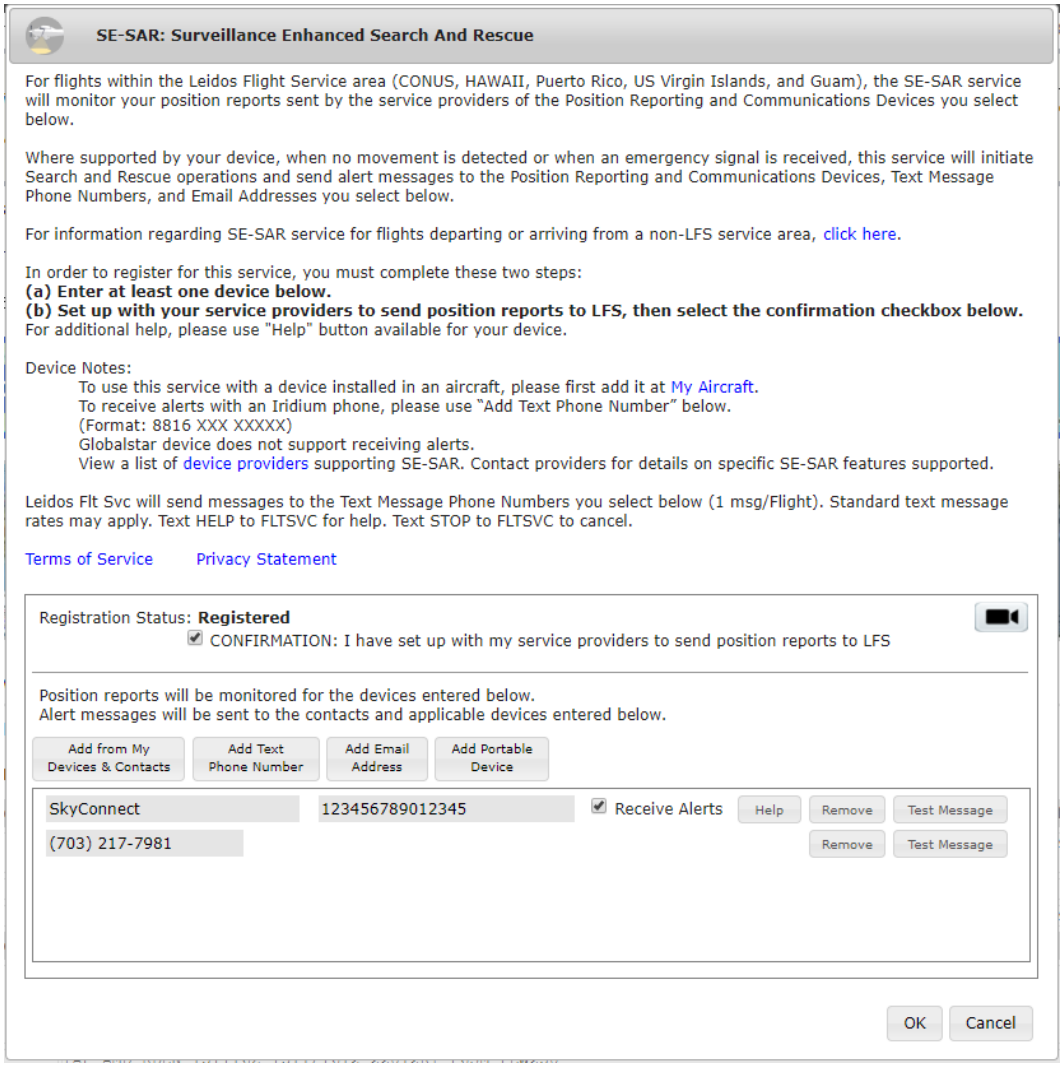
Selecting “OK” will close the Confirmation dialog.
The Advanced Services Dashboard will be updated. If you have successfully registered for the ATC Notices service then the icon border will be green.

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

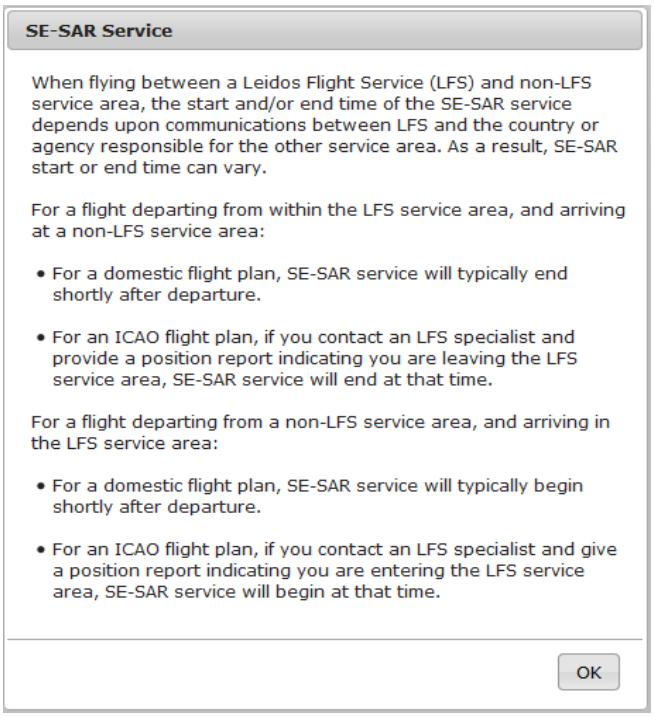
e. SE-SAR

Clicking on the SE-SAR icon 

will open a dialog as follows:

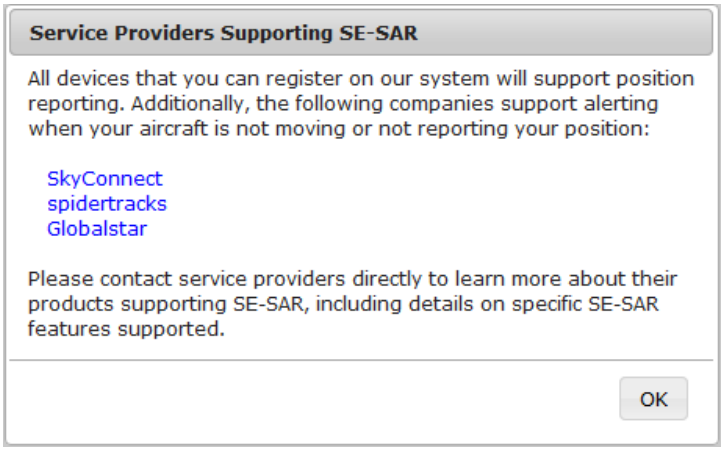


The SE-SAR service will send messages to devices, text message phone numbers and email addresses registered for the service.
The dialog will display a list of all devices and contacts registered for the service.
If no contacts or devices have been registered, then the dialog will display “No devices or contacts are currently registered.”
Clicking on the “click here” link will display the SE-SAR Service dialog.

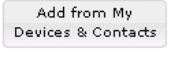


Clicking on the Video icon  will open a help video on how to register for the SE-SAR service.

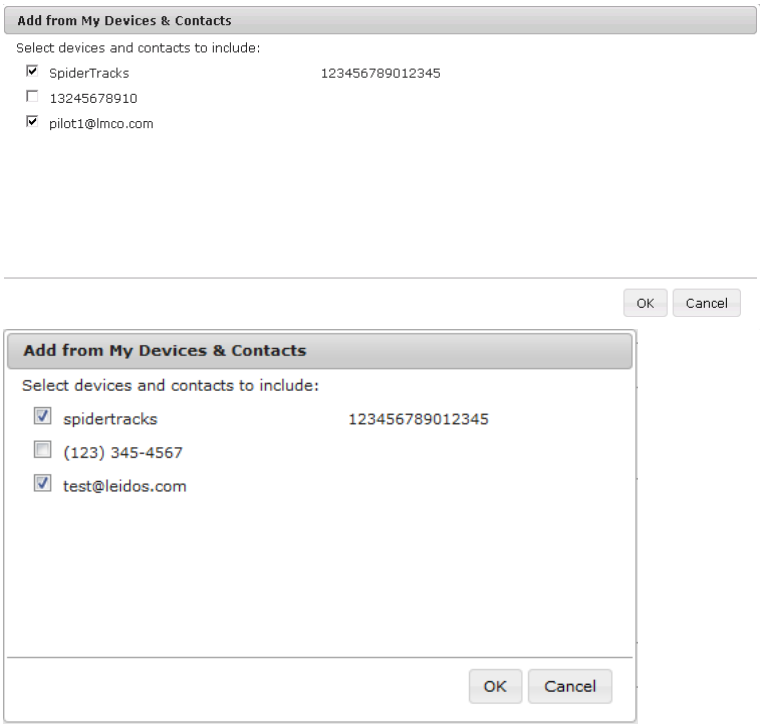
Clicking on the “device providers” link will open a dialog showing the service providers that support SE-SAR.



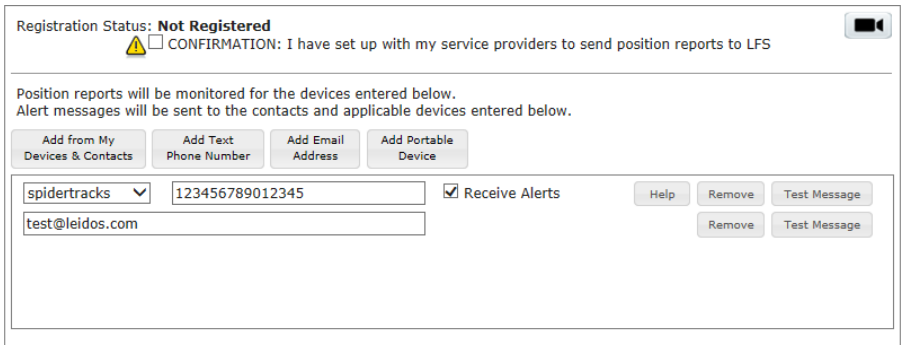
Clicking on a link for a service provider will open a new browser tab with that service provider’s home page.

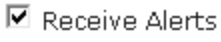
Clicking on the “Add from My Devices & Contacts” button 

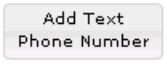
will open a new dialog which contains a list of all Devices, Phone Numbers, and Email Addresses associated with the pilot’s profile.
The user can register any of the shown contacts for the SE-SAR service by selecting the checkbox next to each contact.



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



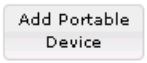
Clicking on the “Remove” button will remove the contact row.
Clicking on the “Test Message” button will send a test message to the device or contact in the row.
For Garmin inReach (DeLorme), spidertracks, and SkyConnect devices, the user can choose to receive alerts by selecting the checkbox. 

Clicking on the “Add Text Phone Number” button 

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

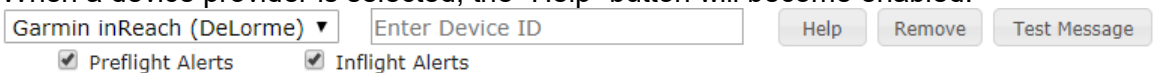
Clicking on the “Add Email Address” button 

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

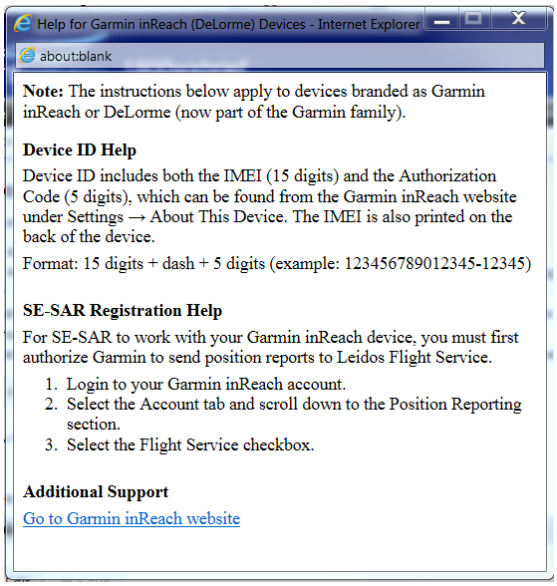
Clicking on the “Add Portable Device” button 

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

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

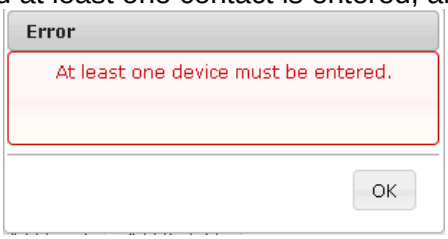


Clicking on the “Help” button will open a new window with information based on the selected device provider.



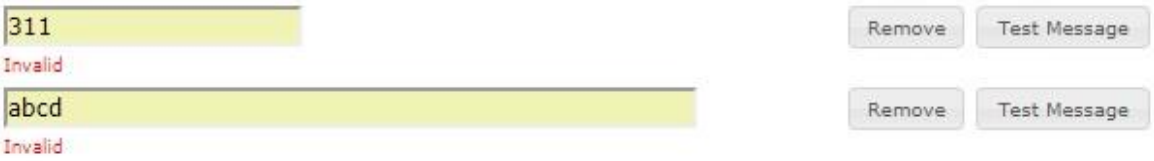
To receive alerts for Garmin devices, the user can provide a Garmin/Iridium phone number.
To receive alerts on an installed device, the user must add the device on the Account->Aircraft tab. This device will then be displayed in the “Add from My Devices & Contacts” dialog.

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

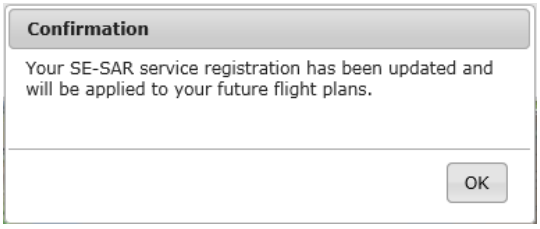


If an entry is not valid, or if any field is left blank, an error dialog will popup.

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



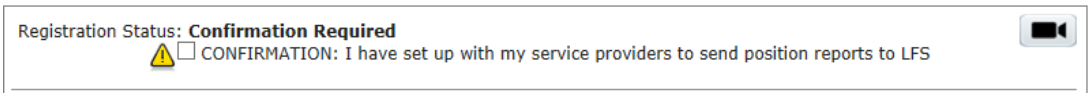
If there are no errors, the SE-SAR dialog will close and a Confirmation dialog will popup.



Selecting “OK” will close the Confirmation dialog.

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

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



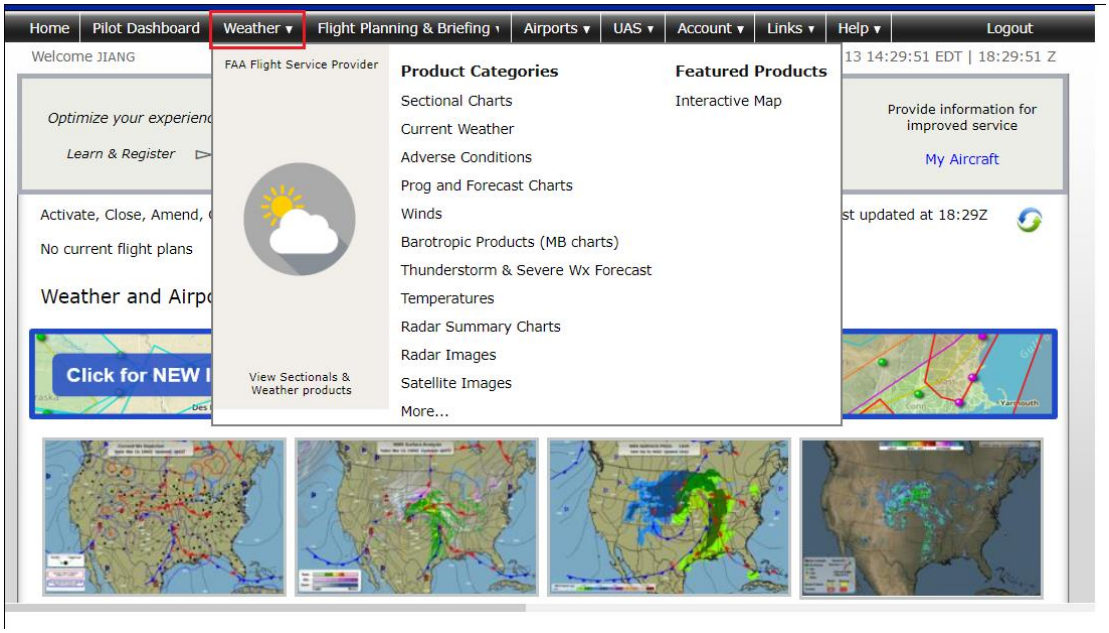
If the user has registered at least one device, but has not selected the Confirmation checkbox, the icon border will be yellow and the Registration Status will be ‘Confirmation Required.’ 

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

If you want to stop the notification/alerts that are sent to the phone number, you can reply with “STOP”, “END”, “UNSUBSCRIBE”,“QUIT” or “CANCEL”. If you want to restart the nofitications 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.

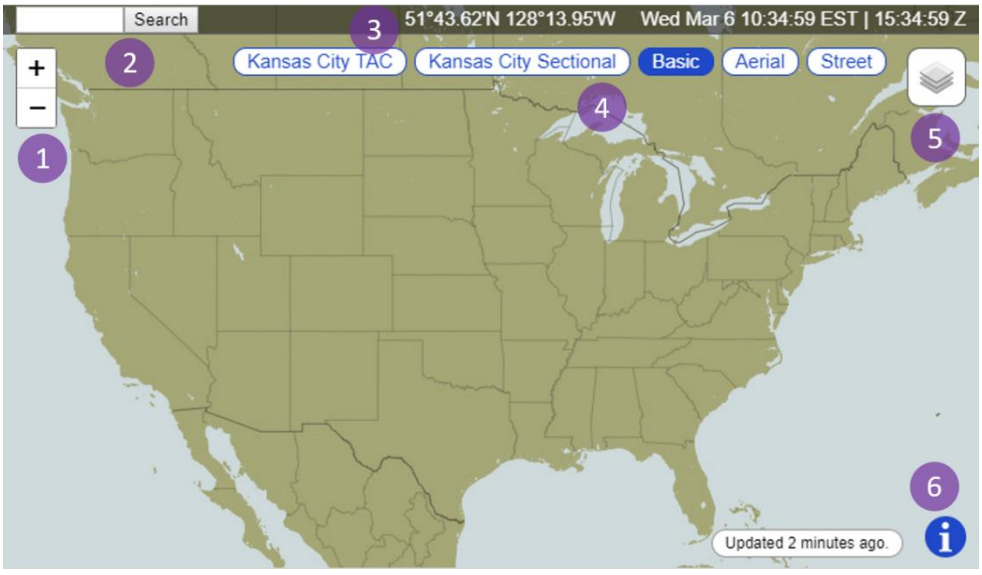
7. Weather Overview

Hovering over Weather in the main menu bar causes a dropdown menu to display containing the list of items below that will link to either the Interactive Map page or the Weather Charts page.



7.1. Interactive Map Page

The Interactive Map page is opened by clicking Weather in the menu bar or by clicking on the Interactive Map under the **Featured Products** column in the Weather dropdown menu list. The page provides uers with interactive graphical capabilities to view a variety of weather products and access to a variety of aeronautical information.



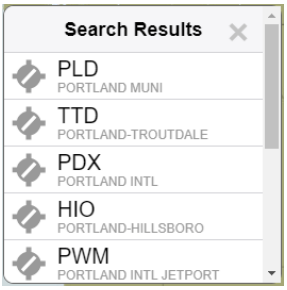
a. Overview and Basic Functions

Pan and Zoom Controls (1)

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 left corner to provide zooming capabilities in fixed intervals.

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 is always dynamically displayed in the upper right corner of the map window. Date and time, both local and UTC, are also displayed here.

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.

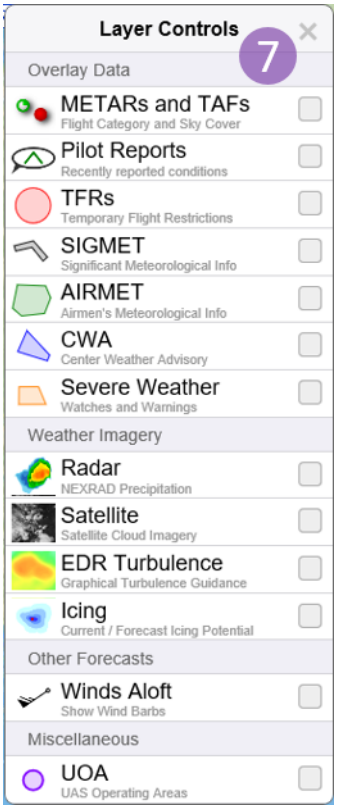
Access to Legends (6)

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 (7)

Product layers can be toggled on and off, and will remain in the last known state across user sessions.



Two primary types of 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:

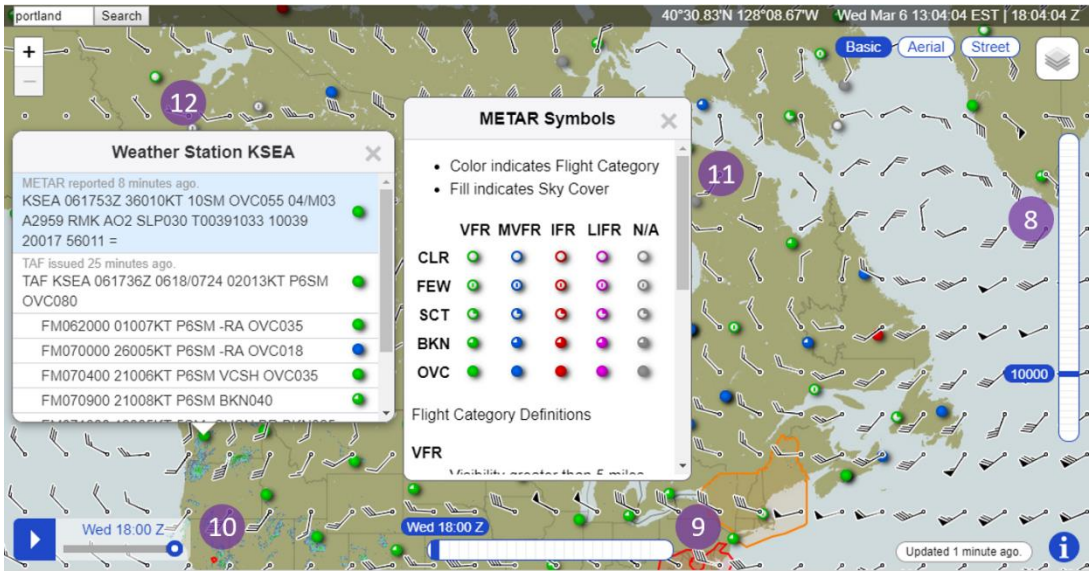
- Radar (NEXRAD Precipitation)
- Satellite (Cloud Imagery)
- EDR Turbulence (Graphical Turbulence Guidance)
- Icing (Current/Forecast Icing Potential)

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 (8)

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 (9)

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 (10)

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 (11)

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 (12)

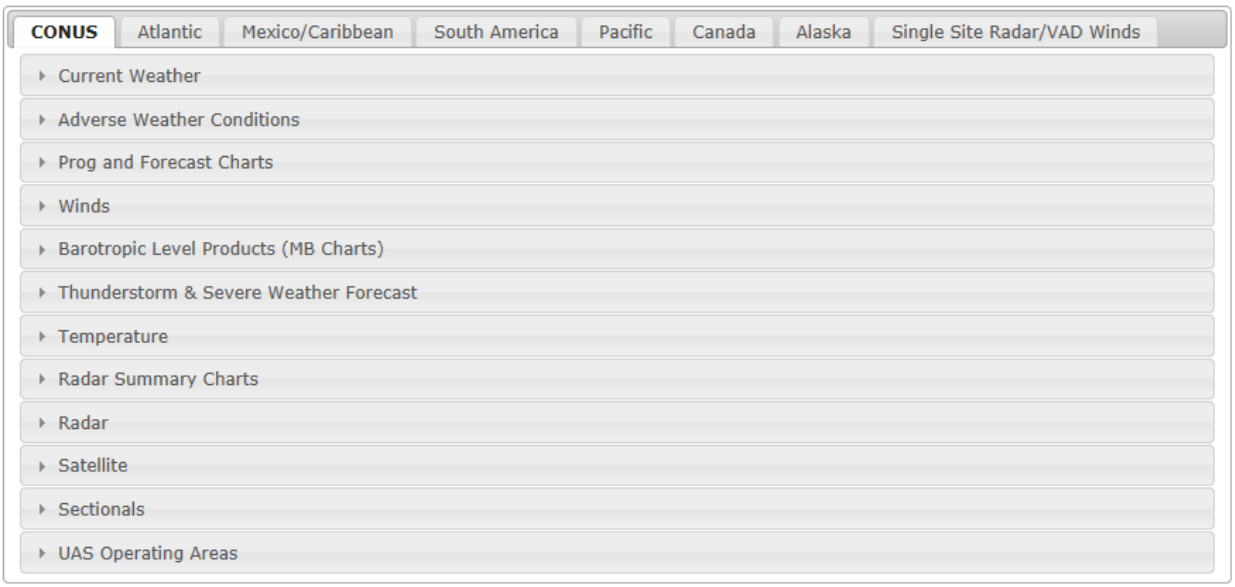
Polygons and icons representing various adverse conditions, TFRs, or weather station locations can be pressed to open a dialog containing the full raw text for the selected object. In cases where the raw text string exceeds the maximum dialog size, a scrolling function is provided.

7.2. Weather Charts Page

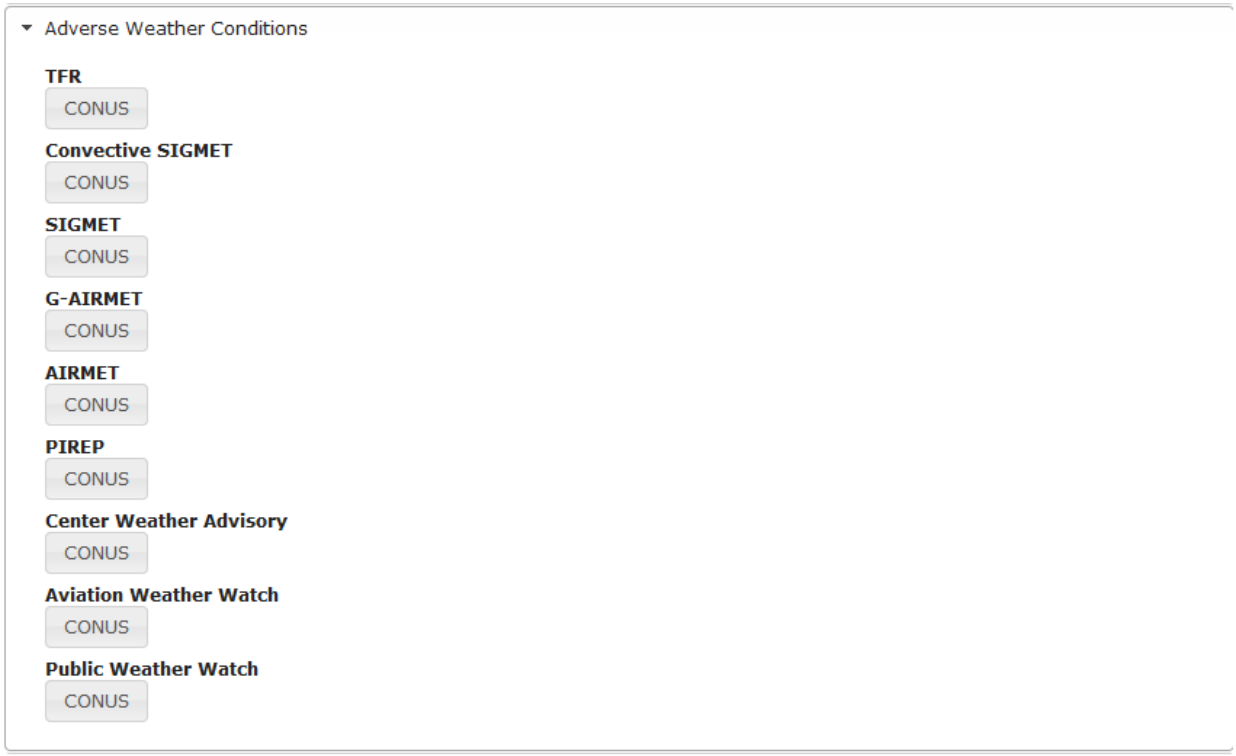
Clicking on any link under the **Product Categories** column will display the selected product on the Weather Charts Page. Select the desired geographic area, then the specific graphic product within the geographic area. Each area has numerous weather charts available, as well as radar and satellite graphics. Single-site radar is available for CONUS. There are non-CONUS sites available as well.

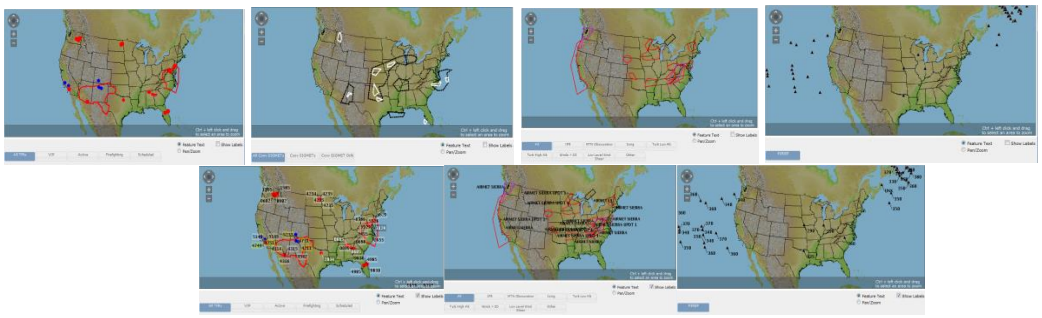
The examples below depict some of the various weather products.

a. CONUS

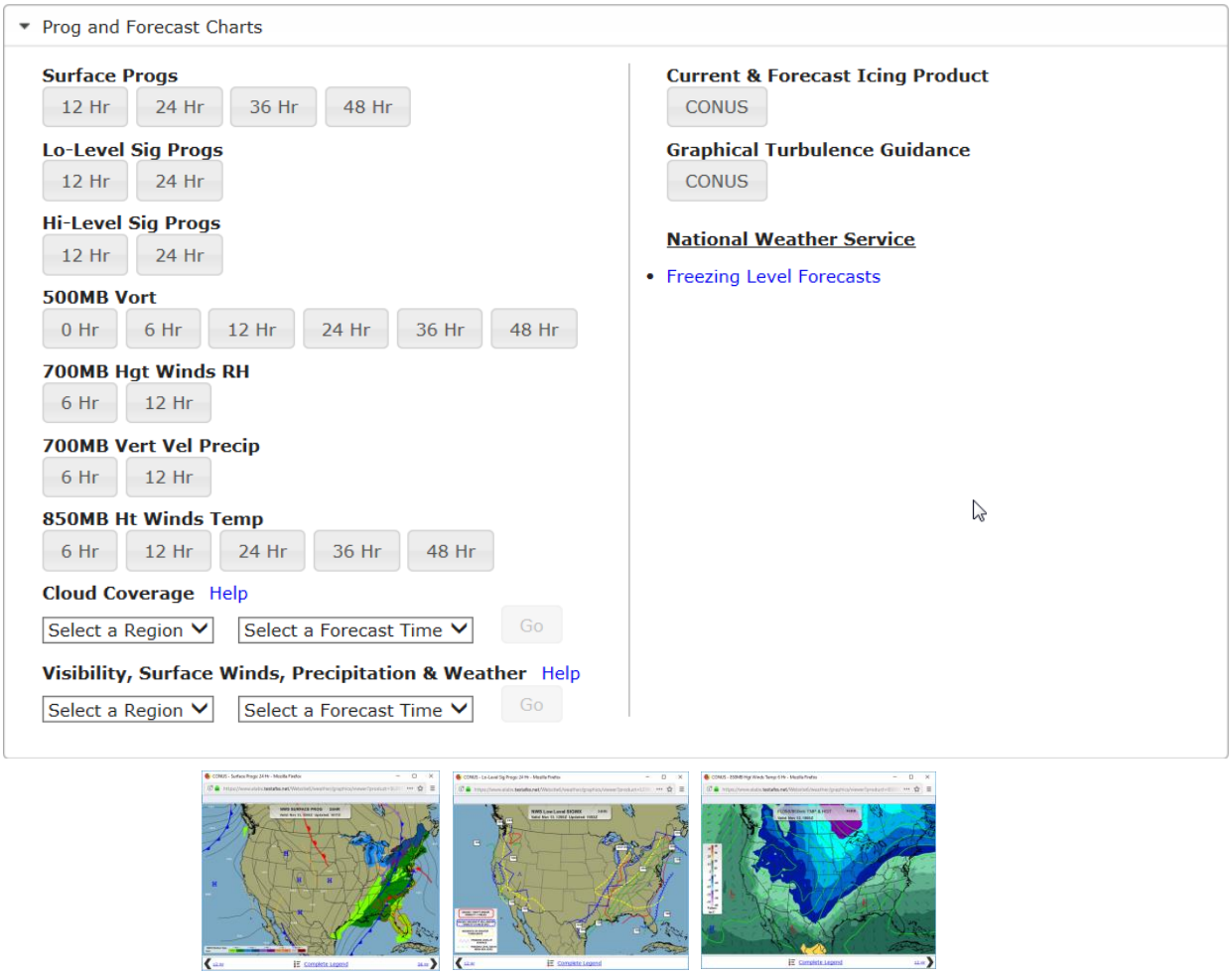


- In the chart viewer window, click on the Complete Legend link to open a legend with more detailed information.
- Selecting Skew-T/Log P diagrams from rawinsonde data will open National Center for Atmospheric Research Upper-Air page in separate window
    - http://weather.rap.ucar.edu/upper/



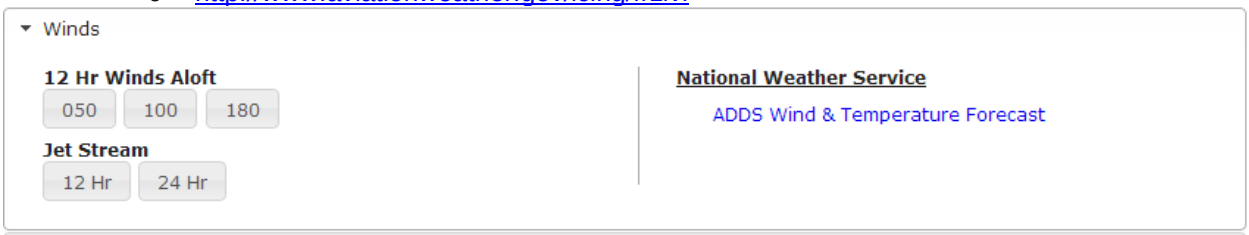


Click on any adverse condition to get the text. Select Pan/Zoom radio button to enable Pan/Zoom capability.

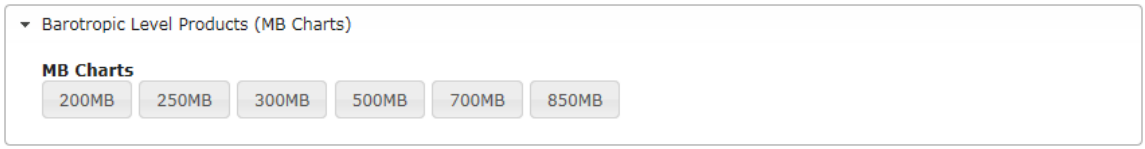


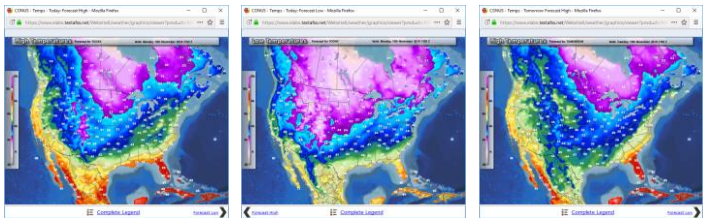
- Selecting any of the Surface Progs buttons will open the National Weather Service Short Range Forecasts (Days ½-2 ½) page in a separate window
    - http://www.wpc.ncep.noaa.gov/basicwx/basicwx_ndfd.php

- In the chart viewer window, click on the Complete Legend link to open a legend with more detailed information. There will be forward and/or backward buttons to switch to either the next or previous charts.
- Selecting a region and forecast time for Cloud Coverage will enable the Go button. Selecting the Cloud Coverage Go button will display the cloud coverage chart for the specified region and the specified forecast time.
- Selecting a region and forecast time for Visibility, Surface Winds, Precipitation & Weather will enable the Go button. Selecting the Visibility, Surface Winds, Precipitation & Weather Go button will display the visibility, surface winds, precipication and weather chart for the specified region and the specified forecast time.
- Select the "Help" link for either Could Coverage or Visibility, Surface Winds, Precipitation & Weather for additional information regarding graphical area forecast data.
- Selecting Graphical Turbulence Guidance - CONUS button will display a base CONUS map. To view the GTG graphics select a Plot (default - Combined), Forecast Time (default – 0 Hr) and an Altitude (default – no selection). The issue time and valid time will display with the selected GTG product.
- Selecting Current & Forecast Icing Product - CONUS button will display a base CONUS map. To view the CIP or FIP graphics select a Plot (default - Severity), Forecast Time (default – 0 Hr) and an Altitude (default – no selection). The SLD checkbox default is checked. The issue time and valid time will display with the selected CIP/FIP product and with the SLD checkbox.
- Selecting Freezing Level Forecasts will open Aviation Weather Center Current Freezing Level Forecast page in separate window
    - http://www.aviationweather.gov/icing/frzlvl

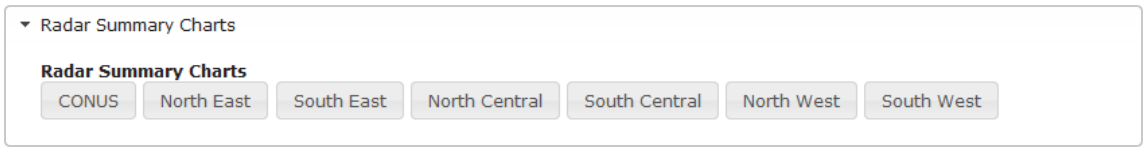


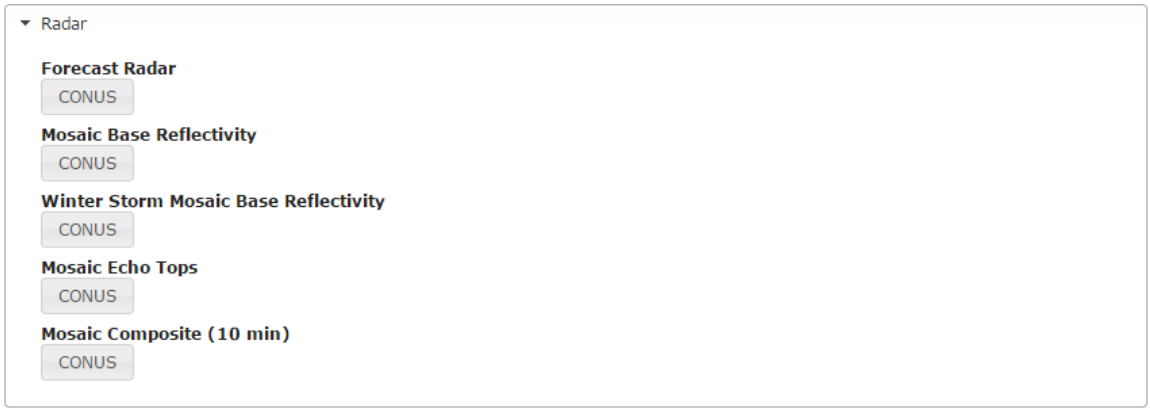
- In the chart viewer window, click on the Complete Legend link to open a legend with more detailed information. There will be forward and/or backward buttons to switch to either the next or previous charts.
- Selecting ADDS Wind & Temperature Forecast will open Aviation Weather Center ADDS Wind Tempurature Forecast page in separate window
    - http://www.aviationweather.gov/windtemp/plot

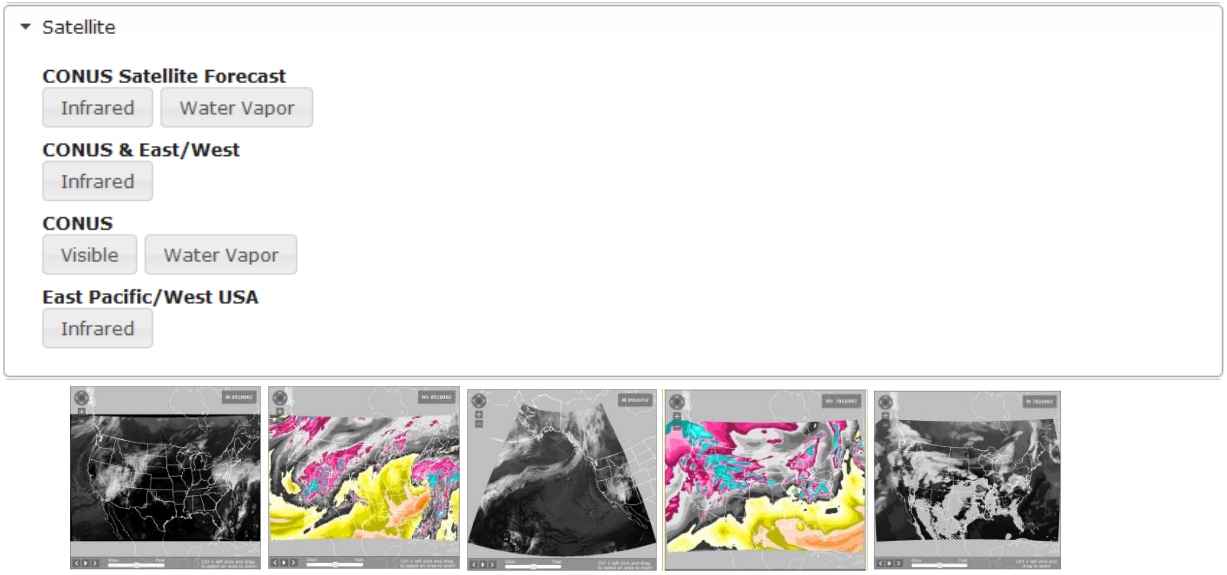


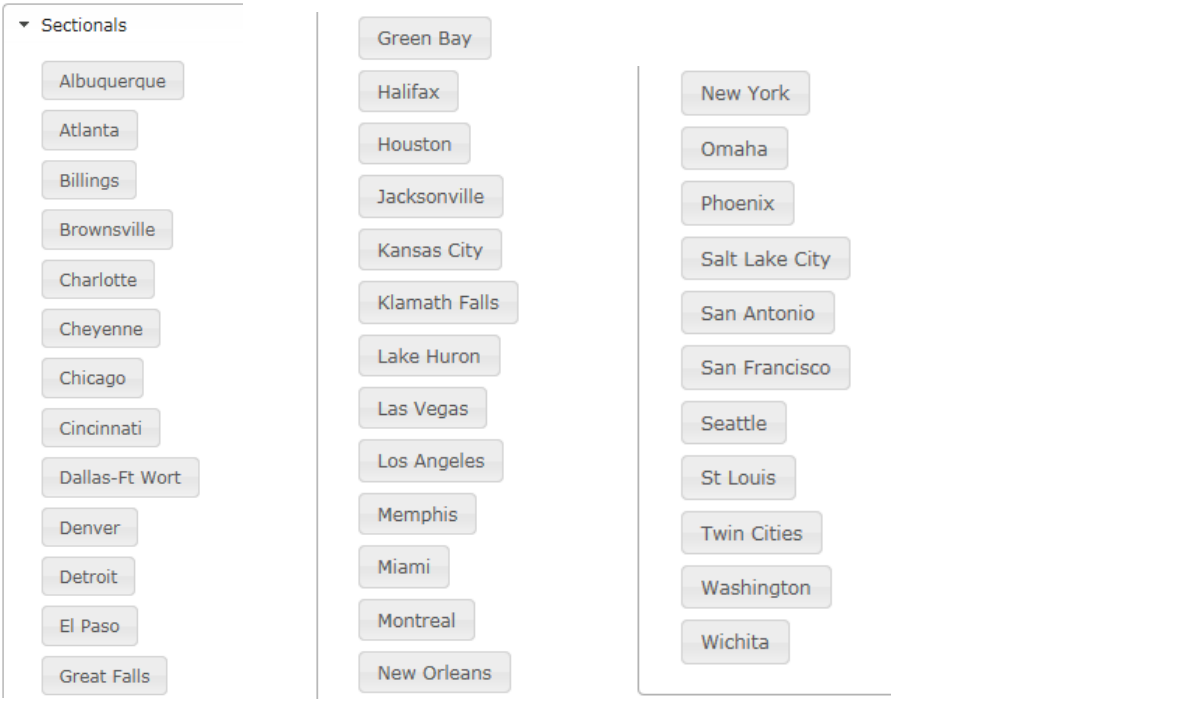


- In the chart viewer window, click on the Complete Legend link to open a legend with more detailed information. There will be forward and/or backward buttons to switch to either the next or previous charts.

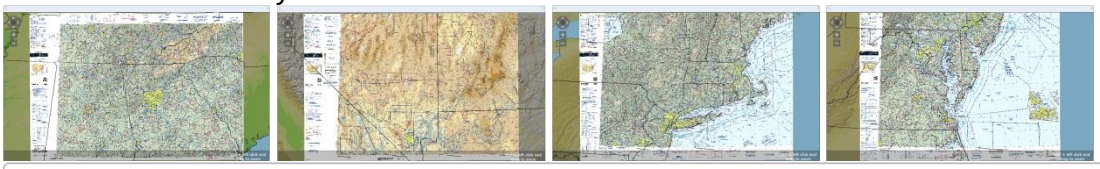


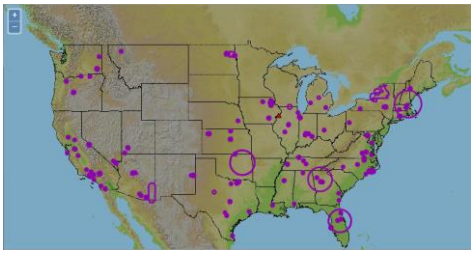


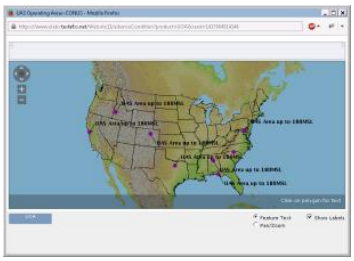




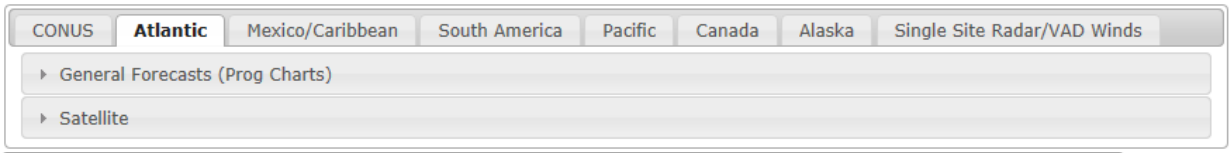
Select the desired city to view the sectional.

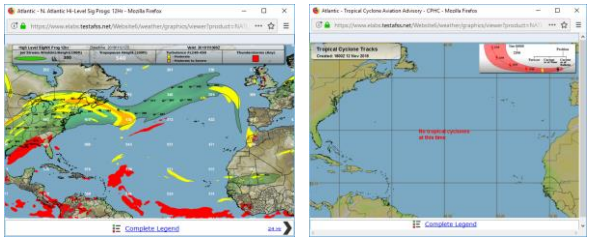






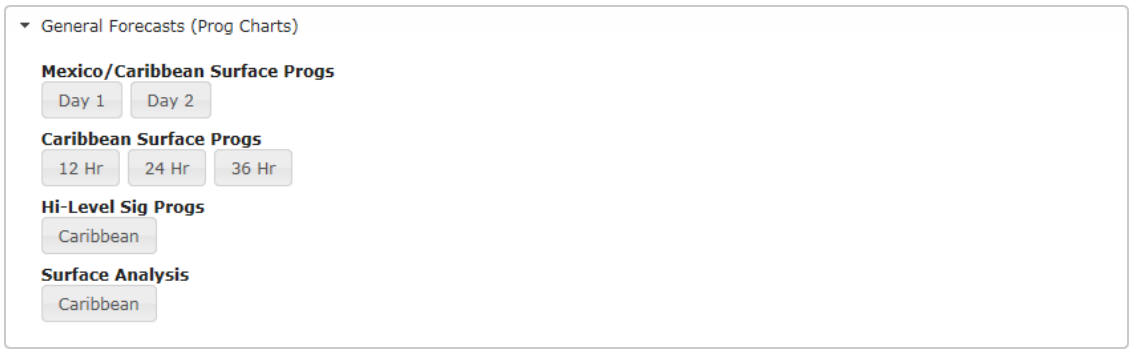
b. Atlantic



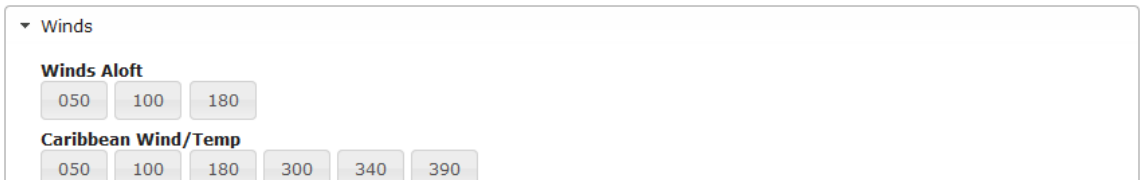


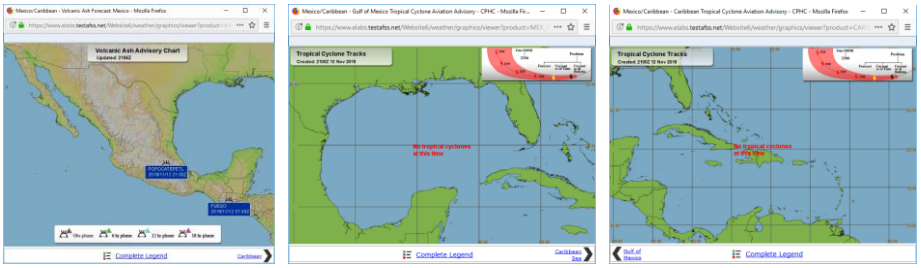
- In the chart viewer window, click on the Complete Legend link to open a legend with more detailed information. There will be forward and/or backward buttons to switch to either the next or previous charts.

c. Mexico/Caribbean

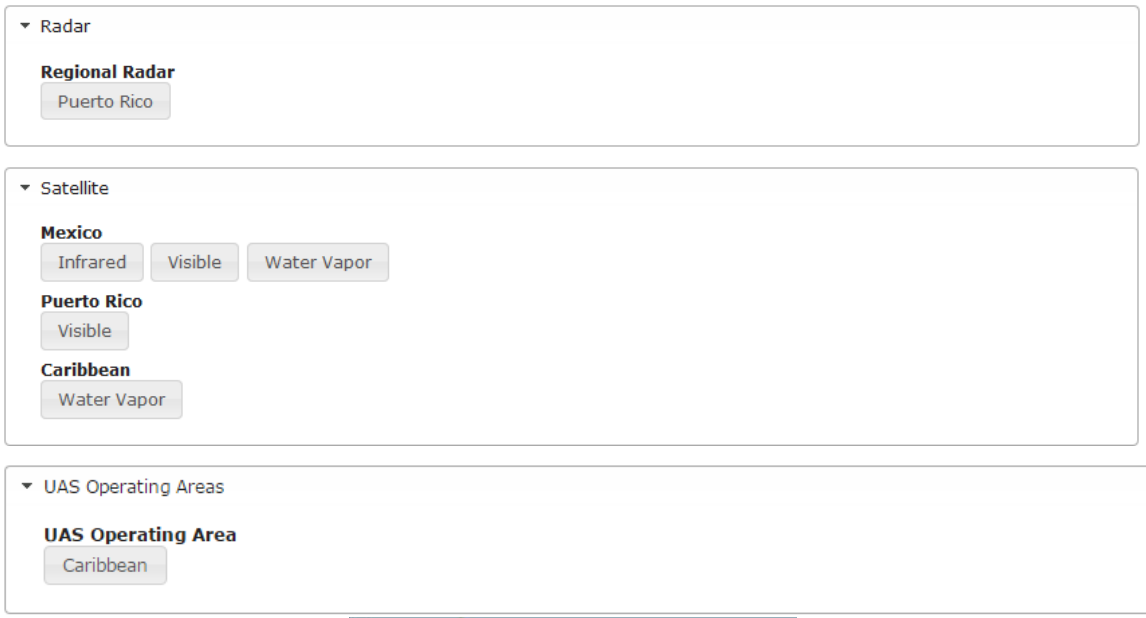


- In the chart viewer window, click on the Complete Legend link to open a legend with more detailed information. There will be forward and/or backward buttons to switch to either the next or previous charts.

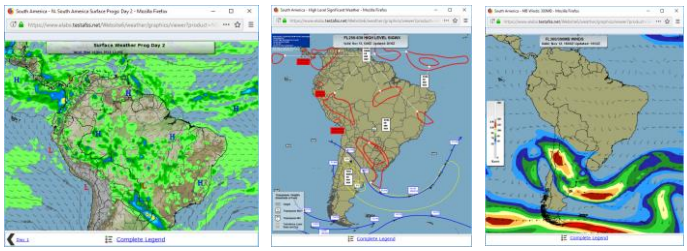




- In the chart viewer window, click on the Complete Legend link to open a legend with more detailed information. There will be forward and/or backward buttons to switch to either the next or previous charts.

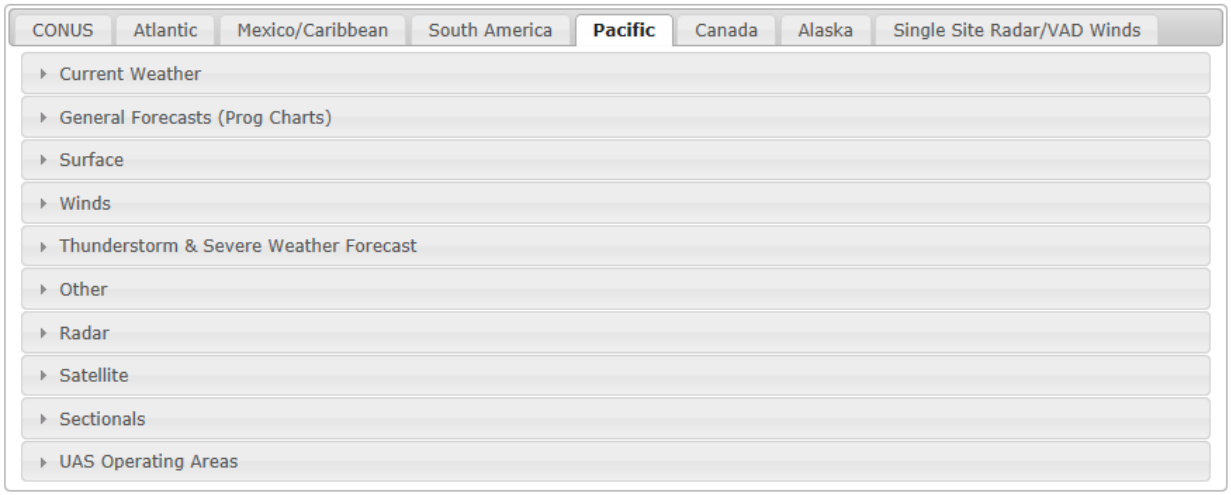


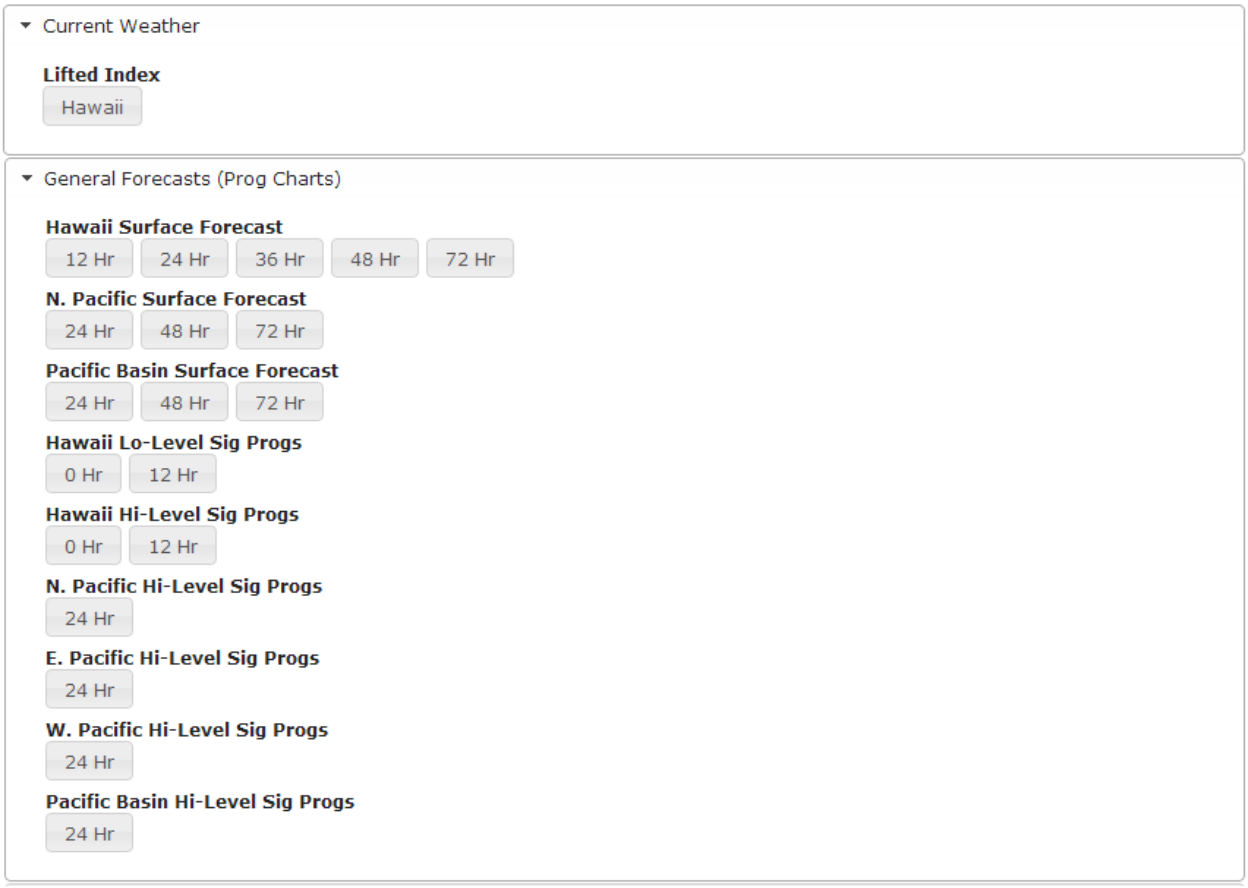
d. South America

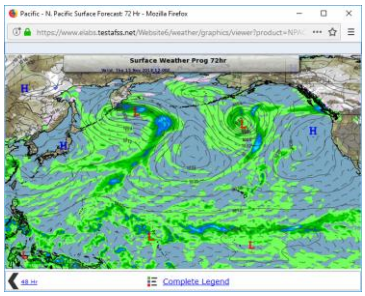


- In the chart viewer window, click on the Complete Legend link to open a legend with more detailed information. There will be forward and/or backward buttons to switch to either the next or previous charts.

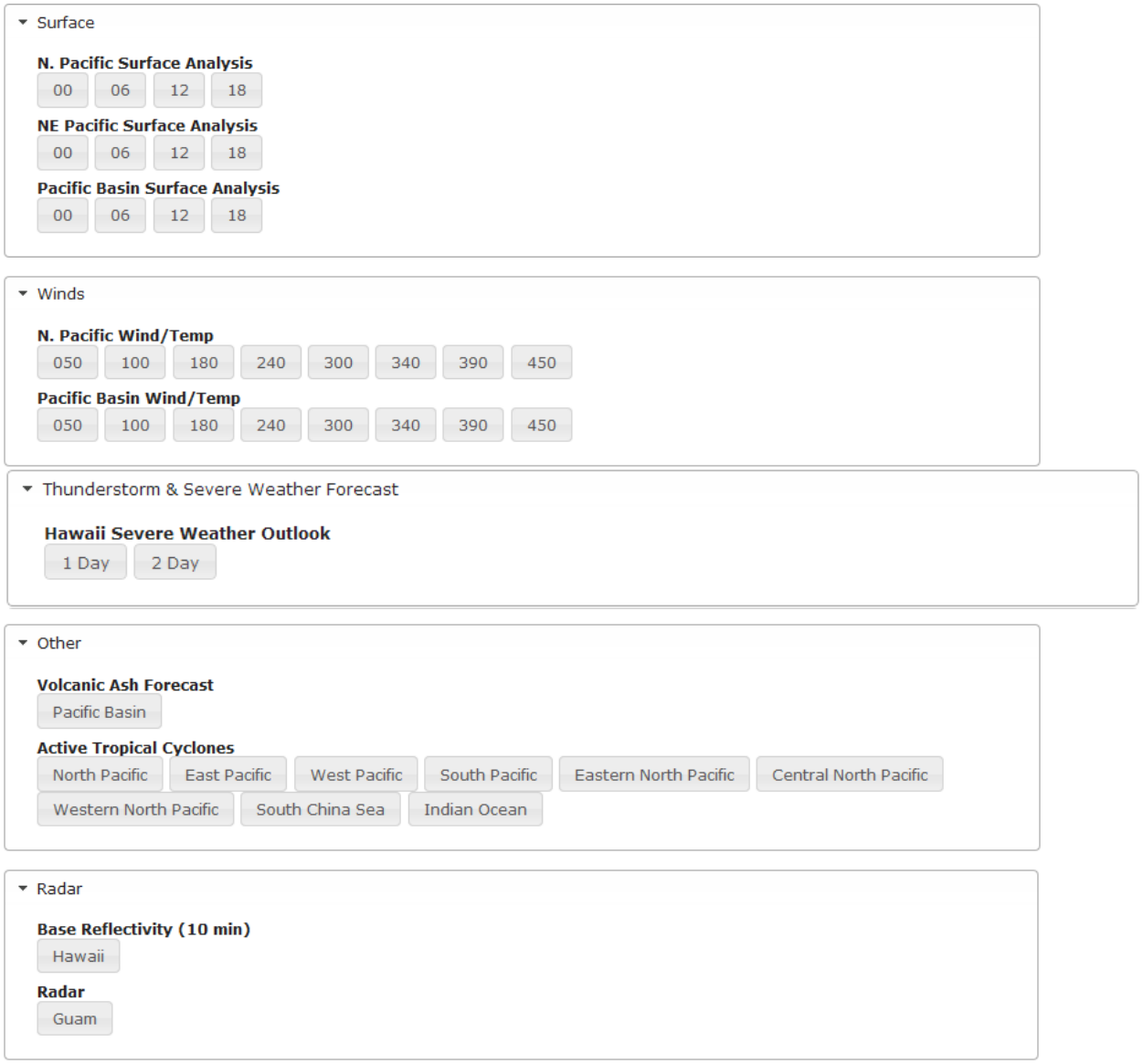
e. Pacific


CONUS
Atlantic
Mexico/Caribbean
South America
Pacific
Canada
Alaska
Single Site Radar/VAD Winds
Current Weather
General Forecasts (Prog Charts)
Surface
Winds
Thunderstorm & Severe Weather Forecast
Other
Radar
Satellite
Sectionals
UAS Operating Areas


Current Weather
Lifted Index
Hawaii
General Forecasts (Prog Charts)
Hawaii Surface Forecast
12 Hr
24 Hr
36 Hr
48 Hr
72 Hr
N. Pacific Surface Forecast
24 Hr
48 Hr
72 Hr
Pacific Basin Surface Forecast
24 Hr
48 Hr
72 Hr
Hawaii Lo-Level Sig Progs
0 Hr
12 Hr
Hawaii Hi-Level Sig Progs
0 Hr
12 Hr
N. Pacific Hi-Level Sig Progs
24 Hr
E. Pacific Hi-Level Sig Progs
24 Hr
W. Pacific Hi-Level Sig Progs
24 Hr
Pacific Basin Hi-Level Sig Progs
24 Hr


Surface Weather Prog 72hr
Complete Legend

- In the chart viewer window, click on the Complete Legend link to open a legend with more detailed information. There will be forward and/or backward buttons to switch to either the next or previous charts.



Satellite

North Pacific
Infrared

Pacific Basin
Infrared Visible

West Pacific
Infrared Visible

East Pacific
Visible

Hawaii
Infrared Visible

Guam
Infrared Visible Water Vapor

Palau
Infrared

Yap Island
Infrared

Mariana
Infrared

Chuuk
Infrared

Pohnpei
Infrared

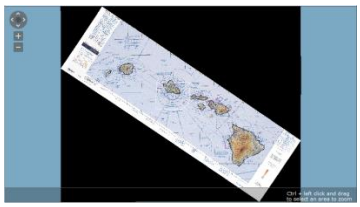
Marshall Islands
Infrared

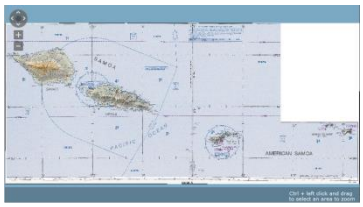
Sectionals

Hawaii Islands
Chart

Mariana Islands
Chart

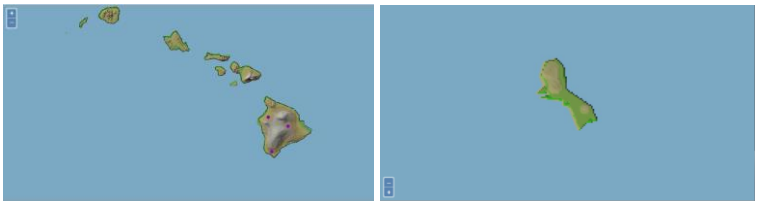
Samoan Islands
Chart

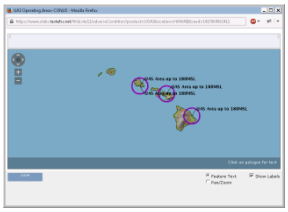




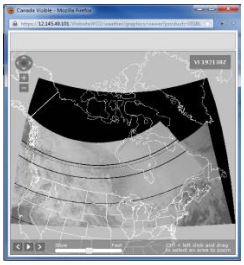
UAS Operating Areas

UAS Operating Area
Hawaii Guam



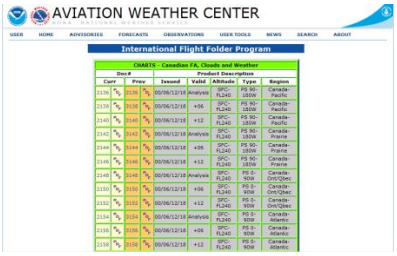


f. Canada

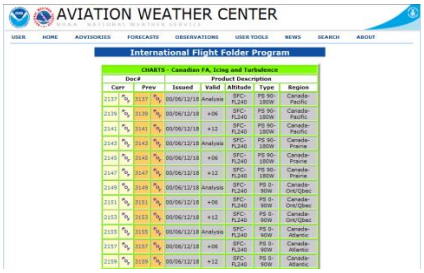


- In the chart viewer window, click on the Complete Legend link to open a legend with more detailed information.

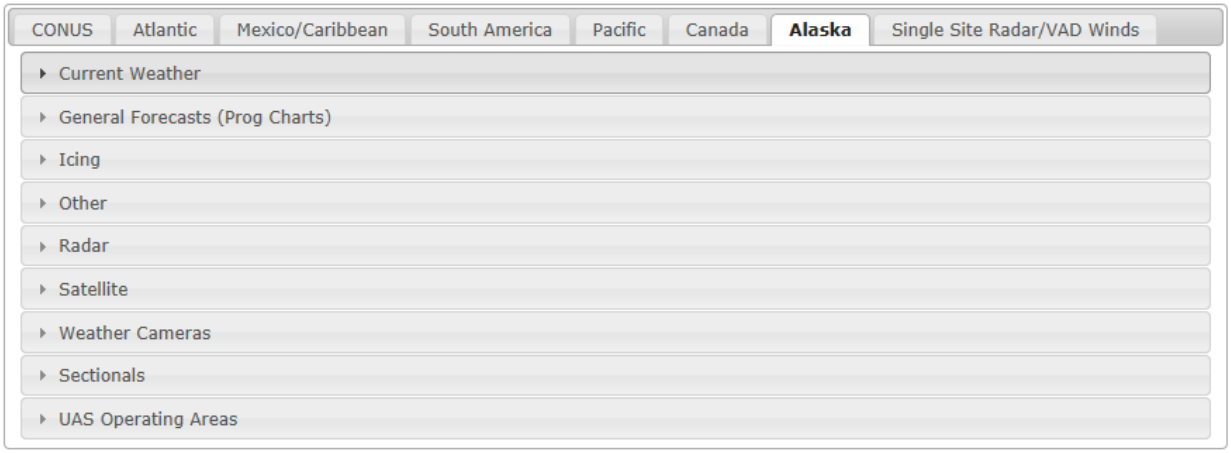
Selecting Canadian Weather Charts will open the Aviation Weather Center IFFDP - CA Clouds web site in a separate tab or window http://www.aviationweather.gov/iffdp/cacw.

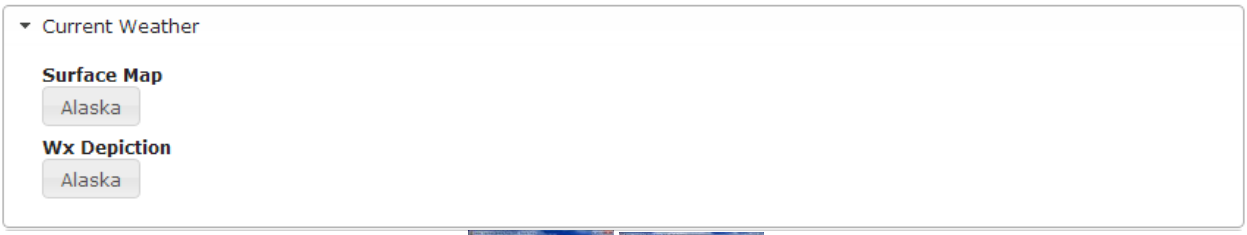


Selecting Canadian Hazard Charts will open the Aviation Weather Center IFFDP - CA Ice Turb web site in a separate tab or window http://www.aviationweather.gov/iffdp/cait.

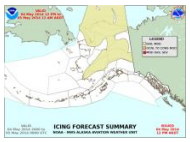


g. Alaska

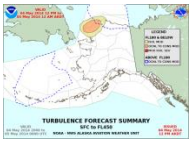




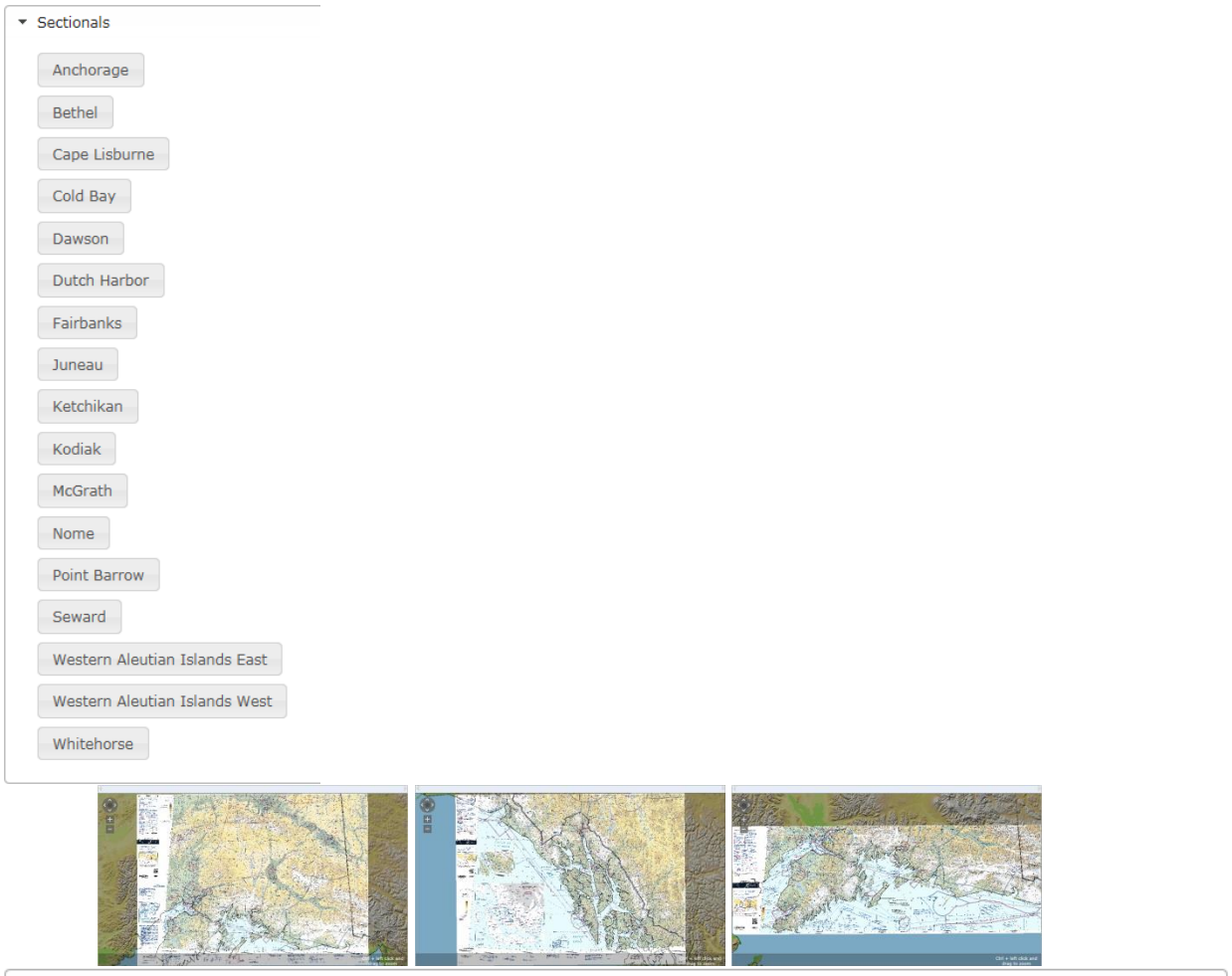
Selecting Icing / Freezing Levels for Alaska will open the OAA's Nation Weather Service – Alaska Aviation Weather Unit Icing Forecast Summary in a separate tab or window http://aawu.arh.noaa.gov/index.php?tab=2&subtab=2.



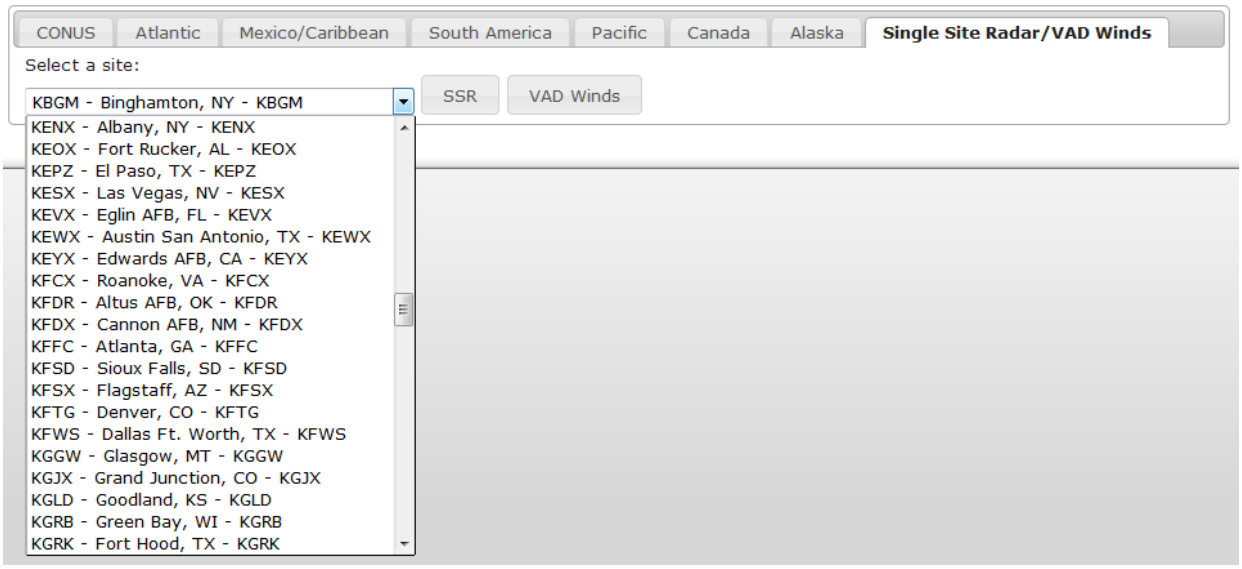
Selecting Turbulence for Alaska will open the OAA's Nation Weather Service – Alaska Aviation Weather Unit Turbulence Forecast Summary in a separate tab or window http://aawu.arh.noaa.gov/index.php?tab=2&subtab=3.

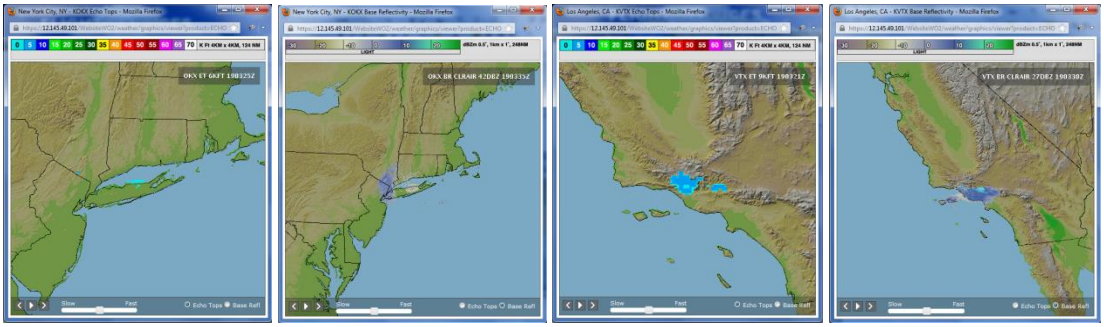


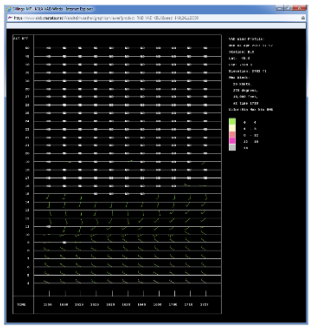
Selecting Weather Cameras for Alaska will open the Aviation Cameras Home - Federal Aviation Administration web site in a separate tab or window http://avcams.faa.gov/.


Sectionals
Anchorage
Bethel
Cape Lisburne
Cold Bay
Dawson
Dutch Harbor
Fairbanks
Juneau
Ketchikan
Kodiak
McGrath
Nome
Point Barrow
Seward
Western Aleutian Islands East
Western Aleutian Islands West
Whitehorse
UAS Operating Areas
UAS Operating Area
Alaska

h. Single Site Radar/VAD Winds



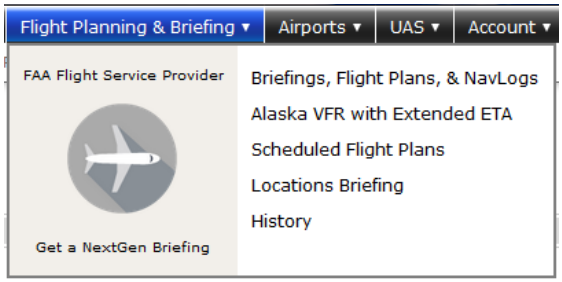




8. Flight Planning & Briefing

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

a. Briefings, Flight Plans & NavLogs
b. Alaska VFR with Extended ETA
c. Scheduled Flight Plans (Displayed with PSFP access)
d. Locations Briefing
e. History

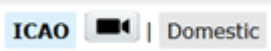


Briefings, Flight Plans & NavLogs

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

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

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When the 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 Return Flight Plan 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 will be lost due to it no longer being relevant in the return route of the flight.

Alaska VFR with Extended ETA

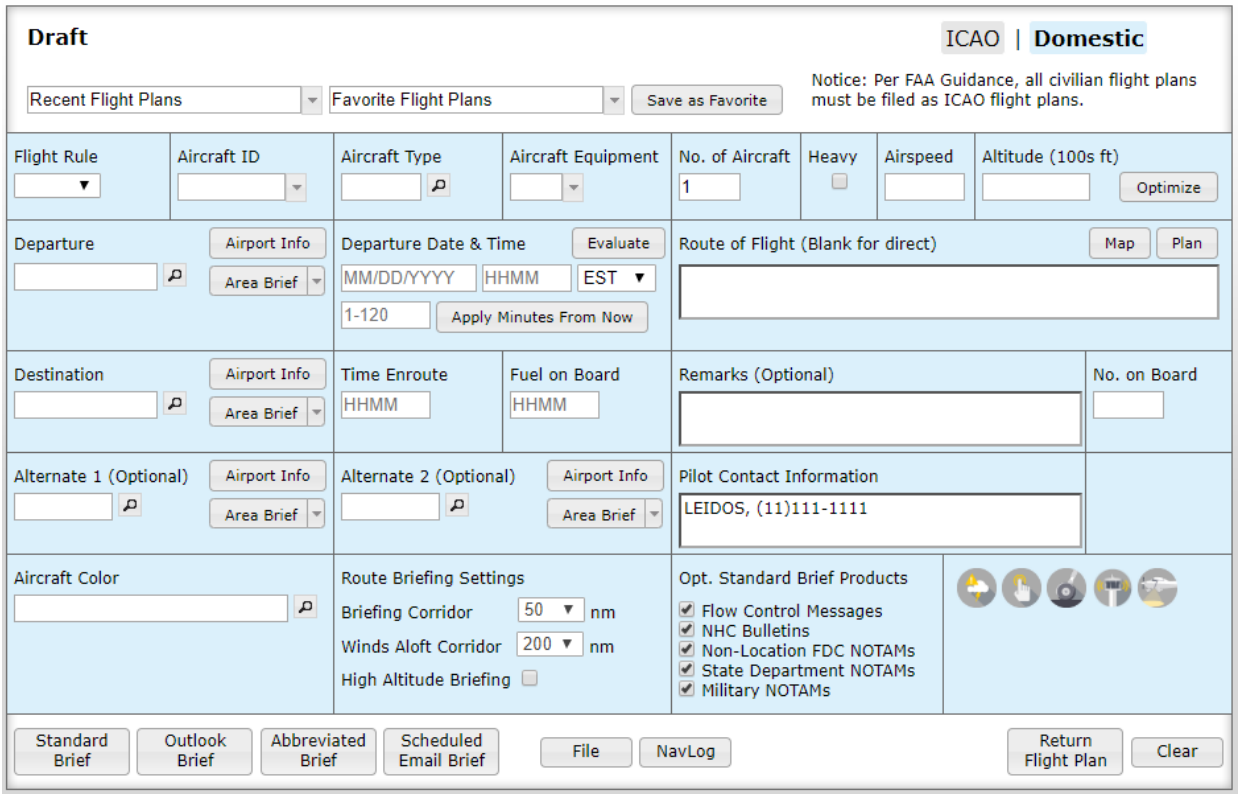
The Alaska VFR with Extended ETA page supports VFR flight plans within Alaska with up to two weeks of flight duration.

8.1. Flight Planning

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

a. Domestic Flight Plan Form Validation

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



DOMESTIC FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**
Domestic Flight Plan		
• Flight Rule	• VFR, IFR, MVFR, or MIFR	• Standard Brief

DOMESTIC FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**
		• Outlook Brief • Abbreviated Brief • File • Amend • Activate • Save Favorite • Optimize Altitude
• Aircraft ID	• 1 letter followed by 1-6 alphanumeric characters Example: **N0819W**	• Standard Brief • Outlook Brief • Abbreviated Brief • File • Amend • Activate • Dep/Dest/Altn1/Altn2 Area Brief • NavLog • Optimize Altitude • Evaluate Departure Time
• Aircraft Type	• 1 letter followed by 1-3 alphanumeric characters ➢ Must be valid aircraft type in Aircraft Type Search Examples: **J2, C25A, B738** Refer to **Domestic Flight Plan Form**, Aircraft Type Search for details.	• File • Amend • Activate
• Aircraft Equipment	• 1 letter Refer to **Domestic Flight Plan Form**, Aircraft Equipment for details.	• File • Amend • Activate
No. of Aircraft	• 1-2 digits Example: **1**	N/A
Heavy	• Aircraft takeoff weights of at least 300,000 pounds	N/A
• Airspeed	• Airspeed value “zero” not allowed • Knots: 2-4 digits, max of 3700 • Mach: M followed by 3 digits, max of 500, with an implicit decimal after the first digit (M075 = 0.75 Mach, M200 = 2.00 Mach, M312 = 3.12 Mach) Examples: **50, 100, 130, M100**	• Standard Brief • Outlook Brief • Abbreviated Brief • File • Amend • Activate • NavLog • Optimize Altitude • Evaluate Departure Time
• Altitude (100s ft)	• Flight Level: 2-3 digits • OTP: OTP • OTP and Flight Level: OTP/ followed by 2-3 digits • VFR: VFR • VFR and Flight Level: VFR/ followed by 2-3 digits • ABV and Flight Level: ABV/ followed by 2-3 digits • Block Altitude: 2-3 digits followed by B and 2-3 digits Examples: **65, 80, 210, VFR/095** **Additional Format Rules for Use of Altitude Optimization:** IFR, MIFR flights: ➢ Flight Level: 20-600 ➢ ABV and Flight Level: ABV/20-ABV/600 ➢ OTP and Flight Level: OTP/20-OTP/600	• Standard Brief • Outlook Brief • Abbreviated Brief • File • Amend • Activate • NavLog • Optimize Altitude • Evaluate Departure Time

DOMESTIC FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**
	➢ VFR and Flight Level: VFR/25-VFR/179 VFR, MVFR flights: ➢ Flight Level: 25-179 ➢ ABV and Flight Level: ABV/25-ABV/179 ➢ OTP and Flight Level: OTP/25-OTP/179 ➢ VFR and Flight Level: VFR/25-VFR/179 **Additional Format Rules for Use of Evaluate Departure Time:** IFR, MIFR, VFR, MVFR flights: ➢ Flight Level: 00-999 ➢ ABV and Flight Level: ABV/00-ABV/999 ➢ OTP and Flight Level: OTP/00-OTP/999 ➢ VFR and Flight Level: VFR/01-VFR/179 ➢ Block Altitude: 00B01-998B999	
• Departure	• 3-5 alphanumeric airport/heliport/navaid (default airport), or waypoint identifier Examples: **HGR, KSEA, 9OI5** Refer to **Domestic Flight Plan Form**, Departure/Destination/Alternates for details. • 8-12 character latitude/longitude in the format aabb(A)(/)(c)ccdd(B), where parentheses denote optional characters ➢ aa is degrees latitude in the range 00-90 ➢ bb is minutes latitude in the range 00-59 ➢ (c)cc is degrees longitude in the range 00-180 ➢ dd is minutes longitude in the range 00-59 ➢ (A) is either N or S (North or South, default to N if unspecified) ➢ (B) is either W or E (West or East, default to W if unspecified) Example: **4449N/7322W** ➢ Location name is required in the Remarks field when latitude/longitude is used for departure. Use the displayed Latitude/Longitude Location Name dialog for assistance. • 8-11 alphanumeric fix-radial-distance in the format (A)(A)(A)AAaaabbb, where parentheses denote optional characters ➢ (A)(A)(A)AA is 2-5 alphanumeric airport/heliport/NAVAID/waypoint identifier ➢ aaa is radial measure in degrees from North in the range 001-360 ➢ bbb is distance in nautical miles in the range 001-999 Example: **HGR001024**	• Standard Brief • Outlook Brief • Abbreviated Brief • File • Amend • Activate • Dep Area Brief • Save Favorite • NavLog • Optimize Altitude • Plan a Route • Evaluate Departure Time

DOMESTIC FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**
	For restrictions, refer to **Flight Planning Restrictions.**	
• Departure Date & Time	• MM/DD/YYYY; based off of the selected time zone value • HHMM; where HHMM are 4 digits, current time based off of the selected time zone value; if not available, will default to UTC time • Time zone: AST ADT EST EDT CST CDT MST MDT PST PDT AKST AKDT HST UTC **Note**: Both date and time can be automatically populated by an Apply Minutes From Now action.	• Standard Brief • Outlook Brief • Abbreviated Brief • File • Amend • Activate • Dep/Dest/Alt1/Alt2 Area Brief • NavLog • Optimize Altitude • Evaluate Departure Time
Route of Flight (Leave blank for direct)	• 2-558 characters • 3-5 alphanumeric airport/heliport/NAVAID/waypoint identifier Examples: **HGR, KSEA, 9OI5** • 8-12 character latitude/longitude in the format aabb(A)(/)(c)ccdd(B), where parentheses denote optional characters ➢ aa is degrees latitude in the range 00-90 ➢ bb is minutes latitude in the range 00-59 ➢ (c)cc is degrees longitude in the range 00-180 ➢ dd is minutes longitude in the range 00-59 ➢ (A) is either N or S (North or South, default to N if unspecified) ➢ (B) is either W or E(West or East, default to W if unspecified) Example: **4449N/7322W** • 8-11 alphanumeric fix-radial-distance in the format (A)(A)(A)AAaaabbb, where parentheses denote optional characters ➢ (A)(A)(A)AA is 2-5 alphanumeric airport/heliport/NAVAID/waypoint identifier ➢ aaa is radial measure in degrees from North in the range 001-360 ➢ bbb is distance in nautical miles in the range 001-999 Example: **HGR001024** • V and J Airways ➢ V Airway in the format Vd(d)(d), where parentheses denote optional digits	N/A

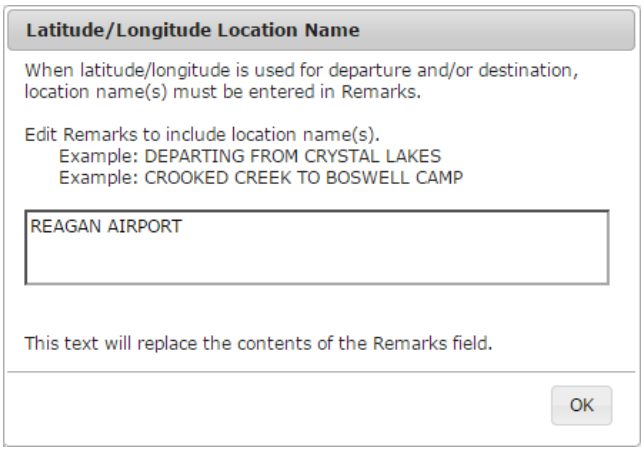
DOMESTIC FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**
	➢ J Airway in the format Jd(d)(d), where parentheses denote optional digits Examples: **V469, J123** • Standard Instrument Departure (SID) ➢ 1 letter followed by 2-5 alphanumeric characters Example: **DRWN6** • Standard Terminal Arrival Route (STAR) ➢ 1 letter followed by 2-5 alphanumeric characters Example: **SKETR5** 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	• 3-5 alphanumeric airport/heliport/navaid (default airport), or waypoint identifier Examples: **HGR, KSEA, 9OI5** Refer to **Domestic Flight Plan Form** for details. • 8-12 character latitude/longitude in the format aabb(A)(/)(c)ccdd(B), where parentheses denote optional characters ➢ aa is degrees latitude in the range 00-90 ➢ bb is minutes latitude in the range 00-59 ➢ (c)cc is degrees longitude in the range 00-180 ➢ dd is minutes longitude in the range 00-59 ➢ (A) is either N or S (North or South, default to N if unspecified) ➢ (B) is either W or E (West or East, default to W if unspecified) Example: **4449N/7322W** ➢ Location name is required in the Remarks field when latitude/longitude is used for destination. Use the displayed Latitude/Longitude Location Name dialog for assistance. • 8-11 alphanumeric fix-radial-distance in the format (A)(A)(A)AAaaabbb, where parentheses denote optional characters ➢ (A)(A)(A)AA is 2-5 alphanumeric airport/heliport/navaid/waypoint identifier ➢ aaa is radial measure in degrees from North in the range 001-360 ➢ bbb is distance in nautical miles in the range 001-999	• Standard Brief • Outlook Brief • Abbreviated Brief • File • Amend • Activate • Dest Area Brief • Save Favorite • NavLog • Optimize Altitude • Plan a Route • Evaluate Departure Time

DOMESTIC FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**
	Example: **HGR001024** For restrictions, refer to **Flight Planning Restrictions**.	
• Time Enroute	• HHMM; where HHMM are 4 digits Example: **0430**	• File • Amend • Activate
• Fuel on Board	• HHMM; where HHMM are 4 digits Example: **0600**	• File • Amend • Activate
Remarks	• 1-325 characters Example: **STUDENT SOLO FLIGHT** ➢ Location name is required in the Remarks field when latitude/longitude is used for departure and/or destination. Use the displayed Latitude/Longitude Location Name dialog for assistance.	N/A
• No. on Board	• 1-3 digits Example: **1**	• File • Amend • Activate
Alternate 1	• 3-4 alphanumeric airport/heliport identifier Examples: **HGR, KSEA, 9OI5** Refer to **Domestic Flight Plan Form**, Departure/Destination/Alternates for details. For restrictions, refer to **Flight Planning Restrictions.**	• Alt Area Brief
Alternate 2	• 3-4 alphanumeric airport/heliport identifier Examples: **HGR, KSEA, 9OI5** Refer to **Domestic Flight Plan Form**, Departure/Destination/Alternates for details. For restrictions, refer to **Flight Planning Restrictions**.	• Alt2 Area Brief
• Pilot Contact Information	• 1-200 characters Example: **JONES, BOB, (202) 555-1111** **HGR, (301) 555-2222**	• File • Amend • Activate
Beacon Code	• 4 octal digits (0000-7777). Only Present on form if assigned. Value cannot be changed by user.	N/A
• Aircraft Color	• 1-15 letters ➢ Use a / to separate colors Examples: **W, R/T** Refer to **Domestic Flight Plan Form**, Aircraft Color for details.	• File • Amend • Activate
Route Briefing Settings		
Briefing Corridor	• Nautical Miles: 50, 75, or 100 ➢ Default: 50	N/A
Winds Aloft Corridor	• Nautical Miles 100, 200, 300, 600 ➢ Default: 200	N/A
High Altitude Briefing	• Select checkbox when altitude is at or above FL180 to exclude enroute METARs and TAFs from the briefing. ➢ Default: not checked	N/A
Optional Standard Brief Products		

DOMESTIC FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**
Flow Control Messages	• Select checkbox when Flow Control Messages are required in Standard Brief	N/A
NHC Bulletins	• Select checkbox when NHC Bulletins are required in Standard Brief	N/A
Non-Location FDC NOTAMs	• Select checkbox when Non-Location FDC NOTAMs are required in Standard Brief	N/A
State Department NOTAMs	• Select checkbox when State Department NOTAMs are required in Standard Brief	N/A
Military NOTAMs	• Select checkbox when Military NOTAMs are required in Standard Brief	N/A

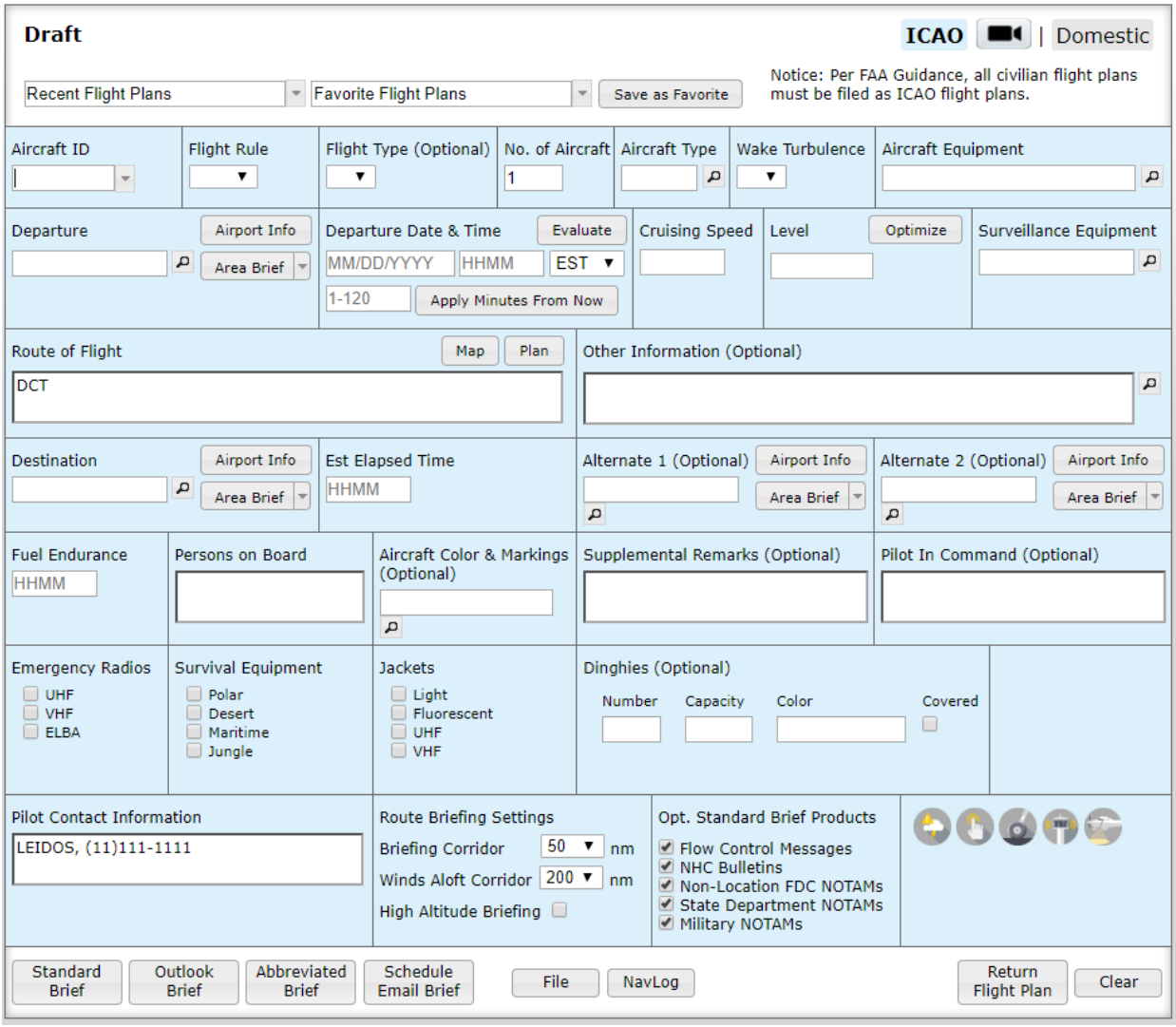
The Latitude/Longitude Location Name Dialog

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



b. ICAO Flight Plan Form Validation

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



ICAO FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**
ICAO Flight Plan		
• Aircraft ID	• 1 letter followed by 1-6 alphanumeric characters Example: **N0819W**	• File • Amend • Activate • Standard Brief • Outlook Brief • Abbreviated Brief • Area Brief • NavLog • Optimize Altitude • Evaluate Departure Time
• Flight Rule	• VFR, IFR, YFR, or ZFR	• File • Amend • Activate • Standard Brief • Outlook Brief • Abbreviated Brief

ICAO FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**
		• Save As Favorite
Flight Type	• G, M, N, S, X, or D	N/A
No. of Aircraft	• 1-2 digits Example: **1**	N/A
• Aircraft Type	• 1 letter followed by 1-3 alphanumeric characters ➢ Must be valid aircraft type in Aircraft Type Search Examples: **J2, C25A, B738** Refer to **ICAO Flight Plan Form** for details.	• File • Amend • Activate
• Wake Turbulence	• H - Aircraft takeoff weights of at least 300,000 pounds • M - Aircraft takeoff weights greater than 15,000 pounds, but less than 300,000 pounds • L - Aircraft takeoff weights of 15,000 pounds or less • The Wake Turbulence will be automatically populated based on the Aircraft Type. Refer to **ICAO Flight Plan Form** for details.	• File • Amend • Activate
• Aircraft Equipment	• 1-64 alphanumeric characters ➢ Use Aircraft Equipment helper dialog for assistance. ➢ If the value R is entered, then Other Information must contain a PBN/ value. ➢ If the value Z is entered, then Other Information must contain either a NAV/, DAT/ or COM/ value. Examples: **F, E3G, M3** Refer to **ICAO Flight Plan Form** for details.	• File • Amend • Activate
• Departure	• 3-4 alphanumeric airport identifier Examples: **KSEA, KHGR** • 2-5 alphanumeric significant point • 11 character latitude/longitude in the format aabbAcccddB ➢ aa is degrees latitude in the range 00-90 ➢ bb is minutes latitude in the range 00-59 ➢ ccc is degrees longitude in the range 000-180 ➢ dd is minutes longitude in the range 00-59 ➢ A is either N or S (North or South) ➢ B is either E or W (East or West) Example: **4449N07322W** • 8-11 alphanumeric fix-radial-distance in the format (A)(A)(A)AAaaabbb, where parentheses denote optional characters ➢ (A)(A)(A)AA is 2-5 alphanumeric airport/heliport/navaid/waypoint identifier ➢ aaa is radial measure in degrees from North in the range 001-360 ➢ bbb is distance in nautical miles in the range 001-999 Example: **HGR001024** • ZZZZ or AFIL ➢ If ZZZZ or AFIL is entered, then a location of one of the above formats must be provided in **DEP/** in the Other information field For restrictions, refer to **Flight Planning Restrictions**	• File • Amend • Activate • Standard Brief • Outlook Brief • Abbreviated Brief • Departure Area Brief • Save As Favorite • NavLog • Optimize Altitude • Plan a Route • Evaluate Departure Time
• Departure 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	• Standard Brief • Outlook Brief • Abbreviated Brief • File • Amend • Activate • Area Brief • NavLog • Optimize Altitude • Evaluate Departure Time

ICAO FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**
	• Time zone: AST ADT EST EDT CST CDT MST MDT PST PDT AKST AKDT HST UTC **Note**: Both date and time can be automatically populated by an Apply Minutes From Now action.	
• Cruising Speed	• Airspeed value "zero" not allowed • Knots: N followed by 4 digits, max of 3700 • Mach: M followed by 3 digits, max of 500, with an implicit decimal after the first digit (M075 = 0.75 Mach, M200 = 2.00 Mach, M312 = 3.12 Mach) Examples: **N0100, M100**	• Standard Brief • Outlook Brief • Abbreviated Brief • File • Amend • Activate • NavLog • Optimize Altitude • Evaluate Departure Time
• Level	➢ Altitude in hundreds of feet, for flights below 18,000 feet, minimum is 100 feet: A followed by 3 digits (A095 = 9,500 feet) ➢ Flight Level in hundreds of feet, for flights at or above 18,000 feet: F followed by 3 digits (F195 = 19,500 feet) ➢ Altitude in tens of meters: M followed by 4 digits (M0230 = 2,300 meters) ➢ Standard Metric Level in tens of meters: S followed by 4 digits (S1230 = 12,300 meters) ➢ VFR with Altitude in hundreds of feet, minimum is 100 feet: VFR/ followed by 3 digits (VFR/170 = 17,000 feet) ➢ VFR: VFR Examples: **A095, F190, 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	• Standard Brief • Outlook Brief • Abbreviated Brief • File • Amend • Activate • NavLog • Optimize Altitude • Evaluate Departure Time
• Surveillance Equipment	• 1-11 alphanumeric characters ➢ Use Surveillance Equipment helper dialog for assistance. Examples: **S, X, SV1** Refer to **ICAO Flight Plan Form** for details.	• File • Amend • Activate

ICAO FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**
• Route of Flight	1. 2-558 characters 2. 3-5 alphanumeric airport/heliport/NAVAID/waypoint identifier Examples: **KSEA, KHGR** 3. 8-12 character latitude/longitude in the format aabb(A)(/)(c)ccdd(B), where parentheses denote optional characters ➢ aa is degrees latitude in the range 00-90 ➢ bb is minutes latitude in the range 00-59 ➢ (c)cc is degrees longitude in the range 00-180 ➢ dd is minutes longitude in the range 00-59 ➢ (A) is either N or S (North or South, default to N if unspecified) ➢ (B) is either W or E(West or East, default to W if unspecified) Example: **4449N/7322W** 4. 8-11 alphanumeric fix-radial-distance in the format (A)(A)(A)AAaaabbb, where parentheses denote optional characters ➢ (A)(A)(A)AA is 2-5 alphanumeric airport/heliport/NAVAID/waypoint identifier ➢ aaa is radial measure in degrees from North in the range 001-360 ➢ bbb is distance in nautical miles in the range 001-999 Example: **HGR001024** 5. V and J Airways ➢ V Airway in the format Vd(d)(d), where parentheses denote optional digits ➢ J Airway in the format Jd(d)(d), where parentheses denote optional digits Examples: **V469, J123** 6. Standard Instrument Departure (SID) ➢ 1 letter followed by 2-5 alphanumeric characters Example: **DRWN6** 7. Standard Terminal Arrival Route (STAR) ➢ 1 letter followed by 2-5 alphanumeric characters Example: **SKETR5** 8. Cruising Speed and/or Level change at a point in the route, in the format <point>/<speed><altitude> ➢ <point> as defined in items 2, 3, and 4 above ➢ <speed> is in the same format as the Cruising Speed field ➢ <altitude> is in the same format as the Level field ➢ Must include both Speed and Level values, even if only one is changing Example: **MSN/N0150A095** 9. Flight Rules change at a point in the route, in the format: ○ <point><space><VFR or IFR> Example: **MSN240020 VFR** ○ Or with a speed/altitude change: <point>/<speed><altitude><space><VFR or IFR> ➢ <point> as defined in items 2, 3, and 4 above ➢ <speed> is in the same format as the Cruising Speed field ➢ <altitude> is in the same format as the Level field ➢ Must include both Speed and Level, even if only one is changing Example: **MSN/N0150A095 IFR** Full Route Example: **MRB V39 SDZ V3 FLO V437 CHS V1 STARY V437 KIZER V267 PAOLA**	• File • Amend • Activate

ICAO FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**
	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 aabbAcccddB ➢ aa is degrees latitude in the range 00-90 ➢ bb is minutes latitude in the range 00-59 ➢ ccc is degrees longitude in the range 000-180 ➢ dd is minutes longitude in the range 00-59 ➢ A is either N or S (North or South) ➢ B is either E or W (East or West) Example: **4449N07322W** • 8-11 alphanumeric fix-radial-distance in the format (A)(A)(A)AAaaabbb, where parentheses denote optional characters ➢ (A)(A)(A)AA is 2-5 alphanumeric airport/heliport/navaid/waypoint identifier ➢ aaa is radial measure in degrees from North in the range 001-360 ➢ bbb is distance in nautical miles in the range 001-999 Example: **HGR001024** • ZZZZ ➢ If ZZZZ is entered, then a location of one of the above formats must be provided in **DEST/** in the Other information field For restrictions, refer to **Flight Planning Restrictions**	• File • Amend • Activate • Standard Brief • Outlook Brief • Abbreviated Brief • Destination Area Brief • Save As Favorite • NavLog • Optimize Altitude • Plan a Route • Evaluate Departure Time
• Est Elapsed Time	• HHMM; where HHMM are 4 digits Example: **0530** • If 0000 is entered, then the Estimated Time of Arrival must be provided in the ETA field.	• File • Amend • Activate
• ETA	• DDHHMM; where DDHHMM are 6 digits Example: **040530** • Time zone will default to the selected time zone in Departure Date & Time field. • Estimated Time of Arrival must be at least 100 hours or more than the Departure Date & Time. • Estimated Time of Arrival cannot be more than 27 days from Departure Date & Time.	• File • Amend • Activate
Alternate 1	• 3-4 alphanumeric airport identifier Examples: **KSEA, KHGR** • 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	• Alternate 1 Area Brief

ICAO FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**
	➢ A is either N or S (North or South) ➢ B is either E or W (East or West) Example: **4449N07322W** • 8-11 alphanumeric fix-radial-distance in the format (A)(A)(A)AAaaabbb, where parentheses denote optional characters ➢ (A)(A)(A)AA is 2-5 alphanumeric airport/heliport/navaid/waypoint identifier ➢ aaa is radial measure in degrees from North in the range 001-360 ➢ bbb is distance in nautical miles in the range 001-999 Example: **HGR001024** • ZZZZ ➢ If ZZZZ is entered, then a location of one of the above formats must be provided in **ALTN/** in the Other information field For restrictions, refer to **Flight Planning Restrictions**	
Alternate 2	• 3-4 alphanumeric airport identifier Examples: **KSEA, KHGR** • 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) Example: **4449N07322W** • 8-11 alphanumeric fix-radial-distance in the format (A)(A)(A)AAaaabbb, where parentheses denote optional characters ➢ (A)(A)(A)AA is 2-5 alphanumeric airport/heliport/navaid/waypoint identifier ➢ aaa is radial measure in degrees from North in the range 001-360 ➢ bbb is distance in nautical miles in the range 001-999 Example: **HGR001024** • ZZZZ ➢ If ZZZZ is entered, then a location of one of the above formats must be provided in **ALTN/** in the Other information field For restrictions, refer to **Flight Planning Restrictions**	• Alternate 2 Area Brief
Beacon Code	• 4 octal digits (0000-7777). Only present on form if assigned. Value cannot be changed by user.	N/A
Other Information	• 1-325 alphanumeric characters, spaces, and forward slash (/) ➢ Use the Other Information helper dialog for a list of all valid codes and for formatting the following subfield elements: ➢ STS/: Enter special handling codes for Air Traffic Services. If more than one code is used, each code must be separated by a space. Example: **STS/ALTRV** ➢ PBN/: Enter RNAV and/or RNP capabilities. A maximum of 8 codes may be entered. Aircraft Equipment field must contain “R”. Example: **PBN/A1** ➢ NAV/: Enter significant data related to navigation equipment, other than that specified in PBN/ subfield. A "Z" will be automatically inserted into	

ICAO FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**
	the Aircraft Equipment field. This subfield is a free text field. Example: **NAV/MYEQUIPMENT** ➢ COM/: Enter communications applications or capabilities that are not specified in the Aircraft Equipment field. A "Z" will be automatically inserted into the Aircraft Equipment field. This subfield is a free text field. Example: **COM/MYEQUIPMENT** ➢ DAT/: Enter data applications or capabilities that are not specified in the Aircraft Equipment field. A "Z" will be automatically inserted into the Aircraft Equipment field. This subfield is a free text field. Example: **DAT/MYEQUIPMENT** ➢ SUR/: Enter the surveillance capabilities of the aircraft not specified in the Surveillance Equipment field. This subfield is a free text field. Example: **SUR/MYEQUIPMENT** ➢ DEP/: Enter the departure of the flight plan when ZZZZ is entered in the departure field, as shown below. DEP/ will be automatically inserted into the Other Information field. ➢ 3-4 alphanumeric airport identifier ➢ 2-5 alphanumeric significant point ➢ 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) ➢ 8-11 alphanumeric fix-radial-distance in the format (A)(A)(A)AAaaabbb, where parentheses denote optional characters ➢ (A)(A)(A)AA is 2-5 alphanumeric airport/heliport/NAVAID/waypoint identifier ➢ aaa is radial measure in degrees from North in the range 001-360 ➢ bbb is distance in nautical miles in the range 001-999 Example: **DEP/KHGR** Example: **DEP/4449N07322W** Example: **DEP/HGR001024** ➢ Location name is required following latitude/longitude when latitude/longitude is used for the DEP/ and/or DEST/ subfields. ➢ DEST/: Record the destination of the flight plan when ZZZZ is entered in the departure field. Use the same rules as the DEP/ subfield. Example: **DEST/KHGR** Example: **DEST/4449N07322W** Example: **DEST/HGR001024** ➢ DOF/: Records the departure date of the flight as YYMMDD if the Proposed Departure Time is more than 24 hours ahead of the current time. DOF/ will be automatically inserted into the Other Information field. Example: **DOF/141025**	

ICAO FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**
	➢ REG/: Enter the nationality or registration mark of the aircraft. This subfield is a free text field. Example: **REG/UNITEDSTATES** ➢ EET/: Enter significant points or FIR boundary designators, and accumulated estimated elapsed times from take-off to the points or FIR boundaries. If multiple points or boundaries are entered, they must be separated by a space, and the time values must be in increasing order from left to right. None of the time values may be equal to, or exceed the Total Estimated Elapsed Time. Points and designators can be identified using FIR ID, enroute point, latitude/longitude, or Fix-Radial-Distance (FRD). EET/<position><time> or EET/<position1><time1><sp><position2><time2> <sp><position3><time3> Example: **EET/CZEG0026** ➢ SEL/: Enter the SELCAL (Selective Calling) code for aircraft so equipped. This subfield is a free text field. Example: **SEL/ABCD** ➢ TYP/: Enter the aircraft type, if ZZZZ is entered into the Aircraft Type field. This subfield is a free text field. Example: **TYP/J2** ➢ CODE/: Enter the aircraft address, which is expressed in the form of an alphanumerical code of six hexadecimal characters. Example: **CODE/AC82EC** ➢ DLE/: Enter the en-route delay or holding at significant point(s) on the route. If multiple delay points may be included, they must be separated by a space. DLE/<significant point>HHMM or DLE/<significant point>HHMM<space><significant point>HHMM. The <significant point> can be one of the following formats: ➢ 3-4 alphanumeric airport identifier ➢ 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) ➢ 8-11 alphanumeric fix-radial-distance in the format (A)(A)(A)AAaaabbb, where parentheses denote optional characters ➢ (A)(A)(A)AA is 2-5 alphanumeric airport/heliport/NAVAID/waypoint identifier ➢ aaa is radial measure in degrees from North in the range 001-360 ➢ bbb is distance in nautical miles in the range 001-999 Example: **DLE/4449N07322W0045** ➢ OPR/: Enter the ICAO designator or name of the aircraft operating agency. This subfield is a free text field. Example: **OPR/MYAGENCY**	

ICAO FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**
	➢ ORGN/: Enter the originator's 8 letter AFTN address. Example: **ORGN/AFTNADDRESS** ➢ PER/: Enter the aircraft performance data. This subfield accepts one of the following codes: A, B, C, D, E, or H. Example: **PER/H** ➢ ALTN/: Enter the alternate airports of the flight plan when ZZZZ is entered into either of the alternate aerodrome field. Use the same rules as the DEP/ subfield. Example: **ALTN/KHGR** Example: **ALTN/4449N07322W** Example: **ALTN/HGR001024** ➢ RALT/: Enter the en-route alternate airports. Use the same rules as the DEP/ subfield. Example: **RALT/KHGR** Example: **RALT/4449N07322W** Example: **RALT/HGR001024** ➢ TALT/: Enter one take-off alternate aerodrome. Use the same rules as the DEP/ subfield. Example: **TALT/KHGR** Example: **TALT/4449N07322W** Example: **TALT/HGR001024** ➢ RIF/: Enter route details for a revised destination airport. This subfield is a free text field, but should follow the rules of the Route of Flight field. Example: **RIF/KHGR** ➢ RMK/: Enter any other plain language remarks for the flight plan. This subfield is a free text field. Example: **RMK/STUDENT PILOT** Refer to ICAO Flight Plan – Other Information Field for details.	
Supplementary Information		
• Fuel Endurance	• HHMM; where HHMM are 4 digits Example: **0530**	• File • Amend • Activate
• 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 backslash "\" Example: **B\BE AND RED**	• N\A
Emergency Equipment		
Survival Equipment	• Select appropriate checkboxes for your aircraft	N/A
Emergency Radios	• Select appropriate checkboxes for your aircraft	N/A
Jackets	• Select appropriate checkboxes for your aircraft	N/A
Dinghies		
Number	• 1-2 digits Example: **01**	N/A
Capacity	• 1-3 digits Example: **003**	N/A
Covered	• Select if dinghies are covered	N/A
Color	• 1-20 alpha characters including spaces Example: **B**	N/A
Supplemental Remarks	• 1-500 alphanumeric characters, spaces, and backslash "\" Example: **STUDENT SOLO FLIGHT**	N/A
Pilot in Command	• 1-201 alphanumeric characters, spaces, and backslash "\" Example: **Jones 202 555 1111**	N/A

ICAO FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**
• Pilot Contact Information	• 1-200 characters Example: **JONES, (202) 555-1111** **HGR, (301) 555-2222**	• File • Amend • Activate
Route Briefing Settings		
Route Corridor	• Nautical Miles: 50, 75, or 100	N/A
Winds Aloft Corridor	• Nautical Miles 100, 200, 300, 600 ➢ Default: 200	N/A
High Altitude Briefing	• Select checkbox when altitude is at or above FL180 to exclude enroute METARs and TAFs from the briefing ➢ Default: not checked	N/A
Optional Standard Brief Products		
Flow Control Messages	• Select checkbox when Flow Control Messages are required in Standard Brief	N/A
NHC Bulletins	• Select checkbox when NHC Bulletins are required in Standard Brief	N/A
Non-Location FDC NOTAMs	• Select checkbox when Non-Location FDC NOTAMs are required in Standard Brief	N/A
State Department NOTAMs	• Select checkbox when State Department NOTAMs are required in Standard Brief	N/A
Military NOTAMs	• Select checkbox when Military NOTAMs are required in Standard Brief	N/A

i. ICAO Flight Plan – Other Information Field

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

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

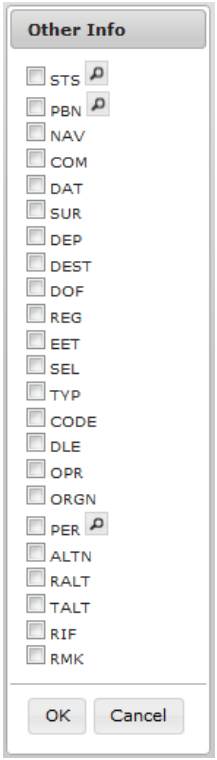
The entry "TYP/C172 RMK/THIS IS A REMARK" would be considered valid. The entry "RMK/THIS IS A REMARK TYP/C172" would be considered invalid because RMK cannot come before TYP. The entry "TYP/C172 TYP/C180 RMK/THIS IS A REMARK" would be considered invalid because TYP cannot appear more than once in the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

➢ **Subfield Order**

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

➢ **The Other Information Helper Dialog**

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



i. The STS subfield

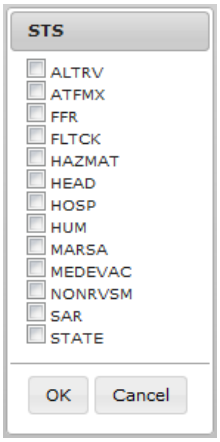
The STS subfield is used to record reasons for special handling of the flight plan by Air Traffic Services (ATS). The reasons are represented by the codes shown below. If more than one code is used, each code must be separated by a space. For example, the entry “STS/ALTRV ATFMX” would be considered valid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

- ALTRV – This code indicates a flight operated in accordance with an altitude reservation.
- ATFMX – This code indicates a flight approved for exemption from the ATFM measures by the appropriate authority.
- FFR – The code indicates a fire-fighting flight.
- FLTCK – This code indicates a flight check for calibration of navigational aids.
- HAZMAT – This code indicates a flight carrying hazardous material.
- HEAD – This code indicates a flight with Head of State status.
- HOSP – This code indicates a medical flight declared by medical authorities.
- HUM – This code indicates a flight operating on a humanitarian mission.
- MARSA – This code indicates a flight for which a military entity assumes responsibility for separation of military aircraft.
- MEDEVAC – This code indicates a life critical medical emergency evacuation.
- NONRVSM – This code indicates a non-RVSM capable flight intending to operate in RVSM airspace.
- SAR – This code indicates a flight engaged in a search and rescue mission.

- STATE – This code indicates a flight engaged in military, customs, or police services.

➢ **The STS Helper Dialog**

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



ii. The PBN subfield

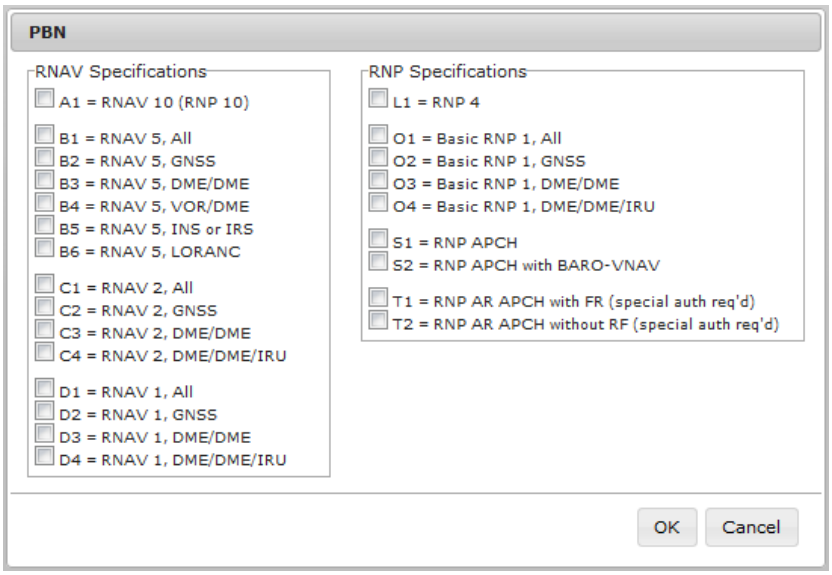
The PBN subfield is used to record RNAV and/or RNP capabilities. The capabilities are represented by the codes shown below.

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

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

➢ **The PBN Helper Dialog**

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



iii. The NAV subfield

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

The subfield accepts alphanumeric and spaces in free text.

If the Other Information field contains the NAV subfield, the Web site will insert the value Z into the Aircraft Equipment field. Omitting “Z” invalidates the flight plan.

iv. The COM subfield

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

The subfield accepts alphanumeric and spaces in free text.

If the Other Information field contains the COM subfield, the Web site will insert the value Z into the Aircraft Equipment field. Omitting “Z” invalidates the flight plan.

v. The DAT subfield

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

The subfield accepts alphanumeric and spaces in free text.

If the Other Information field contains the DAT subfield, the Web site will insert the value Z into the Aircraft Equipment field. Omitting “Z” invalidates the flight plan.

vi. The SUR subfield

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

The subfield accepts alphanumeric and spaces in free text.

vii. The DEP subfield

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

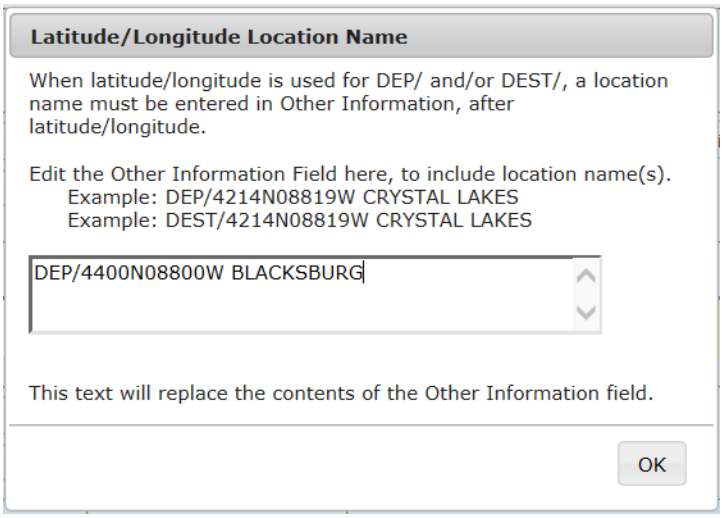
- 3 – 4 alphanumeric FAA airport identifier
- 4 alphanumeric ICAO aerodrome identifier

- 2 – 5 alphanumeric significant point
- 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)
- 8 – 11 alphanumeric fix-radial-distance in the format (A)(A)(A)AAaaabbb, where parentheses denote optional characters
  - (A)(A)(A)AA is 2-5 alphanumeric airport/heliport/navaid/waypoint identifier
  - aaa is radial measure in degrees from North in the range 001-360
  - bbb is distance in nautical miles in the range 001-999

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:

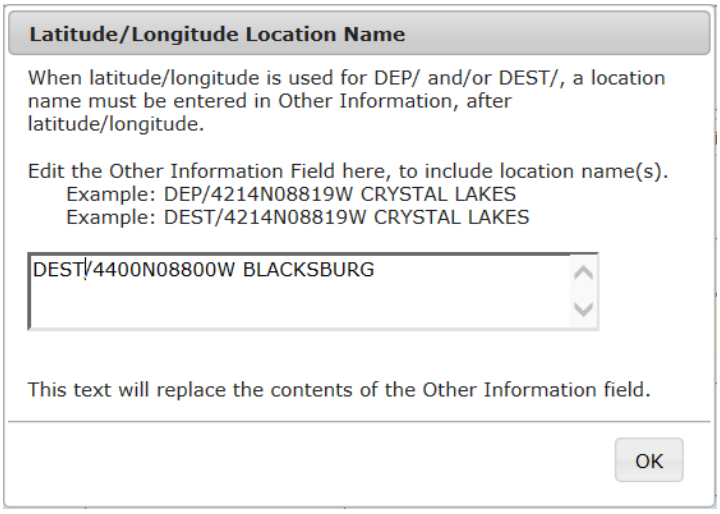
- 3 – 4 alphanumeric FAA airport identifier
- 4 alphanumeric ICAO aerodrome identifier
- 2 – 5 alphanumeric significant point
- 11 character latitude/longitude in the format aabbAcccddB
  - aa is degrees latitude in the range 00-90
  - bb is minutes latitude in the range 00-59
  - ccc is degrees longitude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

- 8 – 11 alphanumeric fix-radial-distance in the format (A)(A)(A)AAaaabbb, where parentheses denote optional characters
  - (A)(A)(A)AA is 2-5 alphanumeric airport/heliport/navaid/waypoint identifier
  - aaa is radial measure in degrees from North in the range 001-360
  - bbb is distance in nautical miles in the range 001-999

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)
- 8 – 11 alphanumeric fix-radial-distance in the format (A)(A)(A)AAaaabbb, where parentheses denote optional characters
  - (A)(A)(A)AA is 2-5 alphanumeric airport/heliport/navaid/waypoint identifier
  - aaa is radial measure in degrees from North in the range 001-360
  - bbb is distance in nautical miles in the range 001-999
- HHMM is a 4 digit number that records the length of the delay in hours and minutes.
  - HH = 00 to 99, and MM = 00 to 59.

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

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

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

xvi. The OPR subfield

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

The subfield accepts alphanumeric and spaces in free text.

xvii. The ORGN subfield

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

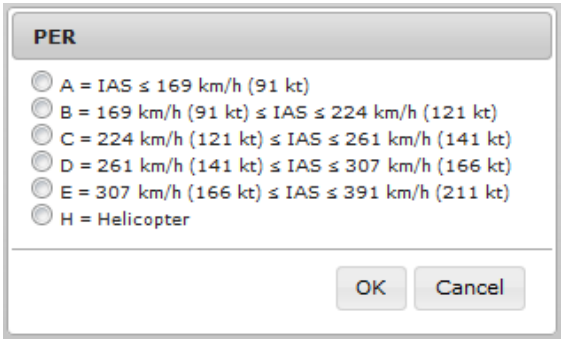
xviii. The PER subfield

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

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

- **PER Helper Dialog**

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



xix. The ALTN subfield

The ALTN subfield is used to record alternate aerodromes.

The subfield accepts the following formats:

- 3 – 4 alphanumeric FAA airport identifier
- 4 alphanumeric ICAO aerodrome identifier
- 2 – 5 alphanumeric significant point
- 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)
- 8 – 11 alphanumeric fix-radial-distance in the format (A)(A)(A)AAaaabbb, where parentheses denote optional characters
  - (A)(A)(A)AA is 2-5 alphanumeric airport/heliport/navaid/waypoint identifier
  - aaa is radial measure in degrees from North in the range 001-360
  - bbb is distance in nautical miles in the range 001-999

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

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

An example of the format is shown below.

ALTN/KGAI KHGR

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

xx. The RALT subfield

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

The subfield accepts the following formats:

- 3 – 4 alphanumeric FAA airport identifier
- 4 alphanumeric ICAO aerodrome identifier
- 2 – 5 alphanumeric significant point
- 11 character latitude/longitude in the format aabbAcccddB
  - aa is degrees latitude in the range 00-90
  - bb is minutes latitude in the range 00-59
  - ccc is degrees longitude in the range 000-180
  - dd is minutes longitude in the range 00-59
  - A is either N or S (North or South)
  - B is either E or W (East or West)
- 8 – 11 alphanumeric fix-radial-distance in the format (A)(A)(A)AAaaabbb, where parentheses denote optional characters
  - (A)(A)(A)AA is 2-5 alphanumeric airport/heliport/navaid/waypoint identifier
  - aaa is radial measure in degrees from North in the range 001-360
  - bbb is distance in nautical miles in the range 001-999

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)
- 8 – 11 alphanumeric fix-radial-distance in the format (A)(A)(A)AAaaabbb, where parentheses denote optional characters
  - (A)(A)(A)AA is 2-5 alphanumeric airport/heliport/navaid/waypoint identifier
  - aaa is radial measure in degrees from North in the range 001-360
  - bbb is distance in nautical miles in the range 001-999

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.

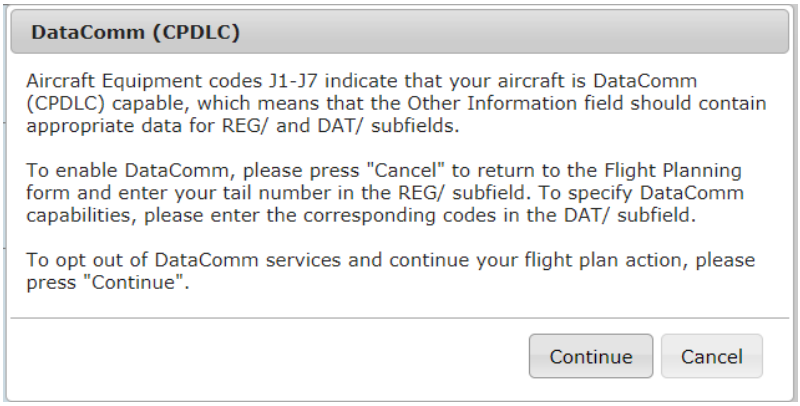
xxiii. The RMK subfield

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.

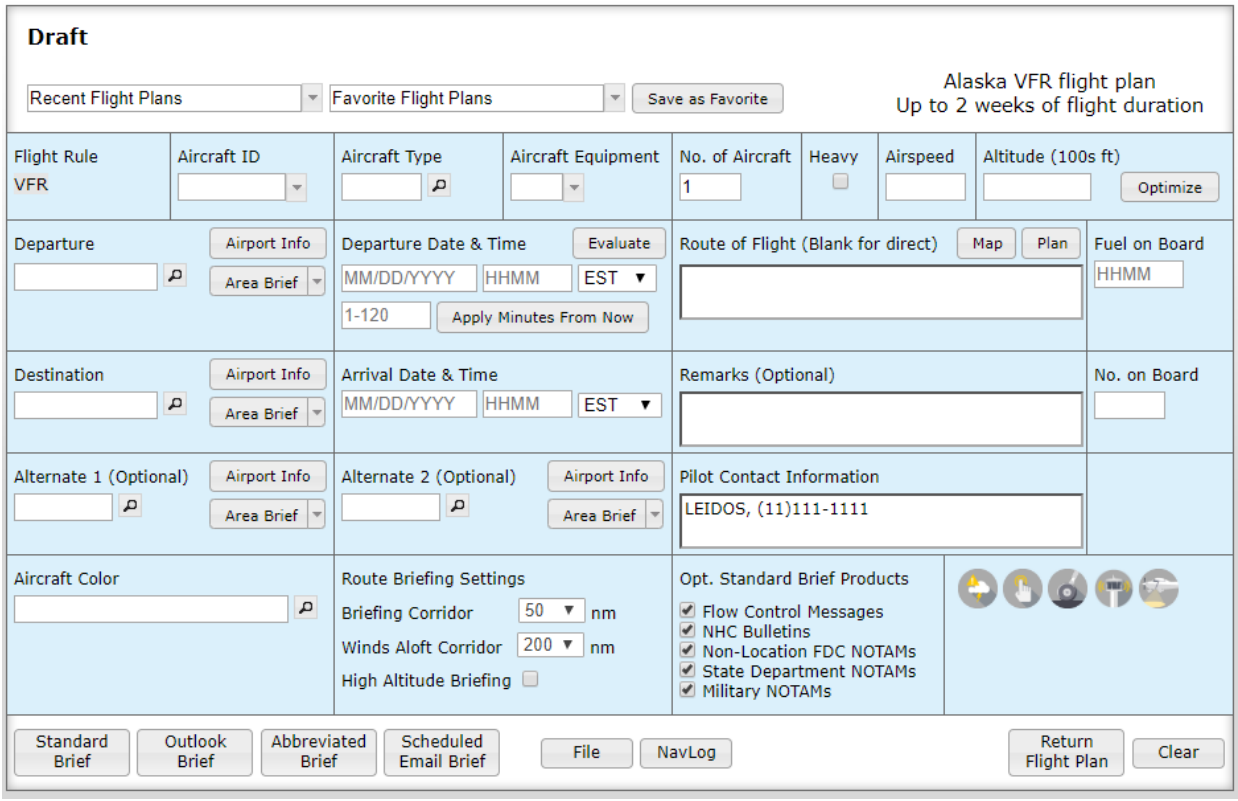
DataComm (CPDLC) Dialog:

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. Alaska VFR with Extended ETA 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.



ALASKA VFR WITH EXTENDED ETA FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**
Domestic Flight Plan		
• Flight Rule (Read-only)	• VFR	• Standard Brief • Outlook Brief • Abbreviated Brief • File • Amend • Activate • Save Favorite • Optimize Altitude
• Aircraft ID	• 1 letter followed by 1-6 alphanumeric characters Example: **N0819W**	• Standard Brief • Outlook Brief • Abbreviated Brief • File • Amend • Activate • Dep/Dest/Altn1/Altn2 Area Brief • NavLog • Optimize Altitude • Evaluate Departure Time
• Aircraft Type	• 1 letter followed by 1-3 alphanumeric characters ➢ Must be valid aircraft type in Aircraft Type Search Examples: **J2, C25A, B738**	• File • Amend • Activate

ALASKA VFR WITH EXTENDED ETA FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**
	Refer to **Domestic Flight Plan Form**, Aircraft Type Search for details.	
• Aircraft Equipment	• 1 letter Refer to **Domestic Flight Plan Form**, Aircraft Equipment for details.	• File • Amend • Activate
No. of Aircraft	• 1-2 digits Example: **1**	N/A
Heavy	• Aircraft takeoff weights of at least 300,000 pounds	N/A
• Airspeed	• Knots: 2-4 digits, max of 3700 • Mach: M followed by 3 digits, max of 500, with an implicit decimal after the first digit (M075 = 0.75 Mach, M200 = 2.00 Mach, M312 = 3.12 Mach) Examples: **50, 100, 130, M100**	• Standard Brief • Outlook Brief • Abbreviated Brief • File • Amend • Activate • NavLog • Optimize Altitude • Evaluate Departure Time
• Altitude (100s ft)	• Flight Level: 2-3 digits • OTP: OTP • OTP and Flight Level: OTP/ followed by 2-3 digits • VFR: VFR • VFR and Flight Level: VFR/ followed by 2-3 digits • ABV and Flight Level: ABV/ followed by 2-3 digits • Block Altitude: 2-3 digits followed by B and 2-3 digits Examples: **65, 80, 210, VFR/095** **Additional Format Rules for Use of Altitude Optimization:** IFR, MIFR flights: ➢ Flight Level: 20-600 ➢ ABV and Flight Level: ABV/20-ABV/600 ➢ OTP and Flight Level: OTP/20-OTP/600 ➢ VFR and Flight Level: VFR/25-VFR/179 VFR, MVFR flights: ➢ Flight Level: 25-179 ➢ ABV and Flight Level: ABV/25-ABV/179 ➢ OTP and Flight Level: OTP/25-OTP/179 ➢ VFR and Flight Level: VFR/25-VFR/179	• Standard Brief • Outlook Brief • Abbreviated Brief • File • Amend • Activate • NavLog • Optimize Altitude • Evaluate Departure Time
• Departure	• 3-5 alphanumeric airport/heliport/navaid (default airport), or waypoint identifier Examples: **HGR, KSEA, 9OI5** Refer to **Domestic Flight Plan Form**, Departure/Destination/Alternates for details. • 8-12 character latitude/longitude in the format aabb(A)(/)(c)ccdd(B), where parentheses denote optional characters ➢ aa is degrees latitude in the range 00-90	• Standard Brief • Outlook Brief • Abbreviated Brief • File • Amend • Activate • Dep Area Brief • Save Favorite • NavLog • Optimize Altitude • Plan a Route • Evaluate Departure Time

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

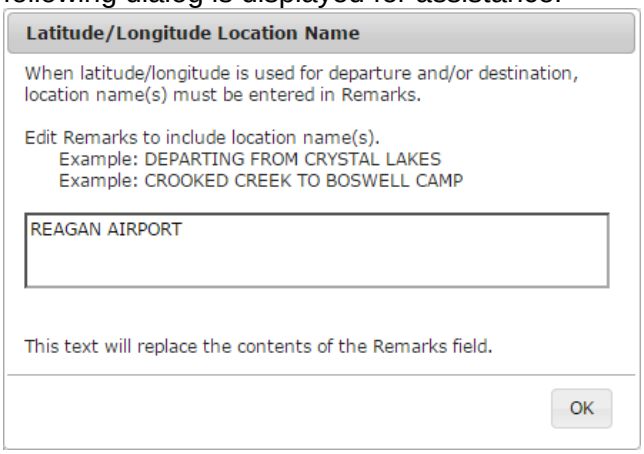
ALASKA VFR WITH EXTENDED ETA FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**
	➢ aa is degrees latitude in the range 00-90 ➢ bb is minutes latitude in the range 00-59 ➢ (c)cc is degrees longitude in the range 00-180 ➢ dd is minutes longitude in the range 00-59 ➢ (A) is either N or S (North or South, default to N if unspecified) ➢ (B) is either W or E(West or East, default to W if unspecified) Example: **4449N/7322W** • 8-11 alphanumeric fix-radial-distance in the format (A)(A)(A)AAaaabbb, where parentheses denote optional characters ➢ (A)(A)(A)AA is 2-5 alphanumeric airport/heliport/NAVAID/waypoint identifier ➢ aaa is radial measure in degrees from North in the range 001-360 ➢ bbb is distance in nautical miles in the range 001-999 Example: **HGR001024** • V and J Airways ➢ V Airway in the format Vd(d)(d), where parentheses denote optional digits ➢ J Airway in the format Jd(d)(d), where parentheses denote optional digits Examples: **V469, J123** • Standard Instrument Departure (SID) ➢ 1 letter followed by 2-5 alphanumeric characters Example: **DRWN6** • Standard Terminal Arrival Route (STAR) ➢ 1 letter followed by 2-5 alphanumeric characters Example: **SKETR5** 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**.	
• Fuel on Board	• HHMM; where HHMM are 4 digits Example: **0600**	• File • Amend • Activate
• Destination	• 3-5 alphanumeric airport/heliport/navaid (default airport), or waypoint identifier Examples: **HGR, KSEA, 9OI5** Refer to **Domestic Flight Plan Form** for details.	• Standard Brief • Outlook Brief • Abbreviated Brief • File • Amend • Activate • Dest Area Brief • Save Favorite

ALASKA VFR WITH EXTENDED ETA FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**
	• 8-12 character latitude/longitude in the format aabb(A)(/)(c)ccdd(B), where parentheses denote optional characters ➢ aa is degrees latitude in the range 00-90 ➢ bb is minutes latitude in the range 00-59 ➢ (c)cc is degrees longitude in the range 00-180 ➢ dd is minutes longitude in the range 00-59 ➢ (A) is either N or S (North or South, default to N if unspecified) ➢ (B) is either W or E (West or East, default to W if unspecified) Example: **4449N/7322W** ➢ Location name is required in the Remarks field when latitude/longitude is used for destination. Use the displayed Latitude/Longitude Location Name dialog for assistance. • 8-11 alphanumeric fix-radial-distance in the format (A)(A)(A)AAaaabbb, where parentheses denote optional characters ➢ (A)(A)(A)AA is 2-5 alphanumeric airport/heliport/navaid/waypoint identifier ➢ aaa is radial measure in degrees from North in the range 001-360 ➢ bbb is distance in nautical miles in the range 001-999 Example: **HGR001024** For restrictions, refer to **Flight Planning Restrictions**.	• NavLog • Optimize Altitude • Plan a Route • Evaluate Departure Time
• Arrival Date & Time	• MM/DD/YYYY; based off of the selected time zone value • HHMM; where HHMM are 4 digits, current time based off of the selected time zone value; if not available, will default to UTC time • Time zone: AST ADT EST EDT CST CDT MST MDT PST PDT AKST AKDT HST UTC	• File • Amend • Activate
Remarks	• 1-325 characters Example: **STUDENT SOLO FLIGHT** ➢ Location name is required in the Remarks field when latitude/longitude is used for departure and/or destination. Use the displayed	N/A

ALASKA VFR WITH EXTENDED ETA FLIGHT PLAN		
Field	**Syntax Validation**	**Required for Actions**
	Latitude/Longitude Location Name dialog for assistance.	
• No. on Board	• 1-3 digits Example: **1**	• File • Amend • Activate
Alternate 1	• 3-4 alphanumeric airport/heliport identifier Examples: **HGR, KSEA, 9OI5** Refer to **Domestic Flight Plan Form**, Departure/Destination/Alternates for details. For restrictions, refer to **Flight Planning Restrictions.**	• Alt Area Brief
Alternate 2	• 3-4 alphanumeric airport/heliport identifier Examples: **HGR, KSEA, 9OI5** Refer to **Domestic Flight Plan Form**, Departure/Destination/Alternates for details. For restrictions, refer to **Flight Planning Restrictions**.	• Alt2 Area Brief
• Pilot Contact Information	• 1-200 characters Example: **JONES, BOB, (202) 555-1111** **HGR, (301) 555-2222**	• File • Amend • Activate
Beacon Code	• 4 octal digits (0000-7777). Only Present on form if assigned. Value cannot be changed by user.	N/A
• Aircraft Color	• 1-15 letters ➢ Use a / to separate colors Examples: **W, R/T** Refer to **Domestic Flight Plan Form**, Aircraft Color for details.	• File • Amend • Activate
Route Briefing Settings		
Briefing Corridor	• Nautical Miles: 50, 75, or 100 ➢ Default: 50	N/A
Winds Aloft Corridor	• Nautical Miles 100, 200, 300, 600 ➢ Default: 200	N/A
High Altitude Briefing	• Select checkbox when altitude is at or above FL180 to exclude enroute METARs and TAFs from the briefing. ➢ Default: not checked	N/A
Optional Standard Brief Products		
Flow Control Messages	• Select checkbox when Flow Control Messages are required in Standard Brief	N/A
NHC Bulletins	• Select checkbox when NHC Bulletins are required in Standard Brief	N/A
Non-Location FDC NOTAMs	• Select checkbox when Non-Location FDC NOTAMs are required in Standard Brief	N/A
State Department NOTAMs	• Select checkbox when State Department NOTAMs are required in Standard Brief	N/A
Military NOTAMs	• Select checkbox when Military NOTAMs are required in Standard Brief	N/A

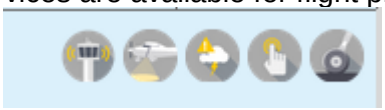
➢ The Latitude/Longitude Location Name Dialog

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:



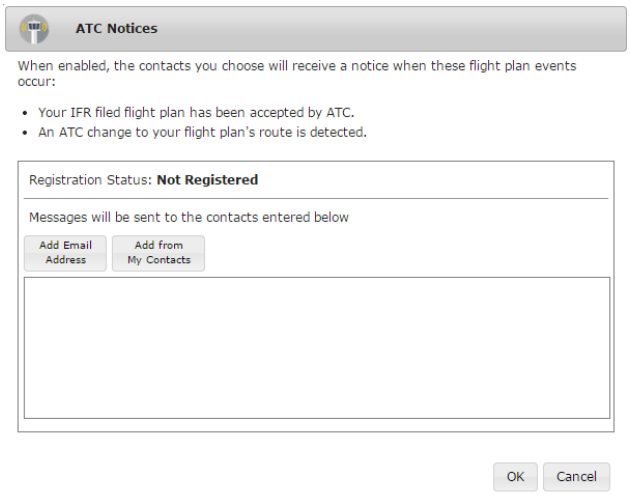
d. Advanced Services

The following advanced services are available for flight plans.

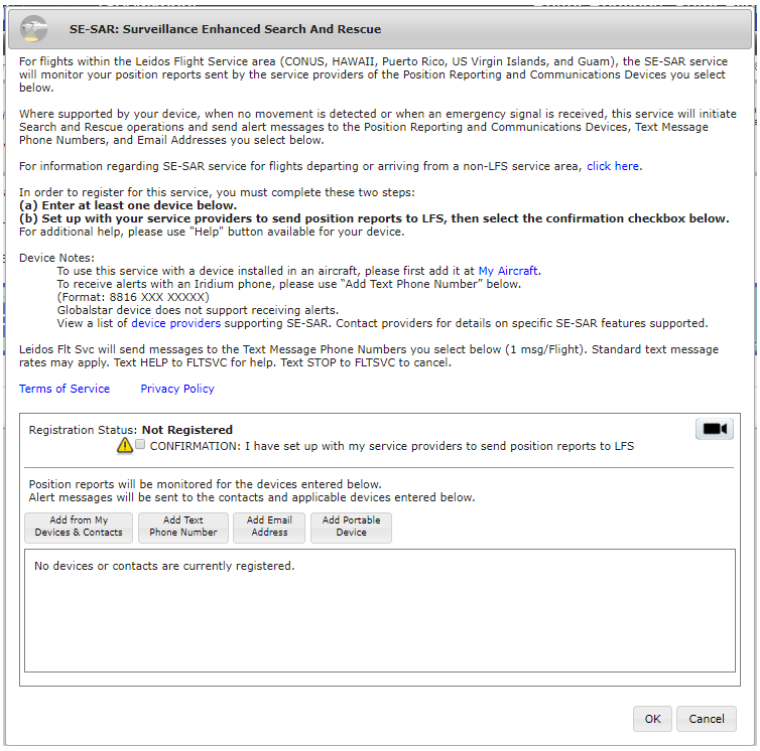


Clicking on each of the advance service icons will display the dialog box to register for that device.
Reference **Advanced Services Dashboard** for further information.

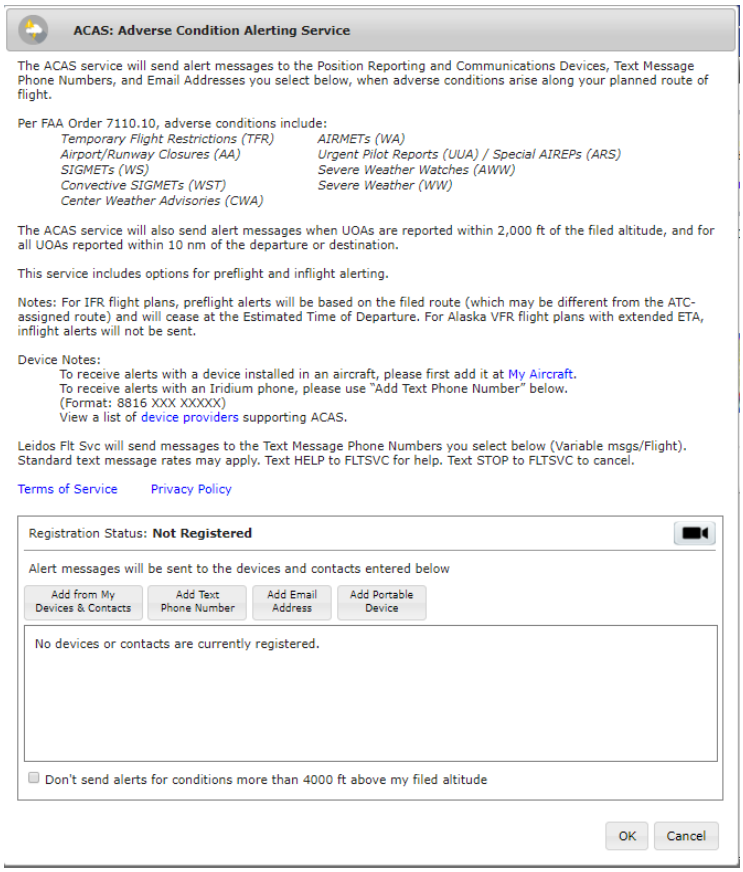
- ATC Notices



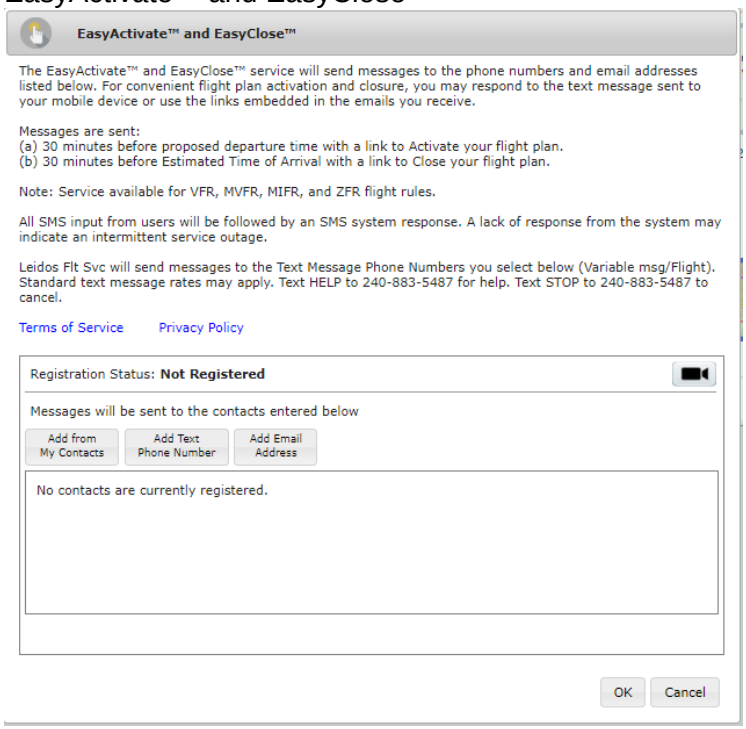
- SE-SAR – Surveillance Enhanced Search And Rescue



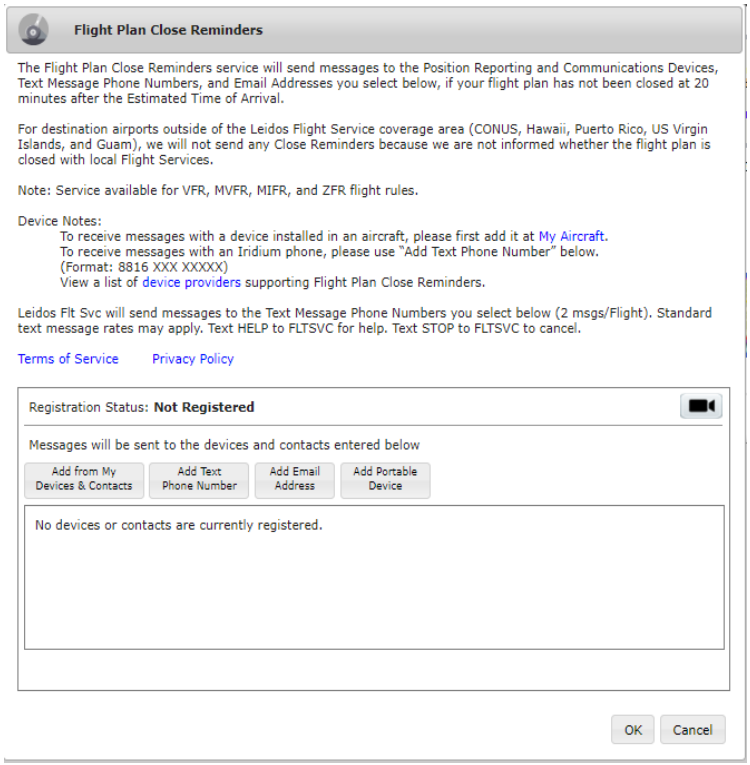
- ACAS – Adverse Condition Alerting Service



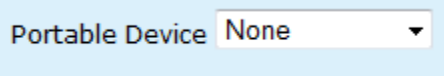
- EasyActivate™ and EasyClose™



- Close Reminders



If more than one Special Device has been added from the Advanced Services Dashboard, the field Portable Device will be displayed under the Advanced Services icons.



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.

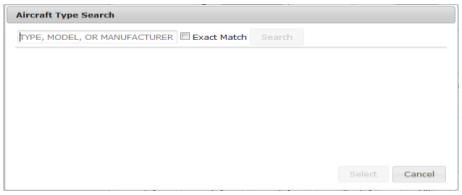
e. Flight Plan Helper Menu and Dialogs

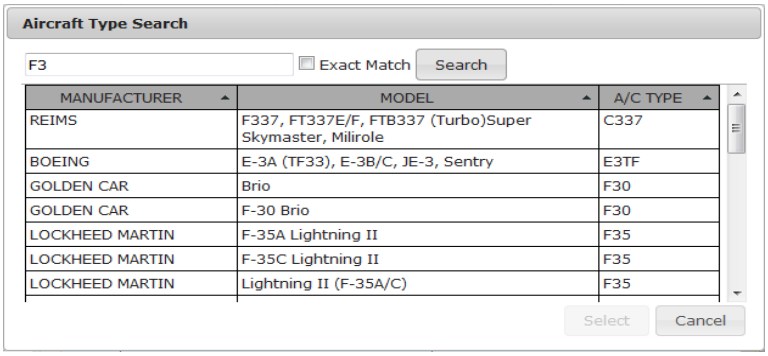
i. Domestic Flight Plan Form

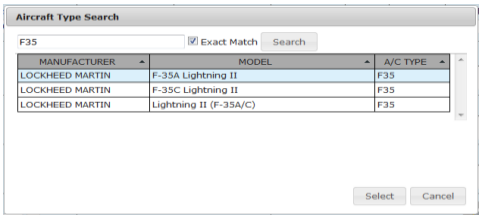
- Aircraft Type – Aircraft Type Search

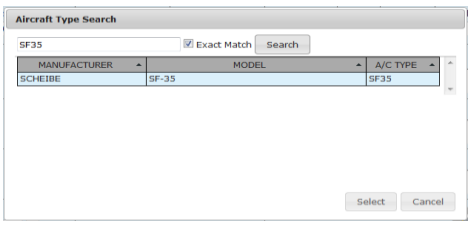
  This helper dialog lets the pilot enter a minimum of two alphanumeric characters to search and select Aircraft.

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



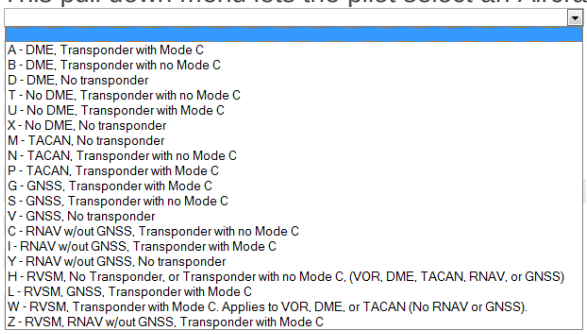






- Aircraft Equipment

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



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

  This helper dialog lets the pilot enter a minimum of two alphanumeric characters to search by following:

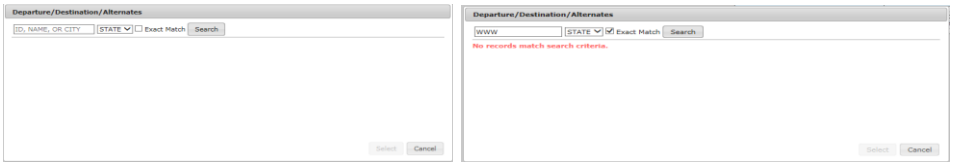
  - Airport ID
  - Heliport ID
  - NavAid ID (Not available for Alternates or from Airports Page)
  - Waypoints ID (Not available for Alternates or from Airports Page)
  - Name
  - City

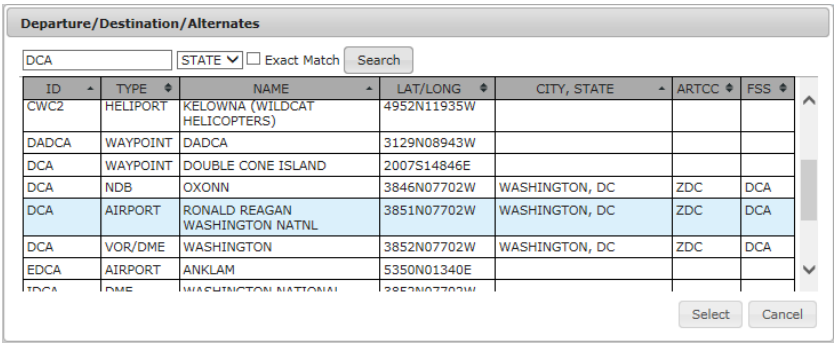
  Enter characters in the text box on the FP form and click on Departure/Destination/Alternates button. The helper dialog opens with the Exact Match checkbox deselected by default. Selecting Exact Match checkbox will narrow the search results.

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

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

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





- Aircraft Color

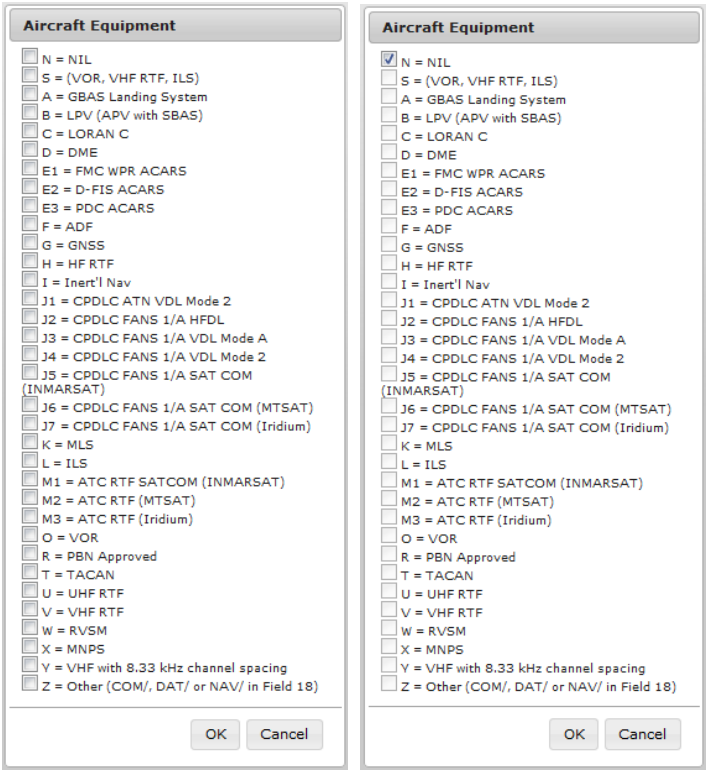
This helper dialog lets the pilot select one or more Aircraft Color.

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

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

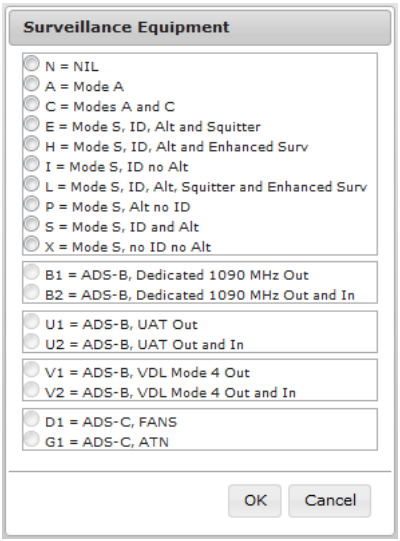
ii. ICAO Flight Plan Form

- Aircraft Type
  Reference **Domestic Flight Plan Form**, Aircraft Type Search above.
- Wake Turbulence
  If available, the Wake Turbulence will be automatically populated based on the Aircraft Type.
- Aircraft Equipment
  This helper dialog lets the pilot select one or more Aircraft Equipment. If N = NIL is selected the rest of the options are disabled.



- Surveillance Equipment

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



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

- Other Information

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

- Aircraft Color & Markings

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

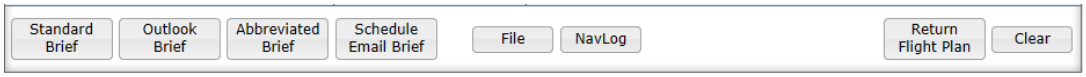
- Airport Info

  Reference **Domestic Flight Plan Form**, Aircraft Info above.

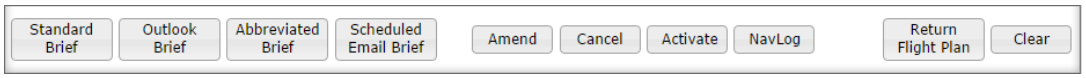
  On the ICAO form, if ZZZZ is entered into the Departure field, then the DEP/ subfield value in the Other Information field will be used for Airport Info. If ZZZZ is entered into the Destination field, then the DEST/ subfield value in the Other Information field will be used for Airport Info. If ZZZZ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

f. Flight Plan Functions

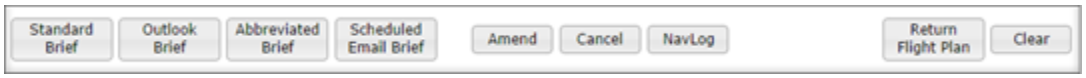
i. The following flight plan functions are available on new flight plan forms.



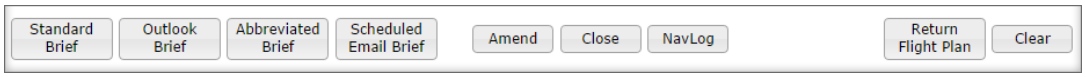
ii. The following flight plan functions are available on flight plan forms for VFR flight plans that have been filed.



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



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

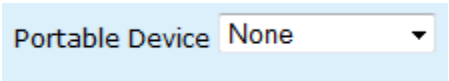


For details on Flight Activation, reference **Activating a Proposed VFR Flight Plan**.
For restrictions, refer to **Flight Planning Restrictions.**

v. Flight Plan Alerts and Notifications

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

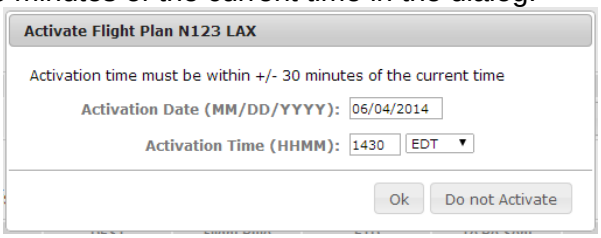
If more than one Special Device is added from the Advanced Services Dashboard, the field Portable Device will be displayed under the Advanced Services icons.



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.

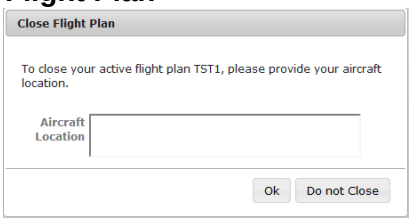
g. Activating a Proposed VFR Flight Plan

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

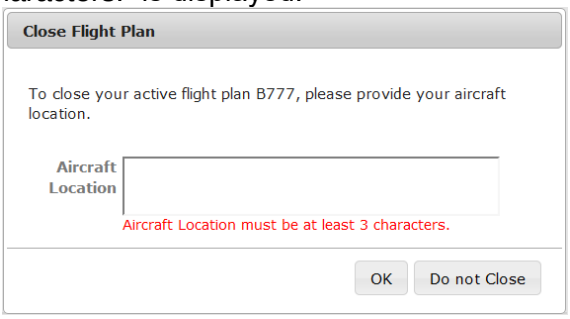


For restrictions, refer to **Flight Planning Restrictions**.

h. Closing an Active VFR Flight Plan



Select the Close button to close active VFR flight plans. The pilot must 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.



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 Pilot 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.

i. Route of Flight Validations

i. In the Route of Flight field, if the first route element is same as the departure airport and a NAVAID, the NAVAID will be retained in the route. Similarly, if the

last route element is same as the destination airport and a NAVAID, the NAVAID will be retained in the route.

ii. All consecutive duplicate route elements will be removed.

iii. The route of flight field may not contain non-navigable items such as Remote Communications Outlets (RCOs) or weather station identifiers.

iv. If equipage data is provided in the flight plan, it will be validated accordingly and if it is invalid, an error message will be displayed.

v. If the aircraft type and equipage do not qualify for the SID/STAR provided in the route, an error message will be displayed.

j. Flight Planning Restrictions

i. If a Flight Plan intersects the DC SFRA or the DC FRZ, one of the following messages may be displayed.

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

ii. IFR Flight Plans 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.
  - 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.
  - 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.
  - For Domestic, the FRD format will be "<DEP>001001"
  - For ICAO the format will be "DCT <DEP>001001 DCT"

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

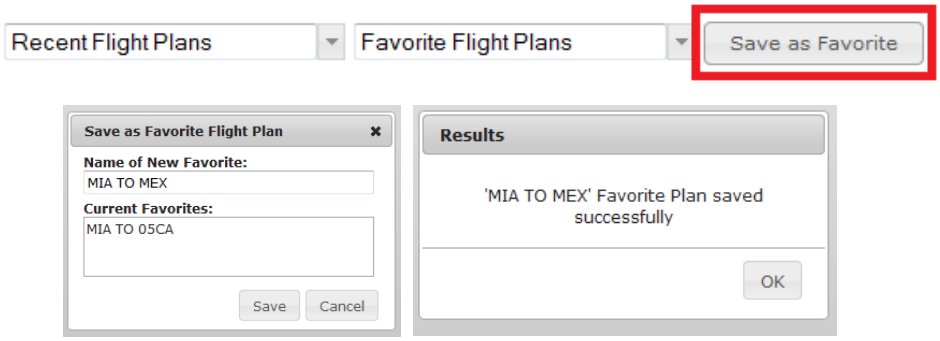
v. Flights that depart from within an allowable foreign airspace or intersect foreign airspace must be filed as an ICAO flight plan.

- The exception to this, are flights that depart from Canadian airspace; they must be filed as ICAO IFR or YFR flight plans.

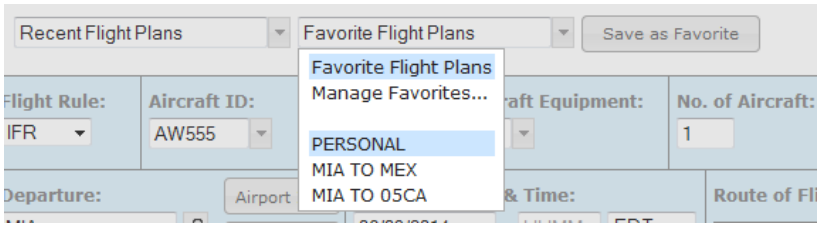
- The following countries are considered allowable foreign departure locations: Canada, Mexico, Puerto Rico, Bahamas, Pacific Rim, Turks & Caicos, and US Virgin Islands.

k. Recent and Flight Planning Lists

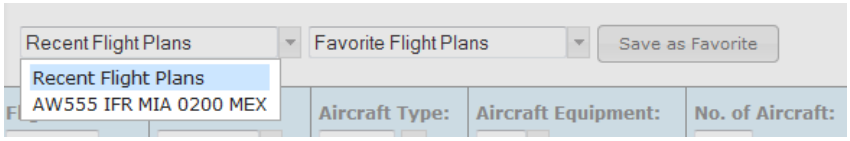
Fill out the Flight Plan form and click on the Save As Favorite button to be added to your Favorite Flight Plan list.



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 File 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.



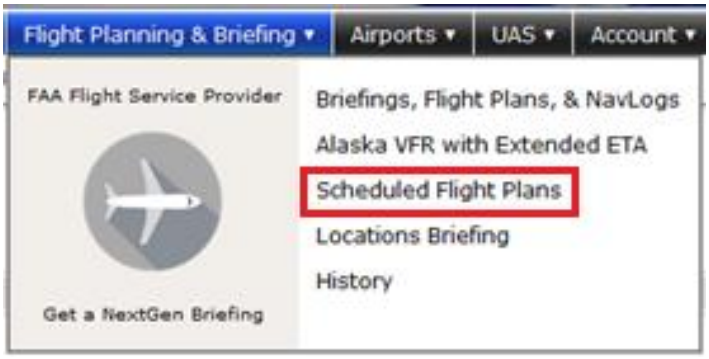
l. Pre-Stored Flight Plans (Scheduled Flight Plans)

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.

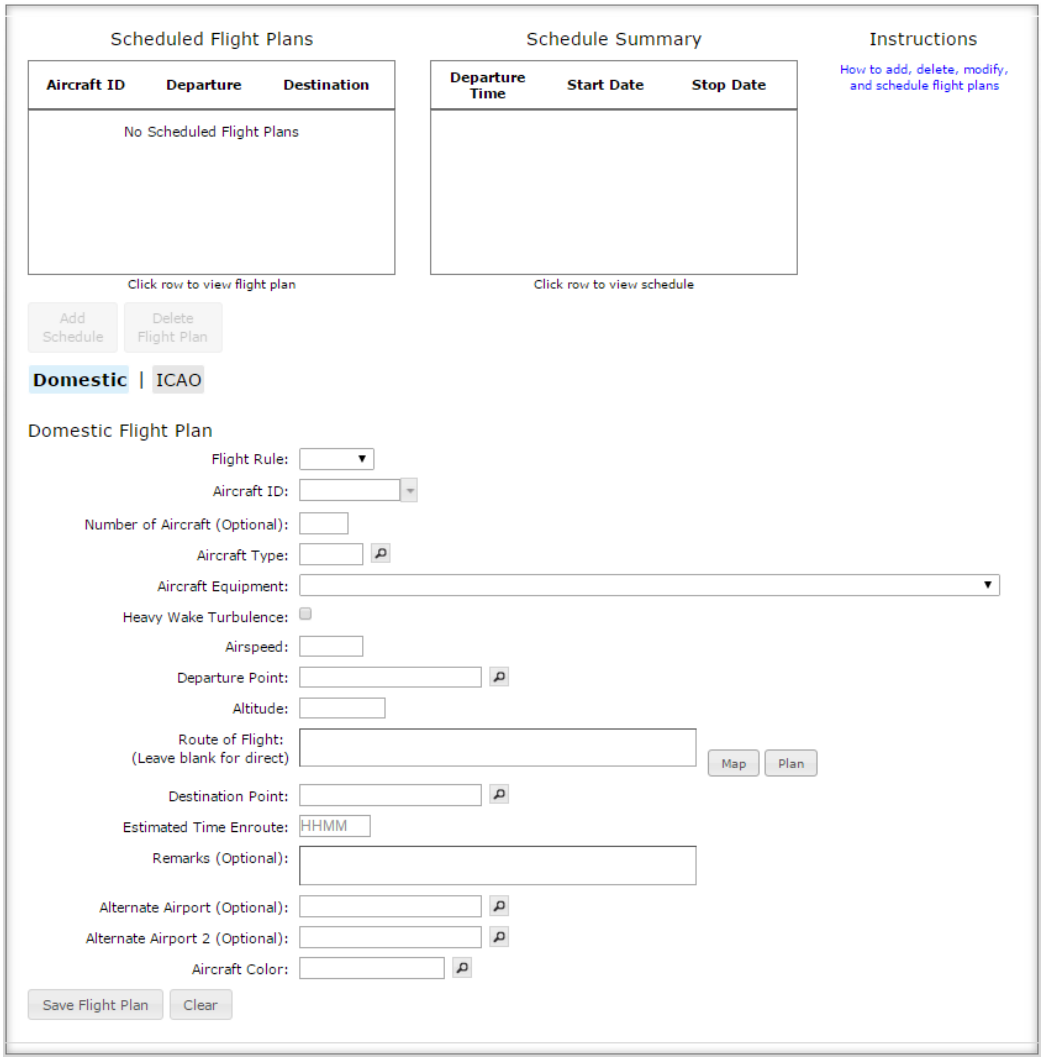
For additional information or activation of this feature through your Pilot Web account, please contact the appropriate Service Area Plans & Procedures Department:

- 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 Flight Planning & Briefing menu item and selecting “Scheduled Flight Plans”.



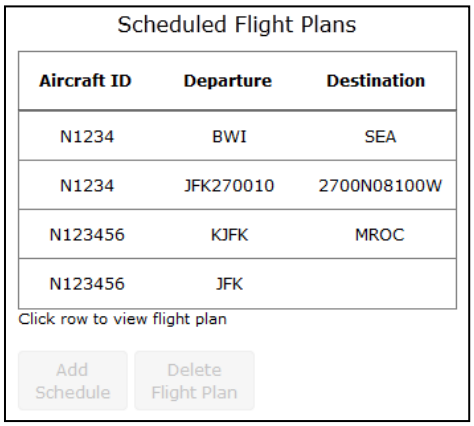
When the Scheduled Flight Plans page is selected, the following page is displayed:



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

i. Scheduled Flight Plans Area

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



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

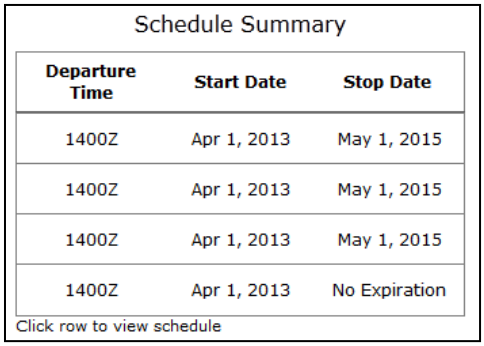
The Delete Flight Plan button is enabled when a scheduled flight plan has been selected. When the Delete Flight Plan button is clicked a confirmation dialog appears with buttons OK and Cancel.

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

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

ii. Schedule Summary Area

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


Schedule Summary

Departure Time	Start Date	Stop Date
1400Z	Apr 1, 2013	May 1, 2015
1400Z	Apr 1, 2013	May 1, 2015
1400Z	Apr 1, 2013	May 1, 2015
1400Z	Apr 1, 2013	No Expiration

Click row to view schedule

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

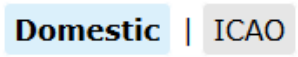
iii. Flight Plan Area

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

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

- Switching Between Form Types

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



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

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

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

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

- Saving Scheduled Flight Plans

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

  For a pre-store flight plan to be saved the following fields are required:
  - For Domestic FP:
    Flight Rules, Aircraft Id, Aircraft Type, Aircraft Equipment, Airspeed, Departure, Altitude, Destination, Estimated Time Enroute, Aircraft Color
  - For an ICAO FP:
    Aircraft ID, Flight Rule, Aircraft Type, Wake Turbulence Category, Aircraft Equipment, Surveillance Equipment, Departure Aerodrome, Cruising Speed, Level, Route of Flight, Destination Aerodrome, Total Estimated Elapsed Time

  When the Save Flight Plan button is pressed, the new or modified scheduled flight plan is validated. Saving a scheduled flight plan will follow the same validation process and error responses as filing a flight plan on the Flight Planning and Briefing Page. Reference **Flight Planning Restrictions** for additional error conditions and required dialog responses relating to route validation, SFRA/FRZ penetration, Canadian departures, and altitude conflicts.

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

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

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

- Clearing The Flight Plan Mask

  To clear the Flight plan currently displayed in the flight plan mask, select the Clear button.

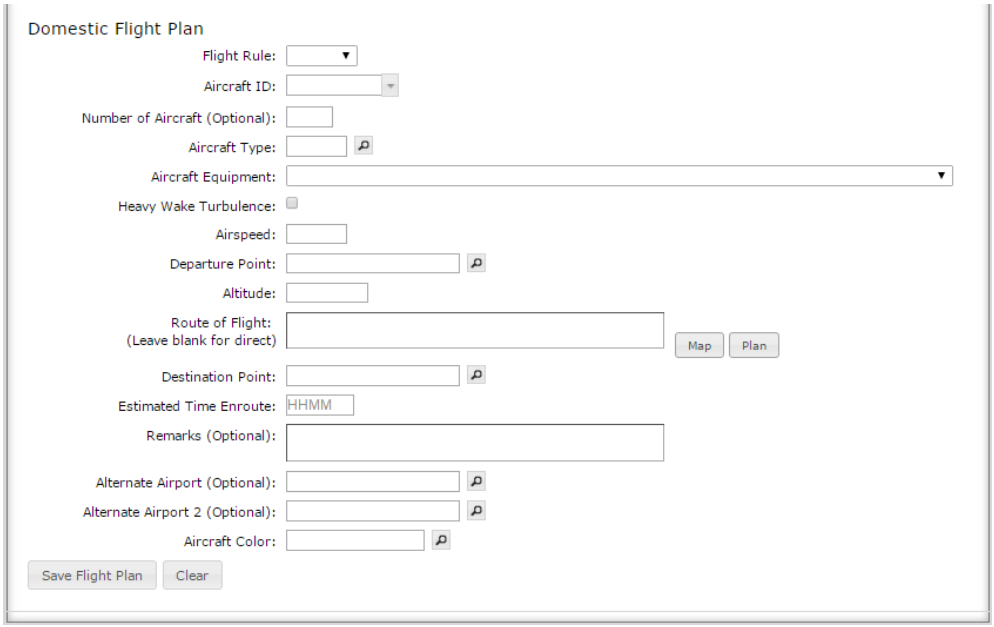
  If the user presses the Clear button when there is no selected flight plan, a default flight plan template is displayed.

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

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

  Note that in all cases, the default flight template will be of the same type as the previously displayed flight plan template. So if the previously displayed flight plan is domestic, a default domestic flight plan template is displayed.

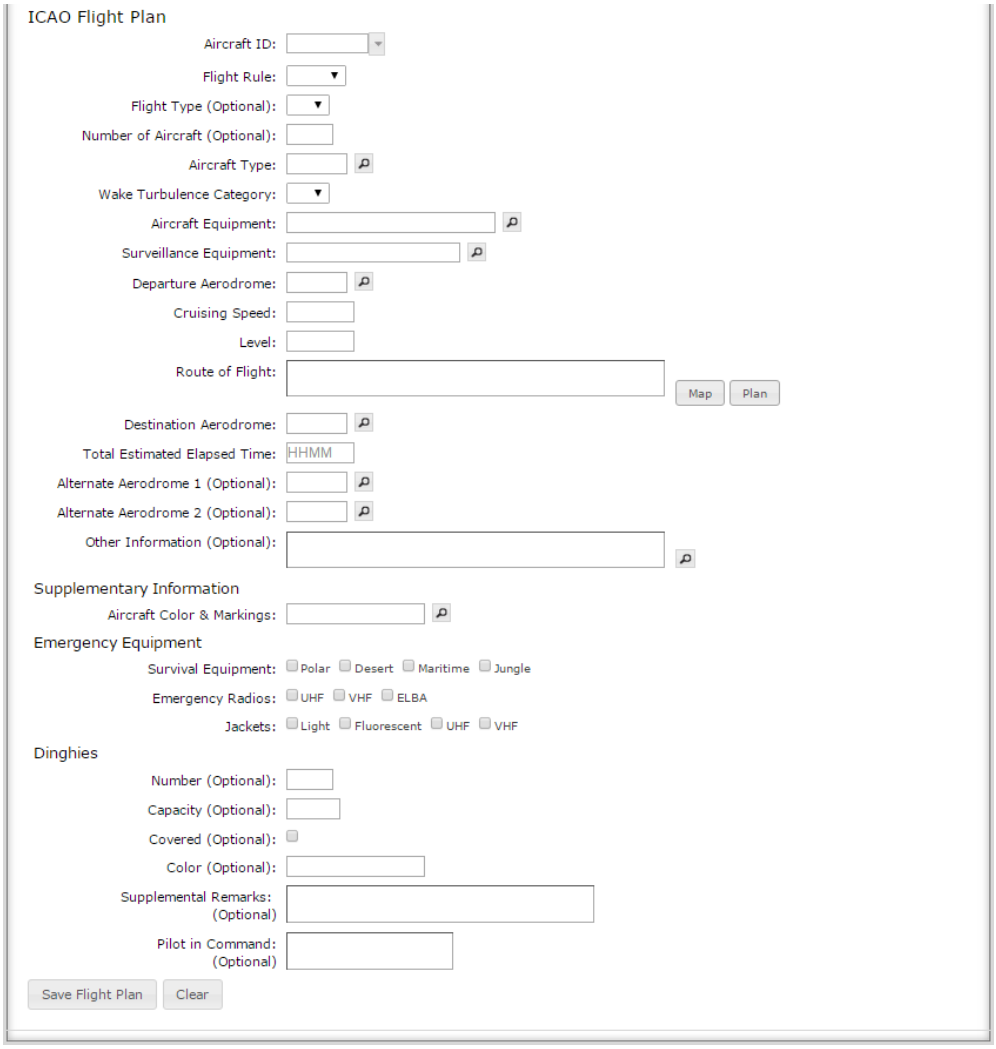
- Domestic Mask
  When the Domestic flight plan mask is selected, the flight plan mask below will be displayed.



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

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

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

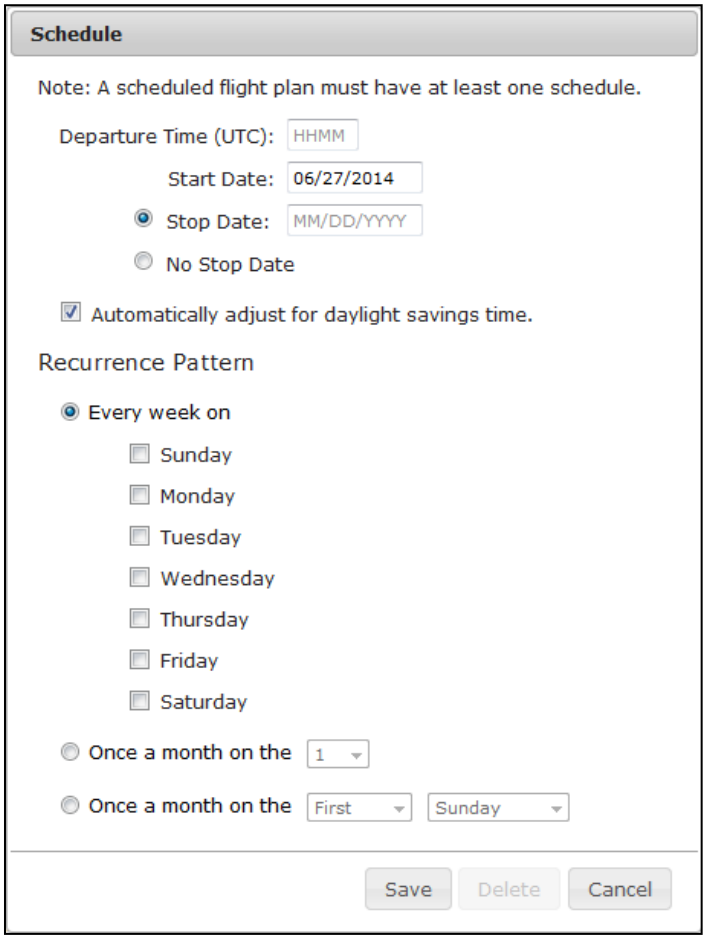


Refer to section 7.1.b for ICAO Flight Plan Form validation rules.

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

iv. Schedule Dialog

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



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

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

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

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

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

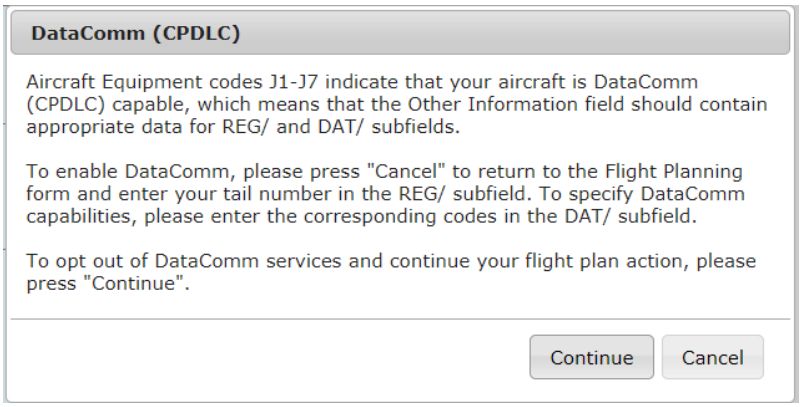
The table below lists all of the fields on the Plan Schedule Dialog and provides details including validation rules, expected formats and interactions.

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

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

DataComm (CPDLC) Dialog:

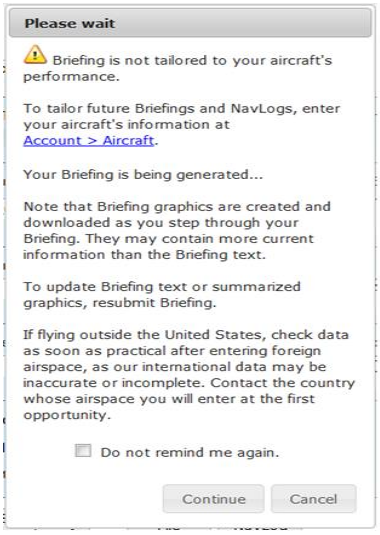
Applicable to IFR/YFR/ZFR ICAO flight plans, when Aircraft Equipment contains a J-Code (J1-J7) and Other Information does not contain REG/ data, clicking on Save Flight Plan button will bring up a DataComm (CPDLC) dialog. Through this dialog, the user can elect to enable and select the types, or opt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



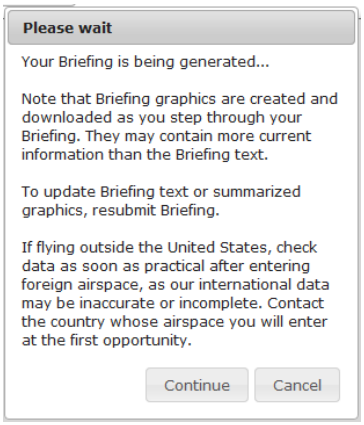
8.2. Weather Briefing

The Weather Briefing window provides the user with weather and other data pertinent to the route of flight. User can request a briefing on the website by clicking either the Standard Brief, Outlook Brief, Abbreviated Brief button or an Area Brief button. If any required field for briefing fails validation, a popup message appears detailing the error.

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.

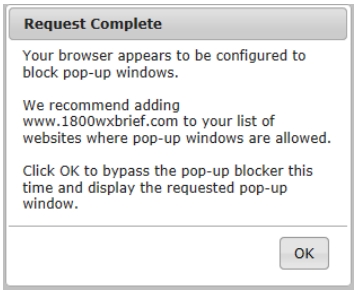


For Area Briefs and Route Briefs with completed Aircraft Performance data, the following standard dialog will appear. This will also appear if the checkbox in the above dialog was previously selected:



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.

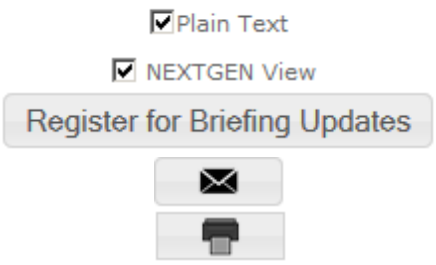


a. Briefing Menu

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

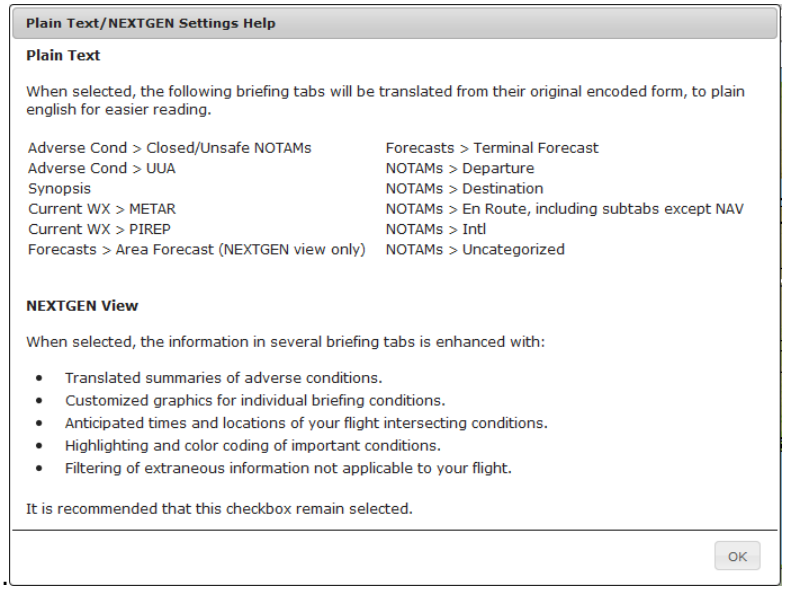
Register for Briefing Change Alerting Service (BCAS)

Display Email Briefing

Display the Textual Briefing Printing Page

b. Plain Text/NEXTGEN Settings Help

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



.

c. Registering for Briefing Updates

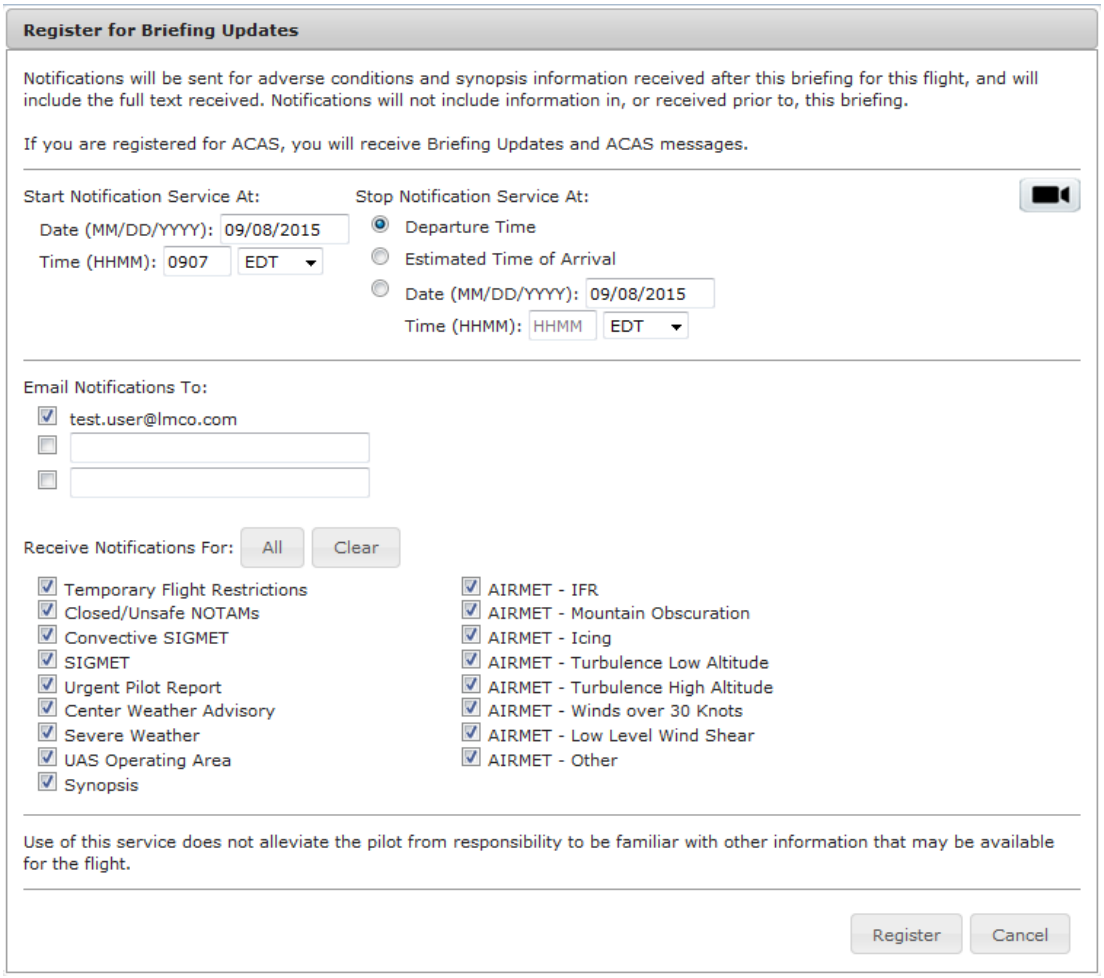
Registering for briefing updates allows a pilot to receive e-mail alerts when conditions change after the briefing. The pilot can choose to be emailed changes to TFRs, Closed/Unsafe NOTAMs (runway or airport closures) and adverse weather conditions. When registering the pilot can select the briefing 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

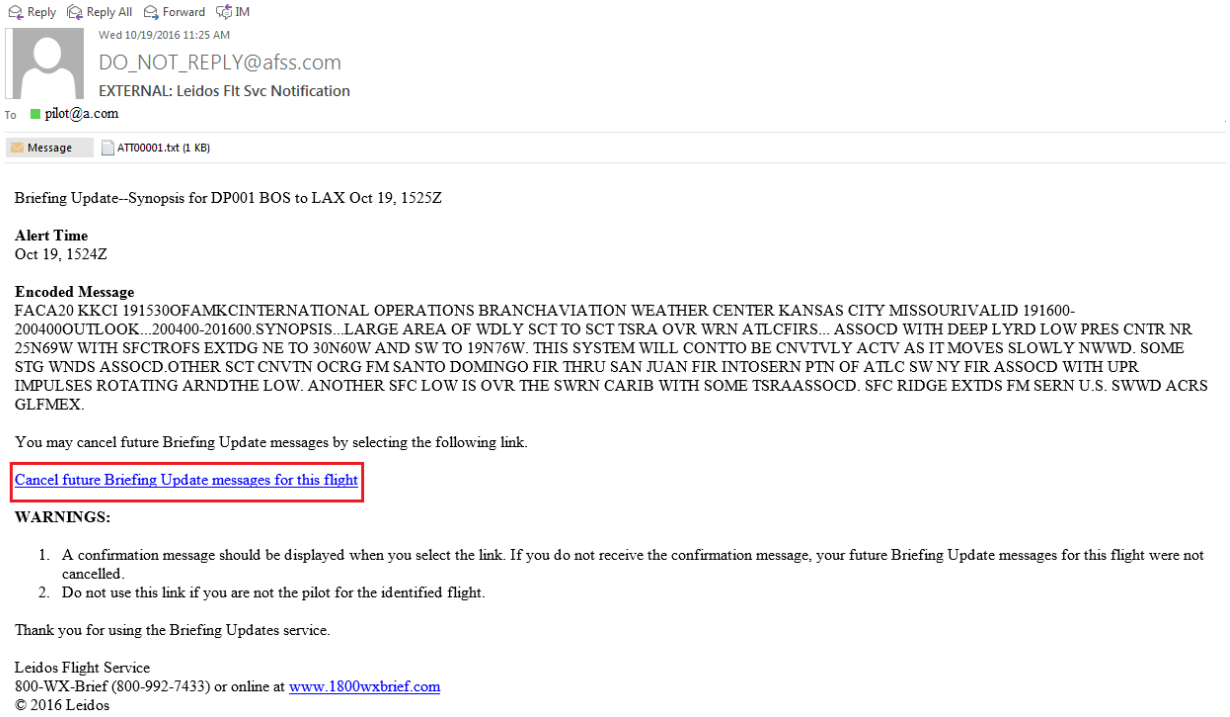
when the Register for Briefing Updates button is clicked. This page allows the pilot to choose the sections to register for Briefing Change Alert Service emails.

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.



Reply Reply All Forward IM

Wed 10/19/2016 11:25 AM

DO_NOT_REPLY@afss.com

EXTERNAL: Leidos Flt Svc Notification

To pilot@a.com

Message ATT00001.txt (1 KB)

Briefing Update--Synopsis for DP001 BOS to LAX Oct 19, 1525Z

Alert Time
Oct 19, 1524Z

Encoded Message
FACA20 KKCI 191530OFAMKCINTERNATIONAL OPERATIONS BRANCHAVIATION WEATHER CENTER KANSAS CITY MISSOURIVALID 191600-200400OUTLOOK...200400-201600.SYNOPSIS...LARGE AREA OF WDLY SCT TO SCT TSRA OVR WRN ATLCFIRS... ASSOCD WITH DEEP LYRD LOW PRES CNTR NR 25N69W WITH SFCTROFS EXTDG NE TO 30N60W AND SW TO 19N76W. THIS SYSTEM WILL CONTTO BE CNVTVLY ACTV AS IT MOVES SLOWLY NWWD. SOME STG WNDS ASSOCD.OTHER SCT CNVTN OCRG FM SANTO DOMINGO FIR THRU SAN JUAN FIR INTOSERN PTN OF ATLC SW NY FIR ASSOCD WITH UPR IMPULSES ROTATING ARNDTHE LOW. ANOTHER SFC LOW IS OVR THE SWRN CARIB WITH SOME TSRAASSOCD. SFC RIDGE EXTDS FM SERN U.S. SWWD ACRS GLFMEX.

You may cancel future Briefing Update messages by selecting the following link.

Cancel future Briefing Update messages for this flight

WARNINGS:

1. A confirmation message should be displayed when you select the link. If you do not receive the confirmation message, your future Briefing Update messages for this flight were not cancelled.
2. Do not use this link if you are not the pilot for the identified flight.

Thank you for using the Briefing Updates service.

Leidos Flight Service
800-WX-Brief (800-992-7433) or online at www.1800wxbrief.com
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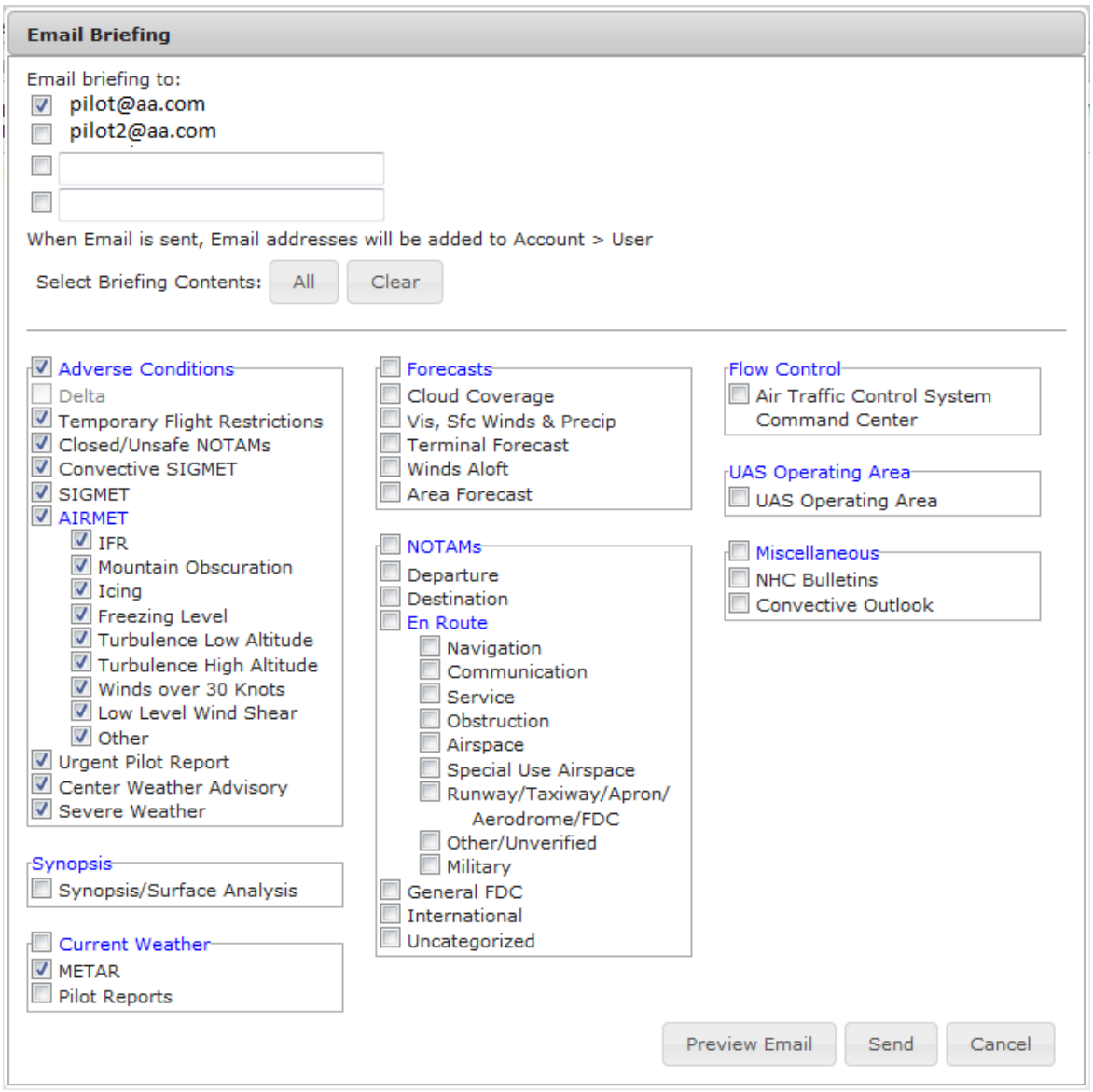
The Briefing Update email has a link at the bottom of the email to cancel any future alerts.

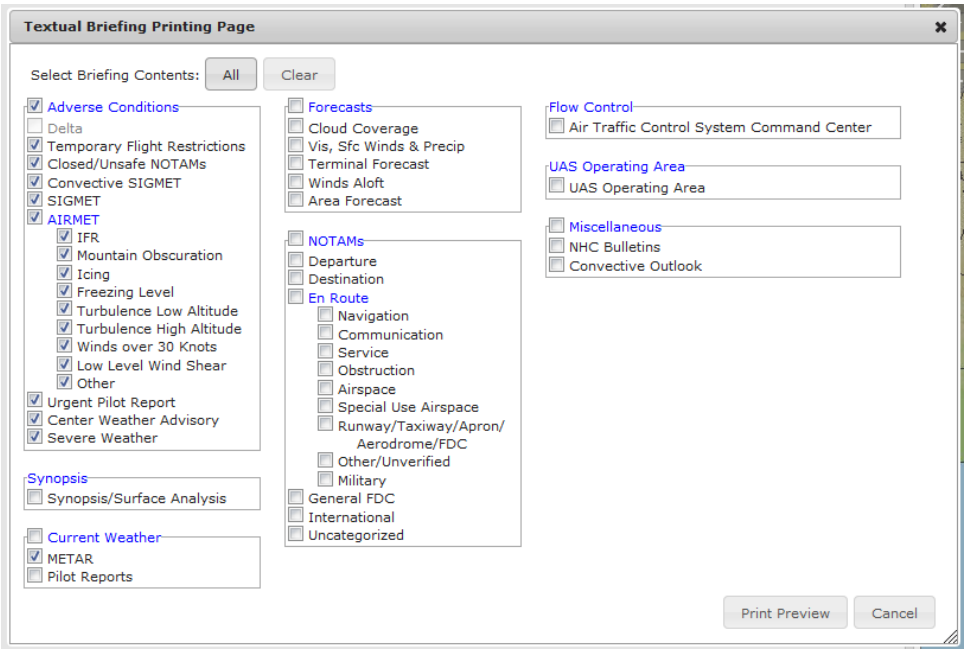
d. Email Briefing

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.


Email Briefing
Email briefing to:
pilot@aa.com
pilot2@aa.com
When Email is sent, Email addresses will be added to Account > User
Select Briefing Contents:
All
Clear
Adverse Conditions
Delta
Temporary Flight Restrictions
Closed/Unsafe NOTAMs
Convective SIGMET
SIGMET
AIRMET
IFR
Mountain Obscuration
Icing
Freezing Level
Turbulence Low Altitude
Turbulence High Altitude
Winds over 30 Knots
Low Level Wind Shear
Other
Urgent Pilot Report
Center Weather Advisory
Severe Weather
Synopsis
Synopsis/Surface Analysis
Current Weather
METAR
Pilot Reports
Forecasts
Cloud Coverage
Vis, Sfc Winds & Precip
Terminal Forecast
Winds Aloft
Area Forecast
NOTAMs
Departure
Destination
En Route
Navigation
Communication
Service
Obstruction
Airspace
Special Use Airspace
Runway/Taxiway/Apron/ Aerodrome/FDC
Other/Unverified
Military
General FDC
International
Uncategorized
Flow Control
Air Traffic Control System Command Center
UAS Operating Area
UAS Operating Area
Miscellaneous
NHC Bulletins
Convective Outlook
Preview Email
Send
Cancel

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.



f. Briefing Tabs

There are several briefing tabs created in the briefing as described in this section.

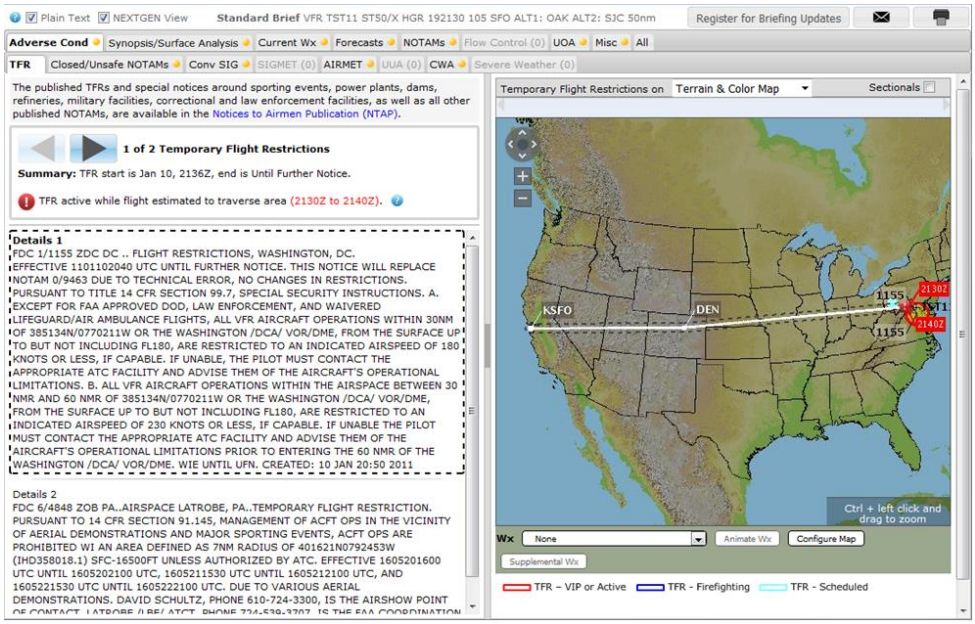
Depending on screen orientation, the orientation of the briefing window automatically switches between the following views:

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

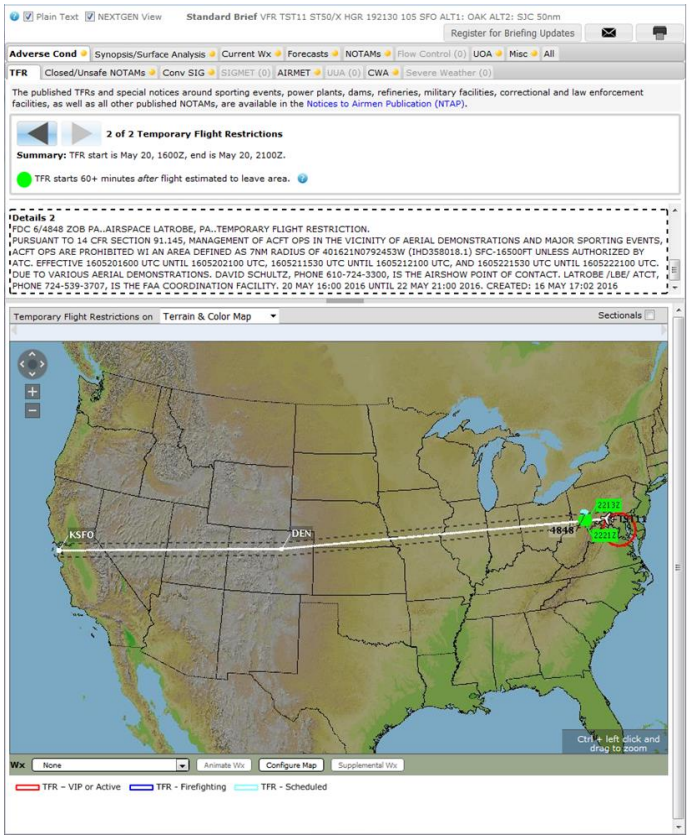
The **left pane** contains the text briefing for the flight. The briefing window has a button to expand the size of the text pane to the full size of the window.
The **graphics pane** has a popup configuration panel that allows the user to customize the map with weather imagery and auxiliary layers that are displayed on the graphics pane.

Tabs with unviewed data contain a yellow icon ● next to the tab label.

Landscape:



Portrait:



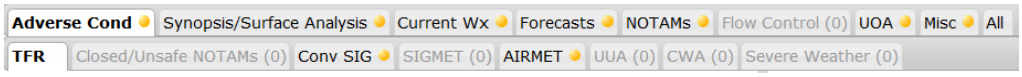
If a prior briefing window is open from a previous briefing request, the newly requested briefing will be displayed in this existing window.

i. Adverse Cond

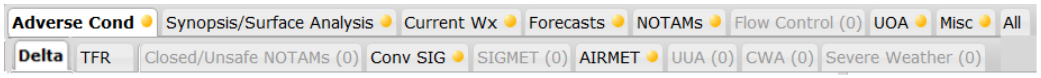
The Adverse Cond tab allows the user to access Adverse Conditions that intersect the flight plan route corridor or an area briefing. The tab will appear with one of two views, depending on whether the briefing is eligible for Delta Conditions.

Refer to **Next Generation Briefing** – Adverse Condition for details on Delta Conditions.

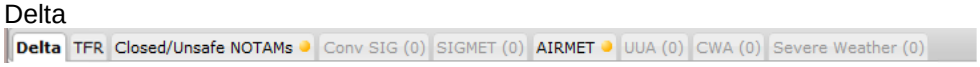
Standard Briefing without Delta Conditions



Standard Briefing with Delta Conditions



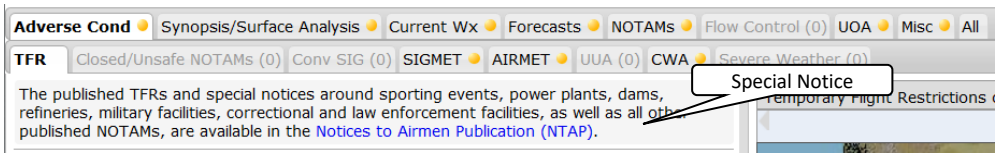
- Delta



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.

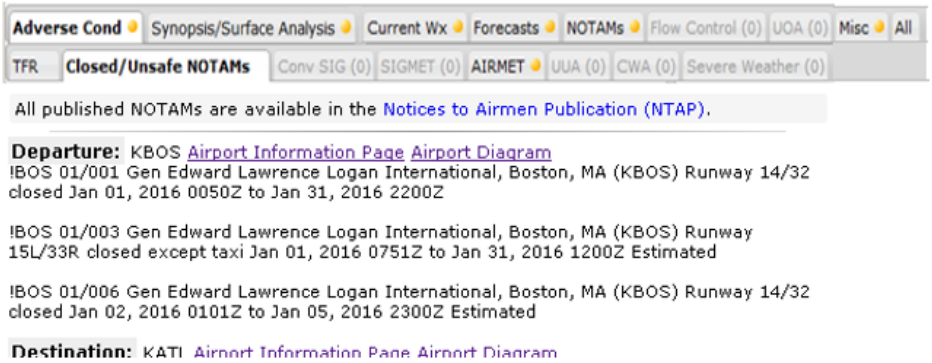
Refer to **Next Generation Briefing** – Adverse Condition for details.

- Closed/Unsafe NOTAMs

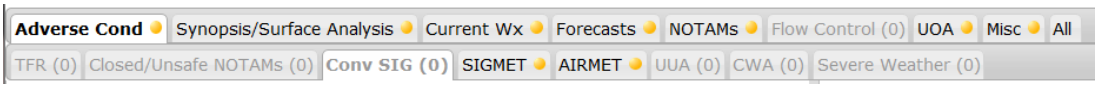
This is focused on helping the user quickly check for Adverse Condition NOTAMs at the Departure, Destination, and Alternate Airports.

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:



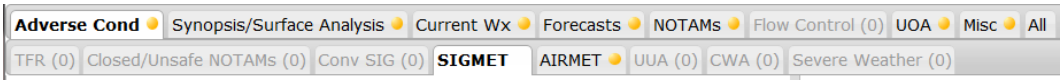
- Conv SIG



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.

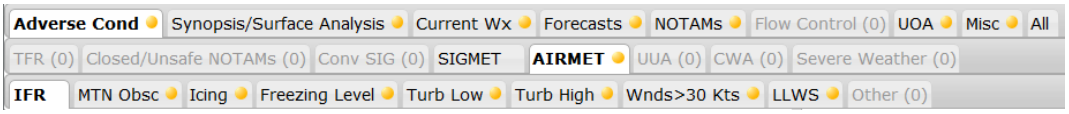
- SIGMET



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



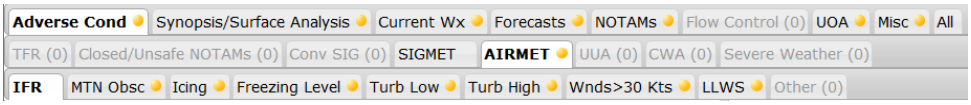
Airmen's Meteorological (AIRMET) records are issued for potentially hazardous weather conditions, such as moderate turbulence and icing, surface winds of more than 30 knots, or restricted visibility.

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

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.

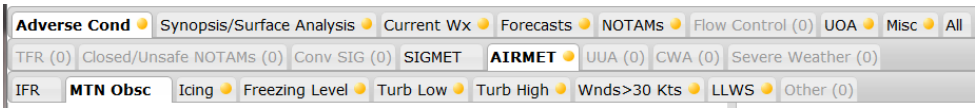
Refer to **Next Generation Briefing** – Adverse Condition for details.

➢ IFR



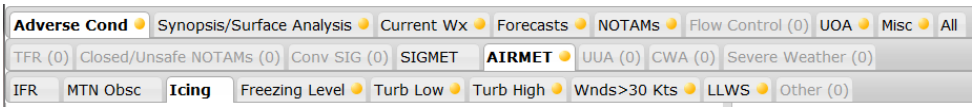
This contains AIRMETs that indicate Instrument Flight Rules (IFR) conditions. These AIRMETs have headings that contain “AIRMET SIERRA” and AIRMET phenomenon sections that begin with “AIRMET IFR” or contain “IFR” on the first line.

- Mtn Obsc



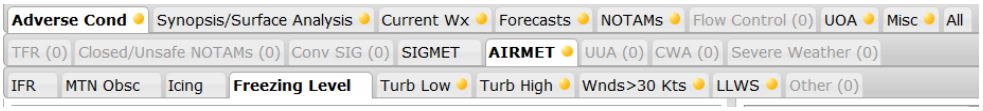
This contains AIRMETs that indicate Mountain Obscuration (Mtn Obsc) conditions. These AIRMETs have headings that contain “AIRMET SIERRA” and AIRMET phenomenon sections that begin with “AIRMET MTN OBSCN”, “MTN OBSCN”, "AIRMET MT OBSC", "MT TEMPO OBSC", or "MTS OCNL OBSC".

- Icing



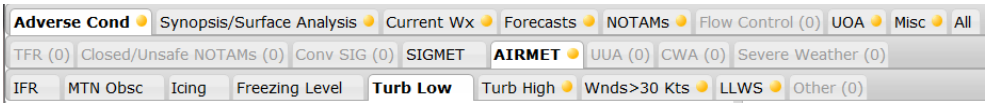
This contains AIRMETs that indicate icing conditions. These AIRMETs have headings that contain “AIRMET ZULU” and AIRMET phenomenon sections that begin with “AIRMET ICE” or “FRZLVL…”.

- Freezing Level



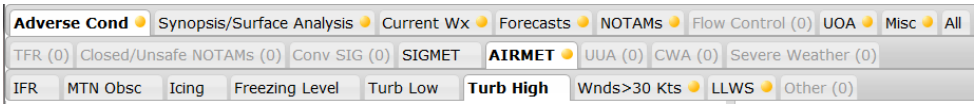
This contains AIRMETs that indicate freezing level conditions. These AIRMETs have headings that contain “AIRMET ZULU” and AIRMET phenomenon sections that begin with “AIRMET ICE” or “FRZLVL…”.

- Turb Low



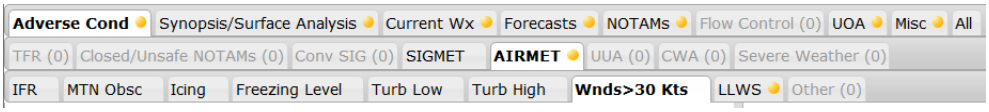
This contains AIRMETs that indicate turbulence at altitudes less than Flight Level (FL)180. These AIRMETs have headings that contain “AIRMET TANGO” and AIRMET phenomenon sections that begin with “AIRMET TURB”.

- Turb High



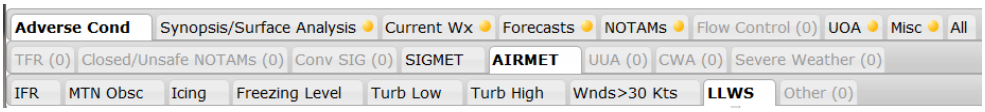
This contains AIRMETs that indicate turbulence at or above Flight Level (FL)180. These AIRMETs have headings that contain “AIRMET TANGO” and AIRMET phenomenon sections that begin with “AIRMET TURB”.

- Wnds>30 Kts



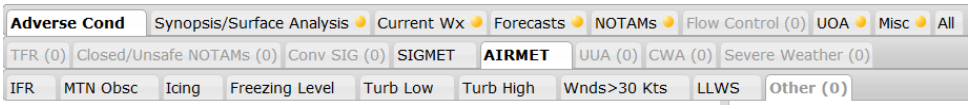
This contains AIRMETs that indicate surface winds greater than 30 knots. These AIRMETs have headings that contain “AIRMET TANGO” and “STG SFC WNDS” and phenomenon section contains “AIRMET STG SFC WNDS”.

- LLWS



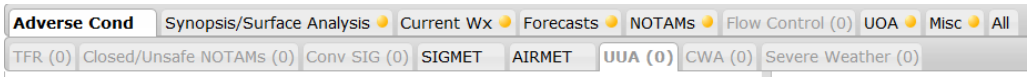
This contains AIRMETs that indicate low level wind shear conditions. These AIRMETs have headings that contain “AIRMET TANGO” and AIRMET phenomenon sections that begin with “LLWS POTENTIAL”.

- 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 ☐ Plain Text checkbox.

PIREP/AIREP Icons Legend

Icing PIREP/AIREP Icons

Negative	Trace	Trace to Light	Light	Light to Moderate	Moderate	Moderate to Severe	Severe
∅	∪	∪	∪	∪	∪	∪	∪

Turbulence PIREP/AIREP Icons

Negative	Smooth	Light	Light to Moderate	Moderate	Moderate to Severe	Severe	Extreme
∅	---	∧	∧	∧	∧	∧	∧

Sky Condition PIREP/AIREP Icons

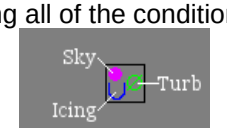
Unknown	Clear	Few Clouds	Scattered Clouds	Broken Clouds	Overcast
▫	○	◔	◔	◕	●

Other PIREP/AIREP Icons

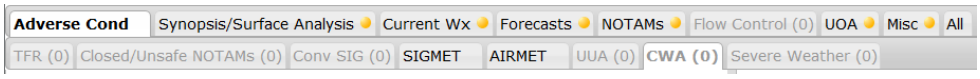
UA	UUA
▲	▲

*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.



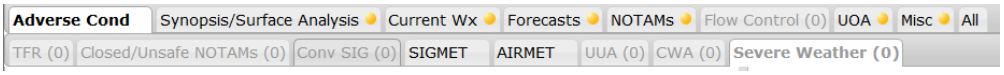
- CWA



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

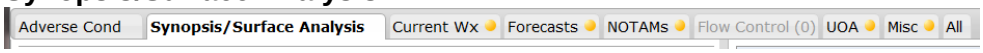
Local NWS offices issue the following two types of Warning messages:

- 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.

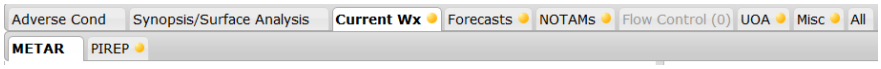
Refer to **Next Generation Briefing** – Adverse Condition for details

ii. Synopsis/Surface Analysis



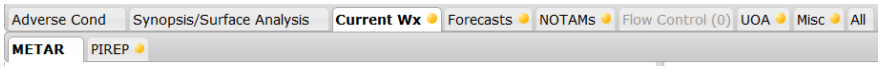
This allows the user to review a synopsis for each area forecast region associated with the route of flight. It also allows the user to view the Surface Analysis Chart for the route of flight. The user also has the ability to view the Synopsis/Surface Analysis tab in plain-text translation by selecting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

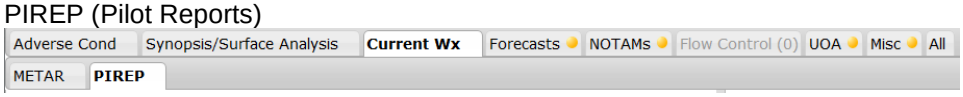


This allows the user to review Meteorological Aviation Reports (METAR) along the flight path of the aircraft, or around the location selected, in the case of an area briefing.

If the High Altitude Briefing checkbox is checked and the altitude is above the transition level (FL180) METAR data along the route will not be provided in the briefing.

Refer to **Next Generation Briefing** – Current Wx for details.

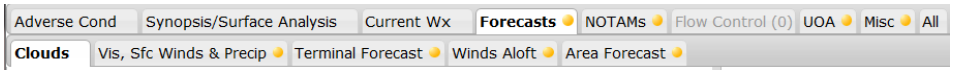
- PIREP (Pilot Reports)



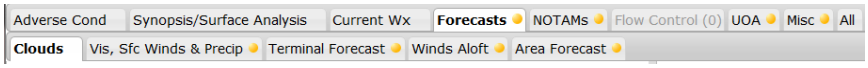
This allows the user to review both routine and urgent PIREP and AIREP data. The tab will contain routine PIREP, urgent PIREP, routine AIREP, and urgent AIREP data.

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.

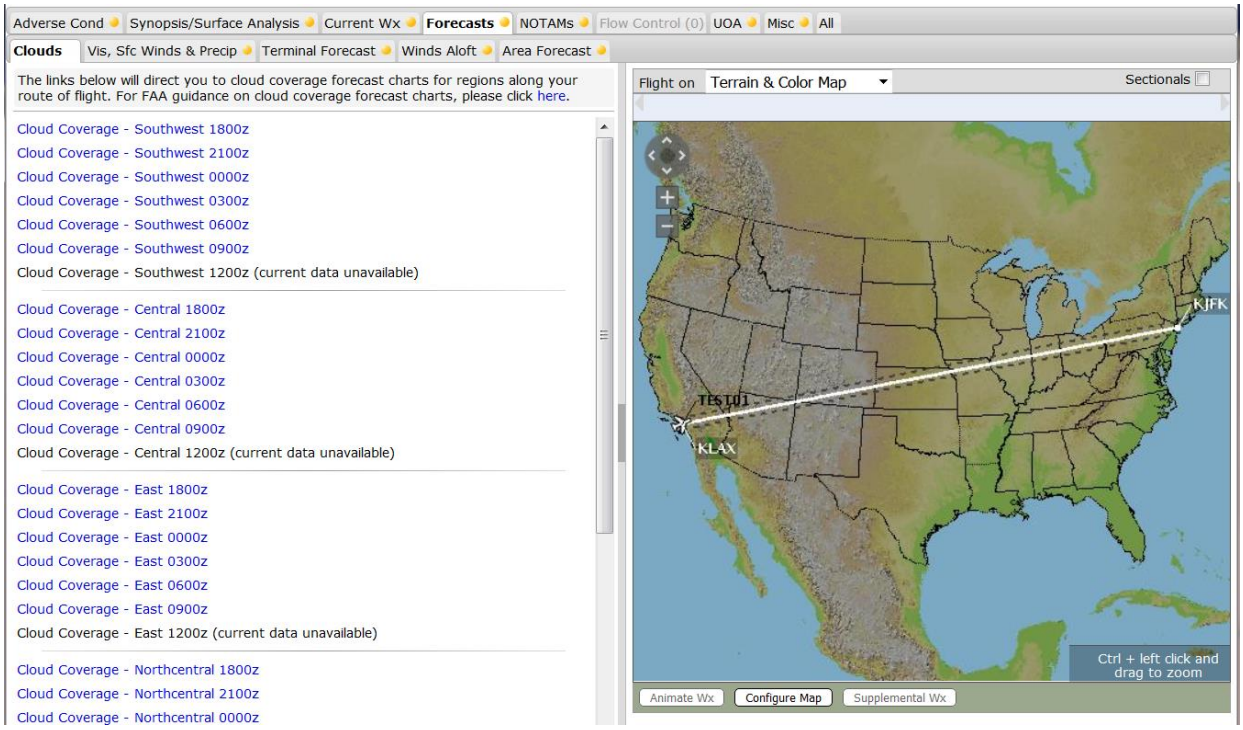
There are 10 regions: Northeast, East, Southeast, Northcentral, Central, Southcentral, Northwest, West, Southwest, and Continental United States(labeled “CONUS”).

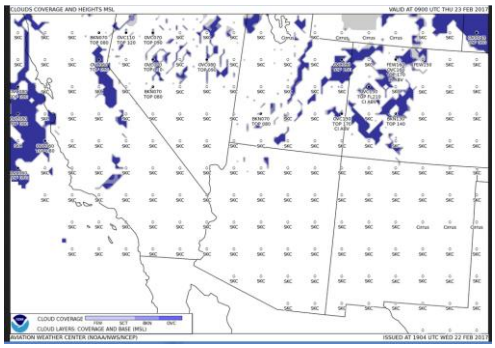
Each chart will be a hyperlink that when clicked will open a window displaying the associated cloud coverage chart.

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.

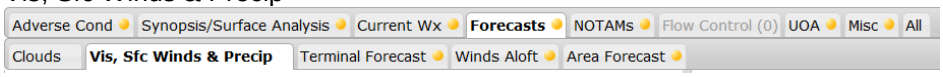
If there are no charts associated with the flight plan, due to the route of flight or the planned flight time then “No current Cloud Coverage data for this briefing.” will be displayed in the text pane. When data is missing for a particular time or region, the hyperlink will become inactive and “current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

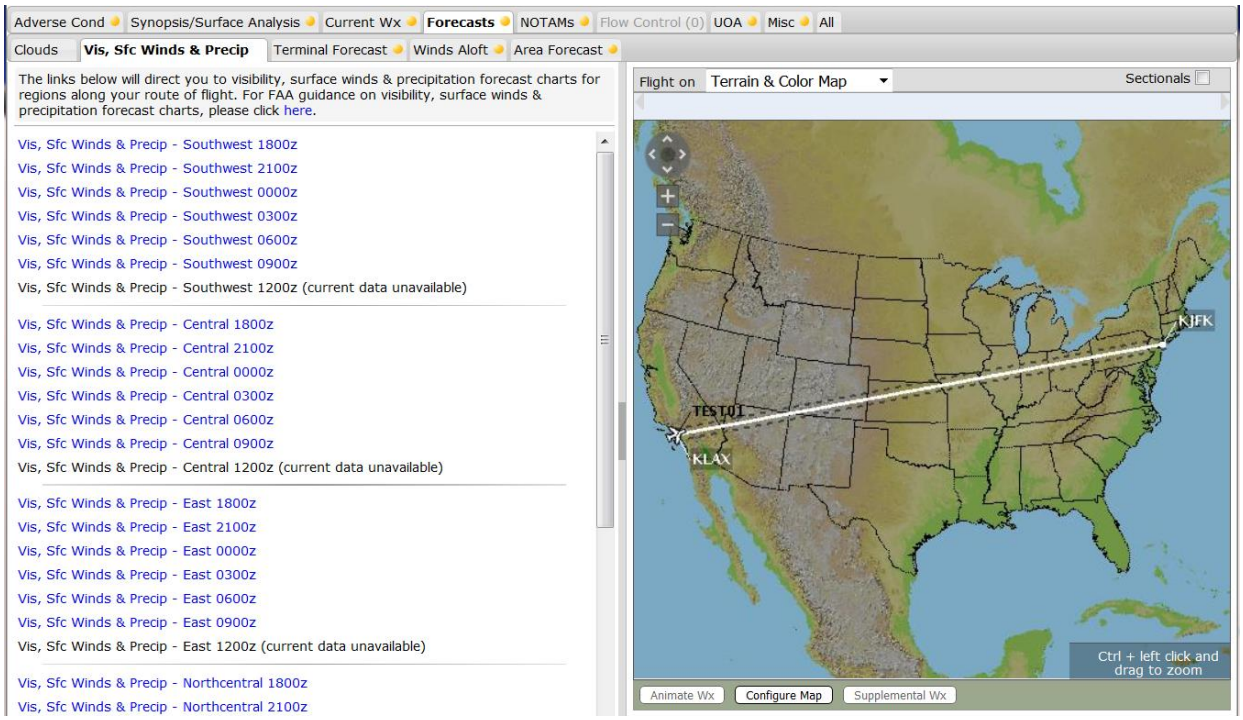
The forecast times are within the overall flight time +/- 3 hours.

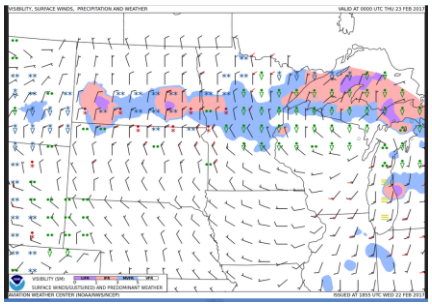
Each chart will be a hyperlink that when clicked will open a window displaying the associated visibility, surface winds, precipitation and weather chart.

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

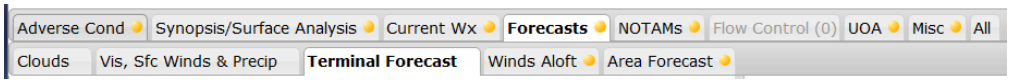
If there are no charts associated with the flight plan, due to the route of flight or the planned flight time then “No current Visibility, Surface Winds, Precipitation & Weather data for this briefing.” will be displayed in the text pane. When data is missing for a particular time or region, the hyperlink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



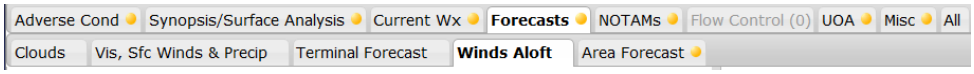
This allows the user to review the expected meteorological conditions at a landing facility for a specific time period. A TAF contains information on the expected surface wind, visibility, weather and clouds as well as on expected significant changes to one or more of these elements during the validity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

If the High Altitude Briefing checkbox is checked and the altitude is above the transition level (FL180) TAF data along the route will not be provided in the briefing.

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				
Data Available	**Model Run**	**6 hour FOR USE times**	**12 hour FOR USE times**	**24 hour FOR USE times**
~0200Z	0000Z	0200-0900Z	0900-1800Z	1800-0600Z
~0800Z	0600Z	0800-1500Z	1500-0000Z	0000-1200Z
~1400Z	1200Z	1400-2100Z	2100-0600Z	0600-1800Z
~2000Z	1800Z	2000-0300Z	0300-1200Z	1200-0000Z

Winds Aloft Canadian Forecast Periods				
Data Available	**Model Run**	**6 hour FOR USE times**	**12 hour FOR USE times**	**24 hour FOR USE times**
~0200Z	0000Z	0200-0900Z	0900-1800Z	1800-0600Z
~0800Z	0600Z	0800-1500Z	1500-0000Z	0000-1200Z
~1400Z	1200Z	1400-2100Z	2100-0600Z	0600-1800Z
~2000Z	1800Z	2000-0300Z	0300-1200Z	1200-0000Z

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		
CONUS, Alaska	**Hawaii, Western Pacific**	**Canada**
Low Level	Low Level	Low Level
030	010	030
060	015	060
090	020	090
120	030	120
180	060	180
240	090	
300	120	
340	150	
390	180	
	240	
High Level	High Level	High Level
450	300	240
530	340	300
	390	340
	450	390
	530	450
		530

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.

Station ID	030	035 Filed	055 Filed+2k	060	075 Filed+4k
261800Z 1400-2100Z					
MIA	130008			LGTVRB+13	
PIE	LGTVRB			230023+12	240022+11
MLB	LGTVRB			220019+11	240021+10
270000Z 2100-0600Z					
MIA	LGTVRB	LGTVRB	LGTVRB	LGTVRB+14	LGTVRB+12
PIE	LGTVRB			240021+11	250019+11
MLB	LGTVRB			240016+12	245016+11
271200Z 0600-1800Z					
MIA	060005	068005	101006	110007+15	
PIE	LGTVRB			260012+14	
MLB	130008	155009	255013	280015+14	290012+13

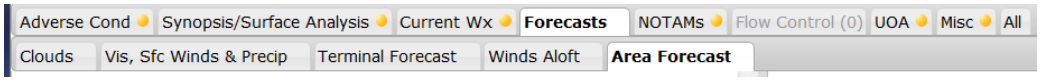
The image below has the checkbox unchecked and displays all altitude columns.

Station ID	030	035 Filed	055 Filed+2k	060	075 Filed+4k	090	120	180	240	300	340	390	450	530
261800Z 1400-2100Z														
MIA	130008			LGTVRB+13		260008+12	240009+08	250016-07	240029-18	240043-33	250051-43	250062-55	260054-67	250016-74
PIE	LGTVRB			230023+12	240022+11	250022+11	250025+07	240026-07	240043-19	240060-35	240068-44	240069-54	250058-66	240022-73
MLB	LGTVRB			220019+11	240021+10	260023+10	260024+08	260026-07	250038-18	240053-35	240064-44	250071-54		
270000Z 2100-0600Z														
MIA	LGTVRB	LGTVRB	LGTVRB	LGTVRB+14	LGTVRB+12	LGTVRB+10	250006+07	250017-07	250025-18	260038-34	270043-42	250060-55	260046-66	210019-75
PIE	LGTVRB			240021+11	250019+11	260017+11	260020+07	250020-08	240037-19	250055-35	270060-43	250048-55	240066-65	200030-72
MLB	LGTVRB			240016+12	245016+11	250017+10	270021+07	260019-07	250032-19	260053-35	270057-43	250059-54		
271200Z 0600-1800Z														
MIA	060005	068005	101006	110007+15		LGTVRB+12	LGTVRB+07	270015-07	250021-19	250020-35	230026-43	240048-55	230057-69	220029-75
PIE	LGTVRB			260012+14		LGTVRB+11	220010+06	250016-09	250029-20	240040-35	250051-44	220063-56	230063-68	220040-73
MLB	130008	155009	255013	280015+14	290012+13	300010+12	300009+06	260017-09	260030-20	260037-36	240039-44	240063-56		

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.

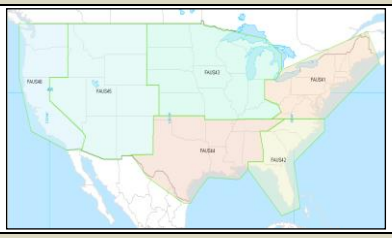
Refer to **Next Generation Briefing** Forecasts – Area Forecast for details.

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.

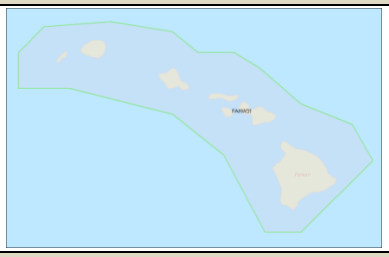
- FAUS41
- FAUS42
- FAUS43
- FAUS44
- FAUS45
- FAUS46



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

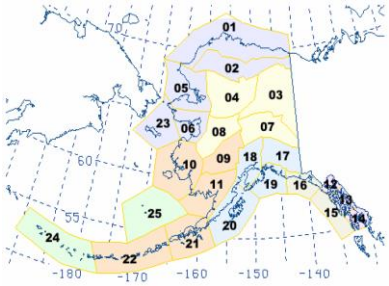
The Alaskan Aviation Weather Unit (AAWU) issues seven (7) FAs covering separate geographical areas of Alaska and the adjacent coastal waters, including the Pribilof Islands and Southeast Bering Sea.

Area ID	Area Name
FAAK47	Part 1, Juneau Area Forecast
FAAK48	Part 1, Anchorage Area Forecast
FAAK49	Part 1, Fairbanks Area Forecast
FAAK57	Part 2, Juneau Area Forecast
FAAK58	Part 2, Anchorage Area Forecast
FAAK59	Part 2, Fairbanks Area Forecast
FAAK68	Part 3, Anchorage Area Forecast

Forecast Areas

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

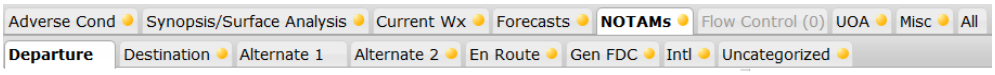
Area ID	Included Zones (Zone ID)
FAAK47	12 - Lynn Canal / Glacier Bay (JB) 13 - Central Southeast Alaska (JC) 14 - Southern Southeast Alaska (JD)
FAAK48	17 - Copper River Basin (AC) 18 - Cook Inlet/Susitna Valley (AB) 19 - Central Gulf Coast (AD) 20 - Kodiak Island Area (AE)
FAAK49	03 - Upper Yukon Valley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



v. NOTAMs

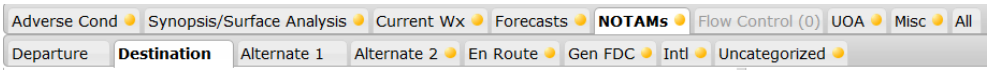
The NOTAMs tab allows the user to access all Notices to Airmen (NOTAMs) that intersect the flight plan route corridor or an area briefing. Each sub-tab provides a filtered view of NOTAMs. The user also has the ability to view NOTAM (except FDC NOTAM) text in plain-text translation by selecting the ☐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

- Departure



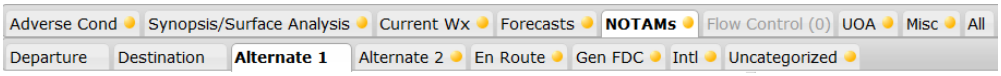
This is focused on helping the user quickly review all NOTAMs for the departure specified in a flight plan.
NOTAMs are separated in to the following headings:
Navigation, Communication, Service, Obstruction within 10 nautical miles, Airspace within 10 nautical miles, Special Use Airspace within 10 nautical miles, Runway, Taxiway, Apron, Aerodrome, FDC, Other/Unverified, Military

- Destination



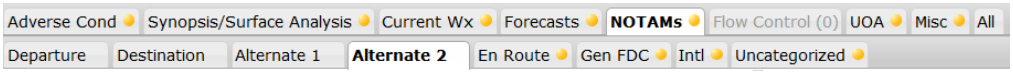
This is focused on helping the user quickly review all NOTAMs for the destination specified in a flight plan.
NOTAMs are separated in to the following headings:
Navigation, Communication, Service, Obstruction within 10 nautical miles, Airspace within 10 nautical miles, Special Use Airspace within 10 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.

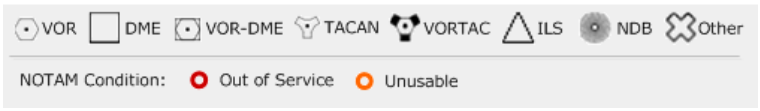
!DEN 05/859 KDEN OBST WIND TURBINE FARM WI AN AREA DEFINED AS BAD_ACTUAL_LOCATION **5859FT** (5859FT AGL) NOT LGTD 1703290709-1706010500 05/859 (Not Depicted On Graphics)

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

- 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:

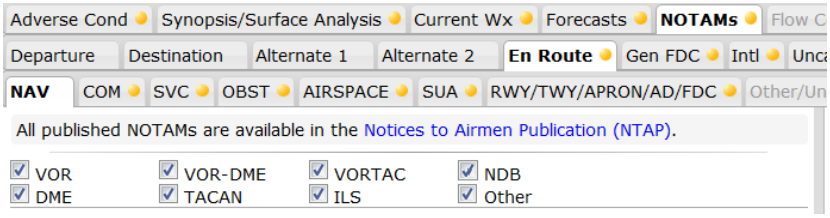


Navigation types are color coded based on the condition and depicted on the graphics showing the Affected location as labels. The corresponding NOTAM text for each of the Navigation types is shown on the text pane. Navigation types that cannot be graphically depicted are indicated with (Not Depicted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

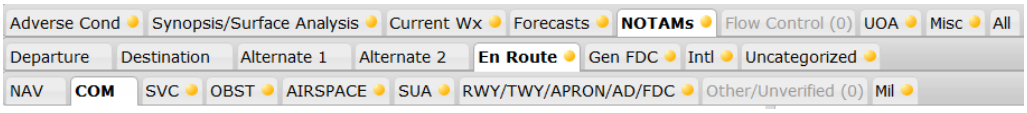
!RDU 13/02051 HXO NAV NDB UNMONITORED WEF 1302071620 (Not Depicted On Graphics)

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.

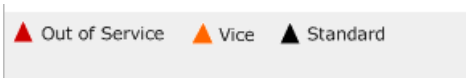


- En Route->COM



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.

!JNU 14/02030 ISL COM NAKED ISLAND REMOTE COM OUTLET 122.3 **CHANGED TO** 133.15 1402032133-PERM (Not Depicted On Graphics)

!CXO 14/01344 K15T COM REMOTE COM OUTLET 122.35 **OUT OF SERVICE** 1401222101-1404221800EST (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.

- 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.

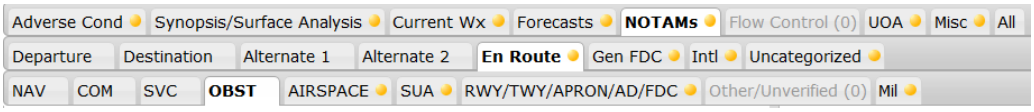
The following symbology is used in the graphical layer:

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.

!SMP 09/001 SMP Service en route flight advisory service not available Sep 24, 2015 1000Z-permanent (Not Depicted On Graphics)

!SEA 09/223 4MI Service en route flight advisory service not available Sep 24, 2015 1000Z-permanent (Not Depicted On Graphics)

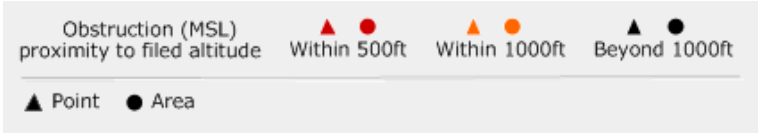
- En Route->OBST



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)”.

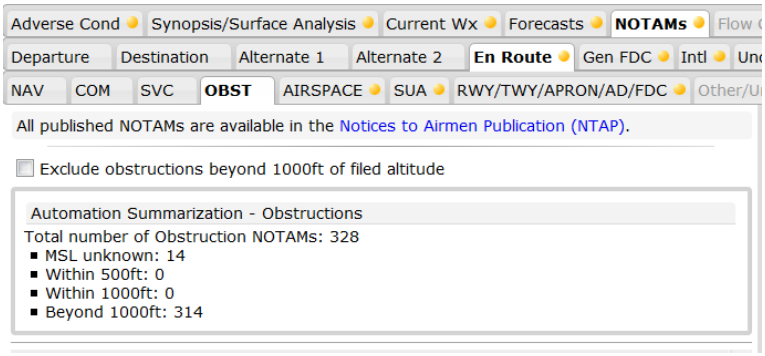
For Obstructions NOTAMs, the following symbology is used in the graphical layer:



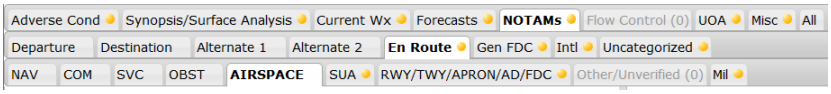
Obstructions are color coded in relation to the filed altitude of the flight plan and depicted on the graphics showing the Mean Sea Level (MSL) as labels. The corresponding NOTAM text for each of the Obstructions is shown on the text pane. Obstructions that cannot be graphically depicted will appear 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.



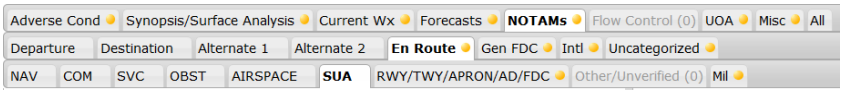
- En Route->AIRSPACE



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



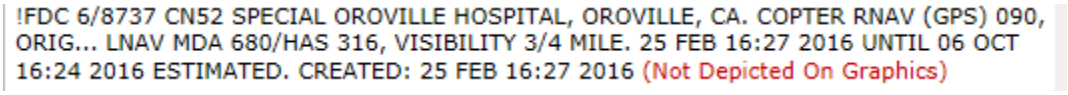
This is focused on helping the user quickly review Special Use Airspace NOTAMs whose actual or affected locations (ARTCCs or FIRs) intersect the flight plan route corridor or an area briefing.

- En Route->RWY/TWY/APRON/AD/FDC

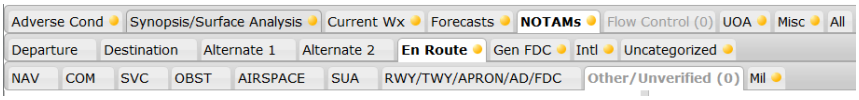
This is focused on helping the user quickly review all Runway, Taxiway, Apron, Aerodrome, and FDC NOTAMs that intersect the flight plan route corridor or an area briefing.

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

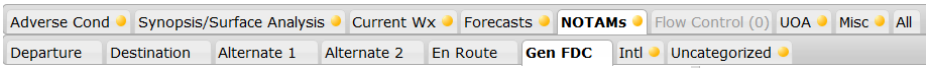
This is focused on helping the user quickly review Military (Mil) NOTAMs that intersect the flight plan route corridor or an area briefing.

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.

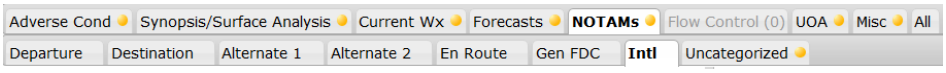
!KIKR 15/M0034 KIKR Parking spots D1-D5 and east TAXILINE on NMANG ramp closed until further notice. 28 December 15:53 2015 until 26 March 23:59 2016. Created: 28 December 15:30 2015 (Not Depicted On Graphics)

- Gen FDC



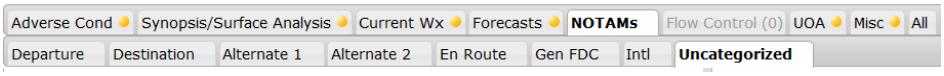
This is focused on helping the user quickly review and brief General Flight Data Center (GFDC) NOTAMs. General FDC NOTAMs are the same informational class of NOTAMs as FDC NOTAMs because they report information that is regulatory in nature. However, General FDC NOTAMs are not correlated to any specific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

- Intl



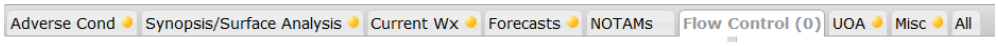
This is focused on helping the user quickly review International (Intl) NOTAMs whose affected locations are included in the flight plan route corridor or an area briefing.

- Uncategorized



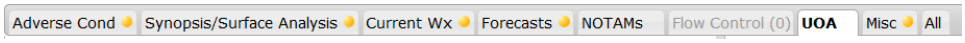
This is focused on helping the user quickly review all NOTAMs that do not have a recognized NOTAM type. NOTAMs may not be categorized because the type does not exist or because it was unintentionally misspelled.

vi. Flow Control



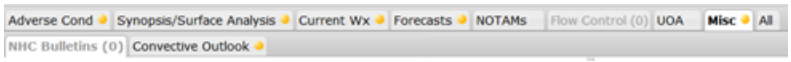
This allows the user to review advisories from the Air Traffic Control System Command Center (ATCSCC) that are associated with the flight path of the aircraft.

vii. UOA



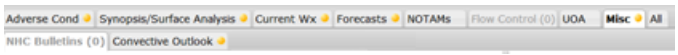
This allows the user to see the Unmanned Aircraft System (UAS) Operating Areas (UOAs) that intersect the route corridor for the briefing.

viii. Misc



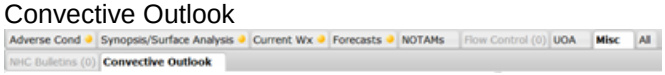
The Misc tab contains several sub-tabs containing information that is less frequently required for a pilot briefing.

- NHC Bulletins

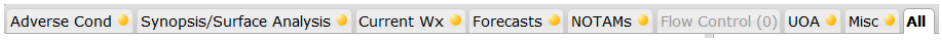
  This allows the user to review National Hurricane Center (NHC) bulletins, also known as Tropical Storm Public advisories and Tropical Cyclone Advisories (TCAs) or a Tropical Cyclone Public (TCP) advisory.

- 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.

Briefing Graphics Pane				
Level 1 Tab	**Level 2 Tab**	**Level 3 Tab**	**Graphics**	**Default Imagery**
Briefing Graphics Data				
Adverse Condition	TFR	N/A	Overlays: • TFRs Supplemental Weather Charts: • None	None
	Closed/Unsafe NOTAMs	N/A	Overlays: • Base Map Supplemental Weather Charts: None	None
	Conv SIG	N/A	Overlays: • ALL Conv SIGMETs • Conv SIGMET (default) • Conv SIGMET Outlook Supplemental Weather Charts: • CONUS: • CONUS Radar Summary	CONUS: • Mosaic Composite 10m Carib: • Puerto Rico Regional Radar Alaska: • Alaska Mosaic Base Reflectivity Hawaii: • Hawaii Base Reflectivity 10m
	SIGMET	N/A	Overlays: • SIGMETs Supplemental Weather Charts: • CONUS • 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	Same as Convective SIGMET

Briefing Graphics Pane				
Level 1 Tab	**Level 2 Tab**	**Level 3 Tab**	**Graphics**	**Default Imagery**

			• Alaska Surface Map
			• Alaska Sig Wx Pro 24Hr
			• Alaska Sig Wx Prog 36Hr
			• Canada:
			  • None
			• Hawaii
			  • NE Pacific Surface Analysis 00
			  • NE Pacific Surface Analysis 06
			  • NE Pacific Surface Analysis 12
			  • NE Pacific Surface Analysis 18	

Adverse Condition	AIRMET	IFR	Overlays: • IFR (default) • IFR With Outlooks • All Supplemental Weather Charts: • Same as SIGMET	Same as Convective SIGMET
		MTN Obsc	Overlays: • MTN Obscuration (default) • MTN Obscuration With Outlooks • All Supplemental Weather Charts: • Same as SIGMET	
		Icing	Overlays: • Icing (default) • Icing With Outlooks • All Supplemental Weather Charts: • Same as SIGMET	
		Freezing Level	Overlays: • N/A for non-CONUS • Freezing Level Chart for CONUS Supplemental Weather Charts: • Same as SIGMET for non-CONUS • Freezing Level Chart for CONUS	
		Turb Low	Overlays: • Turb Low Alt (default) • Turb Low Alt With Outlooks • All Supplemental Weather Charts: • Same as SIGMET	
		Turb High	Overlays: • Turb High Alt (default) • Turb High Alt With Outlooks • All Supplemental Weather Charts: • Same as SIGMET	
		Winds>30 Kts	Overlays: • Winds > 30 (default) • Winds > 30 With Outlooks • All Supplemental Weather Charts: • Same as SIGMET	
		LLWS	Overlays: • Low Level Wind Shear (LLWS) (default) • LLWS With Outlooks • All	

Briefing Graphics Pane				
Level 1 Tab	**Level 2 Tab**	**Level 3 Tab**	**Graphics**	**Default Imagery**
			Supplemental Weather Charts: • Same as SIGMET	
		Other	Overlays: • Other (default) • Other With Outlooks • All Supplemental Weather Charts: • Same as SIGMET	
Adverse Condition	UUA	N/A	Overlays: • PIREP Supplemental Weather Charts: None	None
	CWA	N/A	Overlays: • CWA polygon layer Supplemental Weather Charts: None	Same as Convective SIGMET
	Severe Weather	N/A	Overlays: • Severe Weather Supplemental Weather Charts:None	
Synopsis/Surface Analysis	N/A	N/A	Overlays: • Base Map Supplemental Weather Charts: • CONUS • Surface Analysis (default) • Surface Prog 12Hr • Surface Prog 24Hr • Surface Prog 36Hr • Surface Prog 48Hr • Radar Summary CONUS • Radar Summary North East • Radar Summary South East • Radar Summary North Central • Radar Summary South Central • Radar Summary North West • Radar Summary South West • Mexico • Caribbean Surface Analysis (default) • Mex/Carib Surface Prog Day 1 • Mex/Carib Surface Prog Day 2 • Caribbean • Caribbean Surface Analysis (default) • Caribbean Surface Prog 12hr • Caribbean Surface Prog 24hr • Caribbean Surface Prog 36hr • Alaska • Alaska Surface Map (default) • Alaska Sig Wx Prog 24Hr • Alaska Sig Wx Prog 36Hr • Canada • None • Hawaii • NE Pacific Surface Analysis 00 (default) • NE Pacific Surface Analysis 06 • NE Pacific Surface Analysis 12 • NE Pacific Surface Analysis 18	Same as Convective SIGMET
Current Wx	METAR	N/A	Overlays: • METAR/SPECI (default) Supplemental Weather Charts:	Same as Convective SIGMET

Briefing Graphics Pane				
Level 1 Tab	**Level 2 Tab**	**Level 3 Tab**	**Graphics**	**Default Imagery**

			• CONUS
			  • Wx Depiction
			• Other Regions
			  • None	

	PIREP	N/A	Overlays: • ALL Supplemental Weather Charts: • None	Same as UUA above
Forecasts	Clouds	N/A	Overlays: • Cloud Coverage Chart (NEXTGEN) • Base Map (STANDARD) Supplemental Weather Charts: • None	None
	Vis, Sfc Winds & Precip	N/A	Overlays: • Visibility, Surface Winds, Precipitation and Weather Chart (NEXTGEN) • Base Map (STANDARD) Supplemental Weather Charts: • None	None
	Area Forecast	N/A	Overlays: • Area Forecast (default) Supplemental Weather Charts: • None	Same as Convective SIGMET
	Terminal Forecast	N/A	Overlays: • Area Forecast (default) Supplemental Weather Charts: • None	Same as Convective SIGMET
	Winds Aloft	N/A	Overlays: • Winds Aloft Wind Barbs for selected Altitude and Forecast Period (NEXTGEN) • Winds Aloft (STANDARD) Supplemental Weather Charts: • None	None
NOTAMs	Departure	N/A	Overlays: • Airspace, OBST and SUA types within 10 NM of Departure • A single graphic located at the Departure will depict any and all Navigation, Communication, Service, Runway, Taxiway, Apron, Aerodrome, FDC, Other/Unverified and Military NOTAMs Supplemental Weather Charts: • None	None
	Destination	N/A	Overlays: • Airspace, OBST and SUA types within 10 NM of Destination • A single graphic located at the Destination will depict any and all Navigation, Communication, Service, Runway, Taxiway, Apron, Aerodrome, FDC, Other/Unverified and Military NOTAMs Supplemental Weather Charts: • None	None

Briefing Graphics Pane				
Level 1 Tab	**Level 2 Tab**	**Level 3 Tab**	**Graphics**	**Default Imagery**
	Alternate 1	N/A	Overlays: • Airspace, OBST and SUA types at the Alternate 1 • A single graphic located at the Alternate 1 will depict any and all Navigation, Communication, Service, Runway, Taxiway, Apron, Aerodrome, FDC, Other/Unverified and Military NOTAMs Supplemental Weather Charts: • None	None
	Alternate 2	N/A	Overlays: • Airspace, OBST and SUA types at the Alternate 2 • A single graphic located at the Alternate 2 will depict any and all Navigation, Communication, Service, Runway, Taxiway, Apron, Aerodrome, FDC, Other/Unverified and Military NOTAMs Supplemental Weather Charts: • None	None
	En Route	NAV	Overlays: • Navigation types based on NOTAM condition Supplemental Weather Charts: • None	None
		COM	Overlays: • Base Map Supplemental Weather Charts: • None	None
		SVC	Overlays: • Base Map Supplemental Weather Charts: • None	None
		OBST	Overlays: • Obstruction (MSL) proximity to filed altitude Supplemental Weather Charts: • None	None
		AIRSPACE	Overlays: • Airspace types other than SUA NOTAM types Supplemental Weather Charts: • None	None
		SUA	Overlays: • ALL (default) • MOA • Alert • Restricted • Warning • Prohibited • Unspecified • Military IFR Route • Military VFR Route • Military Slow Route • Aerial Refueling Route Supplemental Weather Charts: • None	None
		RWY/TWY/ APRON/AD/FDC	Overlays: • Base Map Supplemental Weather Charts:	None

Briefing Graphics Pane				
Level 1 Tab	**Level 2 Tab**	**Level 3 Tab**	**Graphics**	**Default Imagery**
			• None	
		Other/Unverified	Overlays: • Base Map Supplemental Weather Charts: • None	None
		Mil	Overlays: • Base Map Supplemental Weather Charts: • None	None
	Gen FDC	N/A	Overlays: • ARTCC Boundaries Supplemental Weather Charts: • None	None
	Intl	N/A	Overlays: • Base Map Supplemental Weather Charts: • None	None
	Uncategorized	N/A	Overlays: • Base Map Supplemental Weather Charts: • None	None
Flow Control	N/A	N/A	Overlays: • ARTCC Boundaries Supplemental Weather Charts: • None	None
UOA	N/A		Overlays: • UOA polygon layer Supplemental Weather Charts: None	None

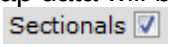
Misc	NHC Bulletins	N/A	Overlays:
			• Base Map
			Supplemental Weather Charts:
			• CONUS
			  • Gulf of Mexico Active Cyclones (default)
			• Mexico
			  • Gulf of Mexico Active Cyclones (default)
			• Caribbean
			  • Caribbean Se Active Cyclones (default)
			• Hawaii
			  • Central North Pacific Active Cyclones (default)
				None

	Convective Outlook	N/A	Charts: • Day 1 Convective Outlook • Day 2 Convective Outlook • Day 3 Convective Outlook	None
All	N/A	N/A	Overlays: • Base Map Supplemental Weather Charts: • None	None

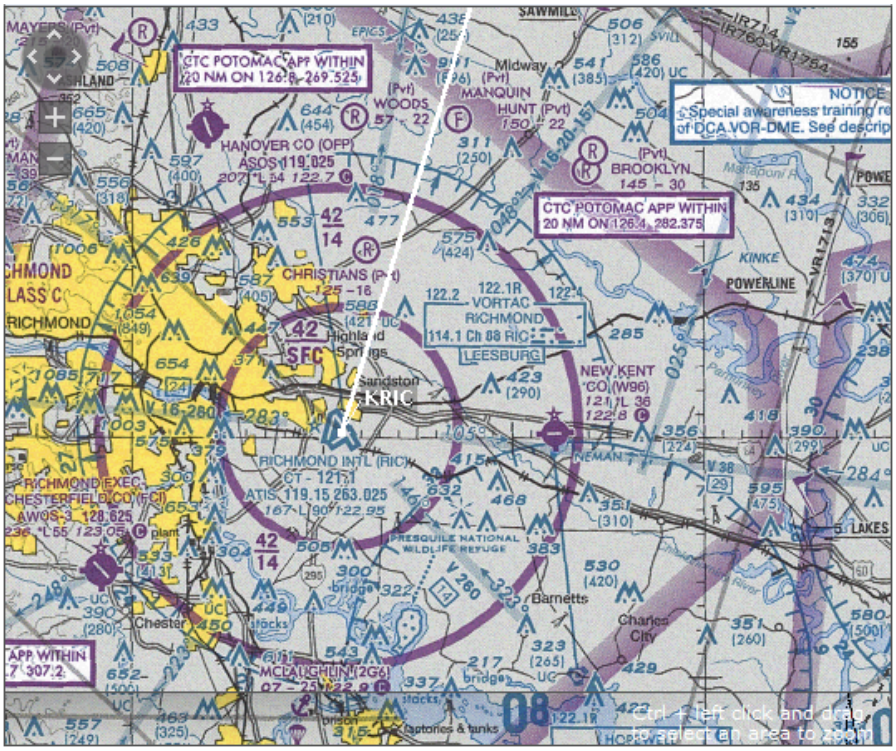
i. Background Map

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:

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  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”.

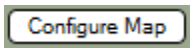
b. Animate Wx button: 

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,  , starts the animation of the weather. The weather images may also be stepped through one at a time using the forward,  , or back,  , buttons. The speed of the animation may also be controlled using the slider, 

.

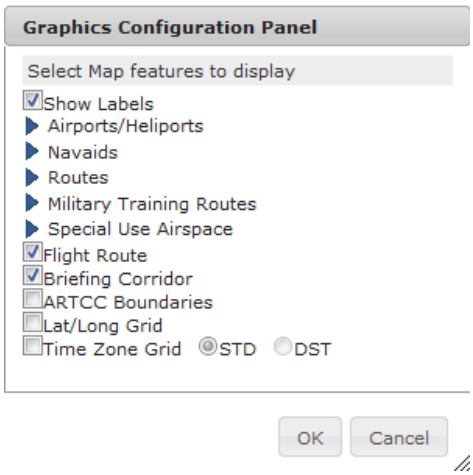
c. Graphics Configuration Panel

The system will display the Graphics Configuration Panel popup when the 

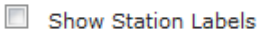
button is clicked. This popup allows the user to select the Auxiliary Layers that overlays on the map displayed in the Graphics pane.

- Map Features

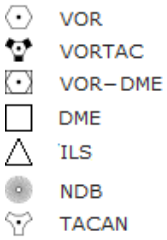
  Map Features allow the user to select additional graphics layers to be displayed on the map. Different categories of layers are grouped together, and an accordion control allows expansion and contraction of each group.



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



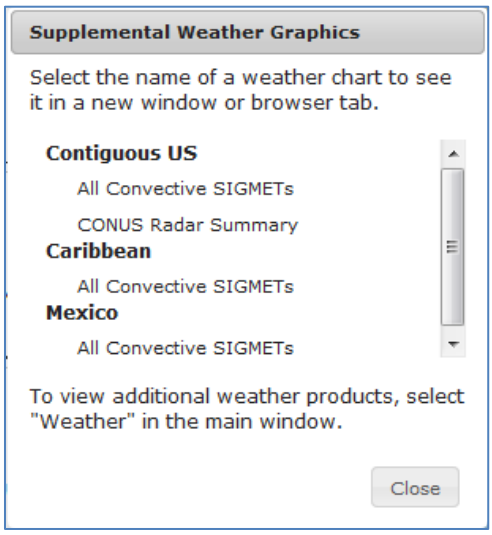
For the Navaid layers, the following symbology is used:



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 Route Briefing, select the Standard Brief, Outlook Brief, or Abbreviated Brief button from the Flight Planning & Briefing page or from the Pilot Dashboard page.

The following information is required to request a Standard 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.

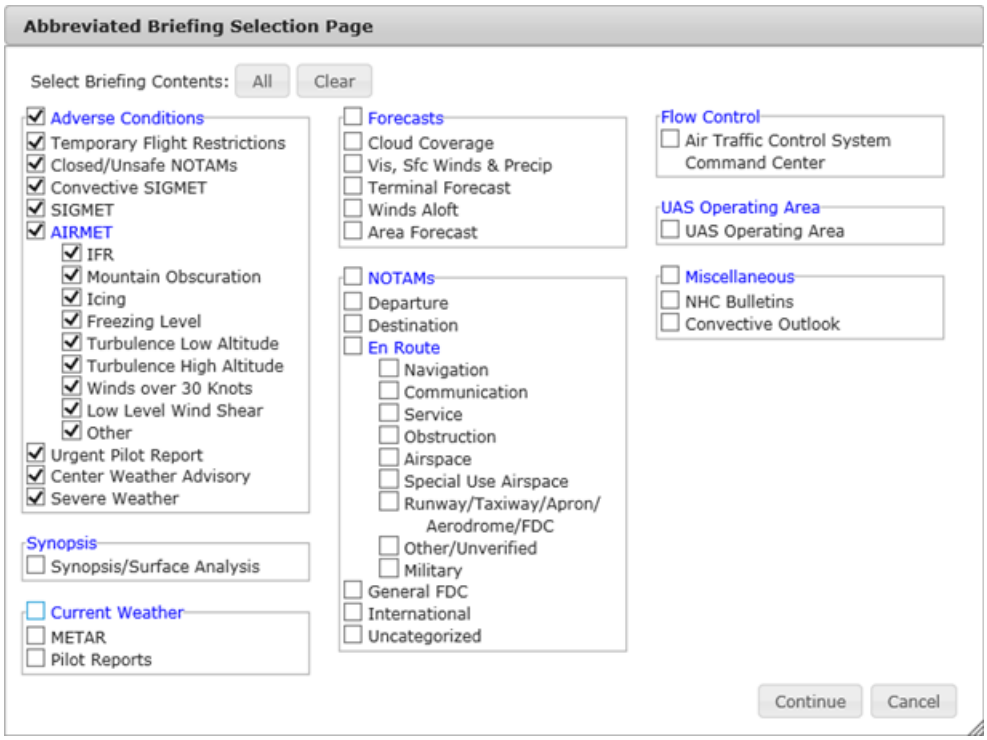
ii. Outlook Brief

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

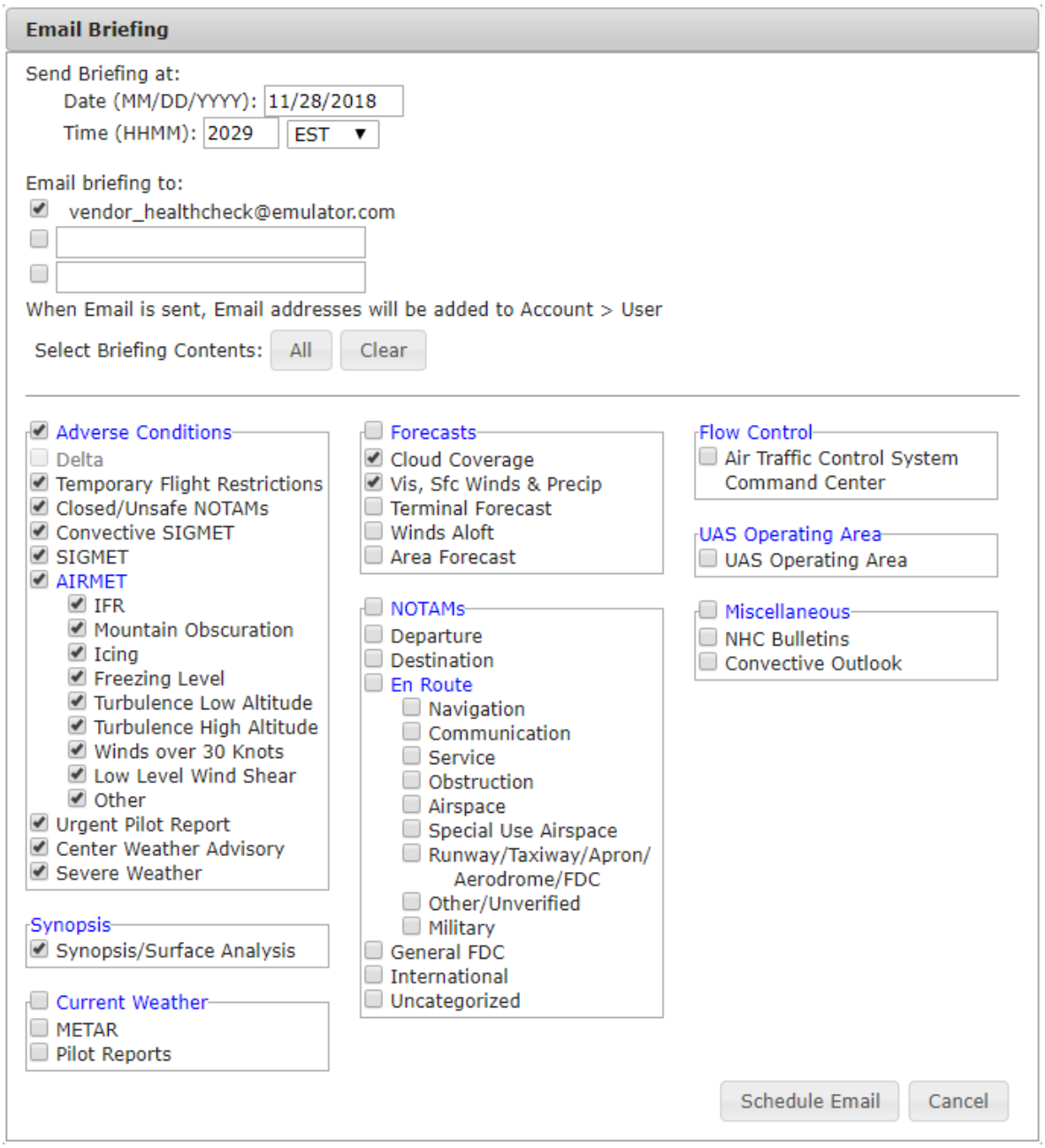
iii. Abbreviated Brief

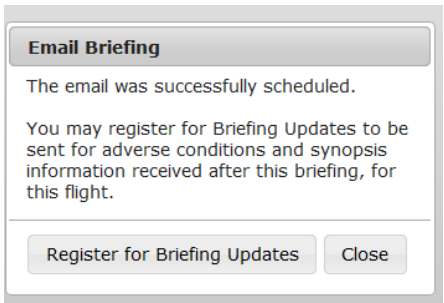
The Abbreviated Brief option will present a popup for the user to choose which Route Briefing tabs to display. In dialogs for selecting the contents of briefings, the Adverse Conditions group will be selected by default.

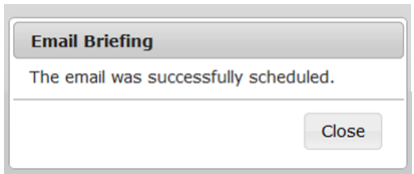


iv. Scheduled Email Brief

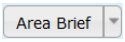
The Scheduled Email option will present a popup for the user to choose which Routing Briefing tabs to display. The date and time for when to send the briefing, an email address to receive the briefing, and at least one briefing content option are required. In the dialog for selecting the contents of the briefing, the Adverse Conditions group will be selected by default. After successfully scheduling a briefing, the "successfully scheduled" popup will contain a Register for Briefing Updates button for registering for Briefing Update if the scheduled briefing is less than 48 hours from the current time. After scheduling the briefing, the briefing can be viewed, amended, and canceled from the Pilot Dashboard page.

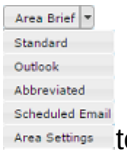

Email Briefing
Send Briefing at:
Date (MM/DD/YYYY): 11/28/2018
Time (HHMM): 2029
EST
Email briefing to:
vendor_healthcheck@emulator.com
When Email is sent, Email addresses will be added to Account > User
Select Briefing Contents:
All
Clear
Adverse Conditions
Delta
Temporary Flight Restrictions
Closed/Unsafe NOTAMs
Convective SIGMET
SIGMET
AIRMET
IFR
Mountain Obscuration
Icing
Freezing Level
Turbulence Low Altitude
Turbulence High Altitude
Winds over 30 Knots
Low Level Wind Shear
Other
Urgent Pilot Report
Center Weather Advisory
Severe Weather
Synopsis
Synopsis/Surface Analysis
Current Weather
METAR
Pilot Reports
Forecasts
Cloud Coverage
Vis, Sfc Winds & Precip
Terminal Forecast
Winds Aloft
Area Forecast
NOTAMs
Departure
Destination
En Route
Navigation
Communication
Service
Obstruction
Airspace
Special Use Airspace
Runway/Taxiway/Apron/ Aerodrome/FDC
Other/Unverified
Military
General FDC
International
Uncategorized
Flow Control
Air Traffic Control System Command Center
UAS Operating Area
UAS Operating Area
Miscellaneous
NHC Bulletins
Convective Outlook
Schedule Email
Cancel


Email Briefing
The email was successfully scheduled.
You may register for Briefing Updates to be sent for adverse conditions and synopsis information received after this briefing, for this flight.
Register for Briefing Updates
Close


Email Briefing
The email was successfully scheduled.
Close

i. Area Briefing

For an Area Briefing, select the 

, next to the Destination, Departure, Alternate 1 or Alternate 2 fields on the Flight Planning & Briefing 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. A standard area briefing will appear . The Area Briefing button provides a drop down selection 

to allow for four briefing types and an area settings configuration dialog.

The following is a description of each of the actions performed by the Area Brief drop down buttons:

i. Standard Brief

The Standard Brief option will display all Area Briefing tabs.

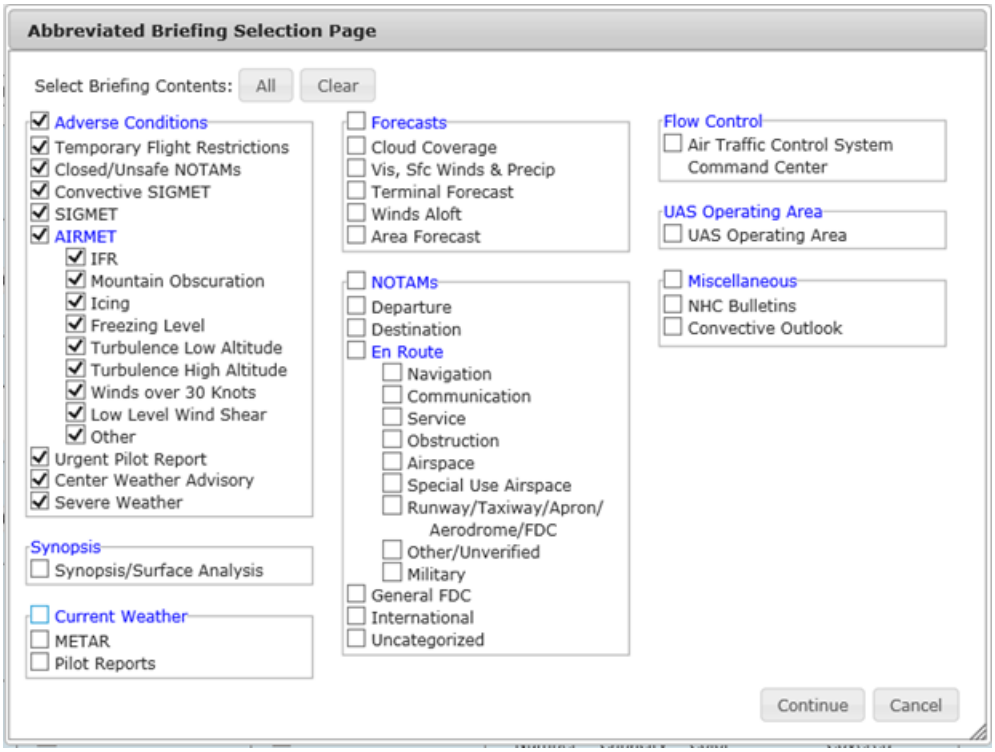
ii. Outlook Brief

The Outlook Brief will display the following Area Briefing tabs:

- Temporary Flight Restrictions
- Closed/Unsafe NOTAMs
- Convective SIGMET
- SIGMET
- IFR
- Mountain Obscuration
- 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

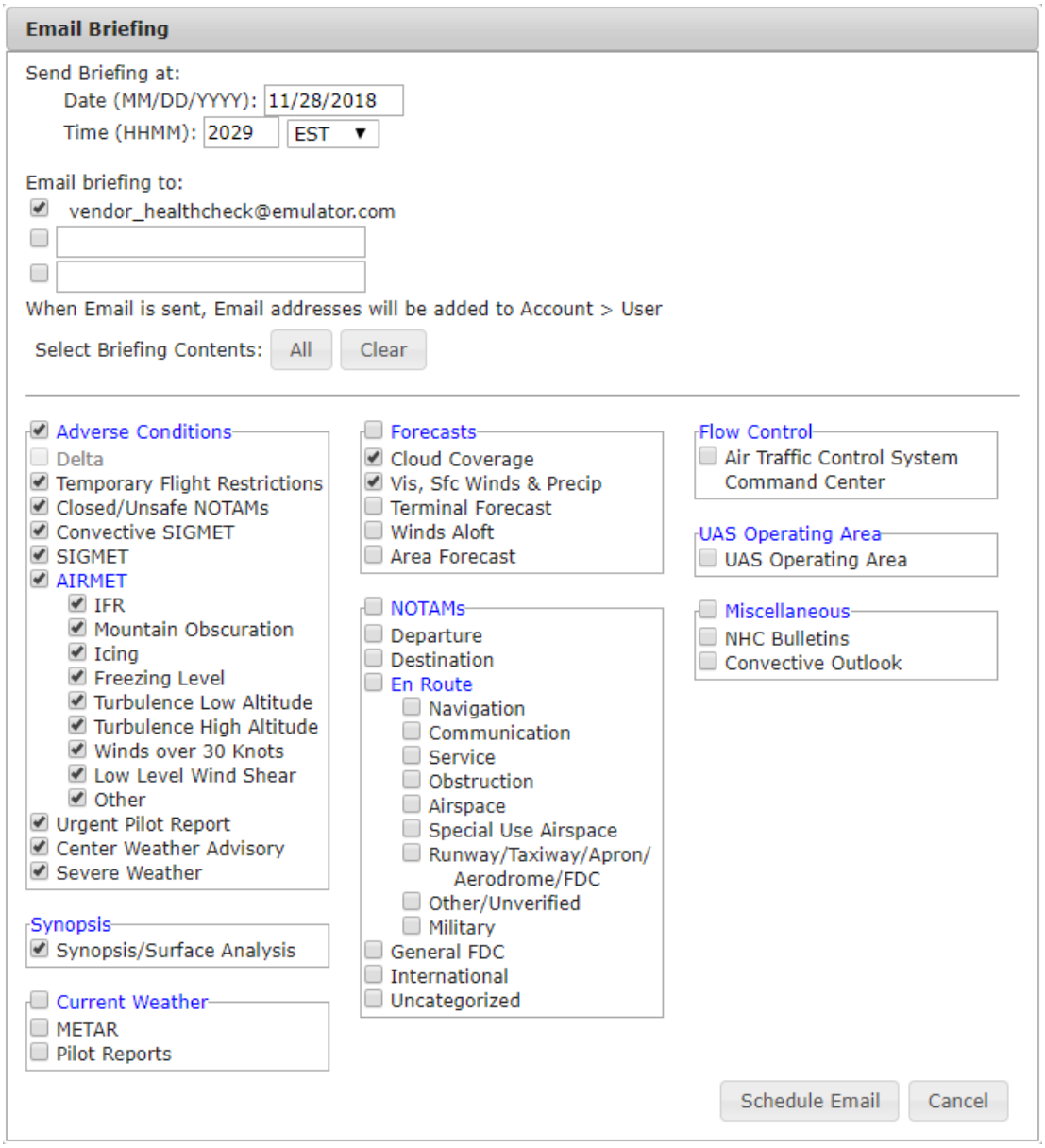
iii. Abbreviated Brief

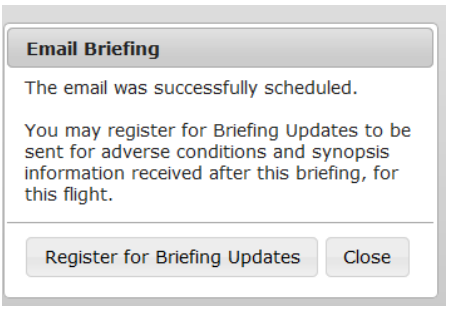
The Abbreviated Brief option will present a popup for the user to choose which Area Briefing tabs to display. In the dialog for selecting the contents of the briefing, the Adverse Conditions group will be selected by default.

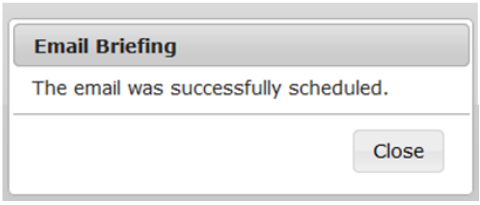

Abbreviated Briefing Selection Page
Select Briefing Contents:
All
Clear
Adverse Conditions
Temporary Flight Restrictions
Closed/Unsafe NOTAMs
Convective SIGMET
SIGMET
AIRMET
IFR
Mountain Obscuration
Icing
Freezing Level
Turbulence Low Altitude
Turbulence High Altitude
Winds over 30 Knots
Low Level Wind Shear
Other
Urgent Pilot Report
Center Weather Advisory
Severe Weather
Synopsis
Synopsis/Surface Analysis
Current Weather
METAR
Pilot Reports
Forecasts
Cloud Coverage
Vis, Sfc Winds & Precip
Terminal Forecast
Winds Aloft
Area Forecast
NOTAMs
Departure
Destination
En Route
Navigation
Communication
Service
Obstruction
Airspace
Special Use Airspace
Runway/Taxiway/Apron/ Aerodrome/FDC
Other/Unverified
Military
General FDC
International
Uncategorized
Flow Control
Air Traffic Control System Command Center
UAS Operating Area
UAS Operating Area
Miscellaneous
NHC Bulletins
Convective Outlook
Continue
Cancel

iv. Scheduled Email Brief

The Scheduled Email option will present a popup for the user to choose which Area Briefing tabs to display. In the dialog, the date and time for when to send the briefing, an email address to receive the briefing, and at least one briefing content option are required. In the dialog for selecting the contents of the briefing, the Adverse Conditions group will be selected by default. After successfully scheduling a briefing, the "successfully scheduled" popup will contain a Register for Briefing Updates button for registering for Briefing Update if the scheduled briefing is less than 48 hours from the current time. After scheduling the briefing, the briefing can be viewed, amended, and canceled from the Pilot Dashboard page.



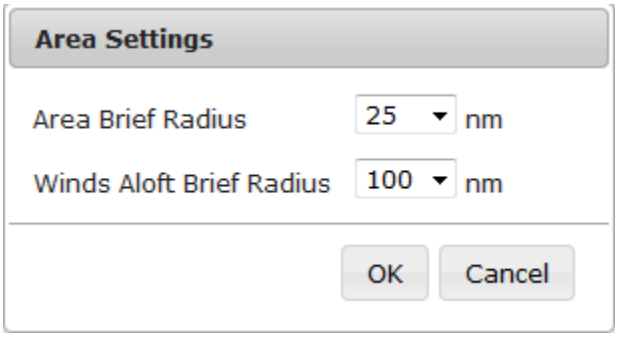




v. Area Settings

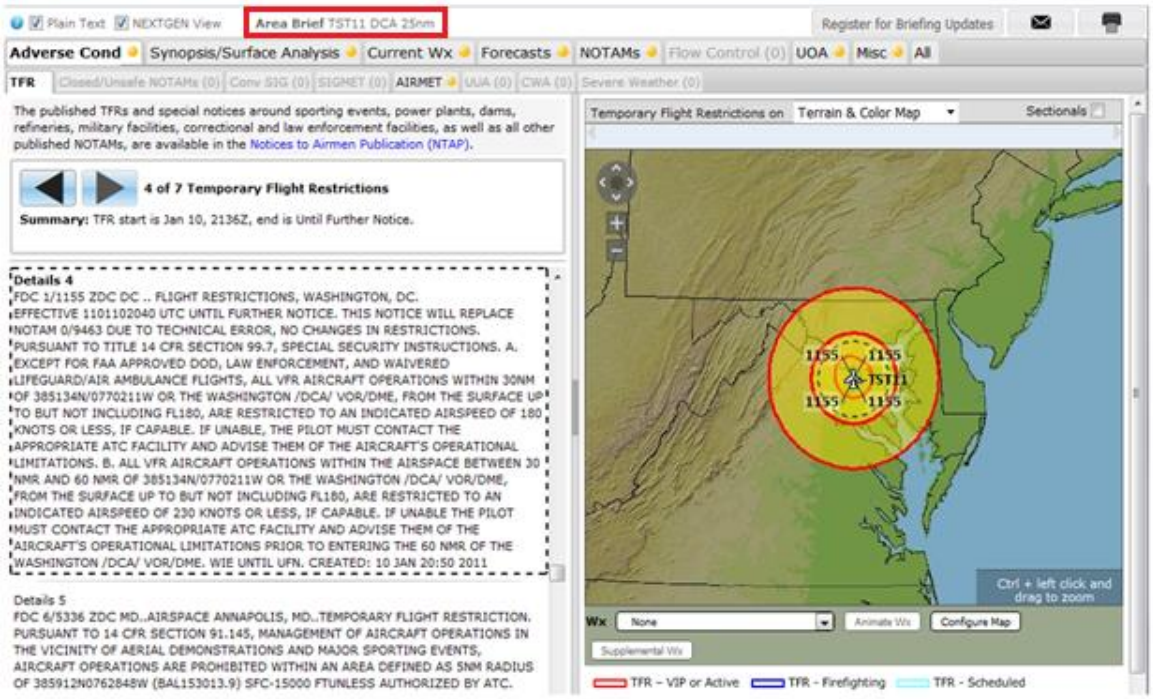
The Area Settings option will bring up an Area Settings dialog box that allows the user to choose the radius to be used for the area briefing (for tabs other than the winds aloft tab) and the radius to be used for the winds aloft briefing tab. Options for the area brief radius are 25, 50, 75, and 100 nautical miles with a default value of 25. Options for the winds aloft brief radius are 50, 100, 150, and 300 nautical miles with a default of 100.

Each of the Departure, Destination, Alternate 1, and Alternate 2 Area Brief drop down lists contains an Area Settings dialog button. Selecting values on any one of the Area Setting dialogs will set the values for all four. The values selected will persist until the form is reset and are not saved to the user's profile.

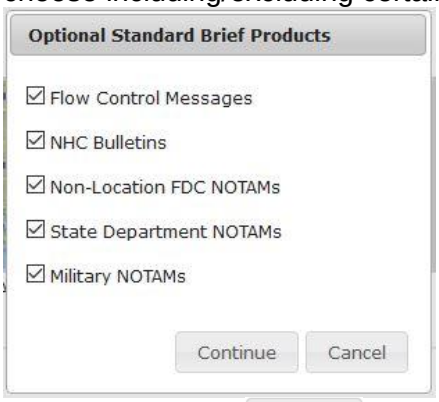


One of the following minimums must be met to request an Area Briefing:

- 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



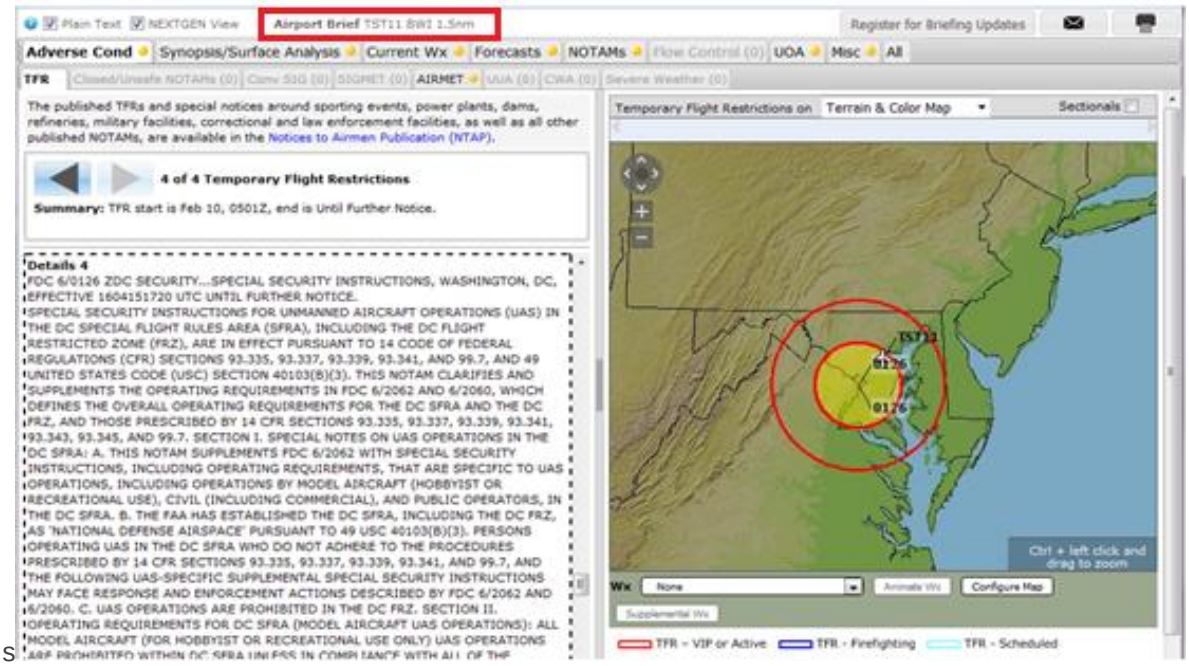
For Area Briefing of an Airport, select the button Airport Brief from the Pilot Dashboard page. It brings up an Optional Standard Brief Products dialog that allows the user to choose including/excluding certain optional briefing products.



After selecting the Continue button from Optional Standard Brief Products dialog, an area briefing request for the associated airport is initiated after another Continue button is selected from the Please wait dialog. The optional standard briefing preferences will be saved to the pilot preferences.

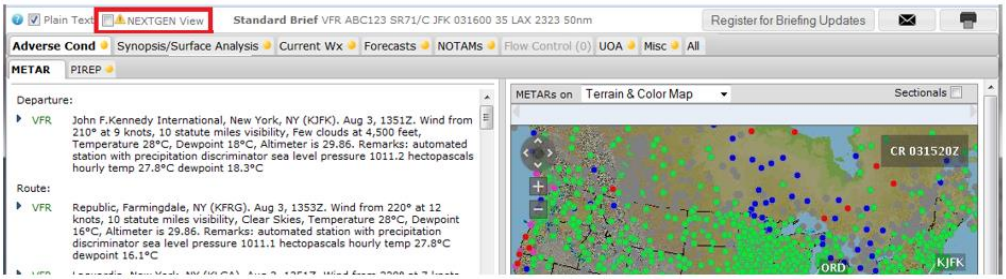
The following information is required to request an Airport Briefing:

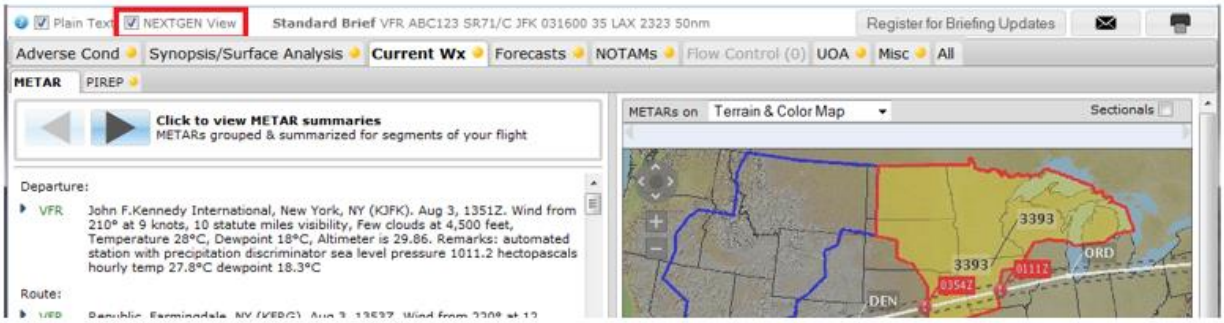
- Aircraft ID



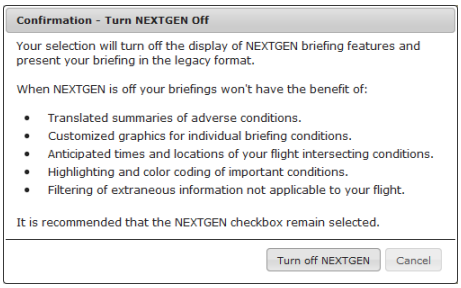
j. Next Generation Briefing

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

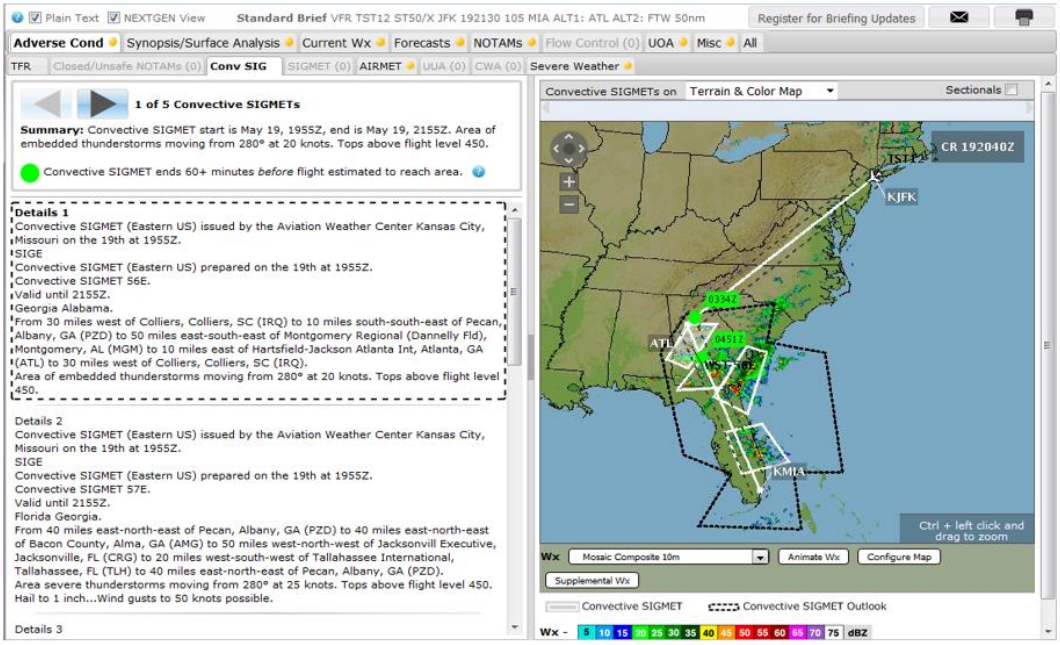
- TFR
- SIGMET
- Convective SIGMET
- AIRMET

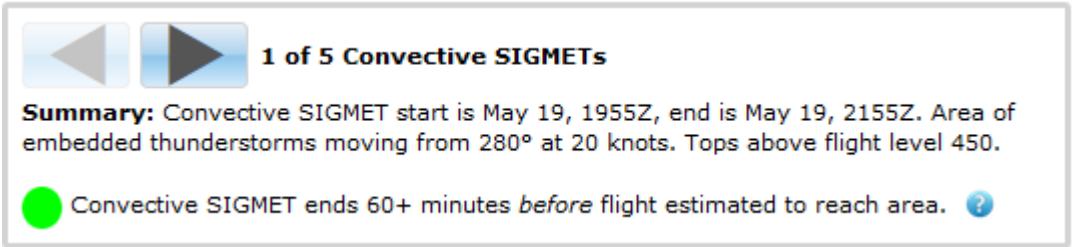
- CWA
- Severe Weather
- UOA

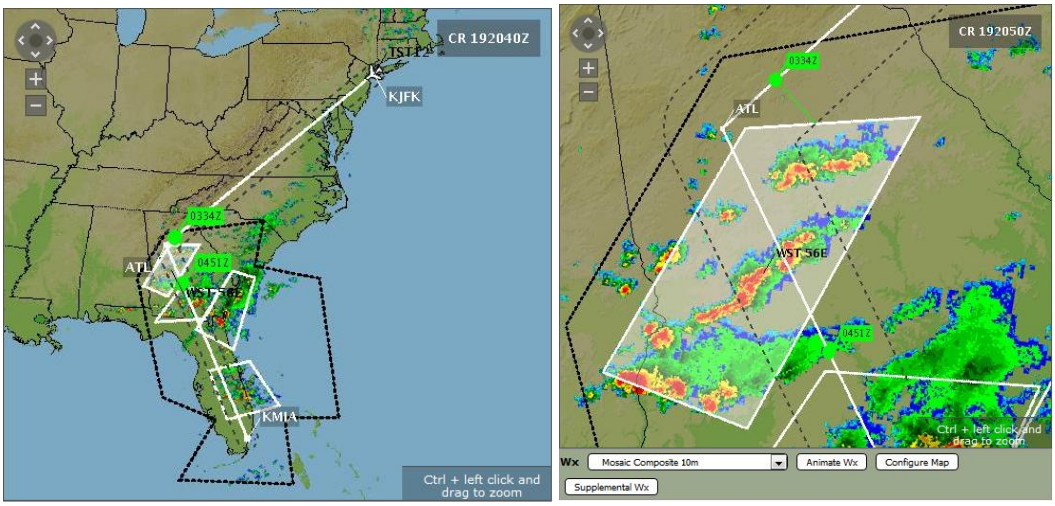
These timetags will be displayed on the pilot web briefing page in the text summary area of the text pane and in the graphic pane as labels attached to the route. Using the planned cruising speed the system estimates the time at which the planned route of flight passes through or near one of the polygon 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:

Icon	Label Color	Description
	Green	The route of flight is estimated to pass a TFR or weather product well outside its active time.
	Yellow	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).
	Red	The route of flight is estimated to pass a TFR, SIGMET, CWA or Severe Weather Warning when it is active.

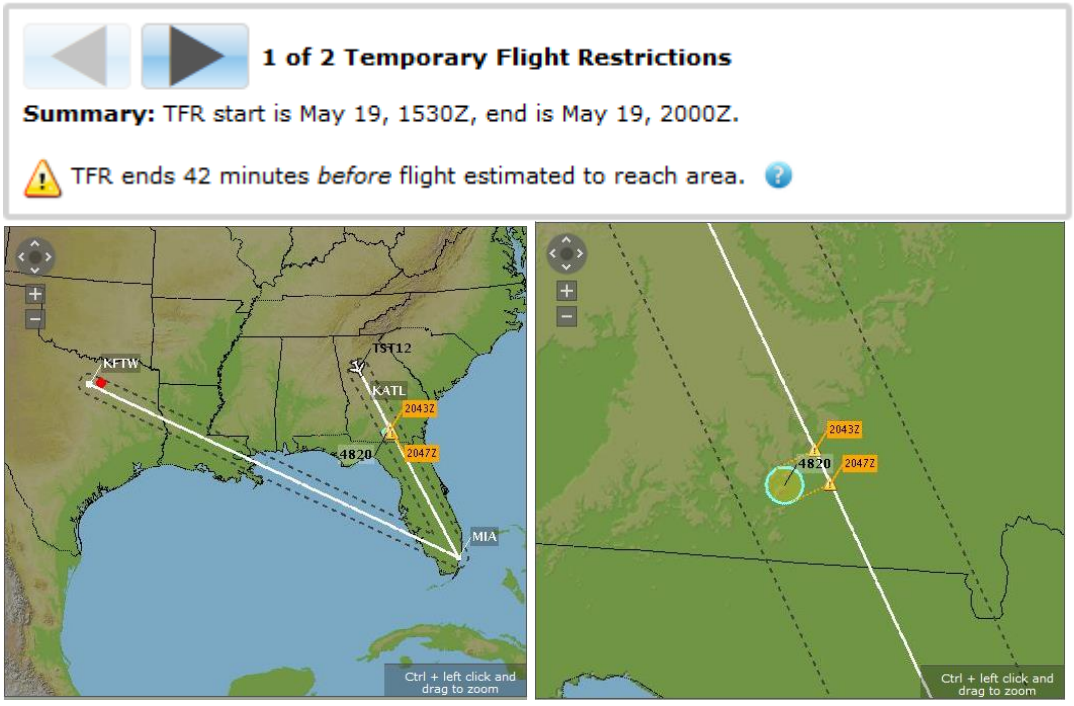
Examples of summary information are shown below:



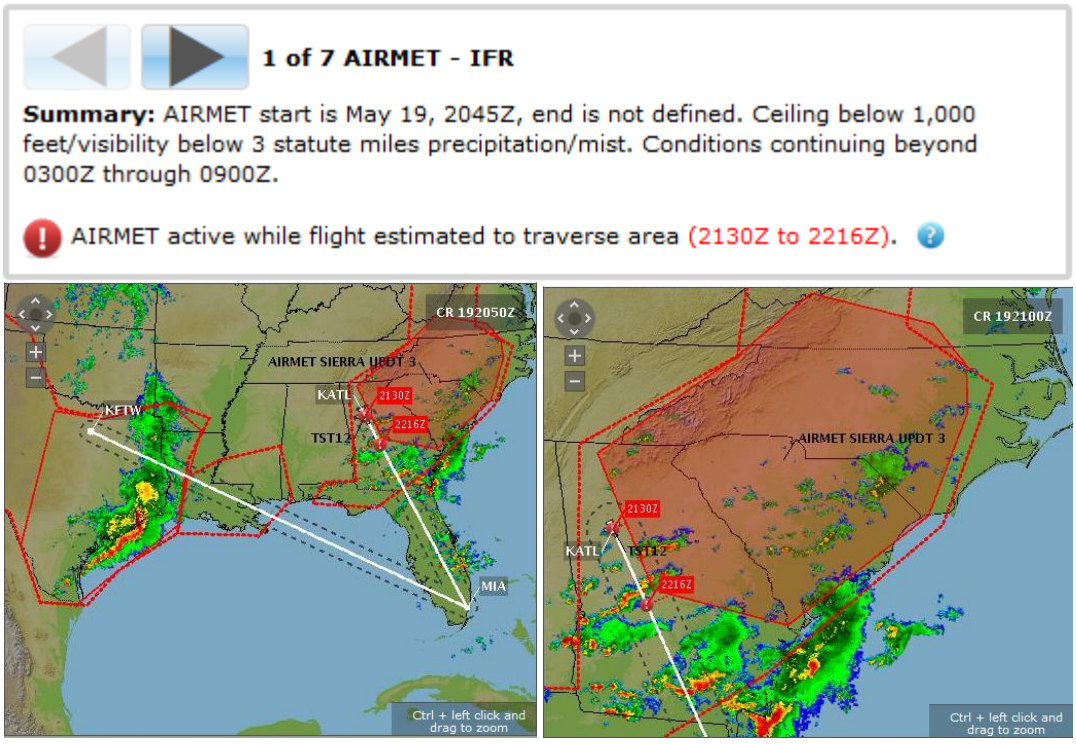




The figures above show a Convective SIGMETs that are active more than 60 minutes prior to the time the aircraft following this route of flight is estimated to pass through the Convective SIGMETs.

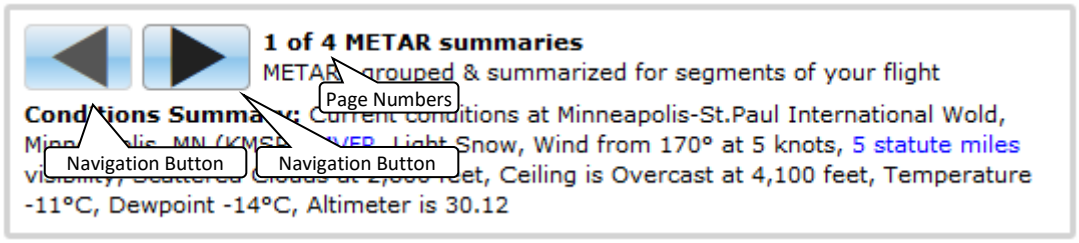


The figures above show a TFR that is passed through while it is active. Non-severe weather product intersection is shown with warning icon and yellow background.



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.

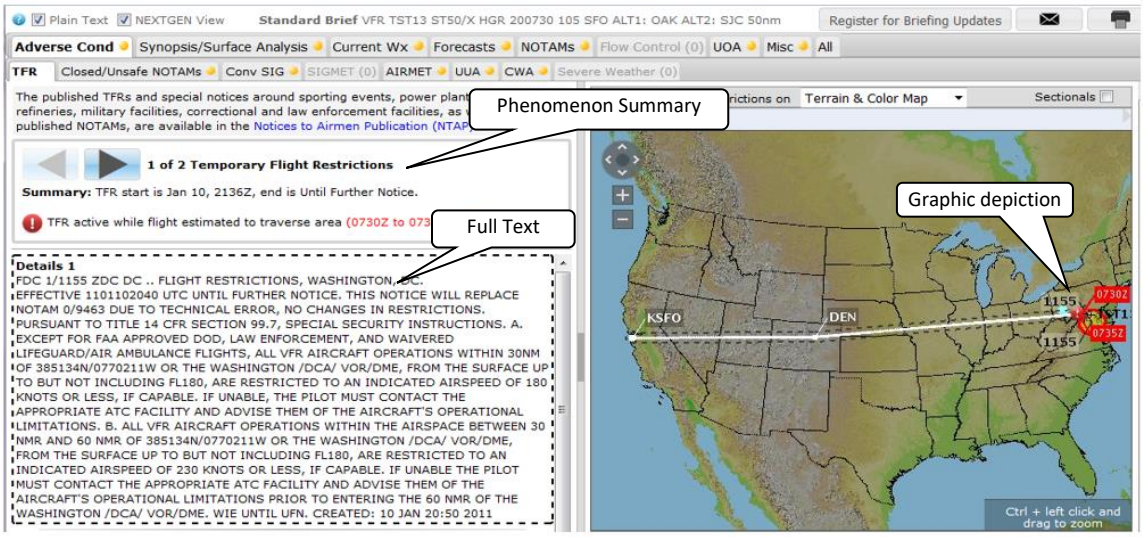


The Delta tab displays the list of Adverse Condition products that have changed since the last standard briefing was performed for a filed plan, provided the last briefing is not older than the configured briefing horizon time (currently set at 12 hours). The products are ordered based on the where the 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, 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.

In addition, pilots also have the ability to view smart plain-text translation of PIREPs and METARs.

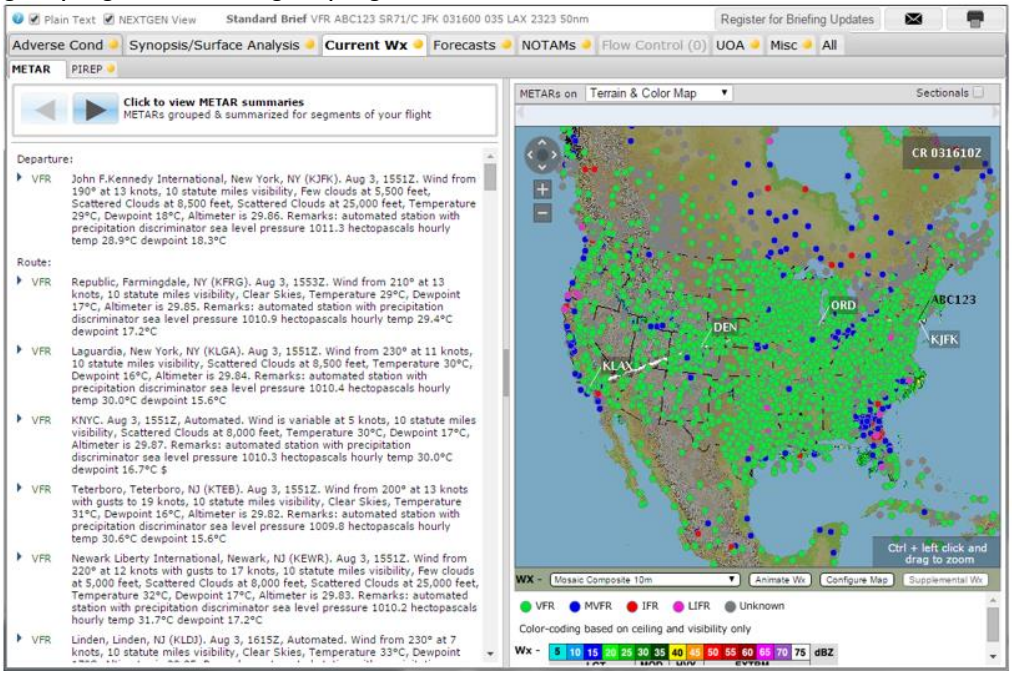
METAR

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

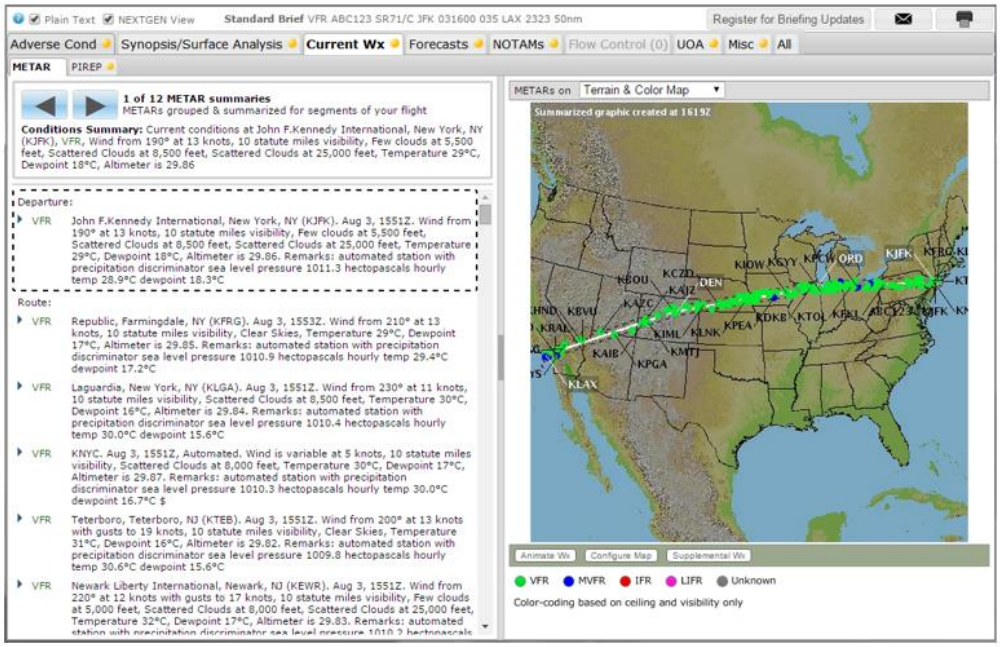
- VFR, MVFR, IFR, LIFR, or undetermined.

Overall Condition Color Indication		
Condition Block	**Condition**	**Color**
	VFR	Green
	MVFR	Blue
	IFR	Red
	LIFR	Magenta
	UNKN	Gray

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

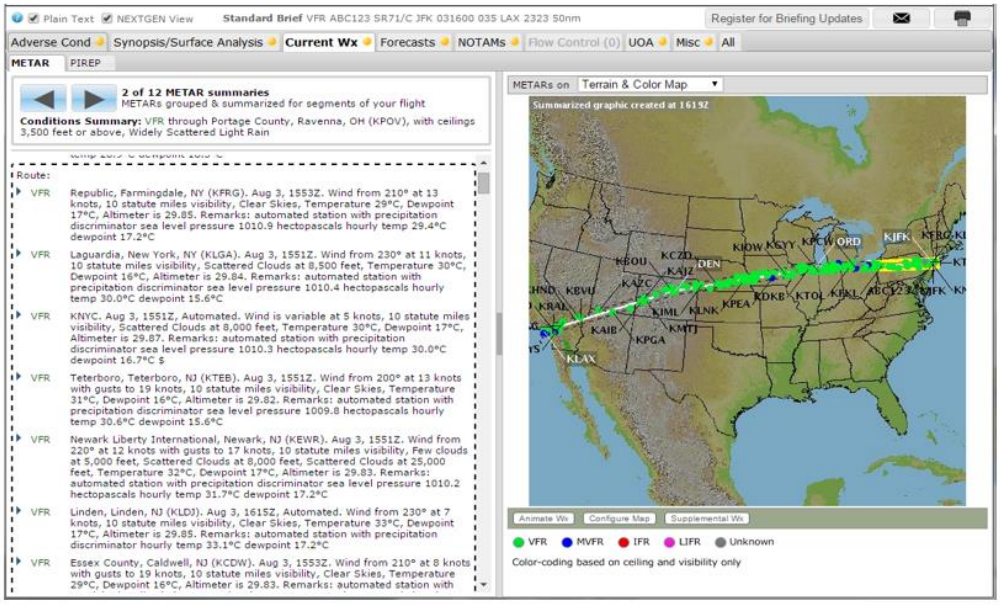


Departure area group:



Third page:

This page shows the METAR data along the route. If the High Altitude Briefing has been selected and the requested altitude is above the transition level (FL180), this section will not be included in the briefing.

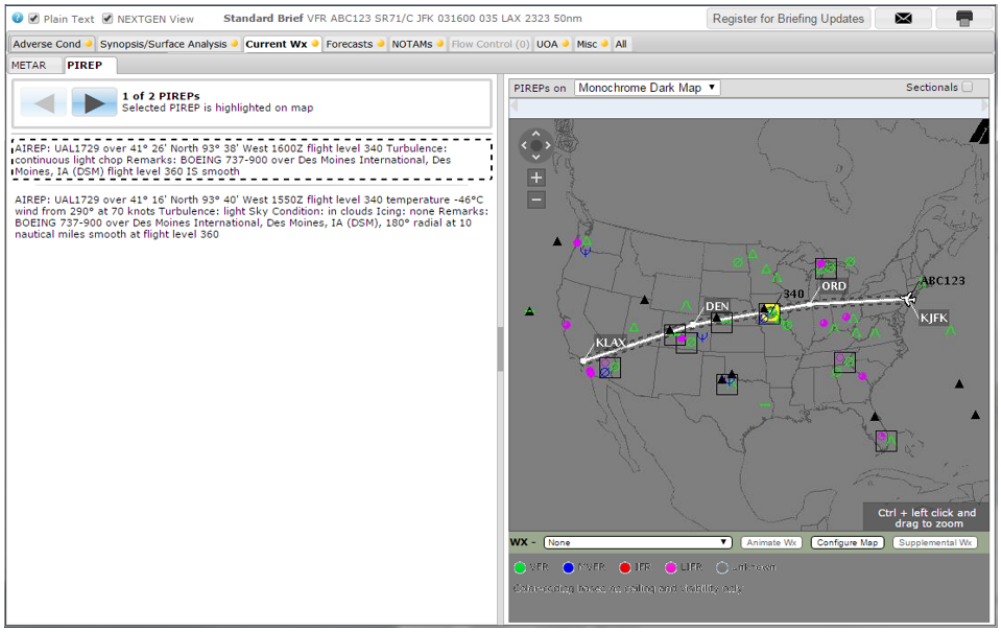


Pilots also have the ability to view the METAR text in plain-text translation by selecting the ☐ Plain Text checkbox.

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.

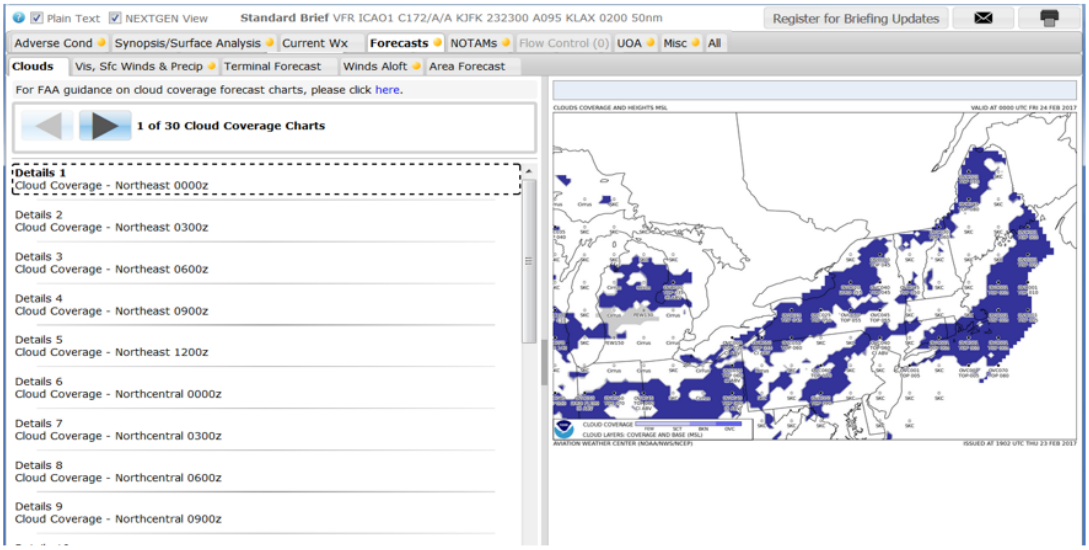


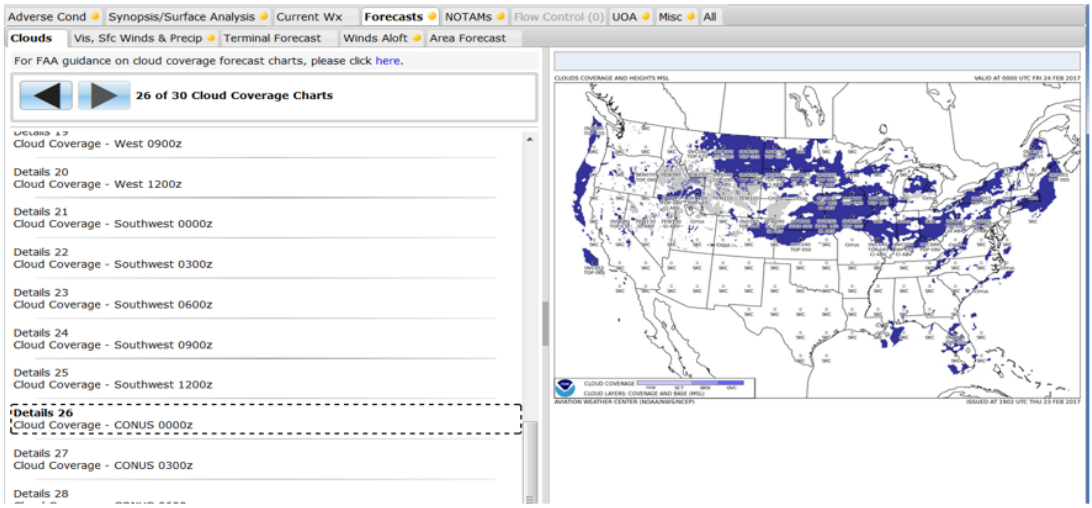
iii. Forecasts – Clouds

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 selected chart will include “current data unavailable” in its text and will display “Image unavailable” within the graphics pane.


Plain Text
NEXTGEN View
Standard Brief VFR ICAO1 C172/A/A KJFK 232300 A095 KLAX 0200 50nm
Register for Briefing Updates
Adverse Cond
Synopsis/Surface Analysis
Current Wx
Forecasts
NOTAMs
Flow Control (0)
UOA
Misc
All
Clouds
Vis, Sfc Winds & Precip
Terminal Forecast
Winds Aloft
Area Forecast
For FAA guidance on cloud coverage forecast charts, please click here.
1 of 30 Cloud Coverage Charts
Details 1
Cloud Coverage - Northeast 0000z
Details 2
Cloud Coverage - Northeast 0300z
Details 3
Cloud Coverage - Northeast 0600z
Details 4
Cloud Coverage - Northeast 0900z
Details 5
Cloud Coverage - Northeast 1200z
Details 6
Cloud Coverage - Northcentral 0000z
Details 7
Cloud Coverage - Northcentral 0300z
Details 8
Cloud Coverage - Northcentral 0600z
Details 9
Cloud Coverage - Northcentral 0900z


Adverse Cond
Synopsis/Surface Analysis
Current Wx
Forecasts
NOTAMs
Flow Control (0)
UOA
Misc
All
Clouds
Vis, Sfc Winds & Precip
Terminal Forecast
Winds Aloft
Area Forecast
For FAA guidance on cloud coverage forecast charts, please click here.
26 of 30 Cloud Coverage Charts
Cloud Coverage - West 0900z
Details 20
Cloud Coverage - West 1200z
Details 21
Cloud Coverage - Southwest 0000z
Details 22
Cloud Coverage - Southwest 0300z
Details 23
Cloud Coverage - Southwest 0600z
Details 24
Cloud Coverage - Southwest 0900z
Details 25
Cloud Coverage - Southwest 1200z
Details 26
Cloud Coverage - CONUS 0000z
Details 27
Cloud Coverage - CONUS 0300z
Details 28

iv. Ccc

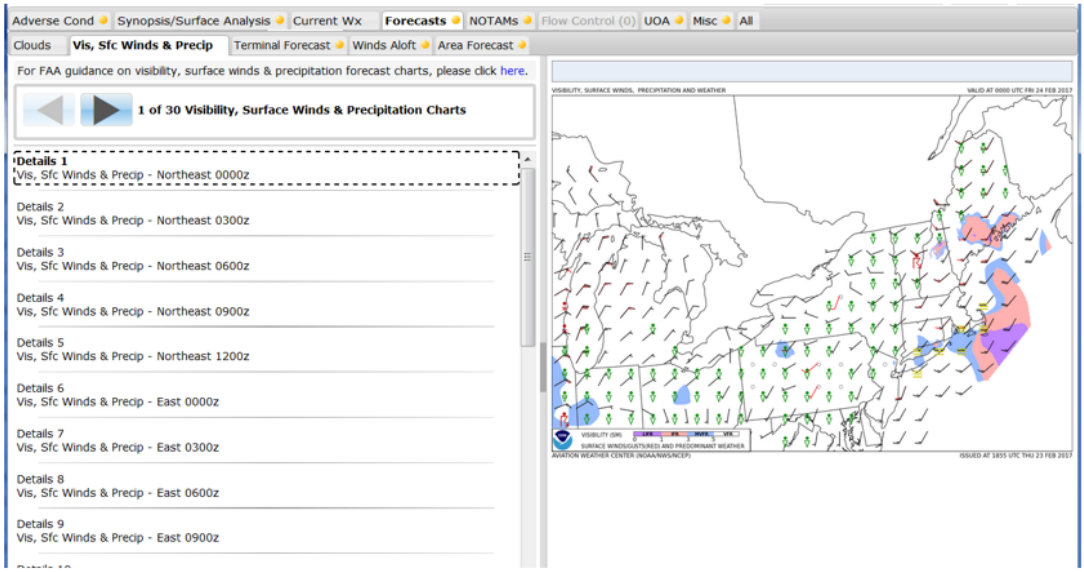
Sfkf

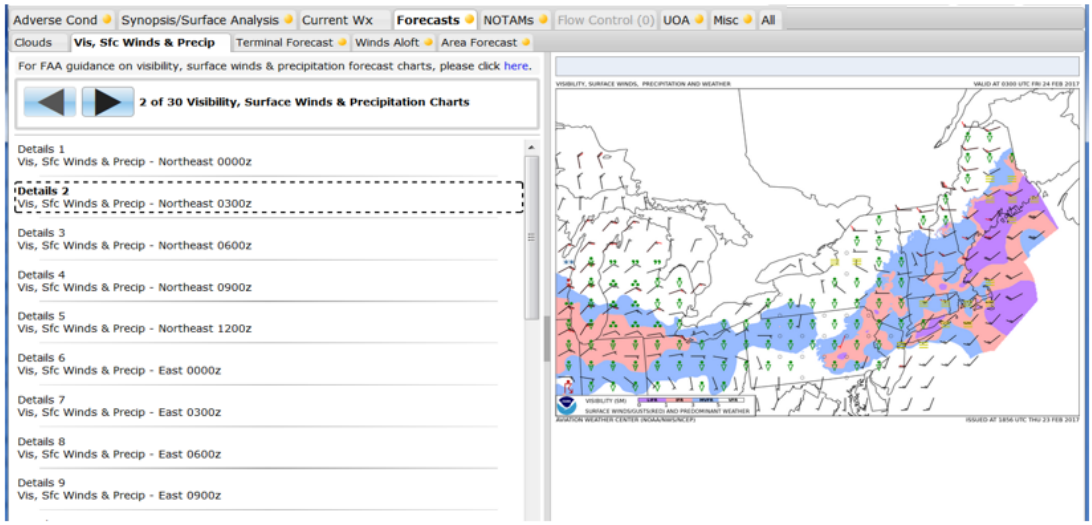
v. Forecasts – Vis, Sfc Winds & Precip

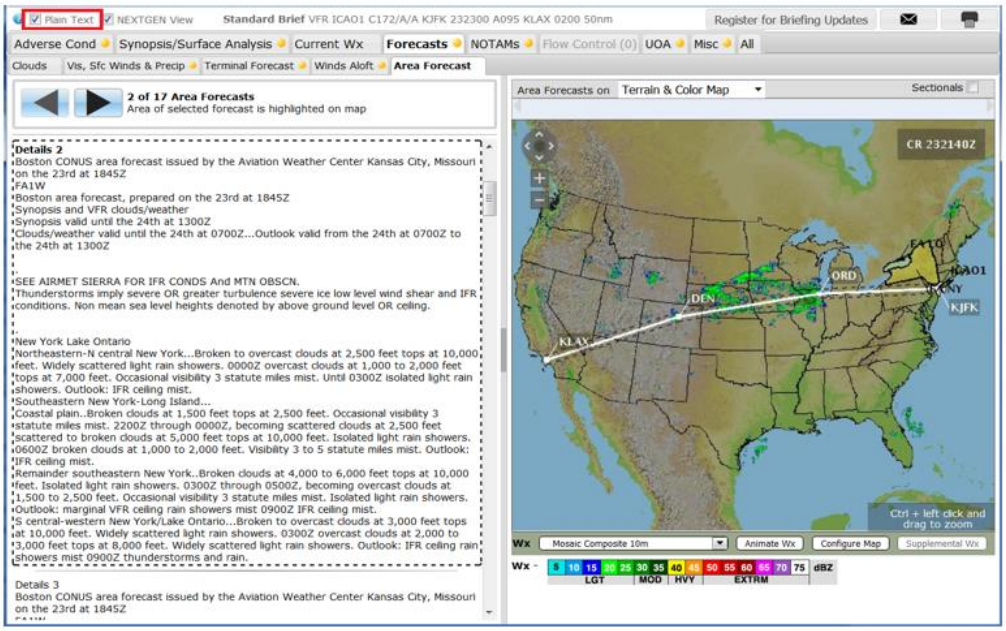
In NEXTGEN view pilots have the ability to step through the list of visibility, surface winds, precipitation and weather along the route of flight while at the same time view the visibility, surface winds, precipitation and weather chart in the graphic. The list of charts will be ordered by forecast 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.



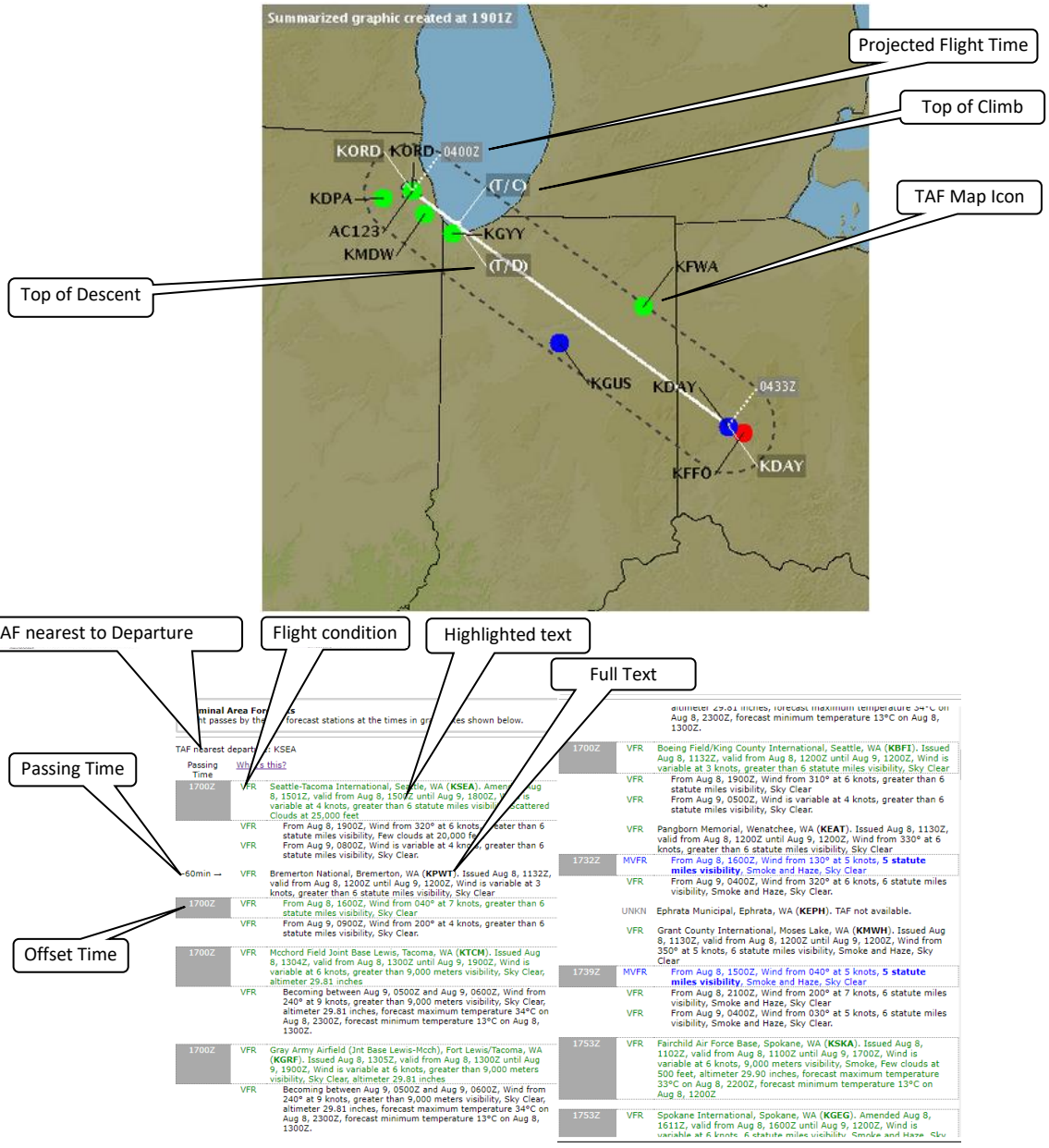




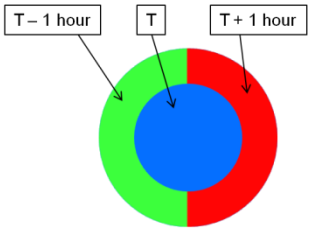
vi. Forecasts – Terminal Forecast

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 has been selected and the requested altitude is above the transition level (FL180), TAF data along the route of flight will not be included in the briefing.



- 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.

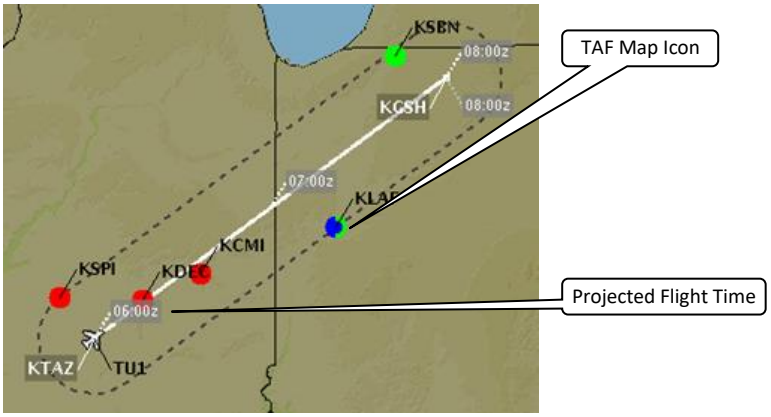


The TAF map icons are used to display the Flight Conditions related to the time the flight is projected to pass the TAF station. A buffer of 60 minutes before and after the passing time is used to include any nearby forecast period.

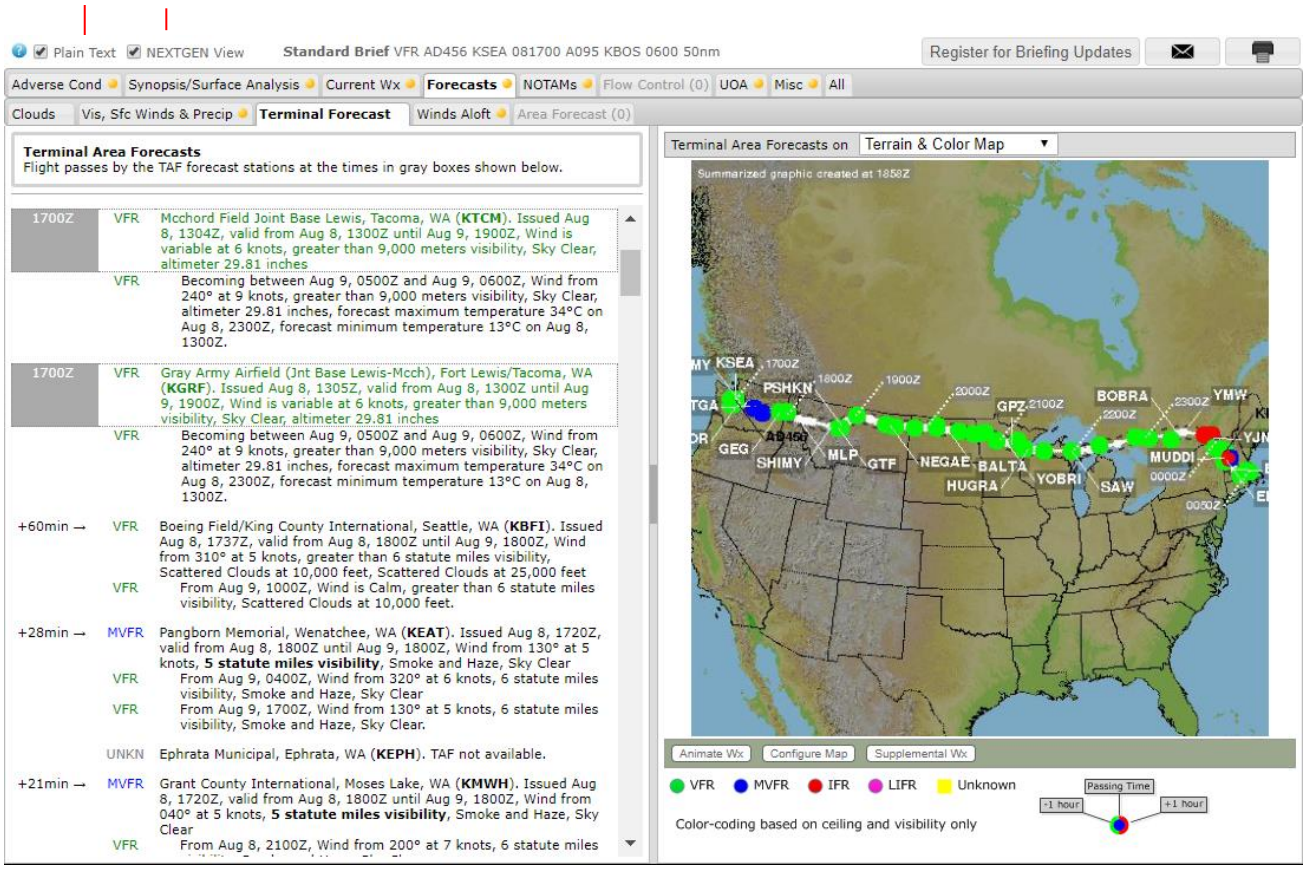
The icon is composed of three different regions: left, center, right. These different regions are used to symbolize “Passing Time - 1 hour”, “Passing Time”, and “Passing Time + 1 hour”, respectively. The three regions of a TAF icon will commonly be the same, resulting in a single-colored circle. However 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.



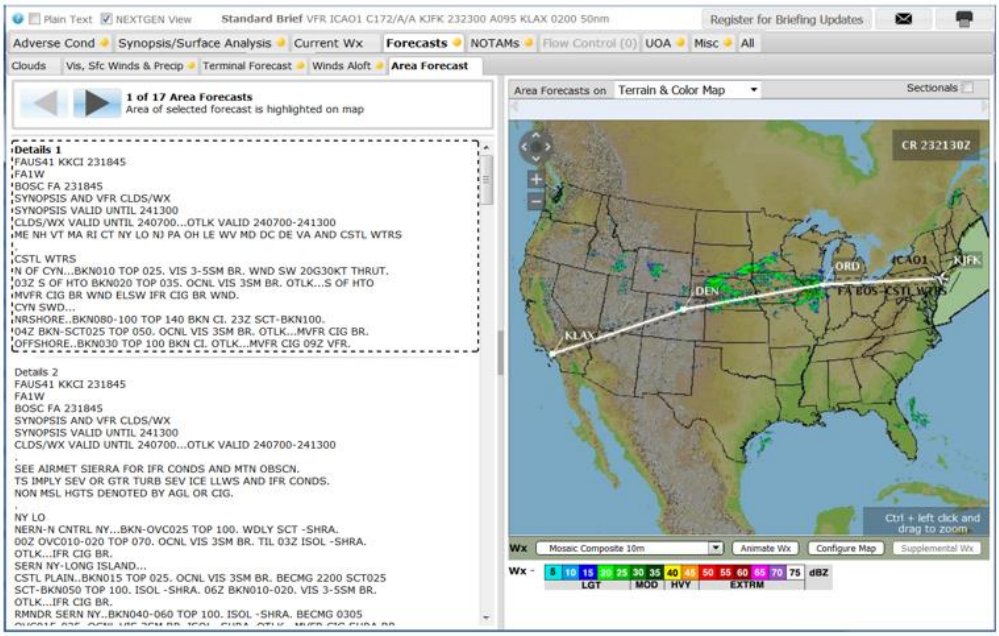
Pilots also have the ability to view the TAF text in plain-text translation by selecting the ☐ Plain Text checkbox.

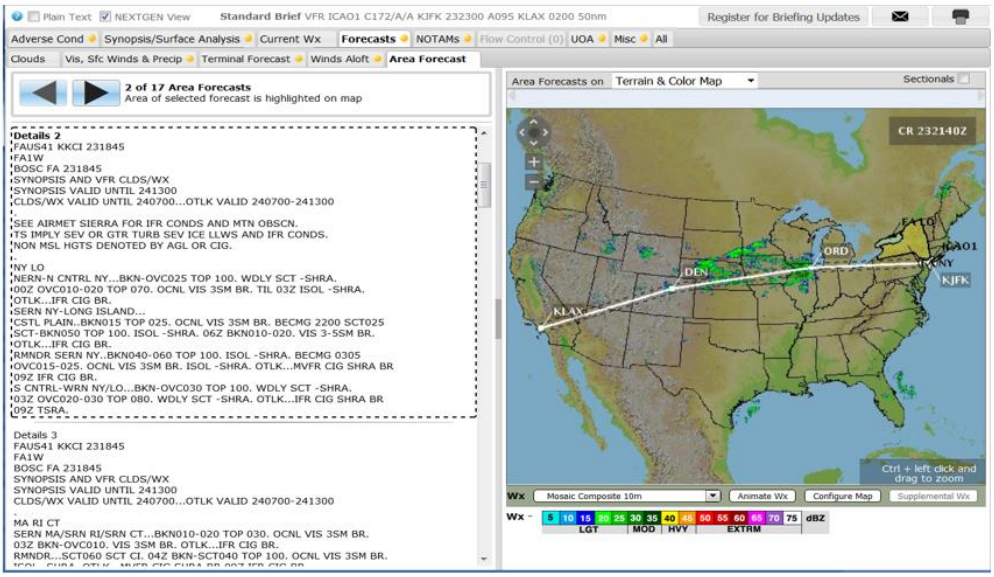


vii. Forecasts – Area Forecast

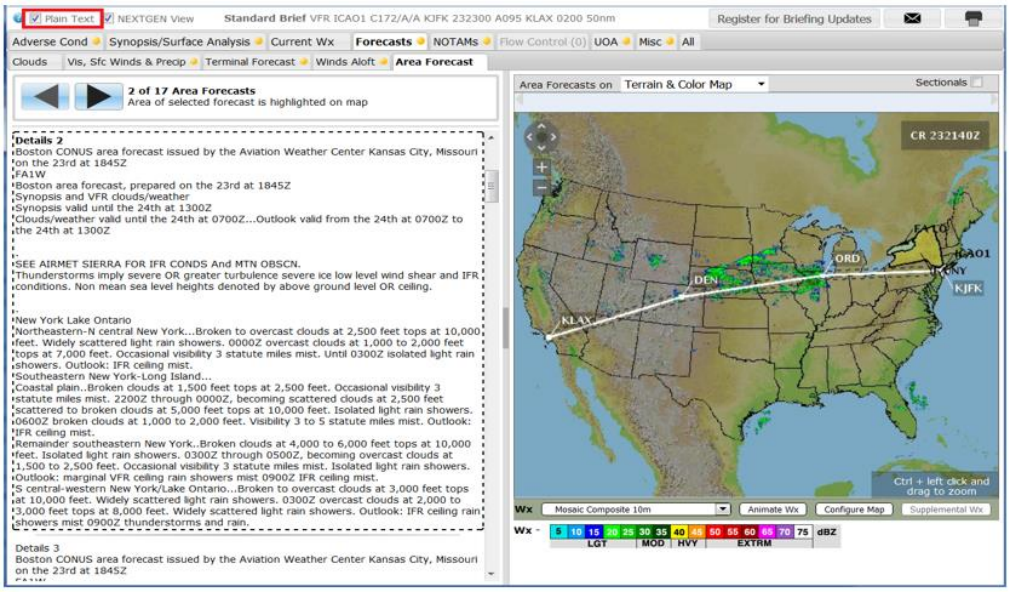
In NEXTGEN view pilots have the ability to step through State Based Area Forecasts along the route of flight while at the same time view the highlighted area of the displayed state in the graphic.

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.





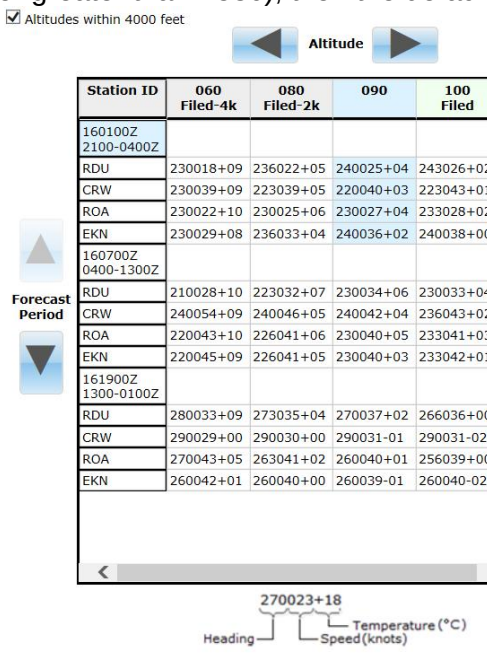
Pilots also have the ability to view the text in plain-text translation by selecting the Plain Text checkbox.

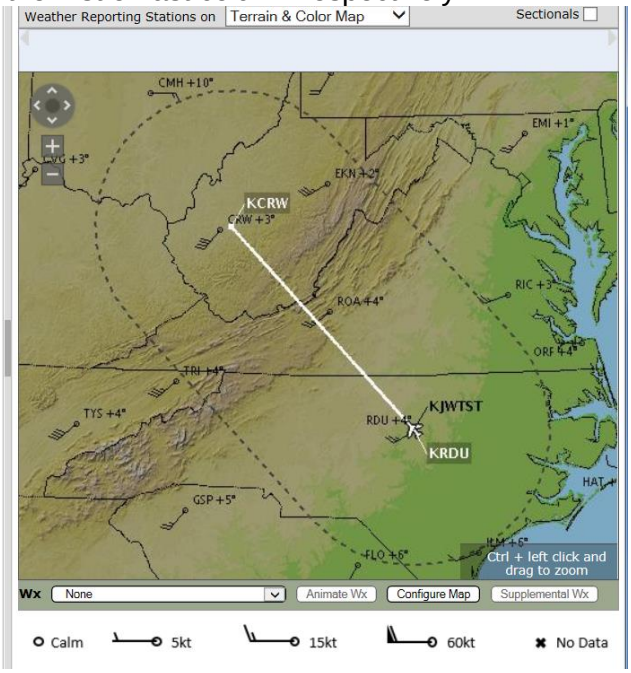


viii. Winds Aloft

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.

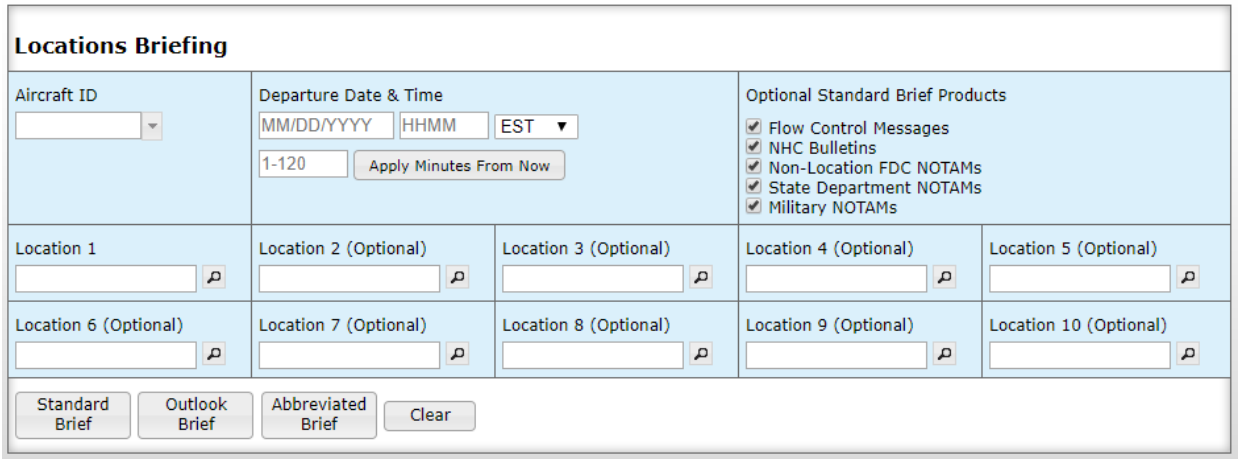
When the arrow buttons change either the selected Altitude or Forecast Period, the graphics pane updates to match the current selections. If the Winds Aloft data is updated by NWS National Centers for Environmental Prediction (NCEP) after the briefing is requested, the graphic pane displays the latest 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.

k. 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 Flight Planning & Briefing menu.

i. Requesting a Locations Briefing

The following form is displayed when the Locations Briefing option is selected from the Flight Planning & Briefing menu.



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.

Field Name	Valid Form Data
Aircraft ID	2-7 letters/numbers, beginning with a letter Example: N1234F6
Departure Date & Time	MM/DD/YYYY HHMM Examples: 01/05/2015 1600 Departure Date & Time must be no more than 2 hours in the past or 27 days in the future. **Note**: Both date and time can be automatically populated by an Apply Minutes From Now action.
Location (1-10)	Only Location 1 is required; all others are optional. Users must provide either: **Airport, Heliport, NAVAID, Waypoint Identifier** 3-5 letters/numbers, will default to Airport if the identifier applies to more than one type. Examples: JFK, KSEA, 9OI5 Use the icon next to each Location input field to search for valid identifiers. Refer to the Departure/Destination/Alternates section under **Domestic Flight Plan Form** for more information. **Latitude/Longitude Coordinates** Must be in the format aabb(A)(/)(c)ccdd(B), where parentheses denote optional characters. **aa** is degrees latitude (00-90) **bb** is minutes latitude (00-59) **(c)cc** is degrees longitude (00-180) **dd** is minutes longitude (00-59) **(A)** is either N or S (North or South, default to N if not provided) **(B)** is either W or E (West or East, default to W if not provided) Examples: 44497322, 4449N7322W, 4449N/7322W **Fix-Radial-Distance** Must be in the format (A)(A)(A)AAaaabbb, where parentheses denote optional characters. **(A)(A)(A)AA** is an Airport, Heliport, NAVAID, or Waypoint Identifier (2-5 letters/numbers) **aaa** is radial measure in degrees from North (001-360) **bbb** is distance in nautical miles (001-999) Example: HGR001024

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

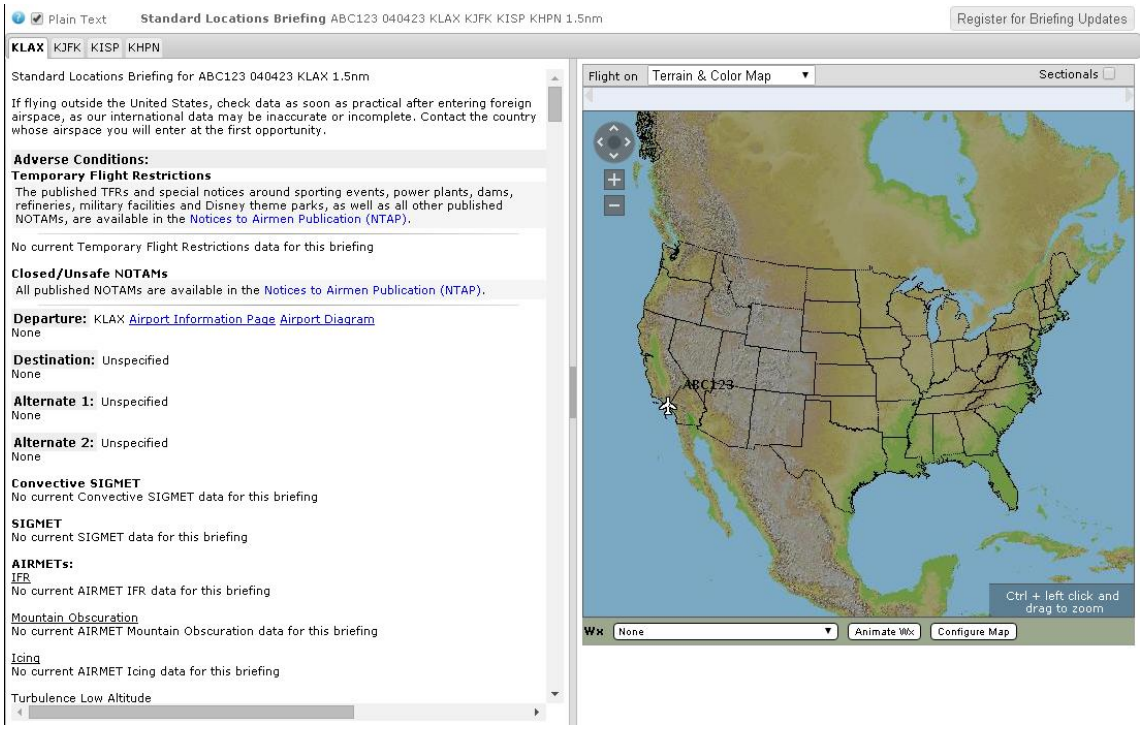
Reference Briefing Tabs for more information on each of these briefing sections.

c. Abbreviated Locations Briefing

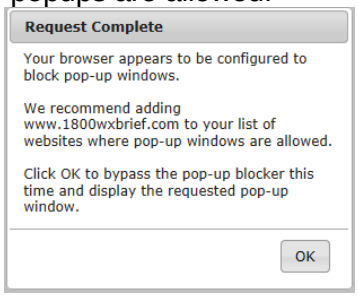
The Abbreviated Brief option will present a popup dialog allowing the user to choose which briefing sections to include in the request. Adverse Conditions are always pre-selected by default. Reference **Briefing Tabs** for more information on each of the available briefing sections.

ii. Reading the Locations Briefing

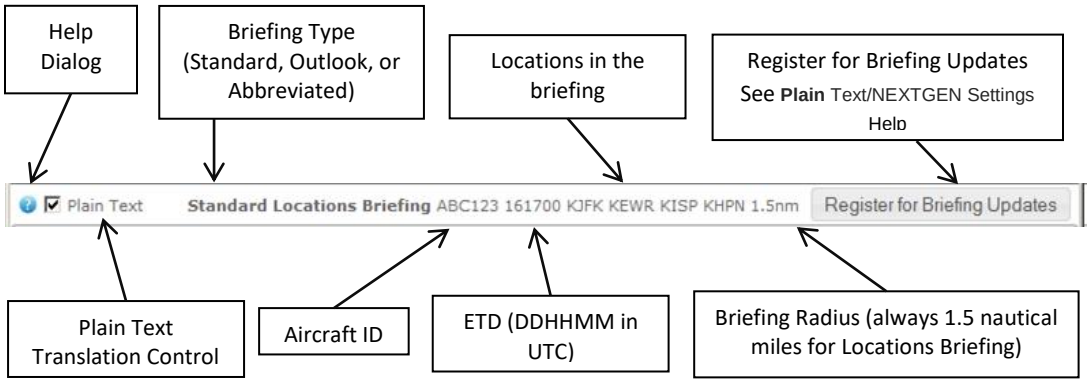
The Locations Briefing will return in a separate browser window or tab, depending on browser settings.



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.

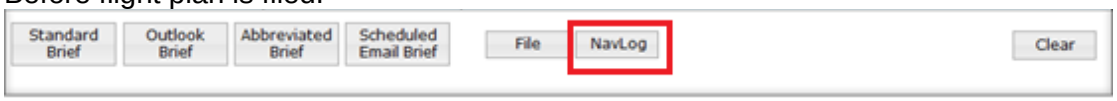
The briefing graphics pane is provided similar to standard area briefings. The default state of the graphics pane is similar to that of the "ALL" tab on area briefings. Reference Briefing Graphics Pane for more information on the default state and the options available for customizing the graphics pane.

8.3. Navigation Log

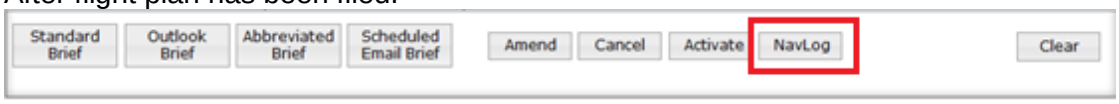
Navigation Log is used by the pilot as a tool for flight planning, for example to compute estimated time enroute for the flight plan or to compute fuel consumption. It can be printed and used in the cockpit for reference by the pilot during the flight.

The NavLog button is available on the Flight Plan form.

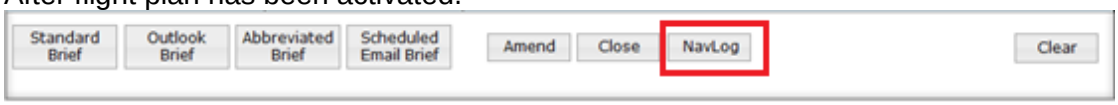
- Before flight plan is filed.



- After flight plan has been filed.



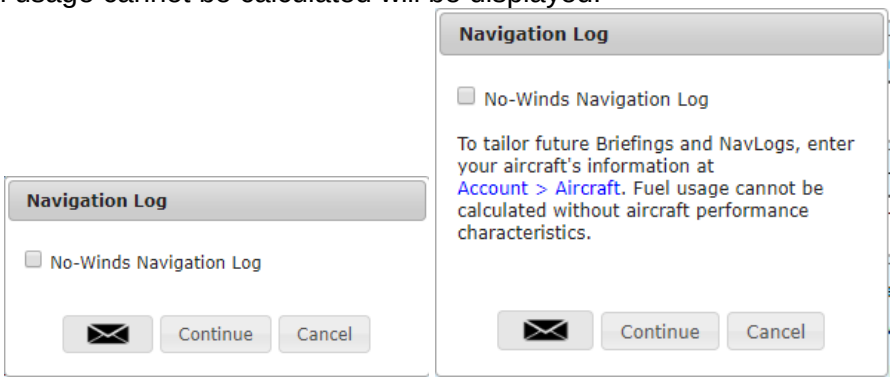
- After flight plan has been activated.



When the NavLog button is clicked, the Navigation Log Selection dialog box is displayed with the various options to format the Navigation Log Results Page.

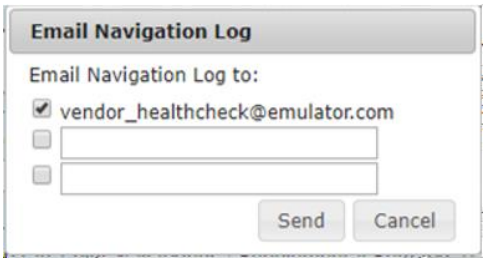
a. Navigation Log Dialog

The "Navigation Log" displays an option to select a Navigation Log without using winds aloft data. If the user's aircraft does not contain performance data, a message stating that fuel usage cannot be calculated will be displayed.



i. Email

If the user clicks on the email button, an Email Navigation Log dialog results. This contains email addresses that the Navlog can be sent to.



ii. Continue

If the user clicks on the Continue 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.

iii. Cancel

If the user clicks on the Cancel button, the system closes the Navigation Log Dialog and no Navigation Log is generated.

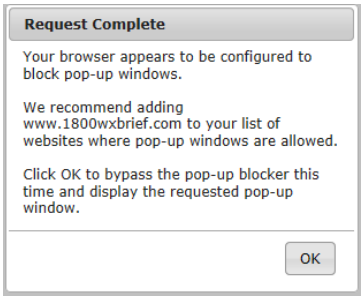
iv. No-Winds Navigation Log

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.

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.



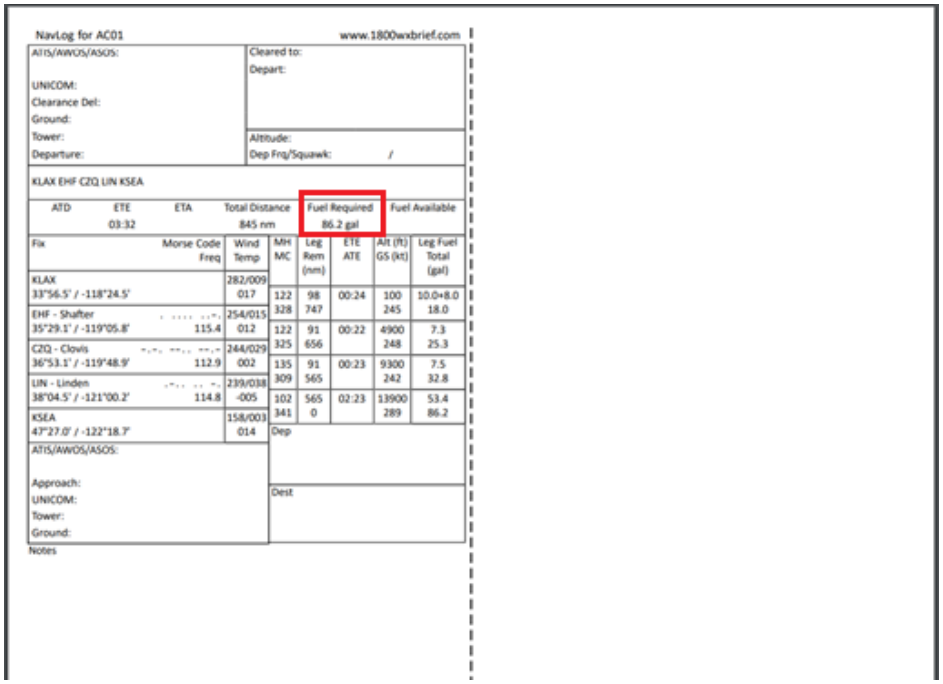
c. Navigation Log Results Page

The Navigation Log Results page is compiled using Aircraft Performance data from the Aircraft tab in Account page, navigation data (Route of flight) and weather data (winds and temperature aloft, forecast or actual).

If a Navigation Log is requested and the performance data for the aircraft is incomplete or nonexistent, then a Navigation Log Results page is generated with limited information, for example fuel burn cannot be determined.

i. Navigation Log with Performance Data

If the Navigation Log is generated with available Performance Data, then the Fuel Burn is calculated.


NavLog for AC01 www.1800wxbrief.com

ATIS/AWOS/ASOS:
UNICOM:
Clearance Del:
Ground:
Tower:
Departure:

Cleared to:
Depart:
Altitude:
Dep Frq/Squawk: /

KLAX EHF CZQ LIN KSEA

ATD	ETE	ETA	Total Distance	Fuel Required	Fuel Available
	03:32		845 nm	86.2 gal	

Fix	Morse Code Freq	Wind Temp	MH MC	Leg Rem (nm)	ETE ATE	Alt (ft) GS (kt)	Leg Fuel Total (gal)
KLAX 33°56.5' / -118°24.5'		282/009 017	122 328	98 747	00:24	100 245	10.0+8.0 18.0
EHF - Shafter 35°29.1' / -119°05.8'	. ...-. 115.4	254/015 012	122 325	91 656	00:22	4900 248	7.3 25.3
CZQ - Clovis 36°53.1' / -119°48.9'	-.-. --.. --.- 112.9	244/029 002	135 309	91 565	00:23	9300 242	7.5 32.8
LIN - Linden 38°04.5' / -121°00.2'	.-.. .. -. 114.8	239/038 -005	102 341	565 0	02:23	13900 289	53.4 86.2
KSEA 47°27.0' / -122°18.7'		158/003 014	Dep				

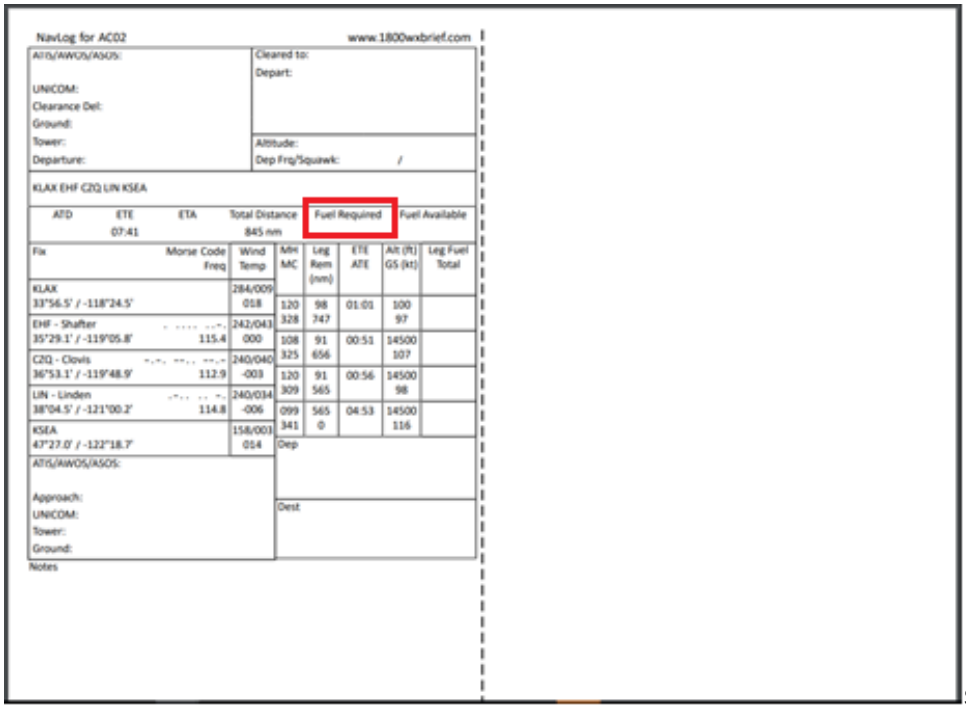
ATIS/AWOS/ASOS:
Approach:
UNICOM:
Tower:
Ground:

Dest

Notes

ii. Navigation Log with No Performance Data

The Fuel Burn will not be calculated if the Navigation Log is generated with no Performance Data.


NavLog for AC02 www.1800wxbrief.com

ATIS/AWOS/ASOS:
UNICOM:
Clearance Del:
Ground:
Tower:
Departure:

Cleared to:
Depart:
Altitude:
Dep Frq/Squawk: /

KLAX EHF CZQ LIN KSEA

ATD	ETE	ETA	Total Distance	Fuel Required	Fuel Available
	07:41		845 nm		

Fix	Morse Code Freq	Wind Temp	MH MC	Leg Rem (nm)	ETE ATE	Alt (ft) GS (kt)	Leg Fuel Total
KLAX 33°56.5' / -118°24.5'		284/009 018	120 328	98 747	01:01	100 97	
EHF - Shafter 35°29.1' / -119°05.8'	. ...-. 115.4	242/043 000	108 325	91 656	00:51	14500 107	
CZQ - Clovis 36°53.1' / -119°48.9'	-.-. --.. --.- 112.9	240/040 -003	120 309	91 565	00:56	14500 98	
LIN - Linden 38°04.5' / -121°00.2'	.-.. .. -. 114.8	240/034 -006	099 341	565 0	04:53	14500 116	
KSEA 47°27.0' / -122°18.7'		158/003 014	Dep				

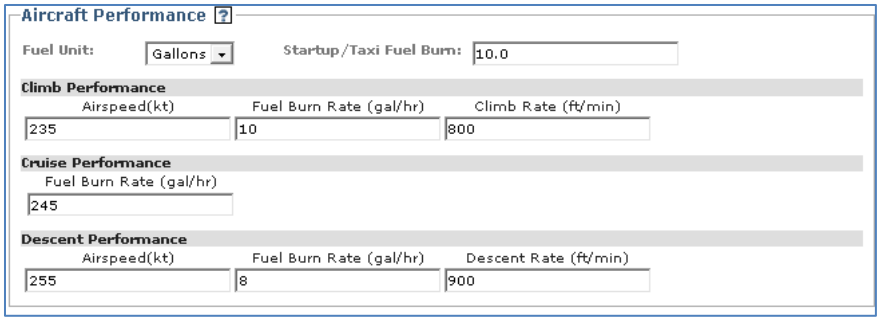
ATIS/AWOS/ASOS:
Approach:
UNICOM:
Tower:
Ground:

Dest

Notes

s

iii. Performance Data Availability
Performance Data is available for the Navigation Log if the Performance Characteristics data for the Aircraft ID is entered in the Aircraft tab in Account page.



User must have valid entries for all of the following fields:

- Startup/Taxi Fuel Burn
- Climb Performance
  - Airspeed, Fuel Burn Rate, Climb Rate
- Cruise Performance
  - Fuel Burn Rate
- Descent Performance
  - Airspeed, Fuel Burn Rate, Descent Rate

The Navigation Log and Route Brief (Standard, Outlook, or Abbreviated) will be generated without Performance Data if the above information is not entered.

iv. Navigation Log Results Page Description

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

Navigation Log Results Page Description			
Field	**Description**	**Format**	**Conditional Appearance**
Summary – Displays a summary of the planned flight			
Aircraft: TEST222 **Est Date/Time:** 01/28/2014 0400 UTC **Actual Date/Time:** **Departure:** KLAX **Destination:** KORD **Route:** DAG EED J6 DRK J96 IRK BENKY2 **Proposed Altitude:** 10500 ft		**Total Distance:** 1,566 nm **Total Time Enroute:** 14:20 **Total Fuel Consumption:** 1,532.9 Liters *First leg includes startup/taxi Fuel	
Aircraft	Flight Plan – Aircraft ID field	Per Flight Plan page	N/A
Est Date/Time	Proposed Flight Plan – Proposed Departure Date and Proposed Departure Time fields	Per Flight Plan page in UTC time	N/A
Actual Date/Time	Active Flight Plan – Actual Departure Date and Actual Departure Time	Per Flight Plan page in UTC time	N/A (*For Pilot's note*)
Departure	Flight Plan – Departure Point field	Per Flight Plan page	N/A
Destination	Flight Plan – Destination field	Per Flight Plan page	N/A
Route	Flight Plan – Route field	Per Flight Plan page	N/A
Proposed Altitude	Flight Plan – Altitude field	Per Flight Plan page	N/A
Total Distance	Total flight distance	NNNNN, feet	N/A
Total Time Enroute	Total flight time for this flight	HHMM	N/A
Total Fuel Consumption	Total fuel used for this flight	In fuel units specified in the aircraft performance data	Displayed if aircraft profile has performance data.
*First leg includes startup/taxi Fuel	Aircraft's performance data has startup and taxi fuel amount and Pilot has asked for fuel consumption calculation	Text comment	Displayed when startup and taxi fuel from aircraft profile is added to the first leg fuel consumption
Departure Information – Contains a series of labels which are used by the pilot to write in frequencies and other departure information.			

Navigation Log Results Page Description			
Field	**Description**	**Format**	**Conditional Appearance**

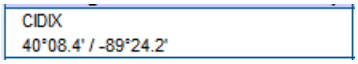
Weather:	Ground:
ATIS:	Tower:
Clearance Delivery:	Departure:
CTAF:	Clearance:

Weather	*For Pilot's note*
ATIS	*For Pilot's note*
Clearance Delivery	*For Pilot's note*
CTAF	*For Pilot's note*
Ground	*For Pilot's note*
Tower	*For Pilot's note*
Departure	*For Pilot's note*
Clearance	*For Pilot's note*

Navigation Information – Contains the following information:

Fix Name / Lat/Long	Morse Id / Freq	Wind (Deg/kt) / Temp (Celsius)	MH / MC	Altitude (ft) / Route	Leg (nm) / Remaining (nm)	Est GS (kt)	Leg / Tot	Leg Fuel (lb) / Total (lb)	Notes
KLAX 33°56.5' / -118°24.4'		278/007 034	042 043	100 Direct	98 1,470	306	00 : 19 00 : 19	200.0 + 4.8 204.8	
KDAG 34°51.2' / -116°47.2'		276/009 028	079 080	2200 Direct	108 1,362	313	00 : 21 00 : 40	5.2 210.0	
KEED 34°45.9' / -114°37.3'		292/014 024	073 074	4500 J6	8 1,354	312	00 : 02 00 : 42	0.4 210.4	
EED - Needles 34°45.9' / -114°28.4'	. . -.. 115.2	292/014 023	077 079	4700 J6	85 1,269	313	00 : 16 00 : 58	4.1 214.5	
CHILY 34°42.8' / -112°45.7'		302/016 018	076 078	6500 Direct	14 1,255	313	00 : 03 01 : 01	0.7 215.2	
DRK - Drake 34°42.1' / -112°28.8'	-.. .-. .-.- 114.1	302/016 017	061 062	6800 J96	56 1,199	307	00 : 11 01 : 12	2.7 217.9	
KEYKE 34°56.9' / -111°23.2'		298/010 015	060 061	8000 Direct	96 1,103	307	00 : 18 01 : 30	4.6 222.5	
Top of Climb 35°20.8' / -109°30.3'		282/008 011	059 060	10000 J96	32 1,071	312	00 : 06 01 : 36	1.0 223.5	
GUP - Gallup 35°28.5' / -108°52.3'	--. ..- .--. 115.1	268/013 009	059 058	10000 J96	205 866	304	00 : 40 02 : 16	6.7 230.2	
CIM - Cimarron 36°29.4' / -104°52.3'	-.-. .. -- 116.4	216/005 007	050 054	10000 J96	217 649	296	00 : 44 03 : 00	7.3 237.5	
GCK - Garden Cit 37°55.1' / -100°43.5'	--. -.-. .-. 113.3	344/020 004	058 062	10000 J96	159 490	298	00 : 32 03 : 32	5.3 242.8	
SLN - Salina 38°55.5' / -97°37.2'	... .-.. -. 117.1	342/021 001	064 068	10000 Direct	102 388	295	00 : 21 03 : 53	3.5 246.3	
Top of Descent 39°27.3' / -95°32.6'		354/022 001	064 068	10000 J96	32 356	295	00 : 07 04 : 00	0.5 246.8	
AGENT 39°36.6' / -94°54.3'		354/022 002	068 071	9200 J96	36 320	294	00 : 07 04 : 07	0.6 247.4	
KIDER 39°46.8' / -94°10.7'		002/018 005	065 067	8300 J96	77 243	296	00 : 16 04 : 23	1.3 248.7	
IRK - Kirksville 40°08.1' / -92°35.5'	.. .-. .-.- 114.6	008/011 008	133 135	6500 Direct	4 239	307	00 : 01 04 : 24	0.1 248.8	
KIRK 40°05.6' / -92°32.6'		008/011 008	063 063	6400 Direct	239 0	302	00 : 47 05 : 11	4.0 252.8	
KORD		230/003							

Fix Name	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	Listed below for each fix type.	N/A
Fix Name (Airport)	KLAX 33°56.5' / -118°24.4'	• 3 or 4 alphanumeric Airport ID • lat/long in format degrees and minutes in tenths digit	N/A
Fix Name (NavAid)	CYN -.-. -.-- -. 39°49.0' / -74°25.8' 113.4	• 2 to 3 letter NavAid followed by hyphen and first 10 characters of	N/A

Navigation Log Results Page Description			
Field	**Description**	**Format**	**Conditional Appearance**
		NavAid short name (when available) • lat/long in format degrees and minutes in tenths digit Morse code identifier • Frequency included	
Fix Name (Waypoint)		• The identifier of the fix from which the waypoint is referenced • lat/long in format degrees and minutes in tenths digit	N/A
Morse Id	Morse Id for Fix(if available)	• 20 characters	N/A
Lat/Long	Latitude followed by a slash and longitude	• lat/long in format degrees and minutes in tenths digit	N/A
Freq	Closest radio frequency(TACAN, VOR, VORTAC, DME, NDB)	• Frequency in MHz	N/A
Wind(Deg/kt)	The display for leg wind is compass degrees/speed.	• Degrees – NNN, values from 001-360 • Wind speed – NNN, values 000-999	Displayed when Winds/Temp checkbox is selected in Navigation Log dialog
Temp	Outside air temperature (OAT) for a particular leg at the corresponding Altitude	• NNN in degrees Celsius; below zero degrees C have a minus (-) sign	Displayed when Winds/Temp checkbox is selected in Navigation Log dialog
Magnetic Heading (MH) / Magnetic Course(MC)	These values are derived from the direction of the aircraft's route of flight, based on each leg. Magnetic course is the aircraft's true north course corrected for magnetic north variation (and provides the aircraft's ground track). Magnetic heading is the Magnetic Course corrected for wind (the direction the aircraft is pointed) (using current or actual winds aloft for the corresponding Altitude). If there is a direct headwind or tailwind, then these values are the same.	• NNN degrees, values from 001-360	Displayed when MH/MC checkbox is selected in Navigation Log dialog
Altitude	An approximate altitude is calculated if passing a fix while climbing or descending Note: Approximate altitude can only be calculated using airplane performance info.	• For altitudes up to 17,999, in format NNNNN. • Altitudes at and above 18000 expressed as flight levels- format FLNNN	Displayed when Altitude/Route checkbox is selected in Navigation Log dialog
Route	The Route consists of either a victor airway or jet airway as shown in the Navigation Log Request page Route field.	• Alphanumeric string. • When no airway is shown in the route of flight field, then the word "Direct" is used instead of an airway	Displayed when Altitude/Route checkbox is selected in Navigation Log dialog
Leg	Leg distance in units matching Aircraft Speed entry A Leg is the route an aircraft travels from one fix to another.	• NNNNN nautical miles or kilometers (km) • values of 1 to 99999	Displayed when Leg Time checkbox is selected in Navigation Log dialog
Remaining	Total distance remaining in units matching Aircraft Speed entry	• NNNNN nautical miles or kilometers (km) • values of 1 to 99999	Displayed when Total Time checkbox is selected in Navigation Log dialog
Est GS	Estimated ground speed is the aircraft airspeed plus or minus the effects of wind (current or actual winds aloft for the corresponding Altitude). Groundspeed can change	Airspeed format is the same as that in the aircraft profile performance section.	Displayed when Ground Speed checkbox is selected in Navigation Log dialog

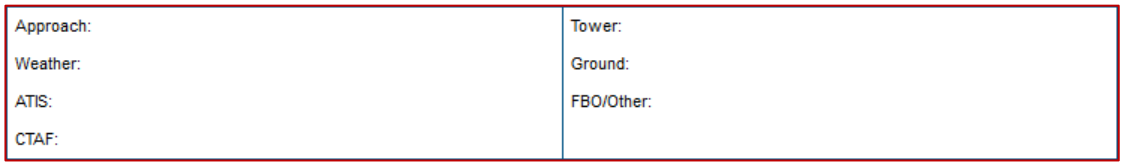
Navigation Log Results Page Description			
Field	**Description**	**Format**	**Conditional Appearance**
	as leg direction and/or winds aloft direction/speed change.		
	Blank space for the pilot to manually write in the actual ground speed.	N/A	N/A
Leg	Estimated leg time	HH:MM	N/A
Tot	Estimated total time enroute	HH:MM	N/A

Leg Fuel Used	Fuel consumption for the given leg.	• Up to six numeric characters with one decimal (NNNNNN.N)
		• Append unit in column header from aircraft profile:
		  • Gallons/hr → "(gal)"
		  • Liters/hr → "(L)"
		  • Pounds/hr → "(lb)"
		  • Kilograms/hr → "(kg)"
		For the first leg the Startup/Taxi Fuel Burn from the Aircraft Profile Performance Characteristics will be included. It is displayed as <Startup//Taxi Fuel Burn> "+" <first leg fuel used>.
			Displayed if there is an aircraft profile containing performance data and Fuel Used checkbox is selected in Navigation Log dialog

Total Fuel Used	The total fuel consumed by 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 there is an aircraft profile containing performance data and Fuel Used checkbox is selected in Navigation Log dialog

Notes	Column provided for Pilot to take notes	N/A	N/A

Destination Information – Contains a series of labels which are used by the pilot to write in frequencies and other destination information.



Approach	*For Pilot's note*
Weather	*For Pilot's note*
ATIS	*For Pilot's note*
CTAF	*For Pilot's note*
Tower	*For Pilot's note*
Ground	*For Pilot's note*
FBO/Other	*For Pilot's note*

Notes – blank area for use by the pilot for writing any pertinent notes during the flight.

Navigation Log Results Page Description			
Field	**Description**	**Format**	**Conditional Appearance**
Filled in by pilot			

d. Navigation Log Restrictions

The table below lists the conditions where Navigation Log cannot be generated.

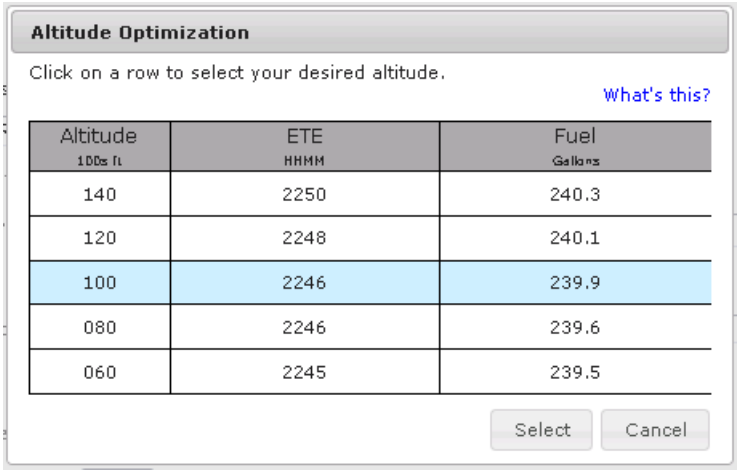
Navigation Log Restrictions	
Domestic Altitude	Navigation Log cannot be generated for Domestic Altitudes of: • VFR • OTP
ICAO Cruising Level	Navigation Log cannot be generated if the Cruising Level is in: • VFR

8.4. 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

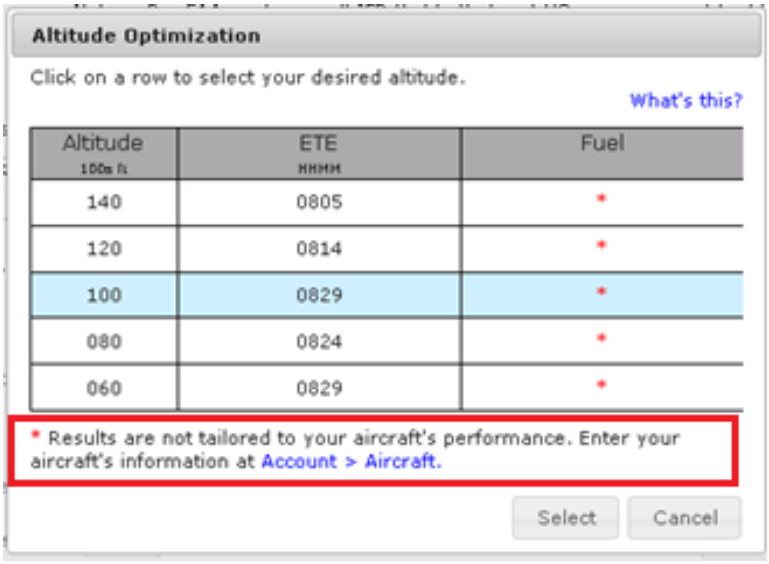
If the user clicks on a row, then clicks the Select button,

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

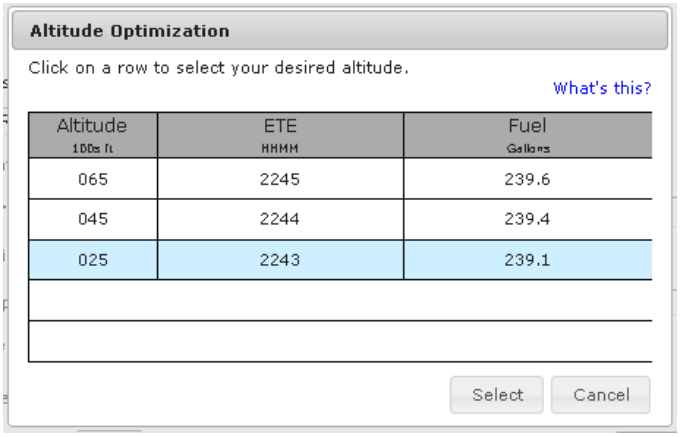
iii. Use the "Cancel" button

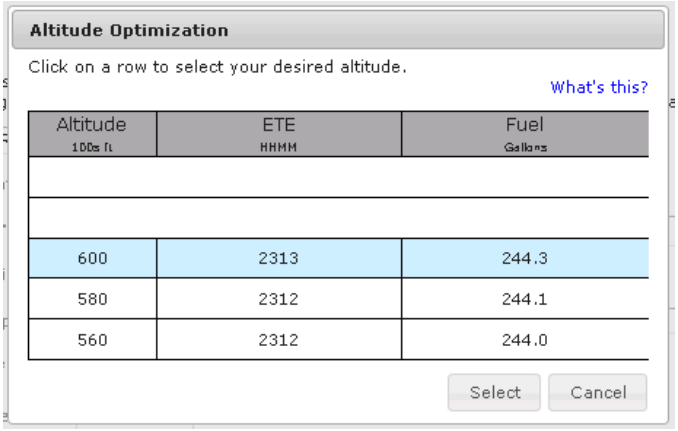
If the user clicks on the Cancel button, the system closes the *Altitude Optimization* Dialog and the original altitude entered by the user remains populated in the field.

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.

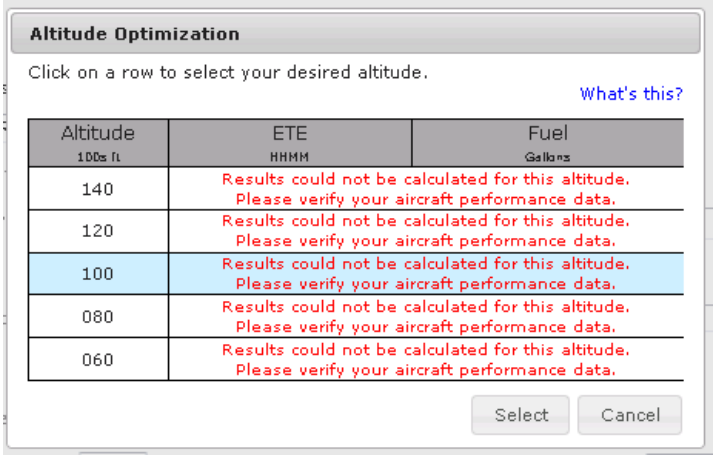


Depending on the flight rule and its associated altitude boundary conditions, if the user enters an altitude near the threshold, blank rows will be displayed if the 2,000 or 4,000 ft below or above altitudes are outside the acceptable range.





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



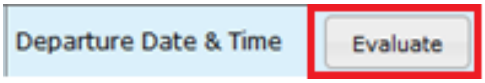
This generally happens when the climb or descent rates were entered incorrectly, which can be verified on the Account Profile page in the Aircraft section. The user may still select any of the altitudes as they wish.

8.5. Departure Time Evaluation

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

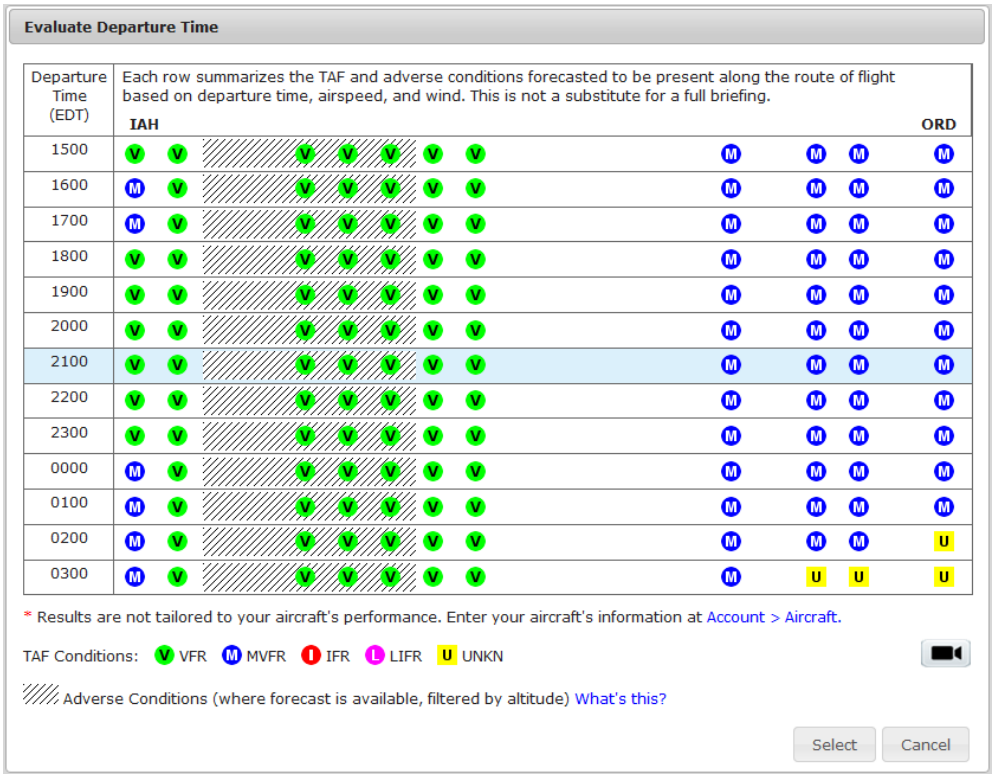
The 

button is available on the Flight Plan form.



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

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 “Select” button

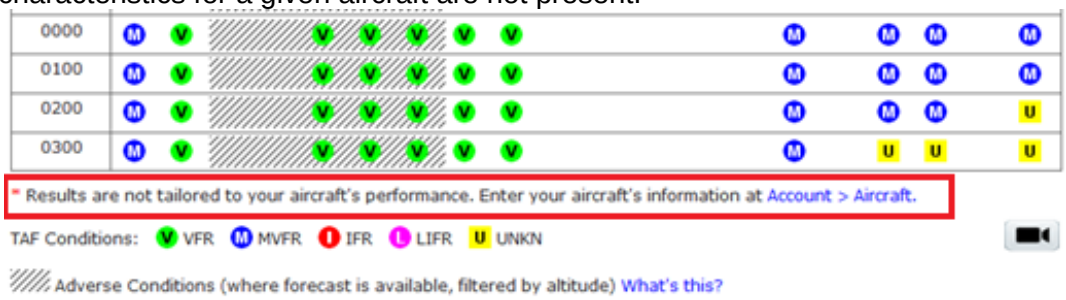
If the user clicks on a row, then clicks the Select button,

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

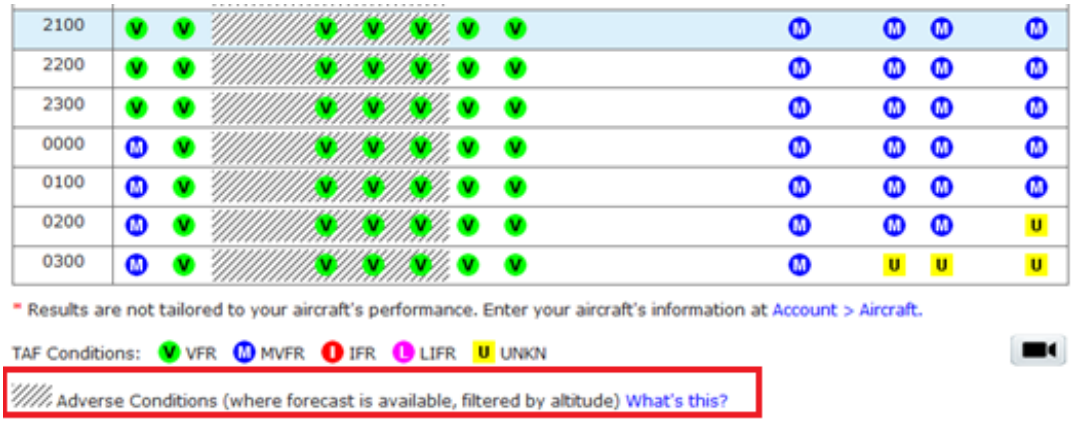
iii. Use the “Cancel” button

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.

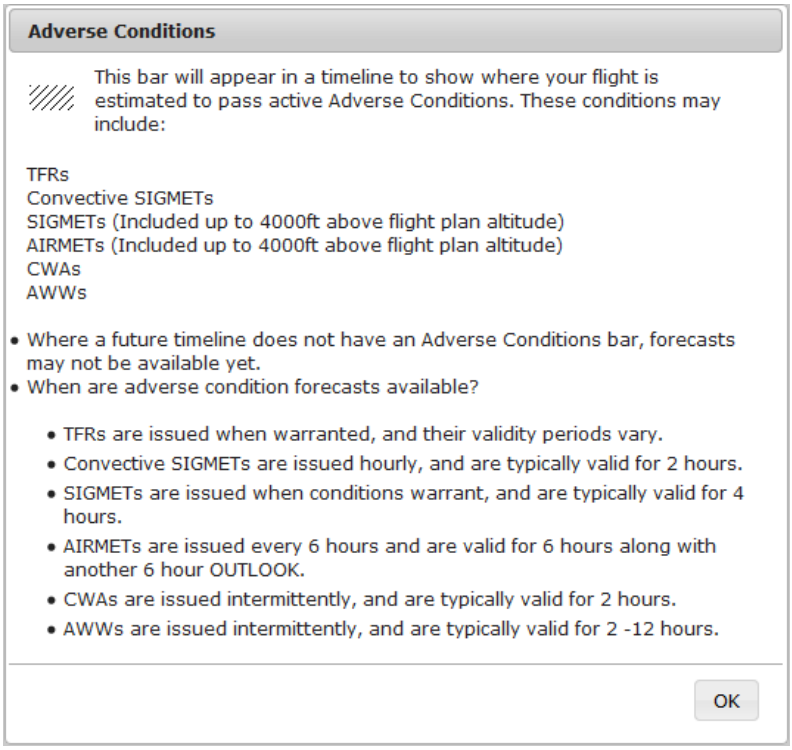


By default, the Evaluate Departure Time dialog displays conditions for the departure time entered by the user plus six hours surrounding the departure time. The row indicating the proposed departure time is highlighted in blue and is in the middle. However, if the departure time is less than six hours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



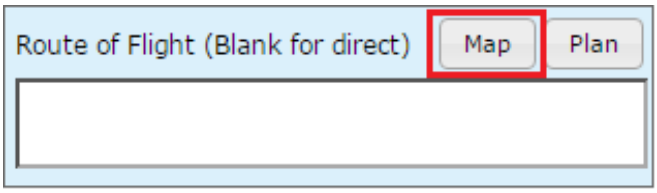
Clicking on the Video icon  will open a help video on Departure Planning Tool.

For more information on adverse conditions, click on the “What’s this?” link.



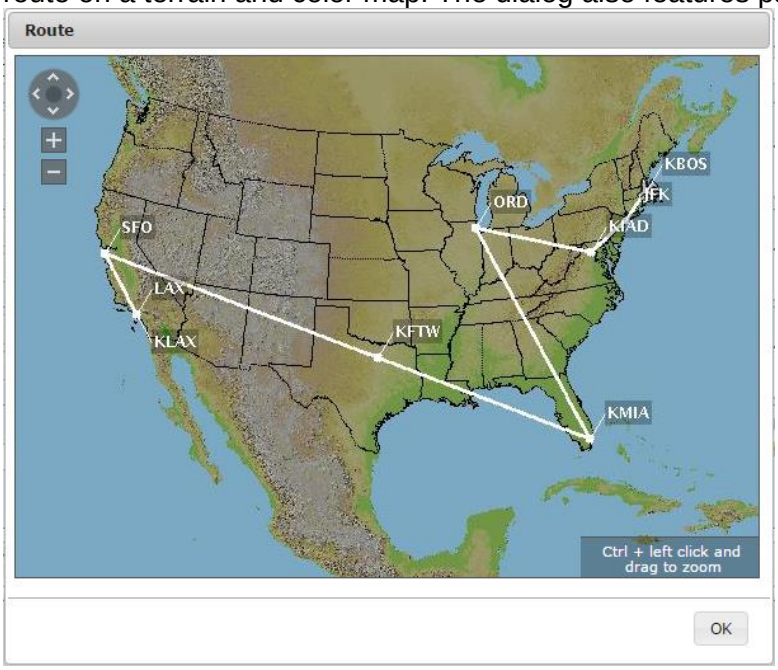
8.6. Route Mapping

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

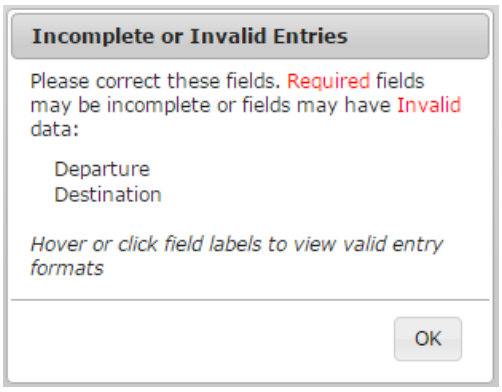


In order to successfully Map a route, the Departure and Destination fields are required. For ICAO flights, the Route of Flight is also required.

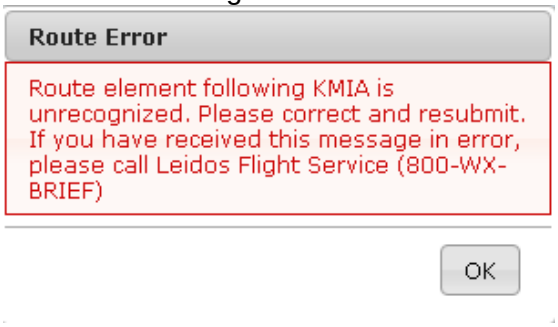
When the Map button is clicked, the Route dialog is opened. The dialog displays the route on a terrain and color map. The dialog also features pan/zoom capability.



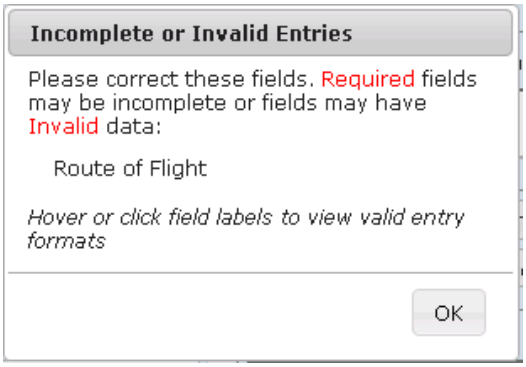
If either the Departure field or Destination field is left blank, or has an invalid entry, selecting the Map button will display an error dialog.



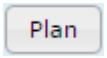
If the Route of Flight field has an invalid entry, an error dialog will be shown.



On the ICAO flight plan form, an error dialog will be shown if the Route of Flight field is blank.



8.7. Route Planning

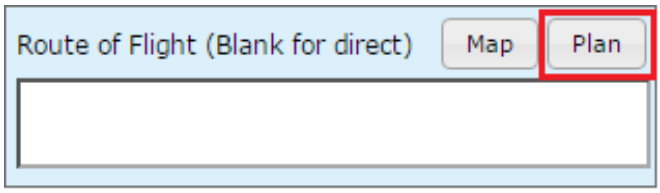
For Route Planning, the 

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.

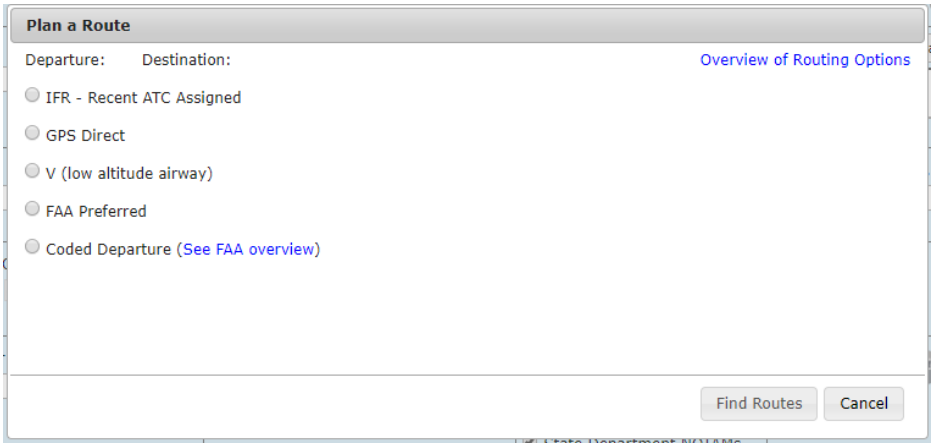
*Note that the calculated route does not consider weather, flight restrictions, altitude, or traffic flow management initiatives and that it is the pilot's responsibility to verify the route is flyable given their plane's performance envelope, fuel capacity, equipage and weather conditions.

Route types:

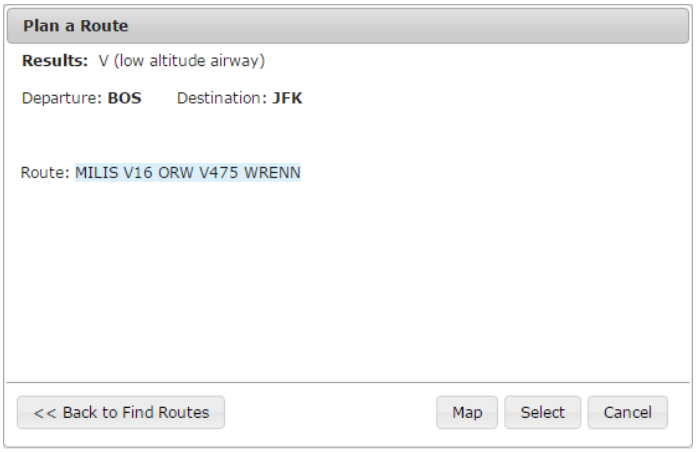
I. IFR - Recent ATC Assigned
II. GPS Direct
III. V (low altitude airway)
IV. FAA Preferred
V. Coded Departure (See FAA overview)



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 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 Flight Planning & Briefing 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.

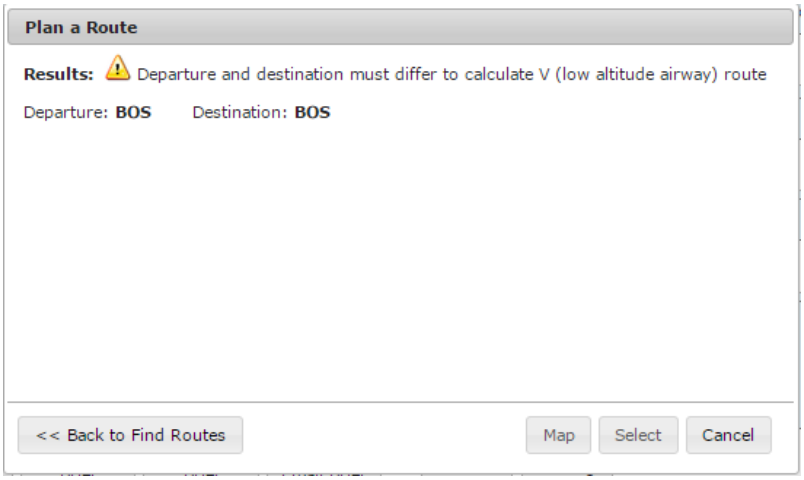
II. Use the Select button
If the user clicks the Select button, the system closes the Plan a Route dialog. The system populates the Route of Flight field with the value selected by the user.

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. Reference **Route Mapping** for more information.

IV. Use the << Back to Find Routes button
If the user clicks the Back to Find Routes button the system will return to the previous Plan a Route dialog.

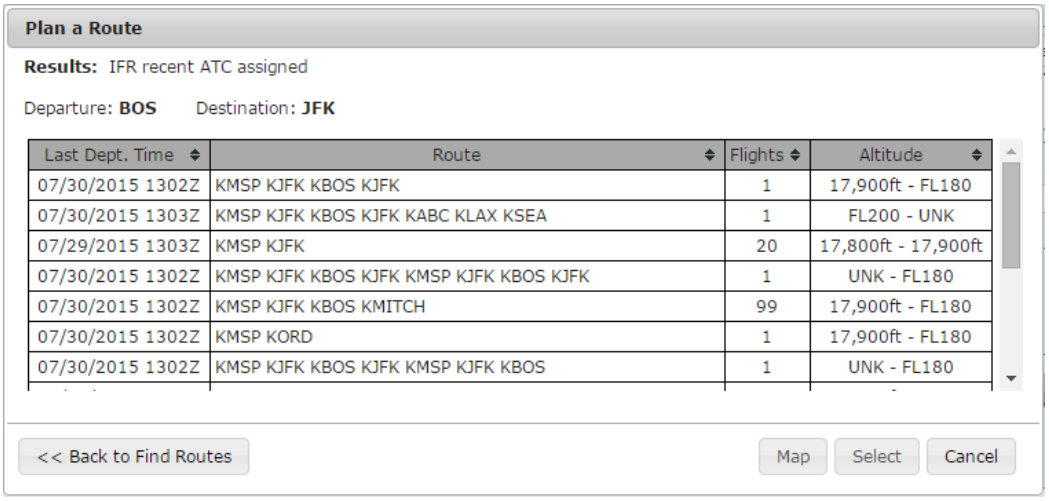
V. Use the Cancel button
If the user clicks the Cancel button, the system closes the Plan a Route dialog and the original route entered by the user remains populated in the Route of Flight field.

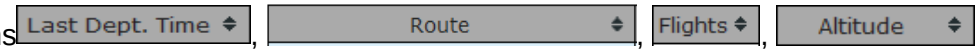
Error messages will be displayed following the **Results:** preceeded with icon.



a. IFR – Recent ATC Assigned

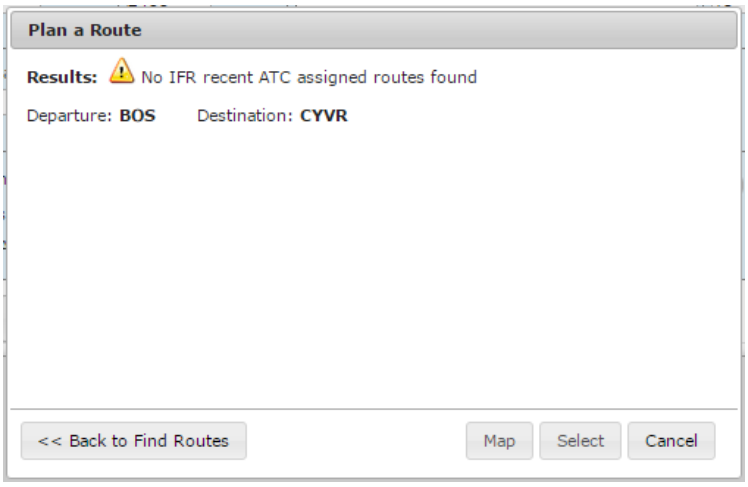
This option will return a list of up to fifteen recently assigned routes between departure and destination of a Flight Plan, in the following tabular structure:



Columns 

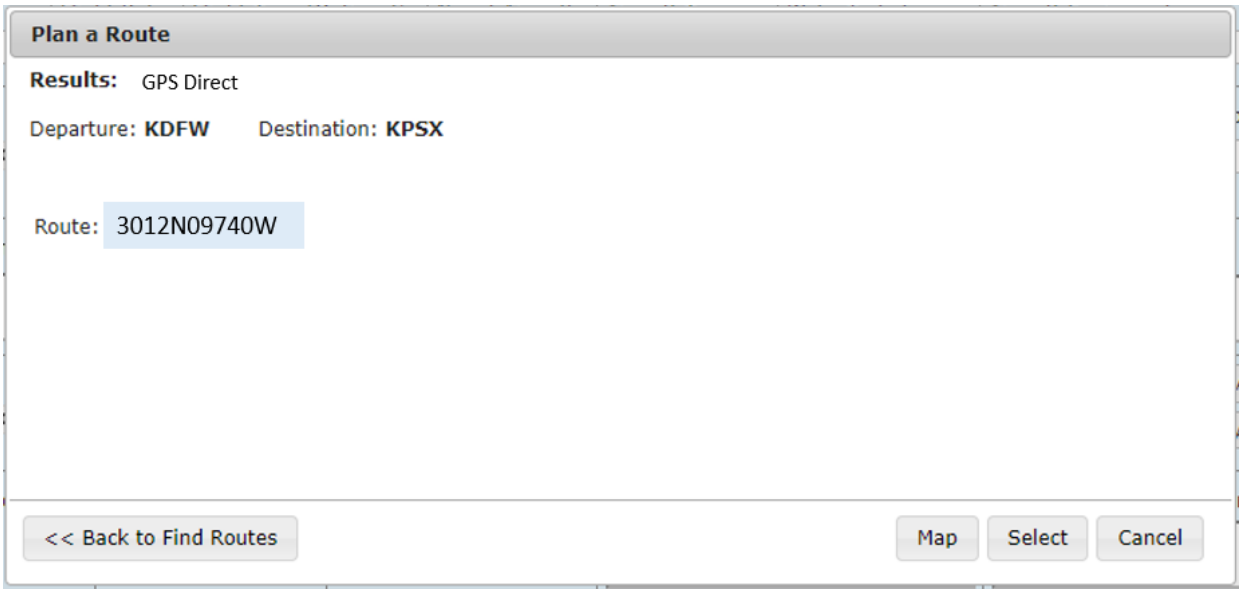
are sortable in both ascending and descending manner.

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



b. GPS Direct

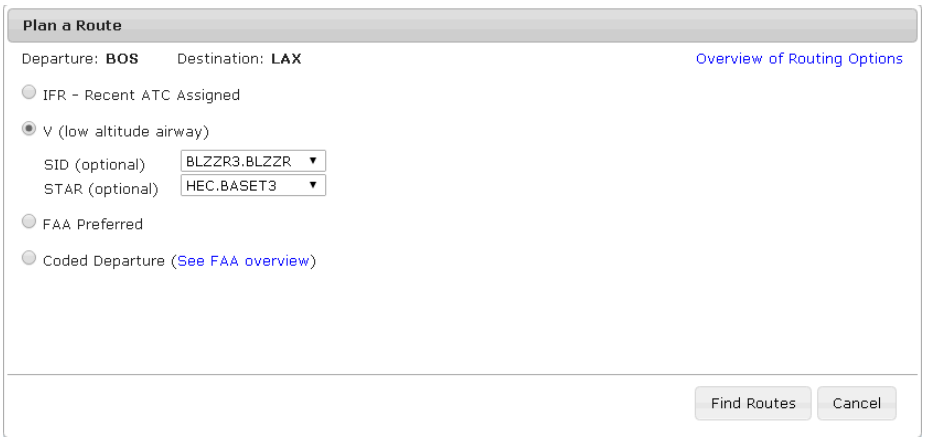
The GPS Direct radio button selection will return a route with Lat/Long coordinates along the route. SIDs and STARs are not supported when GPS Direct Routes are selected. The distance between the calculated coordinates is configurable, nominally set at 75 nmi. If the route is less than the configured 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.

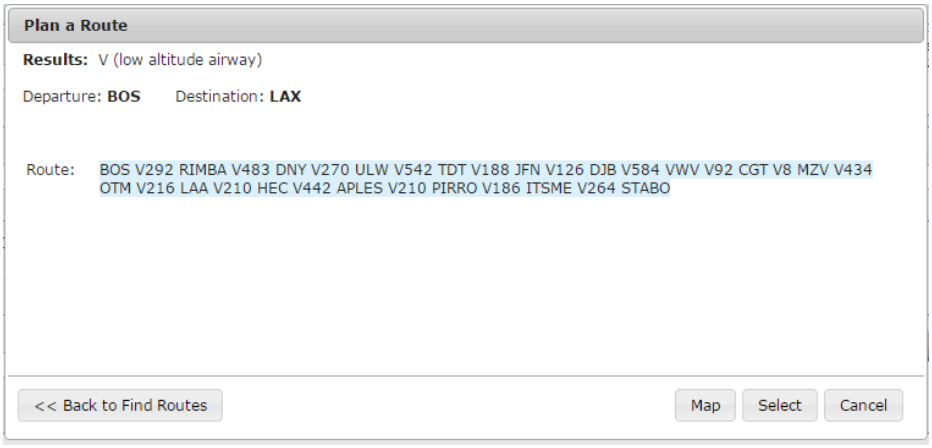


c. V (low altitude airway)

The V (low altitude airway) 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

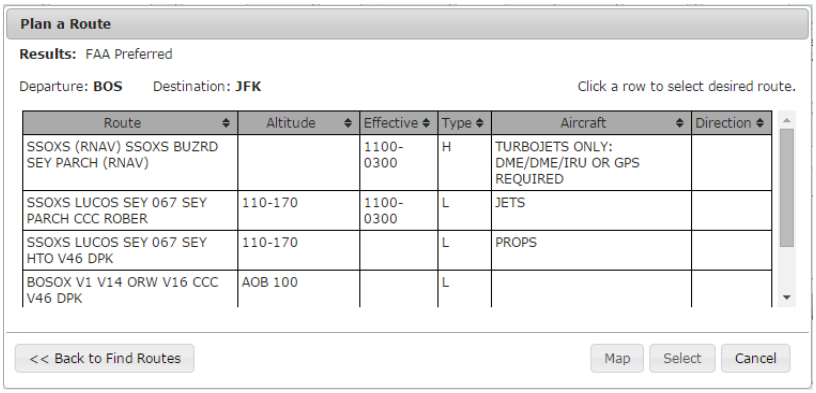
recommended path will end at the associated destination transition fix. Victor airways cannot be calculated for round robin flights.





d. FAA Preferred

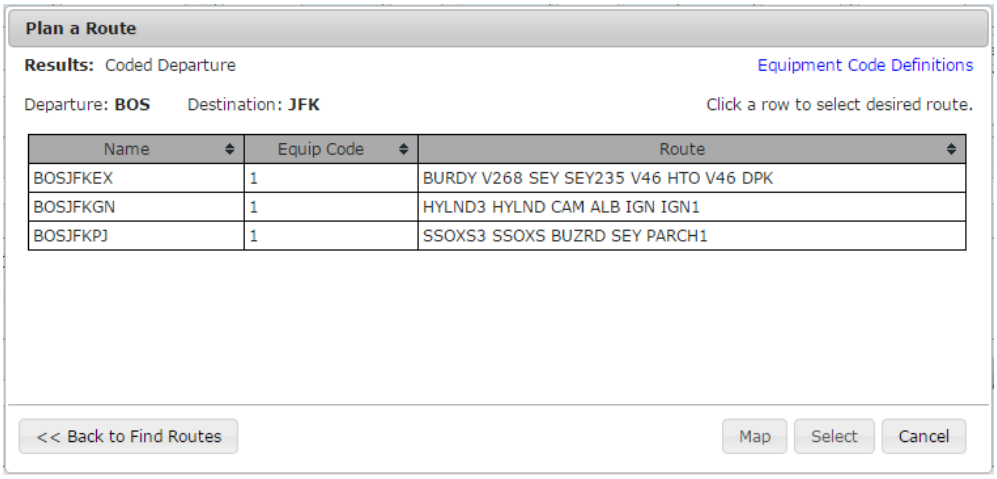
The FAA Preferred routes radio button selection will return a list of FAA Preferred airways between the flight plan departure and destination in a tabular structure.



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

e. Coded Departure (See FAA overview)

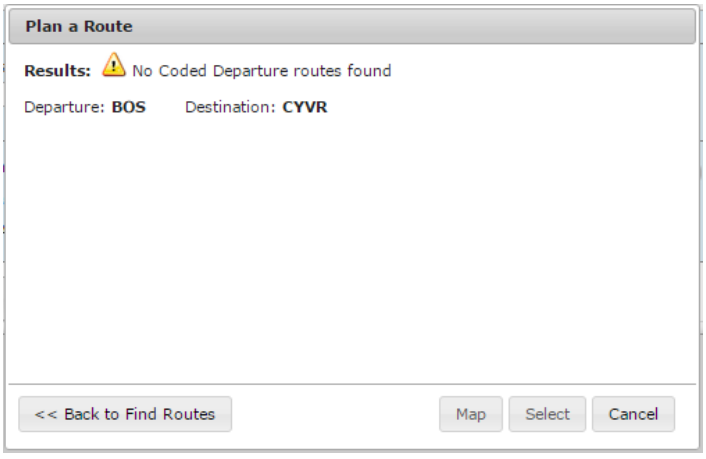
This option will return a list of coded departure routes for the departure and destination specified in the Flight Plan in the following tabular structure:



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:



8.8. History Page

The History page may be selected by navigating to the Flight Planning & Briefing menu item and selecting History. The Pilot History Page displays up to fifteen (15) days of

pilot history events. Each event displayed contains the Event Date and Time, Event Type, Aircraft ID, Source (Web or Provider or Scheduled Flight Plan), Departure and Destination. Details of certain events may be further examined by selecting the View button located next to the event.

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

1 to 15 of 40

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

The Pilot History page displays up to 15 events at a time. The current set of events being looked at and the total number of events available are displayed at the top of the table in between the navigation buttons. The user can navigate through the events by clicking on the next  and previous  buttons. They can view the most recent events by clicking on the jump to first page  button. They can view the oldest events by clicking on the jump to last page  button.

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

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

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

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

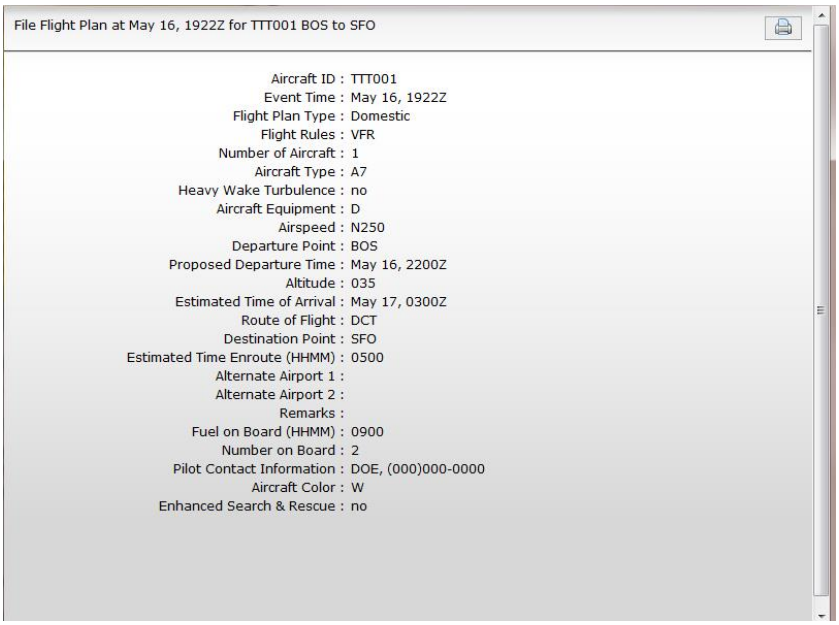
   Additional details are available for UOA manipulation events, by pressing the View button.

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.

a. View Flight Plan Event Details Page

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

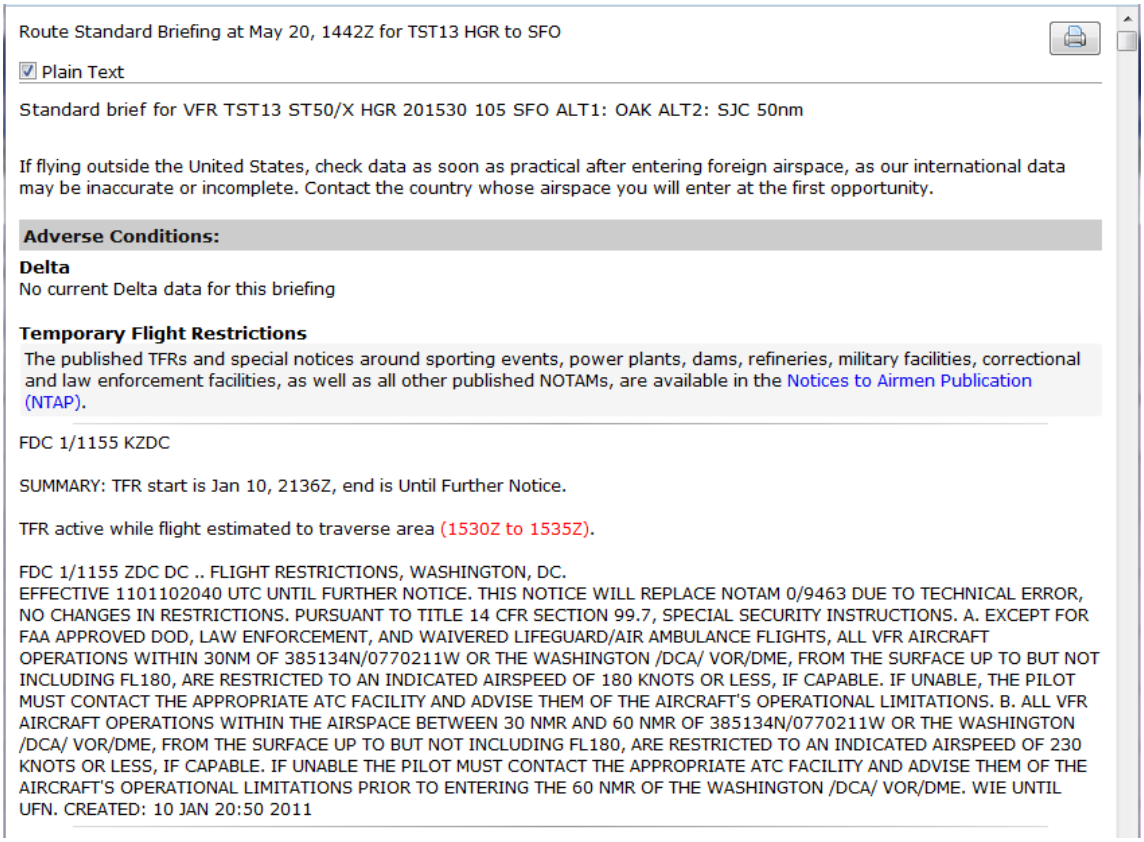


The View Flight Plan Event Details field items are described in the DOMESTIC FLIGHT PLAN table which is located in the 8.1. Flight Planning part a. Domestic Flight Plan Form Validation in this document.

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

b. View Flight Plan Briefing Event Page

The View Flight Briefing Event page may be selected by navigating to the Flight Planning & Briefing menu item and selecting 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.

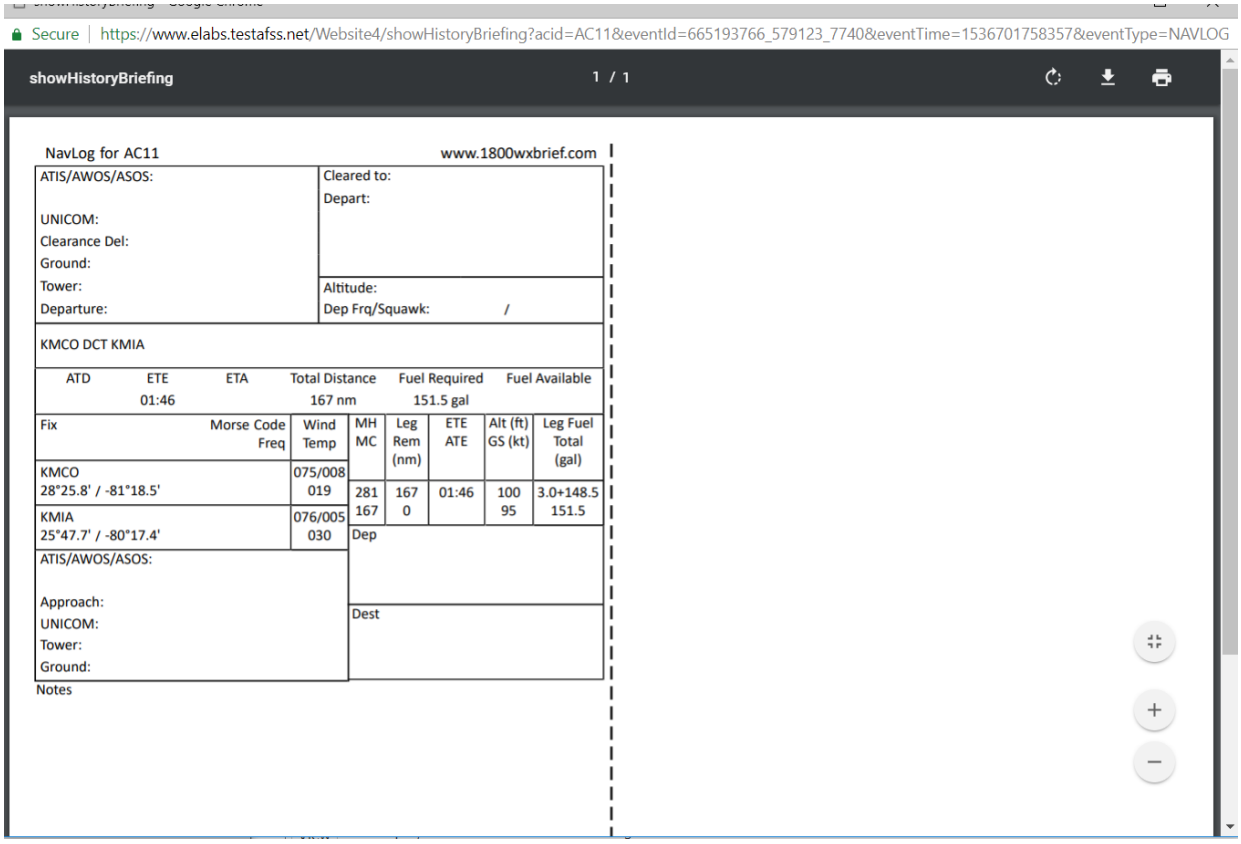


The View Flight Briefing Event display contains the briefing material that was present at the time of the request. For a Locations Briefing event, the display contains the briefing material for all locations in the Locations Briefing request.

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.

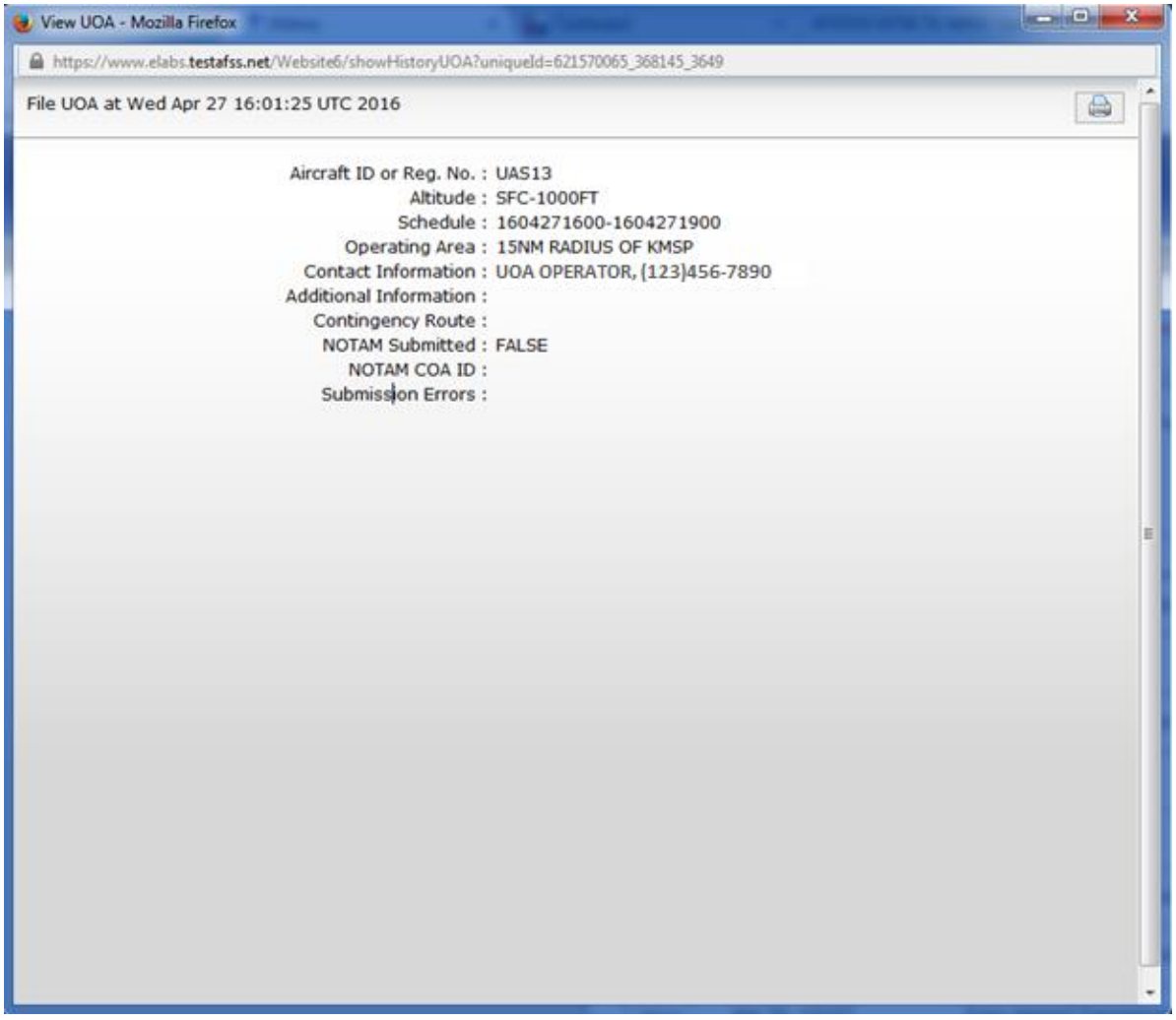


The Navigation Log Event display contains the Navigation Log material that was present at the time of the request.

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

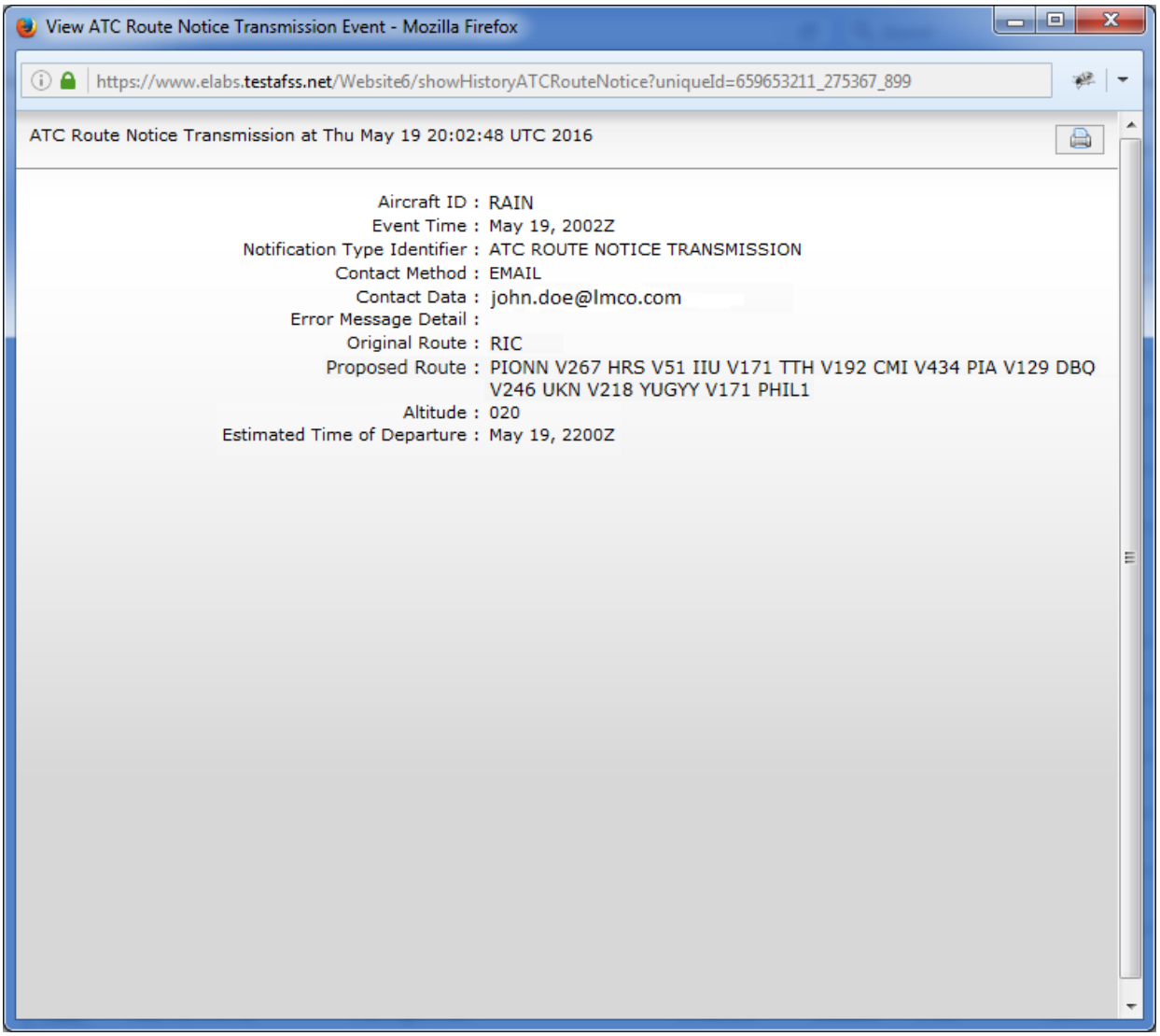
The View UOA Manipulation Event page may be selected by selecting the View button located next to one of the UOA manipulation event items displayed in the list of history event items. The image below is an example of a past File UOA Event.



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.



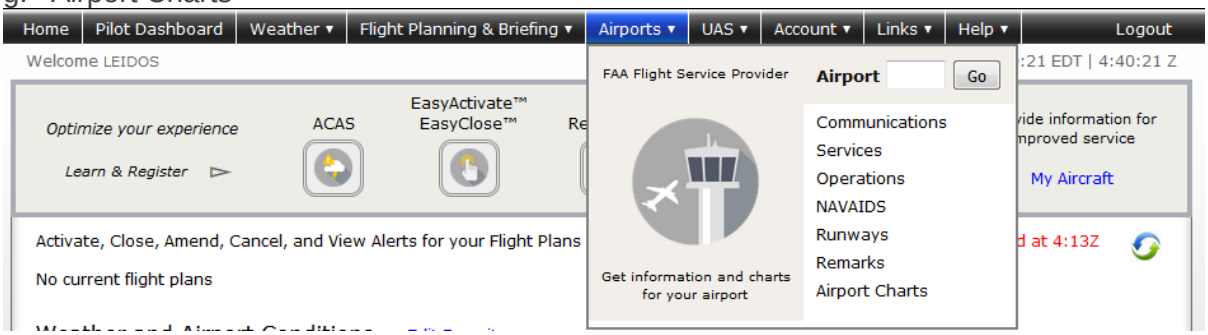
The ATC Route Notice Transmission Event display contains the ATC Route Notice Transmission material that was present at the time of the request.

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.

9. Airports Page

Hovering over Airports from the menu bar causes a drop-down menu to be displayed. It contains a text box and button, as well as the links shown below.

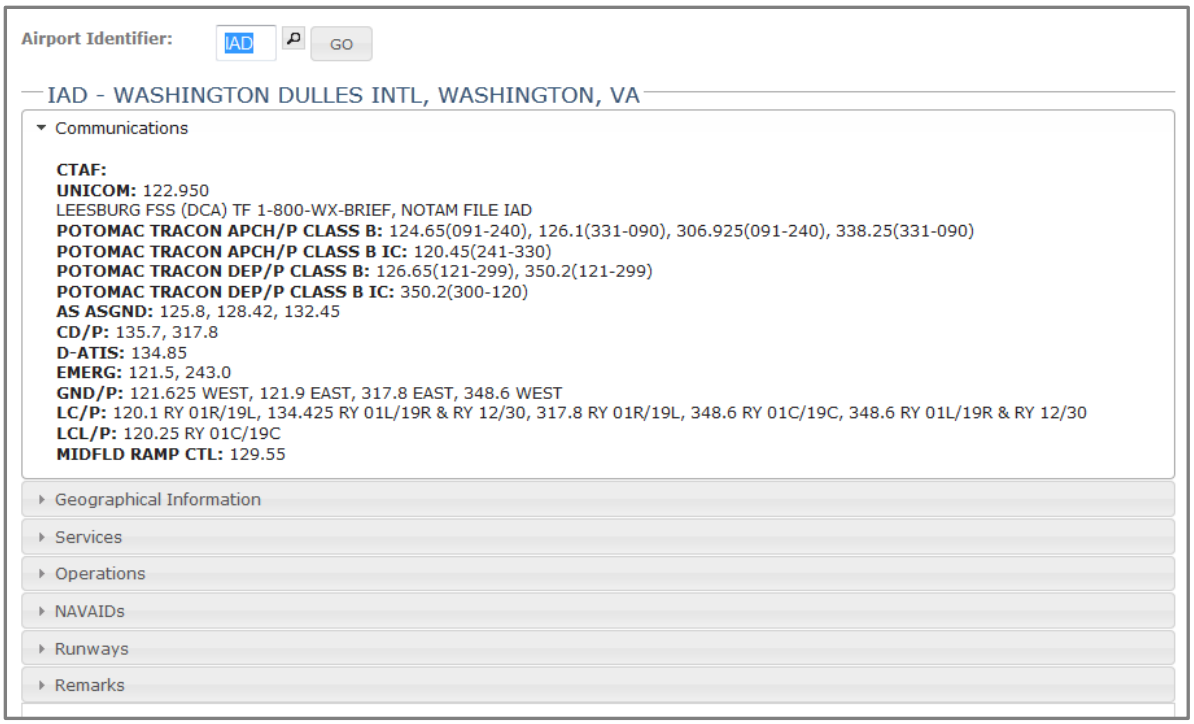
a. Communications
b. Services
c. Operations
d. NAVAIDS
e. Runways
f. Remarks
g. Airport Charts



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.

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

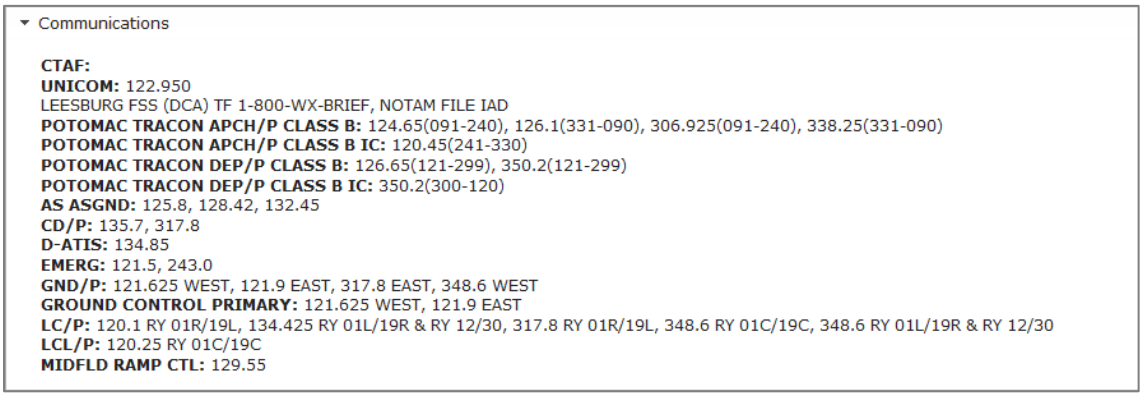
Several aspects of the airport will be displayed as selectable Topics.



Click on each Topic header for more detailed information:

a. Communications

This Topic displays all the frequencies associated with this airport.

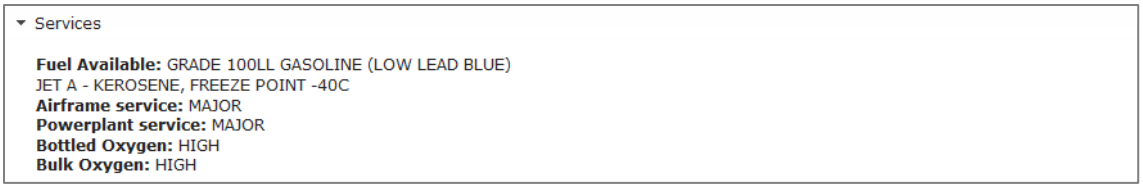


b. Geographical Information

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

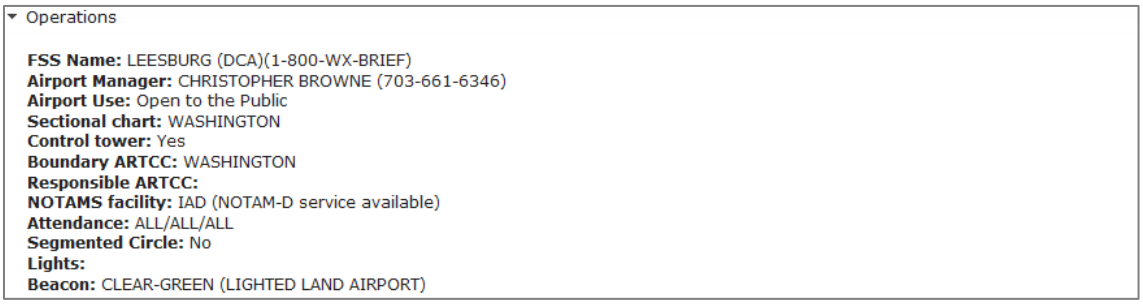
c. Services

This Topic displays available fuel types, maintenance and repair services available, as well as oxygen availability.



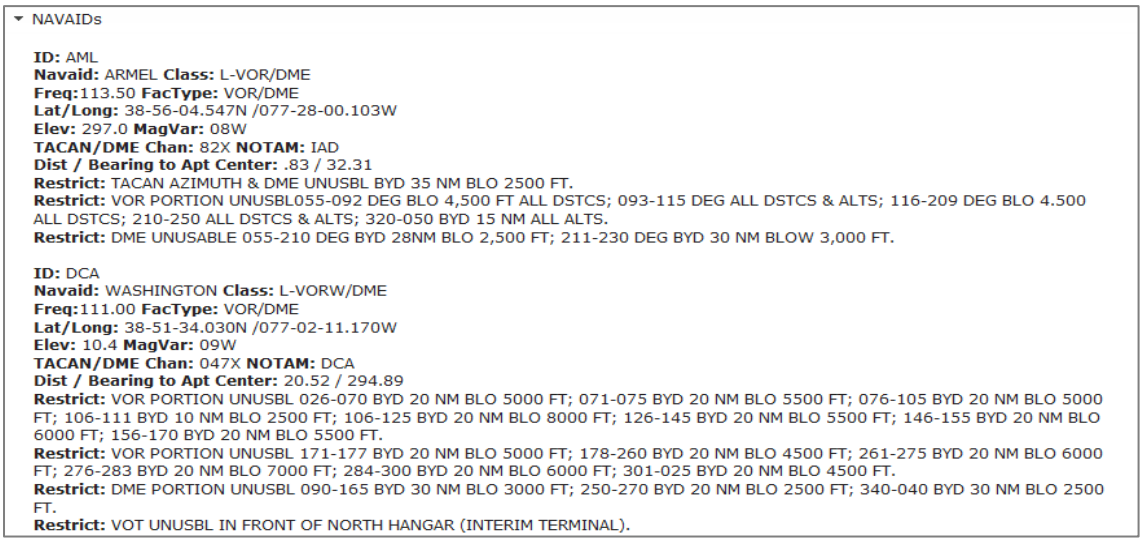
d. Operations

This Topic indicates the Airport manager and 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.



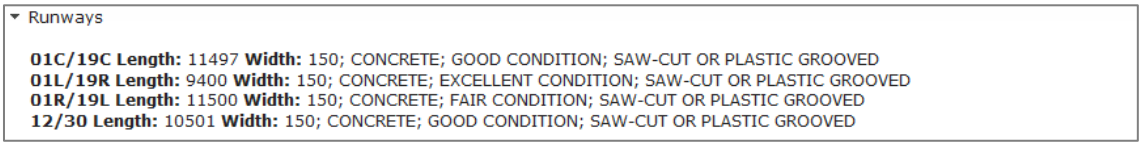
e. NAVAIDs

This Topic provides the nearest VORTACs, DME/TACANs, and HIWAS locations and frequencies related to the airport location.



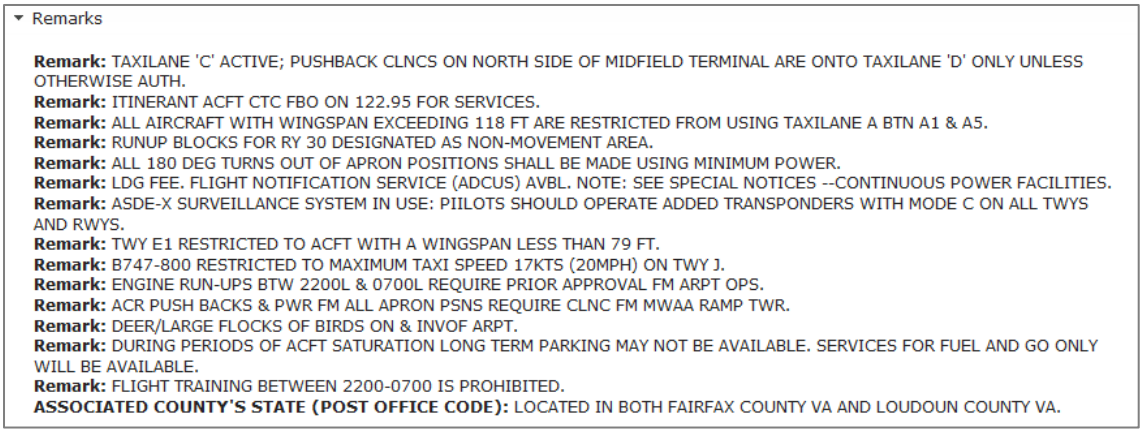
f. Runways

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



g. Remarks

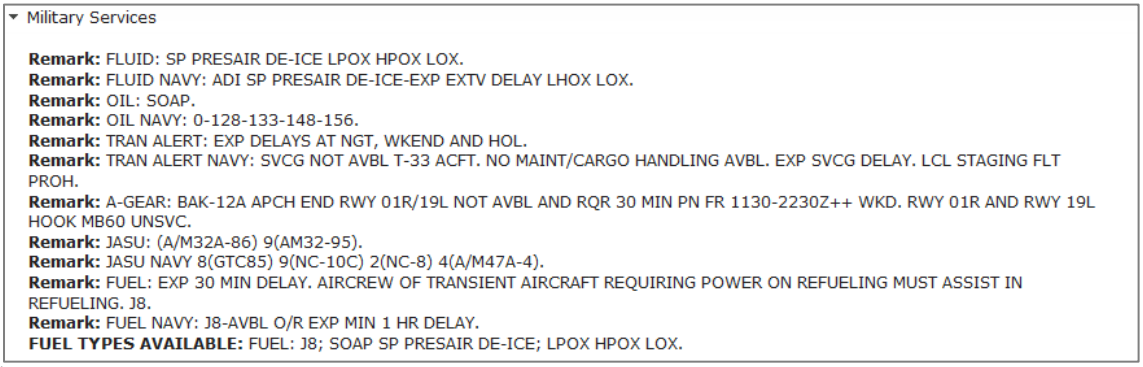
This Topic indicates any restrictions and/or concerns while operating on, at, or near the airport location.



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

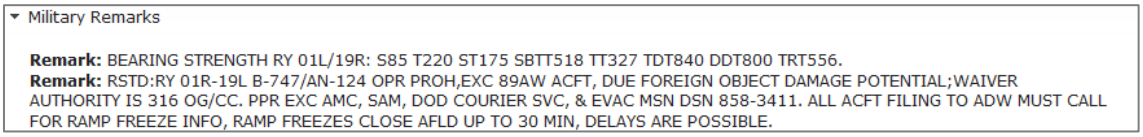
h. Military Services

This Topic displays fuel types, maintenance and repair services available for the military.



i. Military Remarks

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



j. Airport Links, Charts, and Legends

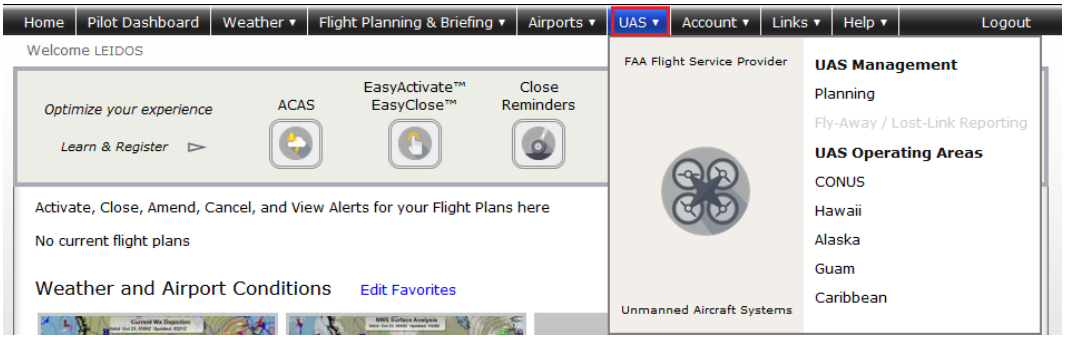
Below the remarks section is an area consisting of links related to the specified airport. The first link in this section is a link to a satellite view of the airport. By clicking this link, a new window opens with the satellite view. Listed next are the Airport Charts associated with the specified airport and airport region which can be opened by clicking on the desired link. Legends for these charts are also included below the charts, labeled as Chart Legends. At the very bottom of the page is a convenient link to the National Flight Data Center (NFDC) website.

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

10. UAS

The UAS menu item allows access to capabilities for Unmanned Aircraft Systems (UAS). Hovering over the UAS menu displays the links shown below.

- **Planning** (See UAS Operating Area Planning below)
- **Fly-Away / Lost-Link Reporting** *(future capability)*
- **CONUS** (See Display UAS Operating Areas below)
- **Hawaii** (See Display UAS Operating Areas below)
- **Alaska** (See Display UAS Operating Areas below)
- **Guam** (See Display UAS Operating Areas below)
- **Caribbean** (See Display UAS Operating Areas below)



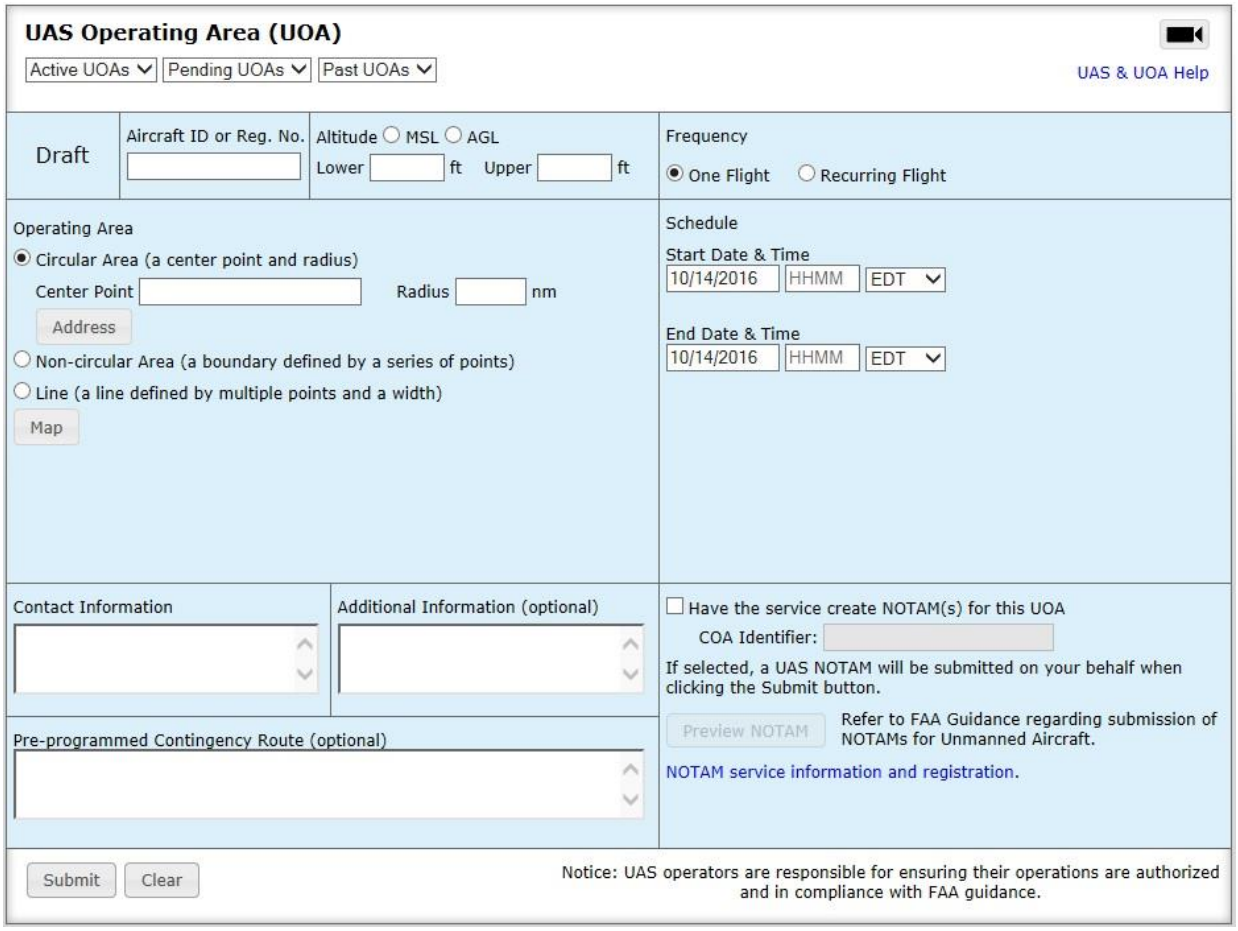
10.1. UAS Operating Area Planning

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.

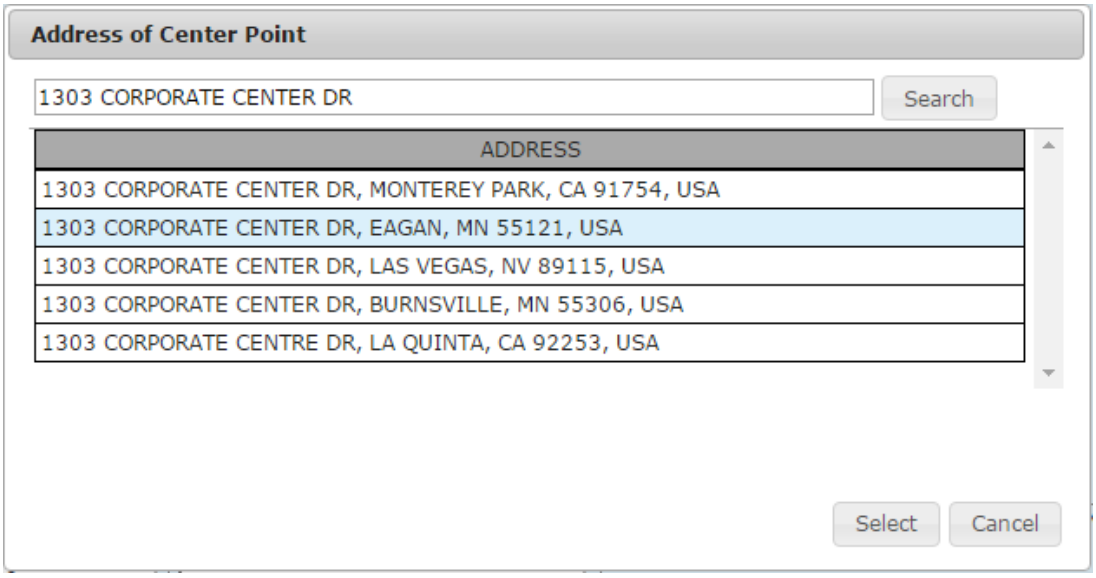
The UAS planning page identifies the required fields to create a UAS Operating Area. Hovering with the mouse pointer over any field label will provide a summary of general syntax and semantic rules for the field and indicate for which actions the field is required. Clicking the label will provide more 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.

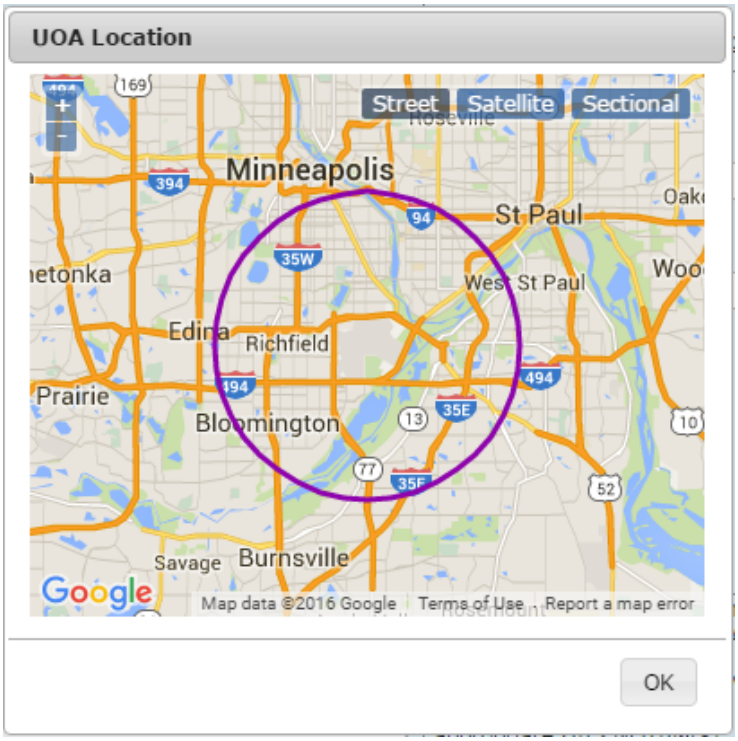


Clicking on the Address button located in the Circular Area section of the form will display an address search dialog. This allows you to search for an address that can be used to populate the Center Point field with the address's latitude and longitude.

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."



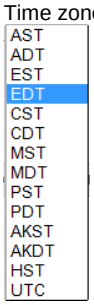
Clicking on the Map button located in the Operating Area section of the form will display a map depicting the proposed UAS operating area. An operating area must be specified prior to displaying the map. If no operating area is specified, the map will not open and the operating area section on the form 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, Satellite and Sectional, the default being the Street view.



a. UOA Form Validation

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

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

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

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

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

UOA Form		
Field	**Syntax Validation**	**Description**
		• Visible only after the UOA has been submitted.

b. Active, Pending and Past UOA Lists

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

- **Active UOAs** – A UOA will be in this list if it the start time is in the past and the end time is in the future
- **Pending UOAs** – A UOA will be in this list if the start time is in the future.
- **Past UOAs** – A UOA will be in this list if the end time is in the past. UOAs remain in the system and are assessable for 15 days.

c. UOA states and actions

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

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

UOAs with a start time in the future will show the state of Pending. The following options available are:

- **Amend** – Validates the data on the form. If the operating area is modified and validation of the submitted form data is successful, a dialog with a map of the specified UOA is displayed.
- **Cancel** – This cancels the UOA. Since the UOA was not active, it is not shown in the Past UOA list.
- **Copy & Create Draft** – This creates a draft copy of the details in the form. The original Pending UOA is not changed.
- **Clear** – This clears the form and returns to an empty Draft form. The original Pending UOA is not changed.

UOAs with a start time in the past and an end time in the future will show the state of Active. The following options available are:

- **Amend** – Validates the data on the form. If the operating area is modified and validation of the submitted form data is successful, a dialog with a map of the specified UOA is displayed.
- **Cancel** – This cancels the UOA. Since the UOA was active, it is shown in the Past UOA list.
- **Copy & Create Draft** – This creates a draft copy of the details in the form. The original Active UOA is not changed.

- **Clear** – This clears the form and returns to an empty Draft form. The original Active UOA is not changed.

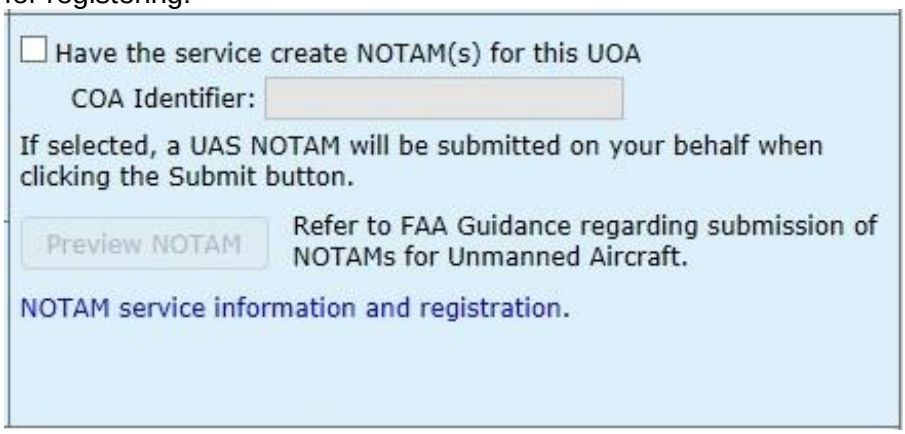
UOAs with an end time in the past will show the state of Past. The form is not modifiable, because the UOA has been closed. The following options available are:

- **Copy & Create Draft** – This creates a draft copy of the details in the form. The original Closed UOA is not changed.
- **Clear** – This clears the form and returns to an empty Draft form. The original Active UOA is not changed.

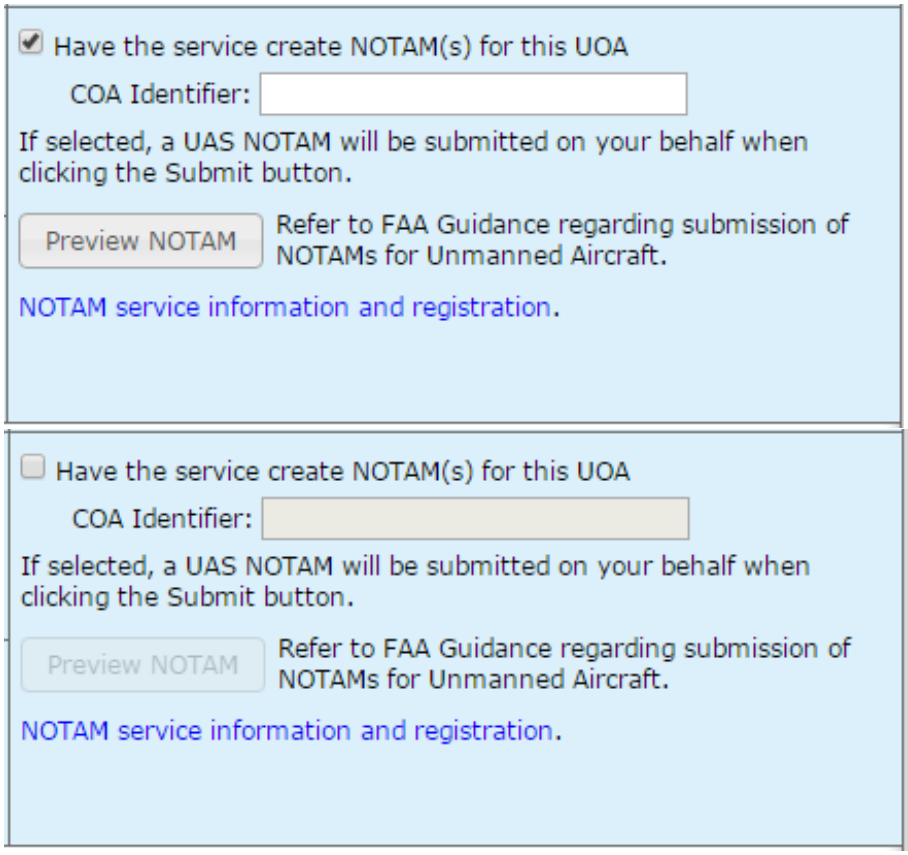
d. NOTAM Submission

The NOTAM section of the UOA input form indicates your current registration status. A link is provided that displays a dialog window which describes the training requirements and terms and conditions for usage of the service. Agreeing to the service via the dialog window will cause the user to become certified. Registration is valid for 1 year. To view your expiration date, click on the link in the NOTAM section of the UOA form to open the registration dialog window. When your registration expires, you will be required to re-register before being permitted to file a UOA with an associated NOTAM.

Prior to registration for NOTAM submission, the NOTAM section will display a link for registering:



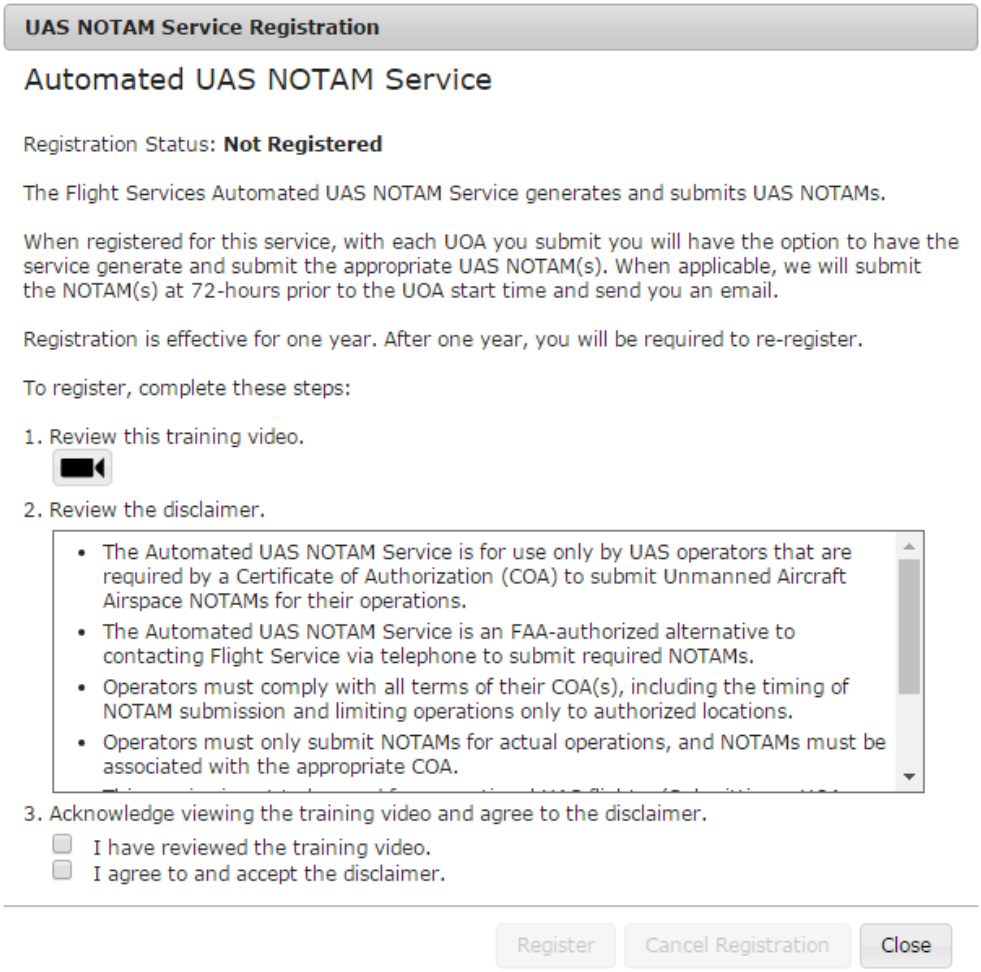
After successful registration, the NOTAM section will display controls for allowing NOTAM submission and NOTAM preview:



To register for NOTAM submission:

1. Click on the link to open the registration dialog window.
2. Review the information presented.
3. If you have reviewed the training video, check the applicable checkbox.
4. If you agree to the terms and conditions, check the applicable checkbox.
5. Click the “Register” button.
    a) Note: The “Register” button will not be enabled until both of the above checkboxes have been checked.

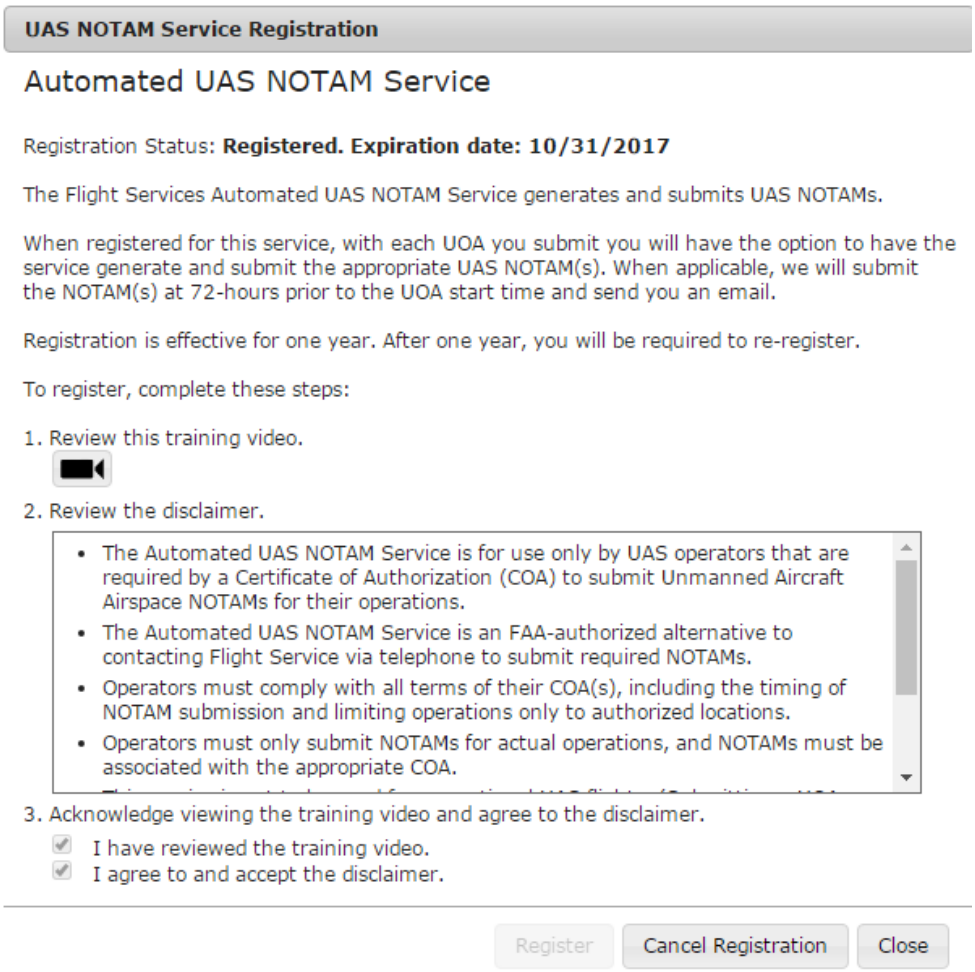
UAS NOTAM Services Registration dialog window to Register for NOTAM submissions.



To unregister for NOTAM submission:

1. Click the link to open the registration dialog window
2. Click the “Cancel Registration” button

UAS NOTAM Services Registration dialog window to unregister for NOTAM submissions. The UAS registration is effective for one year. Once you have registered your Registration Status will change from Not Registered to Registered and the expiration date will be displayed with the Registration Status information.



10.2. Display UAS Operating Areas

The UAS map display allows the pilot/UOA operator to

a. Display the UAS Operating Areas
b. Base Map background
c. Sectionals Map data
d. Select Adverse Conditions layers
e. Configure Map options
f. Time-Filter UOA options
g. Show UOA & Adverse Condition Labels

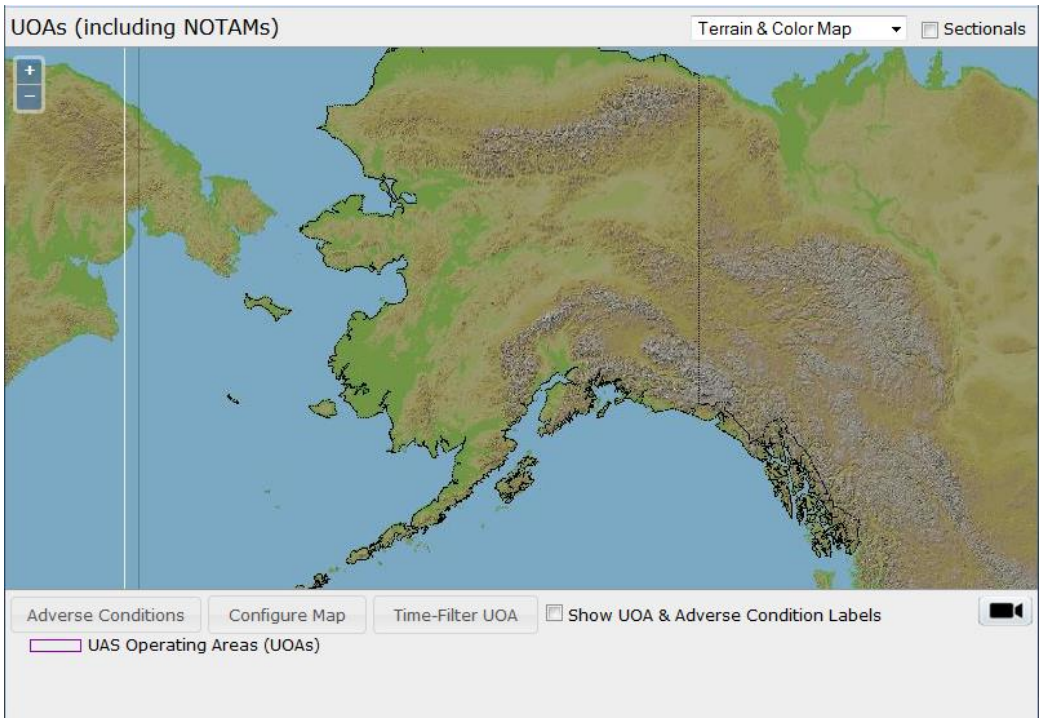
a. Display the UAS Operating Areas

The UAS map display will automatically refresh the Adverse Conditions every minute. The display options will be saved in the browser so the next time you display the map the same settings will be selected. The UAS main menu dropdown has options to open a window to display all the UOAs that are currently planned and

active in different regions. The UOA layer is always displayed. The following regions are available:

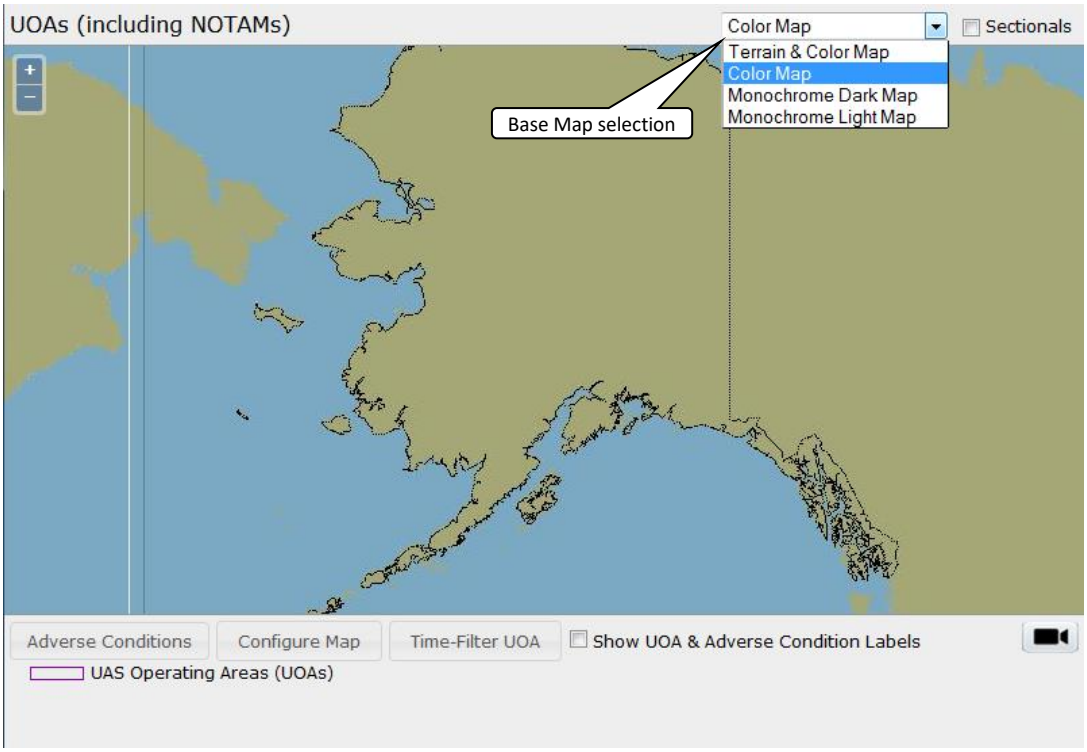
- **CONUS**
- **Hawaii**
- **Alaska**
- **Guam**
- **Caribbean**

Example window for Alaska:



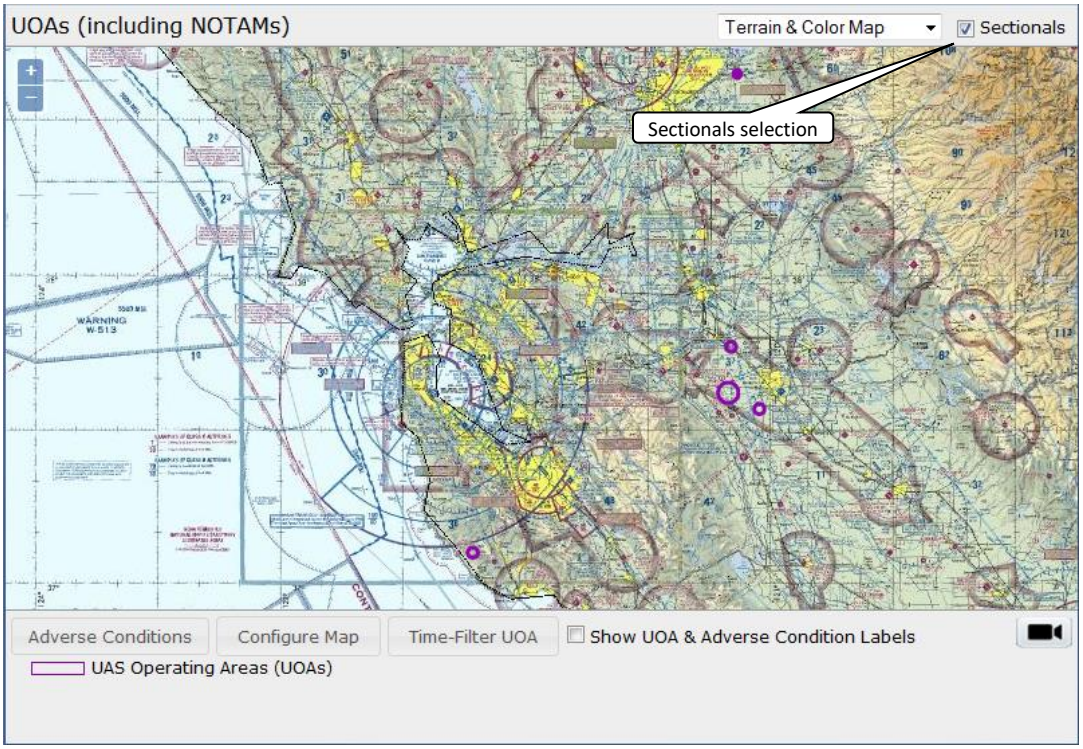
b. Base Map background

Additionally the background map may be modified by the pilot/UOA operator using the dropdown list that appears at the top of the graphic pane: There are four different base maps that can be selected which are Terrain & Color Map, Color Map, Monochrome Dark Map and Monochrome Light Map. The base map overlay can be changed by selected the pull-down menu and selecting the desired base map.



c. Sectionals Map data

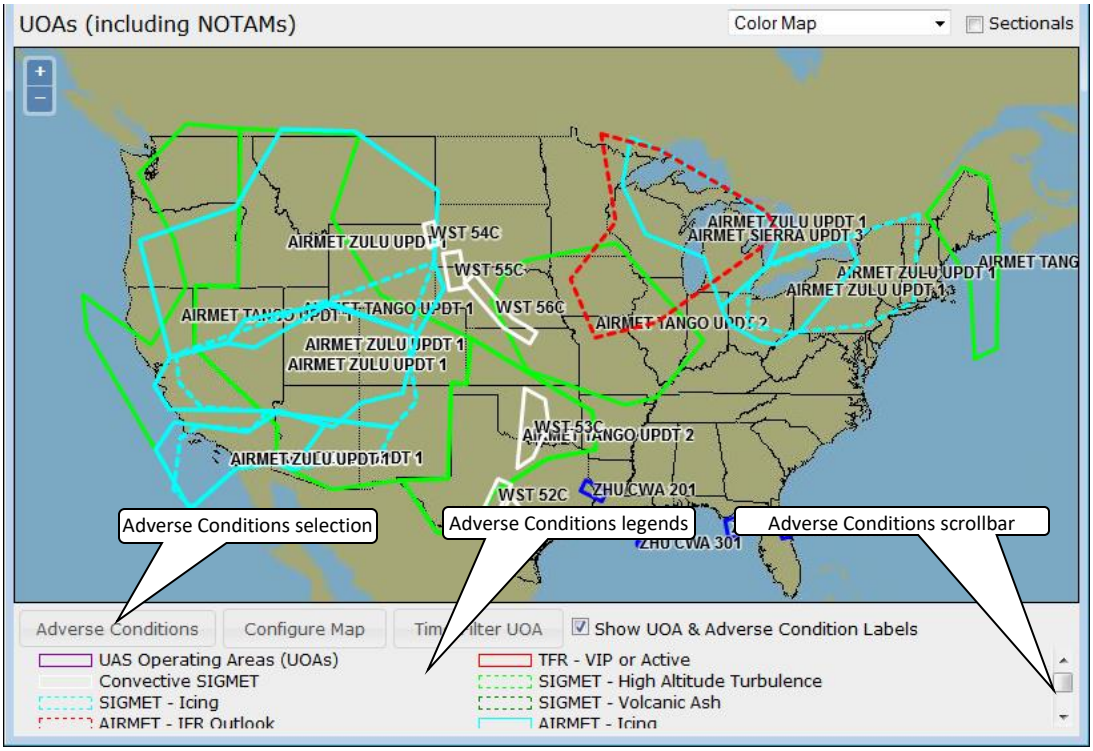
The sectional map data can be toggled on and off by selecting the sectionals check box. The Sectional Map data will be displayed above the base imagery but below all other overlays if Sectionals is selected. The image in the Briefing Graphics Pane will be updated to display a set of seamless Sectional 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,

d. Select Adverse Conditions layers

The Adverse Cond button allows the user to access Adverse Conditions that intersect the UOAs. At the bottom of the display there is a dynamically created list of the adverse conditions legends with icons associated for the active layers which is scrollable.



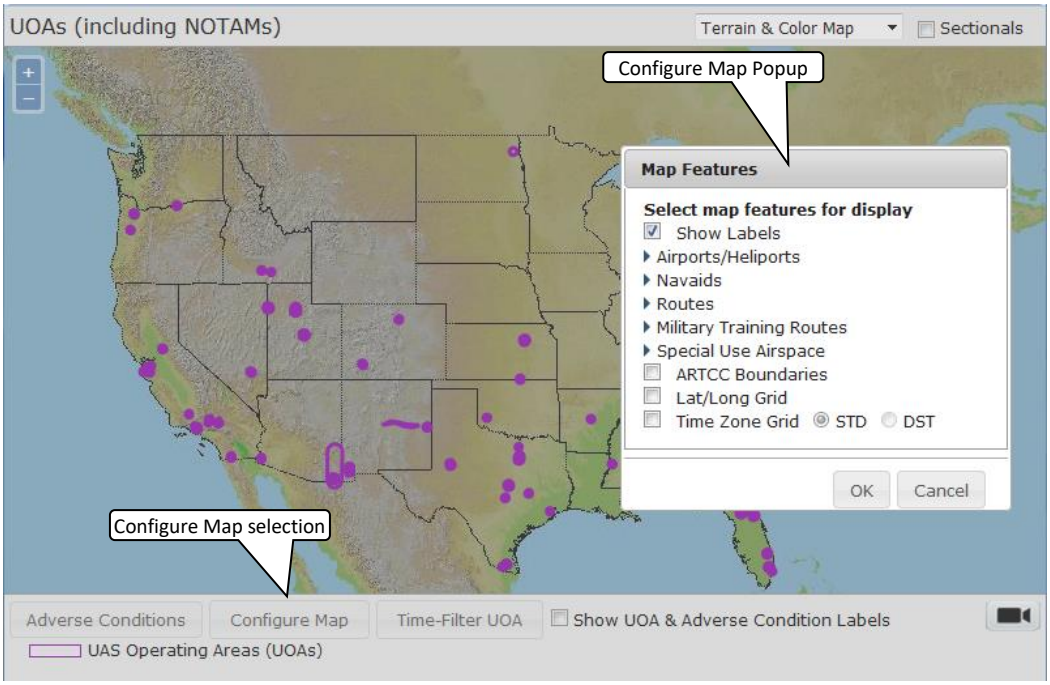
The Adverse Condition layers below can be toggled on and off by selecting the Adverse Conditions button at the bottom of the display. To the right side of each layer there is an icon that represents the style that is associated with that specific layer. Checking the box next to the Adverse Condition will turn that specific layer on and the layer will be automatically refreshed on a predefined time interval. When the data is being refreshed an icon will be displayed to the left side of the base map background pull-down menu.

The Time-Filter and Adverse Conditions are mutually exclusive selections. When a Time-Filtering UOA option has been selected then the button Adverse Conditions will not be selectable.

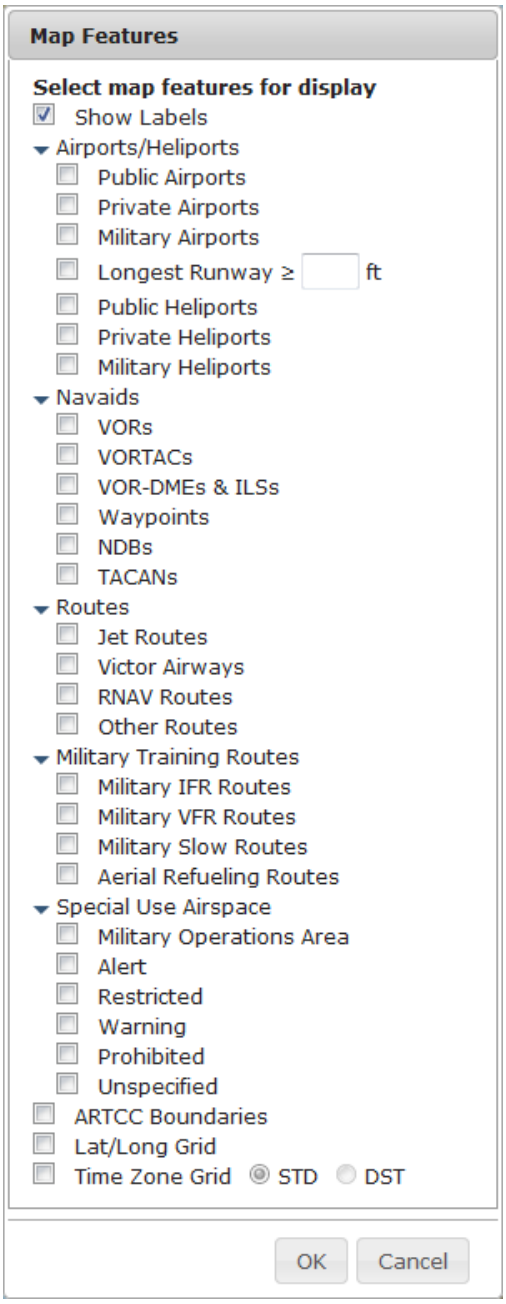
The Adverse Conditions that can be selected are displayed in the figure below.

e. Configure Map options

The Configure Maps options allows the pilot/UOA operator to toggle on or off map feature labels, Airports/Heliports, Navaids, Routes, Military Training Routes, Special Use Airspace, ARTCC Boundaries, Lat/Long Grid and the Time Zone Grid.

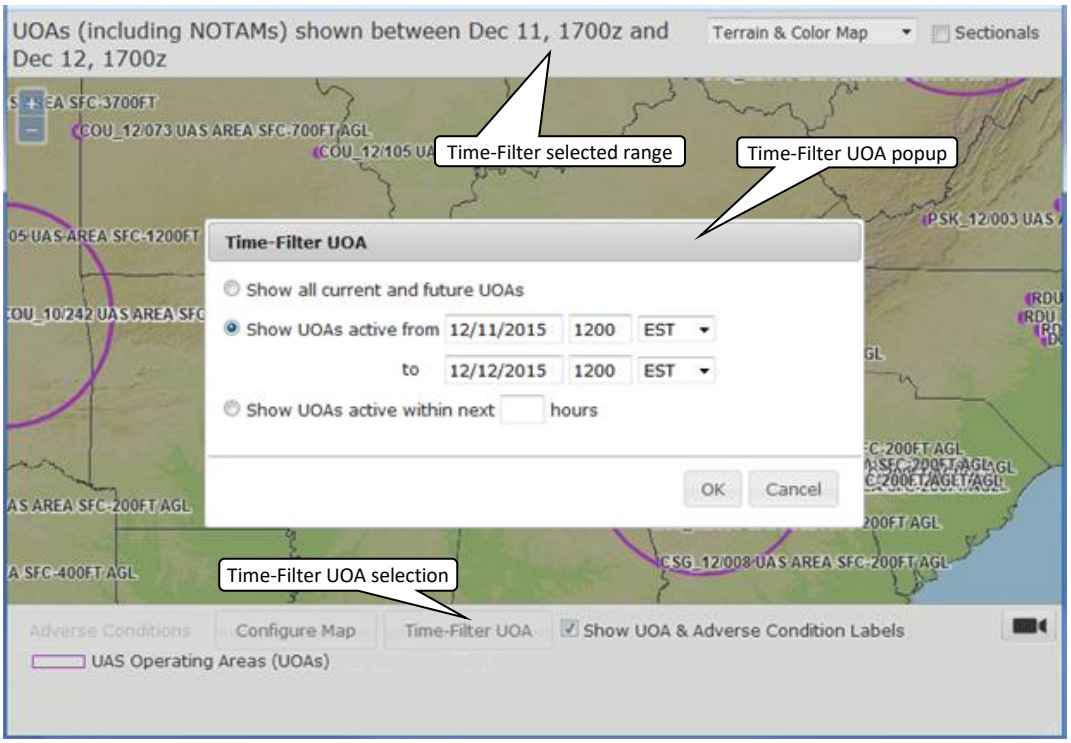


The Configure Maps options that can be selected are displayed in the figure below.



f. Time-Filter UOA options

The Time-Filtering UOA options allows the pilot/UOA operator to filter which UOAs are being displayed for schedule planning purposes. When the Show All current and future UOAs is selected all of the schedule and active UOAs will be displayed. When the Show UOAs active From MM/DD/YYYY HH:MM to MM/DD/YYYY HH:MM is selected the pilot/UOA operator would enter the desired time that they would like to show the active UOAs. The selected time range will be displayed at the top of the map display window. Once the end of the time range has been reached then the time filter range information will be removed and the Time-Filter option will be set to "Show all current and future UOAs"

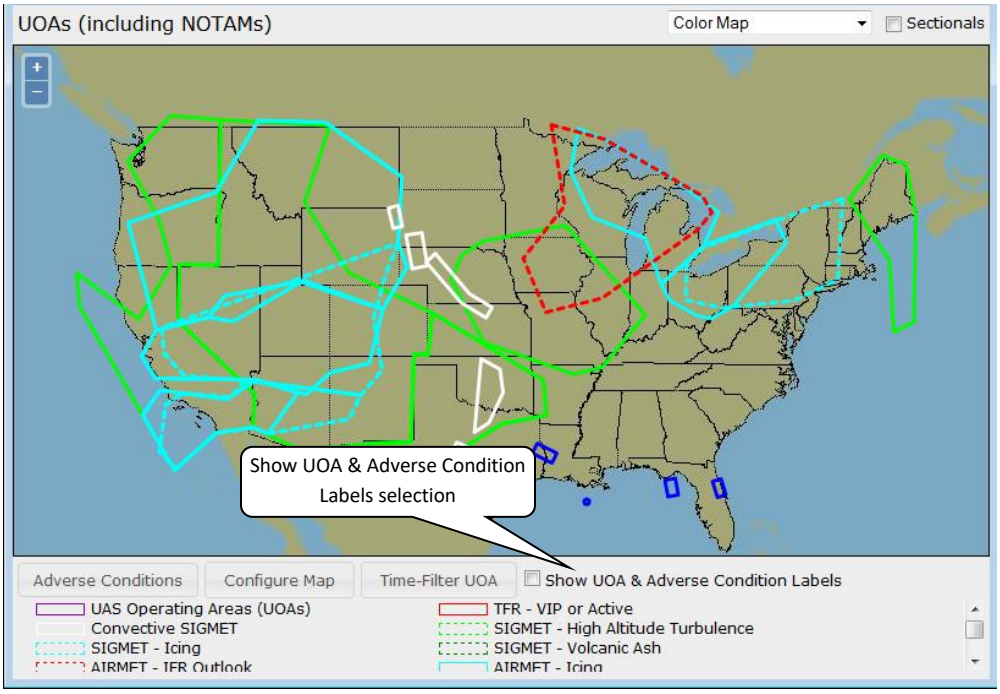


When the Show UOAs active within the next HH hours is selected the pilot/UOA operator would enter the desired number of hours that they would like to show the active UOAs. The selected time range will be displayed at the top of the map display window. The active time range information updates as the data is updated.

The Time-Filter and Adverse Conditions are mutually exclusive selections. When the Adverse Conditions layer has been selected then the Time-Filtering UOA button will not be selectable.

g. Show UOA & Adverse Condition Labels

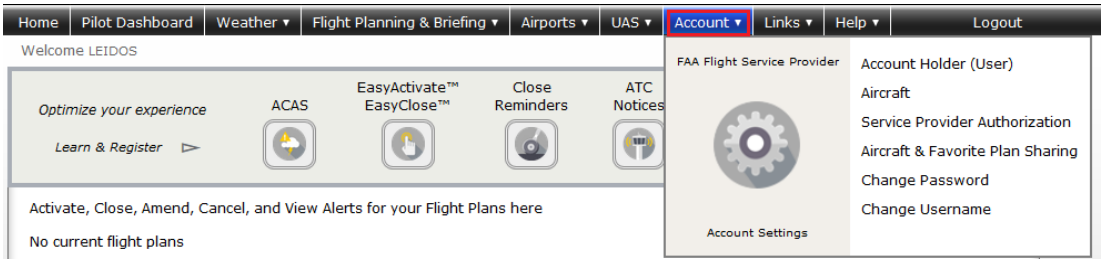
The pilot/UOA operator can choose to hide the labels by deselecting the Show Labels checkbox from the Auxiliary section of the Graphics Configuration Panel.


UOAs (including NOTAMs)
Color Map
Sectionals
Show UOA & Adverse Condition Labels selection
Adverse Conditions
Configure Map
Time-Filter UOA
Show UOA & Adverse Condition Labels
UAS Operating Areas (UOAs)
Convective SIGMET
SIGMET - Icing
AIRMET - IFR Outlook
TFR - VIP or Active
SIGMET - High Altitude Turbulence
SIGMET - Volcanic Ash
AIRMET - Icing

11. Account

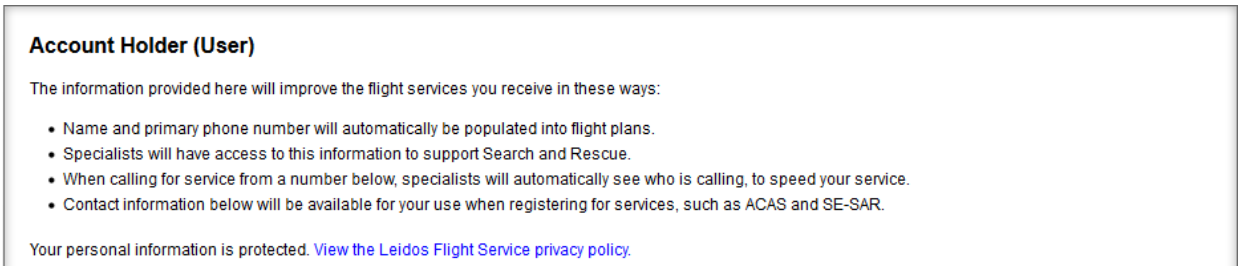
Hovering over the Account menu displays the links shown below.

- Account Holder (User)
- Aircraft
- Service Provider Authorization
- Aircraft & Favorite Plan Sharing
- Change Password
- Change Username



a. Account Holder (User)

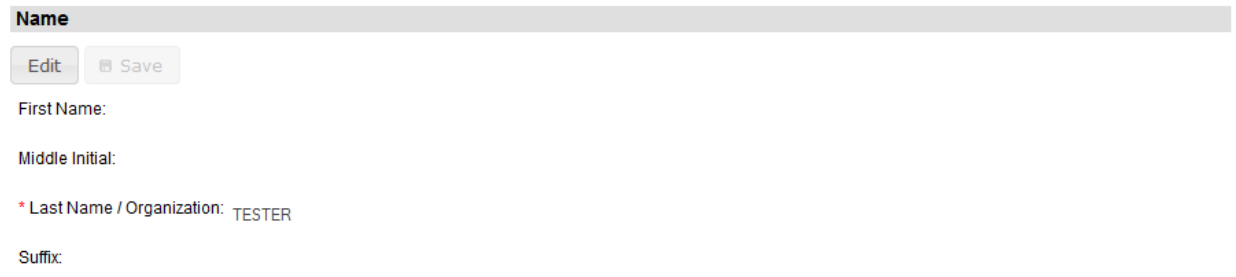
The top of the page is a prolog which describes the benefits provided by the page and contains a link to the privacy policy.



The first legend is the **Username** box.

In this legend, 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 legend is the **Name** box.



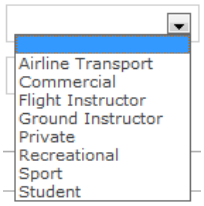
In this legend, pilots enter the details of their name. Please note that pilots can update any field in this legend at a later date if needed.

- 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 legend is the **Pilot Details** box.

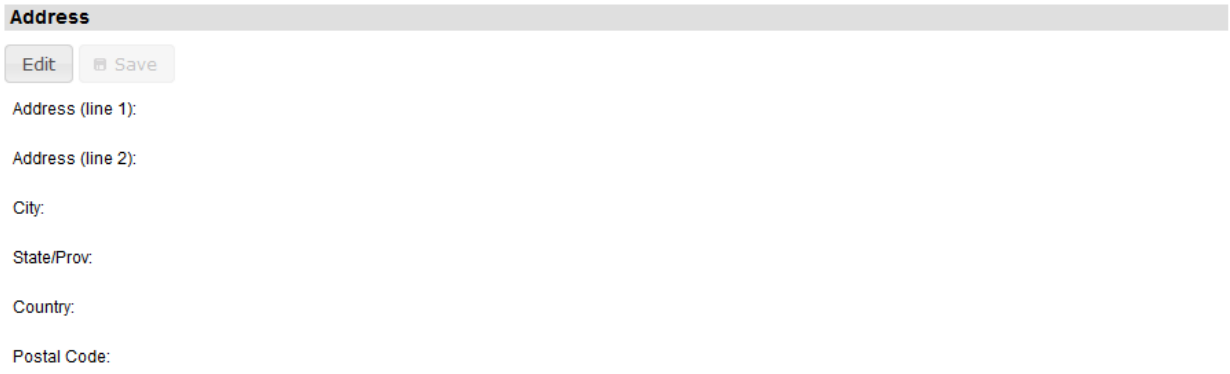
In this legend there are three fields: Certification, Logged Hours, and Instrument Rated. These fields are optional and can be updated at a later date if needed.

- 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.

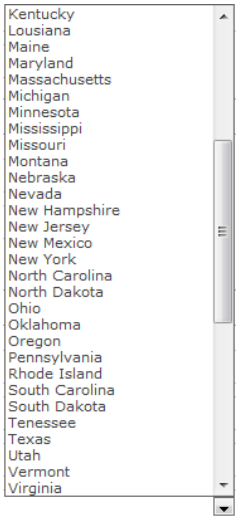
The fourth legend is the **Address** box.



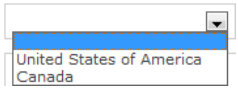
In this legend there are six fields for pilots to record the details of their address. All these fields can be left blank or updated at a later date if needed. However, if one of

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.

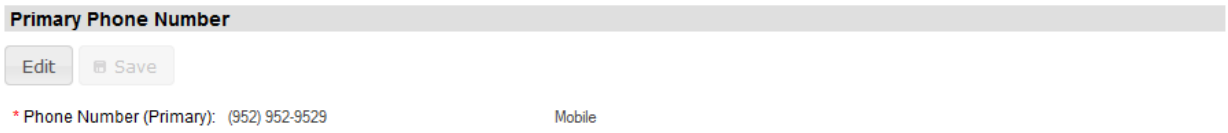


- Pilots can select the country where they live from the Country field drop down box. Currently, the 3 choices are - United States of America, Canada or blank.



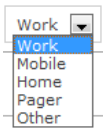
- Pilots can enter their zip code in the Postal Code field which can be special characters, numbers and space with maximum length of 10 characters.

The fifth legend is the **Primary Phone Number** box.



In this legend pilots must provide one primary phone number.

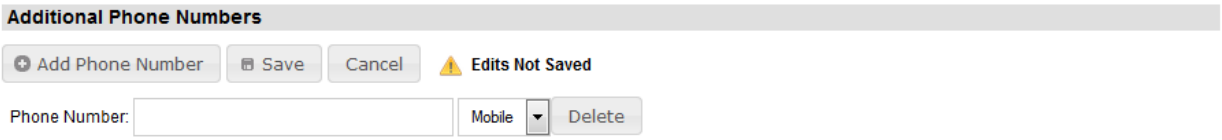
- Pilots can enter their primary phone number in the Phone Number (Primary) field which can be numbers or (xxx) xxx-xxxx format with maximum length of 15 characters. Next to the Phone Number (Primary) field is a drop down box to select the phone type.



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

Nine additional phone numbers may be added.

Pilots can click on Add Phone Number to add additional phone numbers following the same format as described above for primary phone number.



To delete any additional phone numbers click on the Delete .

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

In this legend pilots can click on Add Emergency Contact to add optional emergency contacts. Nine additional emergency contacts may be added.

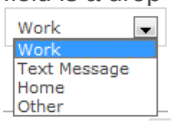
- Pilots can enter their emergency contact name in the Name field which can be special characters, numbers and space with maximum length of 51 characters.
- Pilots can enter their emergency contact phone number in the Phone Number field which can be numbers or (xxx) xxx-xxxx format with maximum length of 15 characters. Next to the Phone Number field is a drop down box to select the phone type.

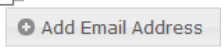
To delete any additional phone numbers click on the Delete .

The last legend on this page is the **Email Addresses** box.

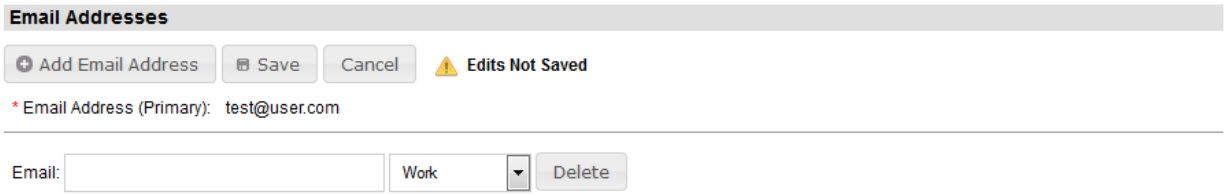
In this legend the pilot's primary email address is shown in the Email Address (Primary) field. Nine additional email addresses may be added.

- Email address must include a @ sign in the Email Address (Primary) field which can be special characters, numbers and letters. Next to the Email Address (Primary) field is a drop down box to select the email type.



Pilots can click on 

to add additional email addresses following the same format as described above for primary email address.

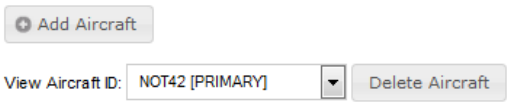


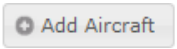
To delete any additional email addresses click on the 

.

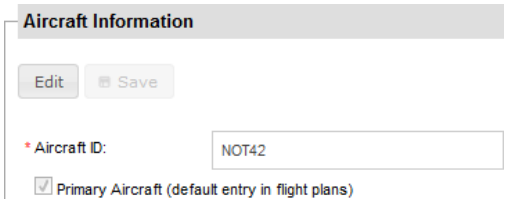
b. Aircraft

For each aircraft there are two legends: Aircraft Information and Aircraft Performance. The first aircraft that is added will automatically be set as the primary aircraft.

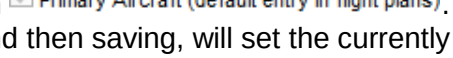


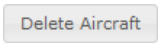
Nine additional aircraft may be added. Pilots can click on 

to add additional aircraft. To set another aircraft as primary, The Aircraft ID must be selected from the “View Aircraft ID:” drop down. Information for the selected aircraft will be presented for viewing.

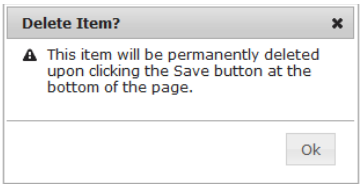


The 

button is then clicked allowing aircraft information to be changed including the selection 

. Selecting the Primary Aircraft checkbox and then saving, will set the currently viewed aircraft as primary. To delete the currently viewed aircraft, click on the 

. A pop up box will appear in the center of the screen asking for the user to confirm the deletion.



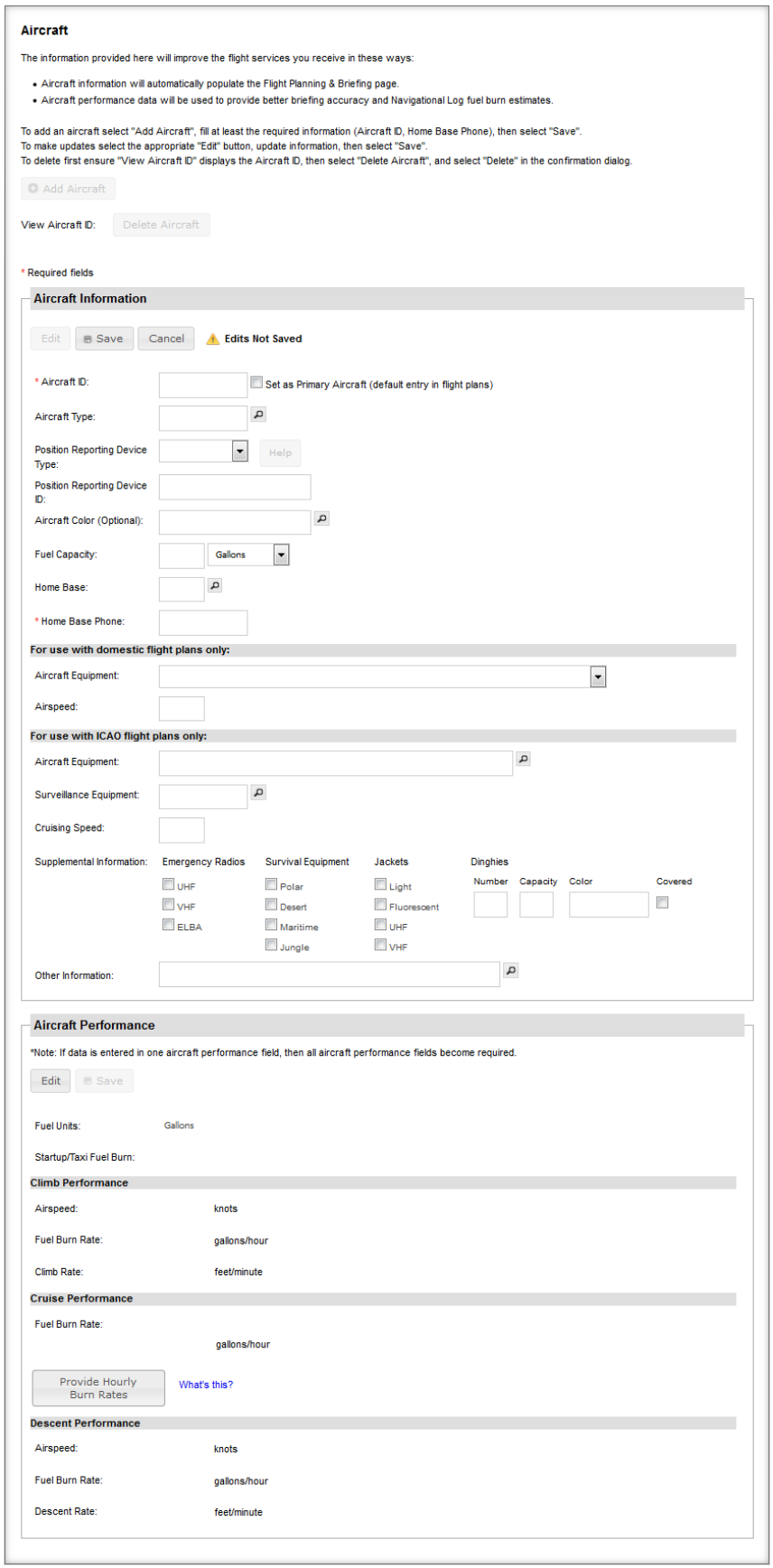
The first legend is the **Aircraft Information** box.

In this legend pilots can enter the details of their aircraft. Please note that pilots can update any field in this legend at a later date if needed. The information from this legend will be pre-populated in the corresponding fields on the Flight Planning & Briefing 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 Pilot Dashboard->Advanced Services Dashboard.

Note: If Garmin inReach (DeLorme) is selected, an authentication code (provided by Garmin inReach (DeLorme)) must be appended to the device ID in order for the aircraft to be successfully saved to the profile. Enter the IMEI (device ID), a hyphen, and the 5 digit authentication code (no spaces).

Each installed and portable special device must have a unique device ID. Duplicates are not allowed.

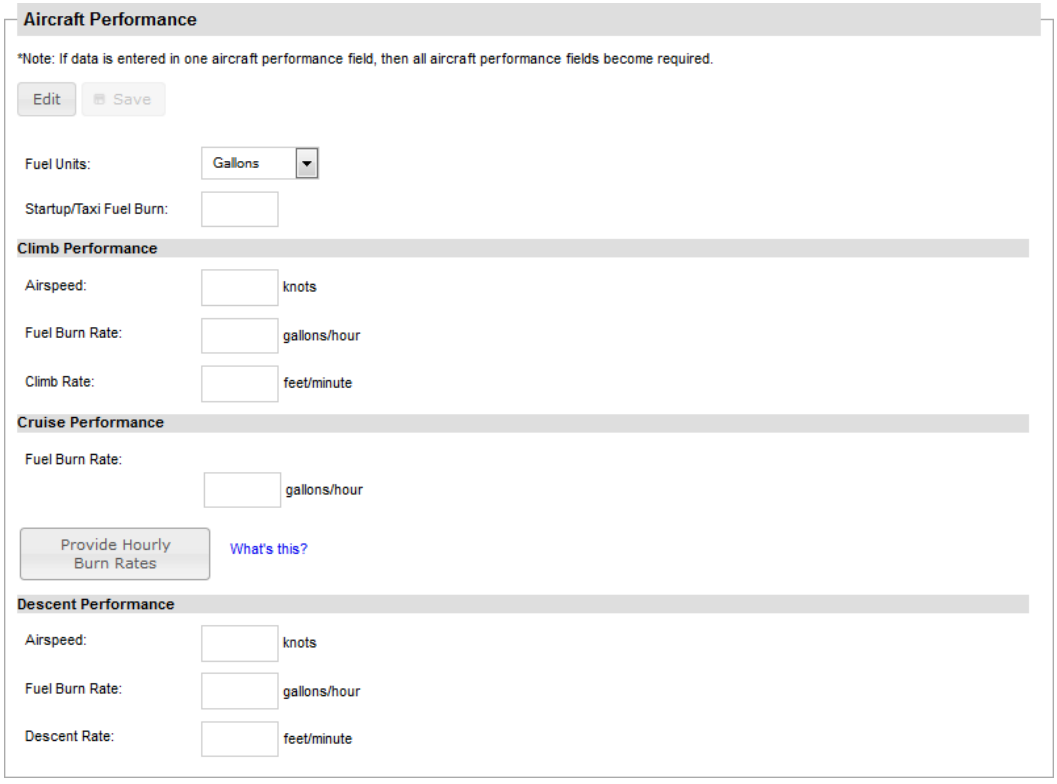

Aircraft
The information provided here will improve the flight services you receive in these ways:
• Aircraft information will automatically populate the Flight Planning & Briefing page.
• Aircraft performance data will be used to provide better briefing accuracy and Navigational Log fuel burn estimates.
To add an aircraft select "Add Aircraft", fill at least the required information (Aircraft ID, Home Base Phone), then select "Save".
To make updates select the appropriate "Edit" button, update information, then select "Save".
To delete first ensure "View Aircraft ID" displays the Aircraft ID, then select "Delete Aircraft", and select "Delete" in the confirmation dialog.
Add Aircraft
View Aircraft ID:
Delete Aircraft
* Required fields
Aircraft Information
Edit
Save
Cancel
Edits Not Saved
* Aircraft ID:
Set as Primary Aircraft (default entry in flight plans)
Aircraft Type:
Position Reporting Device Type:
Help
Position Reporting Device ID:
Aircraft Color (Optional):
Fuel Capacity:
Gallons
Home Base:
* Home Base Phone:
For use with domestic flight plans only:
Aircraft Equipment:
Airspeed:
For use with ICAO flight plans only:
Aircraft Equipment:
Surveillance Equipment:
Cruising Speed:
Supplemental Information:
Emergency Radios
UHF
VHF
ELBA
Survival Equipment
Polar
Desert
Maritime
Jungle
Jackets
Light
Fluorescent
UHF
VHF
Dinghies
Number
Capacity
Color
Covered
Other Information:
Aircraft Performance
*Note: If data is entered in one aircraft performance field, then all aircraft performance fields become required.
Edit
Save
Fuel Units:
Gallons
Startup/Taxi Fuel Burn:
Climb Performance
Airspeed:
knots
Fuel Burn Rate:
gallons/hour
Climb Rate:
feet/minute
Cruise Performance
Fuel Burn Rate:
gallons/hour
Provide Hourly Burn Rates
What's this?
Descent Performance
Airspeed:
knots
Fuel Burn Rate:
gallons/hour
Descent Rate:
feet/minute

The second legend is the **Aircraft Performance** box.

In this legend pilots can enter the performance data of the aircraft previously entered into the Aircraft Information legend. Please note that pilots can update the fields in this legend 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, and Departure Time Evaluation. The availability of the performance data will improve the fuel consumption estimates and accuracy of the time enroute calculations provided in the Navigation Log and Altitude Optimization dialogs. It will improve the accuracy of the estimated intersection times provided in the NextGen Route Briefings and the Evaluate Departure Time dialog. Aircraft performance data is not required. If aircraft performance data is not provided the fuel consumption will not be calculated. The time enroute and estimated intersection times will be based on the airspeed provided in the flight plan and will not include the aircrafts climb and descend characteristics. Following sections constitute Aircraft's Performance profile.

- Startup/Taxi Fuel Burn
- Climb Performance
- Cruise Performance
- Descent Performance



- **Startup/Taxi Fuel Burn**
  Fuel used during startup/taxi which will be added to the fuel used in the first leg of the flight.

Fuel Consumed - representing units selected above in the format, 1-6 digits; minimum 0.1, maximum 99999.9.

- **Climb Performance**
  Parameters used to calculate the fuel burn for the climb portion of the flight plan.
  Airspeed - representing knots in the format, 1-4 digits; minimum 1, maximum 3700.

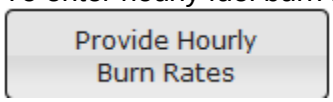
  Fuel Burn Rate - representing units selected above in the format, 1-5 digits; minimum 0.1, maximum 9999.9.

  Climb Rate - representing ft/min in the format 1-5 digits; minimum 1, maximum 99999.

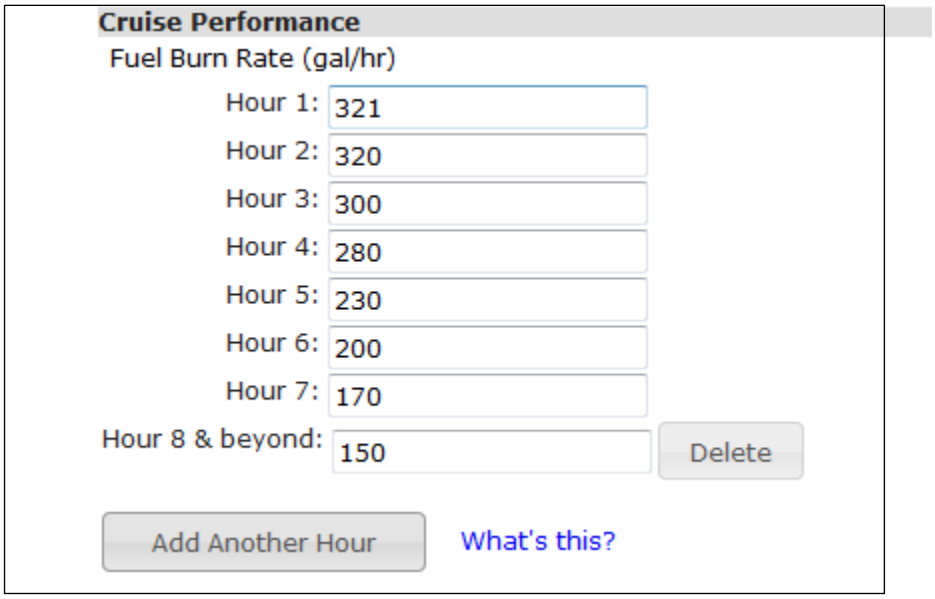
- **Cruise Performance**
  Parameter used to calculate the fuel burn for the cruise portion of the flight plan.

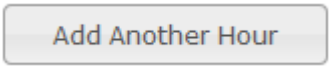
  Fuel Burn Rate - representing units selected above in the format, 1-5 digits; minimum 0.1, maximum 9999.9.

  To enter hourly fuel burn rates, click on the following button:

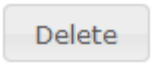
  

  Fuel Burn Rate for Cruise Performance can be entered in increments of hours for a total of 8 hours. These values enable the system to improve the accuracy of the fuel consumption estimate. If a flight exceeds the total number of Hourly Burn Rate entries, the system will use the last hourly entry for the remainder of the cruise portion of the flight. If Hourly Burn Rates are not provided, the system will use the single Cruise Performance Fuel Burn Rate for the cruise portion of the flight.

  Hourly Fuel Burn Rates can be added, up to a maximum of 8 hours, by clicking on 

  button.

By clicking  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.

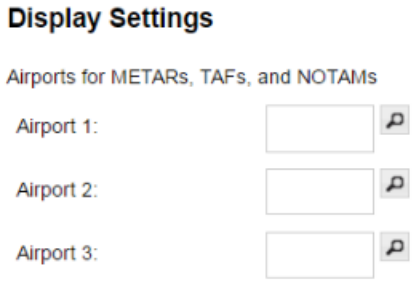
  Fuel Burn Rate - representing units selected above in the format, 1-5 digits; minimum 0.1, maximum 9999.9.

  Descent Rate - representing ft/min in the format 1-5 digits; minimum 1, maximum 99999.

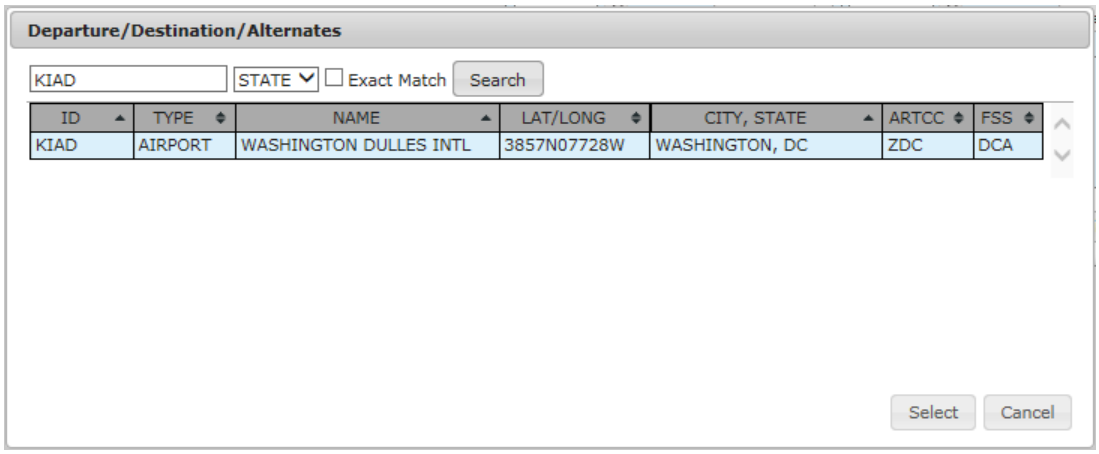
c. Display Settings

Pilots can add a maximum of three airports and four graphic weather products to be displayed on the Pilot Dashboard page. See "Pilot Dashboard page" section of this document for a discussion of the default weather products and airports.

The **Airports for METARs, TAFs, and NOTAMs** section allows you to select the airports that will display that information on the Pilot Dashboard page. 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.

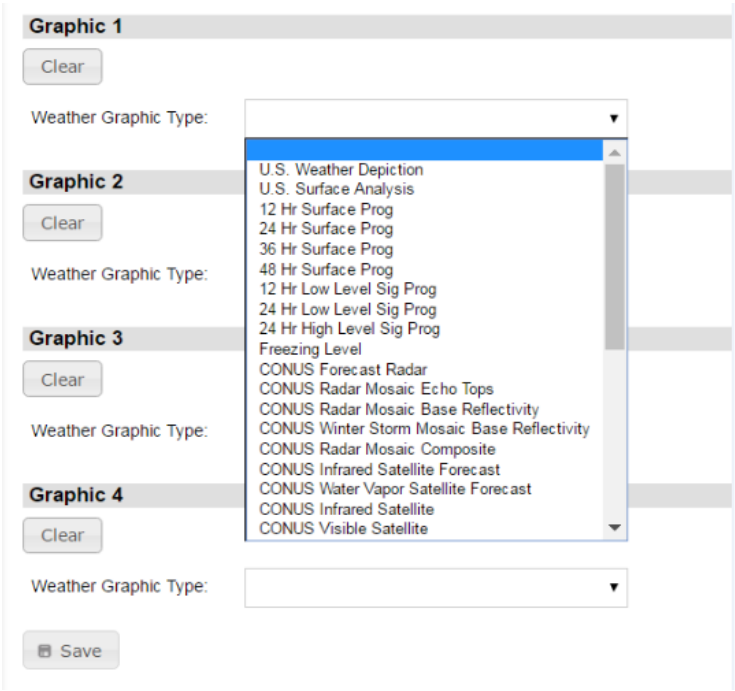


Flight Plan Helper Menu and Dialogs for Departure/Destination/Alternates for airports.



The next four legends are the **Graphic** boxes.

Pilots can use the drop down to select the type of Weather Graphic to display on the Pilot Dashboard page.



If one of the CONUS (excluding CONUS Radar Summary), Hawaii, or Alaska options are chosen from the dropdown, pilots will be required to enter an Airport and Range. Upon clicking the Save button, the system will display the message “Airport is required” and/or “Range is required” to the right of the text boxes if these fields are left blank. If the fields are not filled in correctly, “Airport is invalid” and/or “Range is invalid” will be displayed.

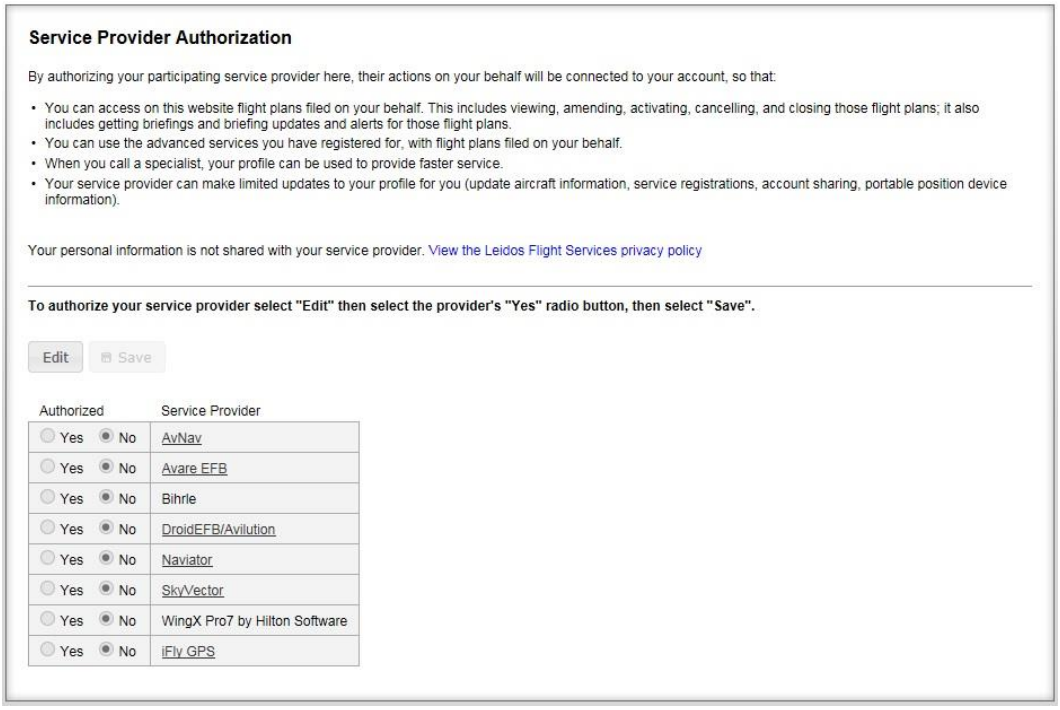
To clear the Graphic field click on Clear button.

d. Service Provider Authorization

This page has a list of service providers that are available for selection.

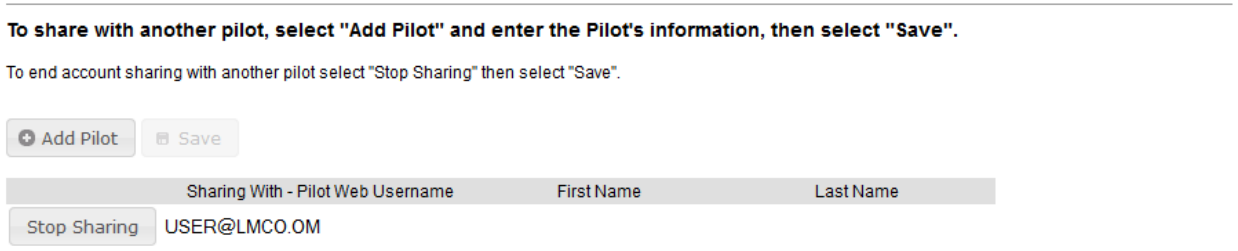
In order for you to use external flight service providers, you must authorize them to work with Leidos Flight Service on your behalf in order to perform actions using your Pilot Web account. These actions can include, but are not limited to, flight planning actions, weather data retrieval, and Pilot Web account updates.

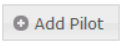
You can authorize any number of service providers based on your preference.



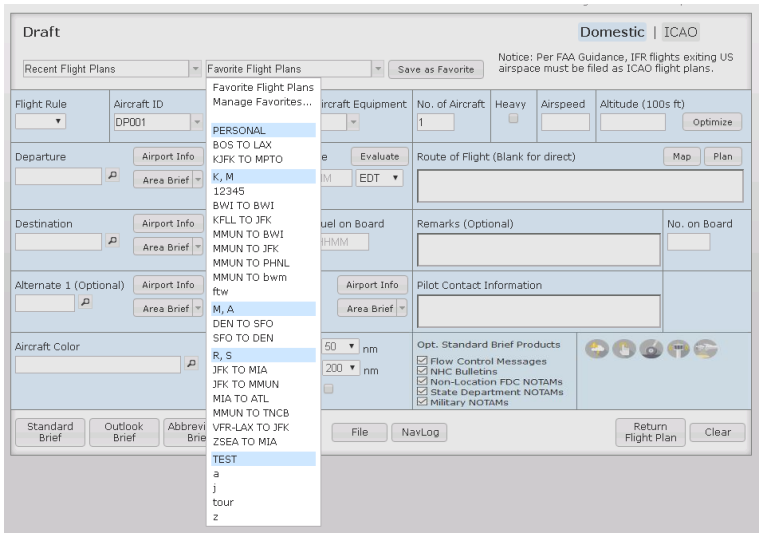
e. Aircraft & Favorite Plan Sharing

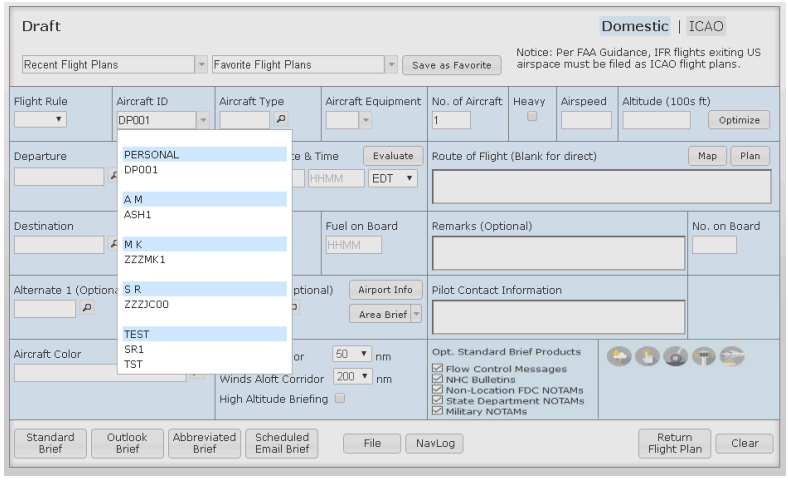
In the **To share with another pilot** legend, pilots can choose to share their favorite flight plans and aircraft profiles with other users.



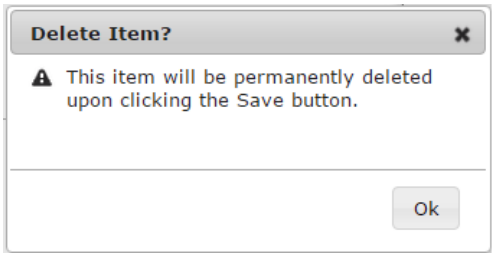
Pilots can click on 

to add the user's information. Inputted email address is validated syntactically and semantically to check if the username exists. On sharing, the user will be able to view and select your Aircraft from the Pilot Dashboard page. User will also be able to view and select both Favorite Flight Plans and/or Aircraft from the Flight Planning page.





To stop sharing with the user, click on Stop Sharing next to the name of that user. A pop up box will appear in the center of the screen asking to confirm the deletion.



f. Change Password

Reference section **Change Password**

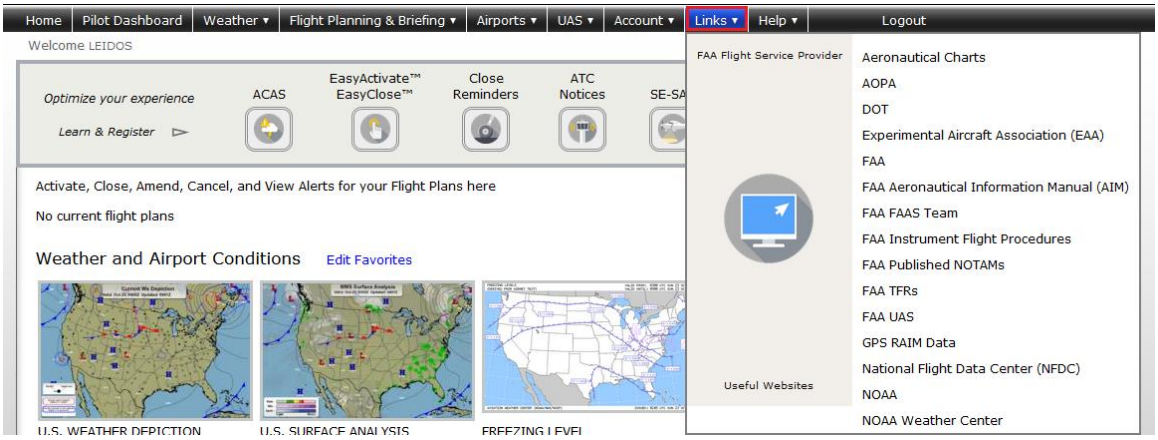
g. Change Username

Reference section **Change Usernamess**

12. Links

Hovering over Links in the menu bar, causes a drop-down to appear. It contains the links shown below.

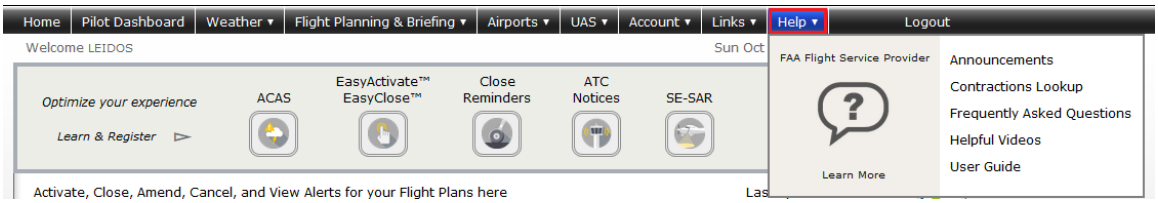
a. Aeronautical Charts
b. AOPA
c. DOT
d. FAA
e. FAA FAAS Team
f. FAA Instrument Flight Procedures
g. FAA Published NOTAMs
h. FAA TFRs
i. FAA UAS
j. GPS RAIM Data
k. NOAA
l. NOAA Weather Center



13. Help

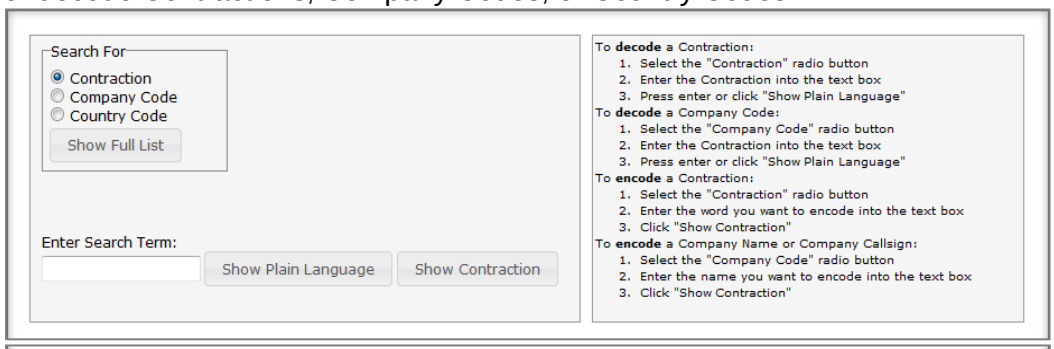
Hovering over Help in the menu bar causes a drop-down menu to be displayed. It contains the links shown below.

a. Announcements
b. Contractions Lookup
c. Frequently Asked Questions
d. Helpful Videos
e. User Guide



- Selecting Announcements will display the announcements page for the Leidos Flight Service (LFS) Website.

- Selecting Contractions Lookup will display the page allowing the user to encode or decode Contractions, Company Codes, or Country Codes.



Misc. Aircraft Types

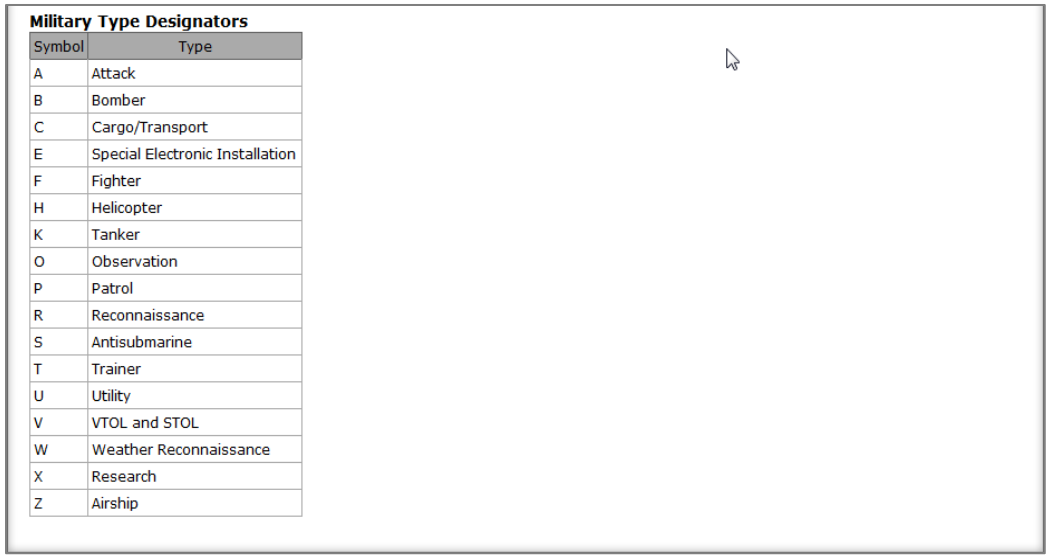
Type	Designator
Balloons	BALL
Gliders, sailplanes	GLID
Ultralight/microlight autogyro's	GYRO
Airships	SHIP
Ultralight/microlight helicopters	UHEL
Ultralight/microlight aircraft	ULAC
Aircraft types not (yet) assigned a designator	ZZZZ

Homebuilt/Experimental Aircraft

Criteria	Designator	Climb Rate (FPM)	Descent Rate (FPM)	SRS Category
Aircraft with cruise (indicated) airspeeds of 100 knots or less	HXA	500	500	I
Aircraft with cruise (indicated) airspeeds of greater than 100 knots, up to and including 200 knots	HXB	750	750	I
Aircraft with cruise (indicated) airspeeds of greater than 200 knots	HXC	1,000	1,000	I

Weight Classes

Code	Type
/S	Small - U.S. designated aircraft of 12,500 lbs or less
/S+	Small 'Plus' U.S. designated aircraft weighing between 12,500 and 41,000 lbs
/Lt	Light ICAO designated aircraft of 15,500 lbs or less
/L	Large U.S. designated aircraft of more than 41,000 lbs, up to 255,000 lbs
/M	Medium ICAO designated aircraft of more than 15,500 lbs and less than 300,000 lbs
/H	Heavy U.S. designated aircraft of 255,000 lbs or more. ICAO designated aircraft of 300,000 lbs or more

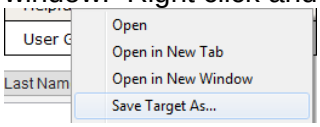


Military Type Designators

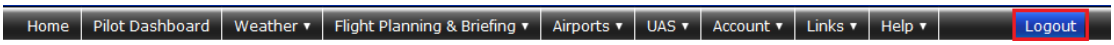
Symbol	Type
A	Attack
B	Bomber
C	Cargo/Transport
E	Special Electronic Installation
F	Fighter
H	Helicopter
K	Tanker
O	Observation
P	Patrol
R	Reconnaissance
S	Antisubmarine
T	Trainer
U	Utility
V	VTOL and STOL
W	Weather Reconnaissance
X	Research
Z	Airship

SSS

- 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



14. Logout



To log out, click “Logout” at the far right of the menu bar. If you are not logged in, “Logout” does not appear in the menu bar.