

## DUATS FREE FAA Flight Planning Service by DynCorp

At the Northwest Conference in Puyallup, Washington we realized that many of the pilots visiting our booth were not aware that DynCorp's DUATS is a FREE program funded by the FAA. Many of those who had not previously signed up for our service did not know that there are no charges, fees, or hidden costs.

What is DUATS? DUATS provides pilots current and forecasted weather in both text and graphic format, NOTAMs, and a user friendly flight planning service. Accessible through personal computers, PDA's, and other devices supporting telephone and internet, DUATS offers:

- Flight plan processing
- Text and graphic weather briefing
- NOTAMs
- Flight route validation
- Optimized flight planner
- Search and Rescue information for the FAA
- Plain language translation of FAA aviation weather

### How do I get DUATS?

All you have to do to get DUATS is to register. There is nothing to buy - just sign up and begin using the service. To register in DUATS you must have a Pilot Certificate and a current Medical. If you attempt to register and are denied access it may be because you have entered your

name or certificate number incorrectly. If you are having trouble registering, please see the information below - you may not be in the FAA Pilot Database currently in DUATS. The database that DUATS uses to validate initial registrations comes from the FAA, and may be as many as up to 90 days behind actual events.

Here are the documents required:

STATUS	REQUIREMENT
Pilots	Copy of airman and medical certificates
Student Pilots	Copy of medical/student pilot certificate
Flight Instructors Without Current Medicals	Copy of airman certificate and current flight instructor certificate
Aviation Ground Instructors (AGI)	Copy of current AGI certificate
Glider Pilots, Balloon Pilots	Copy of airman certificate
Ultralight Pilots	Copy of United States Ultralight Association (USUA) registration card, showing registration number

You may send this information to DynCorp either by e-mail, fax, or US Postal Service.

**e-mail:** E-mail the information, including a readable, scanned-in image of your certificate(s) in jpg or gif format to [duats@duats.com](mailto:duats@duats.com). Please do not send other image formats. If you are sending more than one image, send each image as a separate e-mail attachment - do not use zip or other archive formats. In the text portion of your email, please include your name as it appears on your certificate and your certificate number.

**fax:** Send by fax to 1-703-818-4723.

**mail:** Mail your information to:  
DynCorp Information Systems LLC  
FAA DUATS Program - NMOC  
15000 Conference Center Drive  
Chantilly, VA 20151

DynCorp will reply to you by e-mail, fax, or phone when you have been added to the database. Once you've been added to the database, simply return to <http://www.duats.com> to sign up for access to DynCorp DUATS on the Web. Click on the New User Registration button and follow the prompts. For further assistance, please call our toll-free support line at 1-800-345-3828, 24 hours per day, 7 days per week.

*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 4.0 from either the Internet or place your order by calling 1-800-345-3828 or 1-703-818-4634 or e-mail [duats@dyncorp.com](mailto:duats@dyncorp.com)

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

FAX: 703-818-4723

Internet Telnet: [direct.duats.com](http://direct.duats.com)  
Internet Web: <http://www.duats.com>

If you do not fall into one of the categories listed above, submit a short descriptive statement why you should have access to DUATS along with any aviation certifications you might have to the FAA. The address is:

Federal Aviation Administration  
800 Independence Avenue, SW  
Room 635  
Washington, DC 20591

## Frequently Asked Questions

### Q: How do I get the Cirrus Program?

A: Cirrus is available on CD. We will be happy to mail a copy or you can pick one up at any of the shows we attend. See the DUATS show schedule in this issue. The program can also be distributed by e-mail, or downloaded from our web site ([www.duats.com](http://www.duats.com)).

### Q: How can I get copies of the DUATS Flyer?

A: Initial distribution is the AOPA Pilot Magazine. Copies of our Flyers are also available on the "DUATS Flyer Newsletters" page, located on the Web DUATS homepage ([www.duats.com](http://www.duats.com)). These newsletters are available as PDF files. The Acrobat format is for downloading, viewing and printing copies in the original Newsletter form. If you do not presently have Acrobat Reader, click on the Acrobat link to download the current version. We will also mail copies of the Flyers to you. Send your request to:

DynCorp Information Systems LLC  
FAA DUATS - Marketing Department  
15000 Conference Center Drive  
Chantilly, VA 20151

### Q: Do I need a separate access code and password for Web DUATS and Cirrus?

A: No! The same access code and password will work for either Cirrus or Web DUATS.

### Q: Is there any difference between Web DUATS and Cirrus?

A: The only difference is that Web DUATS is browser based and Cirrus is Windows based. Both programs provide the pilot with forms. Information is filled in, Web or Cirrus formats the data and sends it to the DUATS computer in Chantilly, VA. Processing is done in Chantilly and requested information is transmitted for display in the program being used. **No data processing is done in either Web DUATS or Cirrus.**

### Q: How does DUATS process and deliver a flight plan to the FAA?

1) DUATS sends IFR and VFR flight plans to the ARTCC and Flight Services respectively. Upon filing, DUATS presents a message with the ID of the facility, and the time DUATS will transmit the plan. Normally DUATS sends IFR flight plans 2 hours prior to the proposed departure time and VFR flight plans 1 hour prior to the proposed departure time. However, FAA facilities can and sometimes do request flight plan deliveries earlier. DUATS has control of the flight plan until the delivery time indicated in the message and flight plans can be amended or canceled in DUATS until they are sent to the appropriate facility.

2) Unless the aircraft is Coast Guard or Lifeguard, DUATS will not accept any flight plan filed less than 30 minutes of the proposed departure time.

### Q: Frequently, Flight Plans filed through DUATS requires Full Route Clearance (FRC) Readback. Why?

A: Many times ARTCC will not accept the flight plan. DUATS must insert a waypoint to insure ARTCC's computer accepts the flight plan. Reason: the point that is used to transition off of the route is not in the database of the departure ARTCC. For example: V12 starts at GAVIOTA, CA and ends at POTTSTOWN, PA. It is unlikely that Los Angeles ARTCC has the intersection TRUNC (in OHIO) in the database. Therefore, Los Angeles ARTCC would not accept the route GVO V12 TRUNC. The rule of thumb is that the ARTCC has all intersections and NAVAIDS on every route within their airspace and as a minimum the first NAVAID along the route outside of their airspace. A route of GVO V12 DRK V12 TRUNC would be accepted. To decrease the likelihood that FRC will be necessary, it is recommended to enter the first

#### Schedule of Tradeshows

Women in Aviation	March 22-24	Reno, NV
Sun-N-Fun EAA Fly-In	April 8-14	Tampa, FL
Alaska Expo	May 19-20	Anchorage, AK
Oshkosh	July 25-8/1	Oshkosh, WI
Golden West Aviation	September 8-9	Sacramento, CA
Oregon Air Fair	September 15-16	Albany, OR
NBAA	September 18-20	New Orleans, LA
American Bonanza Society	October 10-14	Mobile, AL
AOPA 2001	November 8-10	Ft. Lauderdale, FL

NAVAID outside an ARTCC's area into the route on any airway. This is true anytime a route transitions from one ARTCC to another along the route.

For point-to-point navigation flight plans, DUATS will search along the filed route. At the first point outside the departing ARTCC, place the latitude/longitude into the route of the external point. On the route above, if the route was GVO TRUNC, DUATS would insert the Lat/Long of TRUNC into the route: EXAMPLE: GVO 4002/08410 TRUNC, and insert in the Remarks field: 4002/08410 IS TRUNC. The Los Angeles ARTCC computer does not have data on the intersection TRUNC, but knows Lat/Long anywhere in the world.

### Q: How do I know that the elements entered into my flight plans will be accepted?

A: All IFR route of flight information is validated by the DUATS computer prior to submission to ARTCC. DUATS has a current database compatible with the data used in each center in the US. If the information you are using is current to the last 56 day FAA update, DUATS will validate the information. If you are using an outdated or incorrect database DUATS will reject some elements. (hundreds of NAVAIDS, Airport, Fixes, and Airways are changed by the FAA every 56 days).

No route validation is done on a VFR flight plan. The route between ABQ and AMA could be 'Interstate 40' and we will forward the flight plan to the correct AFSS. However, DUATS requires that a valid departure point be entered in order to transmit the flight plan to the correct AFSS.

### Q: I filed a VFR flight plan with DUATS and Flight Services did not have the plan when I departed. Why?

A: The most common error is selecting the wrong type of flight plan. When filing any flight plan be sure to select the correct type of flight plan: I = IFR, V = VFR, and D = DVFR.

IFR flight plans are sent to the ARTCC; VFRs are sent to the AFSS responsible for the departure point; DVFRs are sent to the ARTCC, and manually handled by NORAD personnel. Anytime you have a flight plan that is not available, you can request an explanation. DUATS maintains a detailed log of every transaction including pilot input, DUATS output to both FAA and pilot, FAA response to any message sent by DUATS, and all data received by the FAA. We will be more than happy to reconstruct the session and determine the reason for your flight plan not being available.