

## CSC Graphical TFRs - A picture is worth a thousand words.

TFRs (Temporary Flight Restrictions) have become a very important consideration for pilots when planning a flight. TFRs can be issued at anytime and for anywhere. They can be issued several weeks in advance of the effective time of the restriction or they can be effective immediately upon issuance.

The TFR is officially issued in a FDC NOTAM. The FDC NOTAM is in text only and describes exactly the area, effective time, affected flight, contact, and coordination information. While many TFR areas may be described as circular areas around points, many can be quite complex. It may take quite some time to "plot" a TFR area on a sectional to see if a route of flight might intersect it.

CSC has greatly simplified the task of determining which TFRs will affect your flight plan. Earlier this year we introduced Graphical TFRs, which visually identify all current and future TFRs in the continental US, Alaska, Hawaii, and Caribbean. The features are:

- A TFR quick locator map - As the main page, this allows you to quickly see if any TFRs are in your proposed path of flight. The US map includes outlines of states, and if there is a TFR in any given state, the whole state will be shaded pink. The individual TFRs will appear as dark red objects.
- TFRs represented graphically on Sectionals - When you click on the TFRs on high level map, you will be able to zoom down to an exact graphical representation of the TFR which is drawn on top of a sectional. You will also be able to zoom in and out using zoom buttons provided on the screen.
- TFR Highlights - A synopsis of the TFR is presented in table form below the TFR graphic. This is a quick way of getting the details of the TFR.

- Full TFR text - The full TFR text is available in a pop up window on the TFR graphic page. This provides the complete information for the TFR. If you are a first time user of Graphical TFRs please use the "First Time Users" link. To bring this advanced technology to you, you will be required to download "applets" to your browser. Depending on the level of security defined for your browser, you may be asked permission to download these to your computer. These are necessary to view the CSC graphical TFRs. They are usually only downloaded once and kept by the browser for use in the future.

The Graphical TFRs pages may take time to download, especially if you are

connected via a dial-in modem. Please be patient.

For those who have very slow connections, or prefer not to use the graphic feature, we have made available a "text only" list of TFRs. From this list, which presents all TFRs in alphabetical order by state, you will be able to get the complete TFR text followed by a synopsis of the TFR presented in table form.

Finally, don't forget to review General Flight Restrictions. Because of their nature, they are not represented graphically, but are provided as text in a complete list of all active and future GFRs on the "General Flight Restrictions" link on the DUATS main menu.

### TFR Q & A

**Q: Do I need any other software to view the Graphical TFR's from DUATS on my computer?**

A: Yes. Graphical TFR's require you to have the Java Virtual Machine loaded on your computer. Most leading PC shippers have already installed the Java Virtual Machine, so all you would have to do is accept the Java applets when prompted on the graphical TFR page. If you find out that you need the Java Virtual Machine, you can download it free from [www.java.com](http://www.java.com), the official Java site.

**Q: Why do you need applets?**

A: The CSC solution uses a state of the art GIS system provided by Intergraph. The applets are necessary to display the output of this system as well as provide local features such as zoom in and out. These are available by using your right mouse button while positioning the cursor over the graphic.

**Q: What is the difference between the zoom provided by the buttons on the TFR page and the zoom provided by "right clicking" on the mouse button while the cursor is on the graphic?**

A: The mouse button zoom provides a very quick local zoom capability but does not provide any extra resolution of the graphic area. The zoom buttons will download a closer view with additional resolution and detail up to the quality of a printed sectional.

**Q: How often are TFRs updated?**

A: CSC checks several times a day for updates. As there is no schedule for TFRs, they can be issued at anytime.

**Q: Can Graphic TFR's be printed?**

A: This all depends on the features of your browser and the printing capabilities of your printer. In most cases, the print command will be available from a pull down menu from the browser's top toolbar or by right clicking the mouse button while the cursor on the page area and not on the graphic.

## Getting too much information in your DUATS weather briefing?

Pilots constantly ask "How can I get just the weather I need?"

First let's look at the Standard Route Briefing. This comprehensive weather briefing, as defined in the FAA 7110.10 manual, will automatically provide all available weather types (listed below) for a route of flight or a defined radius:

### Weather Types

Surface Observations	METAR
Surface Observation Weather Trends (3 hours)	TW
Terminal Forecasts	TAF
Winds Aloft Forecasts	FD
Pilot Reports	UA
Radar Summaries	SD
FDC NOTAMs	FDC (includes TFRs)
NOTAMs-D	NO
Area Forecasts	FA
SIGMETs	WS
AIRMETs	WA
Amended Severe Weather Forecasts	WW-A
Center Weather Advisories	CWA
Convective SIGMETs	WST
Flow Control Advisories	ATC
Hurricane and Tropical Depressions	WH
Severe Weather Forecast Alerts	AWW
Severe Weather Outlooks	AC
Severe Weather Warnings	WW

The route corridor width and winds aloft corridor width are defaulted to FAA defined parameters of 50 nm wide (25 nm each side of the route of flight) for weather types and 250 nm wide for winds aloft. These parameters may be adjusted by the pilot.

DUATS builds the corridor and provides weather reported by each facility that falls within the corridor. NOTAMs and weather that affect large areas are provided if the corridor touches the issuing authority's area. (Example: FDC NOTAMs issued by New York Center, will be provided if any portion of the corridor touches the edge of New York Center boundary).

To reduce the amount of weather reported, instead of a **Standard Route Briefing**, you can use the **Abbreviated Route Briefing**. This briefing is based on the same corridor, however, the user can select the weather types. This allows you to tailor your briefing to meet the needs/requirements of your flight. Be aware that to get TFRs that may affect a flight, you must select FDC NOTAMs when using **Abbreviated Route Briefing**.

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## Airport Diagrams Link – New to DUATS

In an effort to help prevent runway incursions, the FAA has now provided a link to airport diagrams. Look for the following link on our Main DUATS page:

**Airport Diagrams** For airport/s familiarization, the following website is available for airport diagrams: <http://www.faarsp.org/naco/index.html>. Not all airport diagrams are available at this time.

### ***DUATS...Still the Fastest Way into the Air and Still Free***

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Tech support: 800-345-3828 press number 4 after operator

FAX: 703-818-4723

Internet Telnet: [direct.duats.com](http://direct.duats.com)

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- Free Cirrus CD
- Demonstration Assistance
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**AirVenture 2003, Hangar C - Booth 3020-21  
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***Please retain your DUATS Newsletters for future reference.***