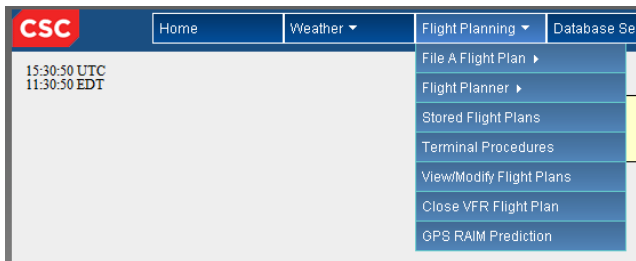




## Flight Planning on Web DUATS

There are 3 major flight planning functions on CSC Web DUATS:

- File a Flight Plan
- Flight Planner
- Stored Flight Plans



Let's take a closer look at each function:

### File a Flight Plan

Of all of these functions, Filing a Flight Plan is the most used. DUATS offers three different forms for filing flight plans - FAA Domestic, ICAO, and ICAO Domestic. In July of 2009 the FAA began accepting ICAO flight plans for domestic flights. The reason DUATS presents a separate ICAO Domestic form is that the U.S FAA accepts some functions and formats not available in the International form. The ICAO Domestic form accepts these differences and provides separate "help" instructions which describe the differences. The non-domestic ICAO form and associated "help" instructions adhere strictly to the International standards and the form does not recognize the U.S. functions and formats.

A feature of all of the Flight Plan forms is that they will be automatically filled in using information that was previously saved in personal profiles, aircraft profiles and from the last "flight planner" run in your current web session. This saves you from re-entering this data and results in considerable time-saving when filing.

With all of the flight plans filed in CSC DUATS the pilot has the option of requesting the FAA message of acceptance of the flight plan. This is done by checking the appropriate block toward the bottom of the form and entering a text or email address presented just below the flight plan form. (Refer to the DUATS Flyer April 2012 Issue No. 97 for details).

Once the flight plan has been accepted by the DUATS system, you will be presented with the details of the filed plan, which includes all of the elements of the flight plan that you entered along with the time of delivery to the FAA and the facility that the plan was delivered too. **IT IS IMPORTANT THAT YOU REVIEW THIS INFORMATION.**

```

1  Type of flight plan:      IFR
2  Aircraft tail number:   N24616
3  Acft type/special equip: C172/W
4  True airspeed:         200
5  Departure point:       IAD
6  Departure time: (UTC)   Fri Apr 27 16:04
7  Altitude:              040
8  Route of flight:       CSN V286 GRUBY V376
9  Destination:          RIC
10 Estimated time enroute: 0057
11 Remarks:
12 Fuel on board:         0500
13 Alternate destination(s):
14 Pilot's name:         CSC . DUATS
    Address:             15000 CONFERENCE CENTER DR CHANTILLY, VA
    Phone no.:          703 555 5555
    Aircraft home base: KIAD
15 Number aboard:         2
16 Color of aircraft:    W/B
17 Dest contact name:
    Phone no.:

```

Flight plan accepted by CSC DUATS service and will be filed with ZDC on Fri Apr 27 15:34 (UTC).

[Standard Low Weather Briefing](#) [Standard High Weather Briefing](#)

[Save This Route](#)

A most common error made in filing is the ETD. This should always be checked and made sure that it is your intended departure time. Also note the time of delivery to the FAA. Delivery time for IFR is 2 hours prior to ETD and 1 hour prior to ETD for VFR. If you need to cancel or modify the flight plan, you can only do it on Web DUATS before the delivery time. After that time, you will have to contact the Center/FSS directly.

### Flight Planner

The flight planner on the Web DUATS is a powerful and accurate tool. It provides you with a proposed route that has been optimized for shortest distance and least fuel burn using by using real time wind aloft forecasts. To get started, you must first establish an aircraft profile. To do this, select "Aircraft Profile" from the "My Account" dropdown menu. Follow the directions there and complete as accurate of a profile that you can for your aircraft. (Refer to the DUATS Flyer October 2012 Issue No. 94 for details).

Once you have entered the aircraft profile, return to the main menu select the "Flight Planner" from the "Flight Planning" dropdown menu. You then enter Departure, Destination, and Cruise altitude. Optionally, you also may enter up to two altitudes so you may compare fuel burn and time for your proposed flight.

Next you can enter an alternate airport and alternate cruise altitude if desired.

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Then select the aircraft profile you would like to use from the dropdown menu.

Aircraft profile for flight plan: (D)(A) C182

Route of flight:

User Selected Routing (fill in below)

Low-Altitude Airway Auto-Routing

Low-Altitude Airway with SID/STAR

Jet Route Auto-Routing

VOR-Direct Auto-Routing

1800 Direct Routing for GPS (with fixes)

Direct Routing for GPS (without fixes)

Direct Routing for RNAV

User Selected Routing (fill in below)

k for no-wind f

Next, select one of the several options available from the route of flight dropdown menu. **All options are “Auto-Routing” except for User Selected Routing.** If you do not wish to use auto-routing you must select User selected routing and enter the desired route in the box to the right. Unless otherwise selected all routes will be the shortest distance using the type of navigation selected.

The auto-routing feature will **NOT** take into account any restricted airspace, prohibited airspace, or temporary flight restrictions. **It is the pilot’s responsibly to ensure that the route generated meets all regulatory and airspace requirements of the National Air Space.**

The following are the options available for the flight planner:

Low-Altitude Airway Auto-Routing – This route will automatically select the shortest route using Victor Airways

Low Airway Auto-Routing /SID/STAR – This route works exactly the same as the low altitude auto routing except this time you will also have the option of including SIDs and STARs.

Jet Auto Routing – This will automatically select the shortest route using Jet airways. This auto routing will always ask for a SID or STAR.

VOR-Direct Auto Routing – This routing will choose the most direct route from VOR to VOR without using any airways. This way does NOT take into account service volumes.

Direct Routing for GPS/LORAN – This route is a direct great circle route. It will automatically create a number of reference waypoints along the route. Since GPS and LORAN are earth referenced navigation systems the distance used is **ACTUAL Distance**.

Direct Routing for RNAV – This route is a direct great circle route. It will automatically create a number of reference waypoints along the route. Since NAVAIDS are ground referenced the distance used is **SLANT RANGE**.

User defined Routing – This is the only option that does not use auto routing unless specified. With this option you must enter a route in the box to the right or the flight planner will compute a direct route.

Use any of the following options in any combination to enter a route in User defined Routing:

**Direct** – To specify direct you can simply use a space between two waypoints – i.e. MRB LDN.

**Airways** – To use an airway insert the route between the entry and exit points that you wish to use along the route

separating each with a space – i.e. HYK V4 HVQ. Both Jet airways and victor airways are formatted this way. To find valid entry and exit points, go back to the main menu and enter the airway into the “Encode Decode and Contractions” section and select the “Decode” button. You will be presented with all the valid points for that airway.

**SIDs/STARs** – Enter the SID/STAR name as it appears in the parenthesis on your chart, add a space or a dot then the transition. RST3 ALO/RST3.ALO or AXN GEP5/AXN.GEP5

**Fix Radial/DME** – You can specify a waypoint using a radial distance from a VOR. The format is always the same the fix name followed by 3 characters for the radial and 3 characters for the DME. AML250036 or BOS020006

**Latitude and Longitude** – Latitude and longitude information is specified in the form “lat/lon” where either latitude or longitude may be:

2/3 digits (degrees: dd/ddd) 43/122

4/5 digits (degrees and minutes: ddmm/dddmm)  
4315/12236

6/7 digits (ddmmss/dddmmss) 431512/1223655

8/9 digits (degrees minutes seconds tenths  
ddmmsst/dddmmst) 4315126/12236557

**Auto Routing Waypoints** – Even in user defined routing you can add auto routing. This is best utilized if you want to fly over specific points and then have the computer auto route between your selected points. See the following examples:

MRB \*A JFK – fly to MRB then victor airway route to JFK.

GFK \*J GEP – fly to GFK then jet route to GEP

ALB \*V DTW – VOR to VOR route ALB to DTW

LDN \*G GSI – This will compute a direct route using GPS/LORAN

LDN \*R GSI – This will compute a direct route using RNAV

No matter what option you use, the resulting output will be a flight log with your optimized flight route. This is always compared to the great circle route for your information. If you are not satisfied with the route you can go back and redo the route as many times as you want using different options until you find one you like.

### Stored Flight Plans

Any flight plan can be saved regardless of the flight plan form used. After filing any flight plan, you will be presented with a button labeled “Save This Route.” After clicking on it you will be asked for a name of the route. You can enter any descriptive name up to 45 characters. Use this name to later recall a flight plan by going to “Stored Flight Plans” in the drop down menu for Flight Planning.”

You can also create flight plans by directly going to “Stored Flight Plans.” Select the form you want and fill out as much of it as you want. This stored flight plan can then be recalled as a template for future flight plans.

When using a stored flight plan, it is always a good idea to run the saved flight plan through the flight planner, as this will validate the route elements against the current National Airspace navigational information. NavAids, Fixes, and airports IDs can change on the 56 day update of data and charts and may have changed since the last time you stored the flight plan.