

Getting Started with Golden Eagle FlightPrep®

1) You can load the program by downloading it from the DUATS Web (www.duats.com) or obtain a CD by calling 1-800-345-3828. InstallShield will guide you through the installation. Internet is not required, but to get all features of GEFP, you must have an internet connection prior to running.

2) If you load using a CD you may see a popup "Flight Planning Data may be Out-of-Date". We recommend "Update" which will take you to the FlightPrep® web page. Select the "Downloads" button, then select "Golden Eagle Update". By following printed instructions, you will have the current GEFP database and program. Prior to installing the update you need to shutdown GEFP.

The first time you use GEFP software you will be asked to register with FlightPrep®. Registering will alert you of updates and general news about the product. Whether you register or not, GEFP will load and run.

3) If you have never registered in DUATS, select "New DUATS User" under the "DUATS" pulldown menu and fill out the form. The password must be 6 to 8 characters and the optional Personal Access Code 9 to 10 digits. (Example: 7030000000).

Pilot Database

4) To enter pilot information click on the Properties button located just above the "Route of Flight" box. Then select "Edit Pilot", where you can either "Add" or "Edit" a pilot. If you are a current DUATS user use Add. If you registered in step 3, select "Edit". In either case complete the form, be sure to include your access code and password. Go to step 5.

Aircraft Database

5) Select "Edit Aircraft" from the Properties window that is still open. Here you can either "Add" or "Edit" an aircraft. A list of generic aircraft templates are provided, if your aircraft model is in the list you may elect to "Edit". Change the generic "General" and "Performance" information to reflect your aircraft. Make sure enter your tail number in the Registration field, i.e. N1234X. The more accurate this data is, the more accurate the flight planner will be. The Moment Arms and CG Envelope are optional, but needed if you want to make use of the Weight and Balance Function in GEFP. Request instructions on W&B by email using duats@duats.com.

When the aircraft info is completed, click on "OK" and close all the windows until you get back to the "Flight Properties". Insure that your name appears in the Pilot field and your tail number appears in the Aircraft field. Click on the "OK" button and you are ready to start using the program.

Web DUATS Flight Planner

The flight planning module is designed to compute a flight log. The planner can produce a route from the departure to the destination completely automatically, or it can be given an origin, intermediate points, and a destination. The flight planning

computes a true shortest-path route utilizing the full FAA navigational database for the contiguous U.S, Alaska, and Hawaii. Calculations can be made with or without wind information.

The flight planner is to assist you in planning a safe flight. To complete the process you should

- verify that the aircraft performance data is correct
- obtain a thorough weather briefing
- verify the suggested route against current aviation charts to ensure the flight can be safely flown - check for obstacles, controlled airspace, special use airspace, and navigational restrictions, either charted or issued by NOTAM.
- ensure the specified altitudes provides adequate terrain clearance, and published
- insure you have alternate and reserve fuel as required—both to meet the minimum FAR requirements, and to meet potentially unanticipated conditions

The flight planner computes the fuel burn based on your performance input, distances and winds. Fuel reserves are not in the calculations. The flight planner computes the magnetic course, ground speed (if wind is applied), fuel burn and time for each leg of the flight. However, you should always consult current VFR or IFR charts for the published radial for an airway.

Navigation Log Output

There are five available navigation log formats to select from. The Three-line is the default format.

1. Three-line: Staggered Format
2. Two-line: Lat/Lon, Fix, Morse (no fuel data)
3. Two-line: Fix, Morse, Fuel (no latitude/longitude)
4. Two-line: Lat/Lon, Morse, Fuel (no fix name)
5. Two-line: Narrow Format-60 col. (fix name only)

To plan a flight, you must input several basic pieces of information:

These may be an airport, a navaid, a waypoint identifier with 3 to 5 characters. If you depart from an airport, climb

Continued on back

Please retain your DUATS Newsletters for future reference.

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 Internet Web: <http://www.duats.com> or <http://131.131.7.104>
 Secure Web: <https://duats.com>

calculations will be performed; if you depart from a navaid or waypoint, the planner will assume that you are already at your cruise altitude. You may also enter Fix/Radial/Distance (FRD) or Lat/Lon.

FRD - Radial/distance waypoints are specified as “VVVrrrddd” where VVV is the known navigational aid or fix (this may be from two to five characters), rrr is the radial (3 digits), and ddd is the distance (3 digits).

Latitude/longitude waypoints are specified as “lat/lon”. These may be specified as:

degrees dd or ddd

degrees and minutes: ddmm or dddmm

degrees minutes seconds tenths: dddmssst or dddmssst

EXAMPLE - 37:19:59 121:49:07 could be specified with varying degrees of precision as 37/122, 3720/12149, or 3719590/12149070.

Estimated time of Departure (UTC) hhmm:

Enter the estimated time of departure; this is used to obtain appropriate winds aloft.

No Wind there is a check box for a no wind plan.

Routing Selection

Low-Altitude Airway Auto-Routing selects the shortest path from your origin to the destination using low-altitude (Victor) airways. NOTE. Victor airways can also be auto-toured using SDs and STARs

Jet Route Auto-Routing selects the shortest path from your origin to the destination using high-altitude airways (Jet Routes). It is necessary for the user to specify the first fix in the jet route system and from the final fix in the jet route system to the destination airport. Using SDs and STARs provides routing between the terminal and airway. WEB DUATS will offer departure and destination SDs, STARs, and NAVAIDS.

VOR-Direct Auto-Routing is similar to Low-Altitude Airway

Auto-Routing except that direct paths between VORs which are within reception range of one another are used in addition to Victor airways. Direct paths between two VORs will be chosen only when the VORs are within reception range of each other and when the direct route would be shorter than an airway routing.

Direct Routing for GPS/LORAN and Direct Routing for RNAV compute a great-circle route between the origin and destination and then locate a number of waypoints along that route. The waypoints are defined by nearby VOR/DME facilities as a FRD. The flight plan generated by GPS/LORAN and RNAV direct routing is identical, except that RNAV distance from the VOR/DME is adjusted for slant-range.

User Selected Routing allows for direct input of any FAA accepted route element including SDs and STARs.

Aircraft Performance Information

The flight planner uses two simplified model for entering aircraft performance:

Climb, cruise, and descent—Climb, cruise, and descent fuel consumption allows you to specify fuel consumption in each of the three modes of flight. This is typically the correct choice for piston-engine aircraft.

Flight hour—Flight hour fuel consumption allows you to specify fuel consumption for each hour of flight, up to 10 hours. This is typically the best choice aircraft, where the fuel consumption is affected by aircraft weight.

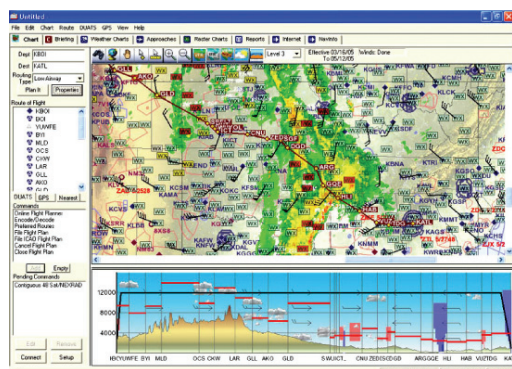
Altitude

Enter the cruise altitude as a flight level (i.e., 120 is 12,000 feet). Altitude is used to obtain winds.

The planner is also available in GEFP and Cirrus.

Request instructions on GEFP or Cirrus are by email using duats@duats.com.

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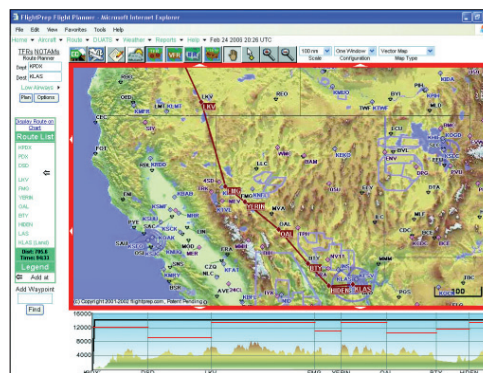
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