

## Graphical TFRs Coming In November!!

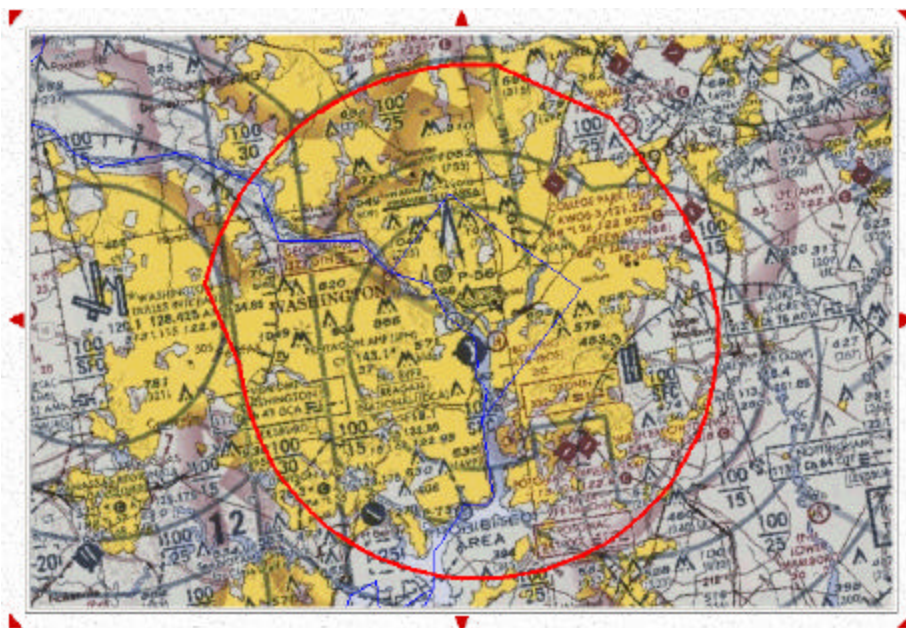
WebDUATS will be adding a new function that will display all of the current Temporary Flight Restrictions (TFRs) textually and graphically. The main page of this new function will show a map of the continental United States, Alaska, Hawaii, and the Caribbean. If a TFR is in effect for a state, the state will be shaded and the locations of the TFRs in that state will be shown on the map. A TFR can be viewed by clicking directly on the TFR or on the shaded state that will take you to a regional map where you can get more detail. When the regional map is presented, the selected state will be centered and a TFR can be viewed by clicking directly on the TFR.

TFRs will also be available in an alphabetical state list by selecting a "TFR List" button.





Continental United States Map with TFR Locations

When you click on the TFR you are interested in, you will be presented with a sectional map with the TFR identified and drawn on it. A synopsis of the TFR and affected Airports, NAVAIDS, and Airways for quick reference will be provided with every graphical TFR. The full NOTAM will be displayed upon request in a separate pop up window.



The graphical TFR page will have functions to help you view the graphical TFR. The buttons with the magnifying glasses and the "+" sign will "zoom in" on the sectional. The buttons with the magnifying glasses and the "-" will "zoom out" on the graphic. The percentage of increase or decrease is always applied to the current displayed graphic.

The  button will reset to the original size of the display.

The  button will center the display on a selected location on the map.

Clicking on the "Full TFR Text" button will display the complete text of the FDC TFR NOTAM.

## Filing IFR Flight Plans

All IFR flight plans filed through DUATS must be validated to insure that the Center HOST computer will accept the flight plan. To be able to do this, DUATS must have current and correct Navigational data for the entire National Air Space. Currently, each Center only has data that is in its own Center boundary plus data for the first FIX/NAVAID

### HIGHLIGHTS AND AFFECTED AIRPORTS, NAVAIDS AND AIRWAYS

TFR BOUNDARY POINTS	DCA 300/15	385655N/0772008W
	CLOCKWISE ALONG DCA 15 NM TO	
	DCA 022/15	390611N/075775W
AFFECTED AIRPORTS	REAGAN NATIONAL	DCA
	FREEWAY AIRPORT	WOO
AIRWAYS	VICTOR	V79
	JET	NONE
NAVAIDS	NOTTINGHAM	CTT

outside its boundary. Because of this, the Center HOST computer will only accept flight plans that meet it's criteria. The rules are:

1. The Departure point, and all route elements within the Center boundary must validate in the Center HOST computer.
2. Flight plans that cross the originating Center's boundary must have the first FIX, or NAVAID outside the Center boundary in the route of flight. A latitude/longitude inserted in the route will also insure flight plan accepted by the HOST computer, however, lat/long cannot be inserted in the route when on an Airway.

Note: Even though accepted by the HOST, the controller may not know the location identified by the lat/long.

Airports, FIXs and NAVAIDs in DUATS match Center data, except for an occasional "unnamed" crossing airway FIX. DUATS has all "unnamed" crossing FIXs in the system. Some Centers do not store or "adapt" some of these "unnamed" crossing FIXs and will error the flight plan. This then requires the plan to be telephoned in by DUATS personnel to the FAA. Normally, these require a Full Route Clearance (FRC) readback when the pilot opens the flight plan.

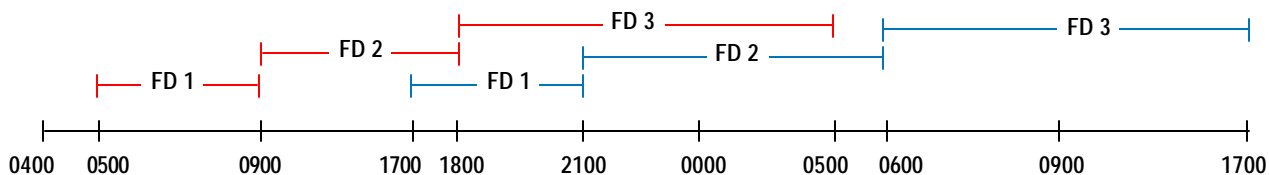
When required, DUATS automatically inserts a lat/long in direct flights to insure HOST acceptance of the flight plan. Direct flights include RNAV, GPS, LORAN, as well as just "A" to "B" to "C" etc. Even though the HOST accepts Radial/DME, they do not meet the basic requirement of the first FIX/NAVAID outside the center bound-

ary and require a FIX, NAVAID or lat/long insertion. Since destination is always an identifiable element, DUATS inserts the lat/long for the destination as the last element of the route and inserts a comment in the Remarks field "Lat/Long is IAD". This is not a change to the flight plan, it is just another way of defining destination to insure Center HOST acceptance.

Flight plans that DUATS cannot automatically correct for HOST acceptance are those flights that use airways and begin on an airway that crosses one or more Center boundaries and does not include the first FIX or NAVAID outside the original Center boundary. These can always be avoided by using the DUATS Flight Planner.

## Winds Aloft

Winds Aloft (FDs) are issued by the National Weather Service twice a day. Each issuance consists of FD 1, FD 2, and FD 3 which cover the 3 to 39 thousand foot level and FD 8, FD 9, and FD 10 which cover the 45 and 53 thousand foot level. The following is a time line for distribution of FD's. (Even though not shown, the FD 8, FD 9, and FD 10 sets are issued at the same time and have the same valid times.)



DUATS receives the first set at approximately 0440 Z and the second set at approximately 1620 Z. Each set of winds received replaces the previous set, so when the FDs depicted in blue are received, the set depicted in red are replaced. Each set is valid for 24 hours and issue times are offset insuring coverage.

As the time line shows, there is considerable overlap so there is almost always a valid forecast wind set available for requested departure and ETE.

DUATS bases the distribution of the winds on departure time and estimated time in route. Normally you will only get one or two sets, however, a flight of longer duration could display as many as three sets of winds.

For an example of when the last part of the flight might not have forecast winds, refer to the red set of FDs. If a request is made between 0901Z and 1659Z for some future departure time, and ETE that will go beyond 0900 the next day, only FD 2 and FD 3 will be available.

### Correction

In the August 2002 Newsletter #40, under Closing VFR/DVFR Flight Plans, the last sentence of the first paragraph should have stated: "If you fail to report or close your flight plan within one half hour after your ETA, search and rescue procedures are started."

*Please retain your DUATS Newsletters for future reference.*

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