



## Flight Planning on Web DUATS

The flight planner on the Web DUATS is a powerful and accurate tool. It provides you with a proposed route that has been optimized for shortest distance and least fuel burn using by using real time wind aloft forecasts. To get started, you must first establish an aircraft profile. To do this select the "aircraft profile" button on the flight planner section of the main menu. Follow the directions there and complete as accurate of a profile that you can for your aircraft.

Once you have entered the aircraft profile, return to the main menu and select the "flight planner" button. Then select the aircraft profile you would like to use from the dropdown menu.

Departure:  Destination:

Aircraft profile for flight plan:

Route of flight:  
(enter user selected routing in box to right)

or

There are several options available from the route of flight dropdown menu. **All options are "Auto-Routing" except for User Selected Routing.** If you do not wish to use auto-routing you must select User Selected Routing and enter the desired route in the box to the right. Unless otherwise selected, all routes will be the shortest distance using the type of navigation selected.

The auto-routing feature will **NOT** take into account any restricted airspace, prohibited airspace, or temporary flight restrictions. **It is the pilot's responsibly to ensure that the route generated meets all regulatory and airspace requirements of the National Air Space.**

The following are the options available for the flight planner:

**Low-Altitude Airway Auto-Routing** – This route will automatically select the shortest route using Victor Airways

**Low Airway Auto-Routing /SID/STAR** – This route works exactly the same as the low altitude auto routing except this time you will also have the option of including SIDs and STARs.

**Jet Auto Routing** – This will automatically select the shortest route using Jet airways. This auto routing will always ask for a SID or STAR.

**VOR-Direct Auto Routing** – This routing will choose the most direct route from VOR to VOR without using any airways. This way does NOT take into account service volumes.

**Direct Routing for GPS/LORAN** – This route is a direct great circle route. It will automatically create a number of reference waypoints along the route. Since GPS and LORAN are earth referenced navigation systems, the distance used is **ACTUAL Distance.**

**Direct Routing for RNAV** - This route is a direct great circle route. It will automatically create a number of reference waypoints along the route. Since NAVAIDS are ground referenced, the distance used is **SLANT RANGE.**

**User defined Routing** – This is the only option that does not use auto routing unless specified. With this option you must enter a route in the box to the right or the flight planner will compute a direct route.

Use any of the following options in any combination to enter a route in User defined Routing:

**Direct** – To specify direct you can simply use a space between two waypoints - i.e. MRB LDN.

**Airways** – To use an airway insert the route between the entry and exit points that you wish to use along the route separating each with a space - i.e. HYK V4 HVQ. Both Jet airways and victor airways are formatted this way. To find valid entry and exit points, go back to the main menu and enter the airway into the "Encode Decode and Contractions" section and select the "Decode" button. You will be presented with all the valid points for that airway.

**SIDs/STARs** – Enter the SID/STAR name as it appears in the parenthesis on your chart; add a space then the transition - i.e. RST3 ALO or AXN GEP5. You can also use a dot instead of a space, i.e. RST3.ALO or AXN.GEP5.

**Fix Radial/DME** – You can specify a waypoint using a radial distance from a VOR. The format is always the same the fix name followed by 3 characters for the radial and 3 characters for the DME - i.e. AML250036 or BOS020006.

**Latitude and Longitude** - Latitude and longitude information is specified in the form "lat/lon" where either lat or lon may be:

2/3 digits (degrees: dd/ddd) 43/122

4/5 digits (degrees and minutes: ddmm/dddmm) 4315/12236

6/7 digits (degrees minutes seconds ddmms/dddmss)

431512/1223655

8/9 digits (degrees minutes seconds tenths ddmmsst/dddmssst)

4315126/12236557

**Auto Routing Waypoints** – Even in user defined routing you can add auto routing. This is best utilized if you want to fly over specific points and then have the computer auto route between your selected points. See the following examples:

MRB \*A JFK - This will fly you to MRB then compute a victor airway route to JFK

GFK \*J GEP - This will fly to GFK then compute a jet route to GEP

*continued on back*

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ALB \*V DTW - This will compute a VOR to VOR route between ALB and DTW

LDN \*G GSI - This will compute a direct route using GPS/LORAN

LDN \*R GSI - This will compute a direct route using RNAV

No matter what option you use, the resulting output will be a flight log with your optimized flight route. This is always compared to the great circle route for your information. If you are not satisfied with the route you can go back and redo the route as many times as you want using different options until you find one you like. In the next DUATS Flyer we will look at the options for the flight log.

**How to file SID/STAR**

(SEG SEG3) 08101  
**SELINGROVE THREE ARRIVAL**

POTOMAC APP CON  
 126.1 338.25  
 DULLES ATIS  
 134.85

WILLIAMSPORT  
 114.4 FQM  
 Chan 91  
 N41°20.31' - W76°46.49'  
 L-30, H-10-12

MAA 17500  
 5000  
 1900

To file a SID/STAR using DUATS you must first know what the computer calls the SID/STAR in the database. This example shows the Selingsgrove three arrival at Dulles. At the top of the page you see a coded name in parenthesis. This is the

name of this arrival that is in the computer.

To enter the route into your flight plan you will also need to choose a transition. Without a transition the center computer may reject the flight plan.

The transitions can be found at the bottom of the arrival or on the narrative page. These are the **only** transitions that the computer will accept, in this example SEG.SEG3 will **not** be accepted because it is not listed as an available transition.

NOTE: Chart not to scale

WILKES-BARRE TRANSITION (LVZ SEG3):  
 From over LVZ VORTAC via LVZ R-246 and SEG R-075 to SEG VORTAC. Thence...

WILLIAMSPORT TRANSITION (FQM SEG3):  
 From over FQM VOR/DME via FQM R-176 and SEG R-017 to SEG VORTAC. Thence....

...From over SEG via SEG R-201 to LEGGO, then via SEG R-201 to PRTZL, then via SEG R-201 to HYPER, then via MRB R-065 to MULRR, then via AML R-016 to AML. Expect radar vectors to final approach course

WASHINGTON DULLES I

For this example we will use the Williamsport transition. So we will enter FQM SEG3 in our route to request the Selingsgrove three arrival with the transition of Williamsport.

There is one exception, however, when filing SIDs. SIDs that are known as vectored departures can **never** be filed and will not be accepted by the centers computer. These SIDs are to be assigned by the departure controller. The O'Hare four departure cannot be

(WATSN.WATSN1) 08325 ST-1  
**WATSN ONE ARRIVAL (RNAV)**

CHICAGO APP CON  
 135.4 2691.9  
 135.4 2691.9

R due to

135.4 2691.9

135.4 2691.9

135.4 2691.9

filed because it lists no transitions. To file this route simply use the fix you are requesting as the first fix on your route.

If you are filing at SID/STAR that contains the (RNAV) tag, you must file using the ICAO flight plan form.

**Reset your password Online**

If you haven't used DUATS for a while and have forgotten your password, you can now reset it online. Even if you use Golden Eagle or some other 3rd party interface to CSC DUATS, you can use the website to reset your password.

You need to have your pilot certificate on hand and then go to www.duats.com. In the section labeled "registered Users" locate the line "Forgot your password? Click here." Select "click here" and then on the next page, enter your name, your pilot's certificate number and a new password six to eight printable characters in length. The password is not case sensitive, so you don't have to worry about the caps lock key.

If you have any problems or do not prefer to use the website to change your password, you can always call the CSC DUATS help desk 25 hours a day, 7 days a week at 1-800-345-3828.

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