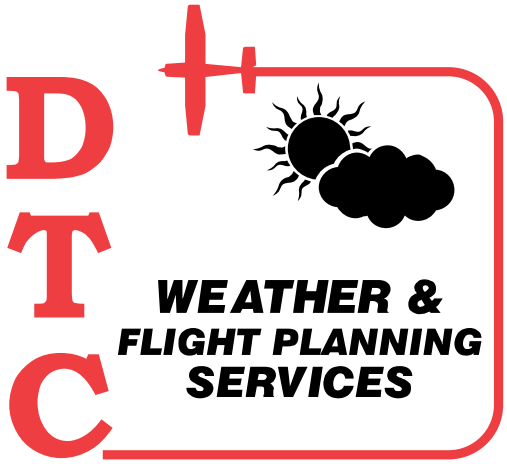

WWW.DUAT.COM

24 Hour Helpdesk
(800-243-3828)

DTC DUAT Service Users Guide

Revised 04/2010

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Welcome to DTC's Direct User Access Terminal (DUAT)

INTRODUCTION

Direct User Access Terminal (DUAT) service enables pilots to quickly and easily receive weather briefings and file flight plans. The DUAT service provides information forthe contiguous US, Alaska, Canada, Mexico and the Caribbean.

In 1989 DTC was awarded a FAA contract to provide DUAT services to the aviation community. This system has been through many changes and updates over the years to better serve the aviation community. In September, 2008, DTC was again awarded a new contract by the FAA to continue to provide the service. Since we are paid by the FAA to provide the service, the serviceis completely free to all who use it.

The intent of this user's guide is to familiarize you with the DTC DUAT Service, assist you in accessing the service, and offer a description of the various functions. Major functions of the service are:

- Weather Briefing, with results output in FAA contracted or expanded (plain English) text.
- Flight Plan Filing, amending, cancellation, and closure (Closure for VFR flights only).
- Data File (stored flight plan information)
- Special Use Airspace (displays warning/restricted airspace along your route)
- Flow Control Information (terminal/enroute traffic delays)
- FAA/NWS Contractions and Definitions.
- Encode/Decode (provides location identifiers/airport and NAVAID information)
- Regional/Area Weather Collectives
- Personalized Access Codes and Passwords
- Flight Log/Flight Planner (navigational information for your route based on forecast winds aloft)
- Weather Graphics

DTC's DUAT Internet Interface

DTC DUAT provides an Internet interface for your weather and flight plan requests using graphical data entry screens. Simply fill out the mask and submit your weather and flight planning requests to the DUAT system and retrieve your briefing information using the interactive interface.

Internet Requirements:

Currently, our software runs on Internet Explorer 4.0 and higher as well as Netscape and Mozilla Firefox.

Cookies and JavaScript options

DTC DUAT may use temporary cookies, JavaScript and Flash technology. These features must be turned on in your browser and are usually enabled by default. See your browser Help for instructions on how to view or change these browser options.

Popup windows

Some features of this website display in a popup browser window. If you are using a browser that offers popup control or are running an add-on program to control popups, you may need to take steps to use such features. The steps to take depend on the browser or add-on program you are using.

Getting Started

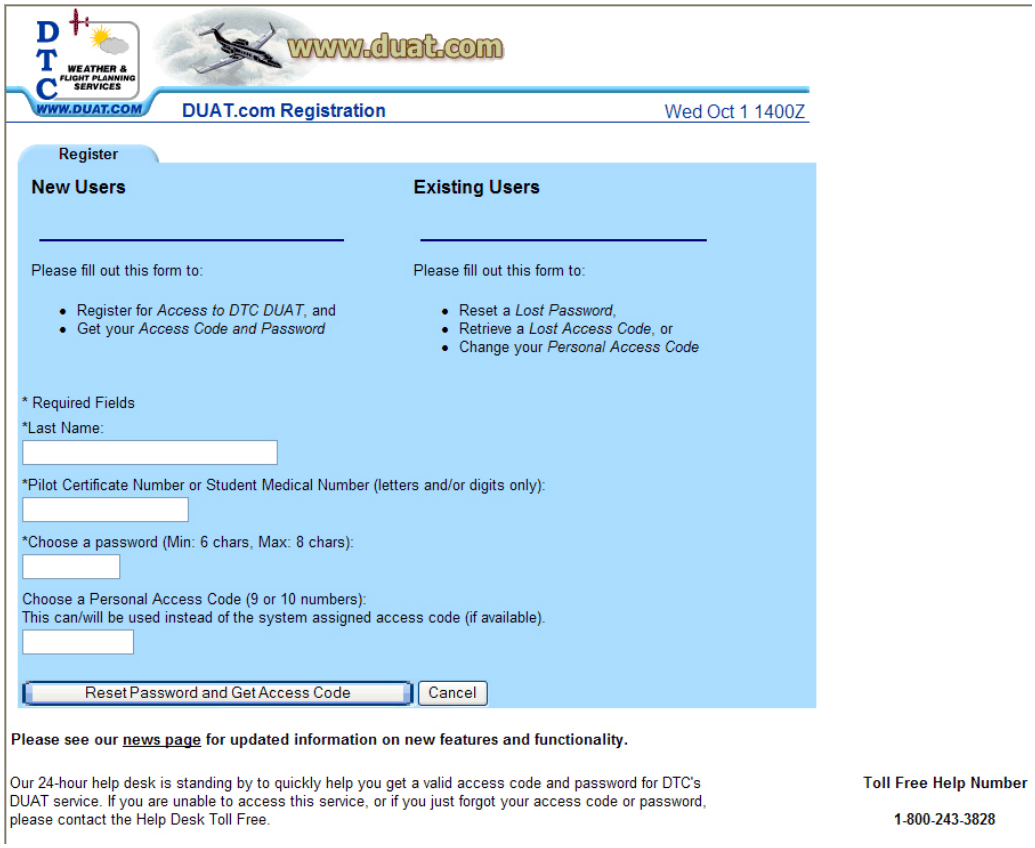
Our Web site is located at **http://www.duat.com/.**

Home Page

This is the starting point for our Web sites navigation. This page announces new features and current events concerning the DUAT service. We also allow you to download our direct dial Windows software for non-Internet users.

If you are a first time user, select the Register Link located under the login information fields on the left. You will need to have your pilot certificate available to fill out the registration form to obtain an access code and password.

DUAT Registration page



To obtain an Access code and Password, enter your Name and Pilot Certificate number. Then choose a password six (6) to eight (8) characters long. Choose a personal access code nine (9) to ten (10) digits long (e.g., telephone number and area code) and select Reset Password and Get Access Code. The system will search the DTC database (supplied by the FAA) to ensure that you are an authorized user. As long as the information entered is correct, the system will authorize the access code and password and you will be allowed to use the system.

If you are unsuccessful in obtaining an access code on-line, your pilot information is probably not contained in the FAA supplied Airman File Database. Please contact our 24 hour help desk at 1-800-243-3828. The FAA requires us to obtain a copy of the following documentation to add you into the system.

If you fall into one of the following Categories, Email, FAX or Mail the following information to DTC (please include your daytime phone number in case we should need to contact you):

Pilots:	Send a copy of your Pilot and Medical Certificates
Student Pilots:	Send a copy of your Student Pilot Certificate. (Medical)
Glider & Balloon Pilots:	Send a copy of Pilot Certificate. (With rating)

Flight Instructors: Send a copy of Pilot Certificate. (With rating)
Aviation Ground Instructors: Send a copy of Pilot Certificate. (With rating)
Ultra-Light Pilots: Send a copy of United States Ultra-light Association Membership Card.
Dispatchers: Must be approved by the FAA. Call our help desk for information 1-800-243-3828.

Sport Pilots:
Requires either a pilot certificate, sport pilot certificate or student sport pilot certificate and either a 3rd class FAA medical certificate or a valid U.S. driver's license as evidence of medical eligibility (provided the individual's most recent application for an FAA medical certificate was not denied, revoked, suspended or withdrawn). Please follow the link below for more information about Sport Pilot certificates:
http://www.faa.gov/licenses_certificates/airmen_certification/sport_pilot/media/student_pilot%20_guidance.pdf

Email:	**request@dtcduat.com**
Help Desk:	**1-800-243-3828**
DTC FAX Number:	**1-888-445-3828**
Address:	**Data Transformation Corp.**
	108-F Greentree Road
	Turnersville, NJ 08012

Once received, your information will be added to the DTC DUAT Pilot database and we will assign you an Access Code/Password. You will receive a confirmation email if an email has been provided or in the event you only supplied a phone number, the helpdesk will call you with your security codes. If you do not receive an email or a call from DTC, please call our 24 hour Help Desk to obtain your security codes at 1-800-243-3828.

If you have any questions, call the Help Desk at 1-800-243-3828.

Access Non-Current Pilots/Non-Pilots

Access to the DTC DUAT Service for pilots without a current medical and non-pilots who believe they have a legitimate reason for access the service must receive FAA approval.

Login

Go to www.duat.com . Enter your Access Code, Password and Aircraft ID on the home page.This will log you into the DUAT system.

An entry in the Aircraft ID box is required in order to enter the system and that entry must begin with an alphabetic character (eg. N12345). DTC DUAT, by FAA requirement, saves a record of all pilot accesses for 15 days.

Session records are recorded according to the Aircraft ID you log into the system with. When you file a flight plan, the Aircraft ID used will be recorded in the session id. For that reason, it is always best to use the Aircraft ID you expect to be flying when logging in. You can howeveruse any Aircraft ID, to enter into the system to get weather information and graphics.

Forgotten Password

If you have forgotten your password or need to retrieve your password go to the home page at www.duat.com and click on register. This will reset your password so that you will be able to log in. If you have problems please call the help desk at 800-243-3828.

Lost Access Code

If you have lost your access code or need to retrieve your access code go to the home page at www.duat.com and click on register. There, you will be able to reset your access code so that you will be able to log in. If you have problems please call the help desk at 800-243-3828.

Flight Views Tutorial

Flight Views Tutorials are written to give the user a brief description on new features of the system and pointers on how to use the system. You can download each issue and save them for quick reference.

Tips and FAQ's

Tips and FAQ's answers many of the frequently asked questions about the DUAT system. For more information on how to use DUAT, please refer to this user guide for more specific help. If for some reason this user guide does not answer your question, please contact the help desk at (800) 243-3828.

News and Updates

Our staff will post on the web site News and Updates pertinent to the DUAT system. Click on this link and it will take you to the News and Update section of the web site.

Windows Software

DUAT Windows 3.05 is our offline software that allows users to obtain weather briefings, limited weather graphic products, and flight planning services FREE from DTC's DUAT Service. The software allows users who do not have internet access and only have dial up access. This access has limited capabilities compared to the web internet access, but still provides an FAA certified briefing for pilots. You can download a copy of the software by visiting www.duat.com or by contacting the helpdesk at 800-243-3828 for more information.

QICP (Qualified Internet Communications Provider)

DTC DUAT is a Qualified Internet Communications Provider (QICP). To achieve this status, DTC has a Quality of Service goal of having no service outages lasting longer than 10 minutes,

no more than 30 minutes of total outages in any continuous 3-month period, and of initiating transmission of requested data with all of its users within a 2 minute time frame.

Should you, the user, experience any outages or time delays that exceed those delineated above, please report the outage or delay to the DTC DUAT help desk at (800) 243-3828, or by using our online feedback, http://www.duat.com/cgi-bin/feedback.pl .

Contact Us

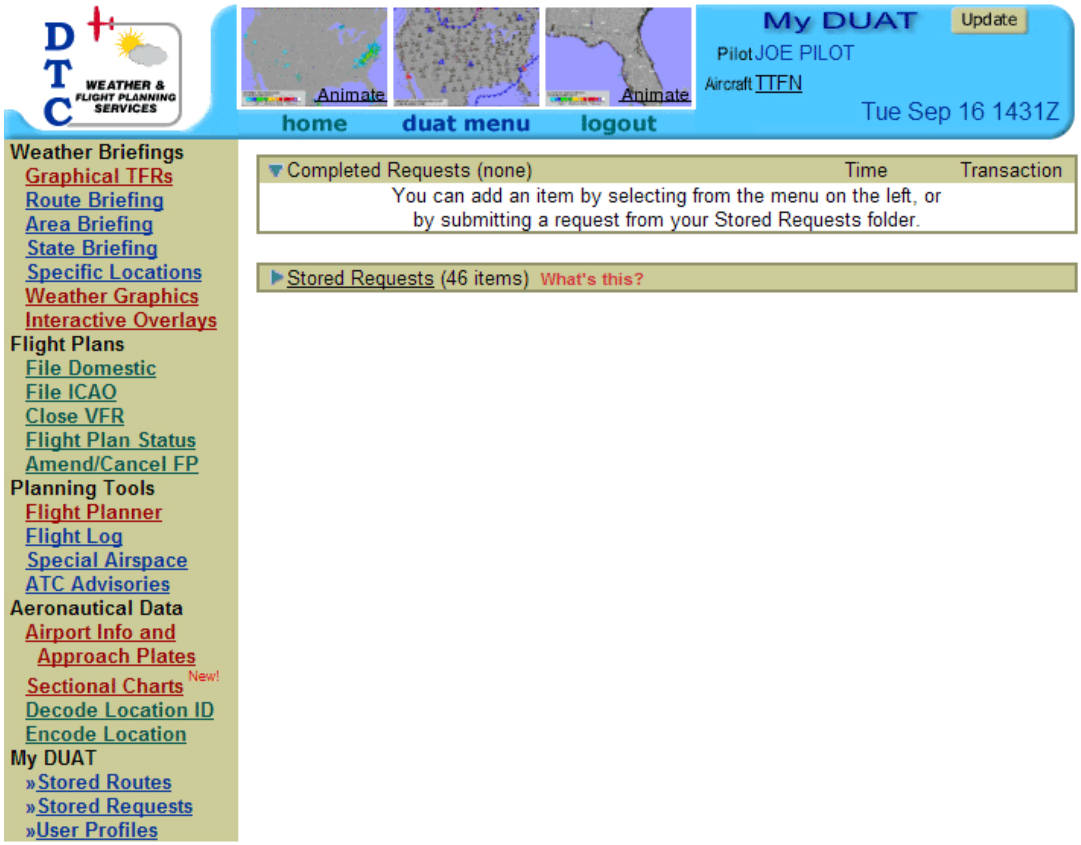
When you click on the Contact Us link it will automatically open your email program for you to email the webmastr@duat.com . Once this email is received, our staff will try to answer your email in a timely fashion. You can also reach our Help Desk 24 hours a day, seven days a week at (800) 243-3828.

Our Mailing address is:

DTC DUAT
108-F Greentree Rd.
Turnersville, NJ 08012

Phone: (800) 243-3828
Fax: (888) 445-3828

Using the DUAT menu



From the DUAT main menu you can access any of the DUAT features. If you wish to return to this page from any page selected, click on the *click to return to DUAT menu* located at the top of the page. To navigate through the system, you may select from any of the links on the DUAT menu located on the left side of the screen.

If you are entering our service for the first time, you should first go to MY DUAT and click on Update. This will allow you to establish a pilot profile (name, address, phone number, and home base of operation) and an aircraft profile (aircraft id, aircraft type (be sure to use the binoculars here to get the correct FAA designation), aircraft color, fuel on board, and some aircraft performance data). This is a big time saver later as you navigate the system. The pilot profile and data aircraft profile data are then automatically inserted into the appropriate system forms (e.g., File Flight Plan) and it saves you the time of typing the data into the form every time you use it. MyDUAT User and Aircraft Profiles

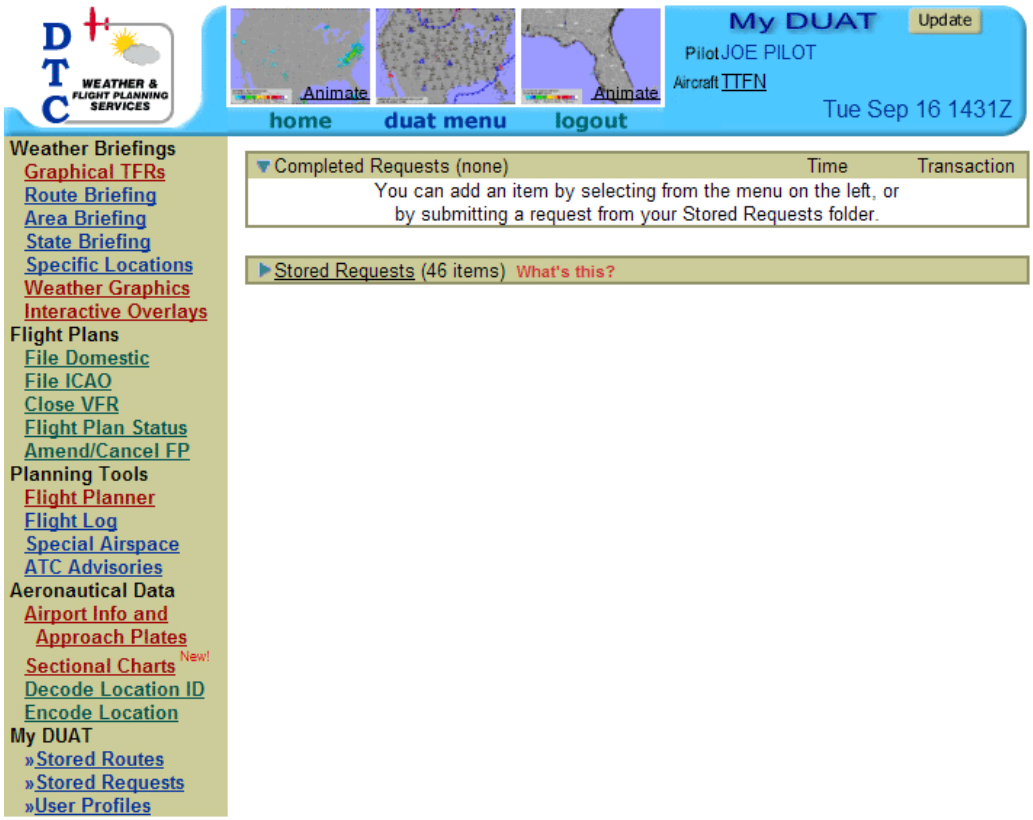
MyDUAT is your personal DUAT profile where pilot and aircraft information can be stored. **MyDUAT** settings appear at the top of the main DUAT menu to the right of the quick access thumbnails. The DUAT Shortcuts allows you to select this information from your personal profile.

User Profiles

If you are entering our service for the first time, you should first click on Update located at the top of the page. This will allow you to establish a pilot profile (name, address, phone number, and home base of operation) and an aircraft profile (aircraft id, aircraft type (be sure to use the binoculars here to get the correct FAA designation), aircraft color, fuel on board, and some aircraft performance data). This is a big time saver later as you navigate the system. The pilot profile and data aircraft profile data are then automatically inserted into the appropriate system forms (e.g., File Flight Plan) and it saves you the time of typing the data into the form every time you use it.

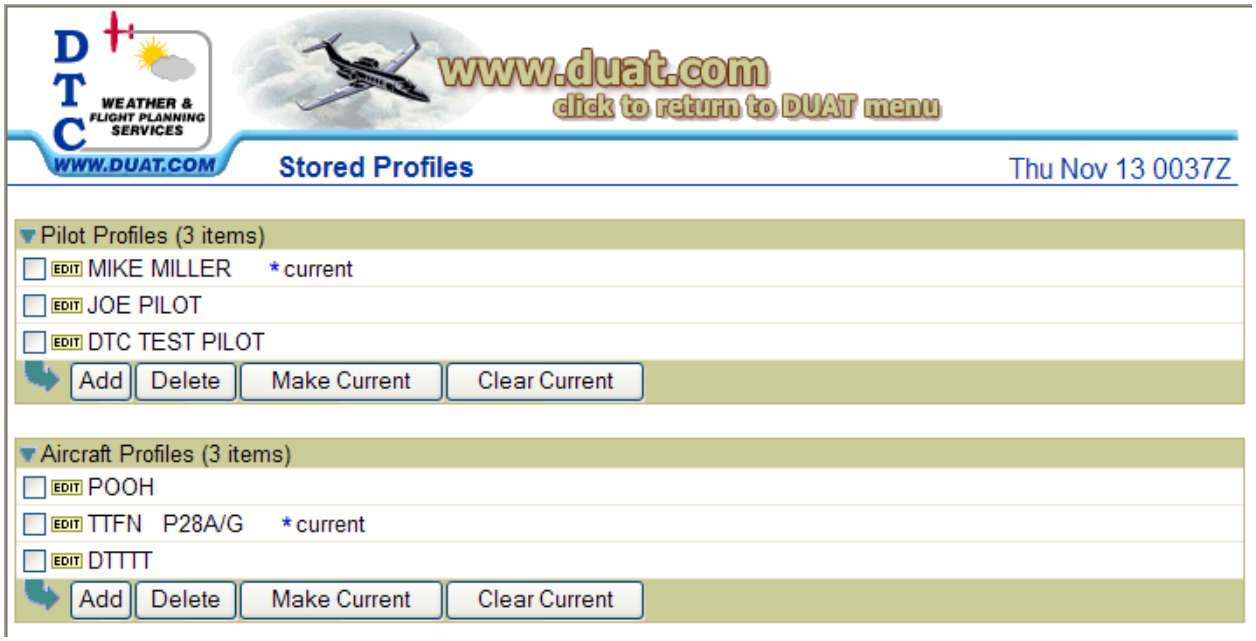
Stored Aircraft & Pilot Profiles:

Before moving to the main menu, take a moment to fill out your Aircraft and Pilot Profiles. Stored Aircraft and Pilot Profiles enable you to personally tailor DTC DUAT for your own use, saving all desired aircraft and pilot data on our system. Under My DUAT, click "Update" to input and manage multiple Aircraft and Pilot profiles. For both the pilot and aircraft profiles, any entry in each respective category may be selected as the current profile. The current profile will automatically be loaded in a request mask as appropriate; i.e., if a File Domestic request is selected, the entry mask will come up with the current profile entered for the pilot and the aircraft. If a profile other than the current profile needs to be used, use the drop down box within the MY DUAT Shortcuts Box, and select the correct profile. This Stored Aircraft and Pilot Profile feature particularly facilitates use of DTC DUAT for operations with multiple aircraft and/or pilots.



At the top right portion of the DUAT menu is a folder tab called MY DUAT as shown above. This tab has a button for updating your stored Pilot and Aircraft Data.

Click the Update button to access the stored profile menu.



This is the stored profile menu. It allows you to manage your stored profiles.

By clicking ***Add*** you can create a new profile. You may store multiple profiles for both pilot and aircraft profiles.

If you have an existing profile and wish to update it, click on ***EDIT***and it will bring up the mask so you may update it.

By selecting the profile and clicking ***Delete***, you will remove the selected profile from the list.

By selecting the profile and clicking make current, the DUAT system will use that profile's information during this session. It will also be available on the flight planning masks under MyDUAT Shortcuts.

By selecting the profile and clicking clear current, the DUAT system will not use that profile during this session.

Adding Profiles to MyDUAT

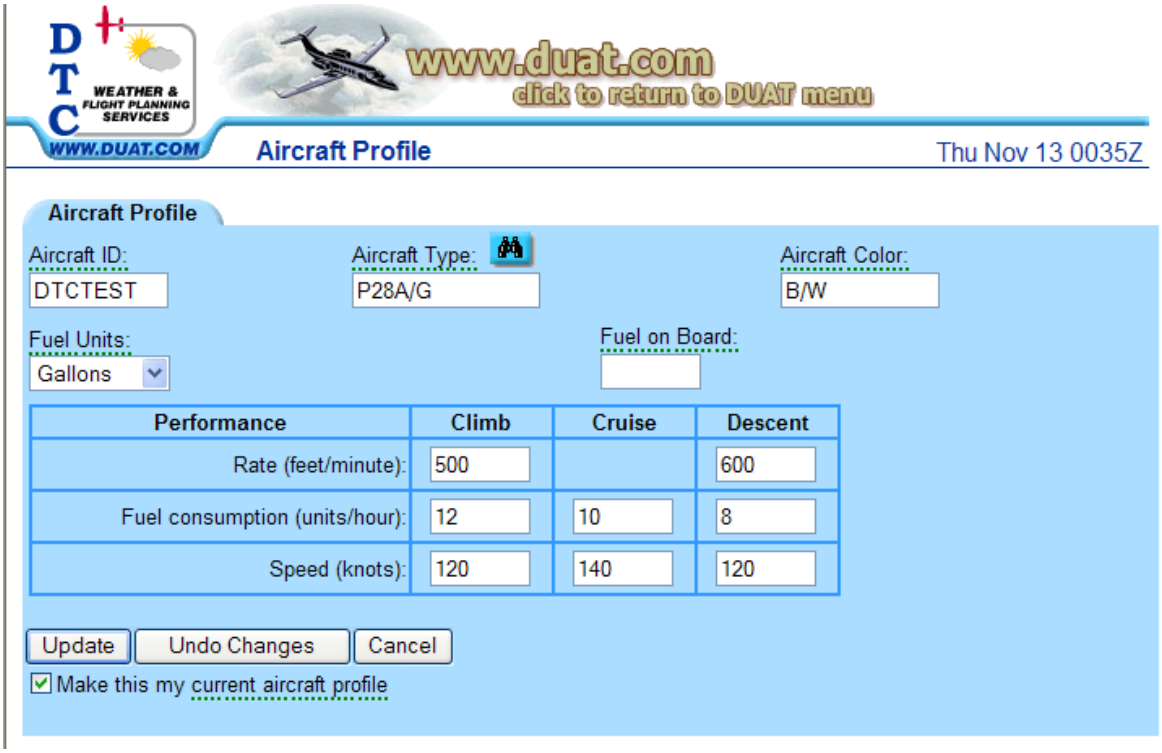
Pilot Profiles

This is the Pilot Profile mask. This mask allows you to manage your pilot profiles. This information will be used when you select a pilot under MyDUAT Shortcuts. When filing a flight plan, this information will automatically populate the Pilot information field so that you do not have to manually enter it.

To make this pilot profile current for this session, check the box in the lower left corner of the screen next to "***Make this my current* pilot profile"**.

Aircraft profiles are managed in the same manner as the pilot profiles. You will have the same options to update, reset, cancel and make it the current profile.

Aircraft Profiles



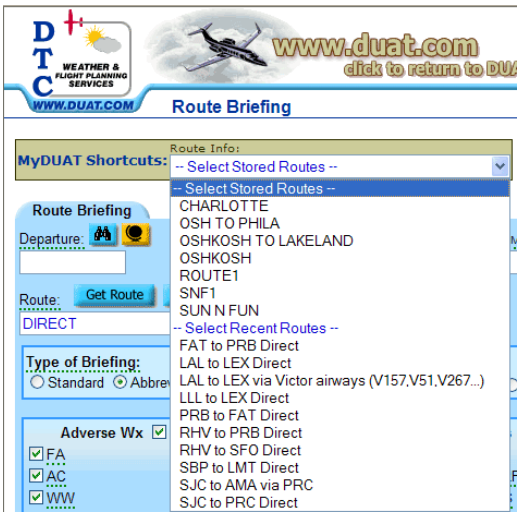
This is the Aircraft Profile mask. This mask allows you to manage your aircraft profiles. This information will be used when you select this Aircraft ID under MyDUAT Shortcuts. The flight planner will calculate your flight based on the information you enter here.

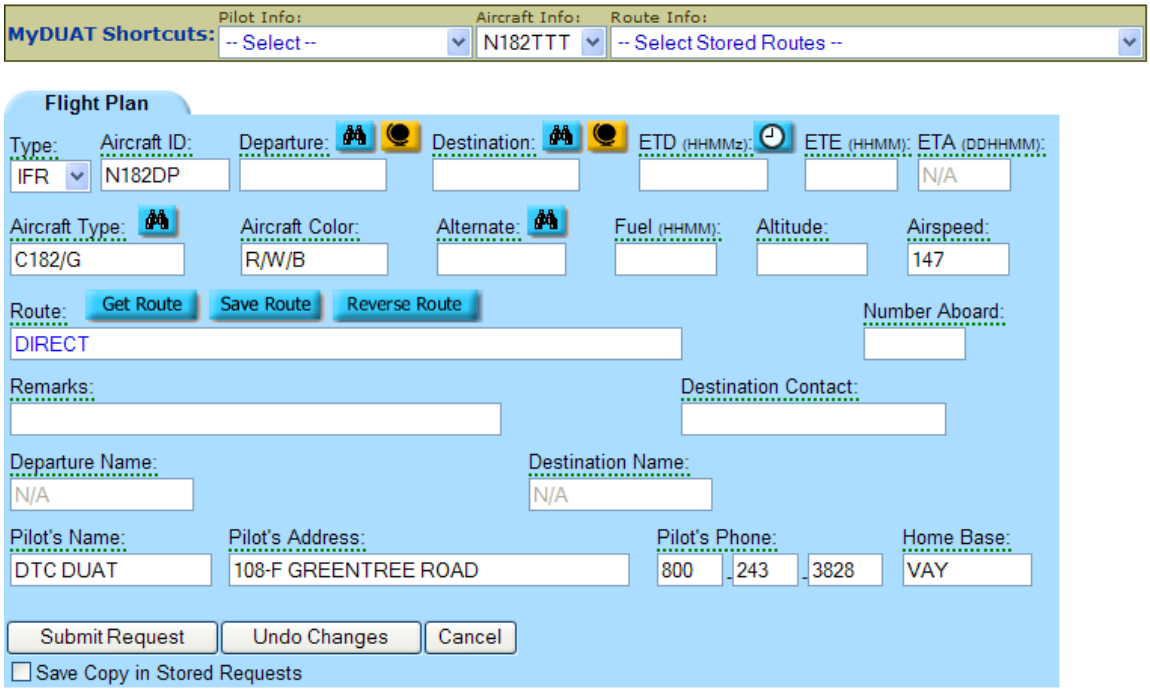
To make this your aircraft profile for this session, check the box in the lower left corner of the screen next to "***Make this my current*** **aircraft profile**".

Pilot profiles are managed in the same manner as the aircraft profiles. You will have the same options to update, reset, cancel and make it the current profile.

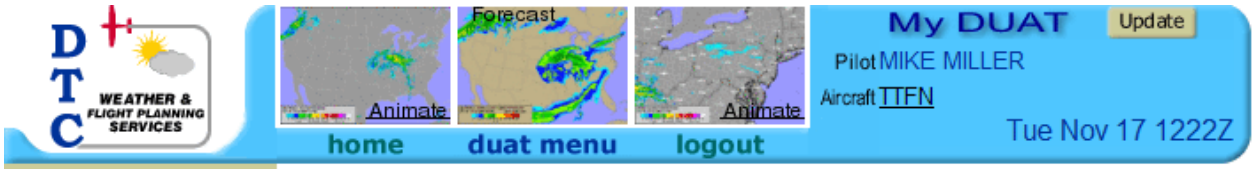
MyDUAT Shortcuts

MyDUAT Shortcuts gives you the ability to easily store information to populate masks in the DUAT system. To use this feature click on the down arrow on anyone of the highlighted DUAT shortcut dropdown boxes located at the top of the form and select from one of the Pilot Profiles, Aircraft Profiles, Select Stored Routes or a Select Recent Route and it will automatically populate the mask fields, on the appropriate form, with the stored information.





Quick Access Thumbnails



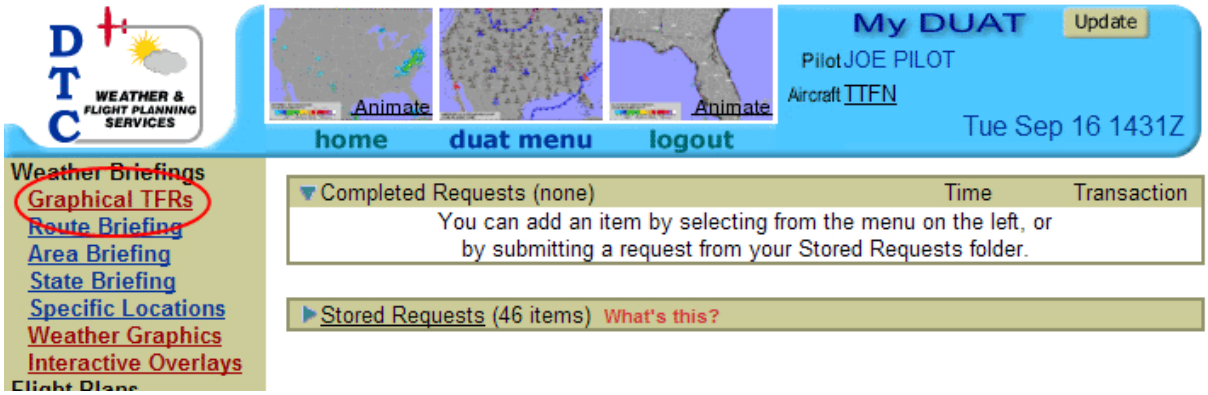
Located on the home page at the top of the screen are the quick access thumbnails. These thumbnails allow you to view the CONUS Doppler, the Forecast Animated Doppler and your Home Base State NEXRAD, all at the click of a button. Just click the graphic located at the top of your screen and the graphic will display as a pop up. If you click on the Animate at the lower corner, the Animated version will display in a pop up window.

Weather Briefings

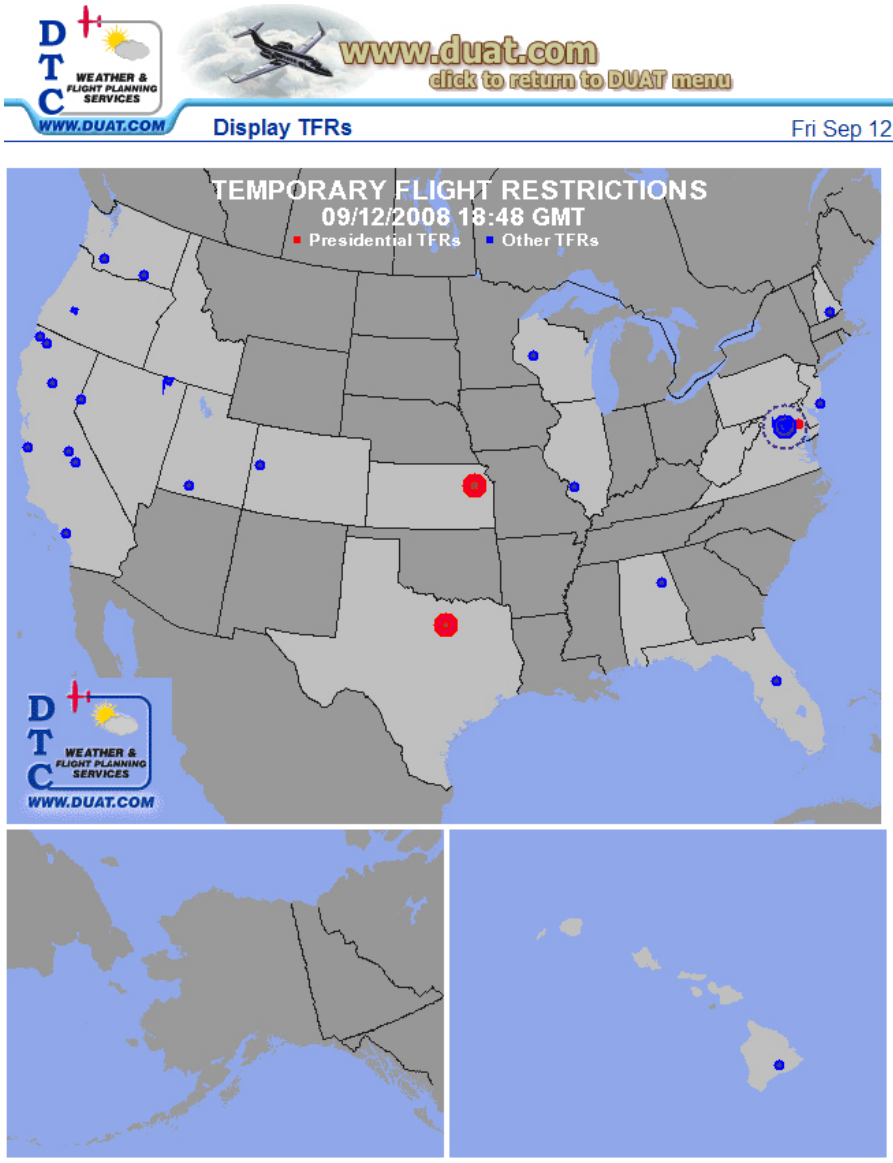
Graphical TFR's

The Graphical Temporary Flight Restriction (TFR) map depicts the Temporary Flight Restrictions that are in effect throughout the continuous United States, Alaska and Hawaii. TFR's are issued as FDC NOTAMS. As soon as a FDC NOTAM is issued, the system automatically extracts that TFR from the FDC NOTAMS and renders it on the Graphical TFR map. The red and blue areas drawn on the map indicate where the TFR is located. The blue areas represent standard restriction zones and the red areas represent Presidential restriction zones. Not all current TFR's are listed on the map. A list of all TFR's is available in text format by requesting the FDC NOTAMS from any of the route briefing requests.

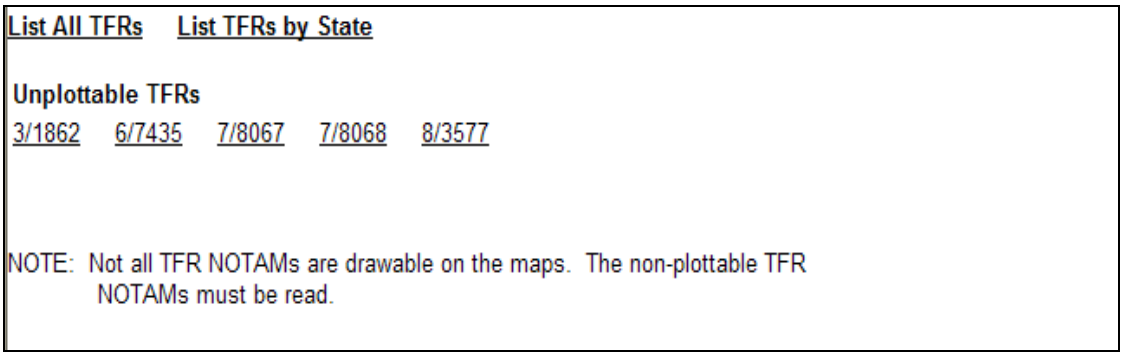
To view the Graphical TFR map, select the Graphical TFR link from the DUAT Menu located on the left side of your screen. After selecting the link, the map will replace the DUAT Menu with the Graphical map.



All of the TFR's located on the map are selectable. Placing your cursor over any of the red or blue areas and it will display the FDC NOTAM number. If you click on any of the red or blue areas, it will pop up a text version of the FDC NOTAM. If there is a sectional map associated with the FDC NOTAM available from the FAA site, the system automatically downloads the graphic from the FAA site and places it at the bottom of the text information. The map is also separated by two different shades of gray. The lighter shade of gray indicates that there are NOTAM's located within that state. If you click on the state that contains NOTAM's the state view will appear for a closer look at the location of the TFR.

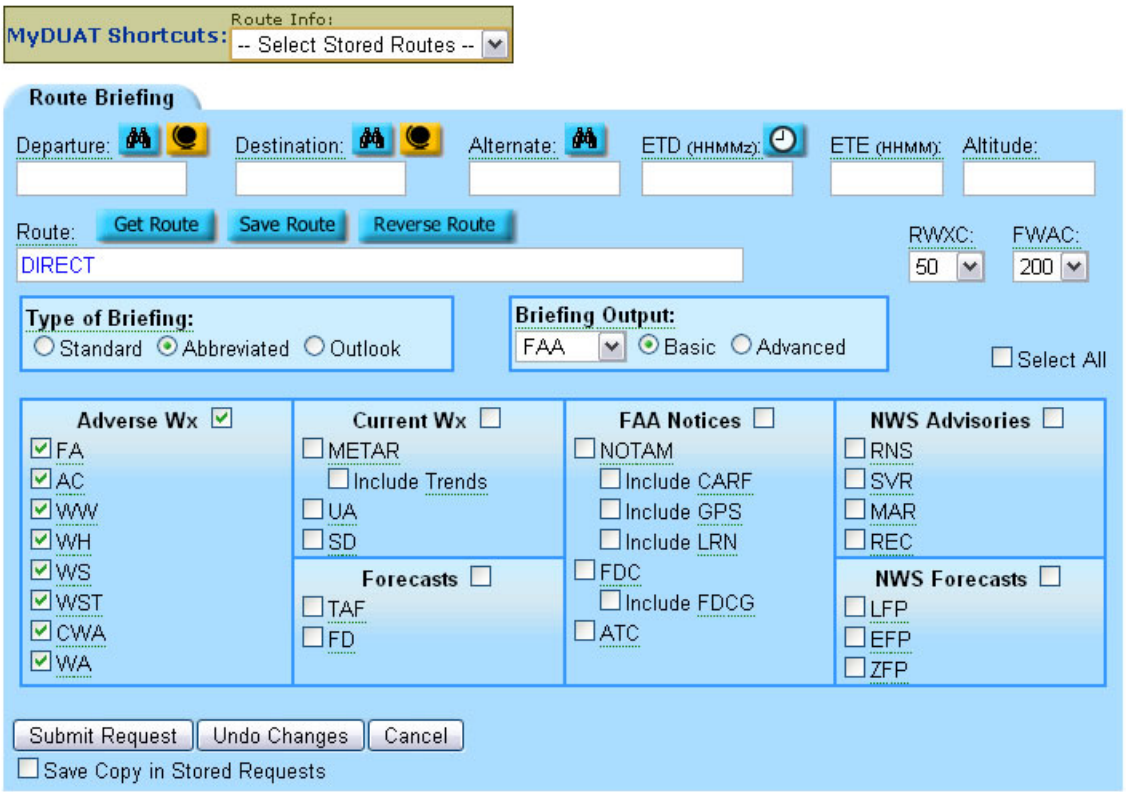


There are cases where an FDC NOTAM can not be triangulated on the map due to the coordinates given in the FDC NOTAM. In this case there will be a text only version located at the bottom of the TFR map page listed as Unplottable NOTAM's. There are two additional links that you can click on to access TFR's. The List of all TFR's will show the user all of the FDC NOTAM's listed in numbered order. The List all TFR's by State link will list all of the TFR's located within each State.



When finished viewing the TFR map, click on the return to DUAT Menu at the top of the page to return to the main DUAT menu.

Route Briefings



Departure: The Departure point can be an airport or named fix. It can also be a fix-radial-distance or latitude/longitude.

Examples

- LAX (airport)

- TYROE (fix)
- ACY278035 (fix-radial-distance)
- 3927N/7435W (latitude/longitude)

Destination: The Destination can be an airport or named fix. It can also be a fix-radial-distance or latitude/longitude.

Examples

- LAX (airport)
- TYROE (fix)
- ACY278035 (fix-radial-distance)
- 3927N/7435W (latitude/longitude)

Alternate: The Alternate Airport must be an airport's official identifier.

ETD (HHMMz): Specify Estimated Time of Departure by hour (00-23) and minute (00-59) UTC ("ZULU time"), using two digits for each.

ETE (HHMM): The Estimated Time Enroute (ETE) indicates the estimated duration of the flight. The FAA systems add this time to the actual time of departure to compute an ETA when a flight plan is activated. If the flight plan is not closed or canceled within 30 minutes (normally) of the ETA, the FAA will initiated Search and Rescue (SAR) procedures.

ETE is an ***elapsed time***, therefore up to 99 hours and 59 minutes may be indicated, presuming you have that much fuel! Always enter two digits each for the hours and minutes.

Altitude: Enter your Cruising Altitude either as a Flight Level in 100's of feet or as actual altitude in feet. The system will convert it to a Flight Level. Blocked altitudes may be entered like this: 120B150 (12 Thousand feet Blocked to 15 Thousand feet).

Route: Enter your Route of Flight without repeating your Departure or Destination Airports. You may use ***NAVAIDs***, ***Jet*** and ***Victor Airways***, ***SIDs***, ***STARs***, ***Latitude/Longitude***, and ***Fix-Radial-Distances***. Separate each element with a ***space***.
Except when filing a flight plan (domestic or ICAO) you may enter your route in either DOMESTIC format or ICAO format. If you are filing a domestic or ICAO flight plan, enter the route in that format.
When transitioning between two airways, (e.g. V3 to V318) the system will require you to enter the name of the fix where the transition will occur if it is a published fix: "V3 HUL V318". If, however, the airways cross at an unnamed intersection, the system will accept the two airways without entering the name of the fix between them: "V318 V400".

ICAO Format Routes

In ICAO format, fixes (which includes NAVAIDs and latitude/longitude points) must be separated from each other by "DCT" (which indicates a direct navigation between the two fixes). Do not enter "DCT" between Fix-Radial-Distances or Latitude/Longitudes.
Latitude/Longitude points in ICAO format do not include the / character and MUST include the hemisphere information (N/S, E/W). ICAO format also accepts latitude/longitude in either whole degrees or degrees and minutes:

- 3349N09640W 0130S17833E
- 30N075W 32N077W 34N079W

Examples

- Direct route from Departure airport to Destination airport:
  DRCT
- Using NAVAID's (direct route between NAVAID's is assumed):
  ACY MXE DQO LRP
- Using Airways (enter the Junction Fix between Airways, if known):
  OAK V195 ECA V244 NICOL
- Latitude/Longitude using Domestic format:
  CVE 3349N/09640W 3448N/09640W 3612N/09547W GNP
- Latitude/Longitude using ICAO format:
  DCT CVE DCT 3349N09640W 3612N09547W DCT GNP DCT
- Latitude/Longitude in degrees only using ICAO format:
  DCT CVE DCT 34N097W 36N096W DCT GNP DCT
- Using a Fix-Radial-Distance (radial 045 from ADM at 15 NM)
  CVE ADM045015 IRW

RWXC: The Route Weather Corridor Width (search parameter). Enter a value between 10 and 100 nautical miles in steps of 10 nm.

FWAC: The Forecast Winds Aloft Corridor Width (search parameter). Enter a value between 100 and 600 nautical miles in steps of 10 nm.

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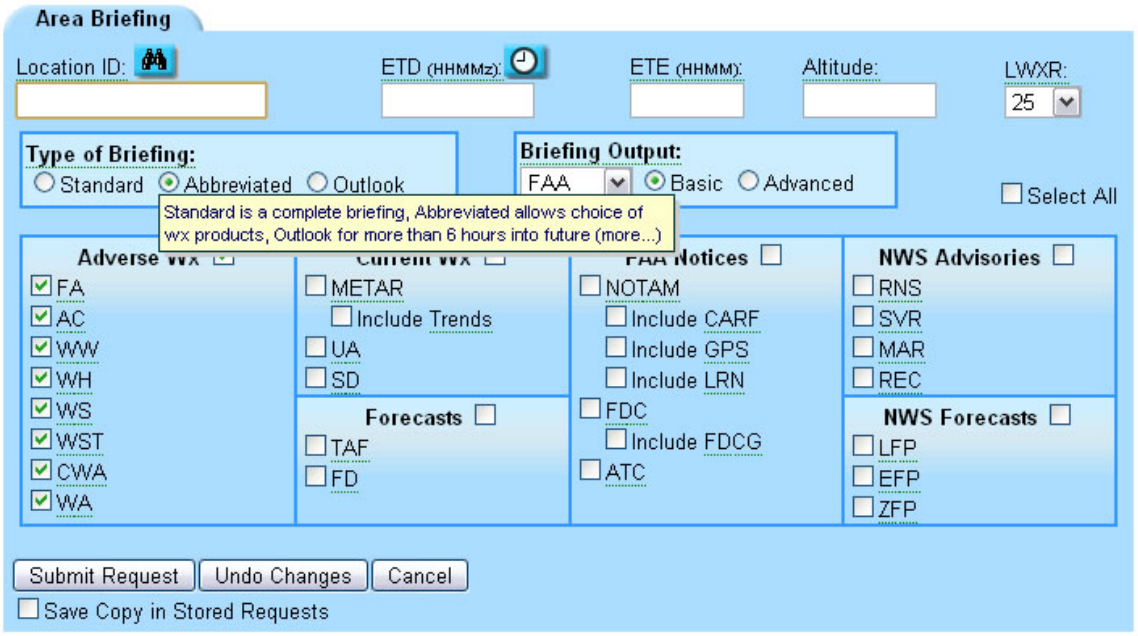
Area Briefings



Location ID: The 3 or 4 character location identifier to be used as the center point for your weather briefing.

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LWXR: The Local Weather Radius (LWXR) is the search area (radius) for local weather briefings. Enter 10-100 NM in increments of 5 NM. The default is 25 NM.

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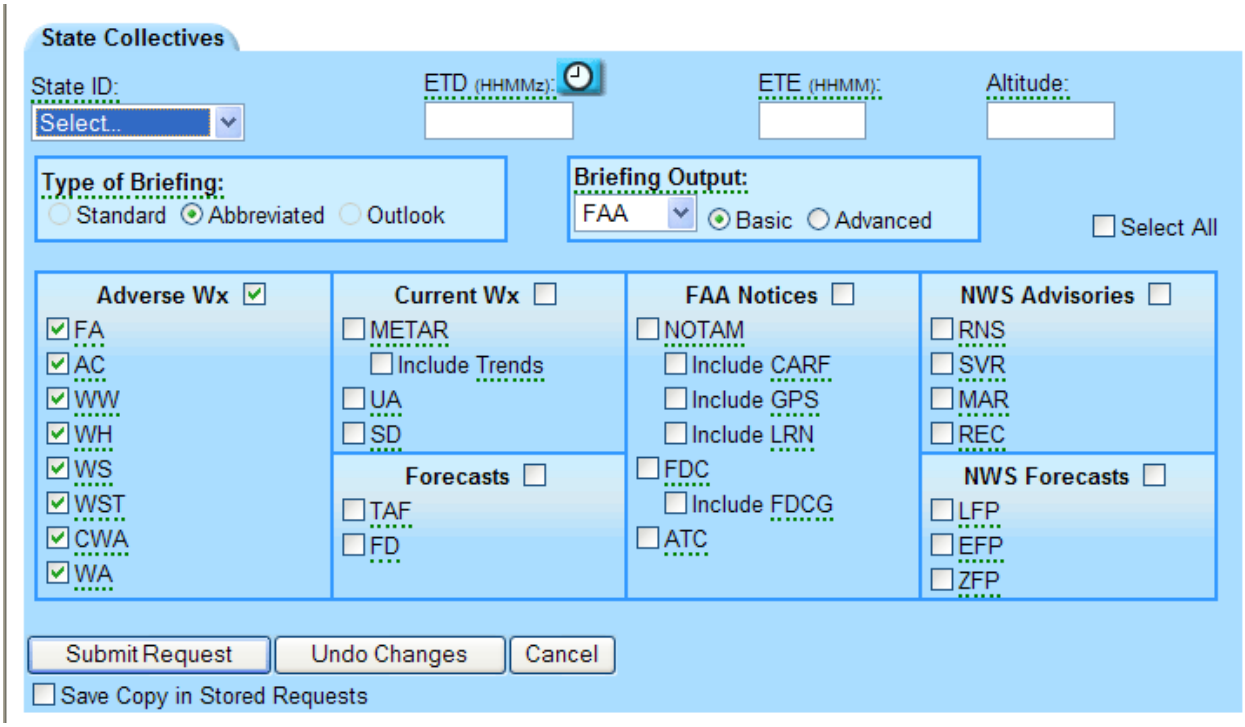
State Briefing



State ID: Enter the 2-letter State or Region Abbreviation. Additional choices are:

- OG -- Gulf of Mexico
- OA -- Offshore Atlantic
- OP -- Offshore Pacific
- CB -- Carribean
- CN -- Canada
- VI -- Virgin Islands
- MX -- Mexico
- PR -- Puerto Rico
- DC -- District of Columbia

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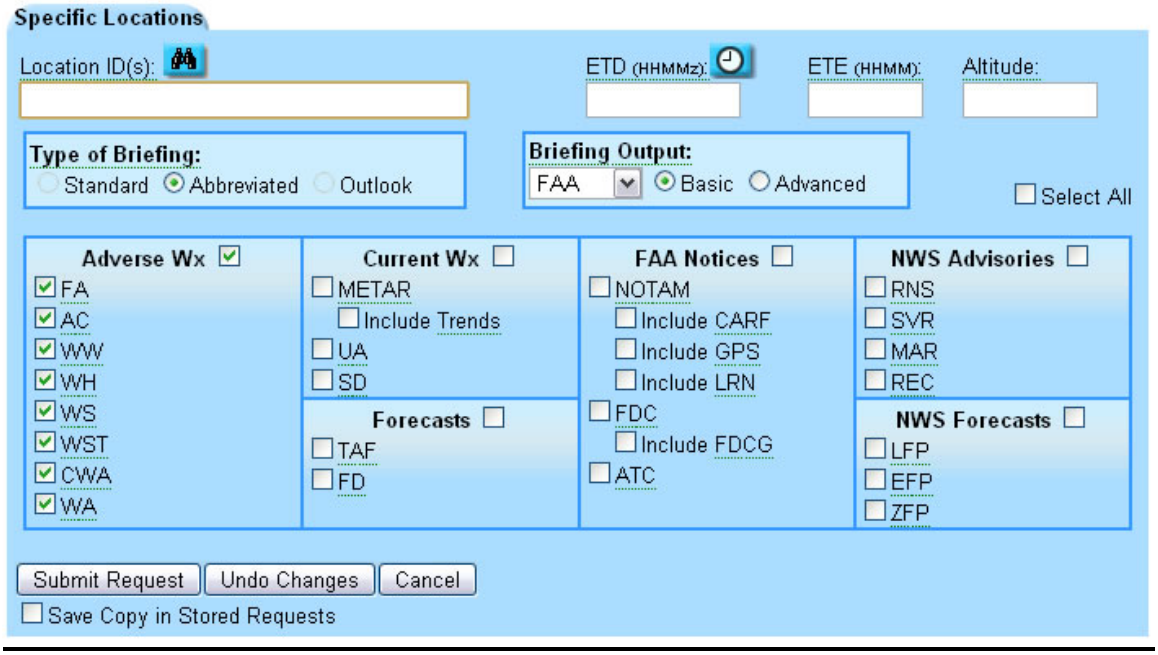
Specific Locations



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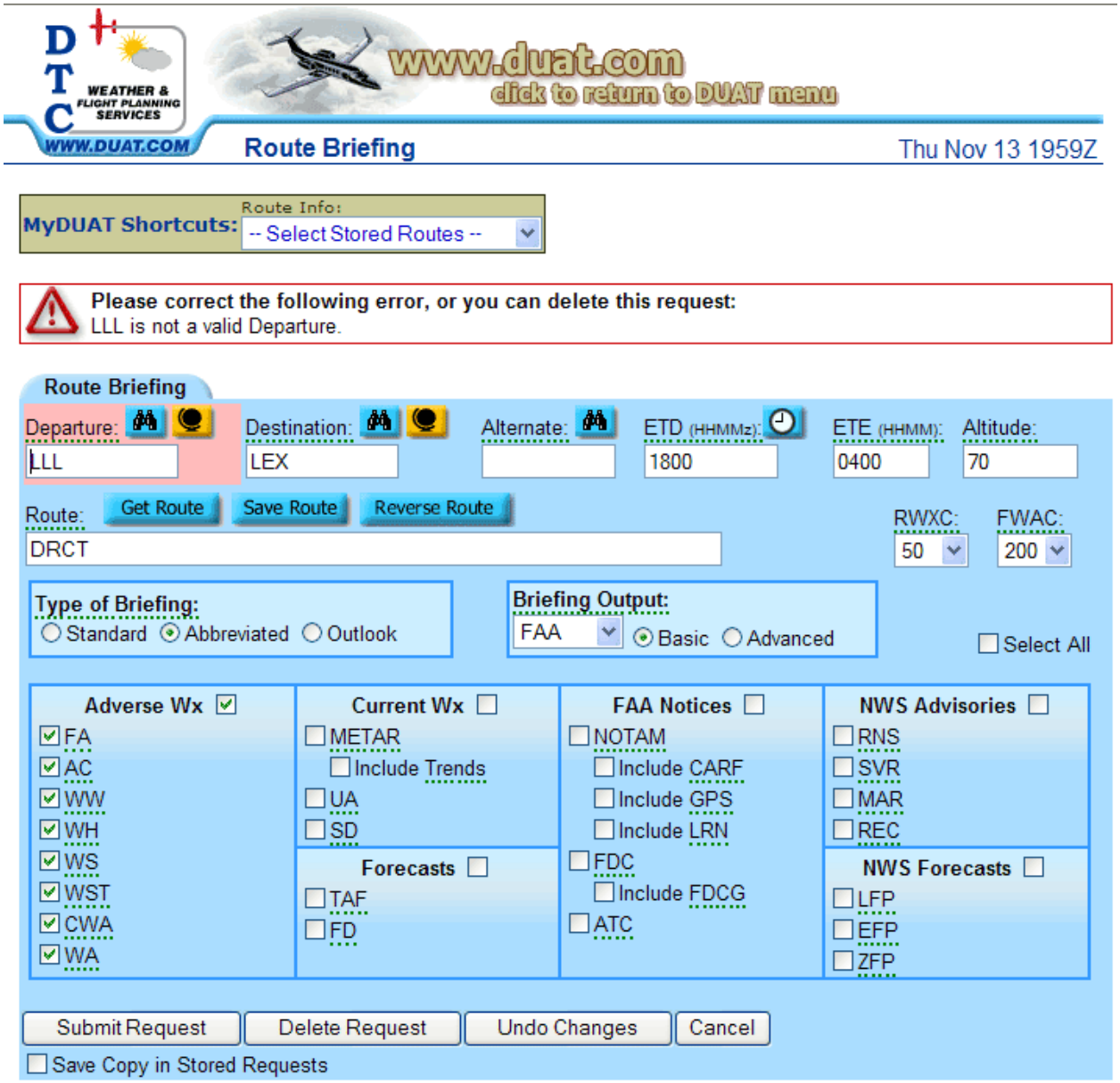
Input Errors

Errors on Route Briefing and Flight Plan masks



In the event that you make a mistake filling out any of the forms on the web site, the error will cause the form to be rejected and will be returned to you with the error highlighted. You can correct the error by fixing the error and clicking on Submit Request. If you cancel the form without fixing the error, the error will still show on the DUAT Main menu as an errored request. If you decide to not fix this error and start over, you can delete the errored request by clicking on the delete button on the main menu.

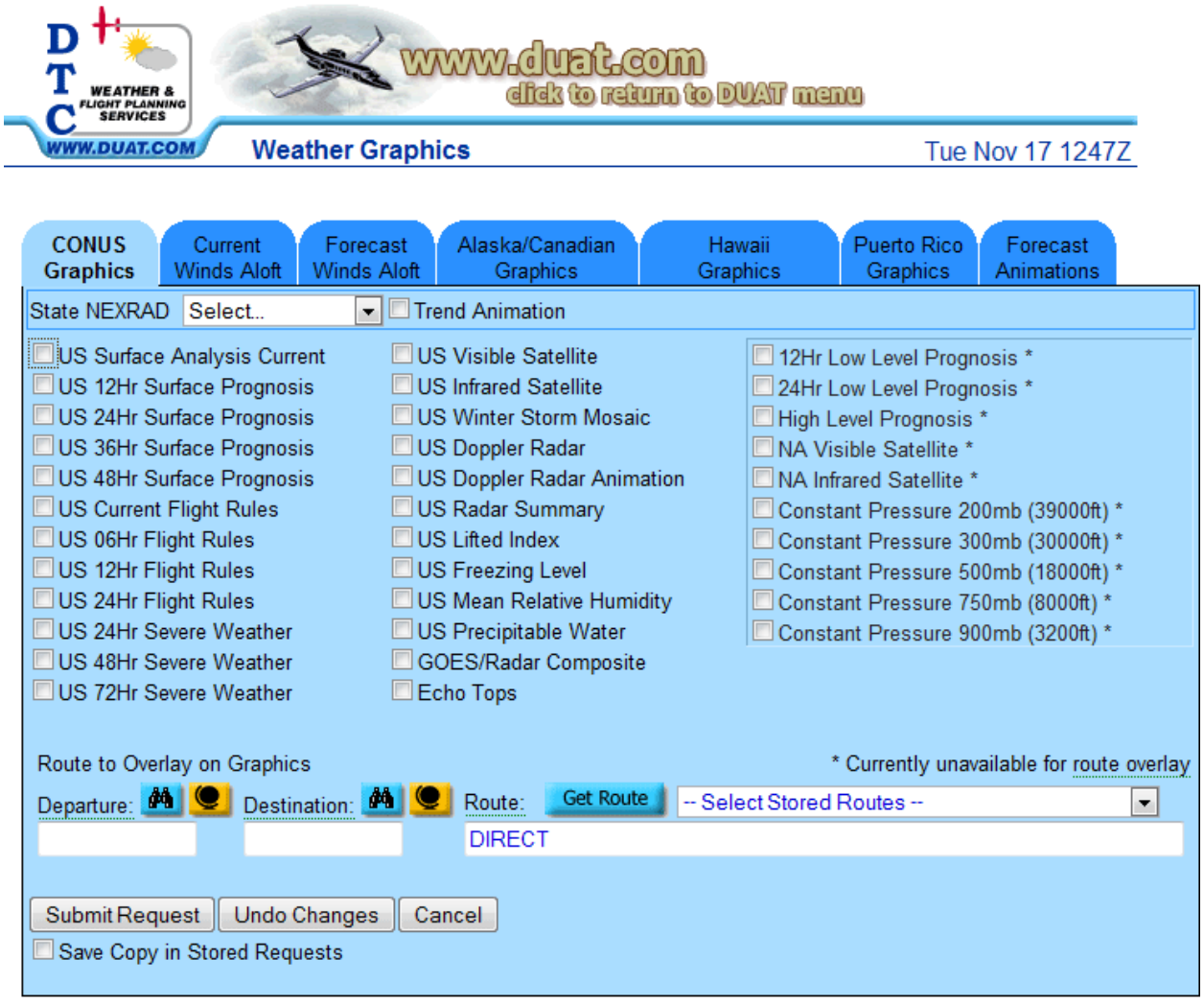
Weather Graphics

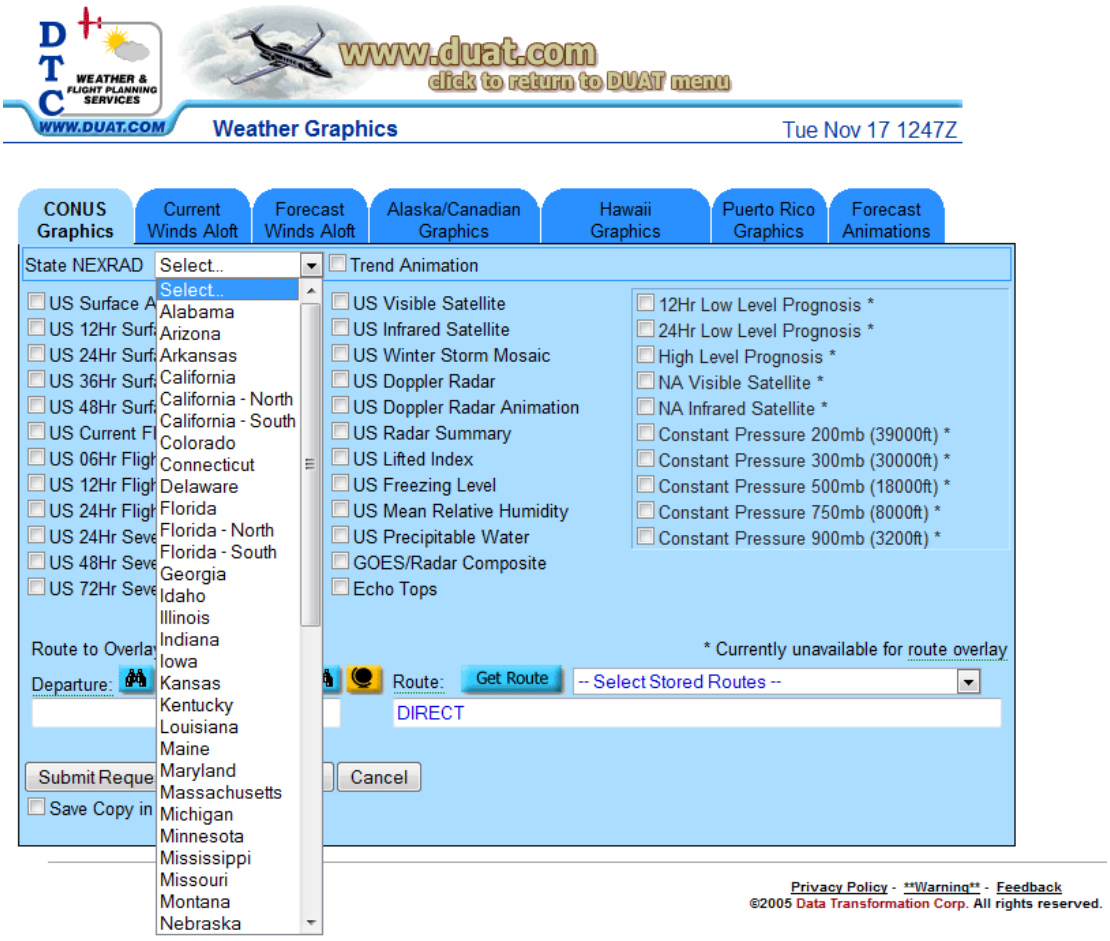
The Weather Graphics menu is split up into seven different tabs. The CONUS tab Contains the Following charts:

CONUS (Continental US) Graphics

- State NEXRAD and Animated State NEXRAD
- Us Current Surface Chart and Prognosis Charts
- US Current Flight Rules and Prognosis Charts
- US Visible Satellite
- US Infrared Satellite
- US Winter Storm Mosaic
- US Doppler Radar

- US Doppler Radar Animation
- US Radar Summary
- US Lifted Index
- US Freezing Level
- US Mean Relative Humidity
- US Precipitable Water
- US Severe Weather Charts
- High and Low Level Prognosis Charts
- GOES/Radar Composite
- Echo Tops
- NA Visible Satellite
- NA Infrared Satellite
- Constant Pressure Charts





The menu allows you to select multiple graphics at a time and download them to your computer to view. The selection of these graphics allows you to see graphically what the weather looks like in real time and also forecasted weather.

By clicking on the drop down box located next to the State NEXRAD, you can select the state that you wish to view. After you have selected the state you can choose additional graphics from the menu below it.

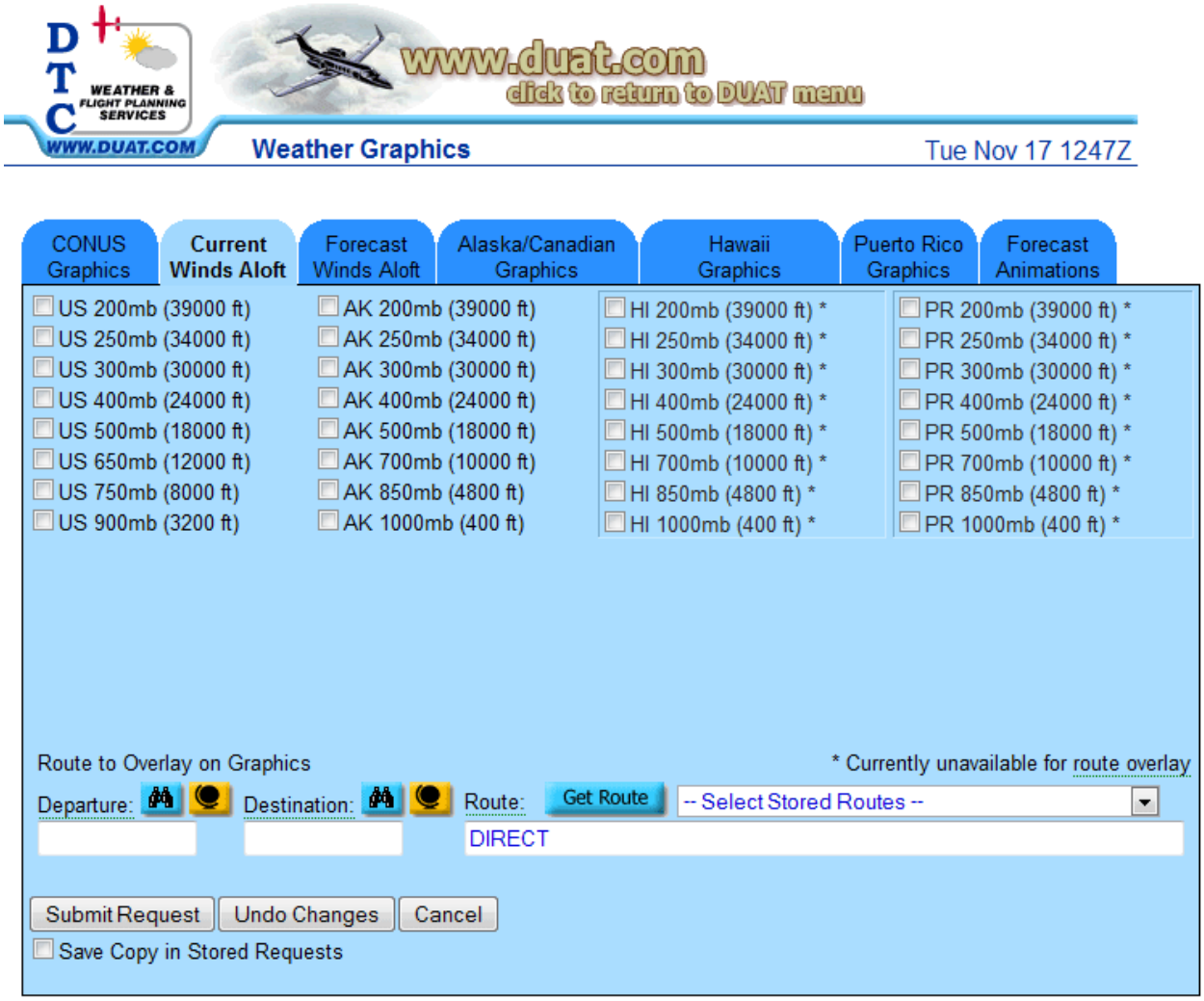
Once you have chosen all of the graphics to be viewed, you can click submit request to retrieve the graphics.

If you wish to reuse these requests, you may click on Add to Stored Requests and it will place the request in the Stored Request folder.

You may also place your route of flight on top of the graphics to show what you might encounter along your route of flight by adding your route into the Route to Overlay on Graphics fields.
**Note: Graphics with an asterisk can not have route overlays on them.*

Examples of all weather graphics are available in Appendix A.

Current Winds Aloft



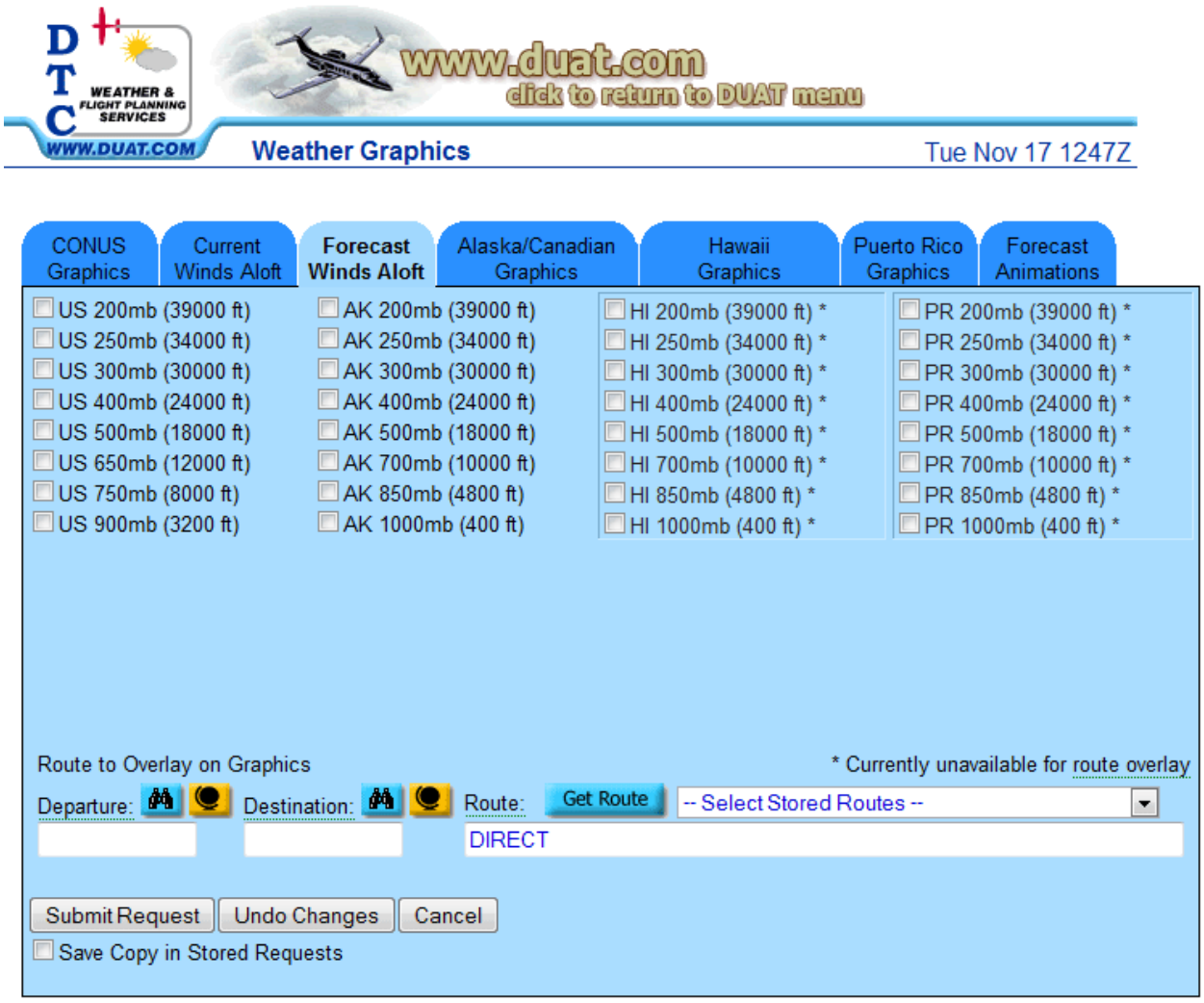
Current Winds Aloft Charts are available for CONUS, Alaska, Hawaii and Puerto Rico. These charts allow you to view the current winds at different altitudes. The menu allows you to select multiple graphics at a time and download them to your computer to view.

Once you have chosen all of the graphics to be viewed, you can click submit request to retrieve the graphics.

If you wish to reuse these requests, you may click on Add to Stored Requests and it will place the request in the Stored Request folder.

You can also overlay the route of flight on the charts to get a better feel for how the current winds may affect your flight.

Forecast Winds Aloft



Forecast Winds Aloft Charts are available for CONUS, Alaska, Hawaii and Puerto Rico. These charts allow you to view the forecasted winds at different altitudes. The menu allows you to select up to 10 graphics at a time and download them to your computer to view.

Once you have chosen all of the graphics to be viewed, you can click submit request to retrieve the graphics.

If you wish to reuse these requests, you may click on Add to Stored Requests and it will place the request in the Stored Request folder.

You can also overlay the route of flight on the charts to get a better feel for how the forecast winds may affect your flight.

AK/CN (Alaskan/Canadian) Graphics

Alaskan and Canadian graphics are also available from the web site . The following charts are available from the AK/CN Graphics tab:

- AK Surface Analysis Current and Prognosis charts
- AK Current Flight Rules and Prognosis charts
- Alaska Visible Satellite
- Alaska Infrared Satellite
- Alaska Doppler Radar
- Alaska Lifted Index
- Alaska Freezing Level
- Alaska Mean Relative Humidity
- Alaska Precipitable Water
- Alaska GOES/Radar Composite
- Alaska Echo Tops
- Constant Pressure Charts

Once you have selected the graphics to be viewed, you can click submit request to retrieve the graphics. The menu allows you to select up to 10 graphics at a time and download them to your computer to view.

If you wish to reuse these requests, you may click on Add to Stored Requests and it will place the request in the Stored Request folder.

You can also overlay the route of flight on the charts to get a better feel for how the weather may affect your flight.

Examples of all weather graphics are available in Appendix A.

Hawaii Graphics

Hawaii and Puerto Rico graphics are also available from the web site . The following charts are available from the HI/PR Graphics tab:

- Hawaii Visible Satellite
- Hawaii Infrared Satellite
- Hawaii Doppler Radar
- Hawaii GOES/Radar Composite
- Hawaii Echo Tops
- Hawaii Lifted Index
- Hawaii Freezing Level
- US Mean Relative Humidity
- Hawaii Precipitable Water
- Constant Pressure

Once you have chosen all of the graphics to be viewed, you can click submit request to retrieve the graphics. The menu allows you to select multiple graphics at a time and download them to your computer to view.

If you wish to reuse these requests, you may click on Add to Stored Requests and it will place the request in the Stored Request folder.

You can also overlay the route of flight on the charts to get a better feel for how the weather may affect your flight.

Examples of all weather graphics are available in Appendix A.

Puerto Rico Graphics

- Puerto Rico Visible Satellite
- Puerto Rico Infrared Satellite
- Puerto Rico Doppler Radar
- Puerto Rico GOES/Radar Composite
- Puerto Rico Echo Tops
- Puerto Rico Lifted Index
- Puerto Rico Freezing Level
- US Mean Relative Humidity
- Puerto Rico Precipitable Water
- Constant Pressure

Once you have chosen all of the graphics to be viewed, you can click submit request to retrieve the graphics. The menu allows you to select multiple graphics at a time and download them to your computer to view.

If you wish to reuse these requests, you may click on Add to Stored Requests and it will place the request in the Stored Request folder.

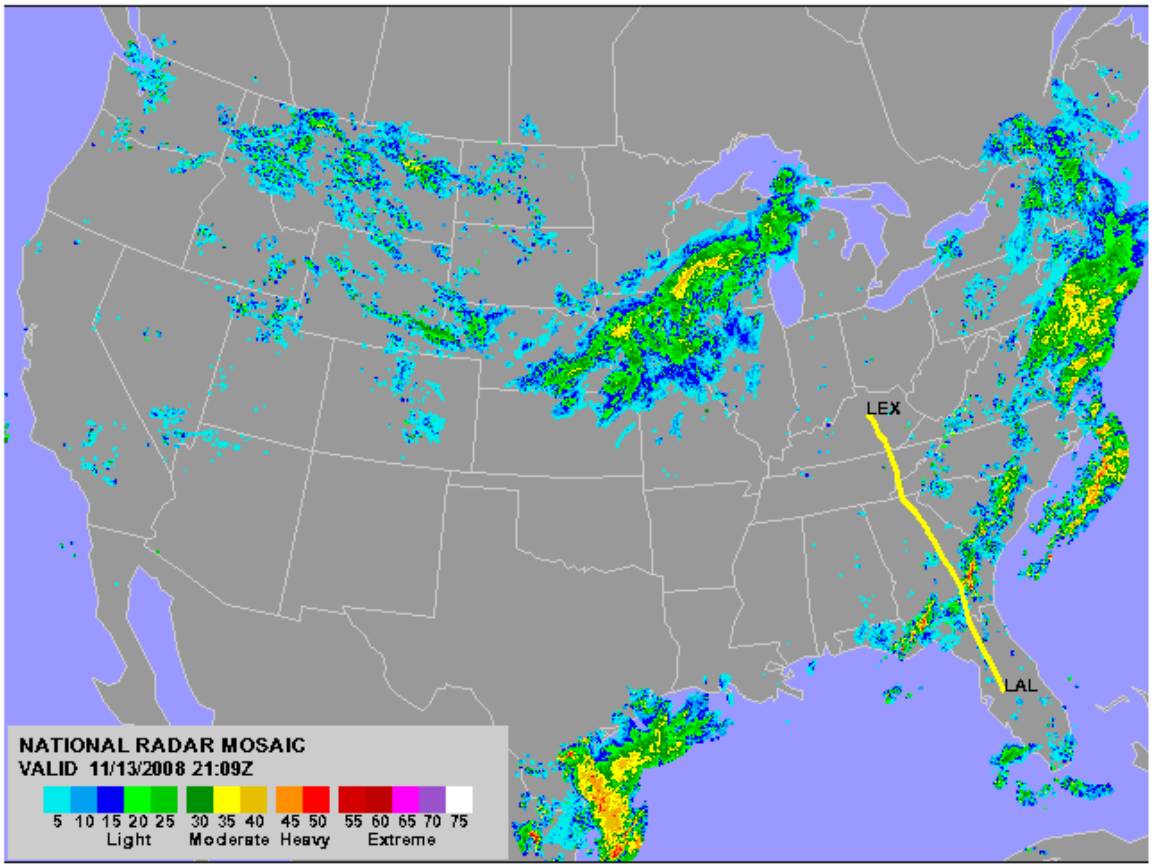
You can also overlay the route of flight on the charts to get a better feel for how the weather may affect your flight.

Examples of all weather graphics are available in Appendix A.

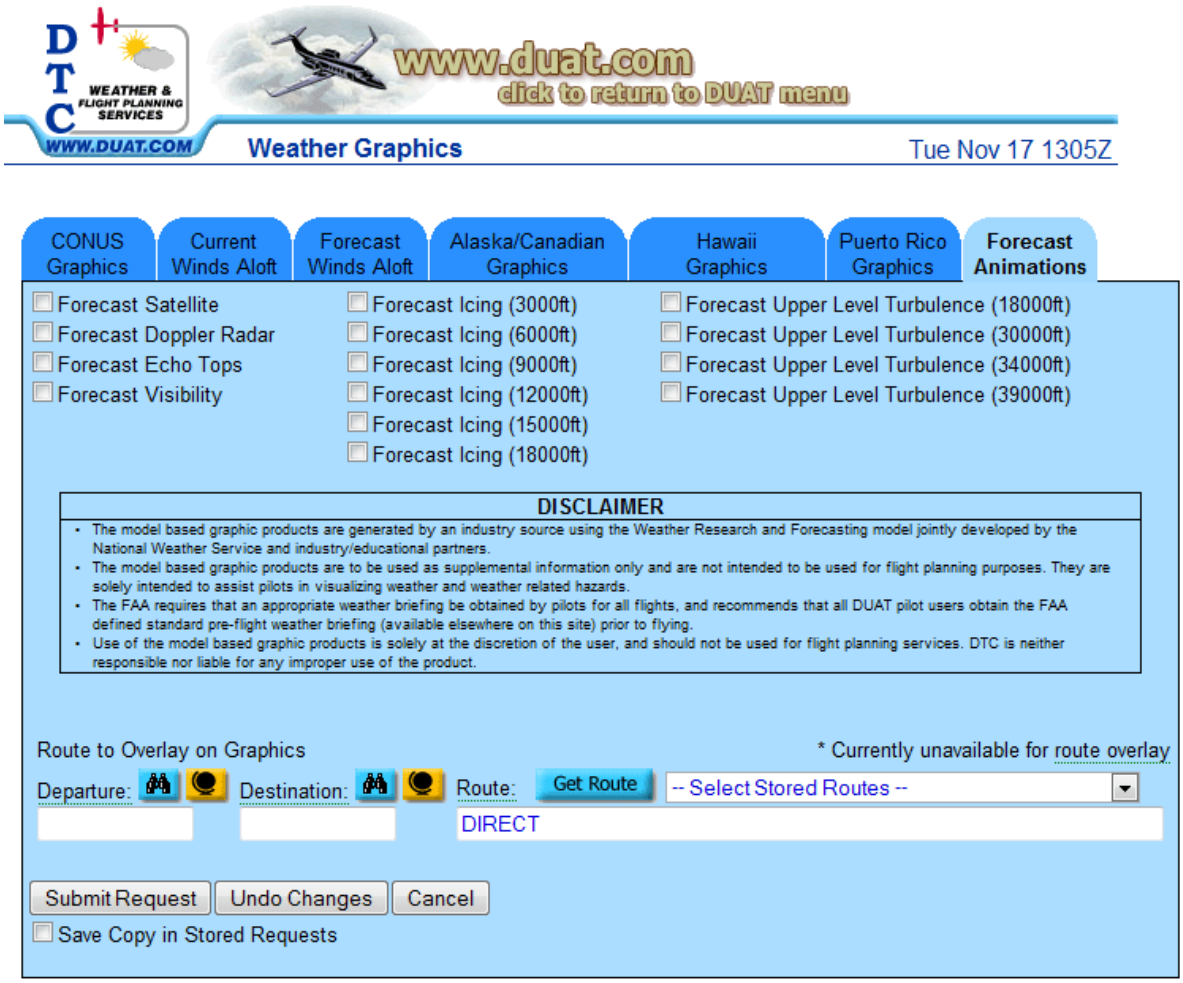
Example: Route Overlays

DTC DUAT Transaction 1307795 11/13/2008 2119Z

US Doppler Radar Depart:LAL Arrive:LEX Route:LAL V157 AMG V51 HRS V267 VXV V97 HYK LEX



Forecast Animations



Forecast Animation charts interpret data received to produce a nine hour forecast. These charts are updated every three hours. The charts provide pilots a view of the forecasted Satellite, Doppler, Echo Tops, Icing and Upper Level Turbulence.

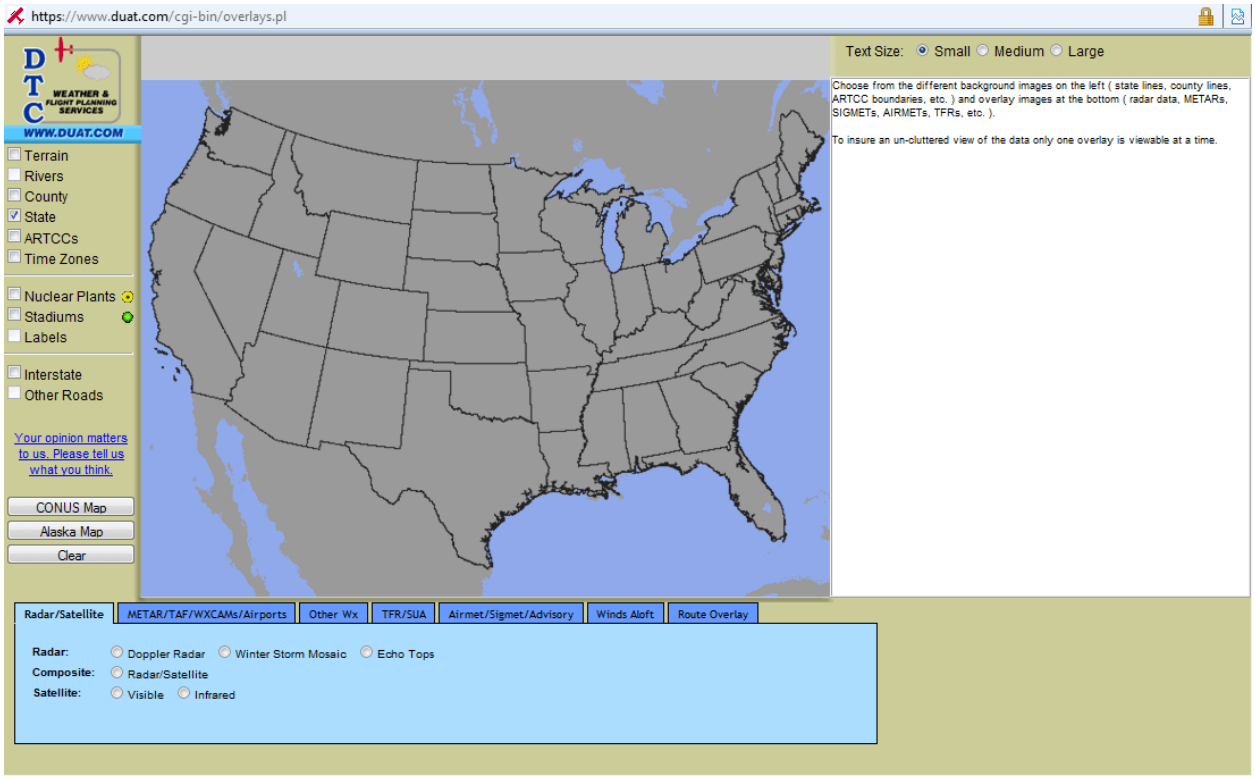
Once you have chosen all of the graphics to be viewed, you can click submit request to retrieve the graphics. The menu allows you to select multiple graphics at a time and download them to your computer to view.

If you wish to reuse these requests, you may click on Add to Stored Requests and it will place the request in the Stored Request folder.

You can also overlay the route of flight on the charts to get a better feel for how the weather may affect your flight.

Examples of all weather graphics are available in Appendix A.

Interactive Overlays (Graphics)



The Interactive Overlays menu was developed in response to Pilot input requesting that graphics be made available on one screen without having to make separate requests for those graphics. DTC responded with the Interactive Overlays function that allows the user to quickly and easily go from one graphic to the next from the same web page. The interface also has some additional features not available on the Weather Graphics Menu. Additional features include:

- Terrain map
- County boundaries
- ARTCC zones
- Nuclear Plants
- Interstate Highways
- Rivers
- State boundaries
- Time Zones
- Stadiums

To access the Interactive Overlays you must choose the link on the DUAT main menu on the left hand side of the page. As the Interactive page appears, you can choose from multiple tabs located under the interactive map. These tabs contain radio buttons that you can select to view the weather graphics.

There are seven tabs located below the main map on the screen. These tabs include the following:

- Radar/Satellite

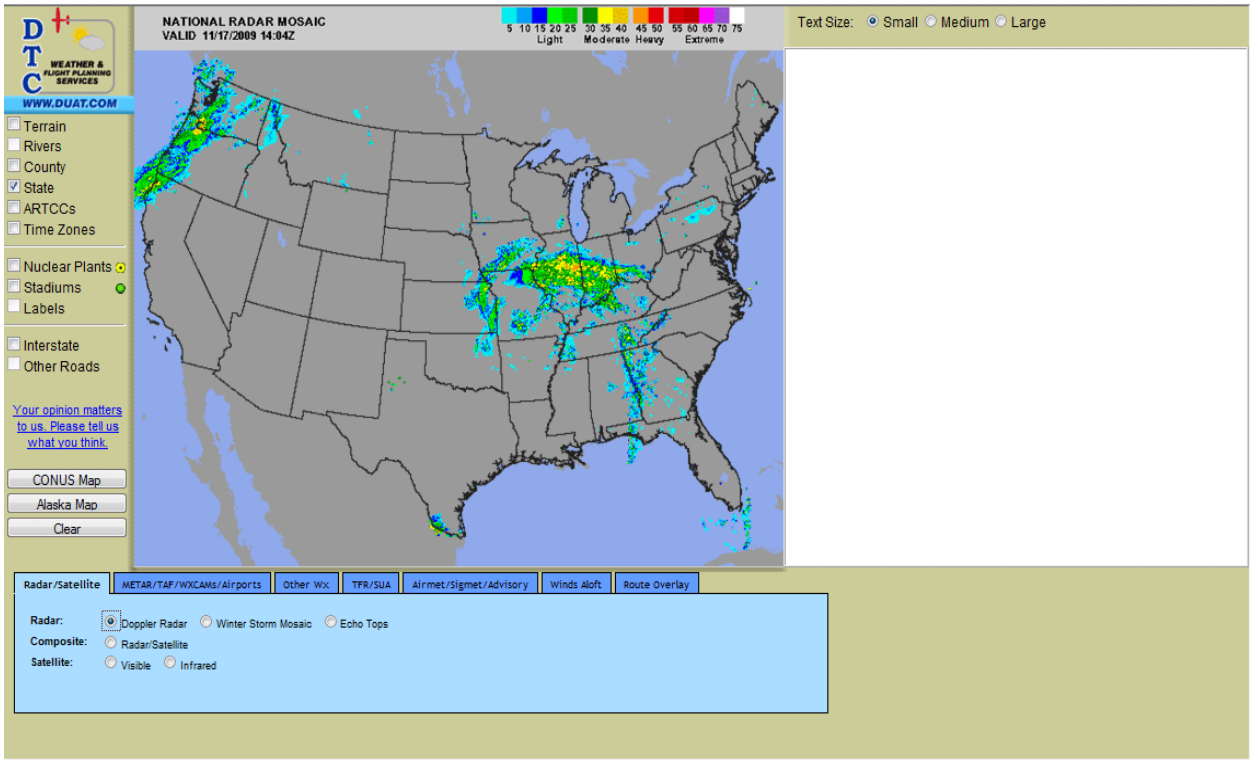
- METAR/TAF/WXCAMS
- Other WX
- TFR/SUA
- AIRMET/SIGMET/Advisory
- Winds Aloft
- Route Overlay

These tabs contain multiple graphics that are available for viewing. To view graphics, select any radio button located on the tab below the main map. As soon as the graphic is selected, it is immediately displayed on the map. When you select another button the map will replace the previously selected map.

You can also overlay the route of flight on the charts to get a better feel for how the weather may affect your flight.

Examples of all weather graphics are available in Appendix A.

Radar/Satellite

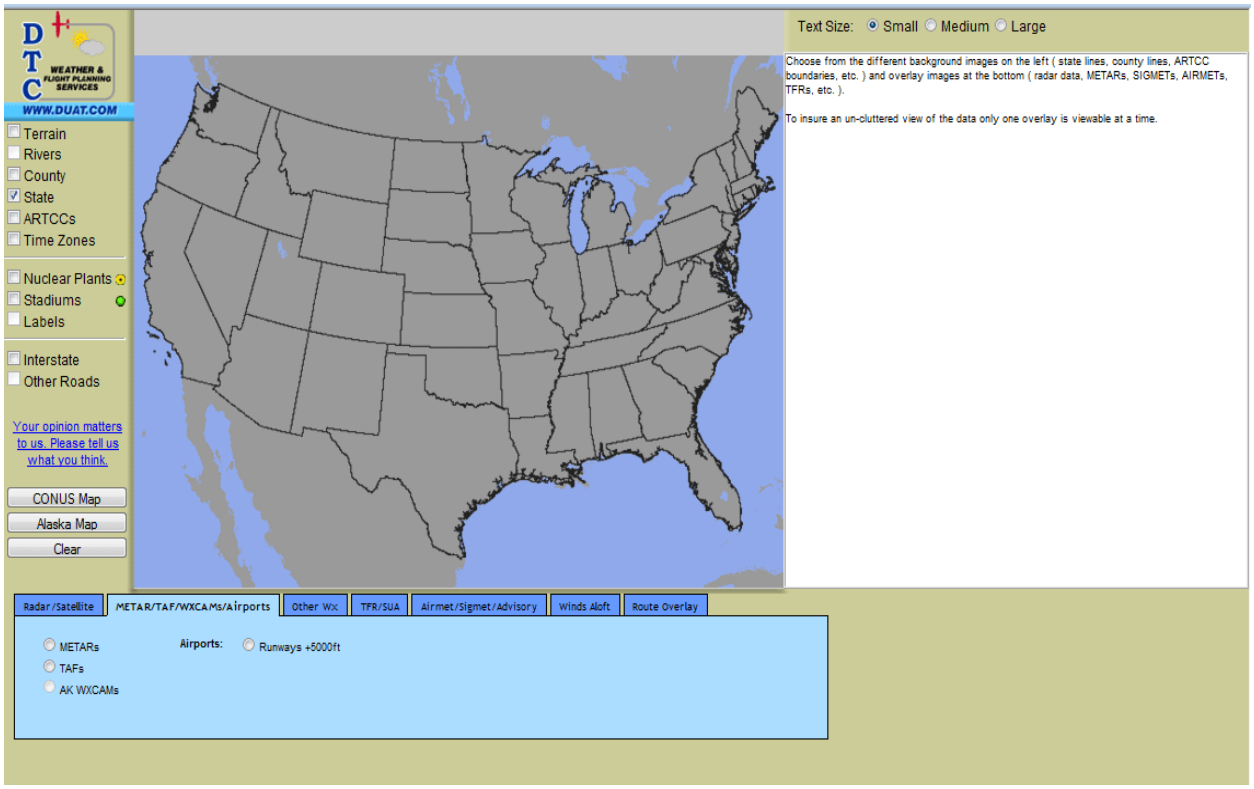


On the Radar/Satellite tab you can select from six different graphics. The following graphics are available for selection:

- Doppler Radar
- Winter Storm Mosaic
- Echo Tops
- Composite Radar/Satellite
- Satellite Visible
- Satellite Infrared

You can also overlay the route of flight on the charts to get a better feel for how the weather may affect your flight.

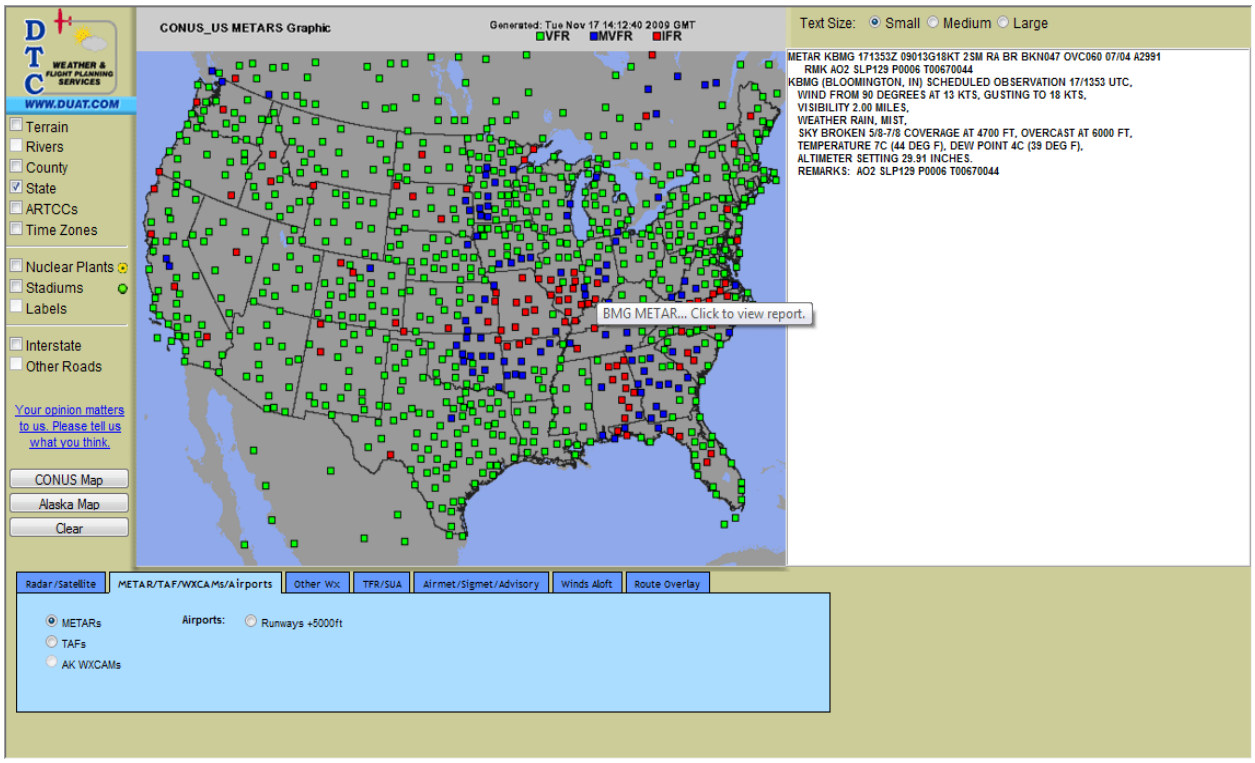
METAR/TAF/WXCAMS/Airports



On the METAR/TAF/WXCAM'S/Airports tab you can view selected METAR's,TAF's and Runways over 5000 feet all over the country . When you select the Alaska map located beneath the CONUS Map button, you can view selected WX Cameras located across the State of Alaska.

You can also overlay the route of flight on the charts to get a better feel for how the weather may affect your flight.

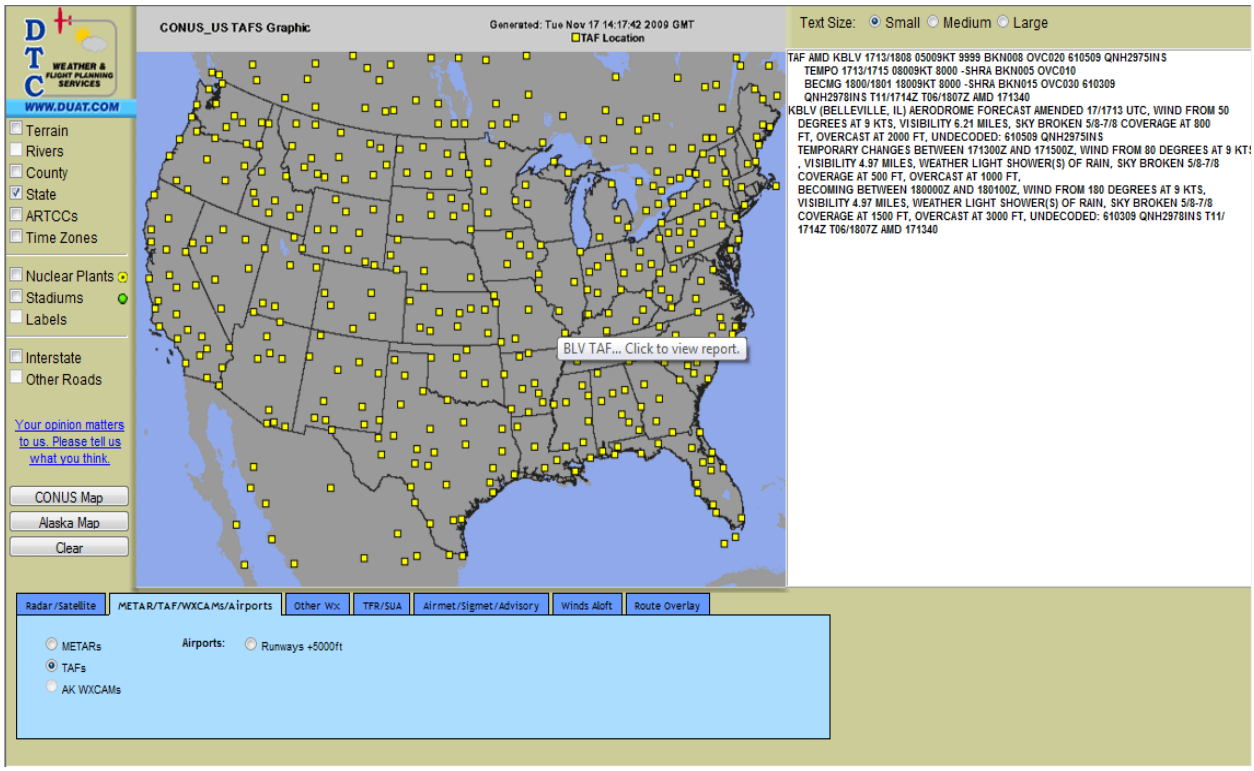
METAR Map



The METAR Map shows selected METAR's across the map. If you click on any of the red, green, or blue buttons, the METAR information will load in the text box located to the right of the map. The report is listed in FAA contraction and also in plain English text. The METAR's are also color coded for VFR (green) MVFR (blue) and IFR (red) conditions.

You can also overlay the route of flight on the charts to get a better feel for how the weather may affect your flight.

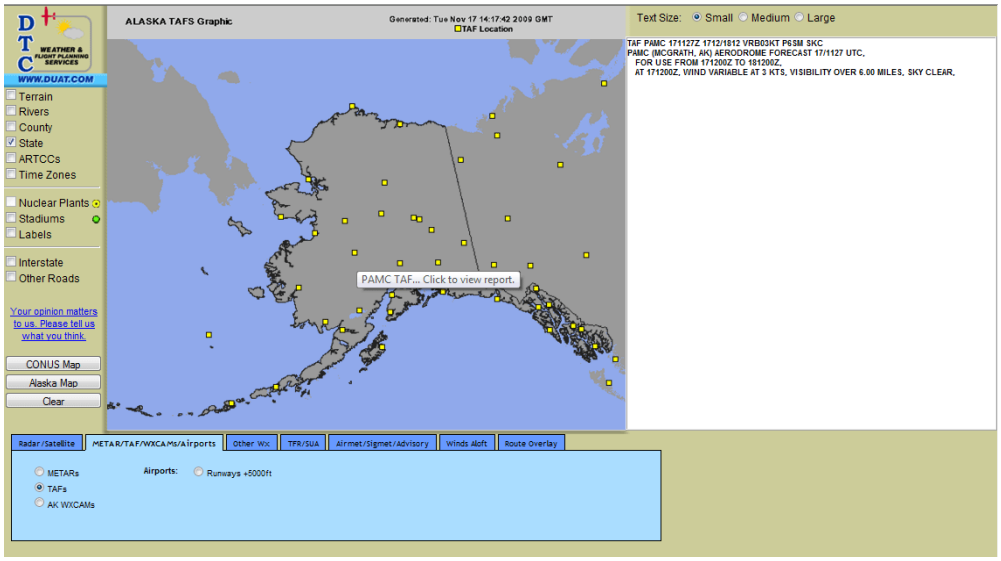
TAF Map

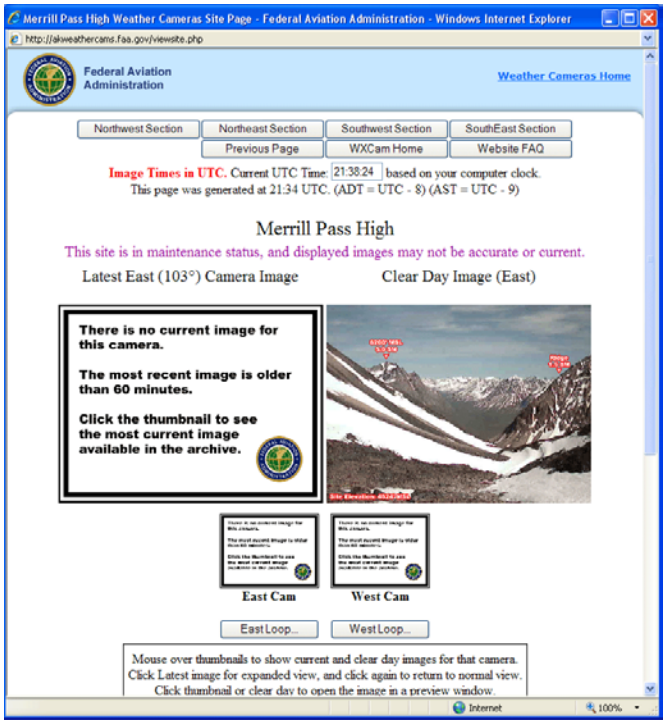


The TAF Map shows selected TAF's across the map. If you click on any of the yellow buttons, the TAF information will load in the text box located to the right of the map. The report is listed in FAA contraction and also in plain English text.

You can also overlay the route of flight on the charts to get a better feel for how the weather may affect your flight.

Alaska WX Cam's

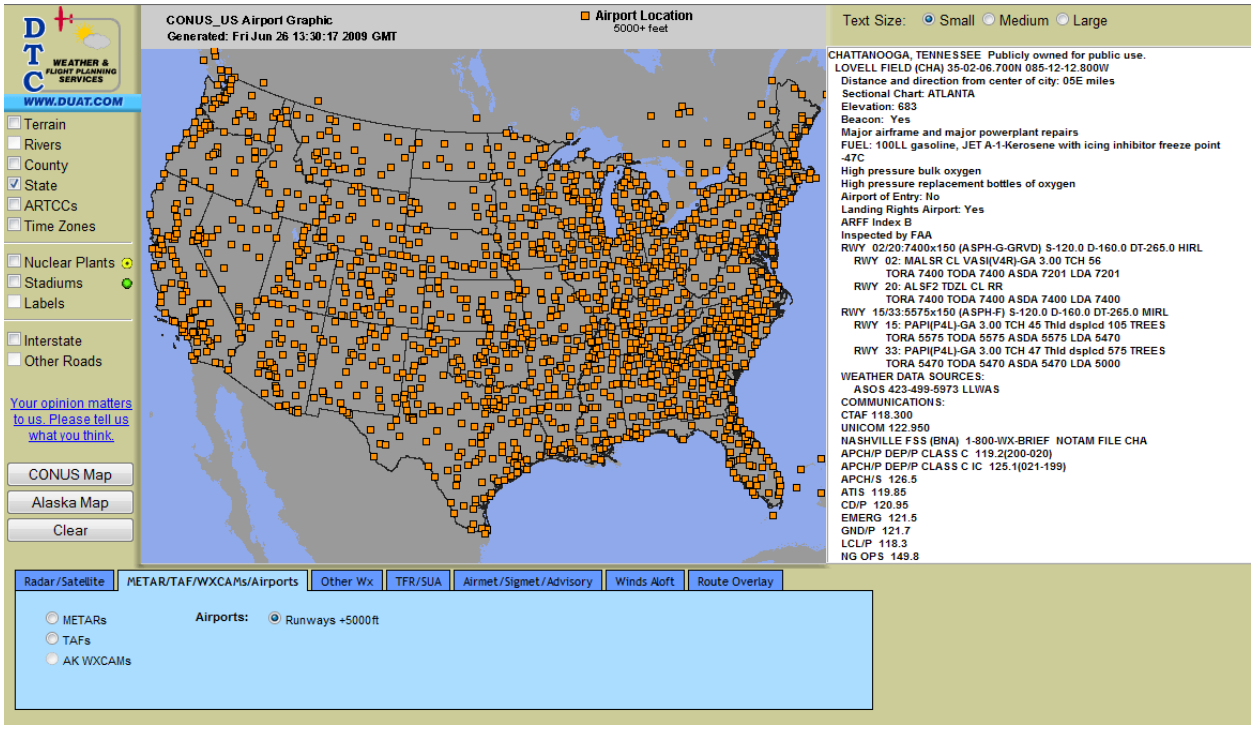




The Alaska WX Cam's shows selected locations across Alaska. To access this information, click on the Alaska button located beneath the CONUS button on the menu. Once the page loads, you can click on any of the yellow buttons and it will display the information that was obtained from the FAA web site that supplies this information. The page will load in the and you will be able to view the selected location.

You can also overlay the route of flight on the charts to get a better feel for how the weather may affect your flight.

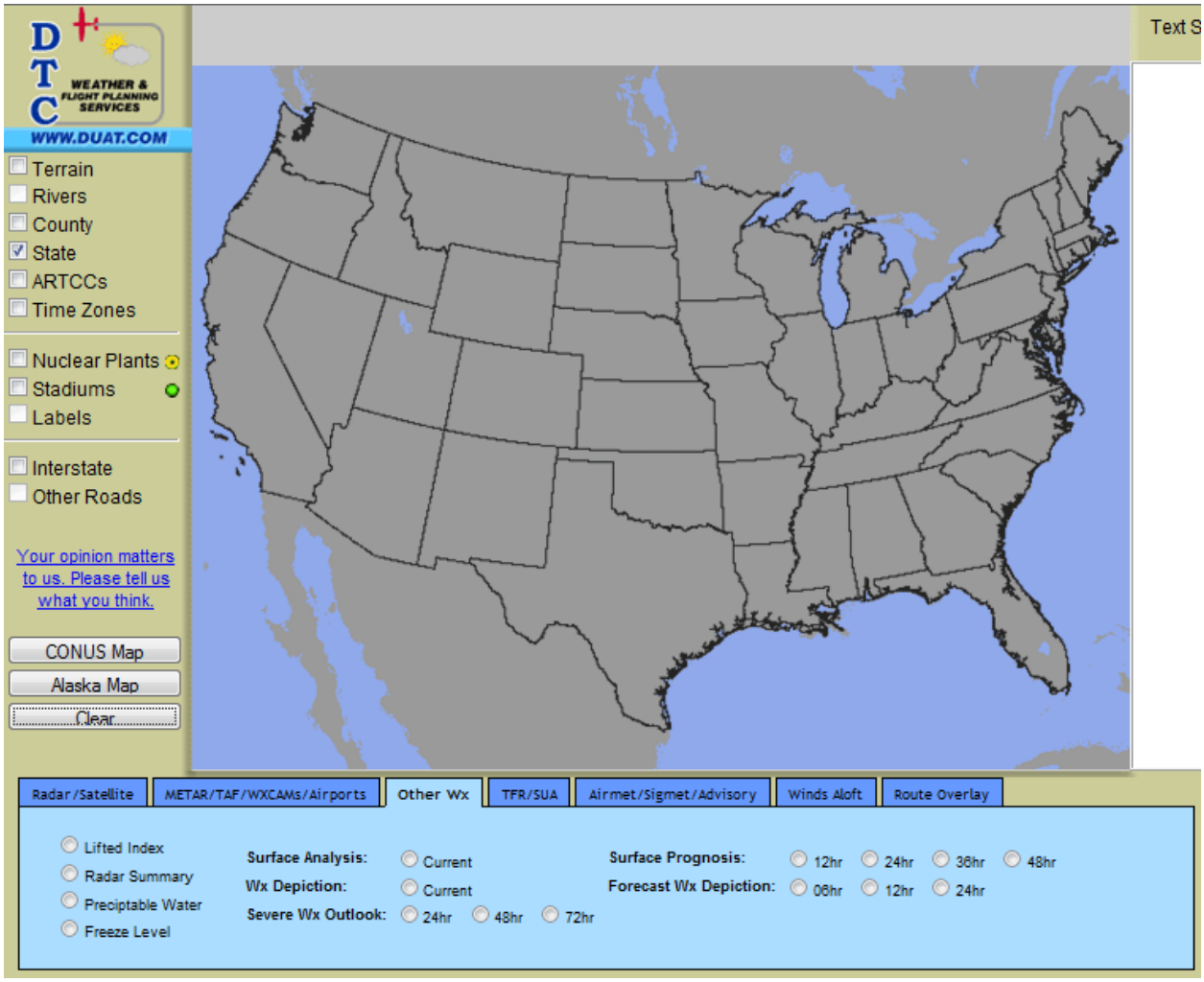
Airports



The Airports/Runways+5000ft map shows all runways over 5000 feet located in the CONUS. Once the page loads, you can click on any of the orange buttons and it will display the information about that airport.

You can also overlay the route of flight on the charts to get a better feel for how the weather may affect your flight.

Other WX



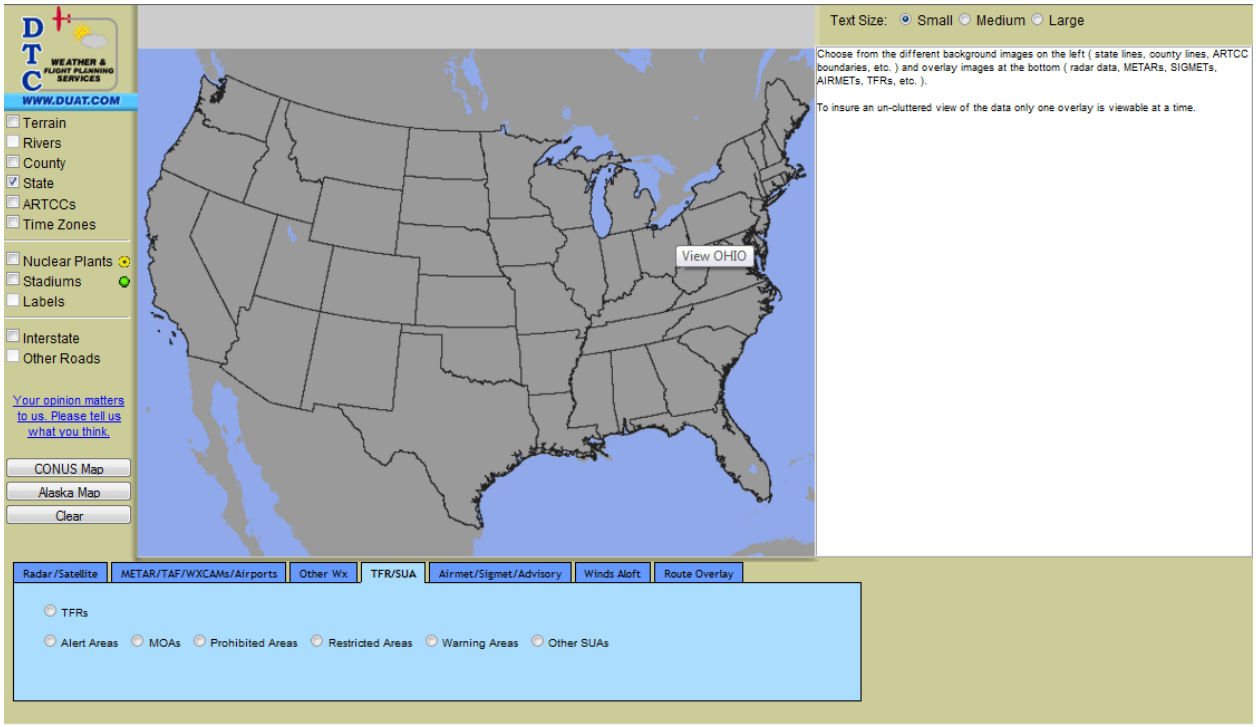
On the Other WX tab you can select from 16 different graphics. The following graphics are available for selection:

- Lifted Index
- Radar Summary
- Preciptable Water
- Freeze Level
- Current Surface Analysis and Prognosis: 12hr, 24hr, 36hr, 48hr
- Current Wx Depiction and Forecast Wx Depiction: 06hr, 12hr, 24hr
- Severe Wx Outlook and Prognosis: 24hr, 48hr, 72hr

Examples of all weather graphics are available in Appendix A.

You can also overlay the route of flight on the charts to get a better feel for how the weather may affect your flight.

TFR/SUA



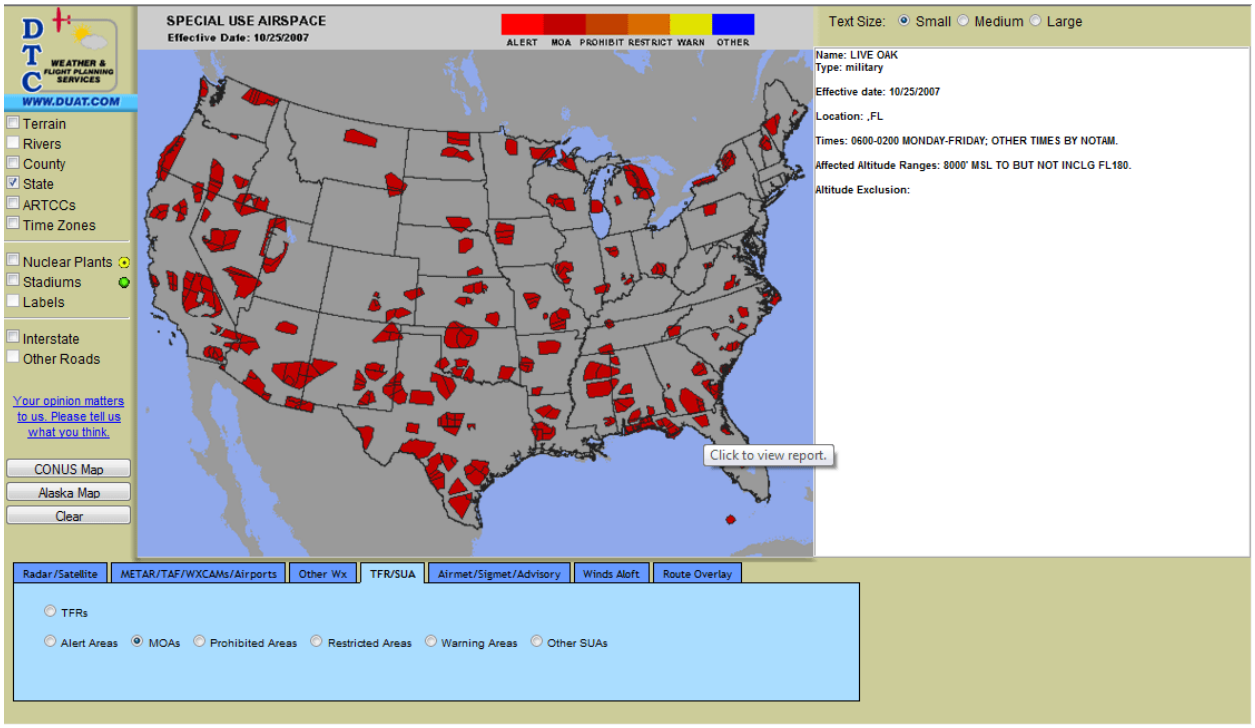
To view each of the graphics click on one of the radio buttons located beneath the map. The graphic will display on the base map as shown above. When the graphic is loaded onto the map you can select one of the highlighted areas and it will display the text information on the right side of the map in the text box. The information is displayed in FAA contraction and also plain English text.

On the TFR/SUA tab you can select from seven different graphics. The following graphics are available for selection:

- TFRs
- Alert Areas
- MOAs
- Prohibited Areas
- Restricted Areas
- Warning Areas
- Other SUAs

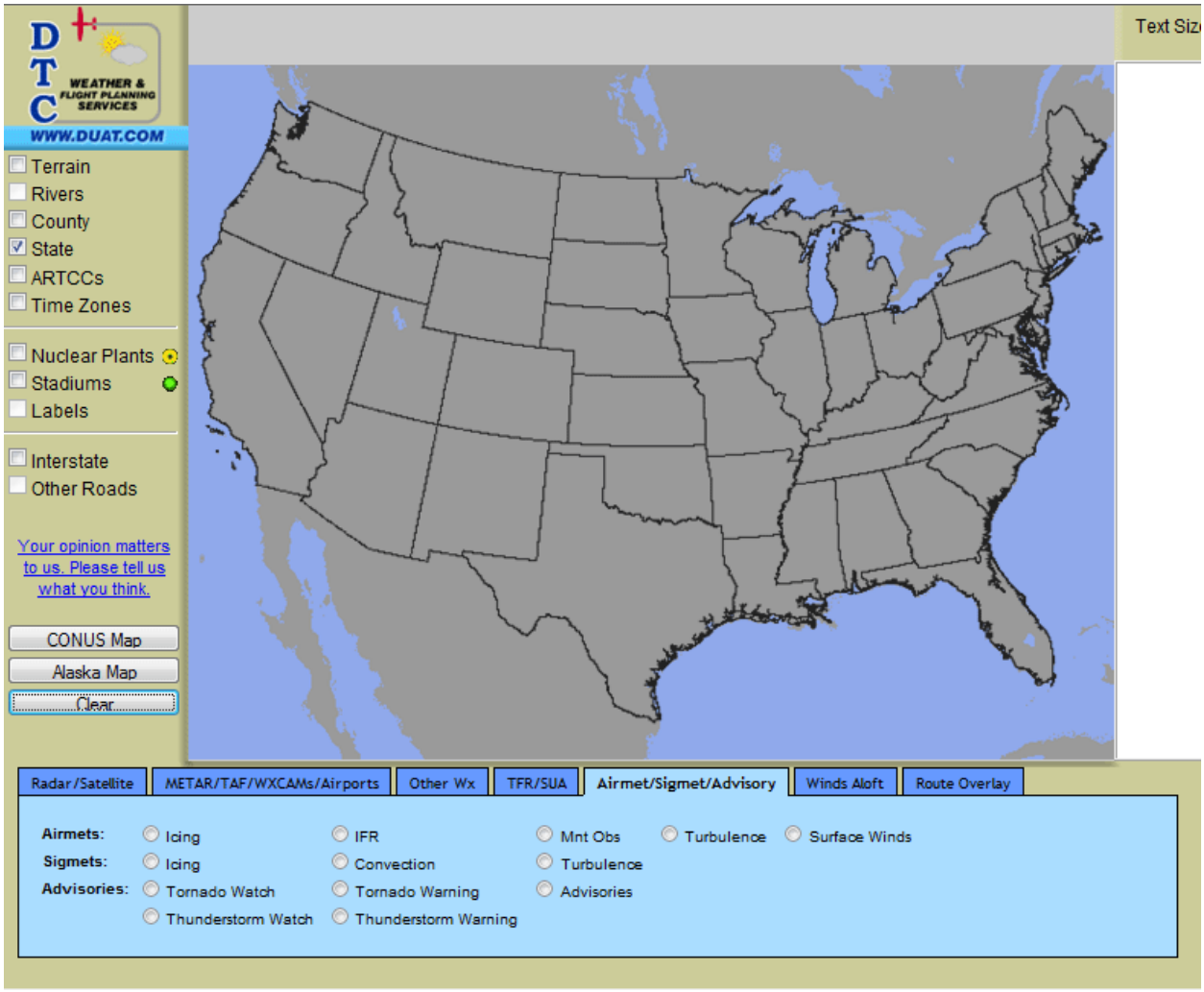
You can also overlay the route of flight on these charts to see if the route chosen may be impacted by any restricted areas along your route.

Example: MOA Map



Examples of all weather graphics are available in Appendix A.

AIRMET/SIGMET/Advisory



On the AIRMET/SIGMET/Advisory tab you can select from 13 different graphics. The following graphics are available for selection:

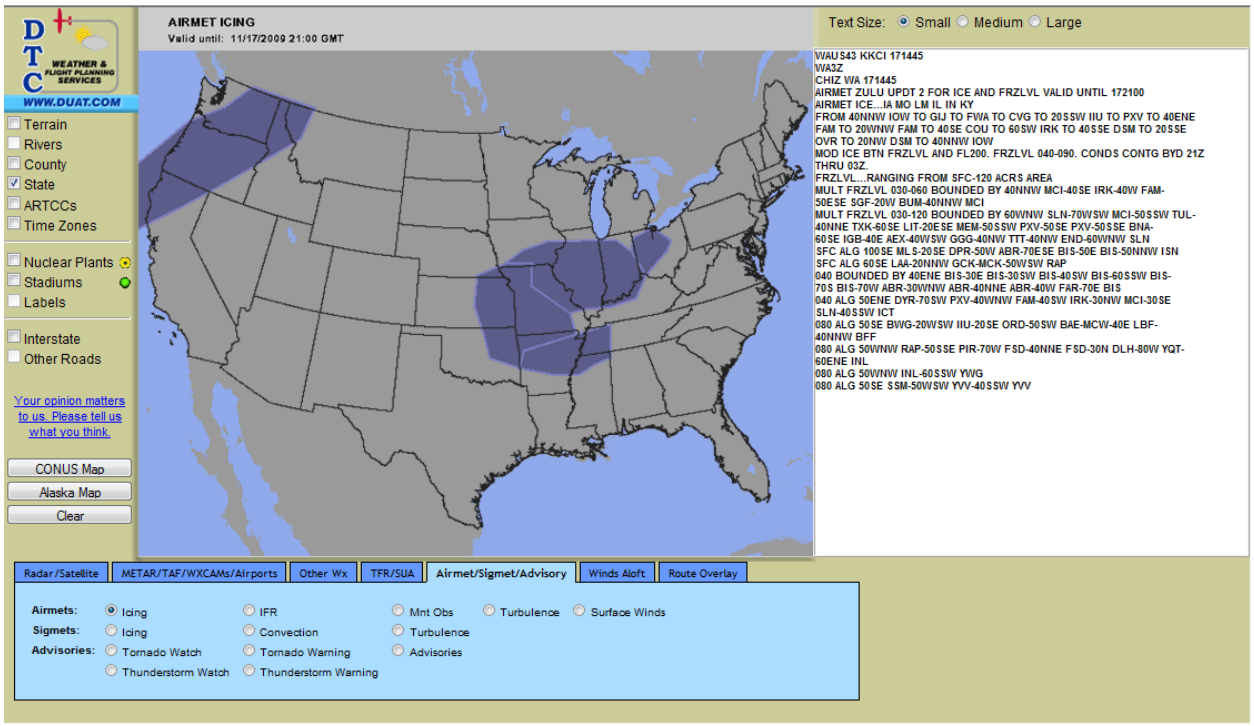
- **Airmets:**
  - Icing,
  - IFR
  - Mnt Obs
  - Turbulence
  - Surface Winds
- **Sigmets:**
  - Icing,
  - Convection
  - Turbulence

- **Advisories:**
  - Tornado Watch
  - Tornado Warning,
  - Advisories
  - Thunderstorm Watch
  - Thunderstorm Warning

To view each of the graphics click on one of the radio buttons located beneath the map. When the graphic is loaded onto the map you can select one of the highlighted areas and it will display the text information on the right side of the map in the text box. The information is displayed in FAA contraction and also plain English text.

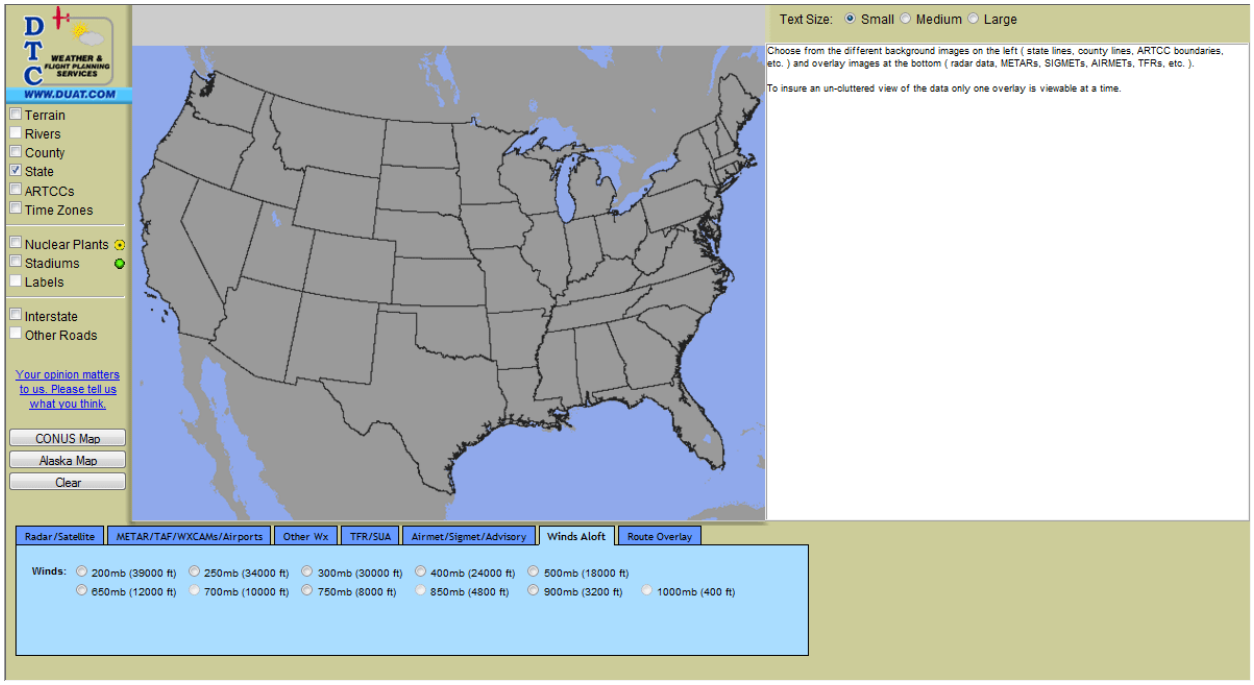
You can also overlay the route of flight on the charts to get a better feel for how the weather may affect your flight.

Example: AIRMET Icing Chart



Examples of all weather graphics are available in Appendix A.

Winds Aloft



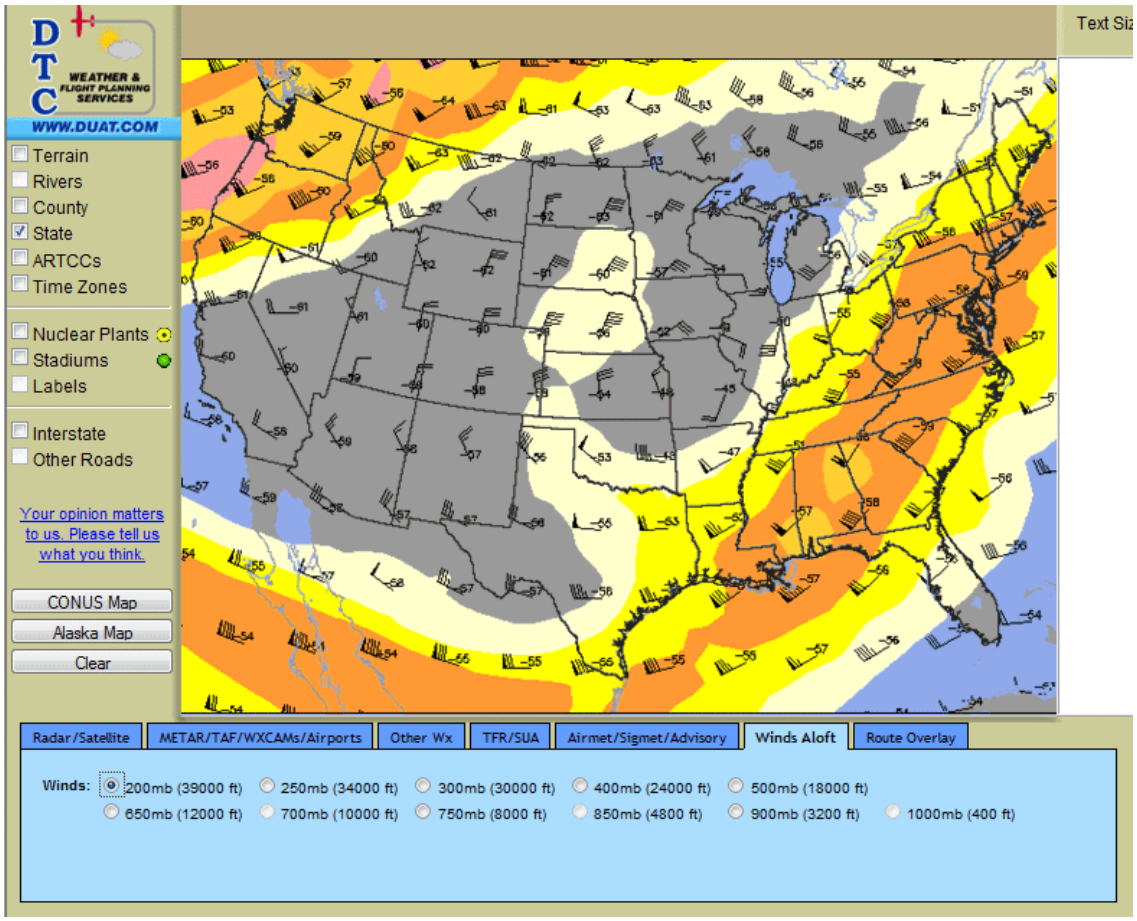
To view each of the graphics click on one of the radio buttons located beneath the map. The graphic will display on the base map as shown above.

On the Winds Aloft tab you can select from 13 different graphics. The following graphics are available for selection:

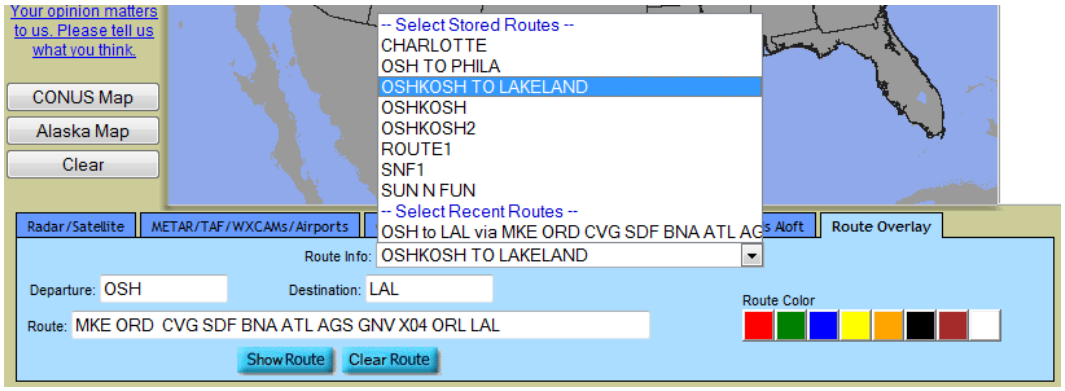
Winds:

- 200mb (39000 ft)
- 250mb (34000 ft)
- 300mb (30000 ft)
- 400mb (24000 ft)
- 500mb (18000 ft)
- 650mb (12000 ft)
- 700mb (10000 ft)
- 750mb (8000 ft)
- 850mb (4800 ft)
- 900mb (3200 ft)
- 1000mb (400 ft)

Example: Winds Aloft Chart



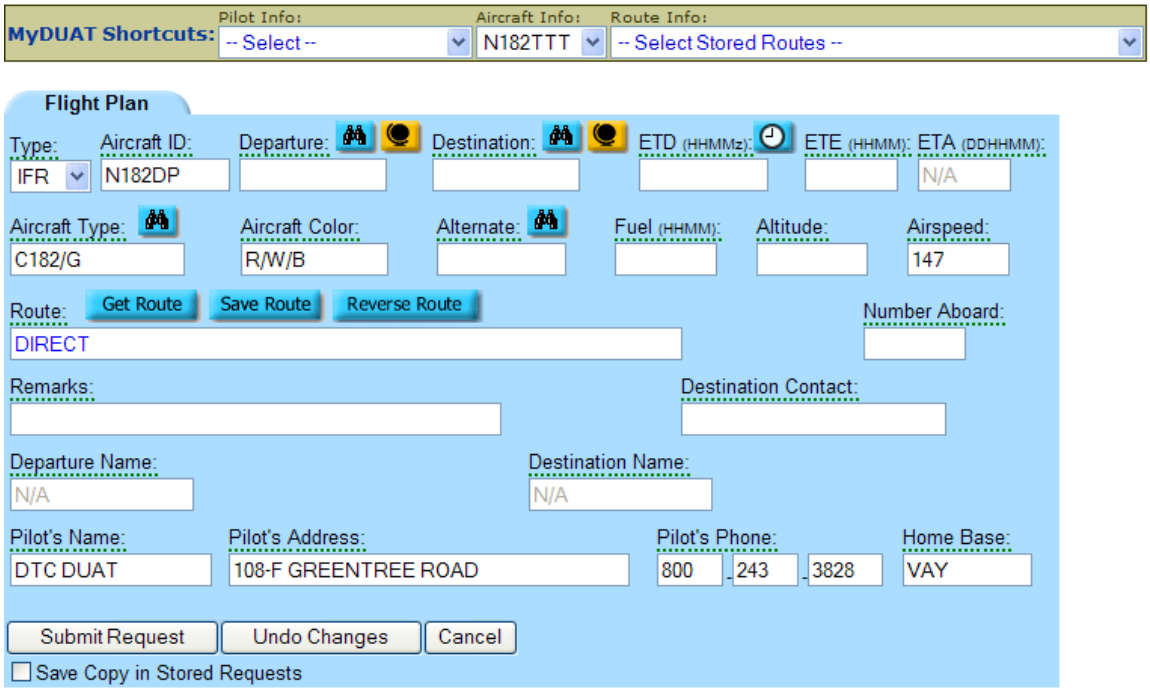
You can also overlay the route of flight on the charts to get a better feel for how the weather may affect your flight.



Examples of all weather graphics are available in Appendix A.

Flight Plans

File Domestic Flight Plan



Type: Flight Rules for domestic flight plans may be IFR (Instrument Flight Rules) or VFR (Visual Flight Rules).

Aircraft ID: Or "Tail Number", the Aircraft ID must be 2 to 7 characters. The first character must be a letter (usually N for US-registered aircraft). The remainder may be letters or digits. This can be a flight number if the FAA has assigned a commercial identifier to your company.

Example

- N1234EX
- LN123EM - Lifeguard Flight has L prepended
- TWA1492 - Commercial flight number

Departure: The Departure point can be an airport or named fix. It can also be a fix-radial-distance or latitude/longitude.

Example

- LAX (airport)

- TYROE (fix)
- ACY278035 (fix-radial-distance)
- 3927N/7435W (latitude/longitude)

Destination: The Destination can be an airport or named fix. It can also be a fix-radial-distance or latitude/longitude.

Example

- LAX (airport)
- TYROE (fix)
- ACY278035 (fix-radial-distance)
- 3927N/7435W (latitude/longitude)

ETD (HHMMz): Specify Estimated Time of Departure by hour (00-23) and minute (00-59) UTC ("ZULU time"), using two digits for each.

ETE (HHMM): The Estimated Time Enroute (ETE) indicates the estimated duration of the flight. The FAA systems add this time to the actual time of departure to compute an ETA when a flight plan is activated. If the flight plan is not closed or canceled within 30 minutes (normally) of the ETA, the FAA will initiated Search and Rescue (SAR) procedures.

ETE is an elapsed time, therefore up to 99 hours and 59 minutes may be indicated, presuming you have that much fuel! Always enter two digits each for the hours and minutes.

Example

- 0230 (two hours and thirty minutes)
- 0020 (twenty minutes)

**Special Note for Alaska Long-Range Flight Plans
Alaska Long Range flight plans are provided by the FAA to support long flights into back country where no radio contact is available. Up to 14 days "enroute" time can be accommodated by the system. In order to use this feature:

- Enter 0001 (one minute) for the ETD
- Enter the estimated Date and Time when the flight is expected to return in the ETA field.

ETA: Estimated Time of Arrival (for long range Alaskan flight plans) Long range Alaskan flight plans with ETEs more than 24 hours and up to 14 days can be filed by entering 0001 for the Estimated Time Enroute and specifying the Estimated Time of Arrival in day, hours and minutes with two digits for the day (01-31), two digits for the hours (00-23) and two digits for the minutes (00-59). The Estimated Time of Arrival will be posted in remarks.

Example

- 052030 (ETA on the 5th day of the month at 2030Z)

Aircraft Type: The Aircraft Type is 2 to 4 characters followed by a slant and a single letter indicating the special equipment code. Click the "binoculars" in this field to look up aircraft types by model or manufacturer.
Heavy aircraft must be indicated with an "H/" before the aircraft type. Formation flights of two or more aircraft are indicated by the number: (e.g. 2/UH1/C).
Note: ATC no longer accepts "T/" for TCAS-equipped aircraft or "B/" for Heavy TCAS.

Example

- J2/X
- PA24/B
- H/B744/R
- 2/C133/C

Aircraft color: The Aircraft Color is a free-format field. It is recommended that the following standard abbreviations be used where applicable:

```
A...Amber      GD..Gold      R...Red
B...Blue       GY..Gray      S...Silver
BE..Beige      M...Maroon    T...Tan
BK..Black      O...Orange    TQ..Turquoise
BR..Brown      P...Purple    V...Violet
G...Green      PK..Pink      W...White
                             Y...Yellow
```

Alternate: The Alternate Airport must be an airport's official identifier.

Fuel: Specify Fuel onboard by duration of *TIME* fuel supply is expected to last. It must be 2 digits for hours (00-23) and 2 digits for minutes (00-59).

Example

- 0230 -- Two and a half hours of fuel

Altitude: Enter your Cruising Altitude either as a Flight Level in 100's of feet or as actual altitude in feet. The system will convert it to a Flight Level. Blocked altitudes may be entered like this: 120B150 (12 Thousand feet Blocked to 15 Thousand feet).

Airspeed: Airspeed must be 2 or 3 digits in knots. It may also be a Mach speed by entering an M followed by 3 digits.

Example

- 145 (145 knots)
- M095 (Mach 0.95)

Route: Enter your Route of Flight without repeating your Departure or Destination Airports. You may use***NAVAIDs***, ***Jet*** and ***Victor Airways***, ***SIDs***, ***STARs***,***Latitude/Longitude***, and ***Fix-Radial-Distances***. Separate each element with a ***space***.

When transitioning between two airways, (e.g. V3 to V318), the system will require you to enter the name of the fix where the transition will occur if it is a published fix: "V3 HUL V318". If, however, the airways cross at an unnamed intersection, the system will accept the two airways without entering the name of the fix between them: "V318 V400".

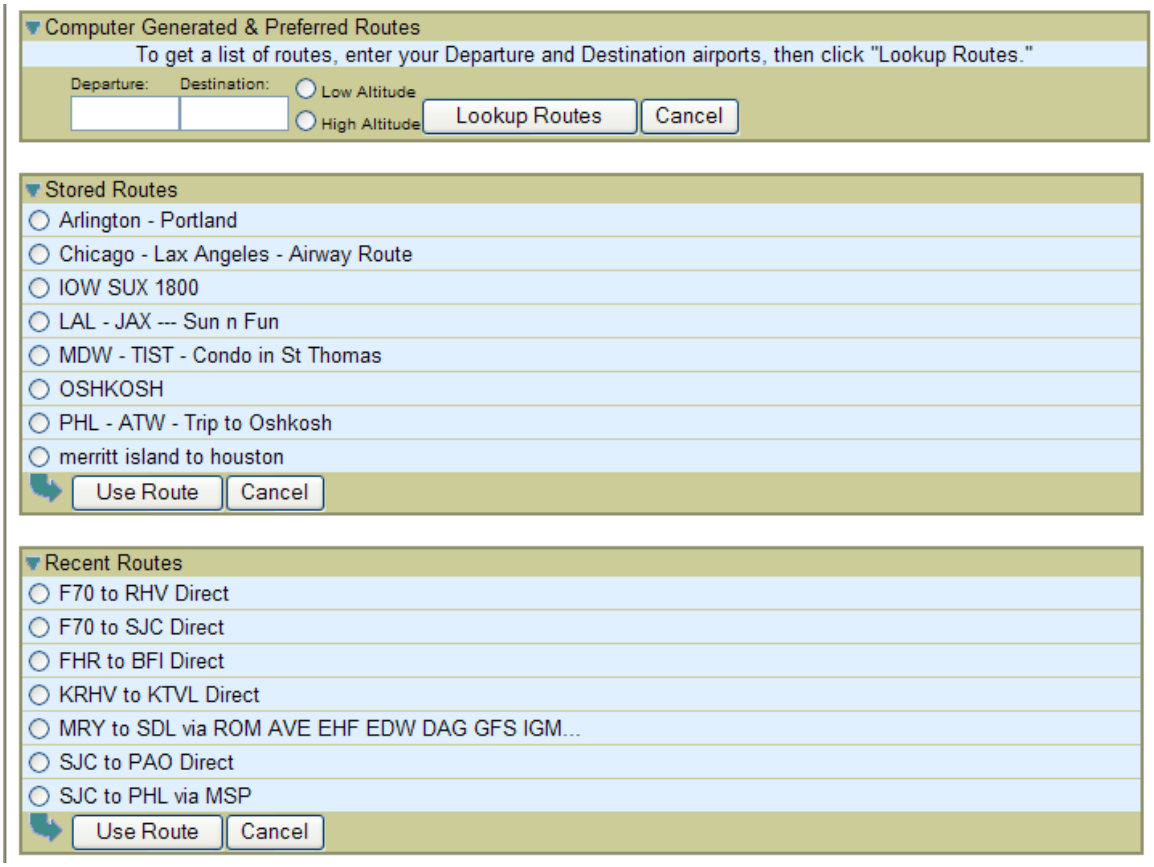
Latitude/Longitude points in ICAO format do not include the / character and MUST include the hemisphere information (N/S, E/W). ICAO format also accepts latitude/longitude in either whole degrees or degrees and minutes:

- 3349N09640W 0130S17833E
- 30N075W 32N077W 34N079W

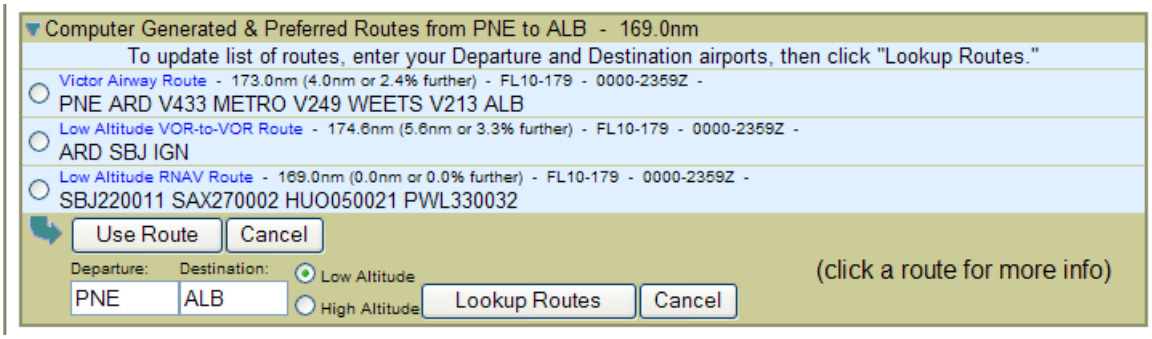
Example

- Direct route from Departure airport to Destination airport:
  DRCT
- Using NAVAID's (direct route between NAVAID's is assumed):
  ACY MXE DQO LRP
- Using Airways (enter the Junction Fix between Airways, if known):
  OAK V195 ECA V244 NICOL
- Latitude/Longitude using Domestic format:
  CVE 3349N/09640W 3448N/09640W 3612N/09547W GNP
- Latitude/Longitude using ICAO format:
  DCT CVE DCT 3349N09640W 3612N09547W DCT GNP DCT
- Latitude/Longitude in degrees only using ICAO format:
  DCT CVE DCT 34N097W 36N096W DCT GNP DCT
- Using a Fix-Radial-Distance (radial 045 from ADM at 15 NM)
  CVE ADM045015 IRW

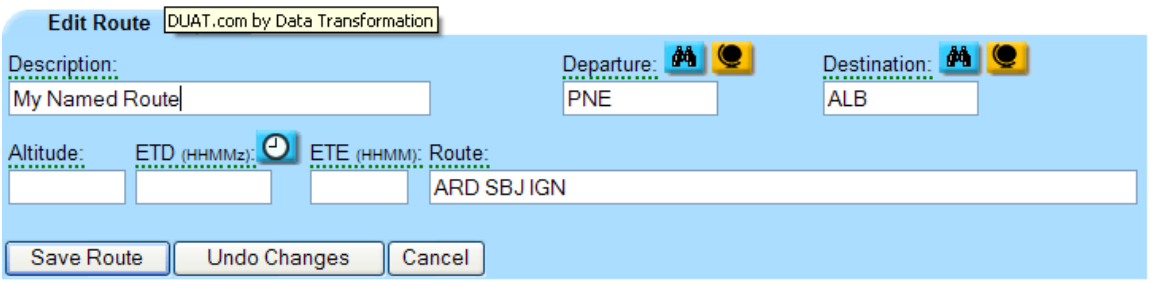
There is also a get route option. This button, located below above the route input box, allows you to calculate a computer generated route to enter into the departure/destination fields. It also displays your stored and recent routes along with those generated by DTC.



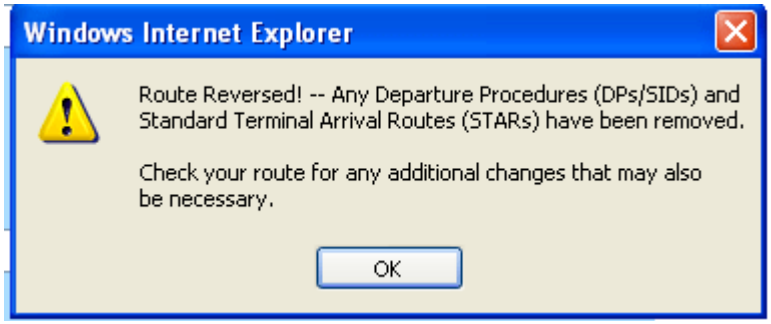
Example of Computer Generated Route:



You can also save a route that you may use often and name it. This will show up in the Route drop down box as well as under Route management.



There is also a Reverse Route button that will reverse the route for you.



Number Aboard: The number of live passengers aboard (1-999), specified by 1-3 digits.

Remarks: Any remarks for Air Traffic Control should be entered here. Remarks are optional. If the DUAT system needs to modify your route after you file a flight plan, it will enter "FRC" into remarks so you will obtain a Full Route Clearance (controller will read back entire route) upon departure.

Destination Contact: An optional contact telephone number at your destination. Please include the area code, as air traffic control or flight specialists may not be in the same area as you.

Departure Name: To aid ATC, when a latitude/longitude is entered into the Departure field, the Departure Name must be specified. The system will automatically insert this name into the Remarks section of the flight plan when it is transmitted.

Destination Name: To aid ATC, when a latitude/longitude is entered into the Destination field, the Destination Name must be specified. The system will automatically insert this name into the Remarks section of the flight plan when it is transmitted.

Pilot's Name: Enter the pilot-in-command's name

Pilot's Address: Enter the pilot's address. This is for Search-and-Rescue purposes, so use a *current address* which can be used to reach your home.

Pilot's Phone: The Pilot's phone number is used only for Search-and-Rescue purposes. Please include the Area Code.
Home Base: The Home Base of operations is the location out of which the pilot and/or aircraft normally operate. Typically an Airport identifier is entered.

Once everything is filed out you can click the "Submit" button and the system will return a printable copy of what will be filed with the FAA.

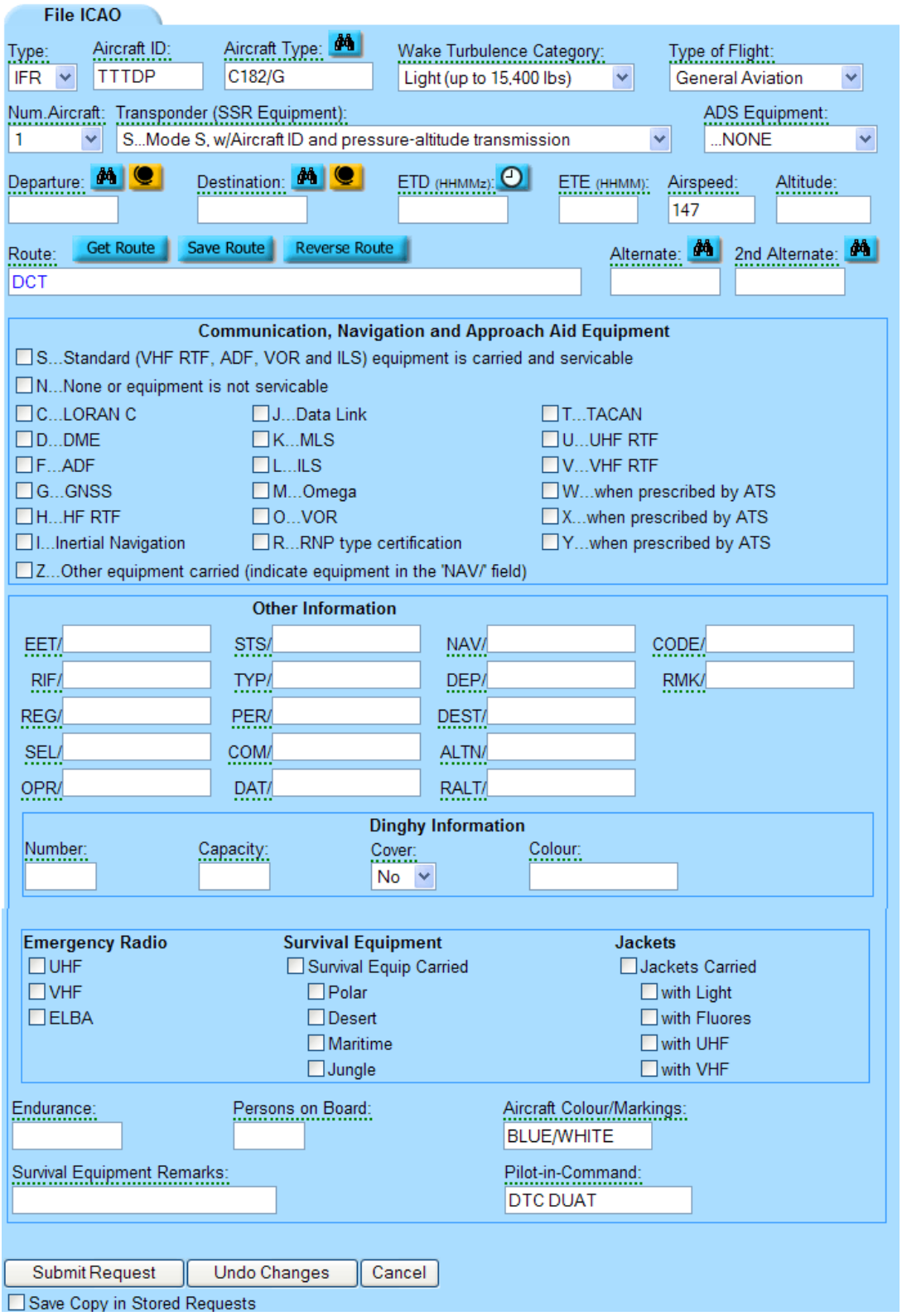
Example

```
DOMESTIC FLIGHT PLAN

Your Flight Plan will be transmitted to ZNY (NEW YORK) ARTCC 20 hours and 0
minutes from now for a proposed departure at 1600z on 11/13/2008.
```

```
IFR/VFR-------> IFR          [Will be sent to ZNY ARTCC]
TAIL----------> TTTDP
ACTYPE--------> C182/G
SPEED/TAS-----> 147
DEPART/DEP----> PNE (NORTHEAST PHILADELPHIA AIRPORT-PHILADELPHIA, PA)
ETD-----------> 1600z
ALTITUDE/FL---> 95
ROUTE/RTE-----> ARD SBJ IGN
ARRIVE/ARR----> ALB (ALBANY INTL AIRPORT-ALBANY, NY)
ETE-----------> 0120
REMARKS/REM---> TEST FLIGHT PLAN
FUEL-(Hrs-Min)> 0430
ALTERNAT/ALTER>
Pilot's   NAME> DTC DUAT
  ADDRESS/ADDR> 108-F GREENTREE ROAD
    PHONE/FONE> 800-243-3828
 HOMEBASE/HOME> VAY (SOUTH JERSEY RGNL AIRPORT-MOUNT HOLLY, NJ)
ABOARD/ABD----> 2
COLOR---------> BLUE/WHITE
CONTACT/CONT-->
```

File ICAO


File ICAO
Type:
IFR
Aircraft ID:
TTTDP
Aircraft Type:
C182/G
Wake Turbulence Category:
Light (up to 15,400 lbs)
Type of Flight:
General Aviation
Num.Aircraft:
1
Transponder (SSR Equipment):
S...Mode S, w/Aircraft ID and pressure-altitude transmission
ADS Equipment:
...NONE
Departure:
Destination:
ETD (HHMMz):
ETE (HHMM):
Airspeed:
147
Altitude:
Route:
Get Route
Save Route
Reverse Route
DCT
Alternate:
2nd Alternate:
Communication, Navigation and Approach Aid Equipment
S...Standard (VHF RTF, ADF, VOR and ILS) equipment is carried and servicable
N...None or equipment is not servicable
C...LORAN C
D...DME
F...ADF
G...GNSS
H...HF RTF
I...Inertial Navigation
J...Data Link
K...MLS
L...ILS
M...Omega
O...VOR
R...RNP type certification
T...TACAN
U...UHF RTF
V...VHF RTF
W...when prescribed by ATS
X...when prescribed by ATS
Y...when prescribed by ATS
Z...Other equipment carried (indicate equipment in the 'NAV/' field)
Other Information
EET/
STS/
NAV/
CODE/
RIF/
TYP/
DEP/
RMK/
REG/
PER/
DEST/
SEL/
COM/
ALTN/
OPR/
DAT/
RALT/
Dinghy Information
Number:
Capacity:
Cover:
No
Colour:
Emergency Radio
UHF
VHF
ELBA
Survival Equipment
Survival Equip Carried
Polar
Desert
Maritime
Jungle
Jackets
Jackets Carried
with Light
with Fluores
with UHF
with VHF
Endurance:
Persons on Board:
Aircraft Colour/Markings:
BLUE/WHITE
Survival Equipment Remarks:
Pilot-in-Command:
DTC DUAT
Submit Request
Undo Changes
Cancel
Save Copy in Stored Requests

Each of the fields in the International flight plan are taken from the standard FAA ICAO flight plan form. The prompt for each field is shown below with further information on what constitutes a correct entry. Please remember that you can use the Help system to get a brief summary of the correct format for your answers. Just click on the dooted underlined word for help.

Type: Flight Rules for ICAO flight plans may be IFR (Instrument Flight Rules) or VFR (Visual Flight Rules).

Aircraft ID: Enter your complete Aircraft ID including the prefix "N" if applicable. The first character must be a letter, and it must be 2 to 7 characters long. See also domestic flight plan.

Aircraft Type: Enter 2-4 characters, must be a type included in ICAO Doc 8643 or ZZZ with the numbers and types of aircraft specified in Other Information proceeded by "TYP/"

Wake Turbulence Category: Enter one of the following:

H - For Heavy, to indicate an aircraft type with maximum certificated take-off mass of 136,000 kg or more.
M - For Medium, to indicate an aircraft type with maximum certificated take-off mass of less than 136,000 kg but more than 7,000 kg.
L - For Light, to indicate an aircraft type with maximum certificated take-off mass of 7,000 kg or less

Type of Flight:

S...Scheduled Air Service
N...Non-scheduled Air Transport Operation
G...General Aviation
X...Other than any of the defined categories above

Number of Aircraft: Enter 1 or 2 digits.

Transponder (SSR Equipment): SSR stands for "Secondary Surveillance Radar". Unlike primary radar which simply depends on radar reflections, SSR uses a transponder onboard the aircraft to detect a polling message from the secondary radar site and transmit back a carefully timed response. For ICAO flight plans the transponder codes are different than the list used for domestic flight plans. Here are the meanings of the codes:
N Nil (no transponder)

- A Transponder - Mode A (4 digits - 4,096 codes)
- C Transponder - Mode A (4 digits - 4,096 codes) and Mode C
- X Transponder - Mode S without both aircraft identification and pressure- altitude transmission

- P Transponder - Mode S, including pressure-altitude transmission, but no aircraft identification transmission
- I Transponder - Mode S, including aircraft identification transmission, but no pressure-altitude transmission
- S Transponder - Mode S, including both pressure-altitude and aircraft identification transmission

ADS Equipment: ADS stands for "Automatic Dependent Surveillance" equipment. Unlike a normal transponder which requires the external sensor equipment to determine the position of an aircraft, ADS equipment can broadcast the position of the aircraft (such as latitude, longitude and altitude) based on the aircraft's own on-board navigation equipment. Other aircraft or ground-based systems can use this information for radar tracking, collision avoidance, or other purposes.

Departure: ICAO Departure points must be the official 4-letter ICAO identifier for the airport. If the airport does not have a 4-letter ICAO identifier, enter "ZZZZ" and fill in the *DEP/* field in the "Other Information" section.

Example

- KLAX (Los Angeles)
- KDFW (Dallas/Ft. Worth)
- ZZZZ (when airport has no official ICAO identifier)

Destination: ICAO Destinations must be the official 4-letter ICAO identifier for the airport. If the airport does not have a 4-letter ICAO identifier, enter "ZZZZ" and fill in the ***DES/*** field in the "Other Information" section.

ETD: Specify Estimated Time of Departure by hour (00-23) and minute (00-59) UTC ("ZULU time"), using two digits for each.

ETE: The Estimated Time Enroute (ETE) indicates the estimated duration of the flight. The FAA systems add this time to the actual time of departure to compute an ETA when a flight plan is activated. If the flight plan is not closed or canceled within 30 minutes (normally) of the ETA, the FAA will initiated Search and Rescue (SAR) procedures.

Airspeed: Enter the True Air Speed for the first or the whole cruising portion of the flight using one of the following formats:

Method	Format	Number of Digits
Knots (nm/hour)	N*nnnn*	4

Examples

Mach (when directed by ATS)	M*nnn*	3

- N0485 (knots)
- M082 (0.82 Mach)

Altitude: Enter your Cruising Altitude in one of the following formats:

Method	Format	Number of Digits
Flight Level in 100's of feet	F*nnn*	3
Altitude in 100's of feet	A*nnn*	3
Uncontrolled VFR flights	VFR	(none)

Route of Flight: Enter your Route of Flight without repeating your Departure or Destination Airports. You may use *NAVAIDs*, *Jet* and *Victor Airways*, *SIDs*, *STARs*, *Latitude/Longitude*, and *Fix-Radial-Distances*. Separate each element with a *space*.

Except when filing a flight plan (domestic or ICAO) you may enter your route in either DOMESTIC format or ICAO format. If you are filing a domestic or ICAO flight plan, enter the route in that format.

When transitioning between two airways, (e.g. V3 to V318), the system will require you to enter the name of the fix where the transition will occur if it is a published fix: "V3 HUL V318". If, however, the airways cross at an unnamed intersection, the system will accept the two airways without entering the name of the fix between them: "V318 V400".

ICAO Format Routes

In ICAO format, fixes (which includes NAVAIDs and latitude/longitude points) must be separated from each other by "DCT" (which indicates a direct navigation between the two fixes). Do not enter "DCT" between Fix-Radial-Distances or Latitude/Longitudes.

Latitude/Longitude points in ICAO format do not include the / character and MUST include the hemisphere information (N/S, E/W). ICAO format also accepts latitude/longitude in either whole degrees or degrees and minutes:

- 3349N09640W 0130S17833E
- 30N075W 32N077W 34N079W

Example

- Direct route from Departure airport to Destination airport:
  DRCT
- Using NAVAID's (direct route between NAVAID's is assumed):
  ACY MXE DQO LRP
- Using Airways (enter the Junction Fix between Airways, if known):
  OAK V195 ECA V244 NICOL
- Latitude/Longitude using Domestic format:
  CVE 3349N/09640W 3448N/09640W 3612N/09547W GNP
- Latitude/Longitude using ICAO format:
  DCT CVE DCT 3349N09640W 3612N09547W DCT GNP DCT
- Latitude/Longitude in degrees only using ICAO format:
  DCT CVE DCT 34N097W 36N096W DCT GNP DCT

- Using a Fix-Radial-Distance (radial 045 from ADM at 15 NM)
  CVE ADM045015 IRW

Alternate Aerodrome(s): The Alternate Airport must be an airport's official identifier.
Communication, Navigation and Approach Aid Equipment: Check all appropriate equipment you have on board.

Other Information: Enter the fields for other necessary information to be sent with the flight plan.

EET/ for the significant points of FIR boundary designators and accumulated estimated elapsed times to such points or FIR boundaries, when so prescribed on the basis of regional air navigations agreements, of by the appropriated ATS authority.

RIF/ for the route details to the revised destination aerodrome, followed by the ICAO four-letter locations indicator of the aerodrome. The revised route is subject to reclearence in flight.

REG/ for the registration markings of the aircraft, if different from the information entered in the Aircraft Identification field.

SEL/ for the SELCAL code, if so prescribed by the appropriated ATS authority.

OPR/ for the name of the operator, if not obvious from the aircraft identification.

STS/ for the reason for special handling by ATS, e.g. hospital aircraft, one engine inoperative.

TYP/ for the type(s) of aircraft, preceded if necessary by number(s) of aircraft, if ZZZZ entered in the Type of Aircraft field.

PER/ for the aircraft performance data, if so prescribed by the appropriate ATS authority.

COM/ for the significant data related to navigation equipment as required by the appropriate ATS authority.

NAV/ for the significant data related to navigation equipment as required by the appropriate ATS authority.

DEP/ for the name of departure aerodrome, or the ICAO four-letter location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained, if AFIL is entered for Departure.

DEST/ for the name of destination aerodrome, if ZZZZ was entered for the destination.

ALTN/ for the name of the alternate aerodrome(s), if ZZZZ was entered for the alternate.

RMK/ for any other plain language remarks when required by the appropriate ATS authority or deemed necessary.

Dinghy Information: The number of dinghies carried onboard. If one or more is specified here, complete the following 3 fields.

Capacity: Enter the total capacity of all dinghies.

Cover: Indicate whether the dinghy/dinghies have a cover.

Colour: Enter the colour of the dinghy/dinghies.

Emergency Radio:

You may check any of the following:

U if UHF on frequency 243.0 MHz is available
V if VHF on frequency 121.5 is available
E if emergency location beacon - aircraft (ELBA) is available

Survival Equipment:

You will be able to check one or more of the following to indicate the survival equipment that is being carried.

Polar, Desert, Maritime, Jungle

Jackets:

You will be able to check one or more of the following:

Life jackets are equipped with lights
Life jackets are equipped with fluorescent
Life jackets are equipped with radio UHF frequency 243.0 MHz
Life jackets are equipped with radio VHF frequency 121.5 MHz

Endurance: Specify Fuel on-board as duration of ***time*** fuel supply is expected to last. It must be 2 digits for hours (00-23) and 2 digits for minutes (00-59).

Persons on Board: The number of live passengers aboard (1-999), specified by 1-3 digits

Aircraft Colour/Markings: The Aircraft Color is a free-format field. It is recommended that the following standard abbreviations be used where applicable:

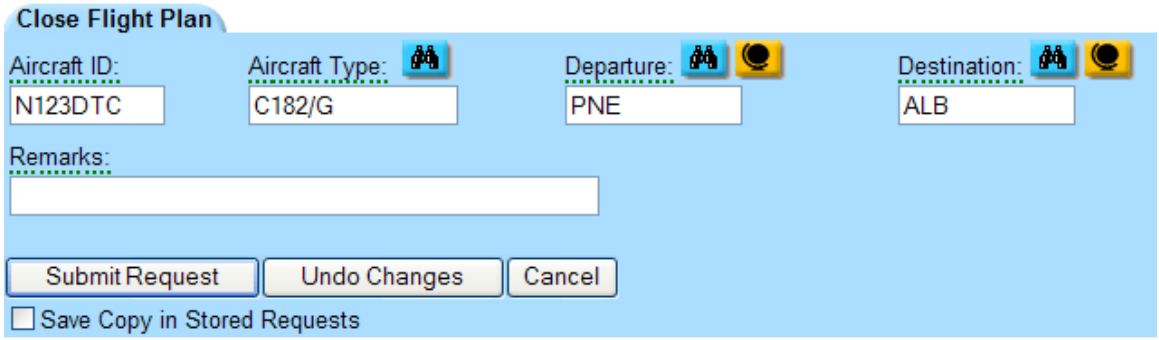
```
A...Amber      GD..Gold      R...Red
B...Blue       GY..Gray      S...Silver
BE..Beige      M...Maroon    T...Tan
BK..Black      O...Orange    TQ..Turquoise
BR..Brown      P...Purple    V...Violet
G...Green      PK..Pink      W...White
                             Y...Yellow
```

Survival Equipment Remarks: Enter any additional remarks or comments about Survival Equipment in this field. This should especially include anything necessary in case of Search and Rescue attempts.

Pilot-in-Command: Enter the pilot-in-command's name. This is retained for Search-and-Rescue purposes, along with the other pilot information.

After all fields are correct, you can click the submit button to File your flight plan. If you filed an IFR flight plan, the system will display a message indicating to which Air Route Traffic Control Center (ARTCC) your flight plan will be sent, and the amount of time left before it is transmitted. If you filed a VFR flight plan, the message would indicate to which Flight Service Station (FSS) your flight plan will be transmitted and the amount of time left before it is transmitted. The amount of time before it is transmitted is important if you need to Amend or Cancel your flight plan. Up until the time it is transmitted you can amend or cancel with DTC's DUAT service. After it is sent, DTC is not permitted to amend or cancel your flight plan, you will have to contact a FSS.

Close VFR



Fill out the following fields:
Aircraft Identification
Aircraft Type
Departure Point
Planned Destination Point
Pilot Remarks (location of aircraft if other than planned destination)

Once you have entered the above information DTC DUAT will send it to the appropriate FSS and you will see a message stating:
DTC DUAT has sent a Flight Plan Closure message
for N123DTC(AID) to MIV(FSS) at 2238(UTC)

Flight Plan Status

Flight Plan Status

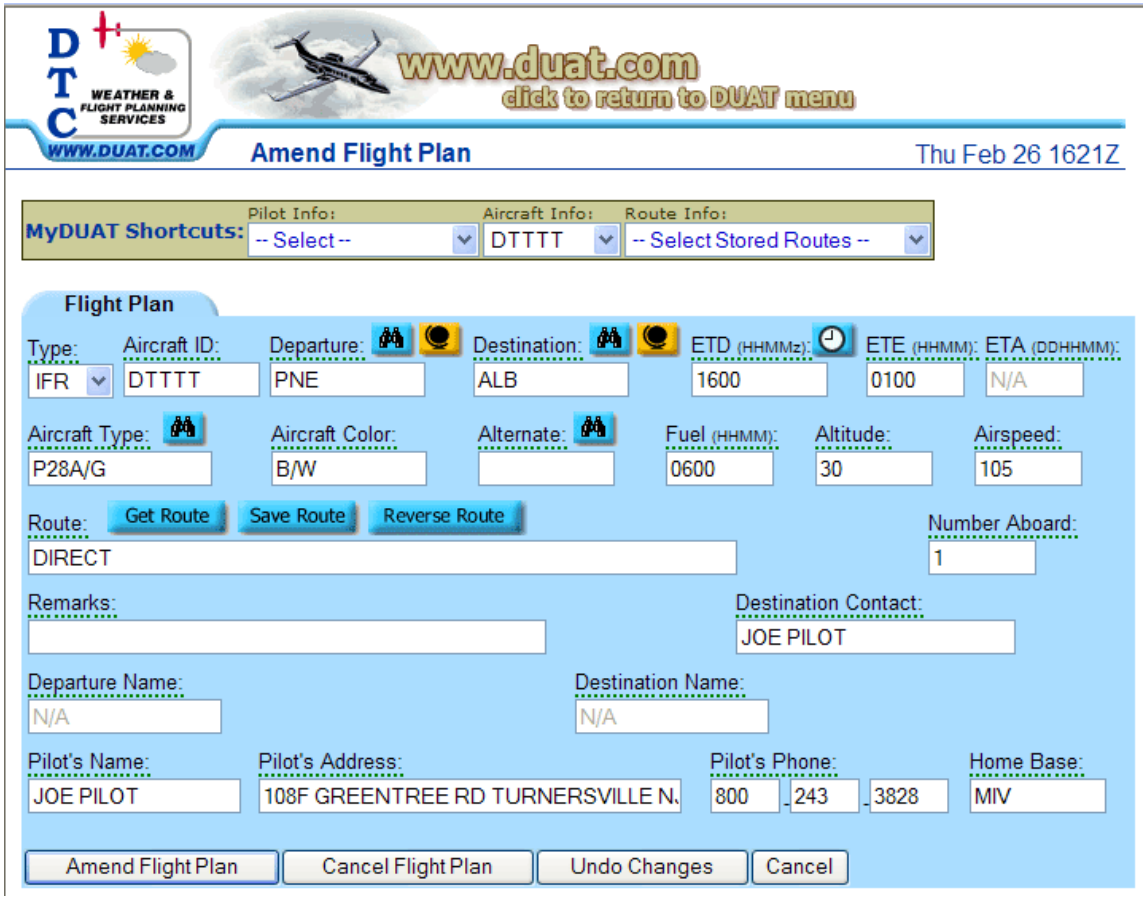
	Flight Rules	Aircraft ID	Departure	Destination	ETD	Status	Tie-in FSS/ARTCC
EDIT	IFR	TTTDP	PNE	ALB	1600	Pending	ZNY ARTCC
EDIT	IFR	N172TTT	ALB	PNE	2200	Pending	ZBW ARTCC

If your Flight Plan status is *Pending*, click EDIT to Amend or Cancel your active Flight Plan.
If your Flight Plan status is *Sent*, contact Flight Service to Amend or Cancel your transmitted Flight Plan.

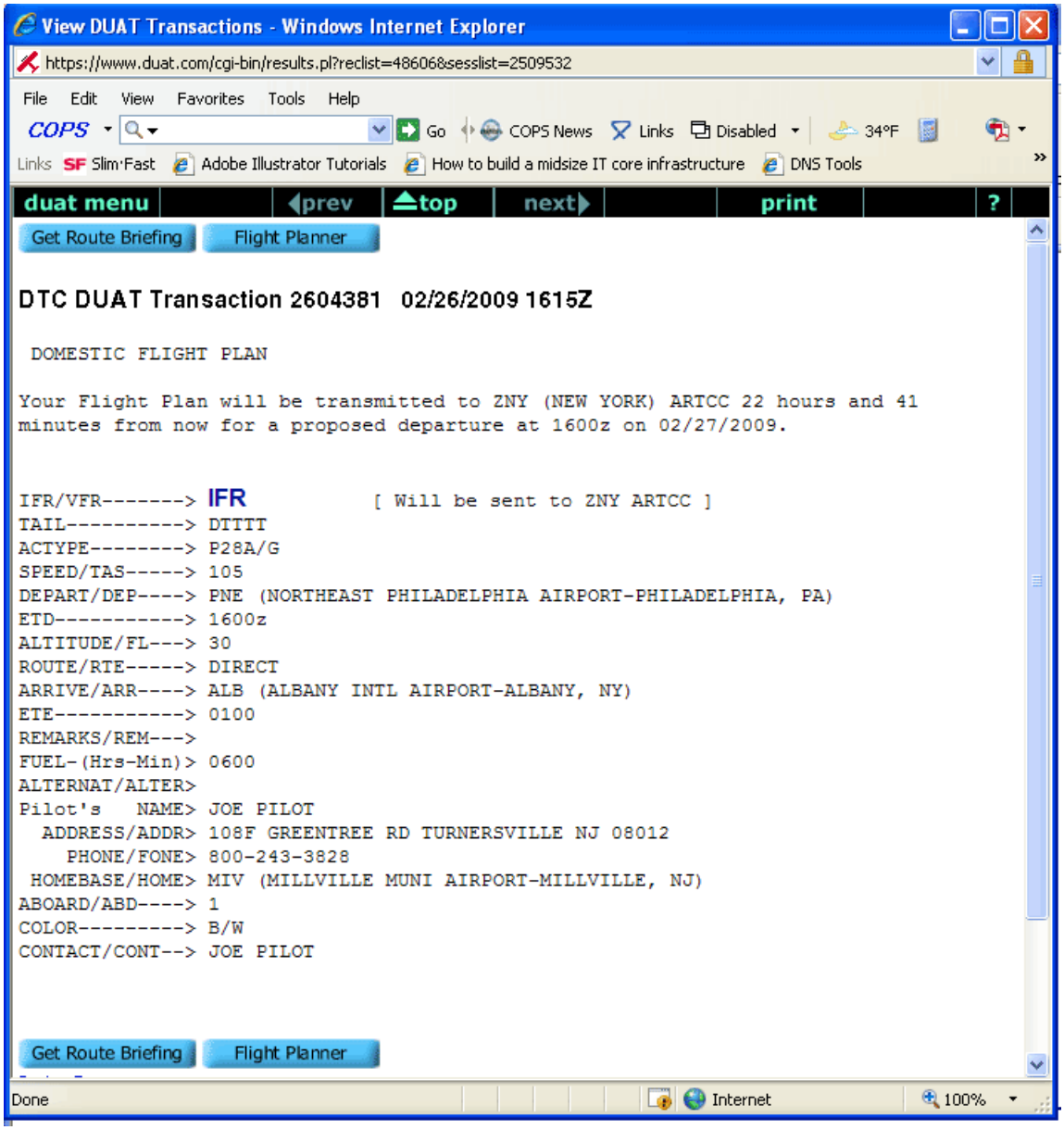
From here you can see the status of any flight plans you have in the DTA DUAT system. If you need to Amend or Cancel a Flight Plan, you can do so right from here by clicking the "EDIT" button. This will bring up the Amend Flight Plan form which will allow you to change fields and Amend the Flight plan or Cancel.

Amend/Cancel FP

From this selection it will bring you to the Flight Plan Status page.

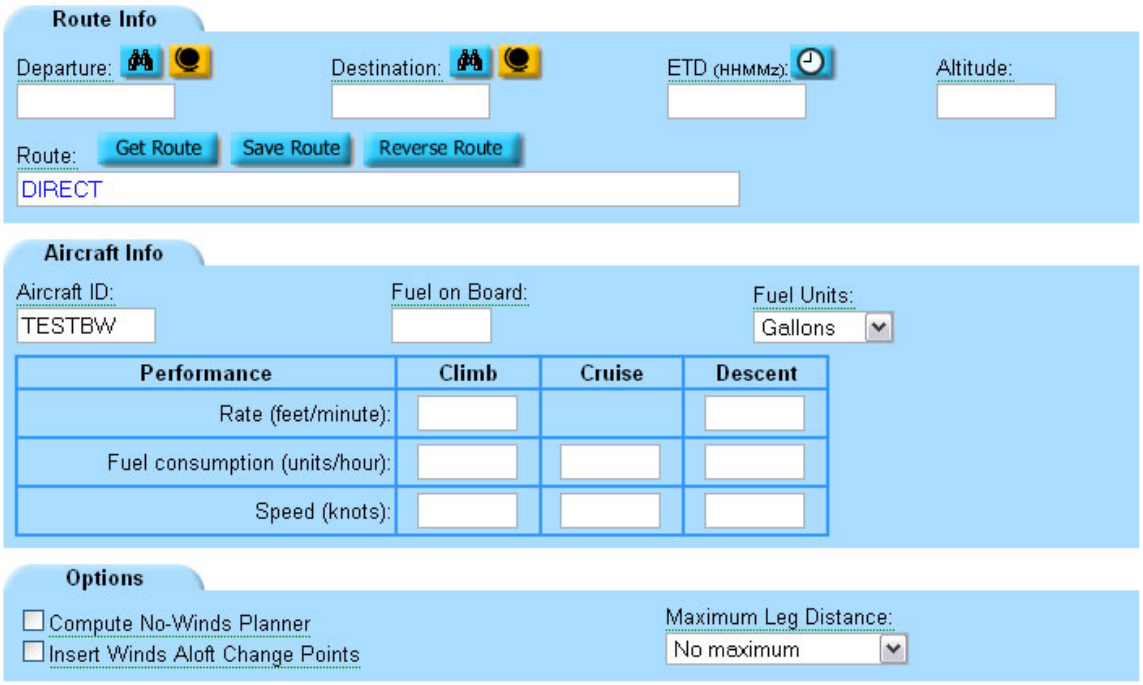


Once amended or cancelled, a confirmation transaction number will be issued.


View DUAT Transactions - Windows Internet Explorer
https://www.duat.com/cgi-bin/results.pl?reclist=48606&sesslist=2509532
File Edit View Favorites Tools Help
COPS Go COPS News Links Disabled 34°F
Links SF Slim-Fast Adobe Illustrator Tutorials How to build a midsize IT core infrastructure DNS Tools
duat menu prev top next print ?
Get Route Briefing Flight Planner
DTC DUAT Transaction 2604381 02/26/2009 1615Z
DOMESTIC FLIGHT PLAN
Your Flight Plan will be transmitted to ZNY (NEW YORK) ARTCC 22 hours and 41 minutes from now for a proposed departure at 1600z on 02/27/2009.
IFR/VFR-------> IFR [Will be sent to ZNY ARTCC]
TAIL----------> DTTTT
ACTYPE--------> P28A/G
SPEED/TAS-----> 105
DEPART/DEP----> PNE (NORTHEAST PHILADELPHIA AIRPORT-PHILADELPHIA, PA)
ETD-----------> 1600z
ALTITUDE/FL---> 30
ROUTE/RTE-----> DIRECT
ARRIVE/ARR----> ALB (ALBANY INTL AIRPORT-ALBANY, NY)
ETE-----------> 0100
REMARKS/REM--->
FUEL-(Hrs-Min)> 0600
ALTERNAT/ALTER>
Pilot's NAME> JOE PILOT
ADDRESS/ADDR> 108F GREENTREE RD TURNERSVILLE NJ 08012
PHONE/FONE> 800-243-3828
HOMEBASE/HOME> MIV (MILLVILLE MUNI AIRPORT-MILLVILLE, NJ)
ABOARD/ABD----> 1
COLOR---------> B/W
CONTACT/CONT--> JOE PILOT
Get Route Briefing Flight Planner
Done
Internet
100%

Planning Tools

Flight Planner



Departure: The Departure point can be an airport or named fix. It can also be a fix-radial-distance or latitude/longitude.

Example

- LAX (airport)
- TYROE (fix)
- ACY278035 (fix-radial-distance)
- 3927N/7435W (latitude/longitude)

Destination: The Destination can be an airport or named fix. It can also be a fix-radial-distance or latitude/longitude.

Example

- LAX (airport)
- TYROE (fix)

- ACY278035 (fix-radial-distance)
- 3927N/7435W (latitude/longitude)

ETD: Specify Estimated Time of Departure by hour (00-23) and minute (00-59) UTC ("ZULU time"), using two digits for each.

Altitude: Enter your Cruising Altitude either as a Flight Level in 100's of feet or as actual altitude in feet. The system will convert it to a Flight Level. Blocked altitudes may be entered like this: 120B150 (12 Thousand feet Blocked to 15 Thousand feet)

Route: Enter your Route of Flight without repeating your Departure or Destination Airports. You may use *NAVAIDs*, *Jet* and *Victor Airways*, *SIDs*, *STARs*, *Latitude/Longitude*, and *Fix-Radial-Distances*. Separate each element with a *space*.

Except when filing a flight plan (domestic or ICAO) you may enter your route in either DOMESTIC format or ICAO format. If you are filing a domestic or ICAO flight plan, enter the route in that format.

When transitioning between two airways, (e.g. V3 to V318), the system will require you to enter the name of the fix where the transition will occur if it is a published fix: "V3 HUL V318". If, however, the airways cross at an unnamed intersection, the system will accept the two airways without entering the name of the fix between them: "V318 V400".

ICAO Format Routes
In ICAO format, fixes (which includes NAVAIDs and latitude/longitude points) must be separated from each other by "DCT" (which indicates a direct navigation between the two fixes). Do not enter "DCT" between Fix-Radial-Distances or Latitude/Longitudes.

Latitude/Longitude points in ICAO format do not include the / character and MUST include the hemisphere information (N/S, E/W). ICAO format also accepts latitude/longitude in either whole degrees or degrees and minutes:

- 3349N09640W 0130S17833E
- 30N075W 32N077W 34N079W

Example

- Direct route from Departure airport to Destination airport:
  DRCT
- Using NAVAID's (direct route between NAVAID's is assumed):
  ACY MXE DQO LRP
- Using Airways (enter the Junction Fix between Airways, if known):
  OAK V195 ECA V244 NICOL

- Latitude/Longitude using Domestic format:
  CVE 3349N/09640W 3448N/09640W 3612N/09547W GNP
- Latitude/Longitude using ICAO format:
  DCT CVE DCT 3349N09640W 3612N09547W DCT GNP DCT
- Latitude/Longitude in degrees only using ICAO format:
  DCT CVE DCT 34N097W 36N096W DCT GNP DCT
- Using a Fix-Radial-Distance (radial 045 from ADM at 15 NM)
  CVE ADM045015 IRW

Aircraft Info

Aircraft ID: The Aircraft ID must be 2 to 7 characters. The first character must be a letter (usually N for US-registered aircraft). The remainder may be letters or digits. This can be a flight number if the FAA has assigned a commercial identifier to your company.

Example

- N1234EX
- LN123EM - Lifeguard Flight has L prepended
- TWA1492 - Commercial flight number

Fuel Onboard: In the Flight Planner, fuel must be specified in *gallons, pounds, liters,* or *kilograms*, depending on the user's choice for the "Fuel Units" entry. The fuel consumption field is assumed to be the amount of fuel (in the same units) consumed in an hour. For example, if the "Fuel Units" is "Liters", then enter the total liters of fuel on-board and enter the liters per hour consumed during climb, cruise and descent.
Fuel Units: Specify Fuel Units as either Gallons, Pounds, Liters, or Kilograms. The Fuel on Board is specified in these and units, and Fuel Usage will be calculated in these units per *HOUR*.

Performance Data:
Enter the Rate (feet/minute) for the Climb and Descent.
Enter the Fuel Consumption (units/hour) for the Climb, Cruise, and Descent.
Enter the Speed (knots) for the Climb, Cruise, and Descent.

Options

Compute No-Winds Planner
If selected, no wind corrections for speed or bearing will be computed (as if the wind was calm everywhere).

Insert Winds Aloft Change Points
Internally, the flight planner uses a more precise algorithm to take into account all of the winds aloft reports that will affect your route of flight, unless you select the option to "Compute No-

Winds Planner." If you select the "Insert Winds Aloft Change Points" option, the flight planner will leave all of these points in your route and will display them to you.

If you do *not* select this option, the flight planner still uses all of the winds aloft reports for the greatest accuracy. However, the displayed output will be a summary of the calculated times and distances considering each winds aloft report. In this case, where multiple winds aloft reports affected the flight leg, the value displayed in the "Winds" column will be an average of all the values used.

Maximum Leg Distance
By default, the flight planner does not impose a Maximum Leg Distance. However, you may select values of 50, 100, 150 or 200nm. Whenever a leg in the route of flight exceeds the "Maximum Leg Distance" one or more waypoints are inserted as latitude/longitude pairs on the direct route segment (example 3246N/07615W). This is useful, for example, if you wish to have intermediate time/distance checks on a long direct route segment.

Example

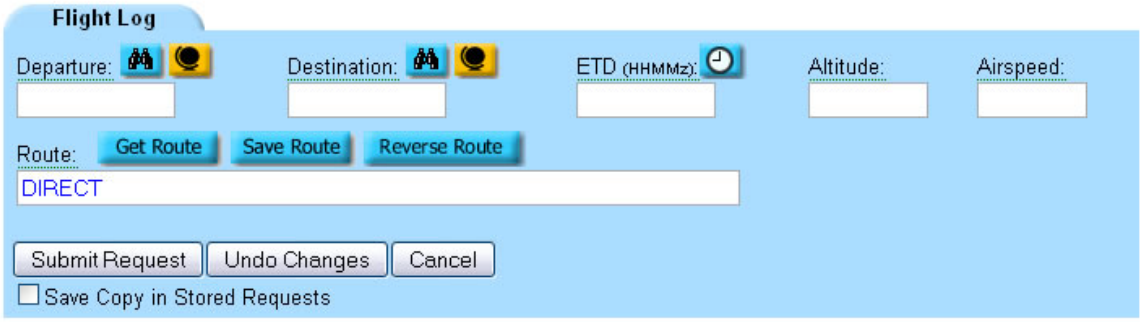
DUAT.COM Flight Planner

Phase	Climb Rate	Airspeed	Fuel Flow	Cruising Altitude	Departure Time
Climb:	1550 fpm	90 kts	12.7 gph	9500 Ft	13/1600Z
Cruise:	---	147 kts	11.5 gph		
Descent:	500 fpm	160 kts	10.0 gph		
Route:	PNE ARD SBJ IGN ALB				
Options:	Winds Aloft, No Maximum Leg Distance selected				

Leg (From/ To)	Flight Level	Course (Mag.)	Heading (Mag.)	Ground Speed	Dist. (nm)	Leg Time	Total Time	End Time	Fuel (gal)	Fuel Left	Winds (deg/kts)	Wind Rpt	Actual Time
PNE AIRPORT NORTHEAST PHILADELPHIA N40°04.92' W075°00.64'	1	///	///	///	////	/////	/////	1600Z	/////	80.0	///////	///	
T-O-C N40°14.44' W074°54.92'	95	37	36	104	10	0+06	0+06	1606Z	1.3	78.7	210/015	ACY	
ARD VOR/DME (YARDLEY) 108.20 ·− ·−· 019X −·· N40°15.20' W074°54.46'	95	35	30	171	1	0+00	0+06	1606Z	0.1	78.7	230/027	ACY	
SBJ VOR/DME (SOLBERG) 112.90 ··· −··· 076X ·−− N40°34.98' W074°44.51'	95	33	24	160	21	0+08	0+14	1614Z	1.5	77.1	256/026	(avg)	
IGN VOR/DME (KINGSTON)	95	42	34	163	77	0+2	0+4	1642	5.5	71.	261/026	(avg	

117.60 ·· ——· 123X —· N41°39.93' W073°49.33'						8	3	Z		7		)	
T-O-D N41°52.18' W073°49.11'	95	13	7	153	12	0+05	0+48	1647 Z	0.9	70.8	247/017	BDL	
ALB AIRPORT ALBANY INTL N42°44.95' W073°48.12'	3	14	10	172	53	0+18	1+06	1705 Z	3.1	67.7	221/016	(avg)	
TOTALS:					174	1+06	1+06		12.3				

Flight Log



Departure: The Departure point can be an airport or named fix. It can also be a fix-radial-distance or latitude/longitude.

Example

- LAX (airport)
- TYROE (fix)
- ACY278035 (fix-radial-distance)
- 3927N/7435W (latitude/longitude)

Destination: The Destination can be an airport or named fix. It can also be a fix-radial-distance or latitude/longitude.

Example

- LAX (airport)
- TYROE (fix)

- ACY278035 (fix-radial-distance)
- 3927N/7435W (latitude/longitude)

ETD: Specify Estimated Time of Departure by hour (00-23) and minute (00-59) UTC ("ZULU time"), using two digits for each.

Altitude: Enter your Cruising Altitude either as a Flight Level in 100's of feet or as actual altitude in feet. The system will convert it to a Flight Level. Blocked altitudes may be entered like this: 120B150 (12 Thousand feet Blocked to 15 Thousand feet)

Route: Enter your Route of Flight without repeating your Departure or Destination Airports. You may use *NAVAIDs*, *Jet* and *Victor Airways*, *SIDs*, *STARs*, *Latitude/Longitude*, and *Fix-Radial-Distances*. Separate each element with a *space*.

Except when filing a flight plan (domestic or ICAO) you may enter your route in either DOMESTIC format or ICAO format. If you are filing a domestic or ICAO flight plan, enter the route in that format.

When transitioning between two airways, (e.g. V3 to V318), the system will require you to enter the name of the fix where the transition will occur if it is a published fix: "V3 HUL V318". If, however, the airways cross at an unnamed intersection, the system will accept the two airways without entering the name of the fix between them: "V318 V400".

Airspeed: Airspeed must be 2 or 3 digits in knots. It may also be a Mach speed by entering an M followed by 3 digits.

Example

- 145 (145 knots)
- M095 (Mach 0.95)

Route: Enter your Route of Flight without repeating your Departure or Destination Airports. You may use *NAVAIDs*, *Jet* and *Victor Airways*, *SIDs*, *STARs*, *Latitude/Longitude*, and *Fix-Radial-Distances*. Separate each element with a *space*.

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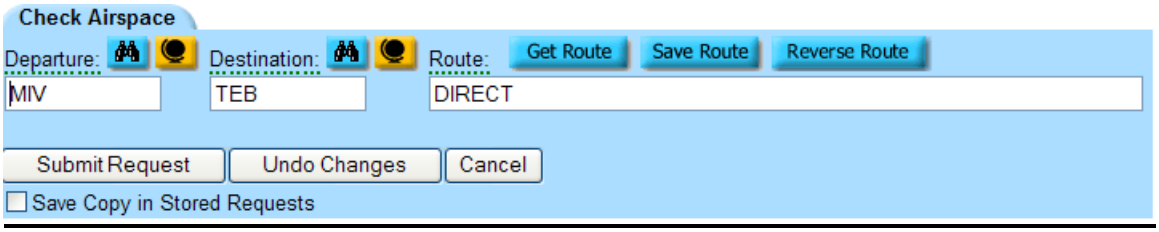
Example output

```
===> Data Transformation's Flight Log <===
Altitude--9500 Ft  Air Speed--147 Knots  Departure Time--1630Z

    LEG      MAG CRS  MAG HDG  GND SPD  DIST(NM)  ETE(MIN)   WIND ATE
PNE ARPT       037      032       171       11      0+04  230/027 _____
ARD VOR/DME    031      026       170        4      0+01  230/027 _____
4019/07453     033      028       170       17      0+06  230/027 _____
SBJ VOR/DME    042      034       163       72      0+26  262/027 _____
4136/07353     045      037       163        5      0+02  262/027 _____
IGN VOR/DME    013      007       153       15      0+06  247/017 _____
4155/07349     014      010       155       50      0+19  233/014 _____
ALB ARPT     TOTAL                          174      1+04          _____
```

YOUR ETA = 1734Z

Special Airspace



Departure: The Departure point can be an airport or named fix. It can also be a fix-radial-distance or latitude/longitude.

Example

- LAX (airport)
- TYROE (fix)
- ACY278035 (fix-radial-distance)
- 3927N/7435W (latitude/longitude)

Destination: The Destination can be an airport or named fix. It can also be a fix-radial-distance or latitude/longitude.

Example

- LAX (airport)
- TYROE (fix)
- ACY278035 (fix-radial-distance)
- 3927N/7435W (latitude/longitude)

Route: Enter your Route of Flight without repeating your Departure or Destination Airports. You may use *NAVAIDs*, *Jet* and *Victor Airways*, *SIDs*, *STARs*, *Latitude/Longitude*, and *Fix-Radial-Distances*. Separate each element with a *space*.

Except when filing a flight plan (domestic or ICAO) you may enter your route in either DOMESTIC format or ICAO format. If you are filing a domestic or ICAO flight plan, enter the route in that format.

When transitioning between two airways, (e.g. V3 to V318), the system will require you to enter the name of the fix where the transition will occur if it is a published fix: "V3 HUL V318". If, however, the airways cross at an unnamed intersection, the system will accept the two airways without entering the name of the fix between them: "V318 V400".

Example

- Direct route from Departure airport to Destination airport:
  DRCT
- Using NAVAID's (direct route between NAVAID's is assumed):
  ACY MXE DQO LRP
- Using Airways (enter the Junction Fix between Airways, if known):
  OAK V195 ECA V244 NICOL
- Latitude/Longitude using Domestic format:
  CVE 3349N/09640W 3448N/09640W 3612N/09547W GNP
- Latitude/Longitude using ICAO format:
  DCT CVE DCT 3349N09640W 3612N09547W DCT GNP DCT
- Latitude/Longitude in degrees only using ICAO format:
  DCT CVE DCT 34N097W 36N096W DCT GNP DCT
- Using a Fix-Radial-Distance (radial 045 from ADM at 15 NM)
  CVE ADM045015 IRW

Example Output

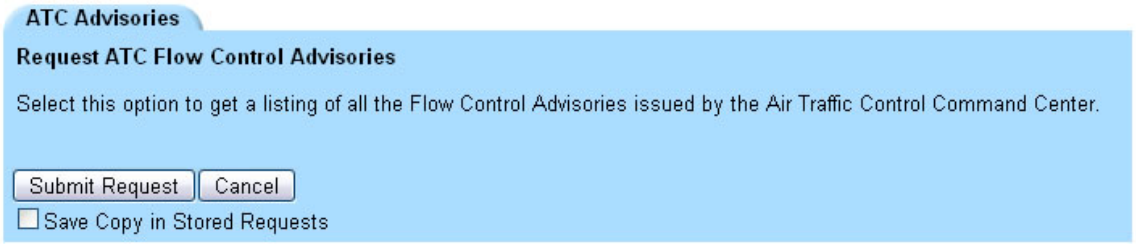
```
220 ALERT AREA
MCGUIRE AFB, NJ
0800-2200.
SURFACE TO 4500' MSL.

5001A RESTRICTED AREA
FORT DIX, NJ
0600-2330 LOCAL TIME, DAILY;
OTHER TIMES BY NOTAM ISSUED ONE HOUR IN ADVANCE.
SURFACE TO AND INCLUDING 4000 FEET MSL.
CONTACT FACILITY NEW YORK ARTCC FREQ 118.97


5001B RESTRICTED AREA
FORT DIX, NJ
CONTINUOUS, SUNRISE FRIDAY TO SUNSET SUNDAY,
OTHER TIMES BY NOTAM, 48 HOURS IN ADVANCE.
```

```
FROM 4000' MSL TO AND INCLUDING 8000' MSL.
CONTACT FACILITY NEW YORK ARTCC FREQ 118.97
```

ATC Advisories



Click on Submit Request to get a listing of all the Flow Control Advisories issued by the Air Traffic Control Command Center.

Example Output

```
ATC DELAYS AND ADVISORIES
ATCSCC  ADVZY 039 DCC 11/13/08 US/MEXICO OUTLOOK_FYI
VALID FOR 131700 THRU 141659

TERMINAL CONSTRAINTS:
NONE

ENROUTE CONSTRAINTS:
NONE

TELCON PHONE NUMBER: (703) 925-5387  PIN 2444#
NEXT PLANNING TELCON 121645Z.
131652-141659

08/11/13 16:53  FSB.//

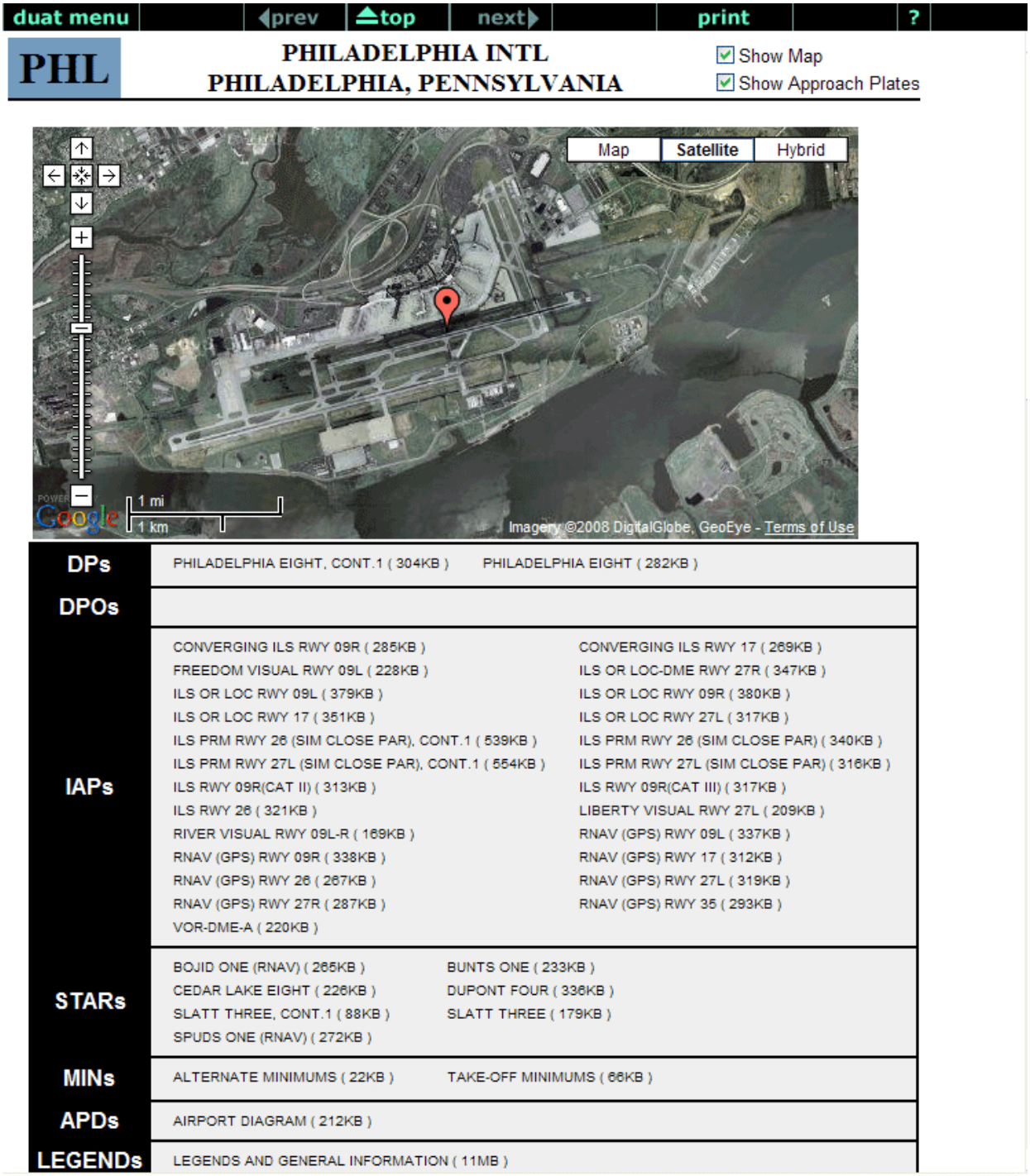
ATCSCC  ADVZY 028 DCC 11/13/2008 NATOTS_RQD
ZBW NORTH ATLANTIC ADVISORY FOR 11/13/08 2100Z - 11/14/08 0500Z
AIRCRAFT DEPARTING JFK PLEASE FILE THE FOLLOWING ROUTES:
CUSTOMERS PLEASE NOTE THAT THERE ARE TWO DEPARTURE ROUTES
THAT TRANSITION TO TRACK U. CUSTOMERS MAY FILE EITHER OF
THESE ROUTES OR MAY BE TACTICALLY REROUTED BY JFK IN ORDER TO
REDUCE DEPARTURE DELAYS.
TRACK T/  JFK.GREKI3.MARTN..ALLEX.N79B.YQX.TRAKT
TRACK U/  JFK.MERIT3.PUT..BOS..TUSKY.N63B.VIXUN.TRAKU  OR
      U/  JFK.BETTE3.ACK..TUSKY.N63B.VIXUN.TRAKU
TRACK V/  JFK.BETTE3.ACK..BRADD.N53B.YYT.TRAKV
TRACK W/  JFK.BETTE3.ACK..KANNI.N43A.COLOR.TRAKW
TRACK X/  JFK.HAPIE3.YAHOO..WHALE.N35A.BANCS.TRAKX
TRACK Y/  JFK.HAPIE3.YAHOO..DOVEY.TRAKY
```

Aeronautical Data

Airport Info and Approach Plates

To view information about specific locations enter an Airport Identifier into the Airport ID box located at the top of the screen for online access to Approach Plate and Airport/Facility information for each public use airport within the DUAT Service Area.

To view information about specific locations enter an Airport Identifier into the Airport ID box located at the top of the screen for online access to Approach Plate and Airport/Facility information for each public use airport within the DUAT Service Area. Once you have entered the Location ID click submit and the pop up window will give you the results.

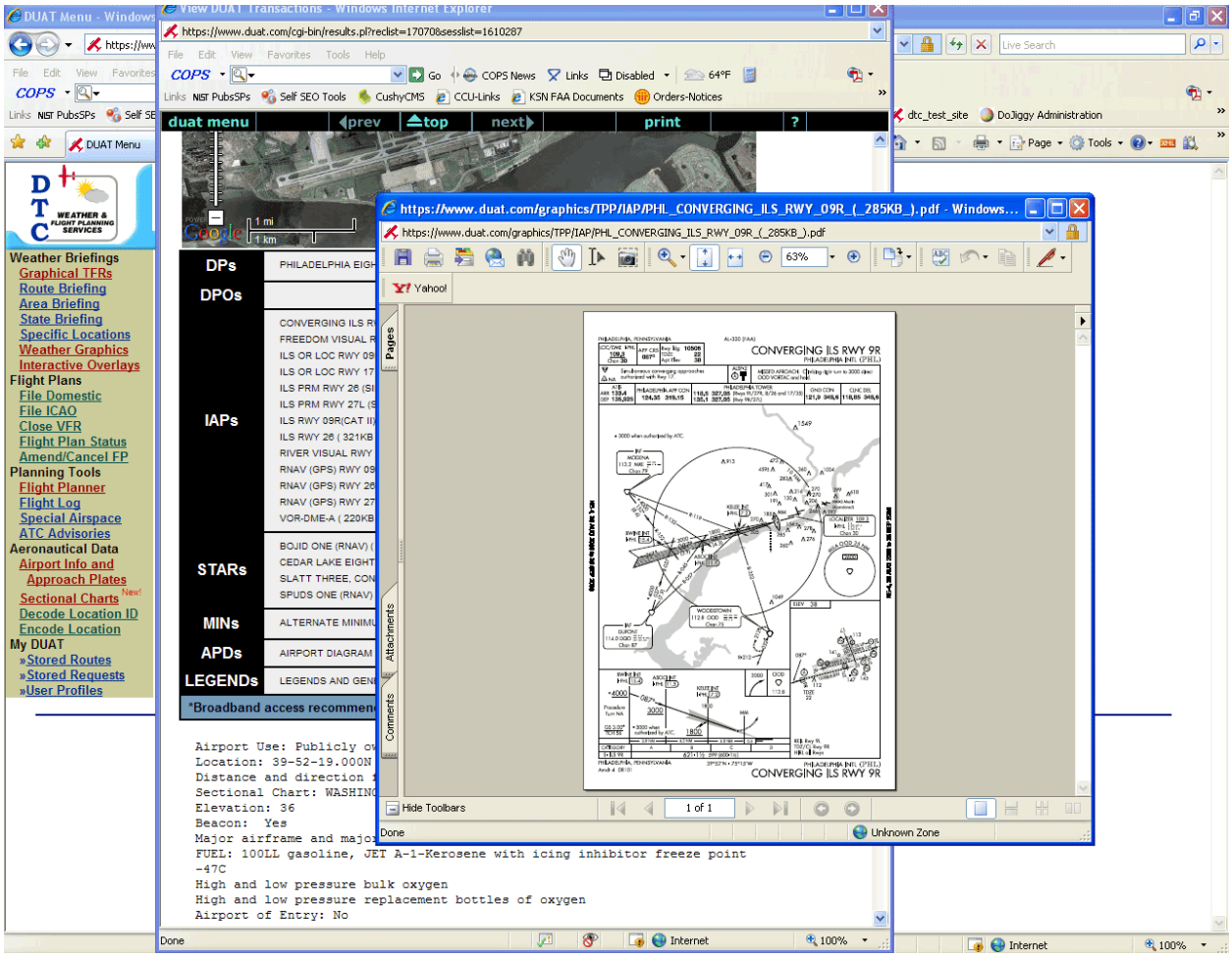


Example:

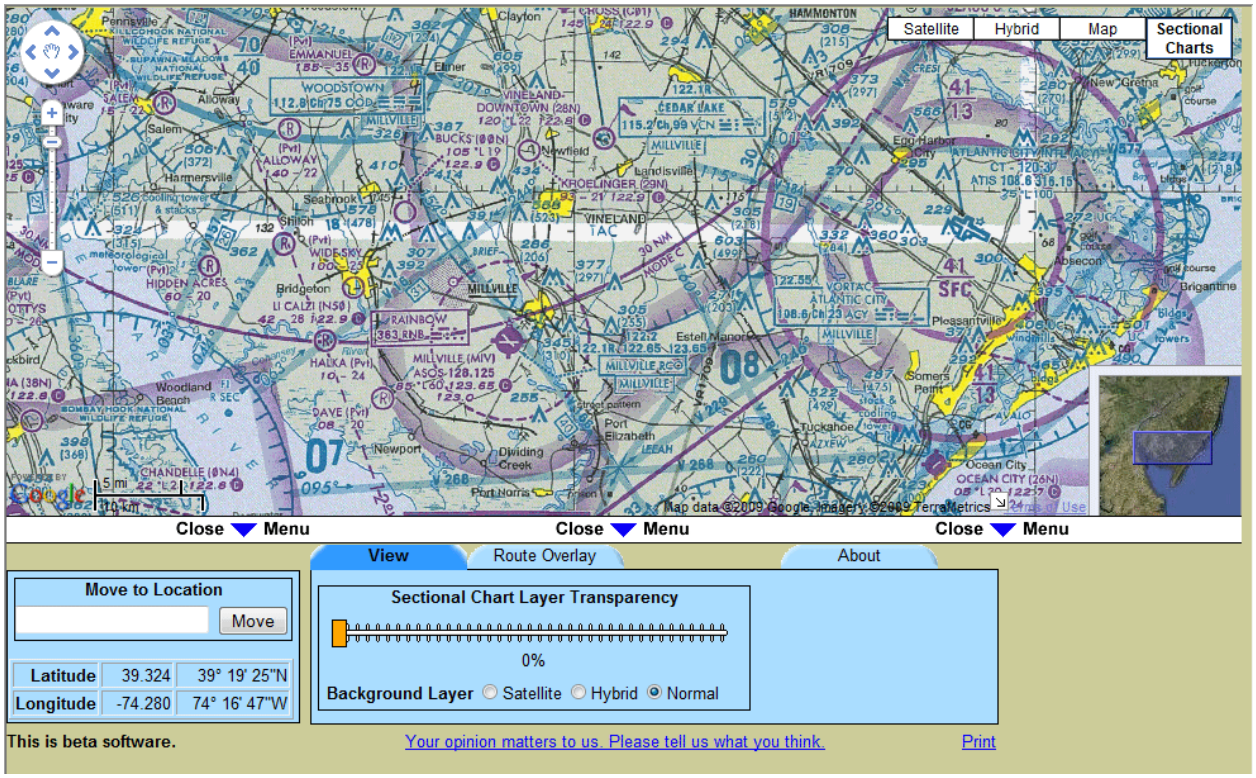
Results page for PHL Identifier

The results gives you a Google Map of the selected airport along with Departures, Instrument Approach Plates, Standard Arrivals, Minimums, Airport Diagrams and Legends. Airport

information is located at the bottom of the diagrams and can be viewd by scrolling down to the information section. Not all information is available on every airport. To view any of the documents click on any of the highlighted links and it will retrieve the chart in a PDF format. These PDF images can then be printed for your use. Below is an output of the PDF approach Plate.



Sectional Charts

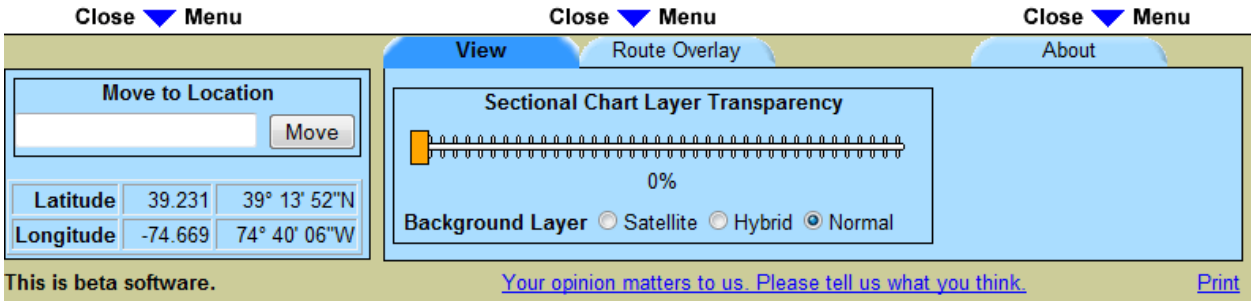


Sectional Charts are available on the web site by clicking on the Sectional Chart link on the DUAT main menu on the left side of your screen.

To view the sectional charts after the screen has appeared you can move from side to side by using your mouse to grab the graphic, left click and hold the button and you can move the map accordingly.

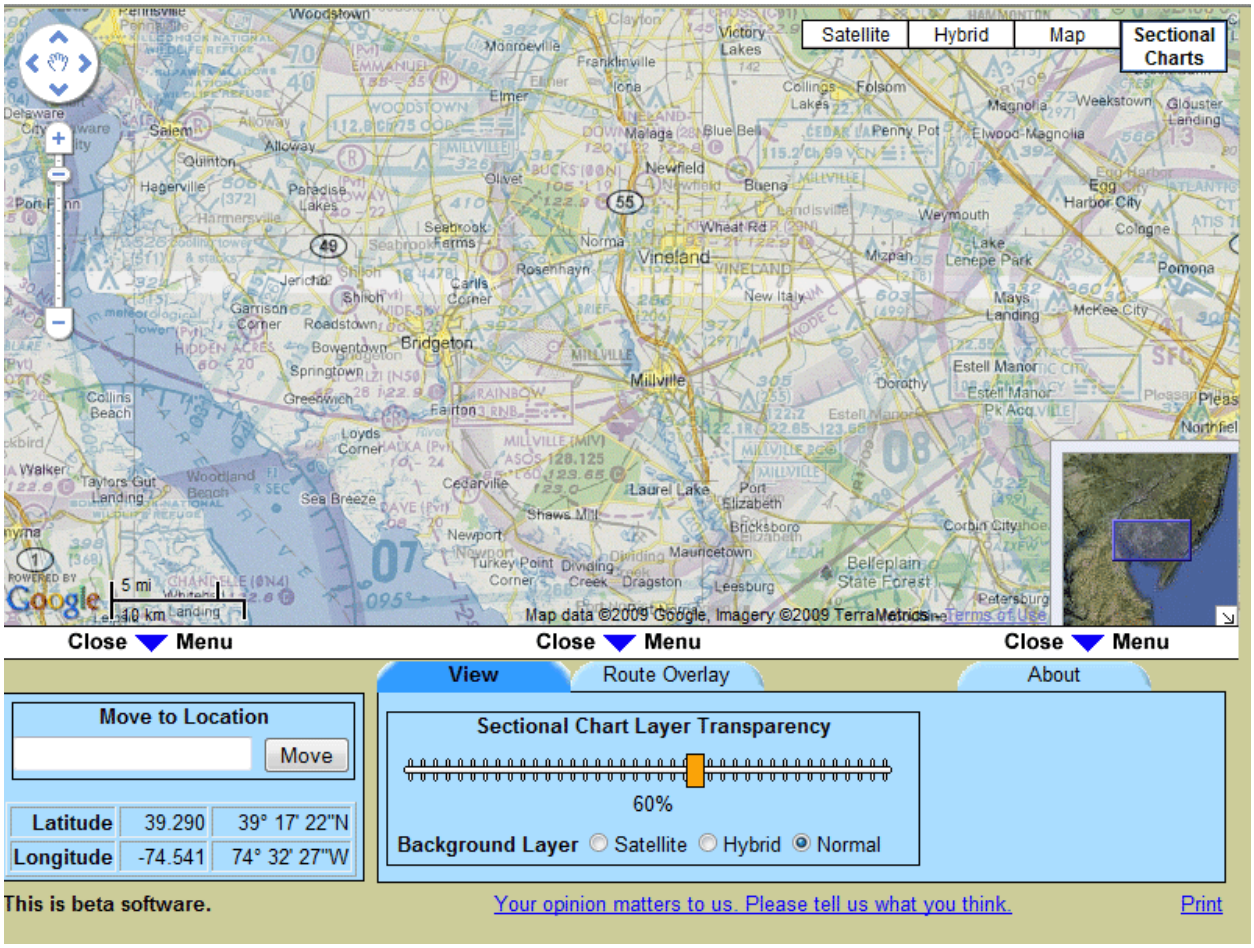
You can also overlay the route of flight on the sectional chart to see if the route chosen may be impacted by any restricted areas along your route.

Move to Location



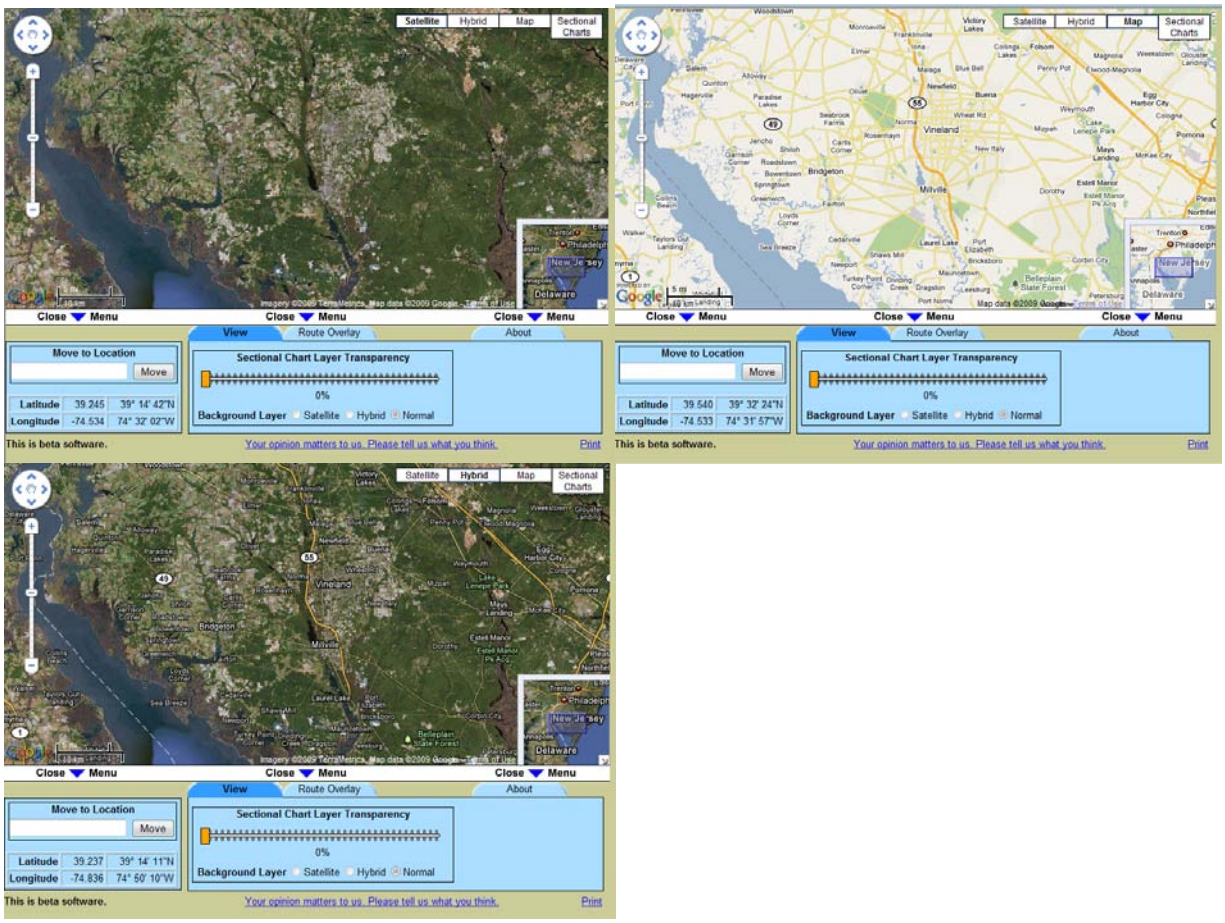
You can also use the "Move to Location" located on the menu at the bottom of the screen. Enter the location that you would like to move to and the map will automatically place that identifier in the center of the screen.

Transparency Feature

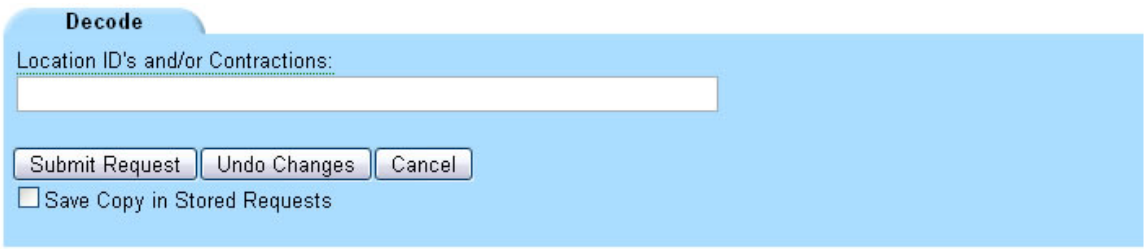


There is also a transparency feature available to see what area the sectional is covering.

The sectional chart has been built overtop of a Google Map interface and can also be used an online map. To change from the current Sectional view, click the buttons at the right top of the screen and you can change from the sectional chart to a Satellite view, a Hybrid view or just the Map view. This feature is especially helpful to VFR pilots that use ground roads and objects as landmarks.



Decode Location ID

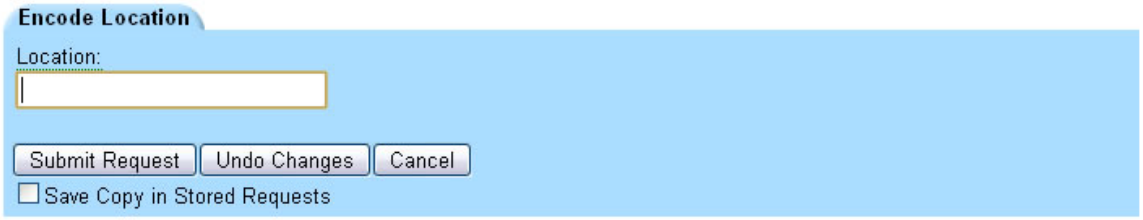


Location ID's and/or Contractions: Enter the Location ID's or Contractions that you wish to ***decode*** or ***expand***. You may enter up to 60 characters in this field.

Examples

- JFK MIA LAX (location identifiers)
- SCT BKN LGT (abbreviations)

Encode Location



Location: The Encode Location Function will let you look up the identifier for ***airports***, ***navigational aids***, and ***weather reporting locations***.

Enter the Location Name or City, optionally followed by a comma (,) and the two letter State Abbreviation. You must enter at least three characters for the Location Name. The DUAT System will try to find places that match only the part that you entered, so if you don't know how to spell the rest of the name, omit it. If you don't enter a State, the DUAT System will search all states.

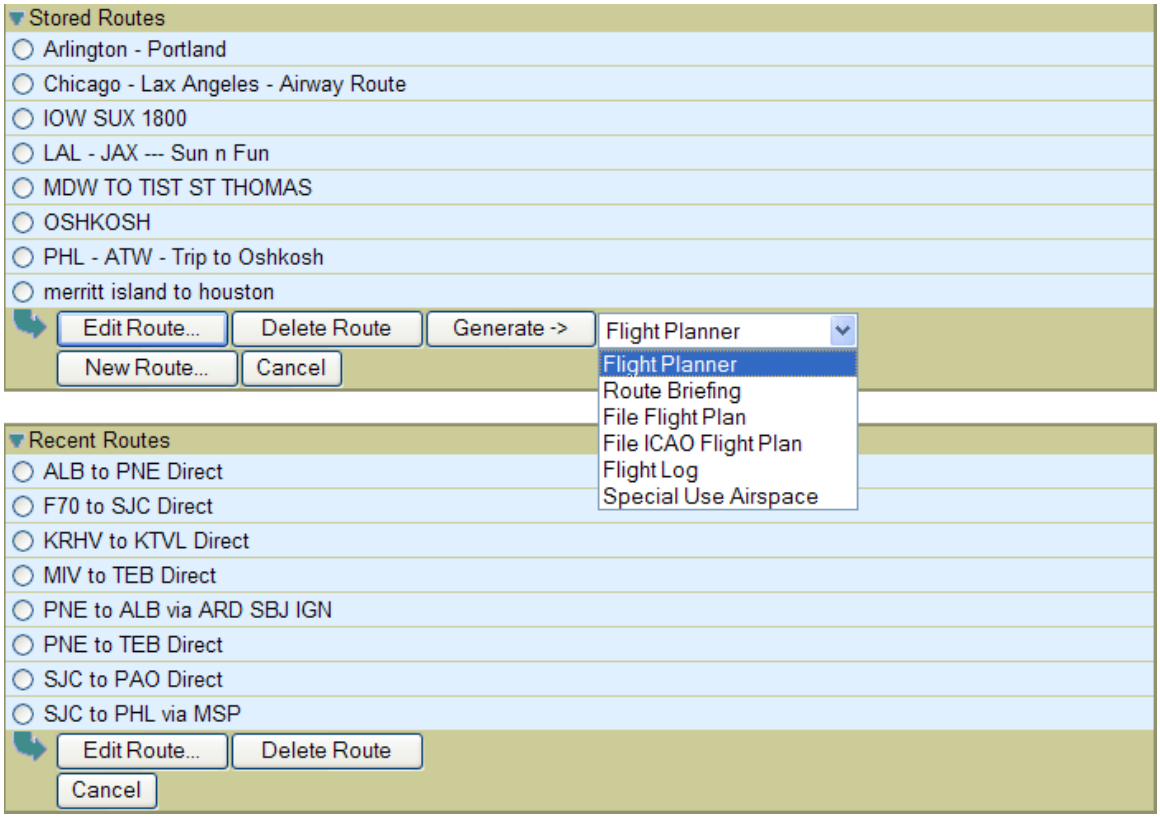
Examples

- PHILADEL, PA
- LOS ANGELES

MyDUAT

Stored Routes

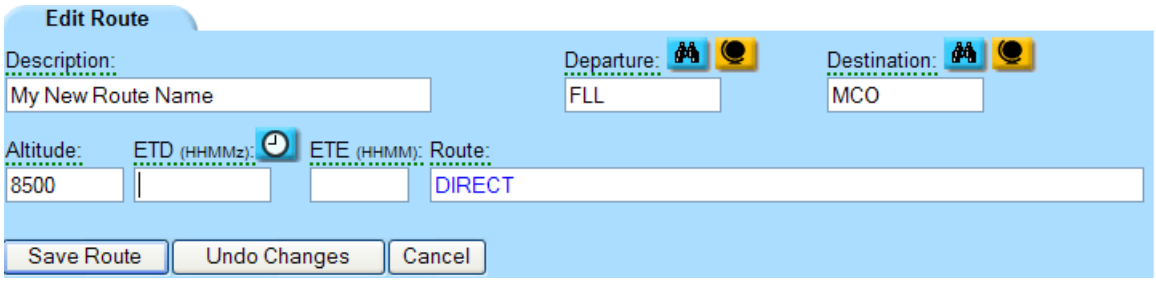
You can access any of the Routes that you have stored in the DTC DUAT system by selecting Stored Routes from the DUAT Menu. This will bring you to the Route Management page where you can see all of the Routes you have stored and named as well as any of your Recent Routes (the last7 days).



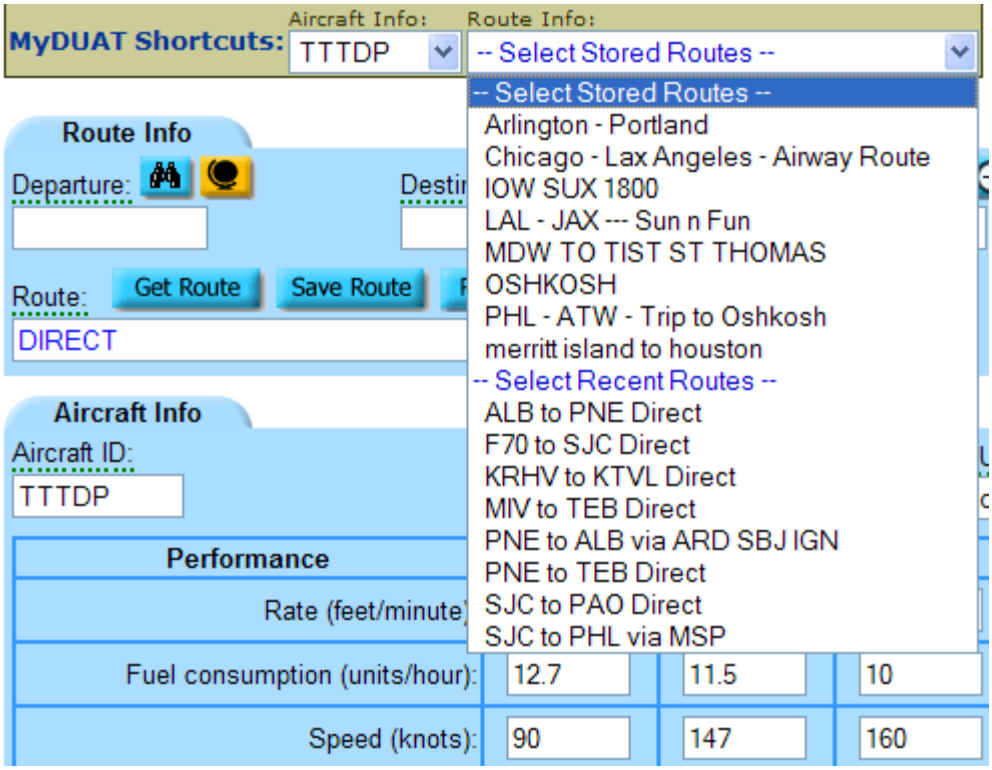
You can select one of your stored routes and copy (generate) it into any of the forms in the dropdown box such as: Flight Planner, Route Briefing, File Flight Plan, Flight Log or Special Use Airspace. You can also Edit and Delete Stored routes from this page.

To save a route you can click New Route and enter the information needed (see below) or you can click Save Route on any of the pages that require route entry.

Examples



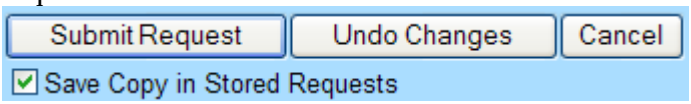
These Routes are also available from the MyDUAT Shortcuts dropdown box at the top of any form that requires routes to be entered.



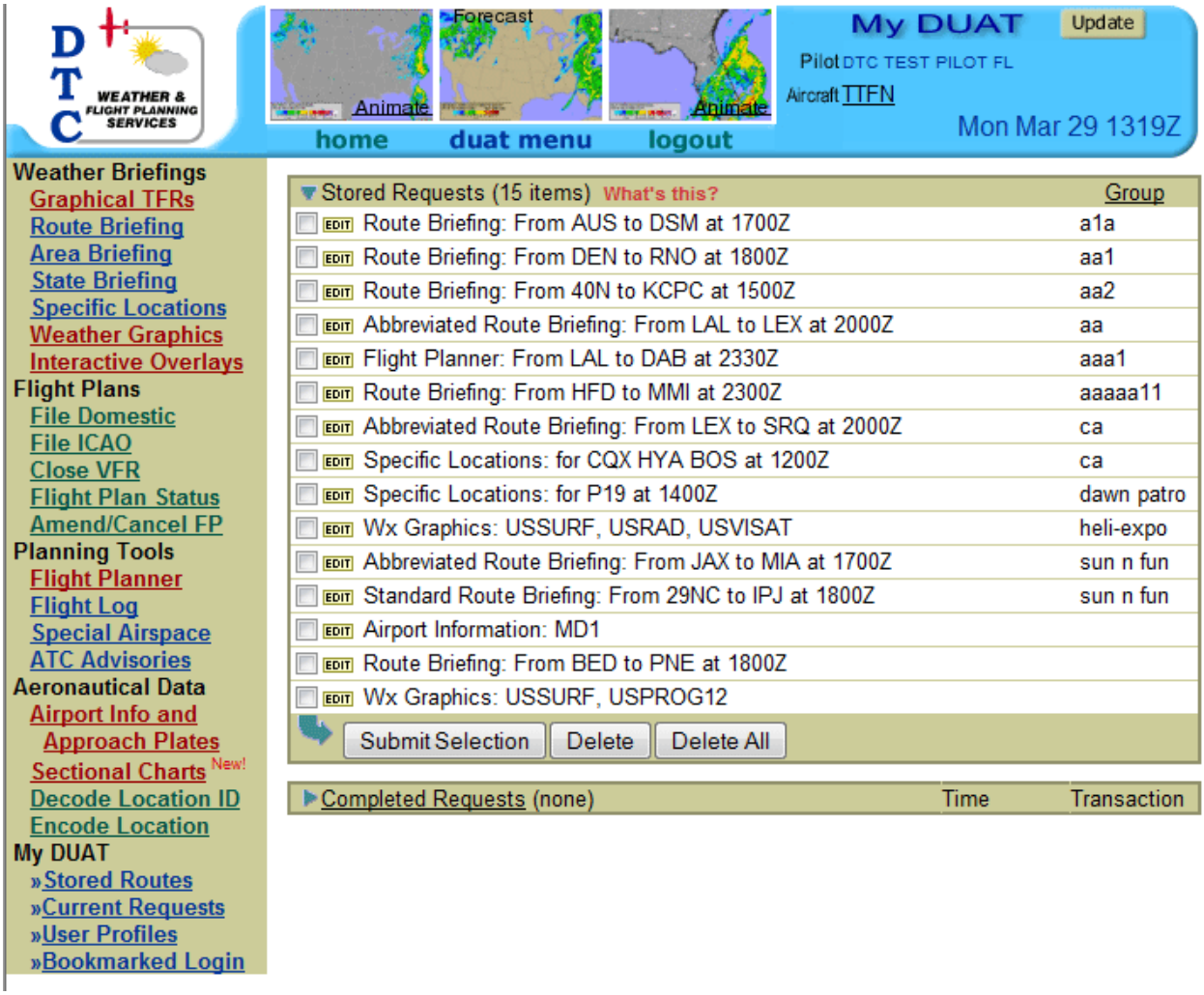
At the top of the mask are the MyDUAT shortcuts.
This allows you to use previously entered data from the drop down mask. The routes in the drop down mask will be from previously stored data and recently used routes will also be stored here.

Stored Requests

At the bottom of all the DTC forms there is a check box to save the form filled out to your stored request.



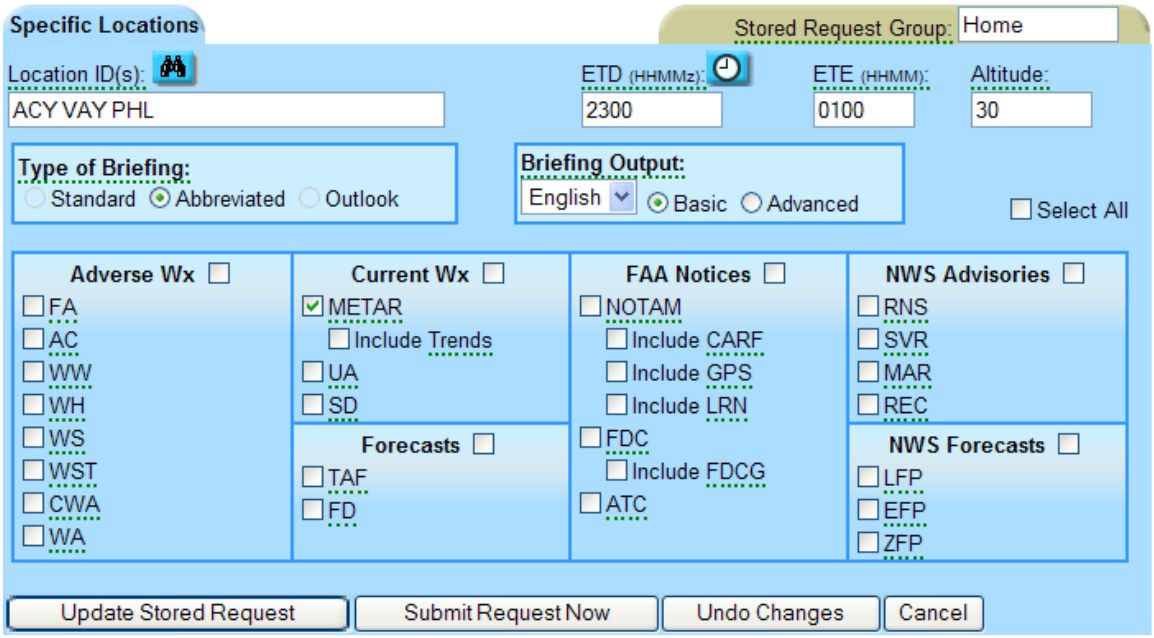
Once you check this box, the form will be saved to the Stored Request on the DUAT menu. From there you can click on the underlined link Stored Request (xx items).



Notice the triangle next to Stored Requests is facing down. This is the indication that this is the current and open window. Now you can make selections from the menu on the left and store requests you frequently use. By checking the box next to you description, you can select several at one time and then submit them all at once. You can also select the "Edit" button to make any changes before submitting or updating.

The Group column shows the optional Group Description which can be entered for a Stored Request. The stored requests will be sorted first by the contents of the Group field, then alphabetically by the request's description.
You can group your Stored Requests by entering the same description or name in the Group field of the request. For example, you may have both a Route Briefing and a Flight Plan saved with a typical itinerary. These two requests can be grouped together in order to find them easily. The Group field can be set when you edit a request that is saved in the Stored Requests folder.

Example of a stored request:

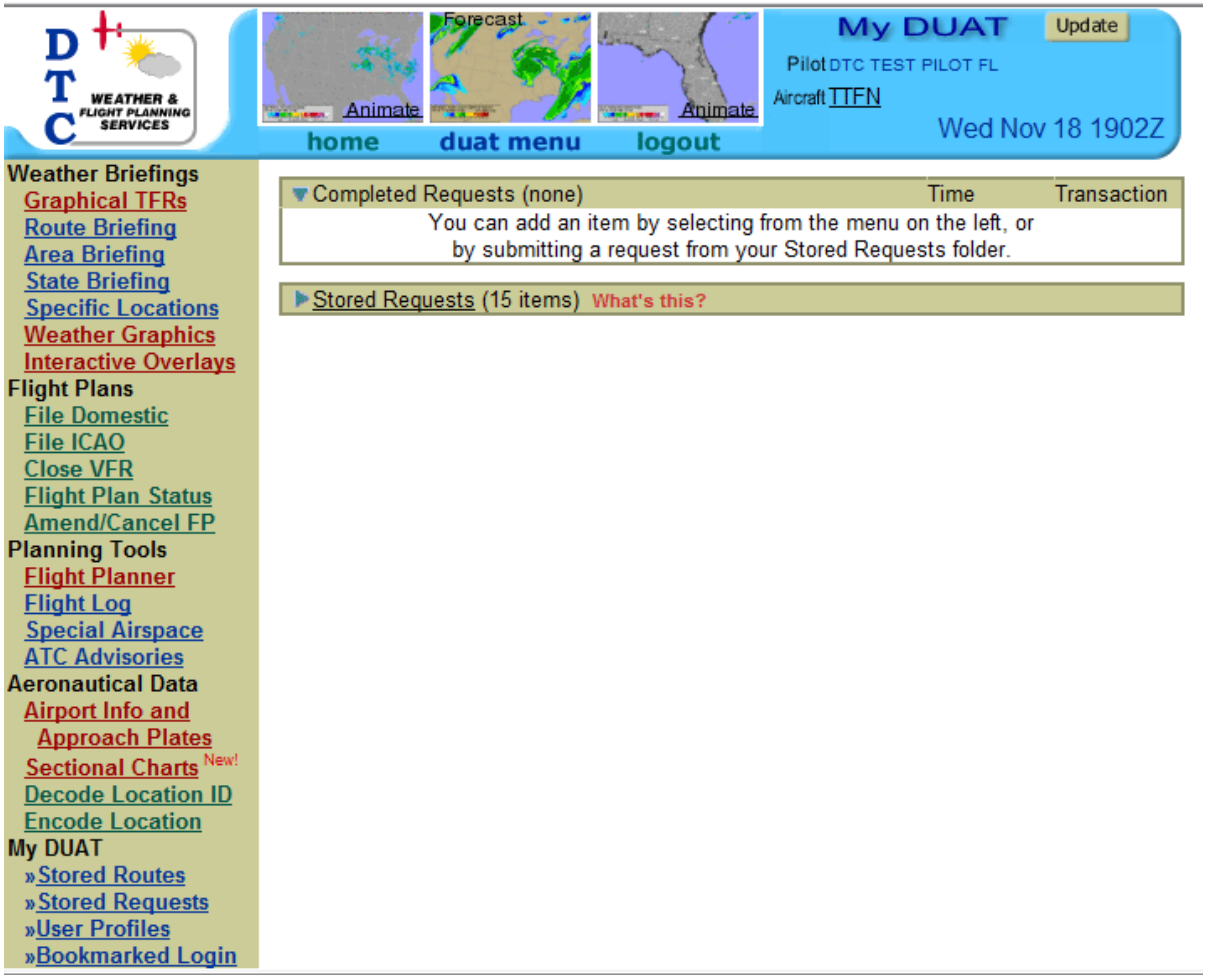


User Profiles

MyDUAT is your personal DUAT profile where pilot and aircraft information can be stored. **MyDUAT** settings appear at the top of the main DUAT menu to the right of the quick access thumbnails. The DUAT Shortcuts allows you to select this information from your personal profile.

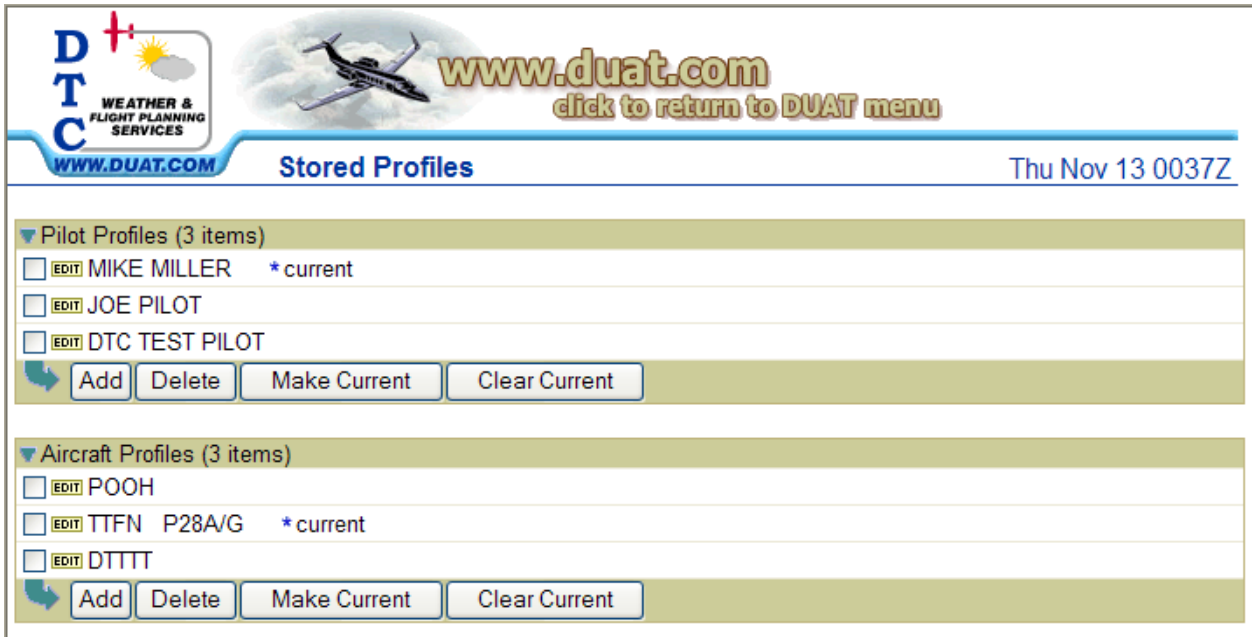
Stored Aircraft & Pilot Profiles:

Before moving to the main menu, take a moment to fill out your Aircraft and Pilot Profiles. Stored Aircraft and Pilot Profiles enable you to personally tailor DTC DUAT for your own use, saving all desired aircraft and pilot data on our system. Under My DUAT, click "Update" and you can manage multiple Aircraft and Pilot profiles. For both the pilot and aircraft profiles, any entry in each respective category may be selected as the current profile. The current profile will automatically be loaded in a request mask as appropriate; i.e., if a File Domestic request is selected, the entry mask will come up with the current profile entered for the pilot and the aircraft. If a profile other than the current profile needs to be used, use the pull down window within the MY DUAT Shortcuts Box, and select the correct profile. This Stored Aircraft and Pilot Profile feature particularly facilitates use of DTC DUAT for operations with multiple aircraft and/or pilots.



At the top right portion of the DUAT menu is a folder tab called MY DUAT as shown above. This tab has a button for updating your stored Pilot and Aircraft Data.

Click the Update button to access the stored profile menu.



This is the stored profile menu. It allows you to manage your stored profiles.

By clicking ***Add*** you can create a new profile. You may store multiple profiles for both pilot and aircraft profiles.

If you have an existing profile and wish to update it, click on ***EDIT*** and it will bring up the mask so you may update it.

By selecting the profile and clicking ***Delete***, you will remove the selected profile from the list.

By selecting the profile and clicking make current, the DUAT system will use that profile's information during this session. It will also be available on the flight planning masks under MyDUAT Shortcuts.

By selecting the profile and clicking clear current, the DUAT system will not use that profile during this session.

Adding Profiles to MyDUAT

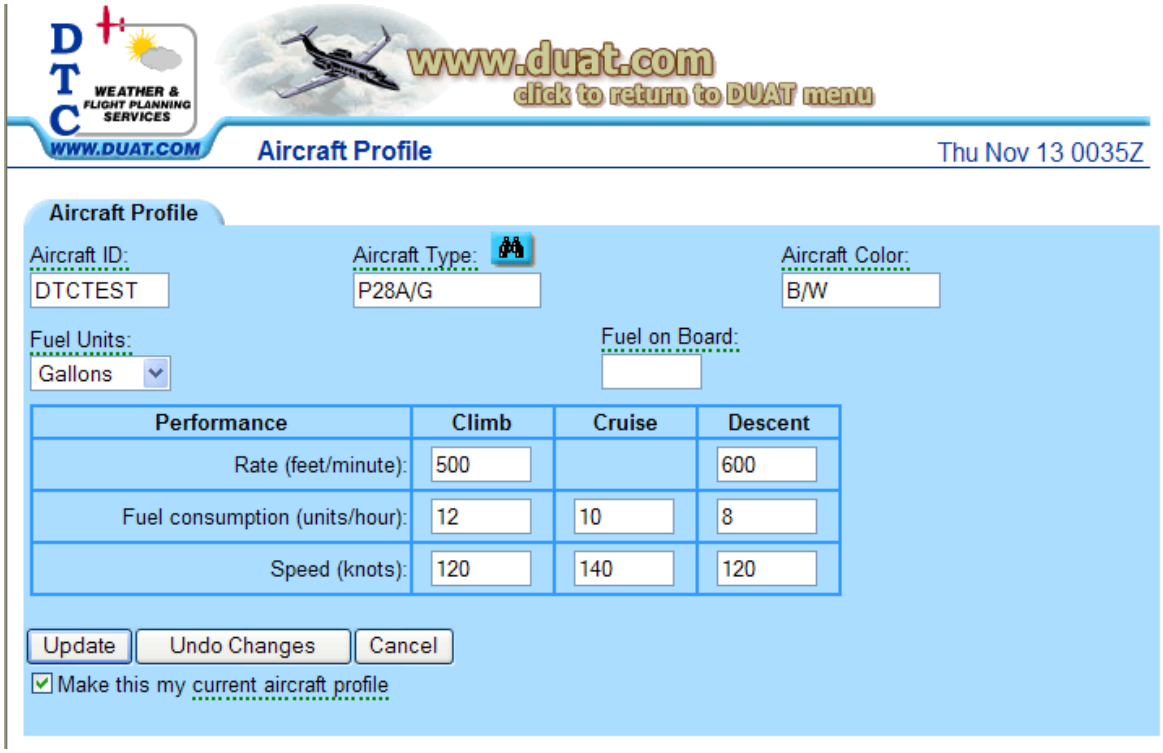
Pilot Profiles

This is the Pilot Profile mask. This mask allows you to manage your pilot profiles. This information will be used when you select a pilot under MyDUAT Shortcuts. When filing a flight plan, this information will automatically populate the Pilot information field so that you do not have to manually enter it.

To make this pilot profile current for this session, check the box in the lower left corner of the screen next to "***Make this my current* pilot profile"**.

Aircraft profiles are managed in the same manner as the pilot profiles. You will have the same options to update, reset, cancel and make it the current profile.

Aircraft Profiles



This is the Aircraft Profile mask. This mask allows you to manage your aircraft profiles. This information will be used when you select this Aircraft ID under MyDUAT Shortcuts. The flight planner will calculate your flight based on the information you enter here.

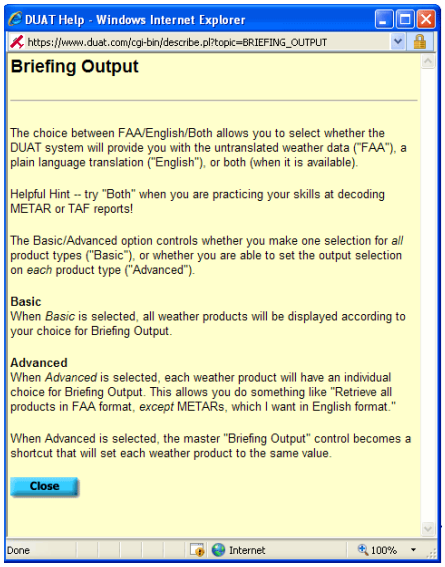
To make this your aircraft profile for this session, check the box in the lower left corner of the screen next to "***Make this my current* aircraft profile**".

Pilot profiles are managed in the same manner as the aircraft profiles. You will have the same options to update, reset, cancel and make it the current profile.

Internet Interface Online Help

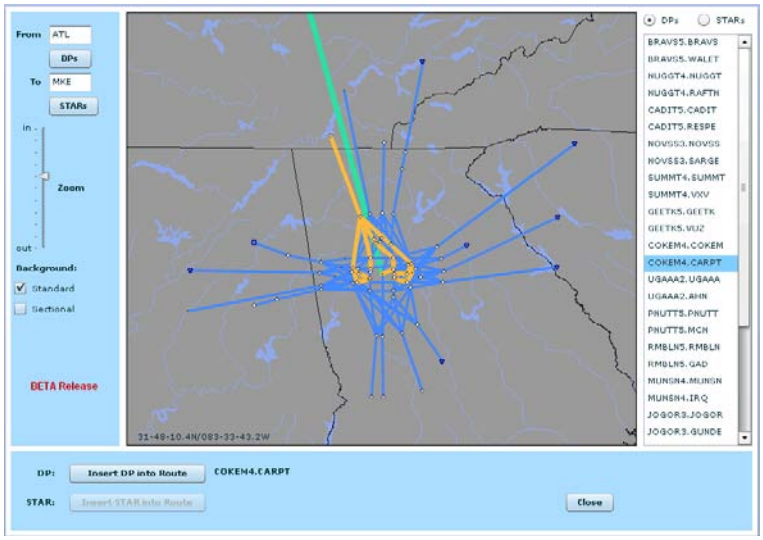
DTC DUAT has made every effort to make help available to the user on every DUAT web page located on the www.duat.com site.

If you hover over the underlined heading, a general help display will appear to give you helpful information as to what information to enter. By clicking on the underlined heading, a pop-up box will appear with additional information. This pop-up box includes examples for the user to look at.



Planning Tool Help Buttons

DP/STAR Tool



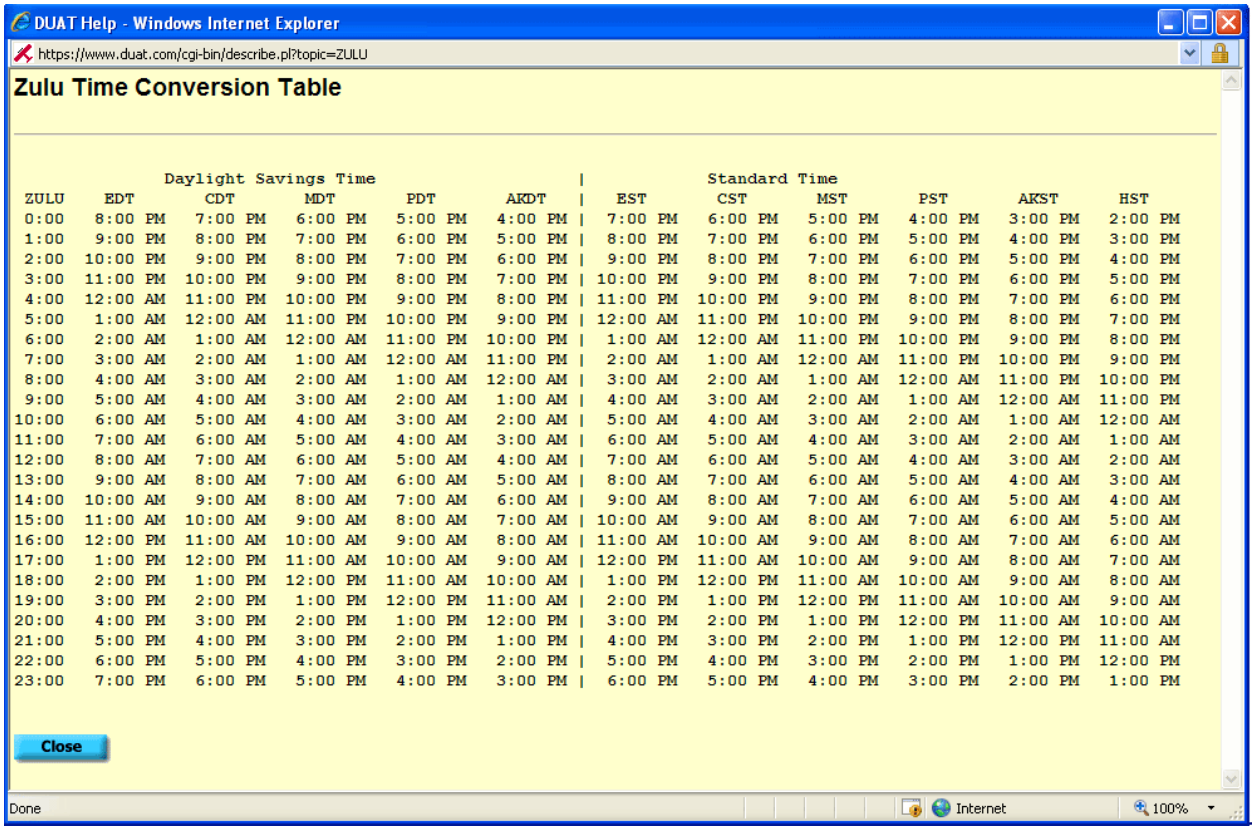
The DP/STAR Help Tool was designed to help pilots find the applicable departures and arrivals at most of the larger airports in the country. To use the tool you must select the DP/STAR Tool button located on the Route Briefing, Flight planner and File Flight Plan masks.

Location Identifier lookup

The Location Identifier lookup button is located on all forms that require a Location ID. If you click on the binoculars it will bring up a window where you can enter a location or identifier and it will retrieve that information from the database. (See also Encode Decode information)

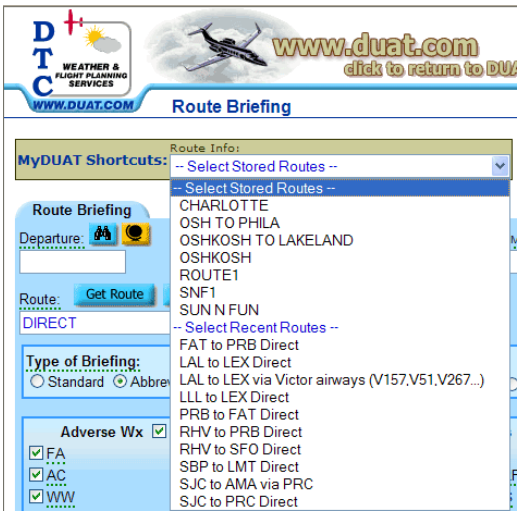
ZULU Time conversion chart.

The DTC DUAT site is based on ZULU time around the country and abroad. Every time input requires the user to input zulu time. The conversion chart makes it easier to find the correct time and convert the time zone that you are in. To access the conversion chart simply click on the clock located on every web page that requires a time input. This save the user the time and possible chance of error in calculating departure times.



MyDUAT Shortcuts

MyDUAT Shortcuts gives you the ability to store Select Routes and Select Recent Routes to easily populate masks in the DUAT system. To use this feature click on the down arrow and select one of the Select Routes or a Select Recent Route and it will automatically populate the mask fields with the information stored.



Off Line Processing Software for Microsoft Windows

DTC has direct dial software available for those who do not wish to use the Internet interface. It is compatible with Windows 3.1, 95, 98, NT, 2000 and Windows XP.
This software is required if you wish receive weather graphics from out direct dial-up service.

If you would like a Free Copy of this software you can download it from our web site at www.duat.com. If you do not have internet access and would like a copy of the software, please contact our 24-hour help desk at 1-800-243-3828.

INTERACTIVE SYSTEM ACCESS

Access for Current Pilots

The DUAT Service allows current pilots to quickly and easily obtain a weather briefing and file flight plans. With as little as a terminal or personal computer (of any type), a modem, communications software package, and a phone line or access to the Internet.

There are two different ways to access the DUAT system. The first way we will discuss is the interactive or on-line menu method. This is where you are logged in to the DUAT server and are being prompted step by step by the menu system.

Later we will discuss the second way to access the DUAT system, which is the Internet method.

DTC's modems support up to and including 56K bps. Our communication parameters are **8 data bits, 1 stop bit, and no parity** with full duplex or no echo and a terminal type of either none, VT100, or VT102. Your terminal or communications software should also be set so it does not add a Line Feed or Carriage Return. If you need personal assistance please call our 24-hour HELP Desk at:

1-800-243-3828

Medically current Pilots, Student Pilots, Glider & Balloon Pilots, Flight Instructors without a Current Medical, Aviation Ground Instructor, Ultra-Light Pilots, Flight Dispatchers are authorized by the FAA to access the free DTC DUAT Service functions. For information on obtaining a Sport pilot certificate please visit the link below for guidance:
http://www.faa.gov/licenses_certificates/airmen_certification/sport_pilot/media/student_pilot%20_guidance.pdf

Access codes and passwords are required every time you access the service.

DTC's computer data line number is:
1-800-245-3828

The connect time while accessing DTC's DUAT System is limited by the FAA to 15 minutes. There is no limit to the number of times that you can access the service. Once you have established a connection to our service, the initial message will be as follows:

```
   Welcome to Data Transformation's

  DIRECT USER ACCESS TERMINAL SYSTEM

 **********************************
  Message Space for FAA Information,
    News and Info on New Features
 **********************************
Transaction 2702550   01/27/95 1245 (UTC)

If you do not have an Access Code
Press <ENTER>:

Enter Access Code.....? ********
Enter Password........? ******

 For HELP enter a ? at any prompt.
```

Enter your access code/password when prompted. When the access code/password are entered the system displays the following Message:

"Your user profile selection for flight plan display format has not been filled in. Select the System Information Menu to setup your profile."

This message will be displayed each time the you enter your access code and password, until the you select a preferred flight plan display format. (See System Information) If you do not have an access code or password, press the "ENTER KEY" when prompted to "Enter Access Code.....?"

This will display the Access Security Menu.

```
======ACCESS SECURITY MENU======

GET an Access Code/Password...G
LOGIN to the DUAT System......L

More INFORMATION.............I
EXIT system..................X

Selection...?
```

Select "Get an Access Code/Password," menu selection "G" and you will be prompted as follows:

```
Last Name.....................? <name>
Pilot Certification Number...? xxxxxxxxx
```

Now enter your last name only and then your Pilot Certification Number. If you are a student pilot, enter your medical certificate number and include the two letters. Once your name and number have been confirmed the following series of prompts and information will be displayed:

```
Please retain the following
information. You will be unable to
access the DTC DUAT Service in the
future unless your Access Code and
Password are entered correctly.

The Password you choose MUST be
6 to 8 characters long!
Enter Password.? xxxxxx

Confirming your password
Is this correct: xxxxxx
Enter Y/N......? Y

Your Access Code is:
==> nnnnnnnn <==

To confirm, enter Access Code...? _
```

When you select and enter your own password, the DUAT Service will confirm it. You will then be assigned your Access Code and asked to enter it, this is the system's way of confirming your Receipt of the access code. From this time on you will need your access code and password for each system access.

If you previously obtained a DTC DUAT Service access code and selected a password, but you have forgotten or misplaced them and you attempt to obtain another access code, the service will display your original assigned access code. However, for security reasons you will be required to select a new password. If you need any further help, please call the DTC DUAT Help Desk at 1-800-243-3828.

If you are unsuccessful in obtaining an access code on-line, your pilot information is probably not contained in the FAA supplied Airman File Database. If you fall in one of the following Categories, Email, FAX or Mail the following information to DTC (please include your daytime phone number in case we should need to contact you):

Pilots:
Send a copy of your Pilot and, Medical Certificates.

Student Pilots:
Send a copy of your Student Pilot Certificate.

Glider & Balloon Pilots:
Send a copy of Airman Certificate.

Ultra-Light Pilots:
Send a copy of United States Ultra-light Association Membership Card.

Dispatchers:
Must be approved by the FAA. Call our help desk for information (800) 243-3828.

Sport Pilots:
PROCEDURES. A student pilot certificate can be issued by a designated aviation medical examiner as part of a medical certificate. However, an aviation safety inspector (ASI) and designated pilot examiner (DPE) can issue student pilot certificates with no medical.

Please follow the link below for more information about Sport Pilot certificates:
http://www.faa.gov/licenses_certificates/airmen_certification/sport_pilot/media/student_pilot%20_guidance.pdf

Email:	request@dtcduat.com
Helpdesk:	1800-243-3828
DTC FAX Number:	1-888-445-3828
Address:	Data Transformation Corp. 108-F Greentree Road Turnersville, NJ 08012

Please include a Daytime Phone Number (in case your fax is unreadable).

Once received, your pilot information should be available for obtaining an Access Code/Password within 24 hours.

If you have any questions, call the Help Desk at 1-800-243-3828.

Access Non-Current Pilots/Non-Pilots

Access to the DTC DUAT Service for pilots without current medical and non-pilots who believe they have a legitimate reason for access the service must receive FAA approval. Information on the Procedures to gain access can also be obtained by selecting "I" More Information from the Access Security Menu.

INITIAL SYSTEM PROMPTS

After successfully entering your Access Code and Password the DUAT Service will ask you a couple of questions regarding your display capabilities. The first prompt will be:

Characters per line.....? [80] _

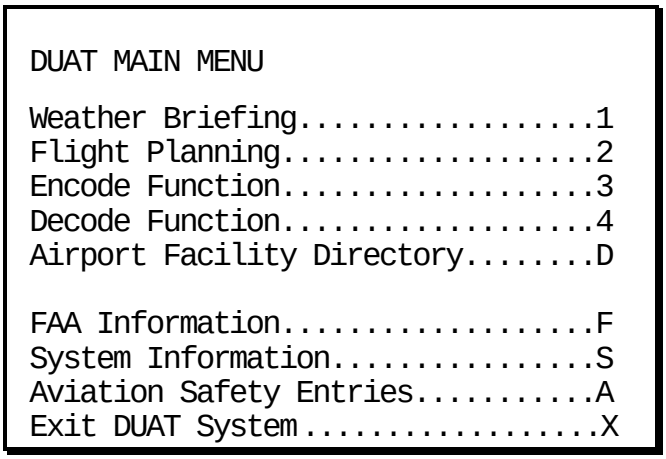
If you press the RETURN key the service assumes your screen can fit 80 characters per line (this is standard). If your screen is narrower than this, enter the number of characters that will fit across your screen. The next prompt will be:

Lines per page.....? [24] _

If you press the RETURN key the service assumes your screen can display 24 lines per page. If your screen has fewer lines than this, enter the number of lines that you have. If you wish the screen to scroll without pausing, set your lines per page to zero (0) and the service will assume an infinite amount of lines. This would be beneficial to someone down loading to a file or printing the session.

DTC DUAT Interactive MAIN MENU

The DUAT system is made up of menus, each being a list of items that you can choose from. The Main Menu consists of the major functions of the DUAT system that you can use. When you select an option from the Main Menu, there will be another menu of more specific functions for you to use. While you are using the DUAT system, you can return to the Main Menu at ANY time by entering "M" at any prompt.



How to Answer Flight Data Prompts.

Throughout the DUAT system, you will be prompted for the information that is partially or wholly part of a flight plan. Whether you are receiving a weather briefing, a flight log, or filing a flight plan, the method of answering the prompts is the same. Each time you answer one of these prompts, the DUAT system saves your information as "Temporary Data". The DUAT system can use your temporary data instead of prompting you for each field. Later sections will explain this more in depth.

After you select one of the Main Menu Functions, you will be prompted for your Aircraft Identification (ID). The Aircraft ID must start with a letter and be at least two characters long. Only seven characters are allowed. Your aircraft identification is required for search and rescue purposes. Examples of correct entries are N1234, AA678, NONE, and UNKNOWN.

Aircraft ID.....? _

Interactive Weather Briefing (Main Menu selection "1")

The DUAT Service allows you to obtain weather and Notice to Airmen (NOTAM) data in many different ways as indicated in the Weather Briefing Menu below.

You may elect to receive the weather and NOTAM data in DTC's expanded (plain English) format. The data is displayed in the abbreviated format unless you specifically request the expanded version.

To receive the expanded version, select B "Briefing Parameters" from the Weather Briefing Menu and change your Expanded text to "ON". Then any weather briefing you choose will be in expanded format (plain English). (For more information see briefing parameters, below)

```
WEATHER SERVICES MENU
Route Briefing.............1
Local Area Briefing.........2
State Collectives...........3
Specific Locations..........4
Selected Route Weather......5
Selected Local Weather......6
Briefing Parameters.........B
Return to Main Menu.........M

Selection...? _
```

Route Briefing

The DUAT service provides two types of route briefings:

Standard Route Briefing
Outlook Route Briefing

The report types displayed are determined by your Estimated Time of Departure (ETD).

A standard route briefing contains the following report types: Adverse Conditions, (including Area Forecasts, Severe Weather Outlook, Severe Weather Warnings, SIGMET's and AIRMET's), Surface Weather Observations, Terminal Forecasts, Pilot Reports, Winds Aloft Forecasts, Radar Reports, NOTAMs and ATC delay and Flow Control Advisories. See Appendix A for an example of these reports.

If your ETD is more then 6 hours in advance you will receive an outlook briefing. An outlook route briefing contains the following report types: Adverse Conditions, (including Area Forecasts, Severe Weather Outlook, Severe Weather Warnings, SIGMET's and AIRMET's), Since your ETD is in 6 or more hours, an outlook briefing will be provided. The report types listed are not output unless you specifically request them:

METAR (Surface Observations), UA (Pilot Reports), SD (Radar Reports), FD (Forecast Winds & Temperatures Aloft), NO (NOTAMs), FDC (FDC NOTAMs with an affected facility identifier), ATC (ATC Advisories)

A Route Briefing requires the following:

Estimated Time of Departure..... ?
Departure Point..... ?
Destination Point..... ?
Alternate Destination..... ? (Optional)
Route of Flight..... ?
Route Corridor Width..... ? (Optional)
Winds Aloft Corridor Width..... ? (Optional)
Altitude..... ?
Estimated Time Enroute(ETE)..... ?

There are three ways the DUAT Service obtains this information.

```
ROUTE BRIEFING entry method:

 Prompted for Input.............1
 Use Temporary Data.............2
 Use Stored Data File...........3
 Return to Main Menu............M
```

1). Prompted for Input will prompt you for each entry needed.

2). Use Temporary Data, uses data entered in response to a previous prompt during this transaction.

3). Use Stored Data File, uses the data stored in your data file during a previous transaction.

Local Area Briefing

Local Area Briefing (selection 2) allows users to obtain a weather briefing along with NOTAM data and ATC advisories for a defined area. This area is defined by a center point and retrieves all weather reporting locations within a 25nm radius. This radius is the default and can be changed under the "Briefing Parameters" or at the system prompt.

State Collectives

State Collectives (selection 3) allows you to enter a two letter state abbreviations or any of the following geographical region abbreviations:

Geographic Regions that may be entered include:

```
OG  -  Gulf of Mexico          DC  -  District of Columbia
OA  -  Offshore Atlantic       PR  -  Puerto Rico
OP  -  Offshore Pacific        VI  -  Virgin Islands (US)
CN  -  Canada                  MX  -  Mexico
CB  -  Caribbean               PC  -  Pacific
CE  -  Central America         SA  -  South America

IT  -  International(not included in any above)
```

Specific Locations

Specific Locations (selection 4) allows you to obtain any of the weather report types and NOTAM data available for individual weather reporting locations. This field will accept up to 200 characters. (about 50 Loc ID's)

Selected Route Weather

Selected Route Weather (selection 5) This is one of our most requested briefings, it requires the same entries as a standard route briefing, then the system will prompt you for report types where you can request only the report types you wish.

This is a favorite because it allows you to select only the report types you choose to receive.

Selected Area Weather

Selected Area Weather (selection 6) this is another popular briefing, it requires the same entries as a standard local area briefing, then the system will prompt you for report types. This allows you to select only the report types you choose to receive.

If you are not familiar with the abbreviations for the weather report types, enter a question mark, ***?*** *for HELP at the prompt and it will display the following chart.*

Weather Products Chart

```
  WW    - SEVERE WEATHER WARNINGS (includes AWW, WW-A)
  WS    - SIGMETS (includes UWS - URGENT SIGMETS)
  WST   - CONVECTIVE SIGMETS
  WA    - AIRMETS
  WH    - HURRICANE ADVISORIES
  AC    - SEVERE WEATHER OUTLOOK
  CWA   - CENTER WEATHER ADVISORY
  FA    - AREA FORECASTS
  SA    - SURFACE WEATHER OBSERVATIONS (includes SPECI)
  METAR- SURFACE WEATHER OBSERVATIONS (includes SPECI)
  FT    - TERMINAL FORECASTS
  TAF   - TERMINAL FORECASTS
  UA    - PILOT REPORTS
  FD    - WINDS ALOFT FORECASTS
  NO    - NOTAM D'S, LORAN(LRN) NOTAMS, GLOBAL POSITIONING SYSTEM(GPS) NOTAMS
  FDC   - FLIGHT DATA CENTER NOTAMS
  FDCG - GENERAL FLIGHT DATA CENTER NOTAMS
  SD    - RADAR REPORTS
  TW    - TREND WEATHER (3-HOURS OF SURFACE OBSERVATIONS)
  ATC   - ARTCC ADVISORIES
```

Loran and GPS NOTAMs are available under Selected Weather Products. Enter LRN or GPS as the location and NO as the report type. Obtain General FDC NOTAMs by entering FDC as the location and FDC as the report type.

Interactive Briefing Parameters

A selection from the Weather Briefing Menu allows users to change the search corridor or radius for weather products. These changes will now become the defaults under your user profile. This is the menu of parameters you may change.

```
 BRIEFING PARAMETERS MENU

Route Corridor Width ( 50)...1
Search Area Radius   ( 25)...2
FD Corridor Width    (200)...3
Normal Text          (YES)...4
Plain English Text   (YES)...5

Return to Main Menu.........M
```

Selection...? 1 RWXC (Route Weather Corridor Width)
Search Corridor...?

Enter a corridor width from 10 to 100 nautical miles in multiples of 5. This will increase or decrease the amount of information retrieved for the route or selected route briefings.

The default value for the Route Weather Corridor width is 50 nm. Enter a - if you want to backup without changing this field.

Selection...? 2 WXR (Area Wx Radius)
Search Radius...?

Enter a radius from 10 to 100 nautical miles in multiples of 5. This will increase or decrease the amount of information retrieved for the area briefings.

The default value for the area weather radius is 25 nm. Enter a - if you want to backup without changing this field.

Selection....? 3 FWAC (Forcast Winds Aloft Corridor)
Search Corridor...?

Enter a radius from 100 to 600 nautical miles in increments of 50. This will increase or decrease the amount of forecast winds aloft FD information retrieved for the route or area briefing. Enter a - if you want to backup.

The default value for the FD Corridor is 200 nm. Enter a - if you want to backup without changing this field.

Selection...? 4

Normal Text YES or NO (Y/N)...? ?

If you select Y for YES, the expanded NWS reports will be displayed for the route, selected route, local or selected local briefings. If you select N for NO, the other format options set to YES will be displayed. If neither of those options are YES, only the NWS report will be displayed. Enter a – (Minus sign) if you want to backup.

Selection...? 5 (Expanded Text) Plain English Text
YES or NO (Y/N)...?

If you select Y for YES, the expanded NWS reports will be displayed for the route, selected route, local or selected local briefings. If you select N for NO, the other format options set to YES will be displayed. If neither of those options are YES, only the NWS report will be displayed.

Output Example

```
NORMAL FORMAT
METAR KACY 181754Z AUTO 27013KT 10SM CLR 01/M08 A3006 RMK AO2
     SLP180 T00111083 10011 21039 58018 TSNO

EXPANDED FORMAT
KACY (ATLANTIC CITY, NJ) SCHEDULED OBSERVATION 18/1754 UTC, AUTOMATED
SOURCE,
   WIND FROM 270 DEGREES AT 13 KTS,
   VISIBILITY 10.00 MILES,
   SKY CLEAR BELOW 12,000 FT,
   TEMPERATURE 1C (33 DEG F), DEW POINT -8C (18 DEG F),
   ALTIMETER SETTING 30.06 INCHES.
   REMARKS:  AO2 SLP180 T00111083 10011 21039 58018 TSNO
```

Interactive Flight Planning (Main Menu selection "2")

The Flight Planning Menu is used to file, amend, cancel or close (VFR only) flight plans. You can also store flight plan information, Air Traffic Control delay information, and navigational and special use airspace information for your route of flight.

FLIGHT PLANNING MENU

```
 FLIGHT PLANNING MENU
FILE Domestic Flight Plan......1
FILE ICAO Flight Plan..........2
AMEND Flight Plan..............3
CANCEL Flight Plan.............4
CLOSE VFR Flight Plan..........5
STATUS of Active Flight Plans..6

Flight Log.....................7
Flight Planner.................8
Special Use Airspace...........9
Flow Control Messages..........F

Stored Data Files..............D
Stored Aircraft Profiles.......A

Return to Main Menu............M
```

Filing a New Flight Plan

Selection 1, will display the following menu:

```
1. Prompted for Input
2. Use Temporary Data
   -----> Stored Data File Options <-----
   Type Airid   Dept Dest ETD  Description
3. IFR  NTEST   PIT  MIA  2230 PIT MIA
M. Return to Main Menu
```

For selection "1", you will be prompted for every field on your Domestic flight plan. You can answer prompts with your temporary or stored data defaults, found within the brackets. For information regarding all the prompts, see "Domestic Flight Plan".

Aircraft ID.....? [N2233J]

To accept a default entry, just press the ENTER key. If you wish to enter some other value, just type it in, then press ENTER.

For selection "2" you will only be prompted for the information that you have not already entered during this transaction. The service will use your previous answers that are already in your Temporary Data.

For selection "3" the service will insert the flight plan data from a previous transaction that you saved as your Stored Data File. If the data is incomplete you will be prompted for the missing items.

Domestic Flight Plan

Each of the fields in the Domestic flight plan is taken from the standard flight plan form (FAA Form 7233-1). The prompt for each field is shown below with further information on what constitutes a correct entry. Please remember that you can use the Help system to get a brief summary of the correct format for your answers. (Enter "**?**" for Help)

Type of Flight Plan
(IFR or VFR).....? _

You may enter either "IFR" (Instrument Flight Rules), "VFR" (Visual Flight Rules), "DVFR"(Defense Visual Flight Rules).DVFR flight plans are those in which you penetrate the Air Defense Identification Zone (ADIZ) this is an area of airspace over land or water in which the ready identification, location, and control of civil aircraft is required in the interest of national security. You will be required to answer additional prompts such as: Altitude within ADIZ, estimated time and point of penetration of the ADIZ and remarks.

Aircraft ID.....? [NTEST] _

Enter your complete Aircraft ID including the prefix "N" if applicable. The first character must be a letter, and it must be 2 to 7 characters long. The Aircraft ID you entered previously will be automatically displayed at this prompt. If this is the aircraft ID you want to file with, you can simply press the "Enter" or "Return" key and the system will go on to the next prompt. If you desire to change your Aircraft ID, you can just enter the new ID number and continue.

Aircraft Type/
Special Equipment.....? _

Enter your Aircraft Type (2 to 4 characters) followed by a slant ('/') and a letter representing special equipment. May be optionally preceded by number of aircraft (if more than 1), followed by 'H/' representing a Heavy Aircraft, 'T/' representing TCAS, or 'B/' representing both Heavy and TCAS.
Examples: PA2/X,
PA24/B, H/B747/R, B/C131/C

Special Equipment Codes are as follows:

---> NO DME <---
X - No Transponder
T - Transponder with No Mode C
U - Transponder with Mode C
---> DME <---
D - No Transponder
B - Transponder with No Mode C
A - Transponder with Mode C
---> TACAN ONLY <---
M - No Transponder
N - Transponder with No Mode C

P - Transponder with Mode C
---> AREA NAVIGATION (RNAV) <---
C - LORAN, VOR/DME, or INS, Transponder with No Mode C
I - LORAN, VOR/DME, or INS, Transponder with Mode C
Y - LORAN, VOR/DME, or INS with No Transponder
--> ADVANCED RNAV With Transponder and Mode C <--
E - FMS, with en route, terminal, and approach capability. Equipment requirements are:

a) Dual FMS which meets the specifications of AC25-15, approval of Flight Management Systems in Transport Category Airplanes, AC20-129, Airworthiness Approval of Vertical Navigation(VNAV)Systems for use in the National Airspace Systems(NAS) and Alaska; AC20-130, Airworthiness Approval of Multi-Sensor Navigation Systems for use in National Airspace System (NAS) and Alaska; or Equivalent
criteria as approved by Flight Standards.

b) A flight director and autopilot control system capable of following the lateral and vertical FMS flight path.

c) At least dual inertial reference units(IRU's).

d) A database containing the waypoints and speed/altitude constraints for the route and/or procedure to be flown that is automatically loaded into the FMS flight plan.

e) An electronic map.

F - A single FMS with en route, terminal, and approach capability that meets the equipment requirements of E, a through d above.
G - GPS/GNSS equipped aircraft with en route, terminal, and GPS approach capable
R - Required Navigational Performance. (Denotes capability to operate in RNP designated airspace and routes.)
W - Reduced Vertical Separation Minima (RVSM)

For more information, enter:
? CESSNA or ? PIPER to get list of aircraft by manufacturer,
? BONANZA or ? COMMANDER to get list of aircraft by model,
? PA24 or ? BE30 to list aircraft by the FAA type code.

True Airspeed.....? _

Enter computed true airspeed (TAS) as 2 to 4 digits in knots.

Departure Point.....? _

Enter the 3 or 4 character Location Identifier of your Departure Airport. If you don't know the Identifier, you can use the Encode Function to look it up. Enter a question mark followed by the airport name or city, followed by a comma and the two-letter state code. If you are unsure of the state, you can omit the state code, but the comma MUST be entered for the DUAT system to properly understand your request. After viewing the list of airports that match your input, the departure prompt will be displayed again.

Example of escaping to Encode:

```
Departure Point...?  ?ATLANTIC,NJ

IDENT CITY, STATE       AIRPORT/NAVAID/WX RPT
58NJ  ATLANTIC CITY,NJ  HARRAH'S LANDING//
92N   ATLANTIC CITY,NJ  STEEL PIER TAJ MAHAL//
N26   ATLANTIC CITY,NJ  STEEPLECHASE PIER//
NJ48  ATLANTIC CITY,NJ  TRUMP'S CASTLE//
ACY   ATLANTIC CITY,NJ  ATLANTIC CITY INTERNATIONAL/VORTAC/WX
0NJ0  ATLANTIC CITY,NJ  ATLANTIC CITY MEDICAL CENTER//
31NJ  POMONA,NJ         ATLANTIC CITY MEDICAL CENTER-MAINL//
AIY   ATLANTIC CITY,NJ  ATLANTIC CITY MUNI/BADER FIELD//
99NJ  NORTHFIELD,NJ     ATLANTIC COUNTY HELISTOP//
```

Departure Time.....? _

Enter your Proposed Departure Time in Universal Coordinated Time (UTC) (Z). You must enter 4 digits. Example: 1330 for a 8:30 AM EST departure. For example, if you were leaving from East Coast at 12:20 PM EST you would enter 1720. (There is a five-hour difference Eastern Standard Time and Universal Coordinated Time. UTC has replaced Greenwich Mean Time as the International time standards.)

Cruising Altitude.....? _

Enter your Cruising Altitude either as a Flight Level in 100's of feet or as actual altitude in feet. The system will convert it to a Flight Level. Blocked altitudes may be entered as follows: 120B150 (12 Thousand feet Blocked to 15 Thousand feet) You may also enter OTP, OTP/120, VFR, or VFR/120 for "VFR on top".

Destination.....? _

Enter the 3 or 4 character Location Identifier of your Destination Airport. If you don't know the Identifier, you can use the Encode Function. See the Departure prompt for details. Or you can use the decode function to check the identifier.

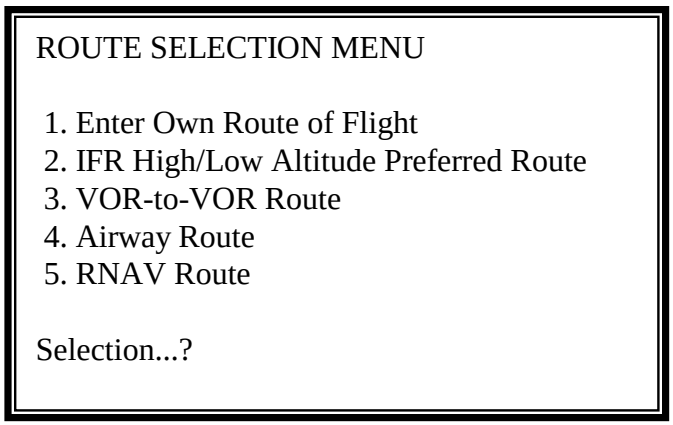
Example of Decode

```
Destination......?  ?GTR

GTR   AIRPORT (GOLDEN TRIANGLE REGIONAL)COLUMBUS/W POINT/STARK,MS
      FSS: GWO   ARTCC: MEMPHIS        NOTAMS: GTR
      LOC: 3327N/08835W LRN: N33*27.02' W088*35.48' ELE:   264
GTR   WX RPRT: COLUMBUS, MS  REPORTS: SA NO UA
      LOC: 3326N/08835W LRN: N33*26.16' W088*35.49' ELE:   263
GTR   (GEN)  GREATER
```

The next field that the DUAT system will fill is the Route of Flight. The DUAT system will look at your departure, destination, and type of flight plan, departure time, and altitude to determine if there are any "Pre-stored" routes that are applicable to your flight plan. If this is an IFR flight plan, there may be IFR preferred routes (both low and high altitude) available. If you have already received a weather briefing during this transaction for the same departure and destination, that route may also be available. If any pre-stored routes are available, a menu that may include any of the following options will be displayed:

Route Menu



If you desire to use any of the options displayed, enter the desired selection. The route(s) for that option will be displayed and you will have the opportunity to accept one of the routes, or to return to the route menu. If you choose to enter your own route of flight, or if there are no pre-stored routes available, the following prompt will be displayed:

Route of Flight.....? _

NOTE: VOR-to-VOR Route, Airway Route and RNAV Route routes are generated by DTC's Software using a shortest route algorithm. These routes do not contain SID/STARS. These are **not** FAA Routes. The Flight Planner does not automatically provide warnings if your route of flight penetrates restricted airspace such as, warning areas, prohibited areas, alert areas, terminal control areas (TCA), or military operations areas (MOA).
The Flight Planner does not provide NOTAMs concerning NAVAID or airway outages along your route of flight.
The system will not provide warnings or alerts if the altitude entered is below the minimum enroute IFR altitude (MEA) or the minimum obstruction clearance altitude (MOCA). It is suggested that a DUAT Standard Weather Briefing be obtained prior to filing a flight plan and or obtaining flight planner information.

Interactive Preferred IFR Routes

When you have entered a departure and destination airport for which there is a Preferred IFR Route(s), you will have a choice of selecting the preferred route(s). Preferred IFR Routes include

low and high altitude, Tower Enroute Control (TEC) and TECs for Southern California (SOCAL).

Enter your Route of Flight without repeating your Departure or Destination Airports. You may use NAVAIDS, JET and VICTOR Airways, SIDS, STARS, LATITUDE/LONGITUDE, and FIX-RADIAL-DISTANCES. Separate each element with a SPACE.
Examples:

Direct Route (from Departure Airport to Destination airport):
Route....? DRCT (or DIRECT)

Using Navaids (direct route between navaids is assumed):
Route....? ACY MXE DQO LRP

Using Airways (enter the Junction Fix between Airways, if known):
Route....? OAK V195 SCK V244 NICOL

Latitude/Longitude (enter both degrees and minutes):
Route....? DFW 3349N/09640W 3448N/09640W 3612N/09547W TUL

Fix-Radial-Distance (the radial and the distance must be 3 digits):
Route....? DFW ADM045015 IRW (Radial 45 from ADM, distance of 15 NM)

If you use a SID (Standard Instrument Departure), it must be the first element of your Route. It must be a valid SID for your Departure Airport, and you must specify your Exit or Transition Fix. If you use a STAR (Standard Terminal Arrival), it must be the last element of your Route. It must be a valid STAR for your Arrival Airport, and you must specify the Entrance or Transition Fix. Enter the Junction Fix between Airways, if known. If you wish to use Latitude/Longitude, specify both degree and minutes (i.e. 4000N/0750W, or 3930N/10122W). If you wish to use Fix-Radial-Distances, enter the radial as three digits (001-360 degrees) and the distance as three digits (001-999 Nautical Miles). Example: ACY028050 for Radial 28 from Atlantic City Vortac to a distance of 50 N.M.

Estimated Time Enroute? _

Enter your Estimated Time Enroute as 4 digits representing Hours and Minutes. The Flight Log Function can be used to determine an estimated time enroute based on the latest winds aloft forecasts. See Flight Log for examples.

Example: **0145** for a One Hour and Forty-Five minute duration flight.

Alaska Round Robin Flight Plans

If your VFR flight plan has a departure point in Alaska, your Estimated Time Enroute prompt will give you the option of entering a normal ETE or an ETA if your filing a round robin flight (up to 14 days enroute time).
Example:

Enter ETE (HHMM)

Enter your Estimated Time Enroute as 4 digits representing Hours and Minutes. Example: 0145 for a One Hour and forty-five minute duration flight.

Long range Alaskan VFR flight plans for more than 24 hours and up to 14 days can be filed by entering 0001 for the estimated time enroute. The DUAT system will prompt for the estimated time of arrival and post it in remarks.

Arrival (ETA).....? (This applies to Alaska VFR flight plans only)

Enter your Estimated Time of Arrival as 6 digits representing Day, Hour and Minute. Example: 052030 for the 5th day of the month at hour 20, minute 30.
Estimated Time of

Remarks.....? _

Enter only those remarks pertinent to ATC or to clarify other Flight plan information. You may enter up to 80 characters of remarks.
Hours and Minutes of
Fuel on Board.....? _

Specify Amount of Fuel on Board as 4 digits representing Hours and Minutes of Flight Time.
Example: 0400 for Four hours
Alternate Airport.....? _

Enter the 3 or 4 character Location Identifier of an Alternate Airport. This field is optional and may be skipped by entering nothing.
Pilot's Name.....? _

Enter your full name to be used for Search and Rescue purposes.
Address.....? _

Enter an address that is complete enough to use for Search and Rescue.
Telephone Number.....? _

Enter the Area Code and Telephone number that should be used for Search and Rescue. Punctuation (,), and - are optional.
Aircraft Home Base....? _

Enter the Airport at which this aircraft is normally based.
Number Aboard.....? _

Enter Total Number of Persons aboard, including the crew.
Color of Aircraft.....? _

Enter the Aircraft's color. It must be at least 3 characters long. Example: ORG/WHT for Orange/White
Destination Contact/
Telephone (optional)..? _

Enter the Telephone Number of a Contact at your destination, if known.

After you have answered all of the flight data prompts, the service displays your entire flight plan, and prompts you for any changes you would like to make before filing your flight plan. If you wish to make any changes, enter the "block Number" that corresponds with the field(s) you wish to change. You will be prompted for your input, the corrected flight plan will be re-displayed and the prompt will be repeated.
Example:

```
Enter Block Number(s) to correct or F to File Flight Plan...? F

Your Flight Plan will be transmitted to ZDC (WASHINGTON, DC) ARTCC 11 hours
and 54 minutes from now for a proposed departure at 0800 on 11/01/00.
```

After all fields are correct, enter an F to File your flight plan. If you filed an IFR flight plan, the system will display a message indicating to which Air Route Traffic Control Center (ARTCC) your flight plan will be sent, and the amount of time left before it is transmitted. If you filed a VFR flight plan, the message would indicate to which Flight Service Station (FSS) your flight plan will be transmitted and the amount of time left before it is transmitted. The amount of time before it is transmitted is important if you need to Amend or Cancel your flight plan. Up until the time it is transmitted you can amend or cancel with DTC's DUAT service. After it is sent, DTC is not permitted to amend or cancel your flight plan, you will have to contact a FSS.

Interactive ICAO Flight Plan

Each of the fields in the International flight plan are taken from the standard flight plan form (FAA Form 7233-4). The prompt for each field is shown below with further information on what constitutes a correct entry. Please remember that you can use the Help system to get a brief summary of the correct format for your answers. (Enter **?** for the Help message)
Aircraft ID.....?

Enter your complete Aircraft ID including the prefix "N" if applicable. The first character must be a letter, and it must be 2 to 7 characters long. See also domestic flight plan.

Type of Flight Plan
(IFR or VFR).....?

You may enter either "IFR" (Instrument Flight Rules) or "VFR" (Visual Flight Rules).
Type of Flight.....?

S...Scheduled Air Service
N...Non-scheduled Air Transport Operation
G...General Aviation
M...Military (NOT ACCEPTED on this system)
X...Other than any of the defined categories above

Number of Aircraft...? [1]

Enter 1 or 2 digits no entry would indicate 1 aircraft

Type of aircraft...?

Enter 2-4 characters, must be a type included in ICAO Doc 8643 or ZZZ with the numbers and types of aircraft specified in Other Information proceeded by "TYP/"
Wake Turbulence Category...?

Enter one of the following:

H for Heavy, to indicate an aircraft type with maximum certificated take-off mass of 136,000 kg or more.
M for Medium, to indicate an aircraft type with maximum certificated take-off mass of less than 136,000 kg but more than 7,000 kg.
L for Light, to indicate an aircraft type with maximum certificated take-off mass of 7,000 kg or less

Equipment.....?

For radio communication, navigation and approach aid equipment, enter one of the following:

N If no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable.
S If standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable.

Note: N or S must be the first character if used and or one or more of the following to indicate the COM/NAV/approach aid equipment available and serviceable:
A LORAN A
C LORAN C
D DME

E Decca
F ADF
H HF RTF
I Inertial Navigation
L ILS
M Omega
O VOR
P Doppler
R RNAV route equipment
T TACAN
U UHF RTF
V VHF RTF
W use only when prescribed by ATS
X use only when prescribed by ATS
Y use only when prescribed by ATS
Z Other equipment carried (with the other equipment carried specified in Other Information proceeded by "COM/" and or "NAV/")

SSR Equipment.....?

Use one of the following to describe the serviceable SSR equipment carried:

N Nil
A Transponder - Mode A (4 digits - 4 096 codes)
C Transponder - Mode A (4 digits - 4 096 codes) and Mode C
X Transponder - Mode S without both aircraft identification and pressure-altitude transmission
P Transponder - Mode S, including pressure-altitude transmission but no aircraft identification transmission
I Transponder - Mode S, including aircraft identification transmission but no pressure-altitude transmission
S Transponder - Mode S, including both pressure-altitude and aircraft identification transmission

Departure Aerodrome...?

Enter the 4 letter ICAO location indicator of the departure aerodrome.(The departure point must be within the contiguous US or Alaska.)
Estimated off-block time (ETD)...?

Enter 4 digits indicating hours and minutes.

Cruising Speed.....?

Enter 1-5 characters for the true air speed for the first or whole cruising portion of the flight expressed as:
N followed by 4 digits for knots

M followed by 3 digits for the nearest hundredth of unit Mach (only when so prescribed by the appropriate ATS authority)

Examples: K0830 N0485 M082

Cruising level.....?

Enter 3-5 characters for the planned cruising level in the first or whole portion of the route to be flown, expressed as:
F followed by 3 digits for flight level
S followed by 4 digits for standard metric level in tens of metres (when so prescribed by the appropriate ATS authorities)
A followed by 3 digits for altitude in hundreds of feet
M followed by 4 digits for altitude in tens of metres or VFR for uncontrolled VFR flights

Examples: F085 S1130 A100 M0840 or VFR

Route of Flight.....?

Enter your ICAO Route of Flight without repeating your Departure or Destination Airports. You may use NAVAIDs, JET and VICTOR Airways, DPs(SIDs), STARs, LATITUDE/LONGITUDE, and FIX-RADIAL-DISTANCES. Separate each element with a SPACE.
ICAO rules require "DCT" between successive points unless both points are defined by geographical co-ordinates or by bearing and distance.

Route Examples:

Direct route from Departure Airport to Destination airport:
Route....? DCT

Using Navaids:
Route....? DCT ACY DCT MXE DCT DQO DCT LRP DCT

Using Airways (enter the Junction Fix between Airways, if known):
Route....? DCT OAK V195 ECA V244 NICOL DCT

Latitude/Longitude in ICAO format (either Degrees only as 7 characters or Degrees and Minutes as 11 characters--examples of both are below. ICAO format does NOT use a / between latitude and longitude):
Route....? DCT CVE DCT 3349N09640W 3448N09640W DCT GNP DCT
Route....? DCT CVE DCT 34N097W 35N097W 36N096W DCT GNP DCT

Fix-Radial-Distance (the radial and the distance must be 3 digits):
Route....? DCT CVE DCT ADM045015 DCT IRW DCT (Radial 45 from ADM,

distance of 15 NM)

If a change of altitude or change of speed is expected at a point, they can be entered immediately after a FIX (named fix or NAVAID, latitude and longitude, or fix-radial-distance) by appending to the fix a / and then BOTH the airspeed followed by the altitude with no intervening spaces (and in the ICAO format). You must enter BOTH airspeed AND altitude if either are changing.

Examples of CHANGE of ALTITUDE/SPEED (Note: Assume initial altitude was A045 and initial speed was N0200):

Route....? DCT CVE DCT 34N097W 35N097W/N0200A051 36N096W DCT GNP DCT

(Airspeed remained as 200 knots, but a step climb to 5100 feet)

Route....? DCT CVE DCT 34N097W 35N097W 36N096W/N0220A045 DCT GNP DCT

(Airspeed increased to 220 knots, but altitude stayed 4500 feet)

Destination aerodrome...?

Enter the ICAO four-letter location indicator of the destination aerodrome, or if no location indicator has been assigned, enter ZZZZ and enter the name of the aerodrome at the next prompt.

Estimated Elapsed Time (ETE)...?

Enter your Estimated Time Enroute as 4 digits representing Hours and Minutes.
Example: 0145 for a One Hour and Forty-Five minute duration flight.

Alternate Aerodrome(s)...?

Enter the 4 character ICAO Location Identifier of an Alternate Aerodrome. If no location indicator has been assigned to the alternate aerodrome enter ZZZZ and specify the name of the aerodrome at the next prompt. This field is optional and may be cleared by entering 0, NA, or NONE.
Example: ...? KMIV KACY

Other Information...?

Enter the fields for other necessary information to be sent with the flight plan.

EET/ for the significant points of FIR boundary designators and accumulated estimated elapsed times to such points or FIR boundaries, when so prescribed on the basis of regional air navigations agreements, of by the appropriated ATS authority.

RIF/ for the route details to the revised destination aerodrome, followed by the ICAO four-letter locations indicator of the aerodrome. The revised route is subject to reclearence in flight.

REG/ for the registration markings of the aircraft, if different from the information entered in the Aircraft Identification field.

SEL/ for the SELCAL code, if so prescribed by the appropriated ATS authority.

OPR/ for the name of the operator, if not obvious from the aircraft identification.

STS/ for the reason for special handling by ATS, e.g. hospital aircraft, one engine inoperative.

TYP/ for the type(s) of aircraft, preceded if necessary by number(s) of aircraft, if ZZZZ entered in the Type of Aircraft field.

PER/ for the aircraft performance data, if so prescribed by the appropriate ATS authority.

COM/ for the significant data related to navigation equipment as required by the appropriate ATS authority.

NAV/ for the significant data related to navigation equipment as required by the appropriate ATS authority.

DEP/ for the name of departure aerodrome, or the ICAO four-letter location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained, if AFIL is entered for Departure.

DEST/ for the name of destination aerodrome, if ZZZZ was entered for the destination.

ALTN/ for the name of the alternate aerodrome(s), if ZZZZ was entered for the alternate.

RMK/ for any other plain language remarks when required by the appropriate ATS authority or deemed necessary.

Fuel Endurance.....?

Enter 4 digits for hours and minutes of fuel endurance.

Persons on Board.....?

Enter 1-3 digits for the total number of persons including the crew on board or "TBN" if the total number of persons is not known at the time of filing

Emergency and Survival
Equipment - RADIO.....?

You may enter one or more of the following:

U if UHF on frequency 243.0 MHz is available
V if VHF on frequency 121.5 is available
E if emergency location beacon - aircraft (ELBA) is available
N None

Survival Equipment....?

You will be able to enter one or more of the following to indicate the survival equipment that is being carried.
S...Survival Equipment is carried
P...Polar survival equipment carried
D...Desert survival equipment carried
M...Maritime survival equipment carried
J...Jungle survival equipment carried
N...No survival equipment is carried

Emergency and Survival Equipment - JACKETS.....?

You will be able to enter one or more of the following:

L if life jackets are equipped with lights
F if life jackets are equipped with fluorescein
U if life jackets are equipped with radio UHF frequency 243.0 MHz
V if life jackets are equipped with radio VHF frequency 121.5 MHz

No entry would indicate no life jackets.

Number of Dinghies..? [NONE]

The default entry for this prompt will be 0 so if the user just presses enter the system will go onto aircraft color. If the user enters a number greater than 0 to indicate dinghies are no board the system will continue with capacity.
Total Capacity.....?

Enter 1-3 digits indicating the total capacity, in persons of all dinghies carried.

Cover Yes/No.....?

You will be asked if the dinghies are covered if you enter "N"
the system will go onto aircraft color. If you enter "Y" the system will prompt for Colour.
Colour of Dinghie....?

Enter the colour(s) of the dinghies being carried.

Color of Aircraft.....? ?

Enter the Aircraft's color. Use these authorized color contractions if possible:

Code	Color	Code	Color	Code	Color	Code	Color
A	Amber	B	Blue	BE	Beige	BK	Black
BR	Brown	G	Green	GD	Gold	GY	Gray
M	Maroon	O	Orange	P	Purple	PK	Pink
R	Red	S	Silver	T	Tan	TQ	Turquoise
V	Violet	W	White	Y	Yellow		

Survival Remarks.....?

Enter any other survival equipment carried and any other remarks regarding survival equipment. If you wish to clear the default remarks enter 0, NA, or NONE**.**

Pilot's Name.....?

Enter your full name to be used for Search and Rescue purposes.

After all fields are correct, enter an F to File your flight plan. If you filed an IFR flight plan, the system will display a message indicating to which Air Route Traffic Control Center (ARTCC) your flight plan will be sent, and the amount of time left before it is transmitted. If you filed a VFR flight plan, the message would indicate to which Flight Service Station (FSS) your flight plan will be transmitted and the amount of time left before it is transmitted. The amount of time before it is transmitted is important if you need to Amend or Cancel your flight plan. Up until the time it is transmitted you can amend or cancel with DTC's DUAT service. After it is sent, DTC is not permitted to amend or cancel your flight plan, you will have to contact a FSS.

Interactive Amend a Flight Plan

Selection "3" from the Flight Planning Menu allows you to Amend a flight plan that you filed with DTC until the time that it is forwarded to an FSS (VFR) or ARTCC (IFR). You will be prompted for the Aircraft ID that was entered in the flight plan.

Interactive Canceling a Flight Plan

Selection "4" from the Flight Planning Menu allows you to cancel a flight plan that you have filed with the DTC DUAT Service up until the time that it is forwarded to the FSS (VFR) or ARTCC (IFR). If your flight plan has been transmitted, the service will identify the FSS to contact in order to cancel the flight plan.

Closing a Flight Plan

Selection "5" from the Flight Planning Menu allows you to close a VFR flight plan when the destination is in the contiguous US or Alaska. You will be prompt to answer the following:

Aircraft Identification..... ?
Aircraft Type..... ?
Departure Point..... ?
Planned Destination Point... ?
Pilot Remarks..... ? (location of aircraft if other then planned destination)

Once you have entered the above information DTC DUAT will send it to the appropriate FSS and you will see a message stating:

DTC DUAT has sent a Flight Plan Closure message
for N123DTC(AID) to MIV(FSS) at 2238(UTC)

Interactive Status Of Active Flight Plans

Selection "6" from the Flight Planning Menu provides you with the status of your flight plan(s). It informs you if the flight plans have been forwarded to the FSS or ARTCC.

Interactive Flow Control Messages

Selection "F" from the Flight Planning Menu provides current Flow Control Advisories issued by the FAA's Air Traffic Systems Command Center (ATCSCC).

Includes, departure, enroute, arrival delays, ATC Systems Weather Outlook and potential delays and current problem areas. Also included are North Atlantic Tracks, miscellaneous messages concerning NOTAMs, and missile firing. Example:

FLOW CONTROL ADVISORIES

```
FLOW CONTROL ADVISORIES
ATCSCC  ADVZY 001 SFO/ZOA  10/31/95 SFO GROUND DELAY EXTENSION THE ATCSCC
HAS EXTENDED THE SFO GROUND DELAY PROGRAM FOR ARRIVALS THROUGH 0659Z DUE TO
CONTINUED LOW CEILINGS AND POOR VISIBILITY. USERS CAN EXPECT MAXIMUM DELAYS
OF 73 MINUTES AND AVERAGE DELAYS OF 52 MINUTES.  ALL FACILITIES ARE
INCLUDED FOR PURPOSES OF SUBSTITUTION, HOWEVER ONLY ZOA, ZLA, ZSE, ZLC,
ZAB, ZDV, ZKC, ZFW, ZHU, ZME, ZMP AND ZAU WILL APPLY FA DELAYS.  THE AAR
REMAINS AT 35.
95/10/31 01:26  FSD.//dsk17 703-708-5117
```

Interactive Data File

Data File selection "D" allows you to create or to modify your Stored Data File (Flight Plan) . Once you have created a Stored Data File, these entries which are now defaults, are available whenever you are entering a flight plan or obtaining a weather briefing.

Interactive Flight Log

Flight Log selection "7" allows you to obtain a simple Flight Log that calculates Magnetic Course and Headings, distance and time between route points, and ground speed, based on the current Winds and
Temperature aloft Forecasts

Interactive Flight Planner

Flight Log selection "8" provides navigational information along your route based on your proposed departure time, aircraft's air speed and the forecast winds aloft at the altitude entered. This data includes magnetic course, magnetic headings, ground speed, distance (NMs) and time between route elements, and the estimated time of arrival (ETA). Latitude/longitude fixes are automatically inserted when the distance between fixes along your route exceed 100NMs, the altitude entered is below FL180, and the TAS is below 250KTs. For 250KTs and greater and or FL180 and above fixes are automatically inserted every 200NMs.

Flight Log

```
True Airspeed.........? 120
Departure Point.......? ACY
Departure Time........? 2300
Cruising Altitude.....? [80]
Destination...........? HAR
Route of Flight.......? MIV PHL
```

===> Data Transformation's Flight Log <===

Phase	Climb Rate	Airspeed	Fuel Flow
CLIMB	1250 fpm	94 kts	10.0 gph
CRUISE	0 fpm	120kts	7.0 gph
DESCENT	1400 fpm	134 kts	2.0 gph

```
Destination is at cruising altitude (no descent calculated).
Cruising Altitude--8000 Ft  Air Speed--120 Knots  Departure Time--26/2300Z

LEG-(FROM/  TRU TRU MAG MAG GND DIST   LEG   TOT  FUEL  FUEL  WINDS WIND
       TO) CRS HDG CRS HDG SPD (nm)  TIME  TIME (gal)   REM deg/kts LOC
 ACY ARPT    257 257 267 267  87    8  0+06  0+06   0.9   8.7 265/007 ACY
 T-O-C       257 259 267 269 106   15  0+09  0+14   1.0   7.7 275/014 ACY
 MIV ARPT    345 339 356 350 114   31  0+16  0+31   1.9   5.8 275/014 ACY
 PHL ARPT    287 284 298 295 106   88  0+50  1+20   5.8   0.0 265/015 EMI
 HAR VORTAC
 TOTALS:                          142  1+20  1+20   9.7
    YOUR ETA = 27/0020Z
```

Interactive Special Use Airspace

Special Use Airspace selection "9" provides you with information concerning Alert Areas, Military Operation Areas, Prohibited Areas, Restricted Areas, and Warning Areas within 5NM of your route of flight.

SPECIAL USE AIRSPACE

```
 SPECIAL USE AIRSPACE entry method:
 Departure Point.......? PHL
 Destination...........? BWI
 Route of Flight.......? DIRECT

 4001A RESTRICTED AREA
 ABERDEEN, MD
 CONTINUOUS.
 SFC TO UNLIMITED, 0700-2400 LCL.
 SFC TO 10000' MSL, 0000-0700 LCL; HIGHER ALTITUDES BY
 NOTAM ISSUED 24 HRS IN ADVANCE.

 4001B RESTRICTED AREA
 ABERDEEN, MD
 INTERMITTENT, AS ACTIVATED BY NOTAM
 24 HOURS IN ADVANCE.
 SFC TO 10000' MSL, HIGHER ALTITUDES BY NOTAM ISSUED
 24 HRS IN ADVANCE.
```

Interactive Encode Function (Main Menu selection "3")

The Encode Function is used to find the identifier for a known location so that it can be used in filing flight plans and in obtaining weather briefing. The service prompts: Enter Location, State...?

Encode Function

```
Examples:

 Enter Location, State...? PHILI,PA
 IDENT CITY, STATE              AIRPORT/NAVAID/WX RPT
 1N3   PHILIPSBURG,PA           ALBERT//
 20PA  PHILIPSBURG,PA           REICHDRILL//
 PSB   PHILIPSBURG,PA           MID-STATE/VORTAC/WX

 ENCODE FUNCTION
 Enter Location, State...? FERGUSON,
 IDENT CITY, STATE              AIRPORT/NAVAID/WX RPT
 82J   PENSACOLA,FL             FERGUSON//
 12MO  WINDSOR,MO               FERGUSON FARMS//
 TN09  PHILADELPHIA,TN          FERGUSONS FLYING CIRCUS//
 ETC.
```

In the first example shown, all locations in the state of PA that begin with PHILI are retrieved. In the second example, information for all locations named FERGUSON are retrieved. The DUAT system will retrieve information based on the name of the City or on the name of the Airport.

Interactive Decode Function (Main Menu selection "4")

The Decode Function will give you information on NAVAIDs, airports, city, state, weather reporting location, weather report types available, reporting points, intersections, airport elevation, location (lat/lon) plus the controlling ARTCC and FSS for any valid location identifier in the DUAT system. Additionally, this function decodes Air Traffic Control (ATC), General (GEN), National Weather Service (NWS), and International (ICAO) contractions. You may enter one or more location identifier or contraction. Separate each entry with a space. The service will prompt:

DECODE FUNCTION

```
Example: One location identifier and one contraction entered.

 DECODE FUNCTION
 Location Identifier(s)
 or Contraction(s)......? ACY RW-
 ACY   AIRPORT (ATLANTIC CITY INTERNATIONAL) ATLANTIC CITY, NJ
       FSS: MIV   ARTCC: WASHINGTON, DC NOTAMS: ACY
       LOC: 3927N/07435W LRN: N39*27.45' W074*34.65' ELE:   76
 ACY   VORTAC  (ATLANTIC CITY) ATLANTIC CITY, NJ
      FSS:MIV ARTCC:WASHINGTON,DC NOTAMS: ACY 108.60 Chan:023x
       LOC: 3927N/07435W LRN: N39*27.35' W074*34.60' ELE:   70
 ACY   WX RPRT: ATLANTIC CITY, NJ  REPORTS: SA NO UA FD SD FT
       LOC: 3927N/07435W LRN: N39*27.35' W074*34.60' ELE:   76

 RW-   (NWS)  LIGHT RAIN SHOWERS
```

Interactive Escape to Encode/Decode

You can access the Encode/Decode function when the following prompt is displayed, "**Press C to continue, R to Return:"** To encode, enter a question mark ? and then the location name along with a coma. To decode, enter a question mark ? and a location identifier or contraction. Separate multiple entries with spaces.

Example: Press C to Continue, R to Return: **?RW- ACY**

At any prompt that requires entry of a location identifier, there is a way to retrieve Encode/Decode information without returning to the Main Menu. To DECODE a location identifier type a ? followed by the identifier(s) you wish to decode:

Departure Point.....? **? JFK**

The same type of information as show above for DECODE will be displayed for JFK.

To ENCODE a location, type a ? followed by the name you want to encode, THEN FOLLOWED BY A COMMA. The two-letter state identifier is optional, but the comma MUST be present for the DUAT system to recognize this as an Encode request rather than a Decode request. Example:

Departure Point.....? ? FLYING A,

The same type of information as show above for ENCODE will be displayed for FLYING A.

Interactive Airport Facility Directory

To assist users in obtaining airport information concerning public airports within the DUAT service area an "Airport Facility Directory" function is provided as a main menu selection.

The information provided is extracted from the Landing Facility Database that is provided by the FAA. The service will prompt you for the name of the airport that you are requesting information on and the state or area two letter abbreviation.

The following information, if available will be displayed for the airport entered:

Airport name
LOCID
Name of nearest city/state
Airport Latitude-Longitude

Interactive FAA Information (Main Menu selection "B")

FAA Information displays important information originated by the FAA. The initial display will be the same as DTC's opening message, from here you can continue though menu's on each subject identified. Remember you can return to the Main Menu at any prompt by entering a "M".

Interactive System Information (Main Menu selection "S")

The System Information menu enables you to change certain system settings and default values. You can also receive expanded help under this menu.

System Information

```
 System Information

Characters Per Line   ( 80).....1
Lines Per Page        ( 24).....2
Flt Plan Format (     List).....3
Terminal Type   (  EDITING).....4
Terminal Delays   (now OFF).....5
Display Current TIME............6
Change Password.................7
Change Personal Access Code.....8
Delete Personal Access Code.....9

Return to Main Menu.............M
```

If you change any of the settings, the DUAT system will prompt if you want to save the new value in your User Profile. If you respond "Yes," these values will take effect every time you log onto the DUAT system. If you respond "No," these changes will only be in effect for the current session.

The CHARACTORS PER LINE setting determines the MAXIMUM number of characters the DUAT system will display on one line. The maximum is 80 per line.

If you change your LINES PER PAGE to zero (0), the DUAT system will not stop after each displayed page. This may be useful if you are capturing or printing your entire session to review later.

The "Flt Plan Format" provides you with two flight plan format choices which will be retained in your user profile:

L.. List Format (all entries lined up in the left column)
F.. FAA Format (looks like the FAA Flight Plan Form)

The List Format is easier to visually scan for missing or incomplete information. In addition, it provides automatic decoding of your departure, destination, and alternate airports. The FAA Format has been retained for backwards compatibility for those users who have become accustomed to it. Once you have selected the format of your choice L or F, your flight plans and data files will be displayed in the format chosen. Until a selection is made the FAA Format is the default.

Flight Plan Format Examples:

```
List Format

1-Flt Plan Type-> IFR          [ Will be sent to ZDC ARTCC ]
2-Aircraft Ident> N123DTC
3-Aircraft Type-> PA28/U
4-Speed (TAS)---> 120
5-Departure Pnt-> MIV (MILLVILLE MUNI AIRPORT-MILLVILLE, NJ)
6-ETD-----------> 1800
7-Flight Level--> 90
8-Route---------> PHL 4029N/08014W
9-Destination---> PIT (PITTSBURGH INTL. AIRPORT-PITTSBURGH, PA)
10-ETE----------> 0130
11-Remarks------->
12-Hrs/Mins Fuel-> 0400
13-Alternate Arpt> HAR (HARRISBURG VORTAC-HARRISBURG, PA)
14-Pilot's   Name> DTC DUAT
          Address> TURNERSVILLE,NJ
        Telephone> 800-243-3828
        Home Base> MIV (MILLVILLE MUNI AIRPORT-MILLVILLE, NJ)
15-Number Aboard-> 2
16-Aircraft Color> RED/WHT
17-Dest. Contact-> 800-243-3828
```

```
FAA-Format.

1-F/P Type> IFR  2-A/C ID> N123DTC  3-A/C Type> PA28/U 4-TAS> 120
 5-Dept Apt> MIV             6-ETD> 1800  7-Fl Lvl> 90
8-Rte> PHL 4029N/08014W
9-Dest Apt> PIT           10-ETE> 0130 11-Remarks>
12-Fuel> 0400      13-Alt Apt> HAR
14-Name> DTC DUAT
   Addr> TURNERSVILLE,NJ
    Tel> 800-243-3828
   Base> MIV
15-Num Abd> 2    16-Color> RED/WHT
17-Contact> 800-243-3828
```

There are three TERMINAL TYPES on the DUAT system: DUMB, EDITING, and PRINTER. In any mode the following control keys can be used:

BACKSPACE or DELETE	Deletes the previous character
Ctrl U	Deletes the entire entry
Ctrl R	Redraws the current entry

The **DUMB** setting is the default setting. This indicates to the DUAT system that you have a standard terminal or PC that will move the cursor to the left one space if the Backspace character is sent, will move the cursor to the left margin if the Carriage Return character is sent, and will

move the cursor down one line if the Line Feed character is sent. No other assumptions are made about your terminal.

The **EDITING** setting is more useful if you wish to edit long input lines, such as your Route of Flight. If you select "2", the TERMINAL TYPE prompt, then enter a ? The DUAT system will display a list of the EDITING KEYS that are available. The complete list is also provided below. DTC's DUAT system is capable of more advanced in-line editing for those users who are comfortable with using control keys (Ctrl). Once editing is enabled, you will be able to move the cursor back and forth on your display in order to correct your entries. The following table indicates the effect of each available control key.

Control Keys for all terminal types:
<CTRL> U UNDO deletes entire line
<CTRL> R REDISPLAY entire line

Control Keys for Editing Terminals only:
<CTRL> A places cursor AT beginning of line
<CTRL> B BACKSPACES cursor 1 character
<CTRL> D DELETES character cursor is on
<CTRL> E moves cursor to END of line
<CTRL> F Moves cursor FORWARD 1 character
<CTRL> K deletes from cursor to end of line (KILLS line)
<CTRL> L restores LAST valid entry
<CTRL> Y restores last deletion

The **PRINTER** setting is used if you have an older terminal that prints directly on paper. Since you cannot see what is entered if you delete some characters, this mode deletes characters differently than the other two modes. When you press the Backspace or Delete keys, a slash will be displayed and then the character being deleted. If you continue to press Backspace or Delete, the additional characters will be displayed. When you begin entering data again, another slash will be displayed, then your new data. Typing a Ctrl R at any point redisplays the entire prompt with all the current data that your have entered.

If you have an older terminal or PC that misses the first few characters of each line, you may need to turn on the TERMINAL DELAYS. If this parameter is on, the DUAT system will send filler characters at the end of each line to allow your terminal or PC to catch up.

The "Display CURRENT TIME" function simply displays the current date and time in Coordinated Universal Time (UTC).

The Change Password Functions, allows you to change your password. The password must consist of 6 to 8 alphanumeric characters (A-Z and 0-9).

Interactive GENERAL INFORMATION/HELP

Help Function

If you do not understand a prompt or need help for any reason you can enter a ? at any prompt. This is our HELP Function and provides information on answering that specific prompt. This feature is especially helpful when filing flight plans if you are unsure of the special equipment codes, how to enter a route of flight, time enroute, fuel, etc.

Returning to the Previous Prompt
If you wish to return to the previous prompt, enter a minus (-). This may be repeated to back up

Interactive COMMAND LANGUAGE (Script)

You have read about using menus interactively, now maybe you want to do things in your own way. In order to supplement this interactive menu structure with powerful features that will help those who can and wish to write front-end programs to access the DUAT system, DTC also has a Command Language.

The DUAT Command Language provides access to all of the features as the interactive menu system. It provides succinct commands that can access any feature of the DUAT service without using menus, therefore reducing connect time. Command mode can be accessed at any prompt by entering "**!CMD**" then you will see DUAT>

This is an example of a command line to receive a surface observation for Atlantic City Airport:

DUAT> **TAIL N123DTC;ETD 2300;SA ACY**

There is much more detail in explaining all the commands, and may not be useful to all user's. If you would like more information on this, you can retrieve it under Expanded Help on-line or call our Help Desk and ask for a Command Language User's Guide.

Interactive Weather Graphic Products

These graphical products are only available to users with modem speeds of 14,400bps or higher using off-line software. For more information see Off Line Processing Software for Microsoft Windows.

Interactive Main Menu Selection H Expanded Help

This is a detailed Help Function. The information available to you will include the following:

Detailed On-Line User Guide Help Information
- o User Terminal Support
- o System Access
- o Initial System Prompts
- o DUAT Service Functions
- o Types of WX Briefings

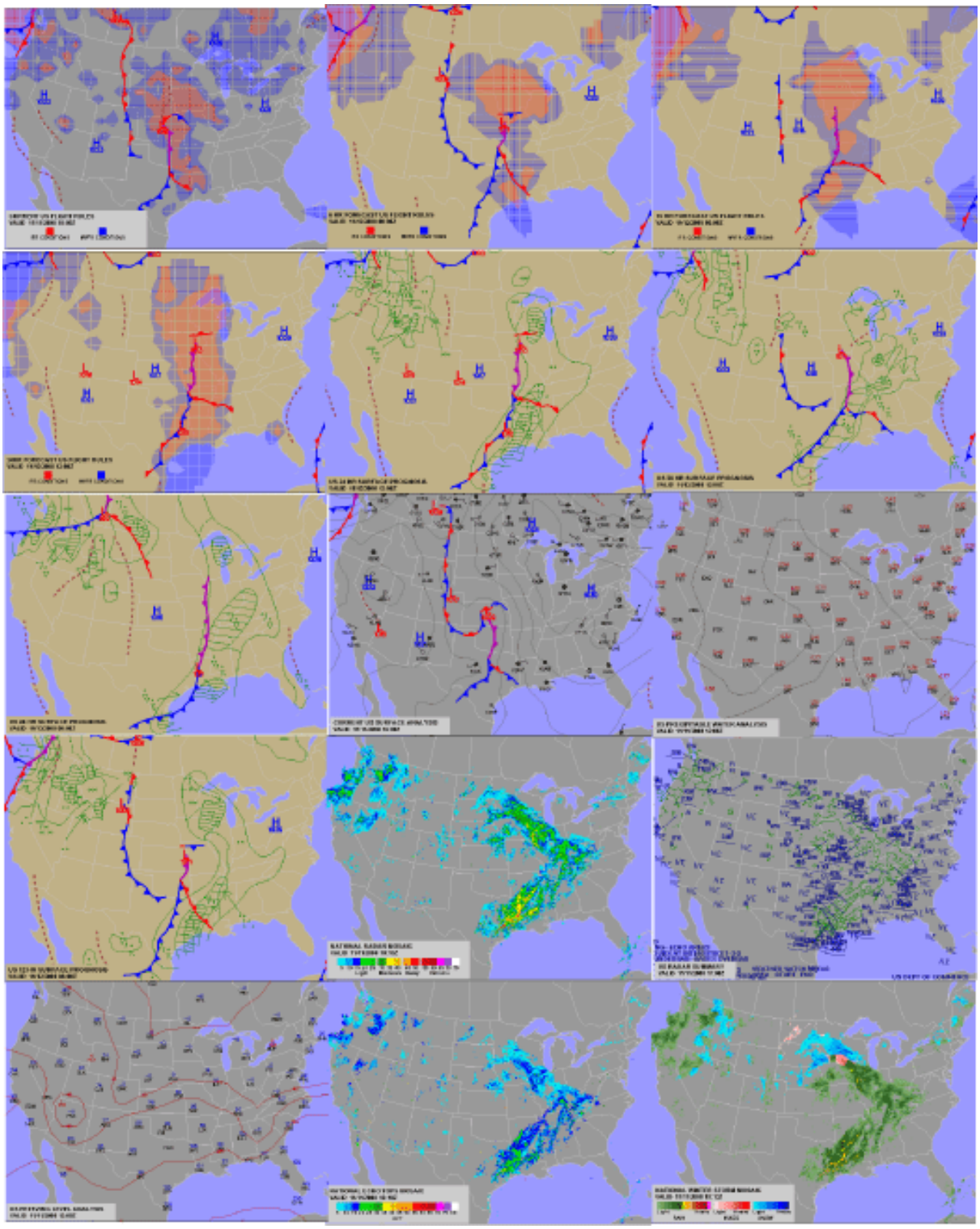
- WX Graphics
- Flight Planning

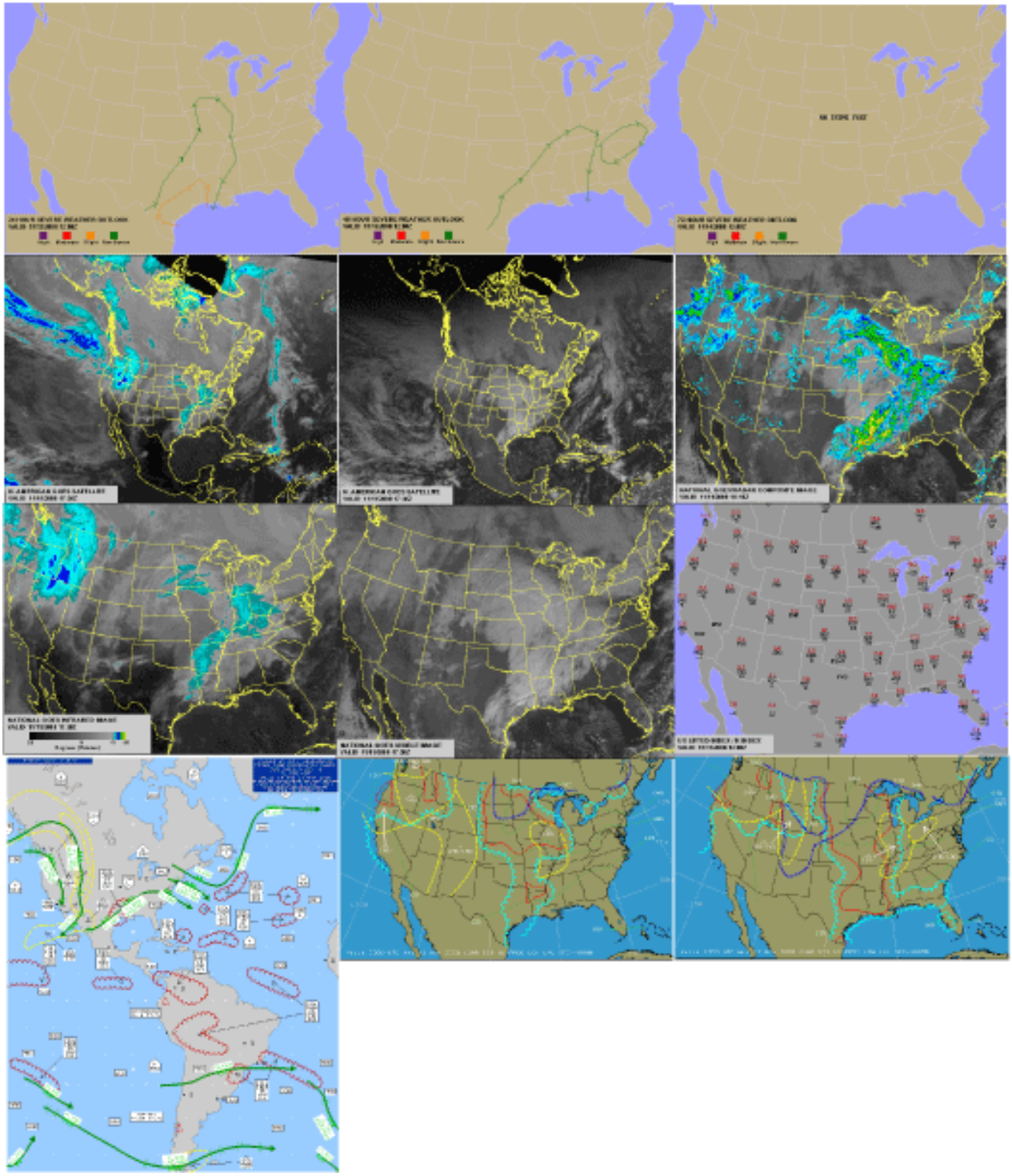
- Flow Control Data/SUA
- Data File
- Flight Log
- Encode/Decode Function
- Control Functions
- How to obtain DTC's Software
- Description of command syntax and meanings,
- error messages/meanings, product display formats
- Airport Facility Directory Access Instructions
- Input of General Information Messages Instructions
- Plain English Text
- Command language instructions
- Chart Data display
- Airport reservations for high density airports
- Enter Aviation Safety Reporting System Information
- Preferential Route Processing for satellite Airports

Detailed explanations for all the above System Information selections are included in the Expanded Help Function accessible from the Main Menu or by calling our Help Desk 1-800-243-3828.

Appendix A Example of Weather Graphics from DTC DUAT.

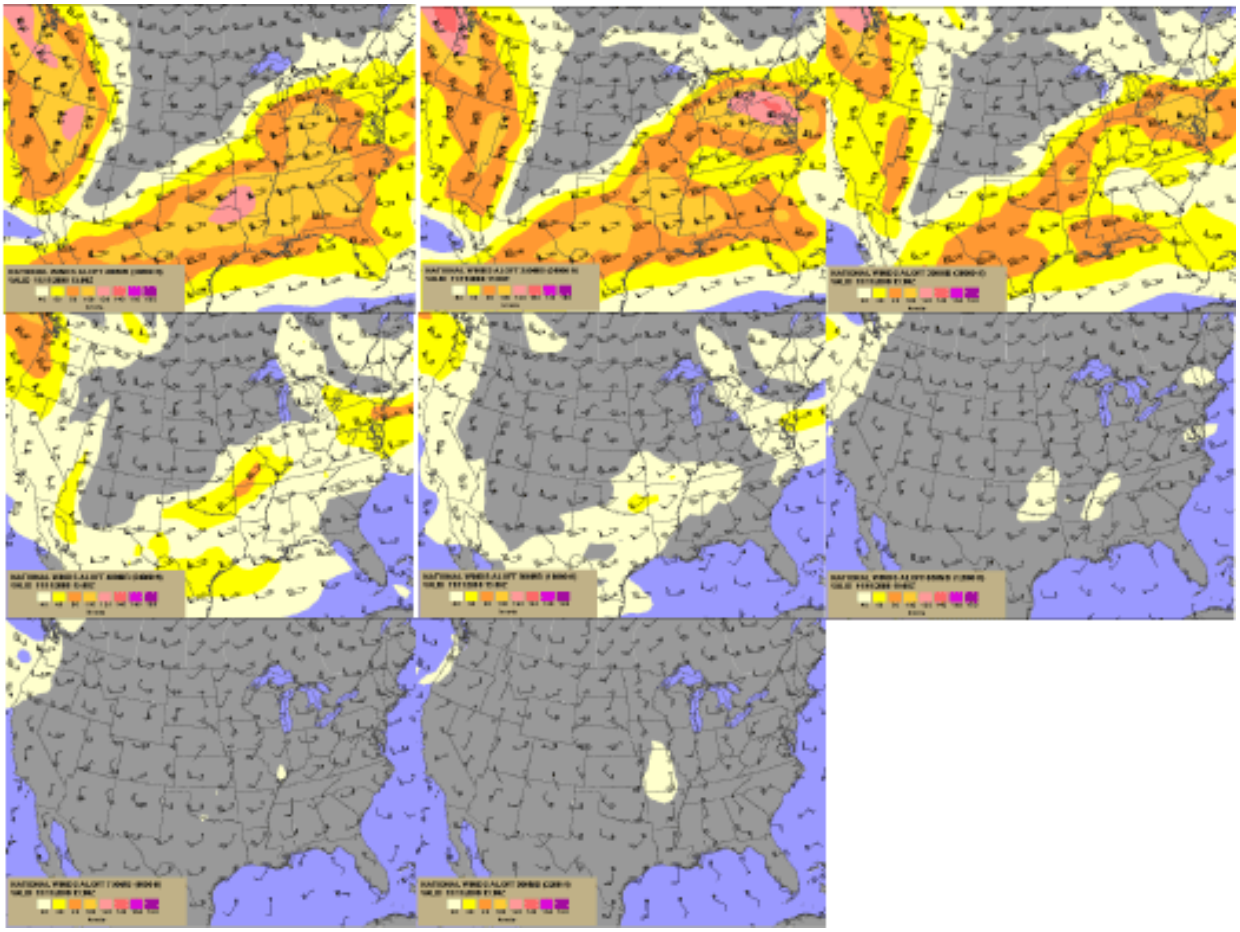
CONUS Graphics Tab



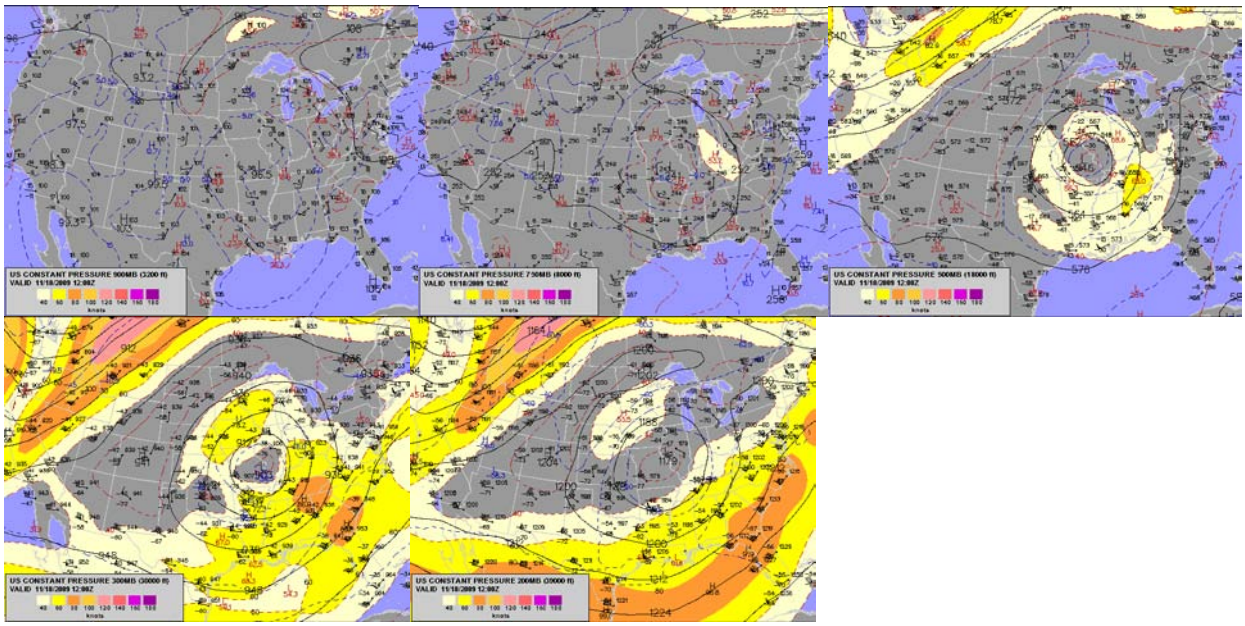


Winds Aloft Charts Tab

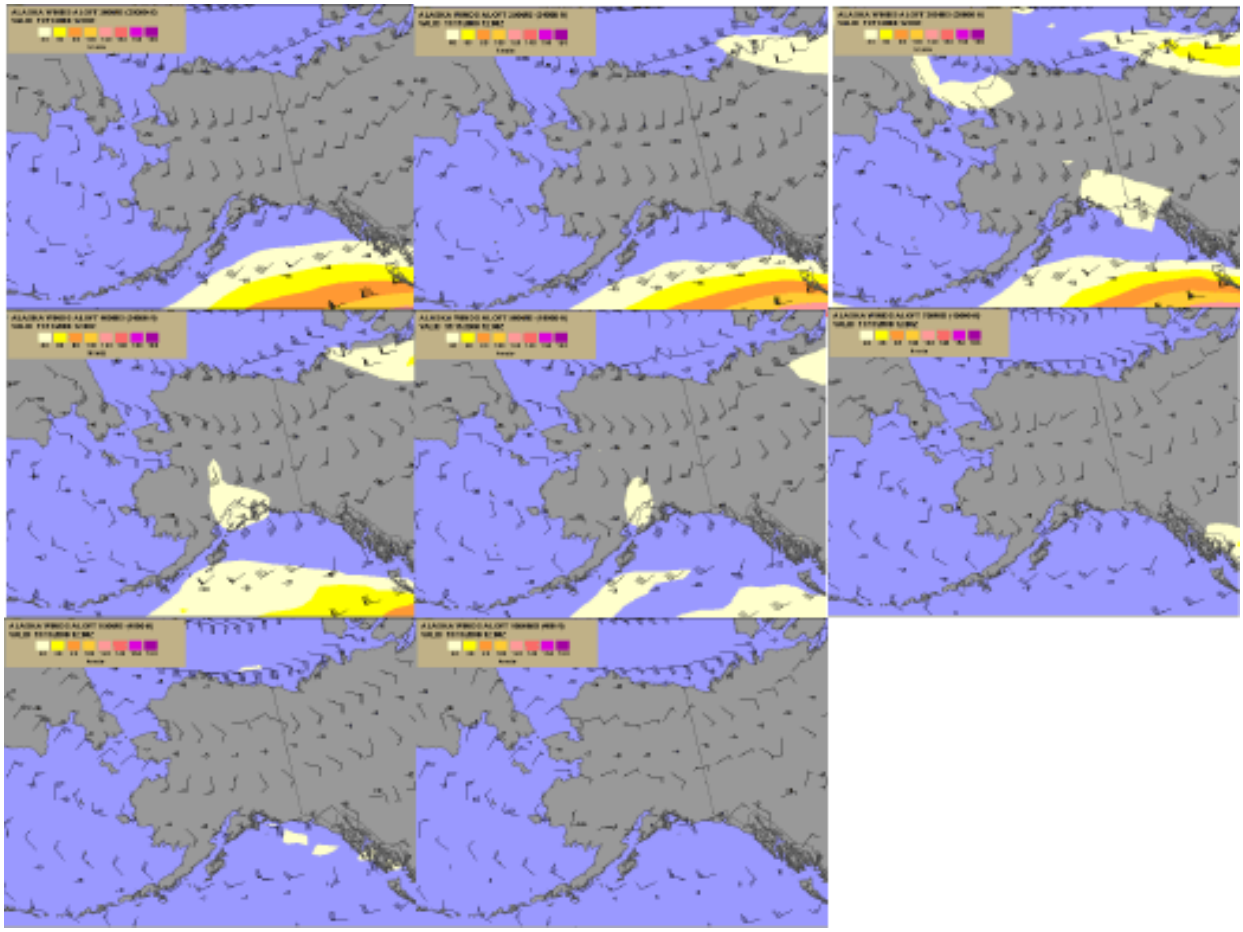
CONUS Winds Aloft Charts



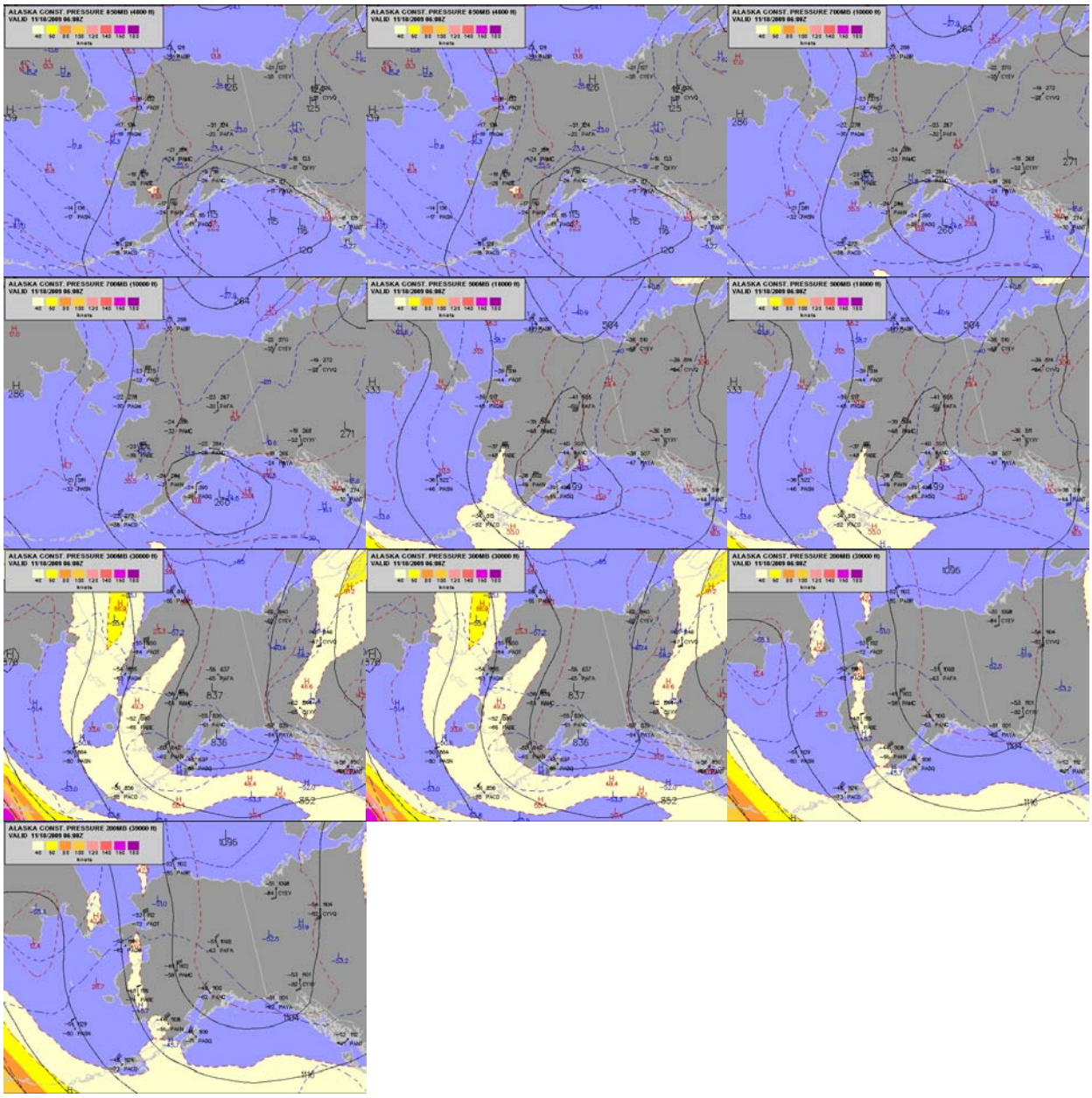
CONUS Constant Pressure Charts



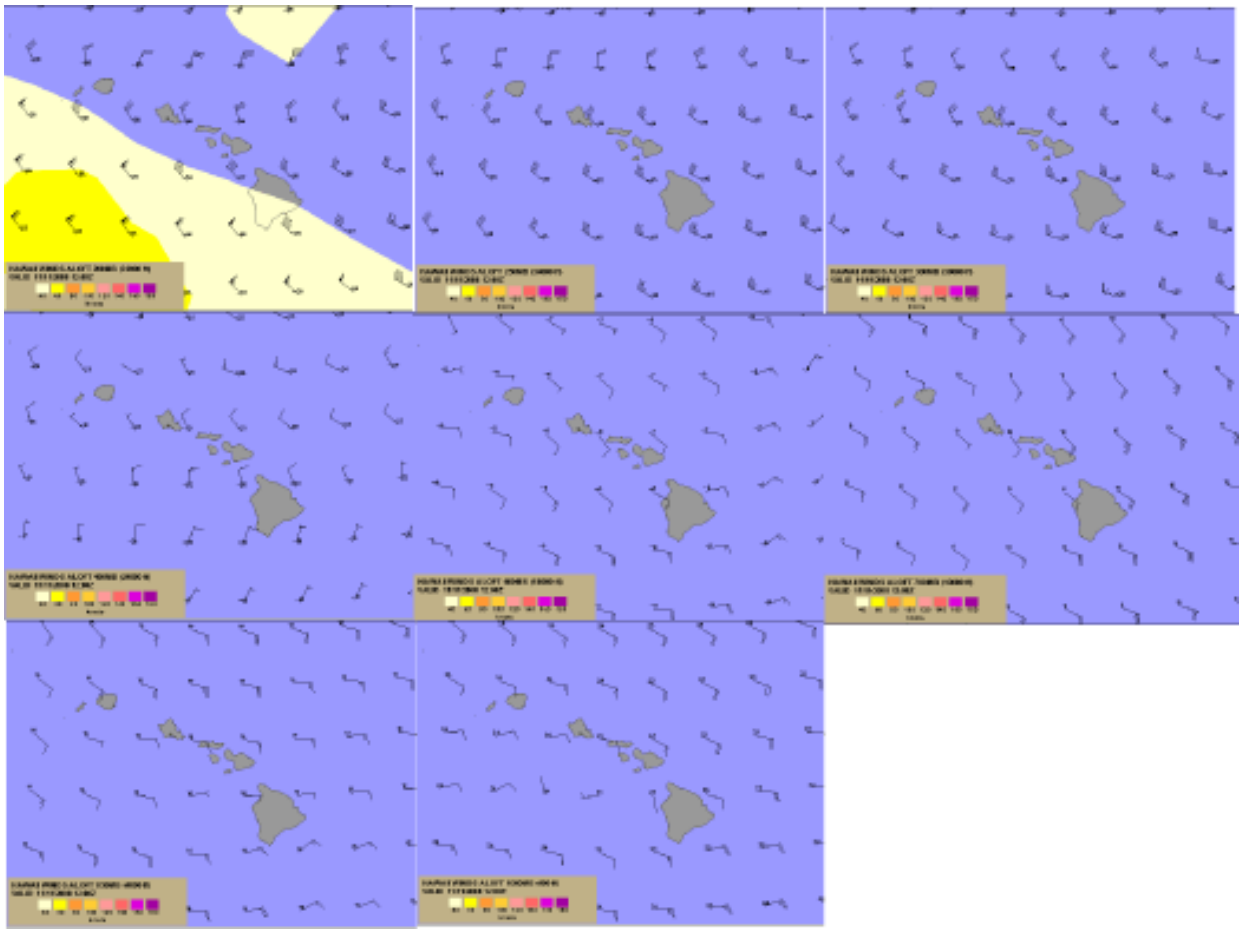
Alaska Winds Aloft Charts



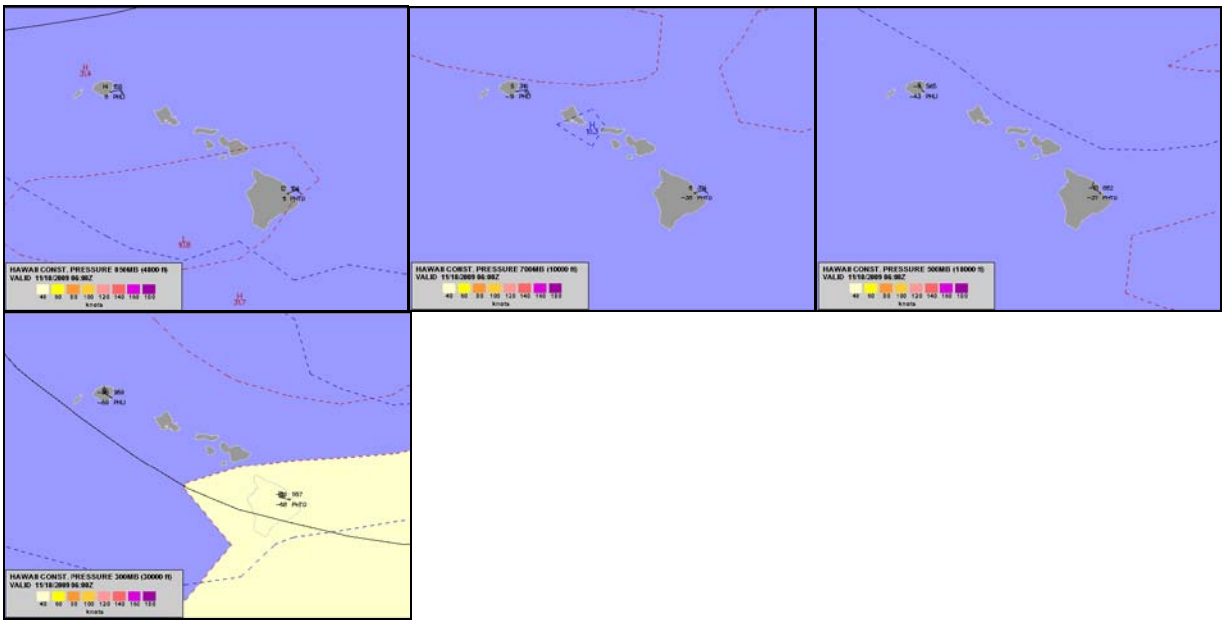
Alaska Constant Pressure Charts



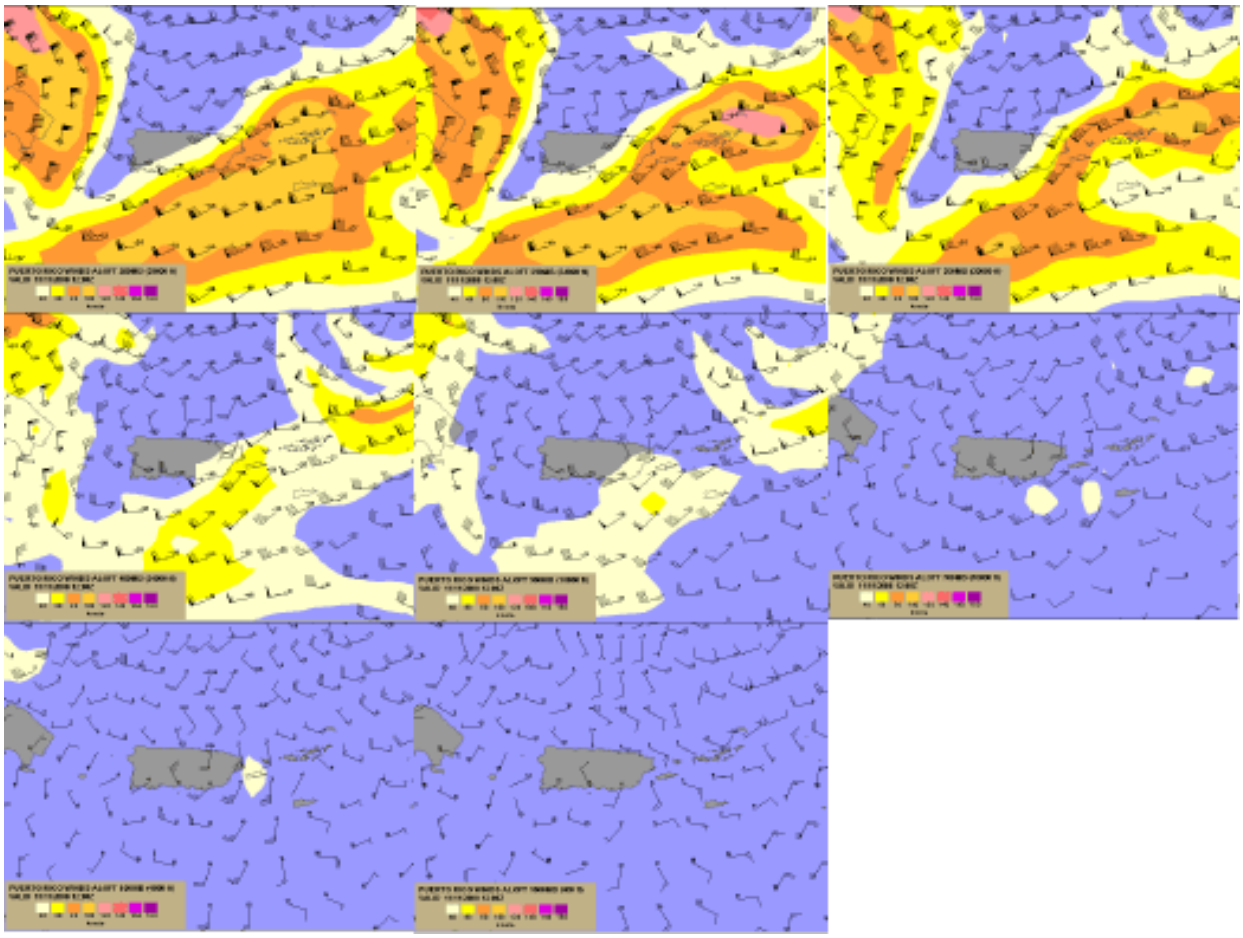
Hawaii Winds Aloft Charts



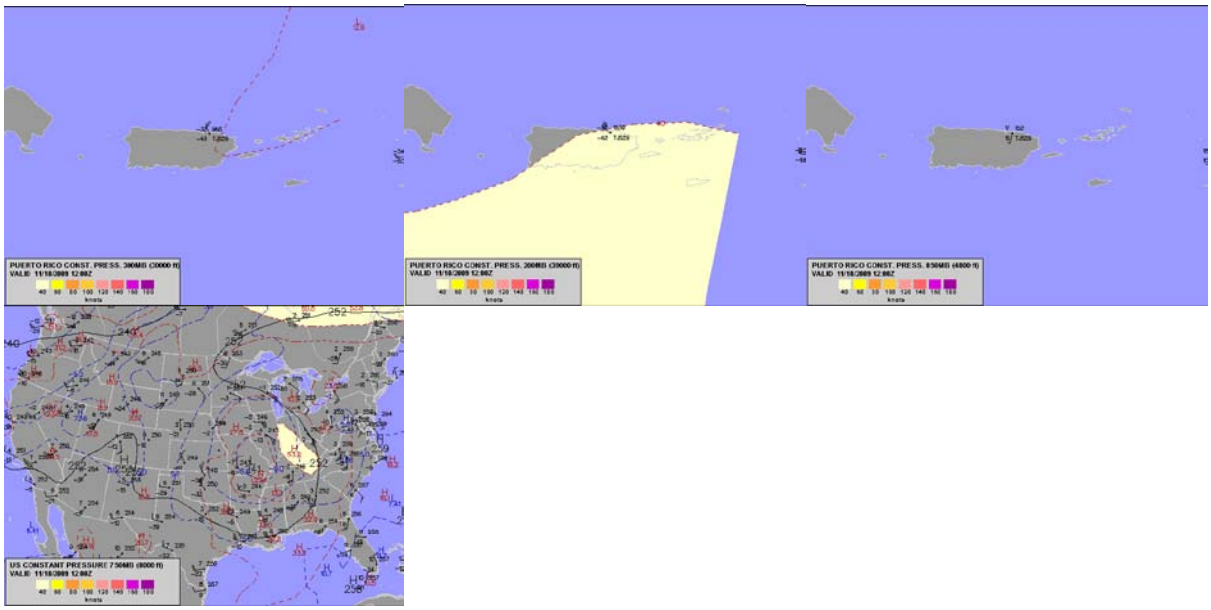
Hawaii Constant Pressure Charts



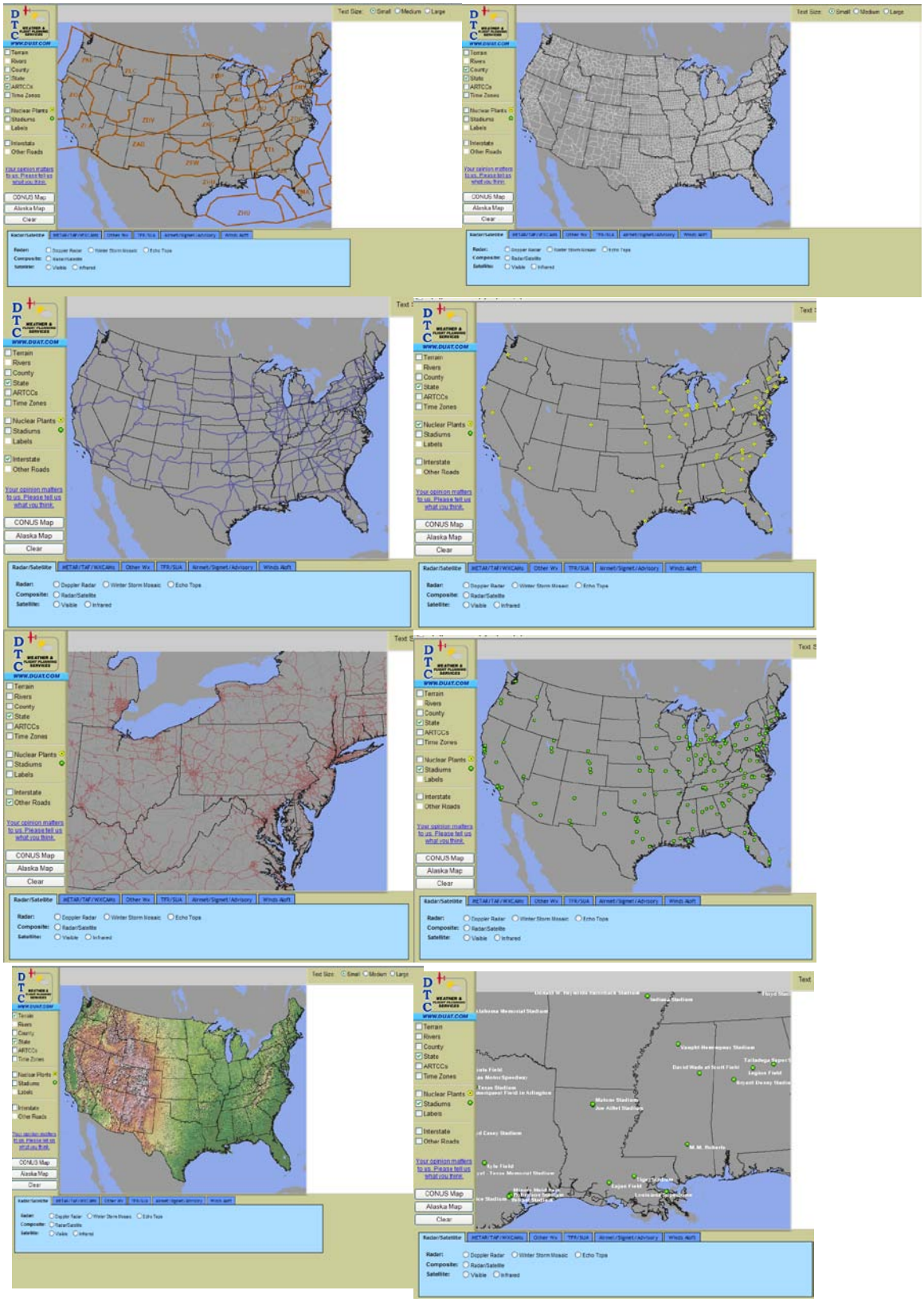
Puerto Rico Winds Aloft Charts



Puerto Rico Constant Pressure Charts



Interactive Overlay Maps



APPENDIX B Weather Report Types and Examples

FA (AREA FORCASTS)

SYNOPSIS AND VFR CLOUDS/WEATHER
BOSC FA 030845
SYNOPSIS AND VFR CLOUDS/WEATHER
SYNOPSIS VALID UNTIL 040300
CLOUDS/WEATHER VALID UNTIL 032100...OUTLOOK VALID 032100-040300
ME NH VT MA RI CT NY LO NJ PA OH LE WV MD DC DE VA AND COASTAL WATERS
.
SEE AIRMET SIERRA FOR IFR CONDITIONS AND MTN OBSCURATION.
THUNDERSTORMS IMPLY SEVERE OR GTR TURBULENCE SEVERE ICING LOW LEVEL WIND SHEAR AND IFR CONDITIONS.
NON MSL HEIGHTS DENOTED BY ABOVE GROUND LEVEL OR CEILING.
.
SYNOPSIS...AT 09Z COLD FRONT FROM WESTERN NS ACROSS THE ATLANTIC TO DELMARVA. STATIONARY FNT EXTENDS FROM DELMARVA TO EASTERN KY AND THEN BECOMES A WARM FRONT TO SOUTHERN MO. OCCLUDED FRONT FROM EASTERN MN TO EASTERN MO. SURFACE HIGH SOUTHERN ONT. BY 03Z OCCLUDED FRONT FROM UPPER MI TO SURFACE LOW WESTERN OH. COLD FRONT FROM OH LOW TO LA. WARM FRONT FROM OH LOW THROUGH DELMARVA INTO THE ATLANTIC. SURFACE TROUGH FROM NS TO NJ. SURFACE HIGH SOUTHERN ONT. ...HIRT...
.
PA NJ
NORTHWEST PA...BROKEN CIRRUS. 13Z 100 SCATTERED TO BROKEN 250. 19Z 50 SCATTERED TO BROKEN 100 OVERCAST. WIDELY SCATTERED RW-. ISOLATED TRW-. CUMULONIMBUS TOPS TO 400. OUTLOOK...MARGINAL VFR R F. SW PA...SCATTERED CIRRUS. OCCASIONAL VISIBILITY 3-5F. 13Z 70 SCATTERED. 18Z 70 OVERCAST LAYERED 250. AFTER 20Z WIDELY SCATTERED RW-. TOPS TO 250. OUTLOOK...MARGINAL VFR RW TRW F. CENTRAL PA...CLEAR OCCASIONAL SCATTERED CIRRUS. UNTIL 14Z OCCASIONAL VISIBILITY 3-5F. 16-18Z 100 SCATTERED. OUTLOOK...VFR RW.
EASTERN PA/NJ...CLEAR. OCCASIONAL VISIBILITY 3-5F. 14Z SCATTERED TO BROKEN CIRRUS. OUTLOOK...VFR.
.
MD DC DE VA
WESTERN MD...55 SCATTERED. OCCASIONAL VISIBILITY 3-5F. 14Z 55 SCATTERED 100 SCATTERED TO BROKEN 300. AFTER 20Z ISOLATED RW-. TOPS TO 250. OUTLOOK...MARGINAL VFR CEILING R F.
EASTERN MD/DE/DC/NORTHEASTERN VA...50 SCATTERED TO BROKEN 100. OCCASIONAL VISIBILITY 3-5F. 14Z 50 SCATTERED 100 SCATTERED TO

BROKEN 250. OUTLOOK...VFR. VA COASTAL SECTIONS...30 SCATTERED TO BROKEN 60. OCCASIONAL VISIBILITY 3-5F. 13Z 30 SCATTERED. OCCASIONAL 100 SCATTERED. OUTLOOK...VFR R. REMAINDER SOUTHEASTERN VA...SCATTERED CIRRUS OCCASIONAL CLEAR. OCCASIONAL VISIBILITY 3-5F. 14Z 100 SCATTERED TO BROKEN 250. OCCASIONAL BROKEN CIRRUS. OUTLOOK...VFR R.
ELSEWHERE...CEILING 50 BROKEN TO SCATTERED 100. HIGHER CLOUDS TO 300. 18Z CEILING 40 BROKEN 80 OVERCAST. AFTER 20Z ISOLATED RW-. TOPS TO 250. OUTLOOK...MARGINAL VFR CEILING RW.
.
COASTAL WATERS
N OF ACY...CLEAR. OCCASIONAL 15 SCATTERED EXTREME EASTERN PORTIONS. 14Z SCATTERED TO BROKEN CIRRUS. OUTLOOK...VFR.
S OF ACY...20 SCATTERED OCCASIONAL CLEAR. 16-18Z 25 SCATTERED TO BROKEN 60. OUTLOOK...VFR.
....

WW (SEVERE WEATHER WARNINGS)

MKC WW 041854
ALZ000-GAZ000-FLZ000-050400-

BULLETIN - IMMEDIATE BROADCAST REQUESTED
TORNADO WATCH NUMBER 1009
NATIONAL WEATHER SERVICE KANSAS CITY MO
154 PM CDT WED OCT 4 1995

.A..THE STORM PREDICTION CENTER HAS ISSUED A TORNADO WATCH FOR
MOST OF SOUTHERN AND CENTRAL ALABAMA
A SMALL PART OF NORTH FLORIDA AND ALL OF THE PANHANDLE
A SMALL PART OF SOUTHWEST GEORGIA AND ADJACENT COASTAL WATERS

FROM 300 PM UNTIL 1100 PM CDT CDT THIS WEDNESDAY AFTERNOON AND EVENING.

TORNADOES...DANGEROUS LIGHTNING AND DAMAGING THUNDERSTORM WINDS ARE POSSIBLE IN THESE AREAS.

THE TORNADO WATCH AREA IS ALONG AND 85 STATUTE MILES NORTH AND SOUTH OF A LINE FROM 75 MILES NORTH OF MOBILE ALABAMA TO 30 MILES SOUTH OF ALBANY GEORGIA.

REMEMBER...A TORNADO WATCH MEANS CONDITIONS ARE FAVORABLE FOR TORNADOES AND SEVERE THUNDERSTORMS IN AND CLOSE TO THE WATCH AREA. PERSONS IN THESE AREAS SHOULD BE ON THE LOOKOUT FOR THREATENING WEATHER CONDITIONS AND LISTEN FOR LATER STATEMENTS AND POSSIBLE

WARNINGS.

B..OTHER WATCH INFORMATION.. THIS TORNADO WATCH REPLACES TORNADO WATCH NUMBER 1008. WATCH NUMBER 1008 WILL NOT BE IN EFFECT AFTER 300 PM CDT.
$$

C...TORNADOES AND A FEW SVR TSTMS WITH EXTRM TURBC AND SFC WND GUSTS TO 80 KNOTS. A FEW CBS WITH MAX TOPS TO 500. MEAN WIND VECTOR 20040.

D... CONVECTIVE BANDS ASSOCIATED WITH HURCN OPAL CONT TO PRODUCE ISOLATED TORNADOES. BANDS ARE MOVG N AS THE CENTER OF CIRCULATION CONTS NWD. PRIND CONDS RMN FVBL FOR TORNADOES TO CONT OVER THE RMNDR OF THIS AFTN AND TNGHT.

E...OTR TSTMS... THIS WATCH REPLACES..WW 1008..

...HENDERSON

MKC WW-A 041654

STATUS REPORT ON WW NUMBER 1008

DATA SHOW A BAND OF SVR TSTMS EXTDG FM ABT 20 NW PNS ESEWD TO 15 S PAM. TORNADO WARNINGS HV BEEN ISSUED FOR FL PNHDL CNTYS BEING AFFECTED BY THESE STMS. THE LN IS ROTG NNEWD 20-25KT WHILE INDIVIDUAL CELLS MOVE NWWD ABT 40KT. KEVX WSR-88D VAD WIND PROFILE SHOWS STG LO LVL DIRECTIONAL AND SPEED SHEAR. WARM AND MOIST AMS IS MDTLY UNSTABLE WITH SFC BASED LI/S TO -5. THEREFORE EXPECT POTENTIAL FOR ISOLD TORNADOES TO CONT DURG THE NEXT SVRL HRS AS BANDS OF STMS MOV ACRS THE FL PNHDL AND SRN AL. CONT WW.

AC (SEVERE WEATHER OUTLOOK)

MKC AC 291511
CONVECTIVE OUTLOOK...REF AFOS NMCGPH94O.
VALID 291500Z - 301200Z

THERE IS A MDT RISK OF SVR TSTMS FOR MOST OF WRN KS...MUCH OF WRN OK...AND A SMALL PART OF THE TEXAS PANHANDLE. THE MDT RISK AREA IS
TO THE RIGHT OF A LINE FROM 35 WNW ADM CDS 30 WSW MCK 45 SW HSI 35 WNW ADM.

THERE IS A SLGT RISK OF SVR TSTMS TO THE RIGHT OF A LINE FROM

20 NE PNC DAL 20 W ACT 35 NE SJT BGS 30 S 1K5 35 NW IML 45 ENE ANW
35 W FAR 20 W INL ELO 35 NNE RHI 20 S LSE 20 NNW OMA BIE 20 NE
PNC. GEN TSTMS ARE FCST TO THE RIGHT OF A LINE FROM 65 SSW GDP
INK 25 S DHT 40 E LVS 50 S LVS 4CR ONM PGA 50 ENE ELY ENV MQM LVM
10 NW BIS 55 N DVL ...CONT... SSM BEH SLO P02 TXK TPL DRT.

GEN TSTMS ARE FCST TO THE RIGHT OF A LINE FROM AQQ 20 NE JAX.

WH (TROPICAL DEPRESSION/HURRICANE ADVISORIES)

```
WTNT21 KNHC 031439
TCMAT1
TROPICAL STORM NOEL FORECAST/ADVISORY NUMBER  27
NATIONAL WEATHER SERVICE MIAMI FL
1500Z TUE OCT 03 1995

TROPICAL STORM CENTER LOCATED NEAR 27.2N  42.2W AT 03/1500Z
POSITION ACCURATE WITHIN  45 NM

PRESENT MOVEMENT TOWARD THE NORTH NORTHWEST OR 330 DEGREES AT 13KT

ESTIMATED MINIMUM CENTRAL PRESSURE 1000 MB
MAX SUSTAINED WINDS  40 KT WITH GUSTS TO  50 KT
34 KT.......100NE 100SE  50SW 100NW
12 FT SEAS..100NE 100SE  50SW 100NW
ALL QUADRANT RADII IN NAUTICAL MILES

REPEAT...CENTER LOCATED NEAR 27.2N  42.2W AT 03/1500Z
AT 03/1200Z CENTER WAS LOCATED NEAR 26.8N  42.0W

FORECAST VALID 04/0000Z 29.0N  42.5W
MAX WIND  40 KT...GUSTS  50 KT
34 KT...100NE 100SE  50SW 100NW

FORECAST VALID 04/1200Z 31.0N  42.5W
MAX WIND  35 KT...GUSTS  45 KT
34 KT...100NE 100SE  50SW 100NW

FORECAST VALID 05/0000Z 32.5N  41.5W
MAX WIND  35 KT...GUSTS  45 KT
34 KT...100NE 100SE  50SW 100NW

REQUEST FOR 3 HOURLY SHIP REPORTS WITHIN 300 MILES OF 27.2N  42.2W
```

WS (SIGMETS)

```
SLCV (SALT LAKE CITY, UT) WS 041830
```

```
SIGMET VICTOR 2 VALID UNTIL 042230
UTAH WYOMING COLORADO ARIZONA NEW MEXICO
FROM CASPER,WY TO 60NNW SCOTTSBLUFF,NE TO TOBE,CO TO 80S LAS
VEGAS,NM TO ST JOHNS,AZ TO NEEDLES,CA TO DELTA,UT TO GRAND
JUNCTION,CO TO CASPER,WY OCCASIONAL SEVERE TURBULENCE BELOW 180
DUE TO STRONG LOW AND MID LEVEL WINDS ACROSS MOUNTAINOUS TERRAIN.
STRONG UP AND DOWN DRAFTS AND LOW LEVEL WIND SHEAR ALSO EXPECTED.
CONDITIONS CONTINUING BEYOND 2230Z.
....
```

WST (CONVECTIVE SIGMETS)

```
MKCE (KANSAS CITY, MO) WST 031255
CONVECTIVE SIGMET 6E
VALID UNTIL 1455Z
FLORIDA COASTAL WATERS
FROM 100SW CROSS CITY,FL-50SW FORT MYERS,FL
LINE THUNDERSTORMS 10 MI WIDE MOVING FROM 2010. TOPS TO 400.

CONVECTIVE SIGMET 7E
VALID UNTIL 1455Z
OHIO INDIANA KENTUCKY
FROM 40NW FINDLAY,OH-40W HENDERSON,WV-60NE DYERSBURG,TN-30N
INDIANAPOLIS,IN-40NW FINDLAY,OH AREA EMBEDDED THUNDERSTORMS MOVING
FROM 2420. TOPS TO 350.
```

CWA (CENTER WEATHER ADVISORY)

```
ZLC1 UCWA 01 031850-032050 COR
ID MT NV
FROM SMN TO 80SSW BZN TO 55NW EKO TO REO TO SMN.
AREA OF MDT TO OCNL SVR ICG RPTD BY SVRL ACFT BTWN FL 130-200.
CNCL 032050. RW
```

WA (AIRMETS)

```
BOSS (BOSTON, MA) WA 031345
AIRMET SIERRA UPDT 3 FOR IFR AND MTN OBSCN VALID UNTIL 032000
.
AIRMET IFR...OHIO
FROM DETROIT,MI TO CLEVELAND,OH TO HENDERSON,WV TO
COVINGTON/CINCINNATI,,KY TO 50NNE FORT WAYNE,IN TO DETROIT,MI
OCCASIONAL CEILING BELOW 10 VISIBILITY BELOW 3 IN
CLOUDS/PRECIPITATION FOG. CONDITIONS SPREADING EASTWARD AND
CONTINUING BEYOND 20Z THROUGH 02Z.
.
AIRMET MTN OBSCURATION...NEW YORK VERMONT NEW HAMPSHIRE MAINE
```

```
FROM CARIBOU,ME TO MILLINOCKET,ME TO ALBANY,NY TO 30NE SYRACUSE,NY
TO QUEBEC/QUE, TO CARIBOU,ME MOUNTAINS OCCASIONALLY OBSCURED IN
CLOUDS. CONDITIONS ENDING 16-18Z.
.
AIRMET MTN OBSCURATION...WEST VIRGINIA MARYLAND VIRGINIA
PENNSYLVANIA NORTH CAROLINA SOUTH CAROLINA GEORGIA
FROM PITTSBURGH,PA TO JOHNSTOWN,PA TO CHARLOTTE,NC TO ATLANTA,GA
TO CHATTANOOGA,TN TO BRISTOL/JOHNSON/KINGSP,TN TO HENDERSON,WV TO
PITTSBURGH,PA MOUNTAINS OCCASIONALLY OBSCURED IN
CLOUDS/PRECIPITATION FOG. CONDITIONS AT 14Z MOSTLY GA AND NC BUT
SPREADING NORTHEASTWARD ACROSS AREA BY 17-19Z CONTINUING BEYOND
20Z THROUGH 02Z
....

BOST (BOSTON, MA) WA 031345
AIRMET TANGO UPDT 2 FOR TURBC VALID UNTIL 032000
.
AIRMET TURBC...LAKE ERIE LAKE ONTARIO OHIO PENNSYLVANIA NEW YORK
NEW JERSEY NEW HAMPSHIRE VERMONT MASSACHUSETTS CONNECTICUT MAINE
FROM SHERBROOKE/QUE, TO PORTLAND,ME TO ATLANTIC CITY,NJ TO 50NNE
FORT WAYNE,IN TO DETROIT,MI TO SHERBROOKE/QUE, LIGHT OCCASIONAL
MDT TURBULENCE BETWEEN 220 AND 400 DUE TO WINDSHEAR ASSOCIATED
WITH JET STREAM. CONDITIONS CONTINUING BEYOND 20Z ENDING 02Z.
....

BOSZ (BOSTON, MA) WA 031345
AIRMET ZULU UPDT 2 FOR ICG AND FRZLVL VALID UNTIL 032000
.
OH LE NY PA
LGT ISOLD MDT ICGIC FRZLVL TO 250 OH LE WRN PA AND WRN NY. FRZLVL
100-120 NW SLPG TO 120-140 SE. CONDS SPRDG EWD AND CONTG BYD 20Z
THRU 02Z.
.
RMNDR NO SIGNIFICANT ICING OUTSIDE CONVECTIVE ACTIVITY.
.
FREEZING LEVEL...100-120 NORTHWEST OF A IND-50N PIT-SYR-YQB LINE
SLOPING TO 130-150 SOUTHEAST HNN-AVP-MLT LINE.
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SA (SURFACE WEATHER OBSERVATIONS)

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SURFACE WEATHER OBSERVATIONS
METAR KPHL 281354Z COR 31018G23KT 10SM FEW030 M05/M14 A2997 RMK
     AO2 PK WND 33026/1341 SLP148 T10501139 $
KPHL (PHILADELPHIA, PA) SCHEDULED OBSERVATION 28/1354 UTC,
CORRECTION,
```

```
   WIND FROM 310 DEGREES AT 18 KTS, GUSTING TO 23 KTS,
   VISIBILITY 10.00 MILES,
   SKY 1/8-2/8 COVERAGE AT 3000 FT,
   TEMPERATURE -5C (23 DEG F), DEW POINT -14C (7 DEG F),
   ALTIMETER SETTING 29.97 INCHES.
   REMARKS:       AO2 PK WND 33026/1341 SLP148 T10501139 $
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UA (PILOT REPORTS)

```
MIA UA /OV MYBS-FXE/TM 1726/FL015/TP C402/SK 20 -SCT/WV EASTERLY
     15KTS/RM VSBY 20 MILES
MIA UUA /OV VKZ 080005/TM 1725/FLUNKN/TP UNKN/RM WATERSPOUT
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SD (RADAR WEATHER REPORTS)

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ACY (ATLANTIC CITY, NJ) RADAR WEATHER REPORT AT 1335 UTC
   NO ECHOES OBSERVED
   REMARKS:AUTO
DIX 1335 PPINE AUTO=
DIX (WRIGHTSTOWN, NJ) RADAR WEATHER REPORT AT 1335 UTC
   NO ECHOES OBSERVED
   REMMIV FT AMD 031308 1310Z 50 SCT 250 -BKN 2F OCNL 4H.
     15Z 50 SCT 250 -BKN 4H 2008.
     23Z 100 SCT C250 BKN 1709 OCNL C100 BKN.
     03Z 50 SCT C120 BKN 1809 OCNL C50 BKN.
     06Z C50 BKN 2009 CHC C25 OVC 3R-F..
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TAF FORECAST

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TERMINAL FORECASTS
TAF KPHL 281417Z 281412 31017G27KT P6SM SCT030 TEMPO 1416 BKN030
     FM1600 32018G30KT P6SM FEW045 SCT090
     FM2200 32012KT P6SM FEW120
     FM0200 33009KT P6SM SKC BECMG 0608 35005KT
KPHL (PHILADELPHIA, PA) AERODROME FORECAST 28/1417 UTC,
   FOR USE ON 28 FROM 14Z TO 12Z,
   AT 14Z, WIND FROM 310 DEGREES AT 17 KTS, GUSTING TO 27 KTS,
VISIBILITY OVER
      6.00 MILES, SKY SCATTERED 3/8-4/8 COVERAGE AT 3000 FT,
   TEMPORARY CHANGES BETWEEN 14Z AND 16Z, SKY BROKEN 5/8-7/8
COVERAGE AT 3000
      FT,
   FROM 1600Z, WIND FROM 320 DEGREES AT 18 KTS, GUSTING TO 30 KTS,
VISIBILITY
      OVER 6.00 MILES, SKY 1/8-2/8 COVERAGE AT 4500 FT, SCATTERED
3/8-4/8
      COVERAGE AT 9000 FT,
```

FROM 2200Z, WIND FROM 320 DEGREES AT 12 KTS, VISIBILITY OVER 6.00 MILES, SKY
1/8-2/8 COVERAGE AT 12000 FT,
FROM 0200Z, WIND FROM 330 DEGREES AT 9 KTS, VISIBILITY OVER 6.00 MILES, SKY
CLEAR,
BECOMING BETWEEN 6Z AND 8Z, WIND FROM 350 DEGREES AT 5 KTS,

FD (WINDS ALOFT)

DATA BASED ON 030000Z
VALID 031200Z FOR USE 0900-1800Z. TEMPS NEG ABV 24000

FEET	ACY	JFK	EMI	AVP
3000	2811	2812	2806	3008
6000	2616+11	2620+10	2615+10	2718+10
9000	2621+07	2724+06	2621+07	2724+06
12000	2526+05	2629+05	2524+04	2629+04

NO (NOTAMS)

MIV 05/033 VCN PAJA 3 NMR VCN355010/17N 14500/BLO SR-0130 DLY TIL 12240130
MIV 05/033 VCN PARACHUTE JUMPING ACTIVITY 3 NAUTICAL MILE RADIUS
PHL 10/001 PHL 17-35 CLSD EFF 031415-1615
PHL 10/001 PHL 17-35 CLOSED EFFECTIVE 031415-1615

PHL 07/013 PHL A/C LC 372.05 VICE 263.0+A/C 317.55 VICE 307.2/288.15 VICE 343.6

LORAN NOTAMS

LRN 09/008 LRN CHAIN 9960 STN X/CHAIN 5930 STN X UNUSBL 1300-1600 DLY EFF 031300-041600

LORAN 09/008 LORAN CHAIN 9960 STN X/CHAIN 5930 STN X UNUSABLE 1300-1600 DAILY EFFECTIVE 031300-041600

GPS NOTAMS

GPS 10/001 GPS SGL UNRELBL 450 NMR NFL EFF 10041400-1500

GLOBAL POSITIONING SYSTEM 10/001 GLOBAL POSITIONING SYSTEM SGL UNRELIABLE 450 NAUTICAL MILE RADIUS NFL EFFECTIVE 10041400-1500

FDC (FLIGHT DATA CENTER NOTAMS

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FDC 5/5043 ZMA FL.. LAKE BUENA VISTA, FL.  LASER LIGHT ACTIVITY
    WILL BE CONDUCTED AT EPCOT CENTER, LAKE BUENA VISTA, FLORIDA
    ORLANDO VORTAC /ORL/ 226 DEGREE RADIAL AT 16 NAUTICAL MILES.
    LATITUDE 28 22N, LONGTITUDE 81 32W EFFECTIVE IMMEDIATELY
    UNTIL FURTHER NOTICE FROM 2200 UTC UNTIL 0800 UTC DAILY.
    LASER LIGHT BEAM MAY BE INJURIOUS TO PILOTS/PASSENGERS EYES
    WITHIN 5000 FEET VERTICALLY AND 1 NM LATERALLY OF THE
    LIGHT SOURCE. FLASH BLINDNESS OR COCKPIT ILLUMINATION MAY
    OCCUR BEYOND THESE DISTANCES.
FDC 5/5122 EYW FI/T KEY WEST INTL, KEY WEST, FL.
    VOR/DME OR GPS RWY 27 AMDT 1...
Published FDC NOTAM Data are not available, and must be obtained
from other publication/charts/etc.
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TW (TREND WEATHER)

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MIA SA 1554 25 SCT E130 BKN 200 BKN 7 128/85/73/1105/991
MIA SA 1653 30 SCT 130 SCT 200 OVC 7 125/86/74/0703/990/TCU DSNT N
MIA SA 1750 25 SCT 120 SCT 250 BKN 7 120/86/75/1104/988/TCU DSNT W
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If you have any questions about the DTC DUAT Service, please call us at **1-800-243-3828.**
Thanks for using our service,

DTC DUAT Staff