GTE

DUATS Flyer

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Let's Takeoff, and Climb Using Jet Routings

As a follow up to “DUATS Flyer” Issue #26, we promised you more on Auto Jet Routing in Web DUATS. Jet Route Auto-Routing selects the shortest path from your origin to the destination using high-altitude airways (Jet Routes). Since the climb profiles of aircraft may be quite different, it is necessary for the user to specify the first and last fix in the jet route system.

Web flight planner will assist you in making these selections by displaying available SIDS and STARS, as well as VOR's up to 100 nautical miles from the airports. SIDs, STARs, and VORs marked with an asterisk (*) are recommended for use as jet route transitions. You will still need to determine which fixes will put you on the airways between departure and destination. Selecting a fix going in the wrong direction can not be used by the flight planner.

Standard Instrument Departures (SIDs) from SAT:
ALAMO2.ELA ALAMO2.GOBBY ALAMO2.HENLY* ALAMO2.HUB* ALAMO2.LFK*
ALAMO2.SAT* ALAMO2.SCY ALAMO2.SEEDS*
BOWIE1.LEJON* BOWIE1.SAT* BOWIE1.SHUCK* BOWIE1.THX
VORs near SAT: SAT* CSI* AUS* JCT* STV
Standard Terminal Arrival Routes (STARs) to PDX:
BONVL.BONVL2 *DLS.BONVL2 *IMB.BONVL2 *PDT.BONVL2
HELNS.HELNS2 *SEA.HELNS2 *YKM.HELNS2
*LMT.MOXEE2 MOXEE.MOXEE2 *OED.MOXEE2
VORs near PDX: UBG* PDX BTG* RDM* EUG* CVO* DLS* OLM* ONP*
"*" Indicates a transition which may be used to enter or leave the jet route system. (Do not enter the "*" as part of the procedure name)

When entering a departure or arrival transition, you may specify
A SID or STAR (ALAMO2.SAT or LMT.MOXEE2, for example), or
a VOR (AUS or UBG, for example), or
a route (SAT JCT, which would be via direct San Antonio, direct JCT, for example).

SID/STAR Filing

GTE DUATS database contains most of the published SID's and STAR's in the U.S. Our database currently contains 281 SID's and 281 STARS's. There are 101 SID's and 41 STAR's that are not provided by the FAA due to route divergence between the various airports served. We are continually updating the database to correct errors and to add the missing SID/STAR's.

Please retain your DUATS Newsletters for Future Reference.

DUATS...Still the Fastest Way into the Air & Still Free

Download the latest version of the Cirrus software 3.03 from either the Internet or place your order by calling 1-800-345-3828 or 1-703-818-4634 or e-mail duats@gsc.gte.com

Data line: 800-767-9989
Tech support: 800-345-3828 press number 4 after operator

Internet Telnet: duats.gtefsd.com

Internet Web: http://www.duats.com

Problem With Some SID/STAR Combinations

This occurs when the exit NAVAID of the SID is the entry of the STAR (i.e., SNA ANAHM2 LHS ARVIN1 BFL). DUATS response with "SID/STAR group id is not a valid route element". The correct workaround is to file to the exit fix of the SID then direct to the destination In REMARKS enter the requested Star to notify the controller that you plan to use a STAR at destination. We have only identified two of these combinations the one above and a DFW-HOU route. We are working on a fix.

How does the Flight Planner Apply Wind?

When using the flight planner, wind information is automatically applied to each leg of the flight. The more legs you have, the more wind information you will get. Auto routing done by the flight planner usually provides legs and applies wind averages for each. However, going direct when using "User Defined Routing" will only calculate one wind average for the entire route. To make sure you take advantage of the wind calculations applied to the performance of your aircraft, you should flight plan with multiple legs.

Abbreviated Route Weather (Cirrus)

Need a weather briefing but don't want all of the weather you get with a *Standard Briefing?* There are several options available through DUATS that will provide you a subset of the weather available with a standard briefing. *Abbreviated Route* is one such briefing. Just like your standard briefing, you will be given weather within a defined corridor that you have selected. The *Abbreivated Route* briefing lets you get specific weather types so you are not saturated with information you don't need. Just select **"Abbreviated WX: Route"** from

the DUATS Command List and fill in the dialog boxes:

Departure Time: (Required) Enter proposed DEPARTURE TIME in Universal Coordinated Time (UTC) as (hhmm), or (+mmmm) format. For more information, see Converting Local Time to UTC.

Example: hhmm - 2200. **Example 2:** +mmmm, where mmmm is the number of minutes past the current time (e.g., +45). Valid numbers are from +0 to +1439 minutes.

Altitude: (Required) Enter requested altitude in a Flight Level format.
Example 1: 120 for 12,000 feet.
Example 2: 80 for 8,000 feet. No "leading" zeros are required.

Estimated Time Enroute: Only required when requesting Winds (FD). Enter estimated time enroute as hhmm.
Example: 0230 (2 hours and 30 minutes)

Aircraft ID: (Required) Enter aircraft registration number, or select one from the aircraft database.

Briefing Type: Several optional weather selections and output weather briefings are available. The system defaults to FAA Weather, Plain Language is optional. Either or both may be selected. Other weather and NOTAM options may be offered in this block depending on the type of weather briefing selected **(Standard, Outlook, or Abbreviated)**

FAA Weather: (Default) Standard FAA Aviation coded weather format.

Plain Language: (Optional) Selecting this option provides plain English translation of the FAA weather. When selecting Plain Language the PLAIN LANGUAGE TIME ZONE button will be available. Selection of a time zone will convert all times in the weather text to the specified local time.

Select Weather Types: Click on this button to display a pop up list of all FAA Aviation Weather types. Click on the types to select or de-select them (selected types have check marks). You can also use the arrow keys to scroll to the desired item and select or de-select using the SPACEBAR. Types selected will be displayed for the specific location selected if that location reports that type of weather.

Advisories: All advisories are **OPTIONAL**.

General FDC NOTAMs: (Will not be available unless you have selected FDC NOTAMs as a Selected Weather Type) Checking this box adds Flight Data Center (FDC) NOTAMs that are not associated with an affected facility identifier within your briefing corridor. Some of these NOTAMs are worldwide in scope and may go on for many pages.

Adverse Weather: Checking this box will provide adverse weather associated with the requested route of flight or area. Weather types presented are FA, WW, WS, CWA, WST, and WA. (These can be individually selected by checking them in the Select Weather Types box.)

Tropical Depression/Hurricane Advisories: Atlantic, Pacific, and Gulf advisories are provided. When requested you will get all reports currently available.

Departure: (Required) Enter LOCATION ID. Either three or four character identifier may be used. **Example:** BOS or KBOS. If the flight planning chart was used this field will already have the departure location id entered.

Destination: (Required) Enter LOCATION ID. Either three or four character identifier may be used. **Example:** BOS or KBOS. If the flight planning chart was used this field will already have the destination location id entered.

Route: (Optional) Enter standard route elements, such as NAVAIDS, Airports, Airways, etc. separated with a space. Leaving this box blank or entering "direct" will generate a briefing based on a great circle.

Alternate: (Optional) Enter LOCATION ID (Max of 5). Either three or four character identifier may be used. **Example:** BOS or KBOS.

Weather Corridor Width: (Required) Determines the weather provided within a specified corridor along the requested route of flight. The default is 50 NM. User may select 10-100 NM in 5 NM increments. **Example:** An input of 40 will display weather within 20 NM each side of the route of flight.

Winds Corridor Width: If you have selected Winds Aloft (FD) this option becomes available. This feature determines the winds provided within the specified corridor along the requested route of flight. User may select 100-600 NM in 50 NM increments. **Example:** An input of 150 will display winds within 75 NM each side of the route of flight. DUATS interpolates the wind for requested flight level and displays it in a column added to the right of the FD's.

Plain Language Time Zone: (Optional) This box is only available when Plain Language is selected as a Briefing Type.

OK: Choose the OK button to complete your entries to this script.

The request will now appear in the "Scripts Command" box and is ready for you to dial.

Cancel: Choose the Cancel button to abandon this script.

Note: Pressing F1 while in a dialog box such as Abbreviated Weather, will provide the user with a help screen giving examples of the information being requested.

Abbreviated Route Weather (Web DUATS)

You will be asked to provide the same information when using either Cirrus or Web DUATS. The input provided in Web DUATS is the same as Cirrus, excluding the following five items:

Departure Time: Web accepts both (hhmm) and (mmmm) formats. However, in Web DUATS do not put a + sign before the minutes requested. When using (hhmm) you also can select any time zone including UTC. Using the drop-down list, you can select a local time zone and Web DUATS will make the conversion to UTC for you.

Output Format: Web DUATS does not default to FAA un-decoded weather. If you have selected minutes from now you must select a time zone from the drop-down list. If you have selected a time zone from the list you do not have to make any selection here.

Weather Product Selection: This is the same feature as **Select Weather Types** in Cirrus, just a different title.

Submit Request: Serves the same function as **OK**, plus dial.

Help: Is provided throughout Web DUATS through statements on the page and "hyperlinks" to help and data screens.

New Modem Bank

Our goal was to upgrade our modem bank to 56K. It has taken a lot of time and energy to insure there are as few problems as possible. This does not mean that everyone will connect error free. If you do experience a problem please let us know. Our e-mail address is duats@gsc.gte.com. The more details provided the easier it will be to determine the problem and provide technical assistance.
Note: The new modem bank requires the data-bytes to be set to "8"; parity: "none"; and stop bits: "1" (N, 8,1). If you encounter a problem, check your modem parity setting first before calling or sending an e-mail.